



WHEELSPIN

March 2009

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

1978 – Adam Fisher being advised by Colin Taylor, Mark Jennings & Tony Street

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

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

March 4th

Yer New President speaks:

Another relatively quiet month for me, which is a bit of a shock.

Donna and I headed up for a quick look at the Wallaceville Hill event. Certainly another good turnout there, and some cars you don't normally see. We went a couple of corners in, and found a nice quick corner to lurk on with the camera. There was a suicidally stupid collection of Pukeko's who kept making attempts to cross the road, generally they walked onto the road the moment a car left the line. Neil Simpson from Kapiti running in the Cortina probably had the nearest miss with the dim witted feathered creature, and a photo of him on that corner shows a surprised looking bird just to one side of the road.

There was a very pretty open car, that I confess I've not the faintest idea what it was, but I took photo's of it anyway. Brave boy that one, I'd have been driving very gently myself if I was in an open top car with no roll protection. Through looking at the results, and a process of elimination, I think it was a 1958 Buckler. There were a few different flavours of Lotus 7 replica's running, which would be one heck of a fun thing to drive on that event.

Brian Worboys posted a couple of video's of the RoadRat in action, along with a compilation of all the runs done by the Triumph V8. It's a fast course if the in car is anything to go by. If you head over to www.seabrightmotorsport.co.nz and look in the forums, you'll find the links there.

The Corolla GT seemed to be the flavour of the day, with a really serious collection of three and four door Corolla's running. Brent was lethal as always in the green machine. Possibly slightly more lethal even, as he keeps finding things not quite right with his engine, and unleashing more power with each 'fix' that he does along the way. I watched a youtube video he put up of his Corolla in a sprint he did last year. I'm definitely glad Brent has a collection of spare gearboxes in his garage, as it sounded like he was trying to murder the synchros on every gearchange! However, ending the day second overall, and less than a second behind a rotary turbo Chevron, is no mean feat, even for a madman like Brent.

Brian Craig was running in his Corolla GT, and seems to have found a bit more speed as his confidence in the car grows. He picked up a couple of seconds per run, ending the day six seconds quicker than his first run. Pete Collins is chasing speed by reducing

weight in his Corolla, and has a rear hatch that appears to be made mostly out of glad wrap! Though I reckon he might want to consider nicking the engine out of Brent's car, the next time Brent has it removed to replace a gearbox.

Lance was running the now repainted, and repowered turboCorolla sedan, following a 'that's a funny noise in the engine' moment last year. Proof that you can kill the engine in a Corolla, eventually! That particular Corolla has certainly been around for a few years now, although it's looking shinier than it has for a long time, which is good to see.

Webster was driving with his usual mad enthusiasm in the Zebra Starlet. He seems to have cured the smoking habit that the car had acquired, but it still doesn't like keeping all the wheels on the ground. Not that this slows him down, as I recall a photo of him at the Clubsport Nationals two years ago, with the Starlet well and truly up on two wheels. Fourth overall is a good result out of the wee beast, sneaking home two tenths of a second in front of Don McLean in the classic Datsun 240K.

I'm not quite sure what Brian in the RoadRat was up to, as he set his fastest time on his first official timed run! Perhaps he might have given himself a fright on that run? I can see that we might have to extract the story out of him, or just make up something entertaining and put it into tappet chatter.

Nick Buck, Shane, and Dick all running in the 1800cc group (Civic, and two Pulsars respectively) were having a close battle all day, and the results show that less than a second separated all three of them at the end of the day. Though Nick didn't start his final run, so perhaps the results might have been a bit more spread out had he completed all the runs? Shane improved a whopping seven seconds over the course of the day, which is doing pretty well.

Myself and quite a few others are heading up to the Clubsport Nationals on the second weekend of March, so in order to be properly prepared, I sold the Civic. Uh oh.

Note to self: having a car to run at the event would be a good plan — must really do something about that.

Looks like even if I'm on foot that weekend we've got a dozen HCCC entrants, and a few others making the trip just for the heck of it. So, should be a good little social occasion.

Our AGM has been and gone. A few changes to the committee, as we bid farewell to Gerald Lee (he has moved up to Foxton), Andrew Thomson joins the committee for the first time, and we welcome back Dave Wilce to the group. Mind you, Dave was at half the committee meetings last year anyway!

We're going to do our club prize-giving in March at Clubnight, and the WMSA prize-giving is likely to be combined with a Kapiti Car Club meeting and guest speaker, but that's still 'to be confirmed'.

Never raise your hands to your kids. It leaves your groin unprotected.

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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!

Leon only just managed one month into the year without buying a new car. He purchased a new beast (Pulsar GTi) on the 1st Feb. How long will this one last?

When Webster bought his BMW535, he said he didn't care about the extra fuel costs as the extra comfort and drive pleasure more than made up for it. That was before the fuel prices went off the map. So he purchased the ex Peacock Barina to drive to work to save costs, but continued to drive the BMW to work until the fuel prices dropped again, then decided to use the Barina!

For those that don't know, Duane is back in the North Island, now living in Taupo. I think his desire for autocross paddocks has gone too far. He is working for a firm that is turning the forest that we used to rally in, into farm land!

After traveling up to Taupo for this year's A1GP, Dave managed to fall asleep during the main A1 Feature race while sitting 10m from the track half way along the straight! Who said a bunch of A1 cars under open throttle are loud?

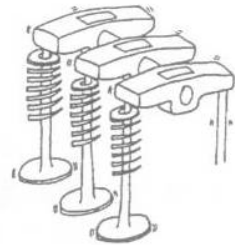
Webster slept most of the day, as did a lot of people with the lack of support classes during the day

Neil has yet another Honda City in the fleet. But it's okay because it was Linda who put him onto it.

Good news for those that have been beaten by Dave's Mighty EB Civic at Levin events. He is about to retire it. After a year of ignoring, the cancer has been hard on it, so the decision has been made, to let it go. He is now on the lookout for a replacement.

Alan Groves has finally found the light. After many years in the Kapiti club, he has finally joined HCCC. Welcome to our club. I believe you may know . . . well almost everybody!

Welcome to New Committee member Andrew Thomson, nil carborundum Andrew!



TARMAC TIME

I had my first outing for the year at the 2009 WTSCC Classic Hillclimb at Wallaceville on February 1st. We had cloudy but warm weather on Sunday after a very hot afternoon at documentation on Saturday. HCCC had 25% of the 37 entries. There were 10 corolla's 6 like my FXGT.

After drivers briefing we split into 2 groups for our practise and 3 official runs over the 1.5km long course. The first 10 corners were nice but the last 2 were over a crest and downhill. This was the part of the course I could not get my head around. Even so, as the day went on my times got faster. With the official runs finished about 3pm there was time for 2 extra runs.

Excellent results for Brent Sellans, Pete Collins, Webster Gough and Brian Worboys. All made it into the top 6 placing.

Well done to WTSCC for a top event. Well run both on and off the track with food and drink at the Gun club throughout the day and an excellent prize giving at the Cosy club in UH.

All going well I will be back for another go next year.

Brian Craig

Retirement bonus

The Navy found they had too many officers and decided to offer an early retirement bonus. They promised any officer who volunteered for retirement a bonus of \$1000 for every inch measured in a straight line between any two points in his body. The officer got to choose what those two points would be.

The first officer who accepted, asked that he be measured from the top of his head to the tip of his toes. He was measured at six feet and walked out with a bonus of \$72,000.

The second officer who accepted was a little smarter and asked to be measured from the tip of his outstretched hands to his toes. He walked out with \$96,000.

The third one was a grizzly old Captain who, when asked where he would like to be measured replied "from the tip of my penis to my testicles." It was suggested by the pension man that he may want to reconsider, explaining about the nice checks the previous two officers had received.

But the old Captain insisted and they decided to go along with him providing the measurement was taken by a medical officer. The medical officer arrived and instructed the Captain to "drop 'em," which he did. The medical officer placed the tape measure on the tip of the Captain's penis and began to work back.

"My God!" he suddenly exclaimed, "Where are your testicles?"

The Captain calmly replied "Vietnam."

I'm in shape. Round is a shape

Miro Auto Services Classic Hillelimb Run on February 1, 2009

Cars in Number Order

No	Driver	Class	Club	Vehicle	Colour	CCs	Year or Practice	Run 1	Run 2	Run 3	Best Run	Run 4	Run 5
1	Andrew Francis	H	MG	Toyota Corolla	Orange	1600	1982	63.45	62.72	63.26	62.72	62.26	61.63
2	Mike Duston	I	MOWOG	Morris Mini	White/Black	1275	1962	61.26	60.08	59.26	59.26		
3	Dick Butters	R	Harbour Capital	Nissan Pulsar	Silver	1838	1991	63.76	62.80	65.41	62.80	63.99	
4	Lance Lones	N	Harbour Capital	Toyota Corolla Turbo	Red	2720	1985	69.11	66.52	66.04	66.04	68.70	67.22
5	Ian Hendra	I	MOWOG	Holden Barina Gti	White	1298	1987	69.59	68.71	66.91	66.91		
6	Peter Collins	R	Harbour Capital	Toyota Corolla	Red	1587	1985	60.15	59.94	59.78	59.78		
7	Kelsey Webster	W	WTSCC	Nissan Pulsar	Black	1600	1994	72.37	72.48	72.49	72.37	73.22	
8	Tim Fox	W	WTSCC	MG/BGT V8	Brown	3900	1978	69.74	67.38	66.40	66.40	67.79	66.19
9	Alex Baker	T	Hutt Valley	Toyota Corolla Gti	Silver	1587	1988	71.49	68.42	67.08	67.08		66.00
11	Colin Young	P	Central Districts	Chevron Classic Turbo	Blue	4002	1989	57.45	57.57	55.70	55.70		
12	Matthew Hendra	I	MOWOG	Holden Barina Gti	White	1298	1987	64.20	64.49	64.16	64.16		
14	Brian Craig	T	Harbour Capital	Toyota Corolla	Red	1587	1986	71.09	70.14	68.48	68.48	69.34	68.59
15	Scott Poyner	N	Hutt Valley	Mini Clubman	Purple	1600	1971	65.98	65.45	63.49	63.49	62.88	
16	Brent Sellens	T	Harbour Capital	Toyota Corolla GT	Green	1587	1985	57.12	56.99	56.25	56.25		
18	Chris Wells	I	WTSCC	Toyota Corolla FXGT	White	1587	1985	71.47	68.95	66.74	66.74		
19	Victor Yuen	T	Hutt Valley	Toyota Corolla Gti	Silver	1587	1988	63.34	62.69	62.54	62.54	60.85	
22	Webster Gough	N	Harbour Capital	Toyota Startlet Turbo	White/Green	2499	1991	59.05	58.45	57.39	57.39	57.66	58.00
33	Oliver Hendra	U	MOWOG	Honda Civic	Black	1600	1989	61.96	59.97	59.41	59.41	58.25	58.79
33	Neil Simpson	U	Kapiti	Ford Cortina	Green	1600	1966	62.17	m/t	61.52	61.52	61.53	60.81
35	Brian Worboys	O	Harbour Capital	Road Rat	Red/Green	2165	1999	59.57	60.21	60.54	59.57	60.53	
46	Ray Andrews	O	Manawatu	Jaguar XJ6	Green	3600	1972	64.56	64.51	62.89	62.89		
54	Nick Buck	R	Harbour Capital	Honda Civic	Black	1790	1992	63.63	61.97	dns	61.97		
57	Shane Atkinson	R	Harbour Capital	Nissan Pulsar GTi	Grey	1838	1992	64.43	63.88	62.43	62.43	63.69	
59	Mike Hodgetts	W	Wellington	Toyota Corolla GT	Blue	1587	1986	71.72	71.09	69.95	69.95	69.15	68.66
64	Shane Hobman	O	Pre 65	Holden EH	Blue	2933	1964	62.71	61.41	60.74	60.74	61.22	
91	Don McLean	P	Wellington	Datsun 240K GT	Blue	3098	1977	59.72	58.44	57.59	57.59	57.57	
98	Conrad Healy	O	Capri Car Club	Ford Capri 2.8i	Red	2800	1986	64.66	63.11	62.64	62.64	64.47	m/t
99	Peter Scott	H	WTSCC	Triumph TR7V8	Red	3528	1977	66.06	61.92	61.91	61.91		
111	Alan Swinn	M	WTSCC	Holden EH panel van	Black	5000	1964	79.74	79.30	79.96	79.30	83.00	81.90
151	Mike Van Ansem	P	Hutt Valley	Mazda MX5 s/c	Green	2720	1991	59.27	58.36	57.36	57.36		
157	Dallas Crampton	W	WTSCC	Buckler 90	Green	1172	1958	70.57	67.68	67.72	67.68	68.77	
174	Bob Osbourne	M	WTSCC	Lynx 7	Green	1600	1990	73.36	72.81	69.23	69.23	75.32	73.35
187	John Gray	U	Wanganui	Toyota Corolla FXGT	Orange	1587	1987	60.25	59.05	59.28	59.05	59.23	58.33
189	Les Cockeram	U	WTSCC	Triumph 2500S	Yellow	2600	1979	64.98	64.81	64.56	64.56	62.84	62.61
204	Peter Clarke	H	MG	MG/BGT V8	Orange	3528	1972	59.77	59.88	61.30	59.77	60.00	
218	John Sullivan	M	WTSCC	Missing Lynx	Red	1597	1989	76.72	71.69	69.32	69.32	70.10	69.48
430	Barry Walker	M	Fiat	Fiat Abarth 130TC	Red	1995	1985	63.81	64.71	64.56	63.81	65.60	

I'm desperately trying to figure out why Kamikaze pilots wore helmets.



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DAVE'S DRIBBLE

Well working on the fact that you have spent the last month reading my previous article, you should have finished it by now, (or you gave up) so I'm now going to inflict you with more!

Between rallies I did Gladstone Rd gravel sprint. This is an event that I have only done once. That one time ended after the practice run when it was pointed out that I had petrol pouring out of the rather large hole in the petrol tank. I had not been back for various reasons so it was time to put the event curse to rest. It was a great event with a fairly challenging bit of road that is also pretty unforgiving (just ask Webster who chose it as his first gravel event and ended up joining the roll-over club in the process) Levin Car Club ran another great event, but for some reason I was just not having a "on" day and while I had no dramas, I was not pushing hard. The highlights of the day were going for a ride in Graham Heaths newly re-powered Pulsar (Man that thing goes!!!) and taking New member Graham Collet and his girl friend for rides. Graham joined the club after talking to Jilly at Alexandra Rd and had shown huge enthusiasm at club night. After buying Pete Galloway's old Starlet off trademe this was his first gravel event. Armed with 2 worn rally tyres and 2 worn road tyres, he slipped off the road on nearly every run, but this enthusiasm never waned.

Armed with a new tow vehicle and a chance to test it, and Brian's need for more gravel, I decided that I could squeeze another rally out of the budget. Waitomo Rally was a round of the North Island Rally Series and after the good points start, I would see what happened. It was a completely new rally to us and new roads. We had done the three rallies I had originally planned to do, many times before, so we sort of know the roads. This was an opportunity to experience completely new roads. Car preparation mainly consisted of replacing the lower arms, replacing the HT leads which had caused a miss during Wairarapa (had been meaning to do this for 5 years) and the usual spanna check/clean the air filter etc.

Now that we had room for 4 in the Service vehicle, I decided that we should take a second service crew member. I decided that I should ask one of the newer club members, and give them the chance to experience what rallying is all about. Graham

“Mr Enthusiasm” Collett was the obvious choice. Getting his number from Jilly, I rang him and asked. Graham answered ‘yes’ before I had even finished the question! That was it. We were off to Tekuiti. Loaded up with car on the trailer, we headed north with Webster driving in wet and slippery conditions. It was here that we found a few problems with the Ute. The brakes would lock on and pull very badly to the left making it very interesting trying to pull up all that weight. To add to that the 310,000km that the Ute had travelled had been hard on the rear springs and the resulting sagging from the weight of the trailer helped to raise the front making the braking ability even worse. After a few interesting experiences, one of which was an emergency stop on a very wet bit of gravel road when a car in front decided that they didn’t like driving through the road works in the wet conditions, we made it to Tekuiti safely in plenty of time.

The day of the rally dawned wet and miserable. The first signs of a problem that was going to plague me later in the year, caused me to stop while touring to the first stage to investigate. Unable to work out what the problem was, we continued. While it was not the only problem of the day, our troubles were insignificant when you look at what others experienced. The organisation of the event was great. Different type of organisation to the central region organisers we were used to, but still good. The main problem of the day was the weather. We had more than four seasons in one day. In fact we had more than that in one stage! Sun, cloud, rain, sleet, hail, snow, wind, we had the lot! I had just bought a new pair of sunglasses which were great in the conditions. They blocked the sun, but seemed to enhance the greens helping you see the road in the darker conditions. This was important when you started a stage in strong wind and rain, only for it to clear up and the sun to come out for a while, followed by hail, sleet and snow. One stage where we had all this, we came across a wooden bridge with no sides. It was easy to see as it was very white with snow and ice! It was left hand corner onto the bridge and straight off. I slowed and made sure I had finished my turning before I got to the bridge, so I could drive straight on and very gently drove over it. I knew that any non forward momentum or heavy throttle use would cause the car to slide sideways, which is not a good idea on a snow and ice covered wooden bridge with no sides. As I almost idled over the bridge, the revs lifted, indicating that I had zero traction and that it was just my forward momentum that was taking me across. This was adventure plus! Driving hard in very extreme weather is a great challenge. One in which the end results show not all could meet as well less than half the field finished. Some of the most damaged cars I have ever seen and more ended their life on these stages. Me? I was having a ball! The roads were awesome, even though they were very slippery and unpredictable. Brian on the other hand was not having such a good day. The reason we entered this rally was because of Brian’s enthusiasm for learning to read the safety notes after Wairarapa fuelled with the desire for more. Here, he was having problems. The roads were new to both of us, and Brian was lacking a bit of confidence. It has been well noted; the weird psychological effects that a lack of confidence can have. Brian was getting sick calling the notes right from the start. Something that is apparently really common in these situations. I have since been told of very experienced co-drivers that have never felt sick before, getting sick when they sit beside a different driver that they don’t know. I felt sorry for Brian as the reason he talked me into doing this rally was to get more time with the notes. He was calling the notes on and off during the day depending on how he felt, which must have been frustrating for him, but for me was an important learning curve. I got to listen to the notes, drive blind (which I love doing) and also more importantly got to learn when to listen and when not to listen to Brian’s calls. This may sound strange, but I think it is important to learn to not only hear the calls, but also hear the tone and confidence in which they are called. When driving to the notes, you have to trust the co-drivers calls 110% if you are going to commit to them. If the co-driver is not 110% confident in the call he has just made, you need to know that. The only way is to learn to understand the tone in which it is called. Sometimes it’s easy, sometimes it’s not. I think the experience we had at Waitomo was a great learning curve and strengthened our relationship in the car. Knowledge comes from experience and this experience was not a bad one for me as I took the opportunity to learn from it. Brian may think differently though.

The problems with the notes were not all Brian's. During stage 5 when Brian was doing an awesome job calling the notes, we were flying. We had already caught and passed a car in the stage and was catching another, when I did something stupid. I had been having problems turning my head as for some reason the intercom cord had been caught under my harness when I tightened it up restricting the length of the cord and the amount I could turn my head before pulling against it (I tighten the harness to the point of crushing my lungs) The intercom cable mounts to the harness strap with a Velcro strap (which also holds the tube for my water bottle) and the cable from the helmet plugs into it there. In an effort to free up some movement, slowed down, loosened the harness, unplugged the intercom and untangled it. When I went to plug it back in again, I found I was trying blindly to plug it into the water hose. I realised this and pulled it aside causing the two to come away from the Velcro strap allowing the intercom cord to slip back behind my shoulder. I wasted almost a minute trying to get the intercom plugged in again, before giving up and driving the last 5km without the intercom which meant Brian couldn't call the notes. A waste as Brian had been calling the notes so well up to that point.

At the end of the stage we were presented with some over riding instructions, de-touring us to a point half way through the next stage. The start line was under water so they had had to move it to the next intersection. This was a bummer as we lost 20km of the longest stage of the rally which I had really been looking forward to. During this detour, we had to ford the flooded road many times, one of which had ended the day for one car. During this stage we had electrical issues. The huge amounts of water we were encountering eventually got under the bonnet and played havoc with the ignition. I really needed my service crew now, but where were they?

Waitomo rally ran old school servicing with no service parks. You could service after every stage (if you had enough crew to run more than one vehicle) which for us meant we would have to choose which stages to service after. The organisers had realised a mistake in service crew touring times and had suggested that the crews drive up the last 18km of special stage 4 in the reverse direction to the one we had just raced, if they wanted to get to the end of SS6 in time to service. It was worked out that if they took this route, they could spectate at the end of the stage and still have time to get to service. Webster seemed happy to do this. It would be a good test to see how the Ute went on gravel. He claimed that he took it easy, which I didn't believe, so I asked Graham how he drove it. Graham confirmed what I already suspected. Webster could not take it easy and eventually did admit that the 3.0l V6 produced good power at 3000rpm and that the LSD worked really well on gravel! It was a good and rare opportunity for the service crew to spectate a stage and a good chance for them to see what we do while they sit around waiting for us.

With the car still missing, we crawled the length of the service area and back. No service crew. We had plenty of time but I was getting worried. Just as I was getting agitated the mighty white Ute appeared over the rise and a quick spray with CRC 5.56 and we were off to the next stage. The boys didn't even get out of the Ute! What a great service crew they were! After mentioning that, Webster will probably bleat that I didn't give them the chance. I didn't have time! They were late.

We finished well, 36th (started 46th from 57 starters) 6th in class and 3rd in the NI championship.

All in all it was great weekend away. Awesome roads, a great challenge a good finish and as promised, a great adventure.

BUT THAT'S NOT ALL!!!!

The adventure didn't stop there. After crossing the finish ramp, we drove back to our motel 5-6km away. It was dark at this stage and I spotted red and blue flashing lights in the distance behind me. Keeping an eye on the mirror, waiting for them to get closer before I pulled aside, they stopped. I thought nothing of it until they reappeared just behind me a few km later, I pulled aside and the cop car pulled aside behind me. SHIT! They are pulling me over. What did I do? It turns out that the cop pulled me over because she could not see my tail lights (after 140km of wet and muddy gravel roads,

I'm not surprised now that I think of it) I got out found a rag and did my best in the rain to clean them enough to satisfy her. To my surprise, the young (late 20's) female cop was very friendly, wanting to know how I got on and if I enjoyed the rally, enjoyed Te Kiwiti etc. It turns out that she had turned her lights off so that I didn't pull over at a very dangerous place and waited to turn them on where I could pull over safely. She was more than happy to stand there in the rain and chat. She recognised the "MANA" on the side of the car as a place just north of where she went to the Police College and started asking about the area I lived. I don't know how much of the conversation Brian could hear so I don't know if he was worried, as we were parked there for quite a while. Eventually she let me go, with a smile, a wave and a "Good Luck with the rest of your season" and we were off to get cleaned up for the prize giving dinner. I wish all cops were that friendly.

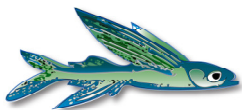
BUT THAT'S NOT ALL!!!!

The adventure continued on our trip home. After reports that the Desert Road was closed and that the National Park road was closed, we headed south in convoy with Brian and Jilly. We got to Taumranui and decided to try our luck with the National Park road, only to get a text from Jilly to say that they had got to the outskirts of town and that the road was closed. Having passed Len & Rex back in town, we decided to turn round and join them at a café. Our only route home was the long windy road via Taranaki. But luck was on our side. Just as Brian & Jilly had started to turn back, a cop arrived saying that they were about to open the road again for a while. We all took this window of opportunity and set off through the snow. That area looks awesome when it's covered in snow! With both the Ohakune/ Waiuru and the Waiuru/Taihape road closed, we were forced to take the Para Para's. That meant that Webster couldn't have his snitzel at the Chelsea Tearooms in Taihape, that he had been looking forward to. Sometimes I think that is the only reason he comes away with us, as we always seem to be passing through Taihape at meal times. He had to settle for KFC at Wanganui.

I want to thank Brian, Webster and Graham (who appears to be hooked now) for their time and help. I couldn't do it without you. I also really need to thank Neil for the "Neils Wheels" service supplying the best tyres at the best price and unbeatable service!

Once home, we discovered the braking issue was a seized piston (only one of the two in the calliper) in the right front brake calliper which had forced the right hand brake to stay half on, which had badly worn the pads on an angle. This was not for the fuel economy! It was so seized that we broke the piston trying to free it. We ended up replacing both callipers with ones we got from Pick-A-Part which showed signs of a recent overhaul and put new pads in and they now stop the Ute well. As for the rear springs, we fitted "Load Hogs" which are over load springs. Best \$54.00 I have spent. It not only raised the back 20mm, now the Ute doesn't even notice the trailer on the back. They said they would take 10 min to fit and that was generous. It's great when the simple and cheap solutions work so well.

Next month, The Daybreaker rally. As I still don't have a job, the Charade is still sitting in the garage waiting patiently to be used again, so I'll have plenty of time to catch up on past events.



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PORT ROAD STREET SPRINT

18-Jan-09

Car N	Driver	Vehicle	CC	Class	Club	Run 1	Run 2	Run 3	Run 4	Fastest	Overall Place
2	Scott Kreyl	Evo	3996	D	Kapiti	98.51	85.27	98.07	85.45	85.27	1
03	Ron Scanlan	Evo 3	3910	D	HVMC/Wgtn	96.19	87.72	87.86	DNF	87.72	2
12	Jeff Ward	Legacy	3400	D	Kapiti	96.29	90.79	99.29	91.58	90.79	3
6	Jeff Dahlberg	WRX STI RA	3400	D	HCCC	106.88	93.56	92.03	91.91	91.91	4
21	Alan Groves	WRX	3400	D	Kapiti	100.85	93.58	92.69	92.45	92.45	5
82	Brent Sellens	GT Corolla	1587	B	HCCC	96.73	97.16	96.08	93.83	93.83	6
7	Loren Brookes	WRX	3400	D	HCCC	104.19	94.95	94.21	94.36	94.21	7
20	Peter Collins	Corolla	1600	B	HCCC	106.27	97.94	95.25	94.35	94.35	8
25	Nick Buck	Civic	1800	C	HCCC	103.26	97.91	95.04	95.56	95.04	9
14	David Millman	Evo 6.5	3400	D	MG	104.77	96.02	95.11	95.06	95.06	10
1	Dan Edhouse	Lantis	1998	C	HCCC	101.77	96.92	95.55	97.29	95.55	11
132	Grant Ryan	Civic SiR	1600	B	SS2000	97.43	111.60	95.95	95.68	95.68	12
15	Adrian Marsden	Integra	1979	C	HCCC	107.89	98.09	96.93	96.10	96.10	13
5	Geoff Warren	RS Legacy	3400	D	HVMC	105.36	99.06	97.75	96.12	96.12	14
32	Oliver Hendra	Civic SiR	1600	B	MOWOG	102.36	96.52	96.84	96.56	96.52	15
28	Richard Skilton	Legacy	3400	D	HVMC	101.32	96.92	96.55	97.80	96.55	16
321	Peter Bartlett	Civic SiR	1600	B	MOWOG	DNF	97.81	96.77	96.89	96.77	17
8	Steve Jopson	Escort	1998	C	HVMC	117.54	98.71	97.20	DNF	97.20	18
35	Brian Worboys	Road Rat	2175	D	HCCC	DNF	99.65	98.63	98.43	98.43	19
34	Adam Bligh	Familiar GTR	3060	D	Kapiti	105.36	98.82	99.00	98.46	98.46	20
11	Thomas Rumball	Familiar GTR	3060	D	HCCC	107.54	101.30	99.57	100.03	99.57	21
10	Anthony Paroli	Starlet	2720	D	Wgtn	105.44	100.80	100.41	100.69	100.41	22
157	Shane Atkinson	Pulsar	1838	C	HCCC	104.12	101.04	DNF	DNF	101.04	23
31	Simon Wilson	Corolla	1600T	D	Kapiti	108.55	102.48	126.21	102.57	102.48	24
27	James Charlesworth	Civic	1600	B	Kapiti	111.63	103.63	103.39	102.48	102.48	25
23	Lisa Watkins	Familiar GTR	3060	D	HCCC	DNF	107.47	104.95	102.58	102.58	26
29	Chris Collins	Levin	1600	B	Triumph	110.65	102.97	102.91	103.61	102.91	27
24	Dick Butters	Pulsar	1838	C	HCCC	112.46	103.49	103.60	104.71	103.49	28
22	Chelles Roberts	RS Legacy	3400	D	HVMC	110.35	104.22	104.47	DNF	104.22	29
33	Matt Rule	Mazda BMFR	2720	D	HVMC	113.37	DNF	105.91	104.51	104.51	30
57	Keith McClure	Pulsar	1800	C	HCCC	111.70	105.85	DNF	DNF	105.85	31
471	Blair Gray	Escort	1600	B	Wanganui	110.75	108.62	106.07	108.42	106.07	32
19	Lance Lones	Corolla	2700	D	HCCC	117.42	112.35	110.52	109.60	109.60	33
18	Robert Anderson	Civic	1498	B	HCCC	122.99	115.51	111.64	109.93	109.93	34
4	Mike Hodgetts	Corolla GT	1587	B	Wgtn	117.81	112.44	109.94	110.11	109.94	35
16	Cathy Reid	Charade	1700	C	HVMC	120.51	112.14	114.07	112.17	112.14	36

You have to stay in shape. My mother started walking five miles a day when she was 60. She's 97 now and we have no idea where she is!

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
March	1		Motorkhana	Harbour Capital	Donnelly Park	
	7					
	8					
	14					
	15		Race Sprint	Taupo Wellington	Taupo Alexandra Road	DM
	16		WMSA Meeting			
	21					
	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 "Autocross / Coaching"	Hawkes Bay CC Hutt Valley	Hawkes Bay Hutt Riverbank Carpark	NZRC
	18		Race (Hamilton 400)			
	19		Race (Hamilton 400)			
	26		Intermarque Sprint Gravel Sprint	Wairarapa	Manfeild Puketiro Road	IM GS
May	2		Autocross	Harbour Capital	Donnelly Park	
	9		Race (Charity Classic)	MG	Manfeild	
	10		Race (Charity Classic)	MG	Manfeild	
	13		Night Trial			NT
	17		? Gravel Sprint	Wairarapa Kapiti	? Cooks Road	GS
	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		? Gravel Sprint	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		? Gravel Sprint	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)			
	18		Gravel Sprint	Kapiti	Valley View	GS
	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

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

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Taranaki
March 7th and 8th
Sealed Hillclimb
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Dirt Autocross

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I have six locks on my door, all in a row. When I go out, I lock every other one. I figure no matter how long somebody stands there picking the locks, they are always locking three of them.

Back to the future!

At the recent annual general meeting of the North Island Rally Series it was determined by an overwhelming majority to revert the NIRS back to the previous Top Half Rally and Central Region Rally Series'.

"The feedback that was received from the organising rounds and the competitors they serve was that we should go back to the two series, rather than the status quo" said NIRS chairman Andrew Keighley.

"Our role as convenors is to co-ordinate a series that ensures a good level of entries for the organising clubs that will ensure that the club can host rallies that meet the demands of all stakeholders. We accept that this is beyond the competitors, organisers, Motorsport New Zealand and also encompasses the local communities and district councils" commented Andrew.

There have been a number of benefits gained from the past two years of the NIRS, along with closer communication between the series' co-ordinators and the two series will be utilising these benefits as they move into 2009.

The meeting agreed to ensure there is compatibility between the two north island series, to allow for competitors to easily move between the series.

One of the major changes is that the Top Half Series will now adopt the point scoring system used by CRRS which means that the winner is not necessarily the outright round winner, but see the inclusion of the smaller capacity class.

The rounds for the Top Half Series are as follows:

Taranaki - 16 May 2009 - www.taranakicarclub.org.nz
Whangarei (APRC) - 5/6 June 2009 - www.rallywhangarei.co.nz
Waitomo - 24 June 2009 - www.hamiltoncarclub.org.nz
Possum Bourne Memorial - 22 August 2009 - www.pbmally.co.nz
Rally of the North - 10 October 2009 - www.nsc.org.nz

And the rounds for the Central Region are

Hawkes Bay - 4/5 April 2009 - www.hbcarclub.co.nz
Taranaki - 16 May 2009 - www.taranakicarclub.org.nz
Wairarapa - 18/19 July 2009 - www.rallywairarapa.co.nz
Daybreaker - 26 September 2009 - www.motorsportmanawatu.org.nz
Gisborne - (being organised by Rally NZ) - www.rallynz.org.nz.

Both myself and Jill (Greenland) are happy to carry on as convenors for the Top Half Series for 2009 and look forward to recruiting some younger talent to take over in 2010.

Thanks

Jill Greenland and Andrew Keighley

Convenors – Top Half Rally Series

CONTACTS

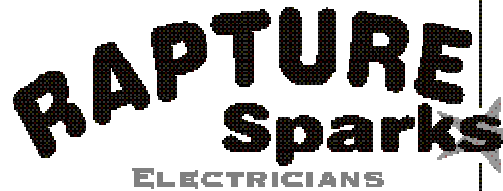
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Andrew Keighley

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I've always wanted to be somebody, but I should have been more specific.



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A Modern Parable.

A Japanese company (Toyota) and an American company (Ford Motors) decided to have a canoe race on the Missouri River. Both teams practised long and hard to reach their peak performance before the race.

On the big day, the Japanese won by a mile. The Americans, very discouraged and depressed, decided to investigate the reason for the crushing defeat. A management team made up of senior management was formed to investigate and recommend appropriate action.

Their conclusion was the Japanese had 8 people rowing and 1 person steering, while the American team had 7 people steering and 2 people rowing. Feeling a deeper study was in order, American management hired a consulting company and paid them a large amount of money for a second opinion. They advised, of course, that too many people were steering the boat, while not enough people were rowing.

Not sure of how to utilize that information, but wanting to prevent another loss to the Japanese, the rowing team's management structure was totally reorganized to 4 steering supervisors, 2 area steering superintendents and 1 assistant superintendent steering manager.

They also implemented a new performance system that would give the 2 people rowing the boat greater incentive to work harder. It was called the 'Rowing Team Quality First Program', with meetings, dinners and free pens for the rowers. There was discussion of getting new paddles, canoes and other equipment, extra vacation days for practices and bonuses. The pension program was trimmed to 'equal the competition' and some of the resultant savings were channelled into morale boosting programs and teamwork posters.

The next year the Japanese won by two miles.

Humiliated, the American management laid-off one rower, halted development of a new canoe, sold all the paddles, and cancelled all capital investments for new equipment. The money saved was distributed to the Senior Executives as bonuses.

The next year, try as he might, the lone designated rower was unable to even finish the race (having no paddles), so he was laid off for unacceptable performance, all canoe equipment was sold and the next year's racing team was out-sourced to India.

Sadly, the End.

Here's something else to think about: Ford has spent the last thirty years moving all its factories out of the US, claiming they can't make money paying American wages.

TOYOTA has spent the last thirty years building more than a dozen plants inside the US. The last quarter's results:

TOYOTA makes 4 billion in profits while Ford racked up 9 billion in losses.

Ford folks are still scratching their heads....and collecting bonuses and now they want the government to bail them out.

....if this weren't so true, it might be funny...

This Month's Photos — Nobody sent any! — Not even for the front cover! Nor any jokes with pictures this month.

Ever notice that anyone going slower than you is an idiot, but anyone going faster is a maniac?

One out of every three Americans is suffering from some form of mental illness. Think of two of your best friends. If they are OK, then it must be you.

They show you how detergents take out bloodstains. I think if you've got a T-shirt with bloodstains all over it, maybe your laundry isn't your biggest problem.

Ask people why they have deer heads on their walls and they tell you it's because they're such beautiful animals.

I think my wife is beautiful, but I only have photographs of her on the wall.

A lady came up to me on the street, pointed at my suede jacket and said, "Don't you know a cow was murdered for that jacket?"

I said "I didn't know there were any witnesses. Now I'll have to kill you too".



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