



WHEELSPIN

April 2009

www.hccc.org.nz

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COVER PHOTO

Jilly with Clubsport trophy. Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street (North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St Petone, 7:30 pm. Note:— Anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington. Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or

material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

April Clubnight

The Fireman's Arms Jackson Street, Petone April 1st

Yer president speaks:

Oh my, but I have been a busy boy since the last magazine.

I came down with a rather serious case of 'no club car', having sold the Civic, and the wheels rather fell off the plan of making a Pulsar go in a very short timeframe (still not going now in fact). At clubnight Pete Collins very generously offered me the use of his white FXGT for the Clubsport Nationals. This proves there are good reasons to have ready access to alcohol during clubnight.

We had our 'Nationals practice' motorkhana at the new Silverstream 'Blue House Paddock' on Eastern Hutt road, which was good fun. We had an interesting time trying to round up the horses who roam in that collection of paddocks, to contain them at the North end of the venue, so we can race at the South end. Turns out that horses are quite well set up when it comes to running really fast in paddocks. So that was some good exercise.

The venue was absolutely excellent, and was draining well considering the amount of rain that had fallen in the week before and in fact that morning. It had rained so much that night that Neil Roots in fact decided that surely it must be cancelled, so decided to stay in his warm bed. This does show a distinct lack of dedication Neil, because now you're a life member of the club, we have far higher expectations of you ... really you should have been the first person out there in the morning rounding up the glue-on-the-hoof. Especially since you then won the event, once you did eventually get out of bed:)

With a very large collection of paddocks, and only four horses eating the grass, the first couple of runs were an adventure in trying to see the cones. At one stage I just drove up and down one of the test area's about five times just to try to knock some of the grass over. But it was tough stuff, and popped up again. We eventually killed it by driving cars over it during the tests, but it took some doing. The paddocks are really smooth, with only a bit of up'n'down through the gateways, so that bodes well for having tons of fun there.

We had five new (or newish) people out there having a go, which is always good to see Kerran Graeve who is new to the area, but not motorsport in general romped home in second place in his Citroen AXGT, with some very neat driving. I brought the smoky Corolla home in third place, which I was pretty pleased about. Although Pete did make a pretty good attempt at sabotaging the car, by leaving the thermofans unplugged. It was ok though, as I was watching the gauges, and we tracked down the problem immediately.

The practice day was well worth it, as most people had multiple extra runs at every test, so that we were in a much better position for the Nationals the following weekend.

Our trip to the Clubsport Nationals could fill the whole magazine by itself, easily. Geoff, Victor, and Alex were representing HVMC, and Neil Roots, Al, Webster, Pete, Me, Graham Heath, Jilly, Duane, and Brian Craig were flying the HCCC flag. We also had Adam Fisher, Linda, and Dave as our cheerleaders.

Graham Heath had to stop beside the road and investigate some funny noises, but other than much traffic there wasn't much else worth mentioning about the trip North, other than it kept getting wetter and wetter the closer we got to Stratford. I kept myself amused by engine braking down long hills, and coating the front of Geoff's Legacy in oil smoke at the bottom of the hill. The Corolla while it had practically no power on hand, did have a good stereo. I apologise to anyone who had to listen to me singing along with various 1980's hits. I sing so badly that even I have to leave the room when I'm singing. About the limit of my talent is mumbling along to happy birthday, and lip synching to those churchy songs that happen at funerals.

I was using a GPS during the weekend, which did take us on one quite interesting detour down some nice roads, totally avoiding Hawera. That was quite well timed, as I was pretty much bored out of my mind by that stage, so a quick blast down side roads with some good wiggles in them was much appreciated, and woke up the brain a bit. Pity about the line of three bits of agricultural machinery who were trundling along at 30k, that slowed us down a bit.

Documentation and scrutineering was very painless (although, soggy) for the competitors. It would seem that the new tyre rule that we tried to get in for the 2008 Nationals, but couldn't, because there was too much indecision, then forced into place through the remit at the MSNZ AGCM ... well, it looks like the tyre rule actually worked. Gosh, who would have thought that people could understand a rule as complicated as 'don't bring rally tyres'. Certainly at AGCM, Campbell specifically stated over about a twenty minute duration that it was too difficult to define a rally tyre.

Apparently this isn't the case, as so far as I am aware the only tyre drama was bald tyres, which is a pretty straightforward Schedule A safety issue.

So, we happily wave goodbye to the past Clubsport Nationals tyre rule that has been causing such frustration for many years.

Are there any other rules that were this unpopular and frustrating that we can get 'remitted' to death at AGCM, since trying to get a rule changed by approaching the people who are representing our part of the sport seems to be an unproductive approach.

Right, that's enough politics from me, but as you can probably tell, I'm not really very happy that it took a remit to force the issue. I'd be a lot happier if our representatives (the Clubsport Commission) represented us the competitors, rather than representing the rules that are in place ... no matter how incredibly unpopular (and frankly, counterproductive) the rule is. Because by and large, I like the Clubsport Commission, and I think they work really hard, for absolutely no glory or recognition. Clubsport isn't

about the glory, it's about grass roots motorsport, where we start ... and sometimes where we stay!

Dave Wilce discovered that Stratford is an interesting place (and wet), as while he was waiting at Scrutineering, there was a nice big punch up at a nearby park between two groups of youths. They had their fight, then shook hands and headed off their separate ways afterwards.

Lots of us were staying at the same place, as were Stu and Pasene from Pukekohe Car Club. Since they were the only guys there from their club, we stole them, and turned them into honorary Wellingtonians for the weekend. I did restrain myself from sneaking HCCC stickers onto Stu's Civic, but I was giving it some pretty serious thought.

Poor old Duane got himself geographically challenged, and missed documentation on Friday night. Not the best start to the weekend, and we had to raise a 'save Duane legal defence fund' on Friday night to pay his fine. It was a bit upsetting, but at the end of the day they did fine him that absolute minimum possible fine for the crime.

Saturday dawned damply, and we splashed our way 20 minutes South to the hillclimb venue. It was an absolutely brilliant little bit of road (albeit, damp), mostly a second gear blast around wiggly bits, then opening out to a (relatively) fast finish. Because I was silly enough to have been the first entry, I got to be crash test dummy for pretty much everything the whole weekend. This included the hillclimb, which was a little bit intimidating.

The Corolla was an absolute hoot, and it took some adjusting going back to a car with an open diff and fairly standard suspension. Every time I dropped a wheel into a low spot in the road, the rev counter would head North, and I will merely comment that cutting a corner on wet grass was possibly not one of my more clever plans. The day gradually dried, and every run was getting faster and drier. This wasn't an advantage for the Corolla, as when you've only got a couple of horsepower available, wet roads are a great equaliser. I had the little Corolla cranked up to just under 140k at the finish line on my final run. Victor in his Corolla was around 155, while Geoff and Webster were going over the finish at 180k. I think they were out of their minds, because that road was narrow enough while doing under 140, much less 40k faster!

It was a brilliant bit of road, nice and narrow, with some good wiggles. Considering much of the event was run in the wet, it was amazing that there were a number of spins, but no panel damage that I saw. I think most of us would agree that we'd have quite happily done another three runs after the event finished.

The competitor forum on Saturday night was a bit of a shambles, as it deteriorated into individual discussions through total lack of meeting control, so I don't think we really achieved any useful information or feedback at the end of it. Though it was useful hearing the opinions of some of the other car club guys, a useful reminder that other parts of the country do have a very different take on the way events should be run.

Sunday brought another wet morning, which was a bit of a concern, considering we were doing a motorkhana on grass then an autocross on the speedway track. However, it did hold off, with a couple of sprinkles in the morning, then turning into a damn hot and sunny afternoon.

The motorkhana was super tight, which I enjoyed, as the more technical a motorkhana is generally the better I do at it. Even the Corolla was feeling pretty huge in the tests, barely making it down the narrow alleys of cones, and around some of the gaps between the cones and the fences of the paddock. It was a small miracle that nobody hit the fences, as the proximity was quite scary. One of the paddocks had a big scary

hump in it, that was a car killer. So I tip toed through that test, as there was no way I wanted to rip the sump off Pete's Corolla. Had I tried to carry any speed over it, the car would most surely have met a horrible death.

The motorkhana actually was running in breach of the event regulations, as the gaps didn't comply, and the use of fence posts to replace markers meant that if you'd hit the course markers, you would have certainly damaged the car.

Neil did well, bringing the City home in third, behind two drivers of the Walbran MG Midget.

We moved on to the autocross, which was one scary event! It was those big plastic barriers, putting chicanes in a speedway oval. There were some screams from competitors, because there was absolutely no reason that the course could not have been set up using cones. The clerk of course advised us again, that we had to drive to the conditions which is exactly what we were told about the motorkhana with the yump and the fences. So that was frustratingly unhelpful.

The speedway oval was really intimidating, as there were concrete walls, a big kerb on the inside, and then of course the big plastic barriers. The wee two stroke Corolla was doing some lovely sliding around at the back under braking as I was setting the car up for the chicanes. While this was amusing, it certainly wasn't the quickest way around the track. I only did a couple of runs then withdrew, as there was just too much risk of car damage, and I didn't want to bend the borrowed car.

Unfortunately, there was a lot of car damage, and all of it could have been avoided by replacing barriers with cones, without compromising any of the results (because the course wouldn't have changed only the nature of the markers would have changed). Victor hit the barriers twice, stuffing the bumper, guard and some lights. Pete hit the barriers once, smashing some lights and bending a guard, he then withdrew. Graham hit the barriers, bending the bonnet of the Pulsar. Neil clipped the barriers twice, and rubbed the wall once. One of the Nelson cars also got damaged by the barriers.

So, in summary, cones good, plastic barriers bad. A bunch of people got to take damaged cars home, because Campbell refused to make the call to put cones out to supplement or replace the plastic barriers. Unfortunately, as he was Clerk of Course, we were stuck with his utterly uncompromising attitude. Thanks a bunch.

Don't get me wrong though, although there were some bad things about how the courses were set up on the Sunday, it was a hugely fun weekend. It was wall to wall socialising, the people there were fantastic, and the atmosphere couldn't be beat. All the South Taranaki Car Club, and Taranaki Car Club people were incredibly friendly, and great to chat with. Pretty much everyone was talking among the competitors, and helping out with advice and suggestions.

It's a rare thing I think where at a National Championship in motorsport, everyone is chatting to everyone else, and there is just such a positive atmosphere.

Prize-giving was like a stand up comedy event, and there was much hilarity. Lets just say, if you get the Curtis family (South Island competitors, and winners of the Nationals this year) all very happy, then add beer, then give them a microphone ... well, you're going to get some really funny speechmaking. Also, I think Helen Cameron (South Taranaki Secretary, and now life member) may never be the same again!

It looks like 2010 Clubsports will be held in Blenheim, with a gravel hillclimb, sealed motorkhana, and sealed autocross.

The next event I went to, armed with a camera was the Mt Vic Hillclimb. That was definitely an experience, as on practice run at the dipper, Lance got it all wrong in the Corolla turbo, and ended up aimed right at the barrier I was behind. So I've got a photo of the Corolla arriving into the corner way off line. The next photo out of the camera tells a good story, as it is an ultra close up shot of the front of the car! The tyre marks were within two meters of the barriers, so it was a close run thing.

Mind you, he was in good company. A three series BMW arrived into the dipper at speed, stepped the back one way, then all the way the other way. At about that stage, the fence jumped out in front of him, and the car then exited the road sideways and backwards. He came to a relatively gentle stop so far as I could tell, and apparently was able to drive the car home once they pulled it up at the end of the day. Jeff Ward was driving with his trademark 150% dedication in his Legacy. He arrived into the dipper one gear higher than anyone else, and then drove the car utterly sideways through the whole S section of the dipper. It was absolutely inspired driving, and it is good to see that he is just as crazy in the Legacy as he was in the old 5 series BMW that he previously drove.

I headed away around noon, and by all accounts missed a Triumph TR7 falling off the dipper, and a sports racing car climbing a bank near the start of the hill.

But, if you hit www.seabrightmotorsport.co.nz then go to the forums, you will find links to all the photo's and video's. This includes the BMW looping off the road, Jeff going sideways in the Legacy, and car of Brian spinning the Roadrat, and the TR7 coming to grief on the dipper.

Remember, APRIL Clubnight is our prize-giving ... yeah yeah, I know I said it was March in my last article, I was WRONG, oopsie.

If you can possibly make it to the Safespeed motorkhana April 5th to represent and publicise HCCC, that would be excellent. Also, it's at the Hutt Valley Riverbank Carpark, so should be conveniently located for many people.

That's it from me for now



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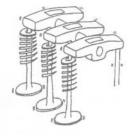




Len Fisher 0274 390 308

Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!



Note: We trust our informants' 100% and would never question their reliability!

Graham Heath discovered that if you share a room with Pete Collins, he will give away all your beer. Lots of people say "thanks for the beer Graham" by the way.

Stratford is an interesting place. There was a wee dose of fisticuffs at a park near the scrutineering venue, then everyone shook hands and headed off again. Interesting place.

Stratford also has very localized weather. It always rains, but only in a 15 minute drive in any direction, then it is sunny again.

Webster can be heard snoring two motel units away. But not by Al, because he can't hear it over his own snoring.

Duane drives in circles. Expensive circles. There's a story behind that.

Speedway walls do very little damage to a Honda City, ask Neil.

Neil took half a dozen sets of wheels and tyres to the Clubsport Nationals. He should open a shop!

Leon was seen at the Clubsport Nationals racing a Corolla that was powered by smoke.

Graham Heath finished Bartons Line in the final 4 run-off, then ran-out. (of petrol)

Leon has now owned his Pulsar for a month and it's still not going! The other day he threatened to buy another car! That would make 3 in 3 months!

The technology age has taken over Graham Heath's life. When faced with a huge green sign that says to turn right at the roundabout to go to New Plymouth (it even had a drawing) and Graham's GPS says to go straight ahead, Graham chose the GPS instruction. It appears Transit knows better than a nerd sitting in front of a computer!

Duane got lost driving from Taupo to Stratford. An issue that cost him a \$100 fine.

When it was decided that a bunch of HCCC members were going to Stratford for the Clubsport Nationals, Dave must have thought they said carpet nationals because he ripped up all the carpet in his house and loaded it onto his car trailer and towed it all the way up there.

Leon, the self confessed "Car Slut" couldn't even come up with a car for the Clubsport Nationals, so he borrowed Pete Collin's daily drive and proceeded to thrash it within an inch of its life. Borrowed cars don't always go faster Leon, it's rental cars and company cars that go faster. Oh, and red ones.

Neil had his Honda City up at the Clubsport Nationals. Even after hitting the speedway tracks concrete wall and taking out a barrier, he still managed to beat the 4wd EVO powered Mirage that had won the hill climb the day before in the autocross.

Some boy racers turned up to watch the autocross and were really enjoying it until they laughed at Neil's City. When a photographer overheard them, he told them that there was a good chance that that funny little City could win the event, even beating the Evo they had been cheering at. They left after that.

Congratulations Neil for coming 3rd in the National Motorkhana championship. Shame he stuffed up 2 tests that cost him 6 seconds more that the gap to 1st place!

The Clubsport Nationals autocross claimed more damage to cars than it should have, including HCCC cars. First it was Pete Collins, then Graham Heath, followed by Neil. Alan Groves managed to spin and stop before hitting the barriers, but still managed to rip a side skirt off its mountings.

Pete Collins withdrew after hitting a barrier and then spent the rest of the autocross, telling everyone else (who hadn't chickened out like Pete) to have more commitment!

Leon won a prize for being the first person to enter the Clubsport Nationals, but Pete won the prize for being the first completed entry. How many entry forms have you filled out over the years Leon?

Neil managed to race up the hillclimb without lifting off the gas once. And he still came 3rd to last! No-one said Honda City's were fast!

Graham was forced to miss his first run at the hillclimb because he turned up at the start line with bald tyres.

Pete Collins is so keen to beat Brent Sellens that he even considered re-powering his Corolla with a Honda motor.

Sounds like Webster's learning from Dave. He was seen tooting to marshals while racing through the chicane at Alexandra Rd.

You know we rely on Technology too much when competitors start using Google maps to do reconnaissance of hillclimb roads and it has now been used to see if the new Silverstream venue is big enough to run both a motorkhana and an autocross. What happened to just having a look at it?

Neil has to move everything out of his workshop so his landlord can line the walls? The first question that comes to mind is: .Walls? Are there walls in there? I've never seen them. Second question. How many weeks will it take Neil to empty the workshop? And the last: How many cars are in there that Linda doesn't know about? (or Neil for that matter)



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Lance on the edge at Mt Vic Lisa took this



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SafeSpeed

There are over 400 people dying on our roads every year. That's not even including the number of serious injuries sustained. Even with Land Transport NZ's "Road Safety to 2010" strategy to bring that number down to below 300, the reduction is not coming fast enough. Even one death is one too many.

Something drastic is needed to make that difference. This is where SafeSpeed comes in. Those of us actively involved in motorsport know the benefits that it can bring to road safety. The experience is invaluable in understanding the limits of the car and the risks and hazards of the road.

SafeSpeed is a one day event to be run in association with the Wellington Free Ambulance at the Riverbank Carpark. Its aim is to introduce the public to the benefits of motorsport and encourage their participation. There will be a motorkhana where members of the public will be able to passenger in the competing vehicles and a 'Jaws of Life'

demonstration by the Wellington Free Ambulance and New Zealand Fire Service amongst numerous other displays/demonstrations.

ALL profits of this event go to Wellington Free Ambulance as a thank you for the great service they provide to our community.

Event details: Riverbank Carpark, Rutherford Street

Lower Hutt

5th April 2009 10am – 3pm

Look at the website for more details: www.safespeed.org.nz

Victor Yuen Event Organiser 021 168 7661

victor@safespeed.org.nz

TRIALS

Hi folks

It's time to look forward to 2009's car trials and ask for volunteers to organise them. The first event is only 3 months away!

Please, if you want to organise an event, or help someone organise, or want someone to help you organise, or just find out more about what's involved, let me know (john.rapley@paradise.net.nz or phone 562 8356). You don't necessarily need to have organised an event before - advice and guidance can be given. And seeing a car trial from an organiser's perspective is a great way to sharpen up your trialling skills as a competitor.

I hope we can run at least the usual series of five night trials on the second Wednesday of each month from May to September.

Pencil these provisional dates in your diaries: May 13, June 10, July 8, August 12, September 9.

We could extend the series beyond five rounds, if enough willing organisers step forward.

Organisers, please contact me ASAP - and say what month you prefer and your start/finish venue.

cheers, John

CLUBNIGHTS

First Wednesday February to December 7:30

Clubnight venue:

Fireman's Arms, 313 Jackson Street, Petone (North End of Jackson Street, just South of Cuba St intersection, West side of street)

Results of Silverstream March Motorkhana

Car	Driver	Car	Club	Class	FTD	OA Place	Class
17	Neil Roots	City	HCCC	EOD	03:12.49	1	1
7	Kerran Graeve	AXGT	New	EOD	03:16.16	2	2
18	Leon Cast	FXGT	HCCC	EOD	03:26.21	3	3
9	Geoff Warren	Legacy RS	HVMC	4WD	03:31.06	4	1
5	Victor Yuen	FXGT	HVMC	EOD	03:36.76	5	4
15	Pete Collins	Corolla	HCCC	EOD	03:38.29	6	5
11	Al Groves	STI	HCCC	4WD	03:51.36	7	2
8	Graham Heath	Pulsar	HCCC	EOD	03:54.23	8	6
6	Alex Baker	FXGT	HVMC	EOD	03:56.12	9	7
13	Brian Craig	Corolla GT	HCCC	EOD	03:58.46	10	8
3	Webster Gough	Starlet	HCCC	EOD	03:59.17	11	9
14	Jilly Hutson	Starlet	HCCC	EOD	04:01.26	12	10
2	Viv Eden	Legacy	MMC	4WD	04:04.98	13	3
12	Liam Ellis	STI	New	4WD	04:08.01	14	4
20	Keith Betts	Lancer	New	EOD	04:09.21	15	12
19	Callum Hartle	VR4	MMC	4WD	04:17.61	16	5
1	Steve King	Legacy	New	4WD	05:01.41	17	6
	Jason Young	WRX	New	4WD	05:08.52	18	7
	Jarred Rumbold	Lancer	Kapiti	EOD	05:49.05	19	14
10	Robin Groves	Detomato	HCCC	EOD	05:51.37	20	15

Hi everyone,

Road and track Series 2009 starts in April. Series regs and registrations are here now for entering.

Come and join a great series in 2009.

Any questions call Julian Hardy 027 523 8290 or business 06 357 5349.

http://www.motorsportmanawatu.org.nz/PhotoGallery

Julian Hardy Motorsport Manager

P: 06 357 5349 M: 027 523 8290 E: manawatucarclub@xtra.co.nz W: www.motorsportmanawatu.org.nz

Car#	Name		Club	Car	CC	Run 1	Run 2	Run 3	Run 4	Run 5	Top 4	Overall
2WD												
2	Victor	Yuen	HVMC	Corolla	1595	5.52.7	5.35.7	5.24.2	5.24.5	5.19.5		
8	Aaron	Cook	Kapiti	Jazz	2000	4.49.7	4.42.2	4.33.9	4.34.3	4.27.2	4.27.7	1
9	Campbel	Wilson	Kapiti	Corolla	1798	5.35.6	5.12.6		5.05.4	4.53.7		
10	Anthony	Paroli	Wgtn	Starlet	2720	5.07.9	4.53.9	4.48.9	4.44.6	4.41.5	4.38.2	3
11	Brian	Terry	Taupo	MR2	1600	5.00.2	4.50.4	4.46.8	4.43.1	4.39.8	4.35.5	2
12	Graham	Heath	HCCC	Pulsar	1998	5.14.6	5.00.1	4.53.7	4.53.9	4.51.3	4.48.7	4
14	Ross	Mckenzie	Kapiti	Civic	1600	5.28.8	5.19.6	5.11.9	5.07.6	4.58.6		
15	Steven	Wild	Taupo	P510	1800	5.07.8	5.04.1	5.02.8	5.10.8			
16	Barbara	Wild	MCC	Corolla	1300	6.21.3	6.11.8	6.08.1	6.07.6	6.08.2		
17	Brian	Craig	HCCC	Corolla	1587	5.58.4	5.37.7	5.28.8	5.26.1	5.18.8		
19	Alex	Baker	HVMC	Corolla	1587	6.18.9	5.59.6	5.46.5	5.58.9	5.41.5		
20	Grant	Ryan	Ss2000	Civic	1600	5.25.4	7.11.0	5.08.7	5.16.3	5.10.2		
21	James	Charlsworth	Kapiti	Civic	1600	5.45.3	5.30.8	5.23.0	5.18.6	5.13.2		
4WD												
3	Tony	Dixon	Wgtn	Imprez	3400	4.43.2	4.34.6	DNS	W/D			
5	Sam	Buck	HCCC	Lancer	3400	4.51.7	4.43.7	4.40.0	4.41.1	6.09.2		
1	Piran	Pigneguy	Kapiti	EVO	3400	4.45.5	4.36.3	4.35.3	4.31.7	DNS	4.25.2	2
4	Stewart	Taylor	H/Bay	EVO	3400	4.35.3	4.29.8	4.22.8	4.17.2	4.14.9	4.14.1	1
6	Glenn	Pollard	MCC	EVO7	3400	5.10.2	4.55.0	MT	4.44.4	4.40.6	4.36.9	4
7	Vaughn	Majendie	HCCC	VR4	3400	5.04.4	4.48.7	MT	4.43.4	4.35.2	4.35.6	3
18	Adam	Bligh	Kapiti	EVO	3400	DNS	4.49.5	4.40.3	DNS	DNS		
22	Ben	Tannock	Mwatu	VR4	3400	5.07.7	5.01.0	4.51.6	4.48.2	DNS		
23	Andy	Tannock	Mwatu	VR4	3400	5.06.2	4.54.8	4.49.5	4.42.2	DNS		

BARTON'S LINE RALLYSPRINT

For many years I have travelled over the hill to this annual event at Alfredton (north of Masterton) to ride as a passenger. Finally with my own car I got to enter myself.

Last November I upgraded my car to full rally specification to allow me to do rally sprints. This involved adding a first aid kit, safety triangle, tow rope, larger mud flaps and an extra 1kg fire extinguisher. My first rally sprint was at the Tararua event near Woodville. The course was 6km long with a 14km loop back to the start. Barton's Line was 7km long with a 10km loop back.

The day started with documentation & auditing between 8 and 9am. My car was not required for auditing but was checked for the additional rally sprint requirements as listed above. Jilly had agreed to be my co-driver for the day and arrived just before the 9.30am driver's briefing. As it is a 2 hour drive from Wellington it was an early start for all.

The format for the day was a reconnaissance and five timed runs. The field of 22 cars were seeded like a rally. The road was setup just like a rally stage and we used time cards, OK and SOS cards just like a rally. Also the organisers gave out safety notes (description of corners) which we could check on the reconnaissance.

Run 1. This really was my practise and I took things quietly. Even though we didn't have intercom Jilly read the notes which I could hear quite well. I started the run by leaving the handbrake on for the first corner. Then midway through a corner turned the wipers on. Otherwise I was happy with the run.

Run 2. Much better start. With less braking I was know getting the flow of the road. This improved my time by 20 sec.

Run 3. I got bogged down on the start line ruts. Pushing more know as the road surface improved. I took another 9 sec off my time.

Run 4. Started this run next to the deep ruts which helped me get a good start. I kept the foot in it through a vlg 2R lg 3L. This proved to be much better. Got a little out of

shape after a 2L 3R onto the grass but straightened back onto the road. Improved another 3 sec.

Run 5. Good start. Tried to keep it tidy. Had to catch the back a couple of times so was really happy to improve another 8 sec. That was a total of 40 sec faster than run 1.



Photo: Motorsport Central

With no crashes the final 4 runoff for 2WD and 4WD was run about 3pm. HCCC members Vaughan Majendie and Sam Buck made it in 4wd but Sam DNS due to engine problems. Vaughan drove well for 3rd place (5th O/A). In the 2WD final Graham Heath improved his time to finish a fine 4th (8th O/A).

So a big thanks to Wairarapa Car Club for running this great event. To Dave and Webster for helping prepare the car. To Jilly for getting up early, travelling over and spending time being thrown around while yelling at me all day. I don't think it was too hard as she had a smile each time we finished. Also she had a nice day out in the topless MX5.

Motorsport can't be all bad.

Brian Craig

BALLS

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The best storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, you thought that was just a vulgar expression, didn't you?



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An Aussie truckie walks into an outback cafe with a full-grown Emu behind him. The waitress asks them for their orders.

The truckie says, "A hamburger, chips and a coke," and turns to the Emu, "What's yours?"

"I'll have the same," says the Emu.

A short time later the waitress returns with the order - "That will be \$9.40 please", and he reaches into his pocket and pulls out the exact change for payment.

The next day, the man and the Emu come again and he says, "A hamburger, chips and a coke." The Emu says, "I'll have the same."

Again the truckie reaches into his pocket and pays with exact change.

This becomes routine until the two enter again. "The usual?" asks the waitress.

"No, it's Friday night, so I'll have a steak, baked potato and a salad" says the man. "Same," says the Emu.

Shortly the waitress brings the order and says, "That will be \$32.62".

Once again the man pulls the exact change out of his pocket and places it on the table.

The waitress cannot hold back her curiosity any longer. "Excuse me, mate, how do you manage to always come up with the exact change in your pocket every time?"

"Well, love," says the truckie, "a few years ago, I was cleaning out the back shed, and found an old lamp. When I rubbed it, a Genie appeared and offered me two wishes. My first wish was that if I ever had to pay for anything, I would just put my hand in my pocket and the right amount of money would always be there."

"That's brilliant!" says the waitress. "Most people would ask for a million dollars or something, but you'll always be as rich as you want for as long as you live!"

"That's right. Whether it's a gallon of milk or a Rolls Royce, the exact money is always there," says the man. The waitress asks, "What's with the bloody Emu?"

The truckie sighs, pauses, and answers, "My second wish was for a tall chick with a big arse and long legs, who agrees with everything I say."

Wellington Motorsport Association Calendar 2009
Contact the HCCC convenors if you want to find out more about an event (like regs and entry form) for email updates of the WMSA Calendar contact the secretary wayne.gair@kapiticoast.govt.nz

April	4	Sprint	Alfa	Manfeild	RT
	5	Rally	Hawkes Bay CC	Hawkes Bay	NZRC
		"Motorkhana / Coaching"	Hutt Valley	Hutt Riverbank Carpark	
		Sprint	Taranaki	Manfeild	RT
	18	Race (Hamilton 400)			
	19	Race (Hamilton 400)			
		Motorkhana/Autocross	Hutt Valley	Silverstream	ST/KN
	26	Intermarque Sprint		Manfeild	IM
		Gravel Sprint	Wairarapa	Tea Creek	GS
May	3	Sprint	Harbour Capital	Manfeild	RT
	9	Race (Charity Classic)	MG	Manfeild	
	10	Race (Charity Classic)	MG	Manfeild	
		Autocross	Harbour Capital	Donnelly Park (?)	
	13	Night Trial		, , ,	NT
	17	?	Wairarapa	?	
		Gravel Sprint	Kapiti	Cooks Road	GS
	18	WMSA Meeting	,		
	23	MSNZ AGCM	MSNZ	Wellington	
	24	Gravel Sprint	Wairarapa	Puketiro Road	GS
	31	Intermarque Sprint		Manfeild	IM
	••	Autocross	Levin	Donnelly Park	
June	1	Single Car Sprint	Hutt Valley	Taupo	
	7	Rally	Trace value)	APRC Whangarei	
	10	Night Trial			NT
	14	Targa Rotorua			111
	14	Autocross	Kapiti	Otaihanga	KN
	21	Gravel Sprint	Levin	Gladstone Road	GS
	28	2	Harbour Capital	Donnelly Park	
July	5	Rally (Hugh Baird Memorial)	Hawkes Bay CC	Hawkes Bay	
outy	8	Night Trial	Tiawkes bay CC	Tiawkes bay	NT
	18	Rally	R W Inc	Wairarapa	NZRC
	19	Rally	R W Inc	Wairarapa	NZRC
	19	Intermarque Sprint	IX W IIIC	Manfeild	IM
	20	WMSA Meeting		Marifelia	IIVI
	26	Autocross	Leviin	Donnelly Park	
August	9	Autocross	Kapiti	Otaihanga	KN
August	12	Night Trial	ιταριιι	Otalilaliga	NT
	15	Rally		NZRC Rally NZ	Int
	16	Rally		NZRC Rally NZ	Int
	10	Intermarque Sprint		Manfeild	I IM
	30	2	Harbour Capital	Donnelly Park	IIVI
Contombor		Sprint (Gravel or Sealed(?))	· ·	Donnelly Faik	
September	6 9	Night Trial	Levin		NT
	21	WMSA AGM			INI
			Lovin	Donnolly Park	_
	27	Autocross Rally (Daybreaker)	Levin Manawatu	Donnelly Park Manawatu	Nat
October	4	Intermarque Sprint	Iviariawatu	Manfeild	IM
Octobel	10	Race (Bathurst)		IVIAIIICIIU	IIVI
	11				
	18	Race (Bathurst)	Kaniti	Valloy Vious	GS
		Gravel Sprint Sealed Sprint	Kapiti	Valley View	
	25	Sealed Spriift	Hutt Valley	Port Road	DM
	24-31	Targa	Harbour Capital	Donnelly Park	
			Lovin	Wajarangamai Daga	
Mayarahar	31	Gravel Sprint	Levin	Waiorongomai Road	GS
November	8	Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14	Race (MG Classic)	MG	Manfeild	
	15	Race (MG Classic)	MG	Manfeild	
	16	WMSA Meeting (Calendar)	<u> </u>	B # 5 :	
	29	Autocross	Levin	Donnelly Park	
December	6	Intermarque Sprint		Manfeild	IM
		Gravel Sprint	Wairarapa	Dorsets Road	GS
	21??	Sprint???	Hutt Valley	Manfeild???	RT?
	26	Reindeer Barbeque		Well aged steaks a feature	1

	Abbreviations:		Stewards:		Organising Club:
KN	Kim Naylor Autocross Series	AW	Alan Wright	HC	Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series	BS	Barry Swanerton	HV	Hutt Valley
ST	Stewards Trophy Motorkhana Series	GG	Gordon Gandy	W	Wairarapa
VB	Vesta Battery round of ST Series	GM	Gus McMillan	K	Kapiti
GS	Gravel Sprint Series	JR	John Rapley	WG	Wellinfgton
RS	Rally Sprint Series	PT	Paul Te Punga	М	MOWOG
CR	Central Region Rally Series	SM	Stephen Marks	Т	Triumph
IM	The Surgery Intermarque Sprint Series	WG	Wayne Gair	MG	MG

Sticky Signs

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New Members for 2009

A big welcome to some new members who have joined the club this year. We hope to see you out at the upcoming events.

Rodney Smith
Gerrit Luijken
David Beeke
Lisa Watkins
Nigel Somerfield
Alan & Robin Groves
Carl & Rachel Fransen
Philip Huynh
Robert Mcllroy

Roger Lyon
Rob, Terry & Matt Moes
Adrian, Sheryl & Dean Wilmshurst
Matt Moynihan
Sam McDermott
Marcus Swan
Benjamin Watson
Tony & Susan Aimers
Craig Thomas

Membership Renewals

###*** THIS WILL BE THE LAST MAGAZINE FOR THOSE WHO HAVEN'T RENEWED BY 20 APRIL 2009 ***###

Don't forget to renew your club membership especially if you are planning on entering any events this year. The easiest way is via the Website under Membership > Renewals. This sends a page directly to my home email and means I can get your cards out to you quickly. If you are posting in your renewal and need it in a hurry then please email me or give me a ring.

Club merchandise

Is great to see the club shirts at events as they are quite striking. Navy blue and yellow with the club logo on the front and 'HARBOUR CAPITAL CAR CLUB' in yellow on the back. If you would like one of these shirts they are only \$45 each. I will be bringing them to events so come and see me or you can order via the website. We have hats as well which are \$20 each in navy blue with the club logo on the front.

Jilly



Review of Top Gear Live

Yes we were part of the 35,000 who flocked to Auckland to see the Top Gear crew bring the show to NZ. Glad to see we weren't the only club members there, I believe Leon went up and we bumped into Brian Worboys as well while we enjoyed an ice cream outside before venturing into the arena.

We started the day out at Pukekohe at the Tier 2 racing that was on the same weekend and caught up with Gary Maddock who is racing his Honda Civic in the S2000 series. We watched his first race for Sunday but as the second was scheduled for late in the day we couldn't stay as we had to be back in town for the Top Gear Live show by 4pm. There was a car show on at the arena that was included in our tickets but you could buy a separate ticket for this if you weren't lucky enough to get show tickets but we were a little disappointed with this as there were a few peddling their wares and a few cars on display but not a lot else, but hey this is not the main event after all.

The show was great with a wide range of things included from the TV version as well as lots of local flavour included. It included the likes of the Cool wall, a super car to drool over, a construction challenge which saw Murph driving around the stage in a suitcase with wheels, the Stig testing a car and a version of the star in a reasonably priced car (digitally mastered version) The synchronised Suzuki swift display was a great example of Motokhana techniques including handbrake turns, forward & reversing manoeuvres and lots of hopkirks that they made look so easy! A motorbike display which saw 4 stunt riders riding around inside a sphere that was quite spectacular. The final part of the show was the soccer match which saw the swift stunt team from earlier with Richard Hammond and Murph playing a version of soccer using the Suzuki Swifts. At our show the Kiwi's took out the scoring from England by 5-2 but this did include a goal by Jeremy Clarkson, who was refereeing the game, kicking the ball down the stage and being chased by the swifts before scoring one the England goals.

Lots of good banter, good cars and good choreography made for a really fabulous show.

Jilly

This Month's Photos —



Opposite locking Neil



Crossed up ALbaru



Graham after hitting the barrier



Jilly, Brian, Graham



Victors car after hitting the first barrier



Jilly and Adam admiring Jilly's newly won pink purse.



The A Team, Webster, Neil, Al



Leon, PC, Duane



Dave



Webster



Lance, Mt Vic, before he nearly ran over Leon



Webster Mt Vic



Shane, Mt Vic



Loren Mt Vic



Graham Heath

Bartons Line (Photos - Motorsport Central)



Brian Craig

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them

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