



WHEELSPIN

February 2009

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Brian Craig trying hard at the December Autocross

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.

February Clubnight

Annual General Meeting

Come and vote!

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

February 4th

Presidential type waffle

We had a fairly busy end to 2008, with the Road and Track Sprint just before Christmas, and the Todd Park Autocross.

I can't really report anything on the Sprint, as I wasn't there, and haven't seen any results. Apparently though, Webster was out there for a slide around in his 5 series BMW, due to issues with the Starlet. Funnily enough, the BMW and the Starlet are both actually in the same class, so he still got points in the right class for the series. I'm told it was a bit on the torrential downpour side in the morning though.

The Todd Park autocross was a rather big finish for the year, with 34 entries contesting the day.

As always, the surface was seven flavours of evil and slippery. I tried to set up a course with a bit of everything, from a very technical section packed full of double ups, through to some quick(ish) bits.

Personally, I had a seriously gruesome day of it, and failed to get a clean run all day. Although I did make the rear tyres of the MR2 mysteriously become a bit scarce in the tread department.

Interesting start to the day too, with my McDonalds breakfast featuring a ground up bit of metal in one of the sausage patties. Clearly they are indeed injecting more iron into their food these days.

Brian in the road rat took out overall honours, with a very careful drive paying off for him. Webster was hot on his heels in the 'mighty' Barina, and Neil following them both in the borrowed Starlet.

Once again, a great turn out from HCCC with 17 from 34 entries flying our colours. Ben and Kylie Whiting (now married, congrats) were back in the exceedingly standard

Starlet, and Ben was for reasons known only to himself tooting the horn all day when driving.

The Dan versus Adrian battle of the flatmates was once again a close contest, both running their 'junker' cars, and finishing in 9th and 10th respectively. The Mirage piloted by Dan, half a second quicker than the FXGT that Adrian has recently bought at a bargain price.

As you probably all know by now, the Clubsport Nationals are coming up at the start of March (6, 7, and 8). We're hoping to get a really good turnout up there, since it is practically just around the corner.

A few of us have already sent in entry forms, and I'd suggest if you're at all interested in a weekend comprising a sealed hillclimb, a grass Motorkhana, and a clay autocross, then this should be a really excellent weekend.

We're going to try to get as many of us booking the same accommodation, just to make it a more social event.

There's a prize-giving dinner on the Sunday as well, so that should be a lot of fun.

Regs can be had from www.motorsport.org.nz

We're looking forward to another good year of events, with Levin Car Club running the odd numbered months up at Donnelly Park, and ourselves running the even numbered months.

Whenever possible, we will be trying to get our regular Donnelly Park date of the last Sunday in each month. But, if there is another club running an event that needs something like a road closure, then we're likely to move the Autocross or Motorkhana to another date, to give everyone as fair a bash at running at every event that is on.

We're going to also try to run a sealed Slipway Autocross, as a part of the Kim Naylor series. We did initially have one on the calendar for February, but as that was a clash with the Mangaroa Hill Spring run by Triumph Sports Car Club, we will postpone our event until a clear date.

The Road and Track series should be a whole bunch more affordable this year too, as with Manawatu Car Club running the series (we will still be heavily involved in the scrutineering side of things, and timing in at least one round) they can pass on the savings from a cheap track booking onto competitors. So, the punch line is, look for the entry fees for that series to drop to somewhere around the \$60 mark. Don't quote me on that though!

Look forward to some social stuff too, with go-karting, bowls, and our DVD nights at MotorSport House, along with the monthly club nights.

Please do come along to the first club night of the year, as that is our AGCM, so come along, volunteer for a position, or just tell us how you'd like to see the club running.

We reckon it's going really well at the moment, but there's no intention to rest on our laurels, because if there's something that we can do better, we really want to hear any suggestions.

If you're not afraid to put a couple of words in a row, please - please - please - please chuck even a small article together for the magazine. Otherwise it just turns into a 'what Leon did' article, and not even I want to hear THAT much from myself.

Plus of course, since I don't get too much in the way of gravel events, it means you gravel guys don't get nearly as much coverage in the bulletin as you deserve. I can really only write a lot about the events I go to, and the people I catch up with at events. So there's whole groups of you that never get to see your name in the bulletin!

It doesn't have to be a small book or anything, even a half page, and a picture or two would be truly appreciated.

Anyway, talking of 'what Leon did', Leon is now going to shut up and let other people put their two cents in.

Cheers, Leon

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A true story from the Mount Isa in Queensland.

Recently a routine Police patrol car parked outside a local neighbourhood pub. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk.

The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles. The man managed to find his car, which he fell into.

He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night). Then flicked the indicators on, then off, tooted the horn and then switched on the lights.

He moved the vehicle forward a few cm, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road.

The Police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a random breathalyser test.

To his amazement the breathalyser indicated no evidence of the man's intoxication.

The Police officer said 'I'll have to ask you to accompany me to the Police station - this breathalyser equipment must be broken.'

'I doubt it,' said the man, 'tonight I'm the designated decoy'.

My Brother Reg

My brother Reg was an amazing person, who I really didn't get to know until I was married with children when we had finally something in common. The reason for this was that he was 11 years older than me, so he left school when I started, or to put it another way he was almost a man when I was just a boy, so I viewed him and his life from afar.



He left Grammar school and went to work in a Min of Ag & Fish lab 25 miles away, so his first action was to buy a BSA 125cc Bantam motorbike to travel there. This was a new bike, and in 1955 was the "cats whiskers", (He still had this bike in 1988 when I visited him) My predominant memory of those days was having to eat zillions of shrimps that he bought home from work.

At eighteen he was called up for National Service, so we saw little of Reg and his Bantam, though he travelled all over the UK, to RAF stations in Yorkshire, Cornwall, Scotland and elsewhere. In the RAF he trained as an Instrument maker, learning how to repair & calibrate the (largely mechanical) instruments then in use on aircraft.

Upon leaving the RAF Reg attended an industry training course in Hertfordshire, where he honed many other skills which he had learned from our Dad, who was an engineer with a fully equipped workshop at home (wood & metal lathe, hobbies fretsaw, drill press etc).

He returned home at the age of 23 and went to work in the engineering workshop at Marconi, in Chelmsford where he soon became involved in making engineering models at work.

Models were a large part of our family tradition. Dad set up a model railway with "O" Gauge steam engines in the garden and Dad encouraged Reg and I to carve wooden models of aircraft (a skill he had developed in the war as a spotter for the Home Guard — we used to make models from hardwood (Balsa unavailable) and from a printed silhouette of the aircraft). Imagine how delighted we were when plastic injection moulded kits became available in the late 50's.

With Reg's new skills he made his own Diesel engined radio controlled model launch (yes he made the engine AND the radio).

Reg's other hobby at the time was Scouting, again Dad's influence, since dad was a scoutmaster, so Reg Became Akela of a Cub scout group.



Another passion of Reg's naturally, was motorcycling, he was a member of the local motorcycle club, and spent much time as service crew for his great friend Derek Yorke who raced a Manx

Norton sidecar outfit — this led to frequent visits by Reg to the Isle of Man. Reg also took to Trials riding at this point.

I had little contact with Reg until I married and started a family in my early twenties, when he was in his early thirties, he was married to Joyce with a young baby, so finally the age gap closed and we began to spend family time together, sharing baby duties etc.

Reg's job at Marconi developed into teaching and managing over 400 apprentices each year. He taught them to weld, use lathes, milling machines, etc etc,

We had both always been interested in cars, and would go to watch local rallies (Dad had a friend with a MK1 Ford Zephyr that he rallied), and I had a friend with a Rochdale GT that we admired. Rallies were quite navigational in those days, but speed was also part of the mix, though illegal.

My first rally was in the Rochdale, me navigating, it was not too successful, we crashed several times, but I caught the bug, so Reg and I decided to rally my Austin 1100. Again a fairly inauspicious career, but we had lots of fun and learnt a lot.

Since the 1100 was my means of getting to work, Reg and I decide to get a purpose built rally car, so we eventually tracked down a 1959 Mini, upgraded the motor to an MG1100 with 1½ “ SU carb, and went out do battle. This was a long process because Reg insisted on a “perfect build” and quality control. I just wanted to get out and go for it.



We had the first mini in our region with variable speed wipers and electronic ignition, thanks to Reg who's electronic and engineering skills were superb, but he was a bit on the slow side as a co-driver. We would park up to work out the route between us, plot it on the map then go for it. I loved this as a driver since I usually had to catch up the 5 or 6 minutes lost.

Over the next few years, we both co-drove for various people, and were involved in building several cars — mainly Mk1 Escorts. Reg's skills were in great demand from everybody in the car club.

In 1974 I came to NZ and we both continued co-driving in our separate ways, Reg until he retired at 65. When he set about restoring old motorbikes, until he was approached by one of his ex-apprentices to design/build suspension, and bell housings for home built cars based upon Jaguar, BMW and Skoda running gear.

These cars were assembled in a factory in Sri Lanka which Reg helped to set up then he became the UK end of the business, wrecking cars and packing them into containers for shipment to Sri Lanka.



Restored 1960's Cotton scrambler



Nemesis — Jaguar base



Bugrat — Skoda Base



Viper — BMW base

In his retirement Reg visited NZ regularly, and crewed for me and Cy at Hawkes Bay as well as helping on Brian Rowe's WRX — he just loved to be involved and helping people. He competed at a Levin motorkhana in one of our starlets, and addressed the club one clubnight.



Hawkes Bay Rally 2004

Reg died one day after dismantling a BMW, so he kept busy to the end.

At his funeral it was a delight to meet so many of his friends, and our rallying friends, all of whom he had helped over the years. Reg was truly loved and respected by all of them.

When I helped his wife to sort out his sheds, I found 3 motorbikes, a Bugrat, two Skoda engines, 2 metal lathes, 5 radio controlled yachts, (one clinker-built in cedar — one of his friends told me that Reg even made the miniature cedar planks to build this boat), there was a box full of Dinky toys, circa 1950, and a zillion other interesting things — What a man!

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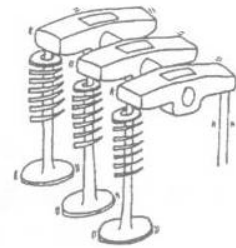
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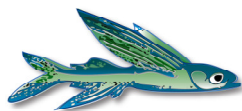
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Tappet chatter

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!



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Two elderly women were out driving in a large car.
Both could barely see over the dashboard.
As they were cruising along, they came to an intersection.
As they did the stoplight was red but they just went on through.
The woman in the passenger seat thought to herself, "I must be losing it
I could have sworn we just went through red light."
After a few more minutes they came to another intersection, the light
was red, and again they went right through.
This time, the passenger was almost sure that the light had been red, but
was also concerned that she might be seeing things.
She was getting nervous and decided to pay close attention.
At the next intersection, sure enough, the light was definitely red and
they blew right through it.
She turned to the other woman and said, "Mildred! Did you know that you
ran through three red lights in a row? You could have killed us!"
Mildred turned to her and said, "Oh Shit..! Am I driving..?"

DAVE'S DRIBBLE

Well it's been quite a while since I've inflicted my dribble on you, so get over it. My motor sport has died down a bit in the last couple of years. Some of it is time, some of it is money. I remember being welcomed to the club at my first clubnight and Paul Te Punga welcoming me to poverty for the rest of my life. He wasn't wrong. While my clubsport interests were affordable (for 3 years I entered every WMSA event on the calendar) it all came undone in 2000 when I entered the Wanganui rally. That was it. I was hooked. While rallying is very expensive, it is still the best value for money as far as \$/km of any motorsport in NZ. Because of this, I have put more of my budget into rally than clubsport events. Over the last 3 or 4 years I have not had the budget to do the whole rally series and have just entered 3 rallies per year. Wairarapa (the best roads in NZ!) Daybreaker (the best stages) and the Hawkes Bay Classic (the most compact). Last year I only did 2, as I was overseas on the weekend of Wairarapa rally. This year when Brian asked what the plan for the year was, I answered with the usual 3 events.

First event for the year was Bartons Line Rallysprint. This year the stage notes were included in the entry fee. I had listened to notes there before, with Len co-driving for me. Although it wasn't pre organised, Brian ended up co-driving for me during most of the event. He had taken an interest in these notes, asked questions on how to read them and wanted to give them a go. I thought it was okay and he did well for a first attempt. He could get almost the whole 7.4 km without losing his place. I'm not sure of the accuracy and timing of his calls as I was only loosely listening to them. When Len has called the notes, I know he knows what he is doing and can trust that his calls are right (I think) and can commit to them. With Brian, I wasn't that confident so didn't commit to his calls. It turned out that Brian was enjoying the notes and we discussed the possibility of using the notes at the up coming Wairarapa rally. They say it takes at least two rallies to get the hang of notes (they slow you down until you get the hang of it) and we decided Wairarapa being two day was effectively two rallies in one weekend so it would be a good time to give it a go. Plus, we know the roads fairly well now.

As for the event, I had fun. I didn't hit anything or break anything, so it was a good day. I took the wrong tyres (loaded the car in the dark) which meant I was running almost bald tyres, so that didn't help my times. I was never going to make the cut anyway, so I wasn't worried. It was good to see Nathan kicking ass, especially since he had potential sponsors along for the day.

I talked to Richard Kelly about the notes and he suggested I get hold of a copy of WRC Evolved for my PS2 as they use the same pace note system in that as we do and I can use that to get used to listening to the notes. I have every version except that one and one day will get around to finding a copy. It maybe the excuse I need to justify the projector and 100inch screen!

Next up was Wairarapa Rally. I had a bit of preparation to do before the event. WOF and Reg, sort out a full set of new tyres from my main man Neil at Neils Wheels (almost used the @ instead of 'at' but decided that because Neil hasn't found the internet yet, he wouldn't know what it meant) After issues last year with Brian's intercom, I got my spare back from Jilly (she is sufficiently hooked now to justify buying her own) and booked accommodation (as I was late doing this we were in Carterton again as everything closer was booked)

Since the van became a casualty of the 'too hard to get road legal as there are too many other projects' I had been begging and borrowing vehicles for servicing. Last year Webster used Duane's (now Jilly's) little Starlet as a service vehicle. It's amazing what you can get into a hatchback that has been stripped! Webster claimed it was the fastest and most fun to drive service vehicle on the rally. This year we used his 535 BMW (as we had for the last couple of rallies last year. Since Duane had moved overseas on his OE (to Blenheim) Webster had been our sole service crew.

Oh yeah, true to my training (from last minute Neil) I completed my preparation the morning of the event. That consisted of washing the car, cleaning the air filter, filling it with gas and a spanna check. It was during the spanna check that I noticed that the ball joint boot on the LH lower arm had split. I made a mental note that it was time to change both arms after the rally. Having had a ball joint snap on me before (while doing 100kmph) in this car, I was not going to take any chances.

The plan was the same as every year. Brian and I would drive the car over the hill and do the documentation and scrutineering and Webster would follow after he finished work.



Daybreaker Dave

All was fine until we exited the roundabout at Pauahatanui. It was then that I noticed a new noise. It was a creaking noise coming from the steering when you cornered tightly. Strange. Everything felt okay and everything was tight. We continued. It could be an issue at scrutineering, but as I didn't need to be scrutineered, I wasn't expecting to have to. Wrong. This made me really nervous. I was confident that there wasn't anything major wrong and that we could fix anything before the rally, but only with the tools etc. But Webster had the tools and he wouldn't arrive until long after scrutineering finished. For some reason, this year the competitors were given very little information. In the past, the communication has been very good with clear instructions, but this years there was next to no information and signage. The acceptance of entry told us what minute to turn up at documentation and that documentation was at the Copthorne, but it didn't say where at the Copthorne. It took us a while wandering around to find it as it wasn't where it had been in previous years and there were no signs to guide us to where it may be and we only found it by accident. Scrutineering was also a mess. The only instructions we were given was a photo copy of a map with a vivid arrow pointing to a particular road. No street name, no street number, no building name or anything. When we got there, there was a whole bunch of cars driving round in circles looking confused. It turned out that there was a sign that said Scrutineering on the other side of the road on the grass verge, but it was completely blocked by a truck that was parked on the side of the road. To make things worse, the building they were using was a wool storage place and when we got there, there was a huge truck and trailer unit full of wool bails parked

right across the front of the building, blocking not only entry and exit, but also our vision of the fact that that was where we should be going. After 3 hours waiting and sweating I finally got scrutineered. I Had talked to Al (from Nathan's service crew) and come to the conclusion that it was the universals on the steering column that just needed lubricating. After all that they didn't check the steering anyway and we headed off to our accommodation to wait for Webster. The noise went away before we got there and we forgot to do anything about it.

The next fun bit of 'guess what the organisers didn't tell you' was getting to the car display, where we were to park the car and leave it on display for 2 hours before going over the start ramp, and then driving back to our accommodation for the night. We were given very vague instructions which told us what street to drive down but not actually where to turn into the carpark. We drove straight past the start ramp and had to turn around and go back. Eventually, another competitor told us where we needed to go. There were 2 marshals there to wave us in, but they were too busy talking to each other with their backs to us, to notice us drive past. We parked the car, did a bit of socialising and went for a feed. Back to the car, we lined up in number order and one by one went over the line at our minute intervals. At the beginning of the night, when the top guys are going over the ramp, there are crowds of people there to take it all in and to drool over the cars and listen to the drivers getting interviewed by the MC. By the time we got there (2nd to last car with Brian Rowe and Jilly the car in front) they had almost finished packing all their gear up and we felt like we were a nuisance being there. All the crowds had gone home long ago. All except one group, which stayed to support us. Nathan and his team were there to cheer us on. Two HCCC cars at the back of the field. You have no idea how good that felt to have the support of our fellow club members who had been over the start ramp an hour earlier and had taken the time to stay and cheer us on. They didn't have to be there. In fact they probably had a lot of work to do, but they were there. Kudos to you Nathan and team.

As you may have realised, I wasn't too impressed with the organisation at this point, so seeing Nathan standing there giving us his support cheering us on was a 'real pick me up'

All was forgotten when Saturday arrived and we headed off for the Mecca of gravel roads. We had a good day. Brian was surprisingly quick at picking up the notes. It took a while to get the timing right as I need to know what's around the next couple of corners, not just the one I'm approaching. When you are concentrating on the road, you are thinking a couple of corners ahead. It's no point knowing that I am about to enter an open corner that I can take flat out, if there is a tight corner straight after it, as I may need to start slowing down before the open corner. Or it could be a tight corner followed by another or it a tight corner opening to a straight. It's an art that will take Brian a while to master as he needs to constantly adjust the speed he calls the notes, by judging the tightness of the bit of road and my speed. He needs to know exactly what corner we are entering at all times, even though he is not watching the road, he is reading the corner a couple ahead of where we are. It is really easy to get lost when you call 4L 4R 4L 4R 4L 4R 3L 4R — .as you loose track of which one you're on. He may have called five 4 corners, but how many have we driven?

For me, I need to listen to what he says, understand what he is telling me, understand which corner he is calling and trusting what he is telling me and reading the road to double check what he is telling me and acting upon it. For me, I don't have too much problem listening and hearing the calls, but I had a problem knowing what to do with the information. I know the corner I am about to enter is a 3 right. What is a 3R? How fast can I go through a 3R? How consistent are the numbers? This was my biggest challenge. Knowing what the corner is, is one thing, knowing what to do with the information is another. It is like learning a completely new language (this is only my second as I didn't do languages at school)

When it all works, it is a buzz! Knowing you have just blasted through a series of blind corners 30+kmph faster than you would have if you had to read the road and made it without incident is awesome. Not slowing for the blind crest and that moment when you

know you didn't lose any time slowing to a speed that you could deal with a corner that isn't there gives you a kick.

Brian and I were getting the hang of the notes and after a while, when he did lose his place, I could help him find them again by reading the road and calling notes back to him. He could get back onto them fairly quickly. Brian had a problem fairly early on SS3. He over-heated and felt crook, so I drove the rest of the stage as I saw it. I didn't mind as I do really enjoy driving blind. I don't want to lose the ability to read the road like you do driving blind. I think some of the drivers that have spent a long time on notes, lose that side of it as they become fluent in the note language.

We had a great first day with no dramas. We didn't stress, Webster as he was only asked to add petrol during the day.

After a good night's sleep, we headed off for day 2. I love these 2 day rallies. You can really get into the groove. We were going well and had a good run through Barton's Line. Back to service for more petrol and we were off again. At the end of the next stage the car was starting to handle funny. It felt like the bolt on the sway-bar was coming loose on the right hand side. I checked it at the beginning of the next stage, but it was tight. The sway bar bolts through the bottom arm triangulating the suspension and stopping the bottom arm moving forward under brakes (which is what it felt like it was doing) Another mental note: replace the bushes as they are obviously stuffed.

During the next stage I found that the tyres were going off. At first I thought I may have a puncture, but then realised that they must be worn. This is a worry as the Dunlop's I use, grip till they are bald. We only had one more stage and we could bolt a new pair on at the service (Webster got to do something other than putting petrol in the car!) The grip got a lot worse during that last stage, which finished with a very fast section. They were so bad that I had to stop after the stage to check them. I was right, they were stuffed. When Webster changed them I realised how bad they were. They were not even road legal (less than 1/2mm tread) but to show how good these Dunlop's are, we were still 10 sec faster through that last stage than the first time through the same stage earlier in the day when they had tread! New tyres on and we were off to finish the rally. We finished 2nd in Class which was a good start to the Series. The notes were fun, the car good and I was happy.

Next rally on the plan, was the non series Hawkes Bay Classic.

Not long after Wairarapa, we finally found a decent replacement for the Van. I bought a 97' Nissan Nivara 4dr Ute 3.0l V6 on LPG with a lockable canopy. Grunty, comfortable and plenty of room for our gear without us having to share the same open space with petrol cans and tyres etc.

A few days later I had a call from Brian. "Dave, I've been doing a bit of research. The Waitomo Rally is at the end of next month and it looks like it could be a bit of an adventure. They have good roads up there . . ." ~It's like asking an Alcoholic if he wants a drink!

To be continued

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)



You are blonde and on a bus, when you suddenly fart.

Luckily the music is very loud.

So every time you fart, you time it with the music.

When you start making your way to the door as you exit the bus
Everybody is throwing dagger looks at you, and you suddenly realize.

You're listening to your I-pod!

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

Month	Date	Steward	Event Type	Club	Venue	Status	
February	1	GG	Autocross Hillclimb	Harbour Capital Triumph	Slipway? Wallaceville Hill, Upper Hutt	KN	
	21		Circuit Sprint (Multi)	Triumph	Taupo (Track 1)		
	22		Rallysprint ?	Wairarapa Harbour Capital	Barton's Line Donnelly Park	RS	
	28		Race (Summer Series)		Manfeild		
March	15		Race Sprint	Taupo Wellington	Taupo Alexandra Road	DM	
	16		WMSA Meeting				
	22		Gravel Sprint Race	Wairarapa	Tea Creek Hampton Downs	GS Nat	
	28		Race (Australian GP)				
	29		Race (Australian GP) Autocross Race	Levin	Donnelly Park Manfeild	Nat	
April	5		Rally	Hawkes Bay CC	Hawkes Bay	NZRC	
	18		Race (Hamilton 400)				
	19		Race (Hamilton 400)				
	26		Intermarque Sprint Gravel Sprint ?	Wairarapa Harbour Capital	Manfeild Puketiro Road Donnelly Park	IM GS	
	9		Race (Charity Classic)	MG	Manfeild		
May	10		Race (Charity Classic)	MG	Manfeild		
	13		Night Trial			NT	
	17		?	Wairarapa	?		
	18		WMSA Meeting				
	23		MSNZ AGCM	MSNZ	Wellington		
	31		Intermarque Sprint Autocross	Levin	Manfeild Donnelly Park	IM	
	June	1		Single Car Sprint	Hutt Valley	Taupo	
		7		Rally		APRC Whangarei	
10			Night Trial			NT	
14			Targa Rotorua				
21			Gravel Sprint	Levin	Gladstone Road	GS	
28			?	Harbour Capital	Donnelly Park		
July	5		Rally (Hugh Baird Memorial)	Hawkes Bay CC	Hawkes Bay		
	8		Night Trial			NT	
	18		Rally	R W Inc	Wairarapa	NZRC	
	19		Rally Intermarque Sprint	R W Inc	Wairarapa Manfeild	NZRC IM	
	20		WMSA Meeting				
	26		Autocross	Levin	Donnelly Park		
	August	12		Night Trial			NT
15			Rally		NZRC Rally NZ	Int	
16			Rally Intermarque Sprint		NZRC Rally NZ Manfeild	Int IM	
30			?	Harbour Capital	Donnelly Park		
September	6		Sprint (Gravel or Sealed(?))	Levin			
	9		Night Trial			NT	
	21		WMSA AGM				
	27		Autocross Rally (Daybreaker)	Levin Manawatu	Donnelly Park Manawatu	Nat	
October	4		Intermarque Sprint		Manfeild	IM	
	10		Race (Bathurst)				
	11		Race (Bathurst)				
	25		Sealed Sprint ?	Hutt Valley Harbour Capital	Port Road Donnelly Park	DM	
	24-31		Targa				
	31		Gravel Sprint	Levin	Waiorongomai Road	GS	

	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	Wellington
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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Clubsport Nationals 2009!

Taranaki
March 7th and 8th
Sealed Hillclimb
Grass Motorkhana
Dirt Autocross

Harbour Capital Car Club intends to make a good social weekend of it, so we're looking at doing a group accommodation booking close to the venue.

Are you keen?
leoncast@xtra.co.nz
Get added to the list ☺

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Haunting Questions:

Can you cry under water?

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to 'put your two cents in', but it's only a 'penny for your thoughts'? Where's that extra penny going to?

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

Why does a round pizza come in a square box?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they 'slept like a baby' when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change? They're going to see you naked anyway.

Why is 'bra' singular and 'panties' plural?

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

If Jimmy cracks corn and no one cares, why is there a stupid song about him?

Can a hearse carrying a corpse drive in the carpool lane ?

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Why do they call it an asteroid when it's outside the hemisphere, but call it a haemorrhoid when it's in your butt?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

This Month's Photos — Todd Park — December



Drivers briefing



Webster's Technology



Pete Collins surgery on FXGT



Kylie Whiting



Lance Jones



Dan Edhouse



Neil Roots



Loren Brooks



Trevor Knowles



Brian Worboys



President Leon

Older women are so reasonable.

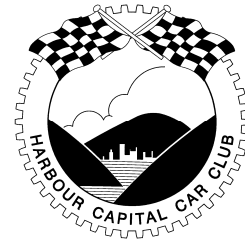
After being married for 44 years, I took a careful look at my wife one day and said, honey, 44 years ago we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 25-year-old gal.

Now I have a \$500,000.00 home, a \$45,000.00 car, nice big bed and plasma screen TV, but I'm sleeping with a 65-year-old woman. It seems to me that you're not holding up your side of things.'

My wife is a very reasonable woman. She told me to go out and find a hot 25-year-old gal a and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great? They really know how to solve your mid-life crises.

SEND THIS TO: Harbour Capital Car Club (Inc)
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Wellington
New Zealand



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Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
Occupation			

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

I am prepared to help on: - (You may be contacted if help is required)

Trials	Motorkhanas	Speed	Rallies
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