



WHEELSPIN

June 2009

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Shane McKay at Valley View- Photo motorsportcentral.co.nz
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.

June Clubnight

The Fireman's Arms

Jackson Street, Petone

June 3rd

Well it has been another good month for doing stuff in cars.

We had the HCCC / Manawatu Road and Track round up at Manfeild. Although there weren't enough cars entered to make any money out of it, at least we didn't lose any money for our efforts this year.

Unfortunately the hire charges at Manfeild seem to be increasing at a rate of around triple that of inflation, so we just can't make any money unless we charge around \$80 for 40+ cars minimum.

However, the new Manawatu Car Club supported series is able to get the track at a much better price, so the entry fees are cheaper this year than HCCC has been able to charge for many years. This bodes well for getting more folk into the Road and Track series.

We had a noisy and enthusiastic crew timing, and we had a great deal of fun eating too much sugar, yelling abuse at each other, and in one case mooning people (thanks Brendon).

There was the usual on track excitement, with a Porsche 928 enjoying a jammed open throttle into the esses, which resulted in lovely big black tyre marks through the corner, over the grass, then back onto the track again. By all accounts it was pretty exciting in the car as well.

A few people were getting all out of shape during the day. Webster turned the start of the front straight into another S section, as did Adrian Marsden in the Integra.

Nobody that we saw actually connected with anything solid during the day, but there were some mechanical misadventures. At the end of the day there were three cars parked up on the infield between the start line and the marshal's post at the esses. Comprising one diff, an inner CV, and a gearbox that had cried enough.

A good number of tyres died for the cause though, with people actually doing so many laps during the day that they had to swap onto other tyres. Webster, Adrian, and Andrew all had tyres down to the canvas during the course of the day.

Thanks to Julian and Smoothy, and all their efforts to make the day run!

The next event up was the HCCC autocross at Silverstream. As it wasn't a round of anything, we tried a different way of calculating results. There were four timed runs, and we added the fastest three times together to calculate the results.

It didn't make any difference, Neil Roots still cleaned up by a significant margin!

Pete put on a great drive in the standard AE82 Corolla that he loaned me for the Clubsport Nationals, as his red Corolla was still broken from a CV going bung on the start line at Manfeild.

We had some really interesting weather to contend with. It started out dry, despite raining heavily in the night. Then we had a fairly still day that alternated between dry and showers all day ... until after the official runs finished, then it stayed dry. Typical!

The 'normal' pattern is that the course gets faster all day as it dries. However that really didn't happen during the day. The fastest run of the day was Neil in the Honda City during his first run. Over the duration of the day times got as much as 30+ seconds slower.

The course stood up pretty well considering the weather. It did get quite boggy in one section, but because we avoided putting in any slow hairpin turns we didn't dig any big holes.

We were able to remove one of the strainer posts by use of manpower while we were setting up the course in the morning, so that made one of the 'between two posts' cones less scary. This is to be considered a very good thing.

I get quite uncomfortable when autocrossing my way between solid objects, although it must be said that towards the end of the day some nutters like Dave, Webster and Neil were actually deliberately chucking cars totally sideways through the gate opening.

We had a bit of fun at the end of the day, as we finished all the runs by about 2pm or so. The Honda City of Neil's, and Dave's Charade proved to be a very amusing car to drive, so those cars completed about twice the number of laps as any other car.

Although we did get people doing just as many unofficial runs after the results as they did during the entire day. It is always good to be able to do that at the end of an event, as people can try stuff during unofficial runs that they wouldn't normally risk during the official runs. Neil particularly had a ball doing Scandinavian flicks in the City. Dave was doing a maneuver that can't be described, other than to say you could only get that sideways in a car with fairly bald tyres on the back, while driving on wet grass. It was a lot like drifting, only more so, and front wheel drive.

It's an excellent venue, so if you've got a car that can deal with grass, then definitely come out and have a skid at one of the events running there. It's an absolute howl!

We're still working on a sealed series of Autocross events at Slipway, which will run for a stand alone trophy. It's only really waiting on confirmation of dates at this stage.

That's it from me - see you all in a paddock or beside a road somewhere!

Leon

DORMITORY: When you rearrange the letters: DIRTY ROOM



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Two Garbage Bags

A little old lady is walking down the street dragging two large plastic garbage bags behind her. One of the bags rips, and every once in a while a \$20 bill falls out onto the sidewalk. Noticing this, a policeman stops her, and says,

'Ma'am, there are \$20 bills falling out of your bag.'

'Oh, really? Darn!' says the little old lady. 'I'd better go back, and see if I can find them. Thanks for telling me..'

'Well, now, not so fast,' says the cop. 'How did you get all that money?' 'You didn't steal it, did you?'

'Oh, no', says the little old lady. 'You see, my back yard is right next to the football stadium parking lot. On game days, a lot of fans come and pee through the fence into my flower garden. So, I stand behind the fence with my hedge clippers. Each time some guy sticks his thing through the fence, I say, '\$20 or off it comes.'

'Well, that seems only fair.' laughs the cop. OK? Good luck! Oh, by the way, what's in the other bag?'

'Well, you know', says the little old lady, 'not everybody pays.'

ASTRONOMER: When you rearrange the letters: MOON STARER

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Len Fisher 0274 390 308

DESPERATION: When you rearrange the letters: A ROPE ENDS IT

Hello,

The Manawatu Car Club is currently planning the 2009 Daybreaker rally, scheduled for Saturday 26 September 2009.

Last night at a committee meeting of the club, a unanimous decision was made to make the 2009 Daybreaker Rally a Club rally.

The simple basis of this decision is costs of running a National rally factored with the expected number of entries to the event.

A proposed budget for the club rally based on entry fees at \$400 with 40 entries still shows a loss for the club.

We are doing everything we can to run this event, but we need *your help*.

We are trying to ascertain how many competitors will consider entering the 2009 Rally. We are not asking for a commitment, merely a indication from you if you intend to enter the rally. The club is trying to reduce costs and will continue to do so to make this event viable, but it is the *Competitor numbers* that make the event ultimately viable. By the time regs are produced we *maybe* able to offer a cheaper entry fee by reducing costs and getting outside funds to assist in that reduction.

I have been tasked to get a list to show the committee how many competitors are intending to enter. I know this is a longway off and many factors are involved with the final outcome, but if there is not sufficient interest displayed from competitors now, it is futile for the club to carry on.

Reply to manawatucarclub@xtra.co.nz with a simple *yes or no* to your indication to enter please. I require this before Wednesday 27th May 2009.

Can I also ask that you forward this to as many other rally competitors that you know so we have a wide a base as we can to base this decision on.

On behalf of the club we thank you for your time and look forward to your reply, and we will advise you all of the numbers that have replied.

If we get the required numbers, we will also ask if you can suggest potential sponsors of the event, we would be seeking around \$5000.

Thanks

Julian Hardy

Motorsport Manager

P: 06 357 5349 M: 027 523 8290

E: manawatucarclub@xtra.co.nz

W: www.motorsportmanawatu.org.nz

New Members for 2009

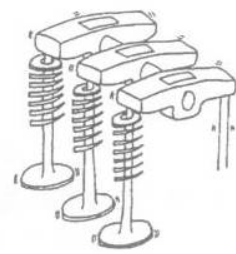
A big welcome to some new members who have joined the car club in 2009. We hope to see you out at the upcoming events.

David Ragen
Peter Tomlinson
Andrew Bartle
Sean Chia
Matthew Madden

THE EYES: When you rearrange the letters: THEY SEE

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!

How do you turn a Daihatsu motor into a big water pump? Dave can show you, and it only takes a timing light.

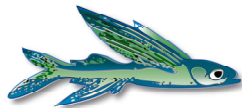
Quote from the Silverstream Autocross, on the subject of the Honda City seating position:

"You can really see the cones from up here!"

"The cones? I can see Stokes Valley from up here!"

Dave's Charade, Leon's Pulsar, and Webster's Barina were all parked together outside Webster's workshop. Their combined purchase prices added together is under \$500. Never let it be said that HCCC goes for high budget race cars.

Neil's dog Crackers has a magic trick. He can vanish in the blink of an eye. He demonstrated this trick at VTNZ during scrutineering when he accidentally discovered the pit.



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GEORGE BUSH: When you rearrange the letters: HE BUGS GORE

SS2000 Wanderings.

The final rounds of SS2000 for 2009 were held at Manfield and Taupo and since there was a six week break between rounds five and six I thought I would try some motor mods.

Talking with Speedtech we decided on fast road cams from Kelford Cams and an ECU change from Link. The advice from Kelford was unless you do compression and further head modifications a longer duration cam will not be beneficial.

Speedtech installed cams, pulleys, valve springs and ECU. This all got tuned and tested. The result was increased mid range torque and power with small gains in top end power.

For good measure I saw Ron at Total Performance and went up in spring rates at front and rear to see what happens to the handling. I am still running about 300 pounds lighter than the majority of Hondas in the series. I'm using brake pads called Fritech I bought from Interpart and they seem to not fade at all and they heat up in one lap. The boys at Contour brakes cleaned up the brake rotors threw the pads in and bled the brakes which gave me back a brake pedal that didn't feel like ABS has kicked in all the time.

Off to round six at Manfield. The track management gave us a practice and qualifying day on Saturday and three races on Sunday. The car did not seem faster although practice times were one second up on my previous best. The weather was good and over the weekend I managed to take another second from my best time. No problems with the modifications and even with the last race being eight laps tires, brakes and coolant temperatures stayed constant.

Round seven was Taupo over Easter and the weather was good for the weekend. All three races were to be eight laps. Once again my lap times improved by two seconds over the weekend and I had good races where I would catch the car in front but could not get around. This is where I am starting to learn race craft especially as you also have faster cars passing you. I would catch up to the car in front then a faster car would pass and upset my line through the corner and the car I was chasing would seem to get twenty or thirty yards ahead. It's all about momentum and with a small motor this takes time to rebuild once it is lost.

In race one I had a miss in all corners for the last three laps and there was a little more smoke coming out of the exhaust. On the straights I could pull to the rev cut in each gear, the motor sounded a little flat to me. Sunday morning I checked spark plugs and found one was missing half the electrode. Consensus was probably detonation due to leaning out on the corners. Scrounged a plug and did race two with over three quarters or a tank of fuel.

There was no more missing in corners but a bit more white smoke which was being produced. No sweat motor only needs to last one more race to reach my season goal.

The last race of the last round only lasted one lap due to a failure in the gearbox. Just after the start finish line I was greeted with a very loud bearing failure type noise that got worse until I no longer had drive, just a loud banging like someone was hitting a hammer in my gearbox. The car was loaded up on the trailer and pushed up the driveway at home where it will stay until I decide what to do.

I have now done a compression check on the motor and found two cylinders are down by about fifty PSI. At just under 206,000 kms everything has cried enough.

I have asked around and found that B16B Honda motors are not too common. The plan at the moment is to change to an 1800 motor and replace or rebuild the box. At least if I kill an 1800 I can get another fairly readily. The change in engine size puts me in the two liter class this means class placings will be crap however I will be racing.

Overall in the SS2000 I came twentieth and fifth in the 1600 class. In the Honda class I was seventh overall and third in the 1600 class.

Keep your wheels pointing down and the bonnet pointing forward. Gary Maddock



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THE MORSE CODE: When you rearrange the letters: HERE COME DOTS

This Month's Photos — May10 Wetcross



wet spectators



Graham Swann – long time no see!



Smiler



Adam telling Jilly how its done



Webster – staying dry



Jilly telling Kathy how its done



Your turn in the dry



Neil (courtesy motorsportcentral.co.nz)



Leon (courtesy motorsportcentral.co.nz)



Webster (courtesy motorsportcentral.co.nz)



Brian (courtesy motorsportcentral.co.nz)

Taranaki Tarmac Rally



James Lenney & Jilly



Tony Burrows & Michelle



James and Jilly lookalike?



A classic!

TARANAKI TARMAC RALLY 2009

Had an invite from James Lennie from Clan Kiwi Rallying in the Hawkes Bay, to co-drive in the Taranaki Tarmac Rally this year. He suggested if I was free to come up to Hawkes Bay a few weeks back to the double Tarmac sprints to get used to the car and driver etc which worked out well.

All set for Taranaki with the addition of an extra couple of spectators (our editor Len and his cousin Emma) we set off for New Plymouth. We had arranged to meet James and the crew at documentation. We had a cruisy trip north but James had a puncture in the truck which slowed them down a tad but all arrived safely prior to the closing of doco. Accommodation was with some friends of his and we set about filling up their garage with rally cars, trailers etc as there were two cars in the team. The cars had to be washed and stickered and then moved to the Parc Ferme at the Warehouse carpark in town before 10:30pm.

Saturday morning dawned dry but warm. One of the down sides of being 6th on the road is the very early start. We had to be at the carpark at 6am with a leaving time of 6:25, thankfully with a 36km tour, it was light by the time we entered the first stage!

Stage 1 and 2 were relatively short at 8.6 and 8.9kms and we set off at pace through these. The intercom was causing a problem as it was picking up lots of interference and James could hardly hear the notes. Consequently we had a missed intersection in both of these stages. Lots of brake smells and hot tyres as James has a very sideways style. The other issue we were having is the notes have been changed this year and the corner numbers have been upped by one which we were finding quite difficult so after some discussion decided to call them back at the original numbers which seemed to help. Stage 3 was the first of the longer stages at 26km, about half way through I had my first experience of feeling queasy in the car.... Not nice I tell you! I made it to the end of the stage but a bit wobbly on it at the service. Stage 4 was 14km long and thankfully I had taken a plastic bag with me this time as it was needed about 5km from the finish. :-P Another service and then into the 28km 5th stage which then take us back to the Lunch break in New Plymouth. Again the queasy feeling overtook about half way through and we made a decision to finish at this point. A bit of hunting around at the service break to see if we could find a replacement co-driver would mean that James could carry on but the replacement has to be someone who had already gone through documentation the day before and no one meeting that criteria was available. We decided to keep going as there were a few possibles that might be around for the next service.

Stages 6 & 7 were at a much slower pace and Adam and Len caught up with us at the start of 7 with the Sea legs but wasn't a lot of help. By the end of 7 I was definitely ready to stop but luckily another competitor who's car had stopped hopped in and James was able to finish the rally although it does mean not being in the official results but not a biggie at this stage.

Very good to see the car go over the ramp without a scratch. I had a really great time despite the challenges (which I have been assured happen to all co-drivers at some stage) The Clan Kiwi Rallying team were a lot of fun to be around.

Jilly

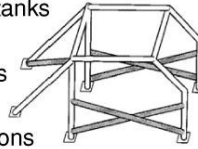
SLOT MACHINES: When you rearrange the letters: CASH LOST IN ME



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SNOOZE ALARMS:When you rearrange the letters: ALAS! NO MORE Z 'S

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Arctic Lapland Rally 2009 (Continued)

On Thursday morning we completed recce of the remaining two stages, then after some lunch picked up our car for shakedown. This was far more successful than our first test run, and we managed three clean runs before handing the car back to our crew.

Friday was a mild minus 10 (brrrr) and I was more nervous and excited than I have been in some time! The ceremonial start was right in the center of town, and was followed by a stage right beside the service park before we headed further out of town. We started 50th of 150 cars, and everyone we had spoken to kept telling us to just concentrate on getting to the end of the rally. That was certainly my goal!



Stage one finally started and the nerves settle as I concentrated on getting out the notes at the right time. We were slipping and sliding all over the place for the first few corners – till Brian realized he had forgotten to turn the centre diff on!! Phew, that's better!! The stage included a jump, which the car flew over nicely. Brian was quite hesitant, understandably! We got through stage one, and then stage 2, unscathed. 34km done, time for service.

At the service park, our team were all wrapped in their winter gears, and quickly hustled Brian and I into the warmth of the truck lounge whilst they set about servicing the car. That included putting lights on, as the next three stages would be in the dark for us.

Stage 3 was 23km long, and had some very very fast sections. We started well, and just after getting two thirds of the way through the stage, there was an extremely fast downhill section, over some crests, with a crest and a 4 left (about a 90 left) at the bottom. We had a caution on this corner in the notes.



The most important thing about driving on snow and ice that I learnt is to keep your front wheels in the tracks. While you do that, the grip is incredible, similar to tarmac. HOWEVER, get those front wheels off line and into the loose snow, and grip is gone!! We came into the cautioned corner with too much speed and Brian got off line and in clouds of snow we were instantly buried in a snowbank!

Luck was with us though, as there were about 25 spectators on this corner. Before I was even out of the car, they had my door open and were saying something to me in Finnish. "English?" I asked. "Shovels, where are your shovels?" was the reply. For this rally it is a requirement to have a shovel in the car, and we had two cable tied in the back. I leapt out of the car and pulled out the shovels. Before I had a chance to do anything with them, they were taken from my hands by the eager spectators. They started digging around the wheels, with someone up the road slowing cars. Others were tying a strop to the rear towing point ready to pull the car. After some furious digging, they signaled Brian to try driving back whilst a whole heap of them pulled. Still stuck, so Brian drove forward a little and the digging continued. This process occurred about 5 or 6 more times, until finally the car was back on the road. Finnish spectators ROCK!!! They were then telling me to get into the car. "The shovels?" I queried, to be told "They are already in!! Just go go!!".

We completed the stage without drama, and arrived at the next stage, still buzzing about the awesome Finnish spectators. It would have taken Brian and I AGES to dig ourselves out, but we only lost around 7 minutes with their help. I jumped out to retie the shovels in the back of the car and discovered, not two shovels, but three!!

The next stage Brian was a little more cautious, and it was an awesome stage, lots of flat out corners over crests, yeehaaa!!

Stage 5 was the 2nd to last for Friday, with just a short Super Special after it, and just when we were getting the hang of things, Brian overshot a junction and we got stuck in a snowbank again. No shovels required this time, just a friendly push.

Back at service Tapsa had already heard about our excursion. Turns out one of the spectators on the corner knew him, and rung to tell him we had been off there. Later Tapsa told us 6 other cars went off on the same corner after we did, and that the guys who were spectating on the corner always take shovels, ropes and strops, and always find a good corner to watch on and help cars back onto the road on! Next time, I'd like to know where they are watching, to write in my notes 'slow down'. Jussi also told me after the rally that he has a double caution, slow down in his notes for this corner.

As we were leaving the final service for the overnight Parc Ferme, a guy ran up to us and said "I think you have my shovel!". So the shovel found its way back to its rightful owner. I thanked him very much for helping us, and he thanked us for coming from New Zealand to do the rally!



The next day was an earlier start, and the day included one and a bit stages in the dark for us. It also included a repeat of stage 3, but this time in the daylight.

The first two stages of the day were a bit narrower and twister, with some very tricky sections with ditches just off the road. Overnight snow had transformed them since we reced them, and the roads seemed narrower, but with better snowbanks. We still took no chances and didn't lean on any. I also noticed Brian proceeded with more caution whenever he saw a large group of spectators, especially if they had shovels! These first few stages claimed a number of cars, and we passed quite a few with the driver and codriver busily digging away to get out of the snow.



Stage 10, the repeat pass through stage 3, and I slowed Brian down for 'our' corner. At the end of the stage he asked me "was that really where we went off?" "Yes". "I would never have picked it in the daylight".

Stage 12, the final for the rally, was also a repeat of stage 5. AND we overshot the SAME junction! No getting stuck in the snowbank this time though.

After finishing stage 10, we rang our service crew, elated to have survived our first Arctic Lapland Rally, and indeed our first snow rally! 231km on snow and ice, first kiwis ever to contest this rally, and I'd do it again in an instant.

At the finish ramp, whilst we waited, I had a chat to Mika Hakkinen. He'd had his share of dramas, breaking a gearbox late on day 2, leaving him with only one gear. I told him I now understood why Finnish drivers were so quick and such good drivers! You have to be précised in the snow, and with so many fast drivers, you have to be faster than them to get notice.

My first trip to Rovaniemi, and the Arctic Lapland Rally was a truly memorable experience. I hope it won't be my last trip up there!!

Fleur



ELECTION RESULTS: When you rearrange the letters: LIES - LET'S RECOUNT

TRIALS

Hello folks

Attached are the results of yesterday's car trial, first round of this year's series. Thanks for coming along.

Congratulations to Wayne Gair & Dianne McDonald for winning the event and also 1st in the Expert class.

Congratulations also to Andrew Bartle & Marjorie McKee, 1st in the Intermediate class and 4th overall.

It was great to see a new crew in the Novice class (though they decided not to tackle section 2), and we hope to see them again.

The next event is on 10 June - round 2. Organisers Barry Lakeman & Eddie Conroy. Start & finish at Hutt Valley Motorsport Club rooms, Halford Place, Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. See you there.

Later rounds this year:

8 July - round 3, Petone / Hutt Valley, organisers Cathy & Mike Reid.

12 August - round 4, Wellington inner suburbs, organiser Sam Jennings.

9 September - round 5, Titahi Bay & environs, organisers Wayne Gair & Dianne McDonald.

cheers, John

Team Smiley Night Trial May 2009

S e c t i o n 1

Results			BEGIN	SEAT	BMW	TUI	RRL	EVO	DLBPR	DIY	GMC	ODDRL	KA	DUPLEX	REAL	FALL	FUR	UNO	SAAB	DUPLD	FINISH	Time S1	
1	Bryan and Mari Atkins	Sunbeam	Intermediate	★	10	★	★	★	★	★	★	★	★	★	10	★	10	10	★	★	10	★	4
2	Nick and Michelle Kacouris	HVMC	Novice	★	★	★	10	10	★	★	★	★	★	★	10	10	10	10	★	10	★	★	30
3	Sue, Denise and Gordon Gandy	HVMC	Expert	★	★	★	★	★	★	★	★	★	★	★	10	★	★	★	★	★	★	★	4
4	Andrew Bartle, Marjorie McKee	HCCC	Intermediate	★	★	★	★	★	★	★	★	★	★	★	10	★	★	10	★	★	★	★	9
5	Mark, David and Dianne Jennings	Kapiti	Expert	★	10	★	★	★	★	★	★	★	★	★	10	★	★	★	★	★	★	★	12
6	Bill Peacock, James Milner, Wendy Moore	HCCC	Intermediate	★	10	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	28
7	Jilly Hutson, Len Fisher, John Tennant	HCCC	Intermediate	★	10	★	★	★	★	★	★	★	★	★	★	10	★	★	★	★	★	★	5
8	Eddie Conroy, Barry Lakeman	Wgtn	Expert	★	10	★	10	10	★	★	★	★	★	★	10	★	★	★	★	★	★	★	6
9	Brian and Barry Craig	HCCC	Expert	★	★	★	★	★	10	★	★	★	★	★	10	★	10	10	★	★	★	★	9
10	Wayne Gair and Dianne McDonald	HCCC	Expert	★	★	★	★	★	★	★	★	★	★	★	★	10	★	★	★	★	★	★	2
11	Cathy and Mike Reid	HVMC	Expert	★	★	★	★	★	★	★	★	★	★	★	★	★	10	★	★	★	★	★	0

Organisers: John Rapley and Carol Weston

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)

.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
June	7		Race (Winter series) Rally Autocross	Manawatu Hutt Valley	Manfeild APRC Whangarei Silverstream	
	10		Night Trial (Lakeman/Conroy)	Wellington	Hutt Valley etc	NT
	14		Targa Rotorua Autocross	Kapiti	Otaihanga	KN
	21		Gravel Sprint	Levin	Gladstone Road	GS
	25	All	Stewards Meeting		Stokes Valley	
	28		Race (Winter series)	Manawatu	Manfeild	
July	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)	Manawatu	Manfeild	
	18		Rally	R W Inc	Wairarapa	NZRC
	19	SM	Rally Intermarque Sprint	R W Inc	Wairarapa Manfeild	NZRC IM
	20		WMSA Meeting			
August	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
September	6		Race (Winter series) Sprint (Gravel or Sealed?)	Manawatu Levin	Manfeild	
	9		Night Trial (Gair McDonald)	Harbour Capital	Titahi Bay etc.	NT
	21		WMSA AGM			
	27		Rally (Daybreaker)	Manawatu	Manawatu	Nat
October	4		Intermarque Sprint		Manfeild	IM
	10		Race (Bathurst)			
	11		Race (Bathurst)			
	18		Gravel Sprint	Kapiti	Valley View	GS
	25		Sealed Sprint	Hutt Valley	Port Road	DM
	24-31		Targa			
	31		Gravel Sprint	Levin	Waiorongomai Road	GS
November	8		Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14		Race (MG Classic)	MG	Manfeild	
	15		Race (MG Classic)	MG	Manfeild	
	16		WMSA Meeting (Calendar)			
December	6		Intermarque Sprint Gravel Sprint	Wairarapa	Manfeild Dorsets Road	IM GS
	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

ELEVEN PLUS TWO: When you rearrange the letters: TWELVE PLUS ONE

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

May 10 Autocross

Thanks all for coming along today.

The weather was utter crap for much of the day, well done for putting up with that rainy patch during the middle of the day, and the general freezingness.

Interesting results today. Clearly not a good day to be a four wheel drive.

Thanks to heaps of people for cones and timing today, and for Neil and Dave for letting about a dozen people take your cars out for a play at the end of the day. Also to Loren for bringing the marquee, and Roger for supplying the timing vehicle.

Well done to Alex for getting so many unofficial runs that I nearly ran out of paper.

Nicely done everyone for not running into the gateways or fences.

Next time we're out there will be June 7th, run but HVMC, so tell your friends.

Cheers

Leon

Silverstream Autocross 10th May 2009											
Driver	Car	Club	Class	Run 1	Run 2	Run 3	Run 4	Best 3 times	Class Placing	OA Placing	
Brendon Glendinning	Sti	HCCC	4WD	01:40.87	01:50.05	02:05.50	02:03.57	05:34.49	1	8	05:34.49
Geoff Warren	Legacy	HVMC	4WD	01:54.34	01:58.95	02:10.83	02:09.45	06:02.74	2	12	06:02.74
Loren Brookes	Sti	HCCC	4WD	04:01.52	01:58.72	02:15.58	02:13.83	06:28.13	3	16	06:28.13
Roger Lyon	Starlet	HCCC	ENOD	01:39.55	02:06.52	02:21.27	02:22.17	06:07.34	1	13	06:07.34
Stephen Heskey	Starlet	HVMC	ENOD	01:47.47	02:06.57	02:22.14	02:23.24	06:16.18	2	15	06:16.18
Manu P-B	Starlet	New	ENOD	02:07.43	02:21.91	02:39.50	02:54.33	07:08.84	3	20	07:08.84
Jacob Lyon	Starlet	HCCC	ENOD	04:01.52	04:01.52	02:42.64	02:50.18	09:34.34	4	21	09:34.34
Neil Roots	City	HCCC	EOD	01:25.52	01:53.35	01:38.05	01:40.99	04:44.56	1	1	04:44.56
Pete Collins	Corolla	HCCC	EOD	01:30.62	01:36.94	01:42.03	01:52.01	04:49.59	2	2	04:49.59
Webster Gough	Starlet	HCCC	EOD	01:30.68	01:35.65	01:58.20	01:56.99	05:03.32	3	3	05:03.32
Adam Fisher	Starlet	HCCC	EOD	01:43.33	01:40.35	02:04.50	01:52.67	05:16.35	4	4	05:16.35
Leon Cast	Pulsar	HCCC	EOD	01:43.74	01:42.94	01:53.21	01:53.53	05:19.89	5	5	05:19.89
Graeme Swan	Pulsar	HCCC	EOD	01:38.10	01:52.70	01:50.74	02:10.13	05:21.54	6	6	05:21.54
Neal Cole	Trueno	HVMC	EOD	01:30.32	01:52.77	02:02.63	02:10.64	05:25.72	7	7	05:25.72
Jilly Hutson	Starlet	HCCC	EOD	01:46.47	01:46.84	02:01.25	02:03.23	05:34.56	8	9	05:34.56
Brian Craig	Corolla	HCCC	EOD	01:37.63	01:58.24	02:17.89	02:20.58	05:53.76	9	10	05:53.76
Cathy Reid	Charade	HVMC	EOD	01:48.01	02:02.84	02:10.17	02:13.36	06:01.02	10	11	06:01.02
Victor Yuen	Corolla	HVMC	EOD	01:38.78	02:07.85	02:26.54	02:25.92	06:12.55	11	14	06:12.55
Dave Wilce	Charade	HCCC	EOD	01:44.21	01:51.10	01:56.48	02:54.75	05:31.79	12	17	05:31.79
Alexandra Baker	Corolla	HVMC	EOD	01:58.95	02:14.17	02:41.73	04:01.52	06:54.85	13	18	06:54.85
Jake Evans-Scott	Trueno	HCCC	EOD	04:01.52	02:13.41	02:13.80	02:30.75	06:57.96	14	19	06:57.96
Clerks of Course: Leon Cast, Geoff Warren											
Scrutineering: Geoff Warren, Brendon Glendinning											
Timing: lots of people!!!!											
Cones: lots of people!!!!											
Times are including any cones hit											

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.

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

Choosing A Wife

A man wanted to get married. He was having trouble choosing among three likely candidates. He gives each woman a present of \$5,000 and watches to see what they do with the money.

The first does a total make over. She goes to a fancy beauty salon gets her hair done, new make up and buys several new outfits and dresses up very nicely for the man. She tells him that she has done this to be more attractive for him because she loves him so much.

The man was impressed.

The second goes shopping to buy the man gifts. She gets him a new set of golf clubs, some new gizmos for his computer, and some expensive clothes.. As she presents these gifts, she tells him that she has spent all the money on him because she loves him Oh-so- much.

Again, the man is impressed.

The third invests the money in the stock market. She earns several times the \$5,000. She gives him back his \$5,000 and reinvests the remainder in a joint account. She tells him that she wants to save for their future because she loves him so much.

Obviously, the man was impressed.

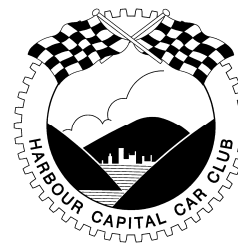
The man thought for a long time about what each woman had done with the money he'd given her.

Then, he married the one with the biggest tits.

Men are like that, you know.

MOTHER-IN-LAW:When you rearrange the letters: WOMAN HITLER

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)
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www.hccc.org.nz

