



WHEELSPIN

July 2009

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438		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	lohntennent@xtra.co.nz
	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

COVER PHOTO

Brian in the Roadrat

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.

July Clubnight

The Fireman's Arms

Jackson Street, Petone

July 1st

The Ever Present Presidential Prattle

It seems to be the season of Autocross events, as we had an HVMC run event at Silverstream, closely followed by the Kapiti run Kim Naylor round of the series.

Now, we've got a bunch more events running, with HVMC putting another four events on the calendar, and HCCC putting the four rounds of the new www.photoworks.co.nz Sealed Autocross Series up as well.

The event at Silverstream was another one that started out a bit damp, but thank goodness the weather actually improved during the day this time! The ground stayed quite soft all day, but at least it didn't turn to custard. This is lucky considering that the track was a bit more technical for this event!

Neil Roots wasn't able to attend, so that opened up the venue for the first win that wasn't Neil driving the all conquering Honda City.

There were a couple of quite hard case cars running, with three newcomers all running unusual cars. Alex Sutherland in a Volvo estate kind of vehicle that looked like a Honda Accord, Luke Devenny running a late model Supra (complete with immaculate paintwork and the first 18" alloys that I've seen at an autocross), and Ben Hainsworth running a potent 20 valve re-powered MR2 (or helicopter).

At the front of the field (pun deliberate) was Adam Fisher, who has clearly adapted happily to running in a front drive Starlet, bringing home Jilly's Starlet in a clear first place. Following him, was Brian running the Roadrat, proving once again that a sensible approach when taken in a rear engined car makes them amazingly quick. Personally I've never mastered that in my MR2, I tend to get a bit excited, which leads to many spins.

Jilly was third in her Starlet, followed by Dave in the Charade (proving that power is optional), Webster in the Barina, and then myself in the Pulsar. Kylie Whiting was back in the mighty baby blue Starlet, complete with baby seat fitted (I asked, apparently it's for baby sitting, as they don't have a baby). Ben Whiting was only spectating rather than driving, so we didn't have the random horn tooting that seems to be Ben's trademark while in an autocross.

The next event running at Silverstream is a round of the Stewards Trophy Motorkhana series, and is to be held on July 5th. I look forward to seeing many of you there, as it is an excellent venue for a play, and quite friendly on road cars.

The next event I made it to was the Kapiti Autocross, on the gravel track beside the Otaihangā tip entry. I was a bit concerned about this event, because my results there are unfailingly terrible, so I was expecting much the same!

Just under twenty drivers braved the elements to compete in this round. I was amazed at the difference in the track and grounds since the last time I had been there (which has been a while). The track had been rebuilt, because the rail line works meant that there had been heavy machinery driving over the area.

The ground off the track was extremely boggy following all the wet weather, to the point where I sunk nearly to the top of my gumboots while taking photo's during the day.

Victor was the first to experience this, when he sunk the Corolla quite convincingly off the side of the track, requiring extraction by Kerry Butters in his Toyota Surf tow vehicle.

I made a mental note to myself to stay on the track.

I then repeated the car sinking, in what I think was pretty much the same place. I'm incredibly grateful that the Pulsar has such bendy bumpers and spoilers, because I was sure I'd stuffed the car. I'd sunk the car, and the front then nose dived into the gravel, and bent everything back a long way.

However, one Toyota Surf tow vehicle later, and other than the sound of gravel falling out, and much mud and rubbish through the brakes, the car was fine to drive home.

The car has a horrendous case of the collywobbles at 100k now though, as clearly my wheels are filled up with the concrete like mud from the sinking.

It was a day that favoured the brave, with Graham Heath and Victor both driving like madmen, running over the outside and inside of the course, clipping tyres, falling into puddles, and climbing mounds of gravel.

Geoff Warren took out the day with a tidy drive, Graham a couple of seconds behind, with Al hot on his heels. There was a mighty battle between the Juniors, with Rob Groves, and Zed Butters finishing with not even a second and a half between them. I could be wrong, but I believe both of those guys are only 12 years old. Pretty remarkable what you can achieve in a car when you're given the chance to race from such a young age.

I'm enjoying the Pulsar a lot, as it's quite different from the other front drive cars I've raced. It has plenty of power for a standard 1800cc engine, but it has crazy amounts of weight sitting on the front axle. I reckon they make those engines from recycled battleships, as the dead engine we pulled out of the car takes the energies of two people to move it.

This makes the car a bit of an understeering bastard of a thing, but does mean that when you jump on the loud pedal, it does have plenty of weight to help put that power to the ground.

Like all cars, it is a shopping list of repairs and modifications, but it is definitely a tough feeling little car. Plus, being able to get bits from Pick a Part is really useful a feature in a club car.

I'm looking forward to the www.photoworks.co.nz autocross series that we're running up at Slipway.

We're aiming it fair and square at newcomers to the sport, so when you turn up, and there's a bunch of new guys or girls, do introduce yourself! Remember it is pretty scary when you turn up to your first event, and there's a bunch of homicidal maniacs out there going improbably fast in a strange cross section of cars! So, lets make many people interested in taking up our funny little sport of driving slow cars as fast as we can.

The first Slipway event (advertised elsewhere in the magazine) is July 12th, one week after the Stewards Trophy Motorkhana to be held at Silverstream.

I hope to see many of you at these events, or the various sprints, night trials, and other FUN things coming up.

Leon

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The following questions were set in last year's GCSE examination in Swindon, Wiltshire. These are genuine answers (from 16 year olds):

Q. Name the four seasons

A. Salt, pepper, mustard and vinegar

www.photoworks.co.nz
Autocross Challenge

Harbour Capital Car Club is pleased to announce a new Sealed Autocross series, to run at the Slipway venue in Brooklyn. This is a great way for beginners to join the Wellington Motorsport community, and for the old hands to hone their skills.

There are four rounds scheduled

July 12th

August 30th

October 4th

November 15th

Points are decided by your fastest timed run on the day. No complicated classes, first past the post takes home 25 points, and the points decrease by one point per position.

You can drop your worst round (in case you have to get to a wedding or funeral on the same day as one of our rounds!), so the best three results from the four rounds decide our overall winner.

\$30 per round, and you can enter as few or as many rounds as you choose.

First prize for the series is \$100 in BP vouchers; additionally www.photoworks.co.nz will chose a worthy contender for Most Improved, and a "Thanks Mate" award winner from our helpers.

Any MotorSport compliant vehicle can enter, so if you've got anything from a Daihatsu Charade, Toyota Supra, Porsche 911, or a Fiat Uno, we will be happy to see you there.

Promoted by Harbour Capital Car Club www.hccc.org.nz

Contact events@hccc.org.nz or

Organisers: Andrew Thomson 0272-605-830, Leon Cast 027-6996-838

Scrutineer: Aaron Tasker 0274-126-582

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

What do I need to play? \$30, Helmet, Overalls (100% cotton or race).

Do I need a special licence? No! No race, or road licence is required

How old do I need to be? 12 years old minimum. Under 18's must have parental consent signed in advance.

How do I join a car club? See www.hccc.org.nz but you can belong to any MotorSport NZ Affiliated car club see www.motorsport.org.nz

Do I need a rollcage? No, you can enter mum's Mira if you want.

Q. Explain one of the processes by which water can be made safe to drink
A. Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists

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Q. How is dew formed

A. The sun shines down on the leaves and makes them perspire

The 2009 Club points table so far.....

2009 (your name in green = qualified for cups)	All Rounder	Overall	Total Speed events	m/khana	trial	organiser (you need 12 pt for cups)	Co-driver	Rally driver	speed	Auto X
Webster Gough	62	50	45	5	0	12	0	0	17	28
Peter Collins	61	49	37	12	0	12	0	0	18	19
Leon Cast	57	37	19	18	0	20	0	0	0	19
Neil Roots	46	46	22	24	0	0	0	0	0	22
Brian Craig	46	34	26	8	0	12	0	0	16	10
Graham Heath	37	37	28	9	0	0	0	0	20	8
Brent Sellens	36	36	36	0	0	0	0	0	36	0
Alan Groves	36	36	16	20	0	0	0	0	0	16
Dick Butters	31	31	29	2	0	0	0	0	27	2
Shane Atkinson	31	31	31	0	0	0	0	0	29	2
Brendon Glendinning	27	23	21	2	0	4	0	0	0	21
Jilly Hutson	27	15	13	2	0	12	0	0	0	13
Brian Worboys	26	26	26	0	0	0	0	0	16	10
Aaron Tasker	24	12	10	2	0	12	0	0	6	4
Roger Lyon	24	24	22	2	0	0	0	0	0	22
Adrian Marsden	22	22	20	2	0	0	0	0	18	2
Nick Buck	22	22	22	0	0	0	0	0	22	0
David Wilce	22	10	10	0	0	12	0	0	0	10
Jacob Lyon	21	21	19	2	0	0	0	0	0	19
Loren Brookes	20	20	20	0	0	0	0	0	11	9
Adam Fisher	20	20	20	0	0	0	0	0	0	20
Jeremy Aimers	18	18	12	6	0	0	0	0	0	12
Sam Buck	18	18	18	0	0	0	0	0	18	0
Lance Lones	13	13	13	0	0	0	0	0	13	0
Len Fisher	12	0	0	0	0	12	0	0	0	0
Andrew Thomson	12	0	0	0	0	12	0	0	0	0
John Tennent	12	0	0	0	0	12	0	0	0	0
Jeff Dahlberg	12	12	10	2	0	0	0	0	8	2
Brendon Norling	12	12	12	0	0	0	0	0	12	0
Dan Edhouse	10	10	10	0	0	0	0	0	10	0
David Graham	9	9	9	0	0	0	0	0	9	0
Carl Fransen	9	9	7	2	0	0	0	0	0	7
Graeme Corlett	8	8	6	2	0	0	0	0	0	6
David Ragen	8	8	8	0	0	0	0	0	8	0
Graeme Swan	8	8	8	0	0	0	0	0	0	8
Matt Moynihan	7	7	7	0	0	0	0	0	7	0
Trevor Knowles	7	7	5	2	0	0	0	0	0	5
Stacey Glendinning	7	7	7	0	0	0	0	0	0	7
Robin Groves	6	6	4	2	0	0	0	0	0	4
Antonin Marcanik	5	5	5	0	0	0	0	0	5	0
Keith McClure	5	5	5	0	0	0	0	0	5	0
Andrew Schlup	4	4	4	0	0	0	0	0	0	4
Jacob Evans-Scott	4	4	4	0	0	0	0	0	0	4
Jono Bennett	3	3	3	0	0	0	0	0	3	0
Leela Copping	3	3	3	0	0	0	0	0	0	3
Robert Anderson	3	3	3	0	0	0	0	0	3	0
Warwick Neal	2	2	2	0	0	0	0	0	2	0
Blair Turner	2	2	0	0	0	0	0	0	0	0
Lisa Watkins	2	2	2	0	0	0	0	0	2	0
Thomas Rumball	2	2	2	0	0	0	0	0	2	0
Kylie Whiting	2	2	2	0	0	0	0	0	0	2
Nick Tollemache	0	0	0	0	0	0	0	0	0	0
Bill Peacocke	0	0	0	0	0	0	0	0	0	0
John Rapley	0	0	0	0	0	0	0	0	0	0
Wayne Gair	0	0	0	0	0	0	0	0	0	0
Dianne McDonald	0	0	0	0	0	0	0	0	0	0
Carol Weston	0	0	0	0	0	0	0	0	0	0
Nathan Thomas	0	0	0	0	0	0	0	0	0	0
Davey Uprichard	0	0	0	0	0	0	0	0	0	0
Mark Galvin	0	0	0	0	0	0	0	0	0	0
Coryn Hughes	0	0	0	0	0	0	0	0	0	0
Gary Maddock	0	0	0	0	0	0	0	0	0	0
Damion Mason	0	0	0	0	0	0	0	0	0	0
Dave Glover	0	0	0	0	0	0	0	0	0	0
Stephen Marks	0	0	0	0	0	0	0	0	0	0
Fleur Pedersen	0	0	0	0	0	0	0	0	0	0
Gerald Lee	0	0	0	0	0	0	0	0	0	0
Donna Campbell	0	0	0	0	0	0	0	0	0	0
Kieran Marks	0	0	0	0	0	0	0	0	0	0
Michael Leger	0	0	0	0	0	0	0	0	0	0
Paul Te Punga	0	0	0	0	0	0	0	0	0	0

Q. What causes the tides in the oceans

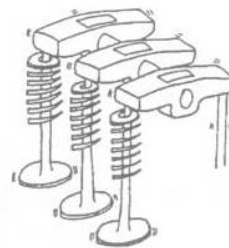
A. The tides are a fight between the earth and the moon. All water tends to flow towards the moon, because there is no water on the moon, and nature abhors a vacuum. I forget where the sun joins the fight

New Members for 2009

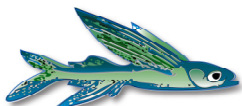
A big welcome to some new members who have joined the car club in 2009. We hope to see you out at the upcoming events.

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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Contact Brian Ph: (04) 8015140
E-mail – maclennan.performance@xtra.co.nz

Q. What guarantees may a mortgage company insist on

A. If you are buying a house they will insist that you are well endowed

YOU KNOW YOU ARE LIVING IN 2009 when...

1. You accidentally enter your password on the microwave.
- 2 You haven't played solitaire with real cards in years.
3. You have a list of 15 phone numbers to reach your family of 4.
4. You e-mail the person who works at the desk next to you.
5. Your reason for not staying in touch with friends and family is that they don't have e-mail addresses.
6. You pull up in your own driveway and use your mobile phone to see if anyone is home to help you carry in the shopping.
- 7 Every commercial on television has a web site at the bottom of the screen
8. Leaving the house without your mobile, which you didn't have the first 20 or 30 (or 60) years of your life, is now a cause for panic and you turn around to go and get it.
10. You get up in the morning and go on line before getting your coffee.
11. You start tilting your head sideways to smile. :)
- 12 You're reading this and nodding and laughing.
13. Even worse, you know exactly to whom you are going to forward this message.
14. You are too busy to notice there was no #9 on this list.
15. You actually scrolled back up to check that there wasn't a #9 on this list



No, Brian! Don't do it!

This Month's Photos — Kapiti Autocross June





MotorDrive Photography 2009 ©



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Q. How are the main parts of the body categorised (e.g. The abdomen)

A. The body is consisted into 3 parts - the brainium, the borax and the abdominal cavity. The brainium contains the Brain, the borax contains the heart and lungs and the abdominal cavity contains the five bowels: A,E,I,O and U

Farmer Frankie had five female pigs. Times were hard, so he decided to take them to the fair and sell them.

At the fair, he met farmer Mikey who owned five male pigs. After talking for a while, they decided to mate the pigs and split everything 50:50.

The farmers lived sixty miles apart. So they agreed to drive thirty miles each, and find a field in which to let the pigs mate.

The first morning, Frankie got up at 5 am, loaded the female pigs into the family station wagon, which was the only vehicle he had, and drove the thirty miles.

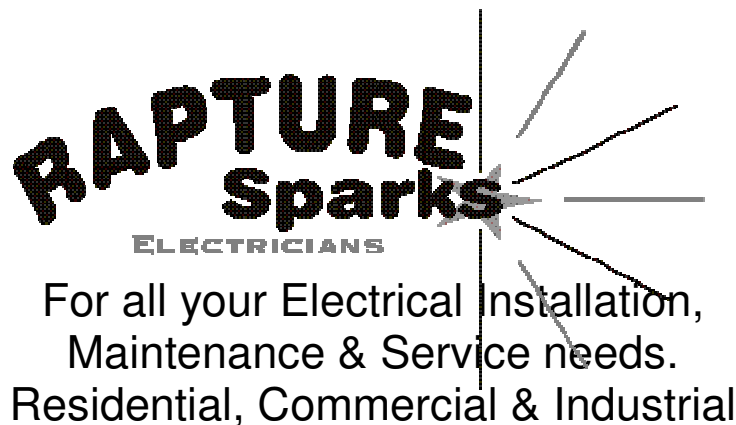
While the pigs were mating, Frankie asked Mickey, "How will I know if they are pregnant?"

Mickey replied, "If they're lying in the grass in the morning, they're pregnant. If they're in the mud, they're not."

The next morning the pigs were rolling in the mud. So Frankie loaded them into the family station wagon and proceeded to try again. This process continued each morning for more than a week.

One morning, Frankie was too tired to get out of bed. He called his wife, "Honey, please look outside and tell me whether the pigs are in the mud or in the grass."

"Neither", yelled his wife, "they're in the station wagon and one of them is honking the horn."



Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (hm)

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Q. In a democratic society, how important are elections

A. Very important. Sex can only happen when a male gets an election

Railroad tracks

The US standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that was the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet 8.5 inches is derived from the original specifications for an imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's arse came up with that?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horse's arses.) Now, the twist to the story:

When you see a space shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' backsides.

So, a major space shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's bum. And you thought being a horse's bum wasn't important? Ancient horses' bums control almost everything... and CURRENT horses' arses are controlling everything else.




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Q. What are steroids

A. Things for keeping carpets still on the stairs

TRIALS

Hello folks

Attached are the results of last Wednesday's car trial, second round of this year's series. Thanks for coming along.

Thanks to Barry Lakeman & Eddie Conroy for organising the event.

Congratulations to Sue & Gordon Gandy (with me along for the ride) for winning the event and also 1st in the Expert class.

Congratulations also to Andrew Bartle & Marjorie McKee, 1st in the Intermediate class again and 5th= overall.

There were no novice crews on this event.

The next event is on Wednesday 8 July - round 3 of this year's night trials series. Organisers are Mike & Cathy Reid. Start & finish at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over a coffee afterwards. Class placings published to let you compare your performance with others of similar experience. See you there.

Later rounds this year:

12 August - round 4, Wellington inner suburbs, organisers Sam & Dave Jennings, start/finish Hutt Valley Motorsport Club rooms.

9 September - round 5, Titahi Bay & environs, organisers Wayne Gair & Dianne McDonald, start/finish 2 Wright Street Titahi Bay.

cheers, John

Team (or driver)	BEGIN	EVO	SEAT	ODO	KA	DUAL	DD	EDDIE	Time	NOVA	KIA	EDDIE	FOUR	Time	ODOUR	SAAB	DUFFLE	NOVA	KIA	SUNNY	DUJET	DUAL	DD	EDDIE	EDDIE	Time	ODOUR	SAAB	ODOUR	SAAB	DUJET	EDDIE	Time	DDUR	C "RDUL" S	EDDIE	GULR	FINISH	Time	Points	Place	
Bryan Atkins	-	10	-	-	10	10	1	1	m	-	-	-	10	6	-	10	10	10	10	10	10	10	10	-	13	m	-	-	-	-	10	10	10	-	-	-	10	10	7	L	204	11
Gandys with a Smile Impala	-	-	-	-	-	-	4	E	3	-	-	-	-	3	-	-	-	10	-	-	-	-	-	-	1	L	-	-	-	-	-	2	m	-	-	-	-	4	L	14	1	
Brian Craig	-	-	-	-	-	-	11	L	-	-	-	10	-	2	-	-	-	-	-	-	-	-	-	10	4	L	-	-	-	-	-	1	L	-	-	10	10	-	2	L	57	5=
Peugeotry	-	-	10	-	-	-	1	L	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	5	L	-	-	-	-	-	1	L	-	-	-	-	0	L	26	3		
Mark Jennings	-	-	-	-	10	-	5	L	-	-	-	-	3	-	-	-	-	-	-	-	-	-	10	-	3	L	-	-	-	-	0	L	-	-	-	-	20	L	51	4		
Sam Jennings	-	-	-	-	10	-	7	L	-	-	-	-	0	-	10	-	-	-	-	10	-	-	-	-	3	L	-	-	10	-	6	L	-	-	-	-	21	L	77	10		
Craig Crawford	-	-	-	-	-	-	6	L	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	4	L	-	-	10	-	3	E	10	-	10	10	-	5	L	76	9		
Bartle	-	-	-	-	-	-	5	L	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	3	E	-	-	10	-	3	E	-	-	10	10	-	11	L	57	5=		
Jilly Hutson	-	-	-	-	-	-	3	L	-	-	-	-	4	-	10	-	10	-	-	-	-	-	10	1	L	-	-	10	-	0	L	-	-	-	10	-	16	L	74	8		
Not A Problem	-	-	-	-	-	-	1	L	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	4	L	-	-	-	-	1	E	-	-	-	-	2	L	19	2			

There were complaints that GULR (or GULR) was a little confusing to read. In these results, incorrect spellings were not penalised and time penalties as recorded, remain.
Thanks to Mike & Cathy Reid at Start Control, and to Paul Taylor and John Swan & Ruth Shepherd for staffing the two Checks.

Q. What happens to your body as you age

A. When you get old, so do your bowels and you get intercontinental

2009 MotorSport NZ 62nd Annual General Council Meeting

A little history

Since I joined HCCC in the early 90's, our club has always made the commitment to having representation at the AGCM. As a club we have also participated in the meetings rather than sitting in the background watching, and following the trend. When I joined, Neil was our delegate and attended these formal meetings by himself. As I became more interested in the politics of the sport, I decided that I wanted to see what it was all about. In those days (mid to late 90's) the AGCM location alternated between Auckland, Wellington and Christchurch. The year I decided I wanted to attend was to be held in Auckland. As a small club (we only had about 60 members at that stage) we could not afford to fly 2 people up and support them with accommodation, plus dinner tickets to the black tie prize giving dinner, so I proposed that we drive up in my car and stay at cheaper accommodation. I presented to the committee a budget at the time that was cheaper than sending Neil on his own.

As an observer, I was introduced to the formalities of the running of the sport. Neil taught me the procedures and ways to do things and introduced me to lots of people. We repeated this the following years, when instead of Neil flying to Christchurch, we drove my Fiat Uno down and stayed at a motor camp instead of the AGCM Hotel venue. This time our roles were reversed. I was the delegate and Neil the observer. After that I became our club's delegate for most years. Graeme Penhey attended one year in Wellington as an observer and the following year was our delegate when I couldn't attend. Last year Leon represented the club after many years organising and running the meeting as an employee of MotorSport NZ. This year I was back.

For many years, it has been a 2 day affair with the Friday workshops and the Saturday meeting followed by the sports National prizegiving dinner held on the Saturday night. The workshops consist of five meetings for each of the areas of the sport. Finance, Clubsport, Race, Rally and Historic. Attendance was not compulsory and clubs would choose to attend the workshops that affected the club's members (for example, MG car club don't have much interest in rallying) I attended them all as we are a diverse club. Each workshop is a fairly informal discussion chaired by that Advisory Commission Chairman. During this meeting, any issues can be aired. Remits (proposed rule changes) are presented and argued and voted on. Between these meetings there is a lot of socialising, and networking done. Friday night at the bar, a lot more socialising, and networking is done and those seeking positions in the sport have a chance to talk to delegates from around the country and try and gain their vote. It has long been said that there is more of the sports business done at the bar than in the meeting the following day.

The AGCM is a very formal meeting. All formal meeting procedures are followed with reports and motions tabled, seconded, voted on. Amendments must be seconded and voted on before the amended motion can be voted on etc. Voting is done by raising the official voting card (one vote per club) All t's must be crossed and i's dotted. You have to raise your hand to speak, wait for the microphone and clearly speak, starting with your name and the club you represent. Each club is allowed a delegate and an observer. If an observer wants to speak to the meeting, the delegate must gain the floor and ask permission for his observer to speak. Each Advisory Commission Chairman gives a report as does the President, manager and reports from The Motorsport Company (the event promotion arm of the sport) and Scholarship trust. Certain remits are discussed and voted on, the sports finances are presented along with next years budget. Elections are held for positions on the Executive and the different Commissions. All very formal. Boring to some, but I enjoy it.

The prizegiving dinner is held the evening of the AGCM at the same venue. This is mainly to help with numbers as most clubs pay for their delegate and observer to go to the dinner while they are there. We have not attended the dinner for about 7-8 years as the ticket price has increased with the professionalism of the top end of our sport. I have felt that as nice as it is, and a very impressive event, \$150 a ticket is a lot for the club to pay for me to attend when the club gets nothing out of it. The focus of the dinner has moved as the top end of the sport has become

more and more professional. It is now a dinner for the team sponsors as much as the sport. There are sponsors that are forking out huge sums to sponsor the V8's and rally champ cars etc and the dinner is reflective of this. I don't have a problem with this, but feel that it is out of our realm, so we leave it to the big boys.

2009 AGCM report

Over the years, the sports rules and systems have become refined and more robust, so there is a lot less contention with the rules. Each year there is less and less, but most years have at least one remit that is a bone of contention. Last year, HCCC submitted a remit to force the Clubsport Commission to rewrite the Tyre rules for the Clubsport Nationals. It was a biggy for us and a clubs it effected, but not that big in the overall scheme of things. Leon's skill and experience, saw that it was well supported and passed and the sport is now much better for it.

This years hot topic was the late decision by the Executive to change the format of the AGCM in an effort to save the sport a lot of money. They split the two days apart meaning the AGCM would be a one day stand alone meeting and the workshops would be run at a different time and place. There would be two meetings, one in each island consisting of two days. This not only upset the way the meeting flowed, but no-one could understand how it would be cheaper to fly to two different meetings, now totalling 3 days, than it would be to travel to one meeting of 2 days. To ad to this, remits that would have normally been dealt with in the Friday workshops were now dealt with during the formal AGCM which took a lot more time out of the AGCM.

This unpopular change resulted in two different remits aimed at forcing the first day of workshops to be reinstated. There was no opposition to the first remit which was passed unanimously so the second remit was withdrawn.

Other remits, which would have been dealt with in the respective Commission workshops were;
Race. 3 remits

1. Not an actual rule change as much as to try and sort a consistent option for restarting handicap races after a red flag. After being discussed, amended, the amendment voted on (and lost) the following discussion, resulted in the remit being withdrawn so that the Race Commission could spend some time researching and finding a better way to achieve the goal.
2. Auckland Car Club wanted a means of recognising marshals and a framework to provide support and standardised training. After some good discussion, this was voted for and carried with only one club opposing it. MotorSport NZ will be looking into ways of achieving this.
3. To amend the "passing under a yellow flag" rule in Schedule Z to allow the car that passed under a yellow to drop back behind the car he just passed without penalty as per schedule CH (that the National championships run under). Another good discussion which resulted in the fact that the events run under Sch Z didn't have the infrastructure to police the infringements properly like the Sch CH events can. Many times the car that has been the car passed under the yellow flag, has been pinged for overtaking the car that was just dropping back behind because the original passing was missed. The remit was lost.

Rally. 2 remits

1. To remove the rule requiring a turbo restrictor in 4wd rally cars over 1800cc for non championship cars in tarmac rallies. For anyone interested in this debate, there was an interesting discussion on the Seabright forum in the weeks leading up to the AGCM. The upshot was that the club had not thought it through. They wanted the ability for the average club car to enter a tarmac rally without the cost of fitting a restrictor to increase the entry at their event. What they didn't consider was the consequences of this rule would be that it would open the event up to people building fire breathing rocket ships and the relevant safety concerns and why the restrictors were introduced in the first place. The remit vote was lost
2. Auckland Car Club remit about recognising marshals was withdrawn as it was a duplicate of the Race remit.

Clubsport: 2 remits.

1. This remit was very event specific. It was to allow Taranaki Car Club to run a street sprint with up to 5 cars (as they do now) and to use the race flags (i.e. Yellow, White) to control the runs in the event of a car stopping or spinning out. As it stands now, they have to red flag the whole run of 5 cars, when simply informing the following cars that a car is stopped on the side of the road and allowing the run to continue and saves running out of time at the end of the day. They claim they get 70-90 entries to this event and turn away up to 30 entries. The discussion that followed highlighted a lot of issues that needed to be followed up on, so the remit was withdrawn and the incoming Clubsport Commission was charged with looking into it and coming up with a way to accommodate the indent.
2. Manawatu wanted single car sprints to be added to the list (currently Motorkhana and autocross) of Clubsport Basic events that you could enter twice as a new competitor before joining a club, claiming it was easier to get people to give it a go and get hooked than talk them into joining the club before giving it a go and deciding it was for them. Discussion highlighted the responsibility of a club member to abide by the rules and lack of, for Joe Bloggs that's only commitment was entry fee. It was pointed out that it was an insurance issue and that the insurers were the ones that decided which Clubsport basic events that could be entered without joining a club. The remit was amended to become a motion of intend based on the insurers response. The vote was won. So now if the insurers accept it, it will become an accepted event along side the current two events.

The biggest issue with these remits success or failure is in the wording of the remit. You have to be really careful in your wording of a rule as there is a huge cause and effect to be considered. You have to really know the total envelope of rules and what each one effects before writing a new one and submitting it as a remit. This remit system is a democratic process. If you get it wrong it will most likely be lost. If it is passed and is flawed, it can effect a lot of other rules causing a mess that has to be tidied up. This is why a lot of the remits are withdrawn before the vote (as it is clear that it would not be passed) and the relevant Commission asked to look into the issue. It is for that reason, Leon didn't propose an actual rule in our remit last year. He used the voting process to force the Commission to rewrite the rule for us in a way that will work. Your intent may be good, but there is a right and a wrong way to do it.

Notes of interest from the meeting.

MotorSport NZ is having closer talks with CAMS (Australian body) and discussing the closing of the gaps in the rules with the hopes of aligning series and class rules allowing inter-Tasman travel for events. i.e. Production car and GT3 cars etc being able to enter rounds between countries. This is also hoped to allow even club cars to be eligible to compete in either country. They also intend to standardise a system that would allow marshals etc to travel between countries (handy when it comes to WRC rounds) This would also allow us to apply for funding from the FIA for motorsport safety which we are more likely to get applying as a Tasman group than one small country on our own.

There is a focus on more training throughout the sport

Currently there are 250 licensed scrutineers in NZ. The Scrutineers handbook is still in progress. Due to TVNZ production cuts, TV1 may not be our TV provider next year. Negotiations are happening. Expect an announcement in the next few weeks.

Extra help from SPARC (previously called the Hillary Commission) has meant that the MotorSport NZ Scholarship Trust Elite MotorSport Academy graduates will be supported for the 2 years after graduating.

This year there were 30 applicants for the 9 places available in the academy. This year a journalist from the NZ Herald will be doing the academy and reporting his experience in the NZ Herald as well as being part of the training team running the Journalism section. The academy continues to be the envy of the world and the success of the graduates huge with Brannon Hartley, Mark Tapper, Earl Bamber and Shane Van Gisbergen climbing on to the world stage and a large number of graduates competing regularly in events all around the globe. The MotorSport Apprenticeship project is hitting brick walls in MITO but they are still working on it.

Elections

As with most institutions there are only so many people prepared to stand for these positions so there is only a vote required if more people stand than there are positions required. All positions (including President etc) are voluntary positions and as you can imagine at this level require a large commitment. The term of office is only two years, but a member can re-stand (if they desire) The elections are staggered so that only half the positions are up for election each year, allowing for a level of consistency.

Each candidate gets two minutes to speak to the meeting and then there is a question and answer time at the end. Most campaigning is done on the lead up to the meeting, but this gives a chance for last minute changes. This year the vacant positions were:

Vice President (one of two positions)

Shayne Harris was the only nomination so no vote required

Executive Members (two of three positions)

Five nominations for two positions: Results: Lindsay Dodd 10. Steve Foster 9, **David Kirk 28**, **Norman Oakley 28**, Bruce Sollitt 19

Historic and Classic Advisory Commission (two of four positions)

Barry Leich & Tony Roberts. No vote required

Clubsport Advisory Commission. (two of four positions)

Three nominations for two positions. Results: Allan Baird 7, **Janet Phipps 46**, **Jeff Scott 44**

Rally Advisory Commission. (two of four positions)

David Laughlin, Bruce Sollitt. No vote required

Race Advisory Commission. (two of four positions)

Julian Hardy, David Slater. No vote required

Three of the four people HCCC voted for got in, and the one that we didn't vote for was not a bad choice, just not our preferred one.

Well, that's about it. I have more info on the meeting, so if you are interested just ask. If you have actually read this far I commend you on your interest. Most will have given up and turned the page long ago.



.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

July	4					
	5		Rally (Hugh Baird Memorial) Motorkhana	Hawkes Bay CC Harbour Capital	Hawkes Bay Silverstream	ST
	8		Night Trial (Reid)	Hutt Valley MC	Hutt Valley	NT
	12		Race (Winter series) Autocross	Manawatu Harbour Capital	Manfeild Slipway, Brooklyn	
	18		Rally	R W Inc	Wairarapa	NZRC
	19	SM	Rally Intermarque Sprint	R W Inc	Wairarapa Manfeild	NZRC IM
	20		WMSA Meeting			
August	1					
	2		Race (Winter series)	Manawatu	Manfeild	
	9		Autocross	Kapiti	Otaihanga	KN
	12		Night Trial (Jennings)	Kapiti	Wellington	NT
	15		Rally		NZRC Rally NZ	Int
	16		Rally Intermarque Sprint		NZRC Rally NZ Manfeild	Int IM
	30		Autocross	Harbour Capital	Slipway, Brooklyn	
September	5					
	6		Race (Winter series) Sprint (Gravel or Sealed?)	Manawatu Levin	Manfeild	
	9		Night Trial (Gair McDonald)	Harbour Capital	Titahi Bay etc.	NT
	13		Gravel Sprint	Wairarapa	Puketiro Road	GS
	20		Autocross	Hutt Valley	Silverstream	
	21		WMSA AGM			
	27		Rally (Daybreaker)	Manawatu	Manawatu	Nat
October	3					
	4		Intermarque Sprint Autocross	Harbour Capital	Manfeild Slipway, Brooklyn	IM KN
	10		Race (Bathurst)			
	11		Race (Bathurst)			
	18		Gravel Sprint	Kapiti	Valley View	GS
	25		Sealed Sprint (Triathlon #1)	Hutt Valley	Port Road	DM
	26		Autocross (Triathlon #2) Motorkhana (Triathlon #3)	Hutt Valley Hutt Valley	Silverstream Silverstream	KN ST
	24-31		Targa			
	31		Gravel Sprint	Levin	Waiorongomai Road	GS
November	1					
	8		Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14		Race (MG Classic)	MG	Manfeild	
	15		Race (MG Classic) Autocross	MG Harbour Capital	Manfeild Slipway, Brooklyn	KN
	16		WMSA Meeting (Calendar)			
December	5					
	6		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	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

Q. What happens to a boy when he reaches puberty

A. He says goodbye to his boyhood and looks forward to his adultery

Sticky Signs

Need numbers, names or signage on your car?

Tow, circuit breaker stickers and Race numbers to Motorsport NZ specs

Give us a call on 04 977 9994

Kapiti Autocross 14th June

	Club			Run 1	Run 2	Run 3	Run 4	Fastest	place
Geoff Warren	HVMC	Legacy	4WD	1.23.31	1.22.80	1.24.45	1.21.19	1.21.19	1
Graham Heath	HCCC	Pulsar	EOD	1.30.43	1.24.40	1.23.81	1.23.87	1.23.81	2
Alan Groves	KCC	Charade	EOD	1.26.40	1.24.47	1.25.24	1.26.35	1.24.47	3
Ross McKenzie	KCC	Civic	EOD	1.26.37	1.25.25	1.26.14	1.26.87	1.25.25	4
Neil Roots	HCCC	City	EOD	1.26.47	1.30.44	1.28.95	1.27.74	1.26.47	5
Victor Yuen	HVMC	Corolla	EOD	DNF	1.29.11	1.29.05	1.27.48	1.27.48	6
Graeme Swan	HCCC	Pulsar	EOD	1.32.64	1.27.54	DNS	DNS	1.27.54	7
Callum McKenzie	KCC	Civic	EOD	1.32.29	1.30.63	1.27.94	1.27.96	1.27.94	8
Leon Cast	HCCC	Pulsar	EOD	1.28.43	1.31.70	DNF	DNS	1.28.43	9
Paul Barnes		Corolla	EOD	1.28.59	1.35.51	DNS	DNS	1.28.59	10
Alex Baker	HVMC	Corolla	EOD	1.30.05	DNF	1.31.53	DNF	1.30.05	11
Kerry Butters	HVMC	Corolla	EOD	1.30.51	1.33.86	1.31.33	1.31.61	1.30.51	12
Dick Butters	HCCC	Pulsar	EOD	1.34.46	1.32.19	1.31.87	1.31.08	1.31.08	13
Peter Collins	HCCC	City	EOD	1.34.83	1.35.39	1.33.91	1.31.70	1.31.70	14
Aaron Woolley	AROC	Alfa 33	EOD	2.07.16	1.44.12	1.37.04	1.35.76	1.35.76	15
Andrew Schlup	HVMC	Fiat	ENOD	1.51.07	1.48.51	1.47.53	1.43.27	1.43.27	16
Zed Butters	HVMC	Corolla	EOD	1.53.81	1.44.92	1.45.65	1.44.93	1.44.92	17
Robin Groves	KCC	Charade	EOD	1.49.74	1.46.25	DNF	1.48.82	1.46.25	18

Don Locke Memorial Rallysprint

Taupo Classic Rally club is holding the Don Locke Memorial Rallysprint at Taupo Motorsport Park on Sunday 12 July 2009

This will be a sealed Rallysprint of 8.25km, which comprises of 3.85 laps of modified short circuit

1 practice run followed by **Ten (10)** runs for \$125 entry = 90.75 km

(Separate results for 2wd and 4wd vehicles)

A chance for navigator rides for your mechanics, sponsors, partners or friends.

For regs and entry forms go to www.classicrally.org.nz or email the Secretary at rallysec@xtra.co.nz

Alan Barnes - 0274433407

Secretary

rallysec@xtra.co.nz

www.classicrally.org.nz

Q. Name a major disease associated with cigarettes

A. Premature death

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

Hello all

Here are the results from today's autocross.

I'd like to a big thanks to the people who made this possible.

Thanks to Scrutineering team: Alan, Geoff and Aaron T.

Helpers: Sarah, Jacob, Cam, Aaron H, Cathy R, Mike R, Roger, Raewyn and Neville Webley, Tara, Luke, Lil.

Thanks to Leon for assisting with the course set up.

Thanks a bunch

Chelles

Name	Car	Club	1	2	3	4	Final Result	Placing
Adam Fisher	Starlet	HCCC	01:54.81	01:47.78	01:51.03	01:39.88	05:18.69	1
Brian Worboys	Road Rat	HCCC	01:58.41	02:22.75	01:47.03	01:45.72	05:31.16	2
Jilly Hutson	Starlet	HCCC	02:00.94	02:09.00	01:54.60	01:48.18	05:43.72	3
David Wilce	Charade	HCCC	02:04.44	02:23.63	01:57.03	01:48.50	05:49.97	4
Webster Gough	Barina	HCCC	02:01.69	02:14.13	02:03.34	01:46.71	05:51.74	5
Leon Cast	Pulsar	HCCC	02:03.32	02:11.94	01:57.78	01:51.16	05:52.26	6
Cathy Reid	Charade	HVMC	02:12.12	02:17.66	01:53.82	01:47.65	05:53.59	7
Alan Groves	Charade	HCCC	02:01.31	02:05.78	02:10.44	01:50.06	05:57.15	8
Mike Reid	Charade	HVMC	02:03.03	02:09.69	02:03.25	01:58.13	06:04.41	9
Graeme Swan	Pulsar	HCCC	02:15.90	02:19.03	02:17.03	01:54.19	06:27.12	10
Alex Sutherland	Volvo	n/a	02:06.59	02:09.69	02:18.28	02:17.53	06:33.81	11
Jacob Lyon	Starlet	HCCC	02:16.68	02:20.7	02:20.90	01:58.03	06:35.40	12
Shane Atkinson	Pulsar	HCCC	02:14.78	02:22.00	02:23.47	02:01.25	06:38.03	13
Carla van Ansem	Mirage	HVMC	02:17.63	02:17.63	02:23.87	02:06.15	06:41.41	14
Kylie Whiting	Starlet	HCCC	02:17.38	02:11.56	02:18.63	02:14.87	06:43.81	15
Chelles Roberts	Corolla	HVMC	02:25.69	02:52.16	02:15.56	02:11.51	06:52.76	16
Robin Groves	Charade	HCCC	02:19.28	02:26.38	02:24.87	02:09.78	06:53.93	17
Geoff Warren	Legacy	HVMC	02:09.41	02:35.09	02:09.50	02:49.50	06:54.00	18
Aaron Hudson	BZ Wagon	Kapiti coast mini's	02:25.84	02:26.84	02:43.94	02:09.41	07:02.09	19
Jacob Evans-Scott	Trueno	HCCC	02:30.19	02:27.22	02:37.25	02:09.44	07:06.85	20
Luke Devenny	Supra	n/a	02:29.88	02:29.37	02:37.32	02:13.16	07:12.41	21
Ben Hainsworth	MR2	n/a	02:34.43	03:12.10	02:10.28	03:34.93	07:56.81	22
Andrew Schlup	Fiat	HCCC	02:35.47	02:35.32	02:52.82		08:03.61	23
Roger Lyon	Starlet	HCCC	02:15.81	03:29.93	02:28.53	02:50.00	08:14.27	24

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

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

SEND THIS TO: Harbour Capital Car Club (Inc)
P.O. Box 4102
Wellington
New Zealand



First Name/s		Surname	
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

Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 35.00 p.a.
Couples: \$ 40.00 p.a. (\$5 for each additional family member)
Student: \$ 25.00 p.a.

Amount enclosed: \$ _____

Or Direct Credit into the Bank Account (Please put your name in the reference)
BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

