



# WHEELSPIN

December 2009

[www.hccc.org.nz](http://www.hccc.org.nz)

# WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	463 0461	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	<a href="mailto:johnnent@xtra.co.nz">johnnent@xtra.co.nz</a>
	Andrew Thomson	0272 605 830		
	Pete Collins	0292 535 945		collinpe@clear.net.nz
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
WEB SITE	Aaron Tasker			gurutasker1@yahoo.co.nz
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	021 304253	

WEBSITE: [www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

What every little boy wants for Christmas

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

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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.

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### DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# **Clubnight**

**The Fireman's Arms  
Jackson Street, Petone**

**Wednesday 2nd December**

December Clubnight

Guest Speaker(s)

The Targa Life Challenge Crew will be our guests, and talk about the adventures of taking an Evo on the biggest Tarmac Event you can find on these shores

Please come along and show your support

## **Words from the Boss:**

Another excellent month of motoring madness has been and gone.

I entered the Racetech Port Road sprint again this year, so that I could get a result in the Triathlon that included a motorkhana and autocross on grass on the Monday afterwards. It must be said that Port Road wasn't a great success for me, as on my first official timed run I cracked the exhaust, which made things quite noisy. I got as far as the barrel on my second run, and the exhaust snapped completely. I coasted back to the finish line at that stage, as I concluded that it probably isn't a great look for the scrutineers car to be the car causing the noise complaints.

Darren Gledhill had an interesting day of it, as he managed to both catch fire, and win the event (not on the same run). Definitely a rare day when you manage both of those on the same day.



Photo – Motorsportcentral

Brent Sellens was enjoying some involuntary rotation, and collected a kerb in the process. We think this is probably because he hasn't slept for the past two months as he tried to get the green beast back from "flat" to "ready to Targa".

Webster was absolutely stoked with his result as he brought home the Starlet in an impressive third place overall.

Roger and Jake Lyon had a day that could very well rhyme with clucking wrap. There was a cloud of smoke from the noisy bit of the car, and a rather peeved looking Roger then trying to source a 4k engine that hadn't let the smoke out.

Pete Collins on the other hand will be very pleased with his result, taking out the 1600cc class and setting a time that would have seen him second in the next class up as well. Fellow AE82 Corolla pilots Brent Sellens (helicopter pilot) and Andrew Thomson took out third and fourth in class. Chelles was fastest lady driver overall, and seventh in class.

In the 1800-2000cc class Adrian Marsden brought home the Integra a clear three seconds faster than his nearest competitor, which is a result showing he'd had plenty of brave pills for breakfast that day.

Another outstanding HCCC turnout with 19 members running on the day.

The motorkhana and autocross the next day was even more biased towards HCCC with 17 out of 29 entrants being from our club. Great to see so many people out there having fun, and the weather was awesome for a change. Quite unbelievably hot when you're wearing overalls and a crash helmet!

I guess I don't even need to tell you that Neil won the Motorkhana in the City that hadn't been rolled. Geoff Warren did an amazing job to bring a ton and a half of Legacy home

in second place, pursued by myself, Graham Heath, and Graeme Swan (so that's Pulsars in third, fourth and fifth place).

New member Jemima was having a ball having abandoned her Merc (which was starting to get a bit too warm) and hopping into the wee City.

The autocross in the afternoon was a bit of a power course, with Nick K taking the overall win, followed by a flying AI in the Charade. However, apparently Neil hadn't read the memo and brought the City (40hp?) home in third anyway. Not easily discouraged is Neil.

Jemima carried on from her good morning, and using the City again, managed to beat her partner Andrew who was piloting an Sti. So I guess he was on dishes duty that night.

Geoff took out the triathlon overall, with Webster, myself, and Pete following him home. Thanks to HVMC for putting on an excellent weekend of hooning! We even got a lot of publicity out of the scrutineering venue, with a massive line up of club cars parked all around the front of Te Papa. Probably more profile that day than in a year of hooning around in paddocks, which is ultimately something that we want if we want to keep bringing in new blood to hoon around paddocks with us.

My next outing was Targa Wellington, where I'd volunteered to hop into the silly seat with Alex Baker from HVMC, as her partner Victor was now doing the full Targa.

I definitely wasn't alone representing HCCC that day, with Brent and Julie Sellens in the Corolla, Gerry Glynn in the immaculate KP Starlet, Adam and Gerry-Hatrick (Len) Fisher in another immaculate KP Starlet. There were lots of other local yokels out for a skid too, so it was an extremely social day.

As with my previous Targa experiences it was often a case of hurry up and wait, so you pretty much just took things as they came, because worrying about when things ought to be happening really would be a futile experience. I think our report times were around 20 minutes later than expected, as we were at the very tail end of the Targa field.

The Corolla I was in is a hell of a fun car, with plenty of slide in the back end, and a cheerfully enthusiastic maniac holding the steering wheel (oh, and she bakes cookies too, yum). Shelley Bay was wickedly slippery first thing in the morning and we entered the very first corner of the rally sideways. This was A Good Sign.

The Upper Hutt stage was a bit of a communications blooper, as there was a hold up in front of us due to a local kid breaking an arm on a property within the road closure. Quite correctly Targa sent in the first intervention vehicle to help out, which meant he had medical treatment in record time. Unfortunately for us, Gerry in the Starlet was asked to go through the stage at 3/4 pace just in case spectators had started moving around during the FIV hiatus. That would have been fine if they'd left a two minute gap to us, but they left 30 seconds. As a result we got 4km into the stage on full noise, and then caught Gerry and backed off to match his pace.

Where it got really exciting was on the final straight section where Adam caught us in the Starlet, and Viv caught everyone in the Legacy. Of course they hadn't been told that the bright orange Starlet was clearing the course, so on the final bit of the stage we had a couple of cars go roaring past us.

While it was a real shame that we effectively missed out on the wickedly fast Upper Hutt stage since we toured most of it, we did get an assessed time so it wasn't a total disaster.

The next pair of stages was Moonshine, then Paekakariki Hill Road. Moonshine is a fantastic bit of road, and Alex had the car well and truly by the scruff of the neck. We were sliding into corners, attacking every inch of the road, and getting the brakes so hot that a wee bit of cooling off time was called for during the middle of the stage to get them back. We passed Gerry in the Starlet who pulled to the side of the road like a true gentleman. It is an exciting bit of road with evidence of slips, sections of shade and sunlight, lots of gravel on the road, and a combination of tight and then truly fast bits (I couldn't believe it when the trip computer told me that we'd hit nearly 160k on Moonshine Road).

Paekak is a very intimidating road, with the one instruction for the stage basically being a paraphrase of "don't drive off the cliff". It is a very pretty hillclimb if you can ignore the fact that you're beside such a big drop that if you went off the side then three boy bands would have time to form, feature on Top of the Pops, then fade into deserving obscurity before you hit sea level. The generally "wow this is fast" nature of the second part of the course is pretty exciting, because those trees start looking really close and woody when you're in fourth gear.

We toured back to Upper Hutt for lunch and service (thanks Geoff and Pete!), where the Corolla had a tyre rotation, and some more oil (glug glug glug). I used the lunch break to put in a timing appeal to cover the earlier Upper Hutt hold ups, and catch up with a few people as apparently I knew every second person there.

We repeated the Moonshine and Paekak loop again after lunch. We passed Margaret Van Ansem during Moonshine, once again she pulled over and let us past, so that was good, and we charged through the stage at warp factor nine again. Paekak was just as scary second time around, but definitely a lot of fun.

Another service (at Aotea), more cookies (om nom nom) and more oil for the Corolla (how much oil does this car use?), then we were off to Makara. This was probably my favourite stage for the day, as it is extremely local to me, and is a road that I've been driving on a very regular basis for the last 20 years or so. Not a terribly fast stage, but really interesting contoured road with some tricky tightening corners. As much as possible I tried to wave to the HCCC folk who were all marshalling on this stage, but it was pretty busy in the car.

Shelley Bay reverse direction is really interesting, and a very different bit of road when racing on it 'the wrong way'. The extra distance that the Targa uses for the road closure is well worth being launched into the air by the judder bars, as you get the nice fast corners at the Miramar end of the road.

All in all, it was a most excellent day of being driven around the countryside at great speed, and most importantly all of us finished the day without becoming a tree hugger! If you have the means, I highly recommend Targa Wellington as an outstanding day of driving.

My last event was the final round of the Photoworks Autocross Challenge up at Slipway. Despite the weather forecast it was dry all day, with the occasional wind gust (to the point where we had to put tyres on the cones to stop them blowing away).

The Pulsar was giving me a hard time, as I think I had the rear sway bar too stiff. So the car was picking the inside rear a mile off the ground at every opportunity. This was kind of amusing, but perhaps not the most efficient method of getting from A to B.

Still it is fun wrestling a car on tarmac that is behaving like it is on grass, with lots of sideways moments.

I was attempting to get the slalom section under control while sitting on the rev limiter in first gear, as I was convinced that I could trim off lots of time if I managed to nail it.

As it happens, apparently Pulsars can't do that. I had a couple of interesting moments where on one run I randomly spun the Pulsar out the side of the slalom as it decided that right was in fact left, and then on the following run I simply mowed straight over the top of the cone. Pity the cone was under a tyre. Oh well. Nothing a bit of reversing, then some vigilante style justice on the tyre didn't cure (or at least make me feel better about).

I did think that I was going to plant the car into the pit tyre barrier most laps, but did manage to avoid it. So I'm thinking that at least a pair of new tyres, and some suspension alterations are called for before next year.

That's well and truly more than enough from me ... you guys really need to send in some articles otherwise you're going to endlessly get "what Leon did" articles!

# **NEILS WHEELS**

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### **Targa 2009 – Unfinished Business**

#### ***30<sup>th</sup> October 2008, Special Stage 23, Pongaroa Valley in the Wairarapa.***

The roar of breaking branches, shattering glass and deforming metal finally stops. Like a dying man's last breath, the 944 exhales smoke through the dash vents as Iain and I take a personal inventory of arms and legs before turning to each other. "You OK? Think so, you? Yep." Iain is out of the passenger seat quickly and pulls the electrical isolation switch before bounding back up the bank with the zedka and 'OK' card.

Meanwhile I'm having trouble just getting out of the car. It takes a while to realise my door won't open. A mental image of the Escort we passed upside down and on fire yesterday is all the motivation I need to haul myself out the window pronto. Getting up the bank takes a long time – I'm having difficulty seeing straight, my right shoulder isn't working, and I'm wheezing like I've run a marathon. I fall over several times during the 25m climb up to the road and am not sure what to do next when I get there.

When I get to the top Iain looks around from back up the road where he is holding the OK card up to oncoming Targa traffic. He looks around, sees the state of me, and immediately flips over the card to show SOS. Our Targa is over and the next stop for us is Masterton Hospital.

### ***Fast forward to October 25<sup>th</sup> 2009***

We line up at the start of the 2009 Dunlop Targa of New Zealand and are looking forward to over 950kms of closed road stages over 6 days. There are 88 competitors in 10 classes in an incredible variety of vehicles from the latest model Nissan GTR and Porsche GT3 to a Valiant Charger and Fiat 600 (no, it's not a Bambina!).

Our 944 wreck donated some vital race-prepped organs including the engine, thicker front ARB, Momo steering wheel, stiffer front springs and Koni dampers. These were fitted during a busy couple of months rebuilding a 'new' 944 bought for \$4,000 off a friend of a friend. The wallet is substantially more dented by the time we've added a cage (much beefier than the old one), head restraint Racetech seats, Willans 5-point harnesses, HANS devices and new helmets. Performance improvements over the old car are limited to rose-jointed ARB linkages and vented front brakes. This is still a relatively standard 1985 Porsche 944 2.5 with 165hp and weighing in at 1380Kg including crew.



Photo – Mark Gregory

Before getting here we've also had some last minute garage time thanks to a cambelt roller failure which happened at Manfeild in the Constructors Car Club track day only 3 weeks earlier. As a result of the cambelt slipping we bent every valve in the head.

Fortunately (we were due some luck!) the head off the donor car proved to be in very good condition so after replacing the valve seals it was a straight bolt on job.

Supporting our 2009 campaign are CCC member Shane Atkinson and a workmate of Iain's, Scott. Scott is a trained mechanic, a fact we will have reason to be grateful for more than once in the week ahead. Shane complements Scott's abilities with his own engineering insights, unending enthusiasm and an unexpected knack for coming up with just what we need, when we need it, including getting a loan of a large capacity fire extinguisher from the fire service crew!

For this event Iain and I agreed to alternate driving with co-driving on a day-on, day-off system. This is a change from our 2008 system of driving half-days each. We felt that half days didn't allow enough time to get 'into the groove' and may have been a contributing factor to the crash, which happened on my first stage driving in the afternoon. I drove days 1,3 & 5 and Iain days 2,4 & 6.



Day 1 – Monday 26<sup>th</sup>.

We knew at Manfeild that our brakes weren't 100%, with the pedal a bit bouncy and needing more than the usual amount of travel to bite. Dealing with the cambelt failure took up the time we had intended to spend looking into this so all we had time for before leaving Wellington was a quick check by a brake specialist, who recommended we fit new discs and trued up some out of shape pads. This improved things, but some hard use in the prologue stage on Sunday showed that the issue wasn't entirely resolved so we went into the first competitive stage somewhat concerned about our stopping ability. Special stages in the Targa seem to go by in a bit of a blur so this is not going to a corner by corner, or even stage by stage commentary. I'm sure this will come as a relief to you.

Day 1 started in Auckland and finished in Taupo. Unusually for Targa, it included three race track stages – Pukekohe, Hampton Downs and Taupo – along with four of the more usual road stages.

The Pukekohe 'stage' was set as three laps of the circuit but with a chicane on the back straight and a convoluted route through the pit lane entry, more chicanes and an infield access road. Although short, the stage involved a lot of hard braking which we weren't in good shape to handle. On the last lap I nearly collected the back straight chicane with foot flat to the floor, but with just enough speed scrubbed off we slid through survived to move on to the next stage – Hampton Downs! With no service stop in-between we just had to hope we had enough braking to get through.

Hampton Downs was a late addition to Targa 2009. Although I suspect most of the field including ourselves would have preferred not to have so many race circuits in one day, we were all looking forward to having an early crack at New Zealand's newest race circuit. A turn by turn description is perhaps a subject for another article, but in a word the track is brilliant. It has something that is lacking in New Zealand's other circuits, and that is 3-dimensional curves! A long and fast curve off the main straight drops down just as it starts to tighten. The braking zone for a hairpin left is right after you crest a rise and have no downforce. I'm looking forward to seeing how the V8 supercars exploit the passing moves that this circuit offers.

Our brakes recovered enough to get us through the four lap stage without incident, and the rest of the day we went pretty well,

Day 2 Iain took the wheel and I settled into the co-drivers chair. We'd bled the brakes overnight which reduced the pedal travel somewhat, but after a thorough inspection decided the slight bounciness in the pedal feel was just something we'd best get used to.

The day started cold and wet with the roads greasy, but these are conditions Iain (from the north of England) feels at home in and he put in a very quick time for the first stage of the day, overtaking four other cars in the 22km stage. The rest of the day went without major incident and we rolled into New Plymouth happy to have survived another day.

One of the features of Targa is the engagement with the local communities as we pass through. During the six day event over 800 volunteers give up their time for marshalling, managing road closures, providing food and refreshments at schools and many other trivial but vital activities that go into keeping the Targa circus moving. In return the Targa competitors drop hundreds of gold coins into school charity buckets at stops along the touring stages, and at the end of each day there's a compulsory \$5 car wash. This is typically done by hordes of teenagers raising money for a sports team, or a field trip to Vietnam (yes, Vietnam! In my day we thought a field trip to the camp out the back of Wainui was a foreign adventure.). They seem to get more suds on themselves than the cars sometimes, but it gets the worst of the road muck off and its all for a good cause.

Day 3 we were in the 'naki. I started the day with a drive that a pale faced Iain described afterwards as 'somewhat aggressive'. The pale face was due to my short excursion onto the grass alongside the road after running wide on the second to last bend. I was pissed off with myself for putting our campaign at risk so early in the event and resolved to take a more conservative approach for the next stage.

The second stage of the day was the appropriately named “Inglewood Jumps”. You might have seen the TV3 coverage of the Beemer that took out 40m of fence on this stage? Well, last year we’d taken a conservative approach over this series of jumps and post-event the photos showed us maintaining a disappointing amount of contact with the tarmac. I was mindful of the fact that Targa is a 6 day battle of attrition and being conservative is often a winning strategy, plus I’d come close to a stage-ending off in the previous stage. Still, we needed some better photos.

I think we got some decent air. Contact on landing was a bit heavy (the rear transaxle took a few hits this year) but we survived to move on to the next stage – the legendary road into Whangamomona – and some high drama in the Republic of Whangamomona. Part 2 next month.

Web links:

- Youtube video of 2008 crash: [http://www.youtube.com/watch?v=ubjeliY\\_36g](http://www.youtube.com/watch?v=ubjeliY_36g)
- Targa Website: <http://www.targa.co.nz>
- Targa Results: <http://targa.tvd.co.nz>
- Groundsky Photos: <http://www.groundsky.co.nz>

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How would you like this in your rear view mirror?

This Month's Photos —Targa & Port Rd courtesy of Leon, Len, & MotorsportCentral



A fashionable co-driver!





**LUNCHTIME SHOW (BRMB)**

Presenter:  
Contestant:  
Presenter:

What religion was Guy Fawkes?  
Jewish.  
That's close enough.

## FOR SALE

### RACEGEAR

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Trailer & Rally Car - Awesome package for \$16500.00 ono!

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- Quick Rack
- Albins Gear Box
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- 8 x OZ Racing rims
- Excellent Modern Cage
- SPARES: door, Bonnet, boots, panels, 2x spare shells, engine, gearbox & electrical and mechanical parts
- Sill stands
- 50+ rally tyres (seconds- all usable, mostly Dunlop all 15" x 215)
- AVGas storage tank
- Ready to Rally or for Clubsport



Len Fisher 0274 390 308

### UNIVERSITY CHALLENGE

Bamber Gascoyne:

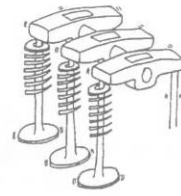
What was Gandhi's first name?

Contestant:

Goosey?

# 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!

In the history of HCCC, nobody has ever been given organisers points for running a Barbeque, except Adam Fisher who feeds everybody at the Slipway autocrosses.

At this months committee meeting there was much discussion with some people getting quite toe-y about the size of toe eyes on rally cars.

## New Members for 2009

A big welcome to some new members who have joined the car club in 2009. We hope to see you out at the upcoming events.

**Slipway Sealed Venue**  
(beyond the Brooklyn Wind Turbine)

Now available, FREE, for HCCC members who wish to carry out testing on their vehicles.

Please contact Ben Watson on  
027 3375620 or 04 4762020  
[benkelly\\_watson@hotmail.com](mailto:benkelly_watson@hotmail.com)

Watch also, for an upcoming sealed autocross trophy series which HCCC will be running.

WHERE DID THE WHITE MAN GO WRONG? TOUGH TO ARGUE WITH THIS ONE

Indian Chief "Two Eagles" was asked by a white U.S. Government official, "**You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and the damage he's done.**"

**The Chief nodded in agreement.**

The official continued, "**Considering all these events, in your opinion, where did the white man go wrong?**"

The Chief stared at the government official for over a minute and then calmly replied: "**When white man find land, Indians running it, no taxes, no debt, plenty buffalo, plenty beaver, clean water. Women not work outside of teepee, Medicine man provide service free. Indian man spend all day hunting, fishing and telling stories; all night having sex.**"

Then the chief leaned back and smiled "**Only white man dumb enough to think he could improve system like that.**"

# Fun Run!

December 12<sup>th</sup> (a Saturday)

Station Café in Levin (SH1)

Super low key "trial" with an emphasis on fun rather than Serious Business.

Gather after for afternoon tea at the café

Further details will follow on email

Contact Keith Heginbotham 021-315-305

Hello,

I just thought I'd pass on that I'm competing as a co-driver in the Alpine Rally in Australia next week (its their equivalent of the Silver Fern) in a replica of a safari rally winner - I've attached a photo of it which is a Datsun Violet GT.



Website is: <http://www.alpinerally.org.au/>

Cheers, Adam Muldoon

## THE WEAKEST LINK (BBC2)

Anne Robinson: Oscar Wilde, Adolf Hitler and Jeffrey Archer have all written books about their experiences in what: - Prison, or the Conservative Party?

Contestant: The Conservative Party.

## TRIALS

Hello folks

Attached FYI is the official final points table for this year's car trials series, received from the Wellington Motor Sport Association pointskeeper.

Thanks for taking part. Hope to see you all, and a few others, next year.

It's not too early to volunteer to organise one of next year's events. Team Gandy has the first round under control, but the others are up for grabs.

And we don't have to stop just because the series is finished. If anyone fancies organising a novelty fun trial over Summer (perhaps a photographic trial or treasure hunt or economy run or ???), say an hour or two on a Sunday afternoon finishing at a cafe or country pub somewhere, just let me know and I'll canvass interest and help publicise it.

cheers, John

### Wellington Motorsport Association Night Trial Series 2009

<u>Honda Challenge Trophy</u>	Club	13 May	10 June	8 July	12 August	9 September	Total	Place
John Rapley	HCCC	20	20	9	20	20	89	1
Dianne McDonald	HCCC	20	15	11	17	20	83	2
Wayne Gair	HCCC	20	15	11	17	20	83	2
David Jennings	Kapiti	11	13	20	20	15	79	4
Gordon Gandy	HVMC	15	20	10	15	17	77	5
Sue Gandy	HVMC	15	20	10	15	17	77	5
Cathy Reid	HVMC	17	17	20	10	11	75	7
Mike Reid	HVMC	17	17	20	10	11	75	7
Carol Weston	HCCC	20		9	20	20	69	9
Mark Jennings	Kapiti	11	13	17	5	13	59	10
Denise Gandy	HVMC	15		10	15	17	57	11
Jilly Hutson	HCCC	10	8	6	13	9	46	12
John Tennant	HCCC	10	8	6	13	9	46	12
Bill Peacock	HCCC	8	7	7	9	10	41	14
Sam Jennings	Kapiti		6		20	13	39	15
Len Fisher	HCCC	10		6	13	9	38	16
Barry Lakeman	Wgtn	9	20	8			37	17
Eddie Conroy	Wgtn	9	20	8			37	17
Andrew Bartle	HCCC	13	10.5	13			36.5	19
Marjorie McKee	HCCC	13	10.5	13			36.5	19
Ken Douglas	Levin			15	11	8	34	21
Marcia Haggerty	Levin			15	11	8	34	21
Barry Craig	HCCC	7	10.5		8	7	32.5	23
Brian Craig	HCCC	7	10.5		8	7	32.5	23
Wendy Moore	HCCC	8	7	7	9		31	25
Diane Jennings	Kapiti	11	13		3		27	26
Murray Milner	HCCC			7	9	10	26	27
James Milner	HCCC	8	7			10	25	28
Craig Crawford	HCCC		7	7	9		23	29
Adam Fisher	HCCC				13	9	22	30
Crosby Allen-Jennings	Kapiti			17	5		22	30
Jane Austin	Kapiti				6	15	21	32
Marika Allen-Jennings	Kapiti			20			20	33
Bryan Atkins	Sunbeam	6	5			6	17	34
Marl Atkins	Sunbeam	6	5			6	17	34
Lisa McKeown	Kapiti					15	15	36
Colleen Tyree	Levin			5		8	13	37
Greg McCourt	Levin			5		8	13	37
Warren Burt	HVMC					11	11	39
Carol Shand	HVMC					11	11	39
Robbie Peacocke	HCCC					10	10	41
Christina Te Punga			9				9	42
Paul Te Punga			9				9	42
Te-Aroha Smith			6		3		9	42
P Shepherd					7		7	45
S Marks					7		7	45
Lewis McEwan			6				6	47
M Sullivan					6		6	47
S Hoegood					6		6	47
John Swan			3				3	50
Neil Rush				3			3	50
Paul Taylor			3				3	50
Ruth Shepherd			3				3	50
Neil Roots	HCCC					3	3	50
Crackers	HCCC					3	3	50
Michelle Kacouris	HVMC	1					1	56
Nick Kacouris	HVMC	1					1	56





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## Lawyers?!

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him.

She took the box and promised to put it in the crew's refrigerator.

He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behavior.

Shortly before landing in New York, she used the intercom to announce to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans, please raise your hand?"

Not one hand went up ... so she took them home and ate them.

Two lessons here:

1. Lawyers aren't as smart as they think they are.
2. Blonds aren't as dumb as most folks think

Photoworks Autocross Round Four November 15th 200					
Number and Driver	Car	Club	Fastest	Place	Points
20 Jeff Dahlberg	Sti	HCCC	00:54.87	1	25
35 Pete Collins	Corolla	HCCC	00:54.98	2	24
33 Al Groves	Sti	HCCC	00:55.04	3	23
23 Webster Gough	Starlet	HCCC	00:55.45	4	22
9 Loren Brooks	Sti	HCCC	00:55.84	5	21
2 John Raptis	Corolla	HCCC	00:56.00	6	20
7 Graham Heath	Pulsar	HCCC	00:56.04	7	19
25 Brian Worboys	Roadrat	HCCC	00:56.25	8	18
8 Adrian Marsden	Integra	HCCC	00:56.65	9	17
13 Geoff Warren	Legacy	HVMC	00:57.16	10	16
16 Leon Cast	Pulsar	HCCC	00:58.10	11	15
15 Mark Anstis	Starlet	WCC	00:59.35	12	14
5 Chelles Roberts	Mirage	HCCC	00:59.55	13	13
27 Stacey Glendinning	Corolla	HCCC	00:59.73	14	12
30 Adam Fisher	Starlet	HCCC	00:59.87	15	11
10 Stephen Heskey	Starlet	HVMC	01:00.86	16	10
31 Chris Rosedale	Celica	HCCC	01:01.04	17	9
57 Shane Atkinson	Pulsar	HCCC	01:02.08	18	8
21 Mike Reid	Charade	HVMC	01:02.43	19	7
28 Luke Kelly	Civic	New	01:02.57	20	6
6 Dick Butters	Pulsar	HCCC	01:02.60	21	5
11 Cathy Reid	Charade	HVMC	01:02.72	22	4
19 Thomas Rumball	323	HCCC	01:02.83	23	3
29 Jilly Hutson	Starlet	HCCC	01:03.90	24	2
24 Kerry Butters	Corolla	HVMC	01:04.60	25	1
4 Haydn Perkins	Mirage	MMC	01:04.85	26	1
1 Mike Hodgetts	Corolla	WCC	01:05.63	27	1
12 Kylie Whiting	Starlet	HCCC	01:06.43	28	1
14 Paul Barnes	Corolla	HCCC	01:06.91	29	1
34 Carl Fransen	120Y	HCCC	01:08.88	30	1
26 Gregory Ward	120Y	Manawatu	01:10.85	31	1
3 Rachael Wallis	Legacy	HVMC	01:11.79	32	1
32 Rob Groves	Charade	HCCC	01:13.92	33	1
22 Zed Butters	Mini	HVMC	01:19.34	34	1
17 Rob Scrimgeour	VR4	HCCC	01:55.91	35	1
18 Adam Bligh	Evo	Kapiti	01:55.91	35	1
Clerks of Course: Andrew Thomson, Leon Cast					
Scrutineering: Aaron Tasker, Brendon Glendinning, Mike Hodgett, Al Groves					
Helpers: Cam Garthwaite, Aaron Tasker, Jilly, Adam Fisher, Blair Turner, Brendon G					
ww indicates that the course was not completed correctly					
* cone penalties are included in time recorded here					

### **BEG, BORROW OR STEAL (BBC2)**

Jamie Theakston: Where do you think Cambridge University is?  
Contestant: Geography isn't my strong point.  
Jamie Theakston: There's a clue in the title.  
Contestant: Leicester

## Photoworks overall results for the year:

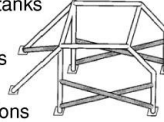
Driver	Car	Club	Round 1 Points	Round 2 Points	Round 3 Points	Round 4 Points	Overall Points
Al Groves	Sti	HCCC	25	25	24	23	74
Pete Collins	Corolla	HCCC	20	23	25	24	72
Peter Tomlinson	Mirage	HCCC	24	24	18	-	66
Webster Gough	Starlet	HCCC	22	12	21	22	65
Brian Worboys	Roadrat	HCCC	15	22	22	18	62
Loren Brookes	Sti	HCCC	17	21	-	21	59
Sam Duncan	Sti	HVMC	18	20	20	-	58
Graham Heath	Pulsar	HCCC	13	14	23	19	56
Geoff Warren	Legacy	HVMC	21	11	19	16	56
Leon Cast	Pulsar	HCCC	19	15	17	15	51
Adam Fisher	Starlet	HCCC	-	17	16	11	44
Viv Eden	Legacy	RSQKRU	23	16	-	-	39
Neil Roots	City	HCCC	14	10	12	-	36
Sean Chia	Civic	HCCC	16	1	14	-	31
Brendon Glendinning	Corolla	HCCC	-	13	16	-	29
Stephen Heskey	Starlet	HVMC	10	9	-	10	29
Kerry Butters	Pulsar	HVMC	12	5	9	1	26
Cathy Reid	Charade	HVMC	7	7	11	4	25
Jeff Dahlberg	Sti	HCCC	-	-	-	25	25
Chelles Roberts	Corolla	HCCC	11	2	-	13	24
Mark Anstis	Starlet	WCC	9	1	-	14	24
Mike Reid	Charade	HVMC	5	8	6	7	21
John Raptis	Corolla	HCCC	-	-	-	20	20
Dick Butters	Pulsar	HCCC	4	1	10	5	19
Gary Maddock	Civic	HCCC	-	18	-	-	18
Adrian Marsden	Integra	HCCC	-	-	-	17	17
Chris Rosedale	Celica	HCCC	-	-	7	9	16
Nick Kacouris	Omega	HVMC	-	1	13	-	14
Stacey Glendinning	Corolla	HCCC	-	1	-	12	13
Jilly Hutson	Starlet	HCCC	3	4	5	2	12
Roger Lyon	Starlet	HCCC	1	1	9	-	11
Shane Atkinson	Pulsar	HCCC	-	1	-	8	9
Steve King	Legacy	MMC	8	1	-	-	9
Kylie Whiting	Starlet	HCCC	6	-	-	1	7
Luke Kelly	Civic	New	-	1	-	6	7
Haydn Perkins	Mirage	MMC	1	1	4	1	6
Victor Yuen	Corolla	HVMC	-	6	-	-	6
Davey Uprichard	Silvia	HCCC	-	-	3	-	3
Paul Barnes	Corolla	HCCC	-	-	2	1	3
Thomas Rumball	323	HCCC	-	-	-	3	3
Trevor Knowles	Sti	HCCC	-	3	-	-	3
Dave Wilce	Charade	HCCC	2	-	-	-	2
Mike Hodgetts	Corolla	WCC	-	1	-	1	2
Rachael Wallis	Legacy	HVMC	-	-	1	1	2
Robin Groves	Charade	HCCC	-	-	1	1	2
Adam Bligh	Evo	Kapiti	-	-	-	1	1
Alex Baker	Corolla	HVMC	-	1	-	-	1
Andrew Schlup	131	HCCC	-	1	-	-	1
Ashton Mealings	Civic	Kapiti	-	1	-	-	1
Blair Murray	Civic	Kapiti	-	1	-	-	1
Brad White	Leitch	Kapiti	-	1	-	-	1
Carl Fransen	120Y	HCCC	-	-	-	1	1
Gregory Ward	120Y	Manawatu	-	-	-	1	1
Jaik Irwin-Fisher	Starlet	HCCC	-	-	1	-	1
Jake Evans-Scott	Trueno	HCCC	-	1	-	-	1
Matt Moynihan	Pulsar	HCCC	-	1	-	-	1
Nick Turner	318is	HCCC	1	-	-	-	1
Raymond Keyser	Altezza	NEW	-	-	1	-	1
Rob Scrimgeour	VR4	HCCC	-	-	-	1	1
Zac Murray	Civic	Kapiti	-	1	-	-	1
Zed Butters	Mini	HVMC	-	-	-	1	1



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[www.photoworks.co.nz](http://www.photoworks.co.nz) Autocross Challenge  
Round up of Round Four!

The weather saved the best for last, with the first round where water or ice did not fall from the sky. Admittedly it was windy enough that goats were being blown off the sides of the hills, but hey at least we didn't get soaked for a change. Another good number of entrants were there with 36 drivers out to have a play.

Jeff Dahlberg made about the best debut possible by winning the final round in his Subaru Sti, with Pete Collins a tenth of a second behind him. Al Groves was taking it gently and brought home the "only driven on Sundays" Sti coupe home in third place 6 hundredths of a second behind Pete.

Webster was determined to make the last round of the series memorable by getting his Starlet up on two wheels repeatedly. He was kind enough to do so while being videoed by [www.motorsportcentral.co.nz](http://www.motorsportcentral.co.nz) so if you're in the surfing mood you can head over there and watch Webster almost rolling the Zebra Starlet.

Loren Brooks had his Sti (a popular car it would seem) hot on Webster's heels, in front of series novice John Raptis (who was driving the organisers Corolla), Graham Heath in the SR20VE powered Pulsar, Brian Worboys in the remarkable Roadrat, and Adrian Marsden in the two stroke Honda Integra.

A total of two seconds separated first to ninth, so it was as competitive as you could ever hope for.

In the battle of the lady drivers, series sponsor Chelles bought her Mirage (complete with a LSD that would make Rambo's eyes water) home two tenths of a second ahead of Stacey Glendinning in another smoking black car. They took out 13<sup>th</sup> and 14<sup>th</sup> overall.

The day's comic relief was provided by Rob and Adam who had their own impromptu drift battle in their four wheel drive Mitsubishi's. Adam gave it everything he had, and clipped one or two (or three) tyre barriers whilst making up his own way around the course. Apparently snow tyres don't have the greatest traction

A huge thanks goes out to our series Sponsor Photoworks. If you're after professional photography services, please do support our sponsor.

The helpers efforts have been legendary this year with almost a dozen people having taken a day out of their lives to stand around in all sorts of weather so that we can hoon around running over cones and tyres.

Prizegiving Breakfast, 21 November (Saturday) at 8am  
Lemon Squeeze Café in Petone. 145 Jackson Street.

<http://www.menumania.co.nz/restaurants/lemon-squeeze-café>

They do a mean coffee (they actually have a size of coffee called a BUCKET!) and an excellent selection of breakfast type foods.

Please let me know if you are keen to attend prizegiving, so I know if we're going to overwhelm the café with our awesomeness.

[leoncast@xtra.co.nz](mailto:leoncast@xtra.co.nz) or 027 6996 838

Chelles the event sponsor will be handing out the trophies for Winner, Most Improved, and for one of our great helpers from the season.

[http://www.hccc.org.nz/images/Slipway\\_Trophy.jpg](http://www.hccc.org.nz/images/Slipway_Trophy.jpg)

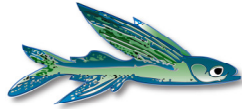
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Contact [events@hccc.org.nz](mailto:events@hccc.org.nz) or

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Want to book Slipway Track yourself? contact Ben Watson 027-337-5620



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### **BBC NORFOLK**

Stewart White: Who had a worldwide hit with What A Wonderful World?

Contestant: I don't know.

Stewart White: I'll give you some clues: what do you call the part between your hand and your elbow?

Contestant: Arm

Stewart White: Correct. And if you're not weak, you're...?

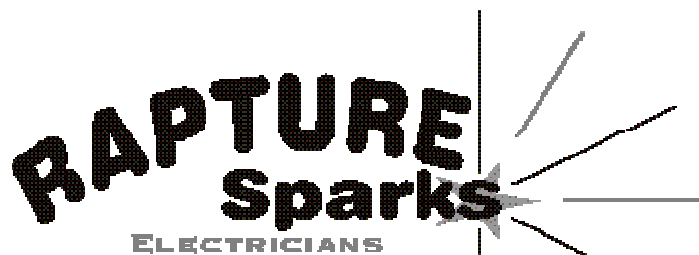
Contestant: Strong.

Stewart White: Correct - and what was Lord Mountbatten's first name?

Contestant: Louis

Stewart White: Well, there we are then. So who had a worldwide hit with the song What A Wonderful World?

Contestant: Frank Sinatra?



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### 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.

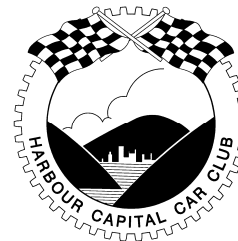
### .Wellington Motorsport Association Calendar 2009

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](mailto:wayne.gair@kapiticoast.govt.nz)

December	5					
	6	GM IS	Intermarque Sprint Gravel Sprint	Wairarapa	Manfeild Dorsets Road	IM GS
	13		Autocross	Hutt Valley	Silverstream	
	21??		Sprint???	Hutt Valley	Manfeild???	RT?
	26		Reindeer Barbeque		Well aged (10 yr) steaks a feature	

	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	Wellingfoton
RS	Rally Sprint Series	PT	Paul Te Punga	M	MOWOG
CR	Central Region Rally Series	SM	Stephen Marks	T	Triumph
IM	The Surgery Intermarque Sprint Series	WG	Wayne Gair	MG	MG

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