



WHEELSPIN

May 2009

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Fleur & Brian in cool places!

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.

May Clubnight

The Fireman's Arms

Jackson Street, Petone

May 6th

Hello Team

Nothing like a wee bit of pressure to make for a busy time.

Graeme Swan and I have got the Pulsar racing whale back on the road again (he did mechanical things, I supervised and passed him tools). A bit of rust to be repaired, and it is as good as new again. Well, as good as new as can be expected from a \$200 Pulsar that has been parked dead in a driveway for nearly a year. The Pulsar has a very boy racerish fart cannon exhaust, of which I am not very fond. So I can see that being replaced as a sanity precaution. Plus of course I doubt my neighbours will be very keen on it, especially not the houses I drive past every time I head up the driveway!

I didn't get the car legal in time for the Safespeed event at the Riverbank Carpark, which was a shame. So I put the skinny tyres on the back of the MR2 to have a bit of a play. I keep making the rear tyres on the MR2 go mysteriously bald. They must have the same disorder that my forehead has.

If you somehow managed to not hear about the event, essentially our bit of it was to help with the motorkhana, in which we would take out people of the general public for a spin (often literally) on a motorkhana course to give them a taste of club level motorsport.

It was a success. Judging from the passenger indemnity count, we had somewhere close to 300 people taken out for a ride in a competition car. Some of that number was our folk going out for skids as well, but a good portion of that 300 was members of the public generally experiencing competition for the first time.

The huge smiles suggest that quite a few people enjoyed themselves. Especially the people who went out with 'Helicopter' Groves in the Sti coupe. Al kept finding ways to introduce extra circles into the course that other people hadn't found. Whatever tyres Al has on that car, they must be seriously hard wearing, because even at the end of the day there was actually still some tread on them.

Viv from HVMC was doing a full rev launch on every course in his newly caged Legacy. This I thought was rather brave considering the level of traction available (lots), and I suspect his clutch may in fact be made out of the same stuff as Al's tyres.

Brian was throwing the Roadrat around very impressively. That car has the best steering lock I have seen on any motorised vehicle, including a forklift.

It was very hard case seeing one of the Mini Challenge race cars out there doing a motorkhana. Especially considering that it had such a wide turning circle that it was struggling to stay in the car park, much less on course. However, that said, it was being piloted with great dedication.

I managed a sum total of two drives on courses, so putting the thin rubber on the back really was a bit of a waste of time. I ended up spending pretty much the entire time on the start, or picking up cones, but it was good to see that we kept the public thoroughly entertained during the day. I did manage to win a wheel alignment though for my efforts at the wheel change contest.

I don't think we got any new members out of the day, but we certainly raised the profile of Clubsport, and our club.

Next up for me was the Stewards Trophy motorkhana and Kim Naylor autocross run at the same time at the Silverstream Blue House Paddock. Whoah Nelly, was that a day and a half. I was asked if I could guest Clerk of Course the day, and of course I was mad keen on entering too. As it turned out, a lot of other folk were pretty keen to enter, so we ended up with 36 people out there having fun, and lots of them being fairly new (or brand new).

We were short on helpers who weren't entered, so it was a rather mental day. Thanks to all those who helped out all day, or in the bits where they weren't racing.

Tricky Nick from HVMC nudged a fence slightly, but other than that the day went pretty well considering the complications of running both events at the same time. Though with the number of people entered it did turn into an awfully long day, and I very much fell asleep on the sofa when I got home.

I've not seen the final results at the time of writing, but in the autocross it was looking like Webster, Al, and Neil at the top of the pack. An interesting contrast really, with a high hp front drive Starlet, a turbo 4wd, and then Neil in the insanely competitive 40hp City. It is definitely a worry just how fast Neil makes that little car go. Imagine how fast he would go in something with more power than a skateboard ...

The Silverstream venue is absolutely brilliant fun. The two motorkhana paddocks are super smooth, and hardly seem to show a mark on them. The Autocross paddocks are much bumpier (still smoother than Donnelly Park), but have some really neat contours in them, so you're going up and downhill during the course.

I would have provided you some photo's, but I didn't even have a camera with me sorry! However, Motorsport Central will have some, as they had photographers there on the day.

Probably by the time you get the bulletin, we will have provided a timing and scrutineering crew at Manfeild on the 3rd of May.

We're working on a Go kart night as well in the near future, and also watch out for the return of the night trials!

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.



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Arctic Lapland Rally 2009

In January this year, Brian and I competed in the Arctic Lapland Rally. This is a two day event, held on the iced and snowed over gravel roads around Rovaniemi, Finland. Rovaniemi sits just on the Arctic Circle and is the home to Santa Claus, as well as many reindeer and husky dogs. It is a winter paradise, with frozen rivers and lakes, snow covered trees, and all the fantastic activities that belong in these surroundings. While I was there, I tried my hand at ice fishing, snowshoe walking, ice-skating, husky driving, reindeer driving, snow mobiling, ice karting, and of course rallying on ice!! I also made snow angels, ate lovely salmon soup and met the REAL Santa Claus. It truly was the trip of a lifetime!!

The rally was a two day, international event. Recce was held from Monday to Thursday, 8am to 6pm. It was a free recce, except for two stages which we could only recce on Thursday. In January, it is only light from about 9.30am until 3.30pm. From 9 to 9.30 am and again from 3.30pm till 4pm there is an eerie half-light. Outside of these hours, its dark!

On the Saturday before recce started, I was also fortunate enough to be invited to a testing day by Jussi Valimaki, one of Finland's top rally drivers. He is currently sitting second in the hotly contested Finnish Rally Championship. At the end of the test day, when it was that eerie half-light situation, I strapped myself into the codriver's seat with Jussi. How can I describe it?? WOW!! It was an amazing ride, knowing we were on ice and snow but traveling as fast as if we were on tarmac. Jussi is an exceptional driver and this really demonstrated to me the grip levels available on ice when a driver has as much experience as Jussi.

The stages were a mix of narrow and wider roads, with only small snow banks lining them. We were told to be careful not to 'lean on' any snow banks, as there hadn't been as much snow as normal this year. They were generally very fast. Some sections were very fast corners over huge crests, where the local drivers would easily top 200km/hr!

After two and a half days of recce, we arrived and noted a test road in preparation for our first test on ice! We were using an Evo 9 belonging to Jouni Arolainen.

We met Jouni at Rally Thailand in November last year. He was running a Ford Focus WRC 05, with Jussi Valimaki as his team manager for this event. He won Rally of Thailand, with us finishing 2nd in a Group N Evo 9. (The same car Mark Tapper had used to win the Pirelli Star Driver contest in Malaysia)



After the rally, both teams were socializing in Jouni's team's unit. Brian, Jussi and Jouni were talking and the idea was born that Brian and I could go to Finland to compete in the Arctic Lapland Rally at the start of 2009. Jouni would cover all our costs, including the provision of a car, entry fees, tyres etc. We just had to get ourselves to Rovaniemi where the rally was based. In return, Jouni and his codriver will come to New Zealand to compete in Rally Whangarei.

After Brian had been taken for a ride with Tapsa (one of our service crew and also Finnish Junior Champion in 2007) it was our turn. 3 corners were all it took us to become embedded in a snowbank!! Brian cut a corner slightly and we were sucked into the snowbank. I had to make a phone call back to Jouni to tell him we were stuck. I did laugh however, when he replied "Okay, we will come and tow you. Stay where you are". I don't think we were going anywhere!!

After our poor start, the test session did improve. We did around 50km of testing, and in hindsight this was nowhere near enough.

After we completed the test session, Brian and I stayed at the test road, as Kimi Raikkonen was due to test after us. He was using a Fiat Punto Super2000 run by Tommi Makkinen Racing. Soon enough the team arrived, including Tommi. The car was plain white, but as soon as it was fired up, it sounded anything BUT plain!

I knew a couple of the guys in the team, through rallying in China, so was able to find out the car had only come into the teams procession about a week prior. Tommi took the car for a couple of runs first, making a few adjustments. He certainly still has the driving talent that made him famous!! He is a very approachable driver, and readily spoke to us, and agreed to have a photo taken with me.

Kimi arrived with his codriver, Kaj Lindstrom. He proved to be very unapproachable, not just at this test session but all throughout the event. Tommi took him for a couple of runs up and down the road first, and then it was his turn! He showed good pace right from his first run. By now it was dark, but this fazed him none.

After their test session finished, Brian and I returned to the town of Rovaniemi, with 2 more stages to recce in the morning, and shakedown in the afternoon. We would wait till it was dark to do our shakedown, as a number of stages in the rally would be run in the dark.

TO BE CONTINUED NEXT MONTH

Fleur

Law of Gravity: Any tool, when dropped, will roll to the least accessible corner.

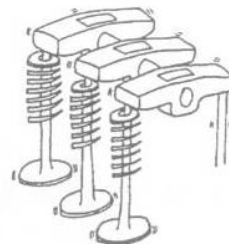
New Members for 2009

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.

Andrew Schlup
Matthew Hall
Phillip Stephen
Aakash Saha
Chelles Roberts
Paul Kozinski

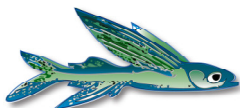
Tappet chatter

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!

Where's this months gossip? Ed



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SS2000 Wanderings.

Back in July 08 I thought it would be good to go circuit racing. I went through the checklist.

- overalls, check
- Helmet, check
- Car, check
- National race license, nope. A trip to MANZ and the Race license was organised.
- Roll cage, nada. I rang Ken at Automotion Motorsport Engineering and he installed a cage in the Honda for me.
- Seats and belts, bugger. A visit to Racetech to try seats for size and a call to Evan at Speed Factor organised Seats, Belts, clutch and revised Diff ratio.

A call to Chris at Mossrax had the diff mods, clutch and a new set of braided brake lines installed. With help from Active Electrical I had Neil from Neils Wheels organise a set of slicks and some decals.

While this work was being done I found the SS2000 website and arranged entry and also a permanent race number.

By now it was October and the first SS2000 race meeting was at Taupo on Labour Weekend. I found a CDCCC casual meeting the week before to give the car and driver a trial. Unfortunately I blew the clutch in the third race. At least I found the weakness before the official series.

I made many calls to find someone to diagnose and repair the clutch in four days. In the end Speedtech in Seaview committed to having the car ready by Thursday night plus the dyno tune to check mixtures etc. They were true to their word and I picked the car up Thursday night and also collected the series sponsors decals and race numbers. Thanks Neil for the late night assistance. It's a black art trying to get decals and numbers on straight without too many bubbles.

The Round one was at Taupo over Labour weekend and I camped in the van at the track. The race format is Qualifying and the Scratch race on one day and two handicap races on the second day. They ended up running all three races on the Sunday. The grid was in the mid Thirties which meant I was either way out back or out in front at the start depending on the type of race. I wouldn't call it "Gentleman" racing it however isn't V8 Ute's either. This is all new for me with the fast competitors having 50 or 60 km/h more speed in the straights than me. Needless to say EK9 number 39 wasn't at the pointy end of the field for long.

Round two was at Manfield in November where I discovered how much smoke four litres of 10/30 motor oil can make when poured over a hot exhaust. Fortunately this was during qualifying and I was able to clean up and fill up in time for Race one. The grid was in the late thirties. The handicaps were in my favour and I was able to sneak a win in race three. This was my first win in any motorsport event so was a huge buzz. I even got interviewed for Volt TV. I'm told I didn't make too big a fool of myself. I never saw it though, as I don't have SKY.

Round three was at Taupo in January it hosed down in qualifying and they red flagged the remainder of qualifying. The grid was full at forty two cars and the weather was fine for racing. The biggest moment for me was spinning across the track trying to avoid the Starlet with the smashed rear end and the Escort spinning in front of me. I did discover that Taupo kitty litter sticks in rims and plays havoc with wheel balance. It can also be very efficient as a paint stripper.

Round four was at Pukekohe February this was a one day meeting with a grid of low thirties and qualifying was wet again. The weather came right for the remainder of the meeting. I had planned to do a practice session the organisers had cancelled this due to track repairs. My times improved through the day. I got my first descent rub from another competitor. It was just after a safety car restart, in the esses going into Castrol. I was happy not to spin because there were thirty cars following at the time. Thanks to Tim and Kay Pollard for accommodation and directions.

Round five was Pukekohe again in mid February again with grid numbers in the low thirties. This was a two day meeting and day one was cold and wet. Qualifying was so wet that I could not see a white RX7 driving in front of me on the back straight until he was braking for the hair pin despite having his rain lights on. Day two was warm and fine for the two handicap races. Pukekohe is most certainly a track to be driven with confidence to get your best times. I managed to improve my best time however there is more pace to be found yet.

Round six is at Manfield March 28 and 29 all three races are to be held on the Sunday. The final round is at Taupo during Easter.

Thoughts of the season so far:

- Pukekohe is the fastest and scariest.
- Taupo is the most technical.
- Manfield is the most engaging and hardest on tyres.
- Circuit and race day organisation is first rate.

- My car is too heavy and needs more power.
- My goal for the year is to enter all rounds and finish all races and so far so good.

SS2000 is sponsored by Point 2 Point and Motul Oils and is basically a class for tin top sedans with no space framing of sub two litre capacities. There are classes for 0 to 1600cc, 1600 to 2000cc, turbo under 2000cc with less than 18psi boost and rotary. Within this is a Honda classes for 1600cc and 2000cc N/A vehicles. Full information is on www.SS2000.co.nz

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



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An old farmer had owned a large property in Australia for several years. He had a dam in one of the lower parcels where he had planted mango and avocado trees. The dam had been fixed up for swimming when it was built and also had some picnic tables placed there in the shade of the fruit trees.

One evening the old man decided to go down to the dam to look it over as he hadn't been there for a while. He grabbed a large bucket to bring back some fruit. As he neared the dam, he heard voices shouting and laughing. As he came closer he saw it was several young women skinny-dipping in his dam. He made the women aware of his presence and they all swam to the deep end.

One of the women shouted to him, 'We're not coming out until you leave!'

The old man frowned, 'I didn't come down here to watch you ladies swim naked or make you get out of the water without your clothes on.'

Holding the bucket up, he said 'I'm here to feed the crocodile.'

Moral: Old men may walk slow but they can still think fast!

This Month's Photos — Cusport Nats- from Dave



Adam –wet spectator



Alan gets it wrong



Brian



Graham Heath



Jilly



Neil

Leon



Webster

Silverstream 19 Apr

Photos :
<http://www.motorsportcentral.co.nz/>



Law of Probability

The probability of being watched is directly proportional to the stupidity of your act

'Holy Prostitutes'

A man is driving down a deserted stretch of highway when he notices a sign out of the corner of his eye....It reads:

SISTERS OF ST. FRANCIS
HOUSE OF PROSTITUTION
10 MILES

He thinks this is a figment of his imagination and drives on without second thought....Soon he sees another sign which reads:

SISTERS OF ST. FRANCIS
HOUSE OF PROSTITUTION
5 MILES

Suddenly he begins to realize that these signs are for real and drives past a third sign saying:

SISTERS OF ST.. FRANCIS
HOUSE OF PROSTITUTION
NEXT RIGHT

His curiosity gets the best of him and he pulls into the drive. On the far side of the parking lot is a stone building with a small sign next to the door reading:

SISTERS OF ST. FRANCIS

He climbs the steps and rings the bell. The door is answered by a nun in a long black habit who asks, 'What may we do for you my son?'

He answers, 'I saw your signs along the highway and was interested in possibly doing business.... '

'Very well my son. Please follow me.' He is led through many winding passages and is soon quite disoriented. The nun stops at a closed door and tells the man, 'Please knock on this door.'

He does so and another nun in a long habit, holding a tin cup answers the door... This nun instructs, 'Please place \$100 in the cup then go through the large wooden door at the end of the hallway.'

He puts \$100 in the cup, eagerly trots down the hall and slips through the door pulling it shut behind him.

The door locks, and he finds himself back in the parking lot facing another sign:

**GO IN PEACE.
YOU HAVE JUST BEEN SCREWED BY THE SISTERS OF ST. FRANCIS.
SERVES YOU RIGHT, YOU SINNER!**

Law of Random Numbers

If you dial a wrong number, you never get a busy signal and someone always answers.



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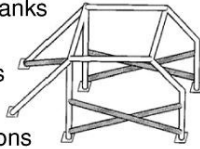
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DAVE'S DRIBBLE

On my calendar every year, the Daybreaker Rally is always a favourite. The 2008 event was the 25th running of the event which until 10 years ago was run through the night starting at midnight on the Friday and finishing Saturday afternoon, hence the name Daybreaker. In these times of professionalism night rallying has taken a back seat to day events as you can't see the sponsorship in the dark. While I have driven and enjoyed night stages in rally's, my only experience with the real night Daybreaker was either as timing crew or service crew, the best being the awesome 500km of special stages event I serviced for Neil and Andrew in the Datsun 1200. The challenges were not just the length of this event and servicing at night, it was also the snow (great snowball fights in the service areas) and cold.

Neil kept us busy on this event with a motor breathing so bad that it was using more oil than petrol and also using a fence to stop him going off a large bank which left Andrews door unable to be opened. This event started at Midnight Friday night and went through till 5pm Saturday evening, only to start again at 5am Sunday and run through till mid afternoon.

My time competing in this event started in the later days when it was only a day time rally in 2001, but the longer stages are awesome and always a favourite in my books. This years would be no different (except I did not want to crash like I did the previous year) or at least that's what I thought. The first downer came on the Tuesday before the event, when after getting up and hearing the news that the world economy had collapsed overnight, I got to work to be informed that I was to be made redundant, finishing on Friday. Having committed to the event I set off with the knowledge that this could be the last event I would be doing for a long time.

Car prep was the usual check over and as usual Brian & I were to drive the Charade up in the morning for documentation and scrutineering while Webster would follow in the Ute after work later in the afternoon. Graham "Mr enthusiasm" was joining Webster again in the service crew and we were staying at the same motel with Brian and Jilly. As usual the car was to be on display for two hours in the Square in Palmerston North, while we wandered round catching up with fellow competitors and talking the usual crap. For some reason, again, we were seeded behind Brian and Jilly (even though we had beaten them on every rally) starting 45th of the 47 starters.

The second downer of the event came when I woke up with a stomach ache. It got worse as we started off from the start ramp and got worse as the morning went on. It was really hard to concentrate on the road in front of you and commit the car when you have severe stomach cramps. I was not a happy chappy, something that Jilly noticed as I was not smiling at all, in fact I was outside the car doubled over in pain at the

beginning of each stage. No-one has ever seen me not smile during an event so a few people were a bit worried about me. I was however still beating Brian, so my 70-75% commitment can't have been slowing me too much.

I had to stop for an unscheduled pit stop while touring to SS2 and then when we were on our way to the first service it all got too much and I had to make another emergency stop on the side of SH2 2km from service. While the boys changed the gravel for tarmac tyres, I looked for a loo, but had to settle for more bush! Feeling marginally better, we set off for Saddle Rd. This would be interesting as I had borrowed a set of ex Graham Swan Avon tarmac tyres from Neil.

This would be the first time I had actually raced on good tarmac rubber. In 2007 I had Eco contact (for better fuel economy) road tyres on the front and rally tyres on the back, in 2006 I had left service with 4 eco contacts and had to swap one for a rally tyre at the start of the stage (3 road tyres and one rally tyre makes for interesting cornering!), in 2005 I had done it on rally tyres and 2002-2004 on those same eco contacts (which I bought 2nd hand for the Taranaki rally in 2002. I'm a gravel man. My budget doesn't stretch to a set of tarmac tyres for 2 stages per year. The upshot was that I found I could corner harder, but that made my stomach worse. I would like to try them again as I didn't get to really push the tyres to their limit. On Manfeild we found ourselves on the track with a bunch of Manawatu guys that had good track knowledge and I ended up pulling over a few times to let them past. Ah, a service with a loo!

We set off for the longest stage of the rally with me feeling much better. I even got my smile back which was lucky as this stage is over 40km long and requires a lot of concentration. There are a lot of places that if you fall off, you would have time to pick up the phone and say good bye to all your friends before you hit the bottom. This was also the stage that we fell off during the previous year so I had to get through it to beak the demon. That we did, and had a great time doing it. I got both my pace and my grin back. Brian's note calling had been better all day and we clicked in this stage adding to my confidence and pace as we went through.

Just as things were looking up, the car started to play up. For some reason it started missing just as you wanted to power out of a corner. It got worse which didn't instil confidence in committing to a corner. When you went to accelerate out of the corner the car said no thank you and did nothing for 1-2 seconds, then spluttered into life allowing you to power out of whatever slide the car had gotten into while you were waiting for power to control it. It got worst during the day. Then on SS9, while driving the doors off the car, having an awesome stage during which Brian's calling was perfect and my listening and trusting the calls clicked and we were flying.

During a very open and fast stretch, we came round a corner doing 120+kmph to find a very large horse, standing side on, in the middle of and blocking the road! I will admit that in the panic, I did not pulse brake. I just slammed the foot on the brake! Sudden rush of adrenaline! Heart pumping at approx 500 times faster than it was 30 seconds before, the car came to a stop a few metres from the horse, who looked at the car, hesitated, then trotted off to the side of the road not understanding what the fuss was about. We continued and got back into our blistering pace, only for the motor to die completely 50m from the flying finish. I sat there for 15-20 seconds trying to start the car. It would not start. The guys sitting at the flying finish had got out of their car and were waving to us telling us that we had not got to the finish line yet. I had an idea, loosened the belts, leaned forward and switched off the kill switch (can switch it off from the cable between the seats, but can't switch it back on again) and back on again. The car started and after quickly sorting the belts drove the 50m uphill to the finish.

It appeared that I had found the cause of the problem. My kill switch was playing up. The car was going well again. At prize giving, I told Chris Clark of the problems with my

car and he said straight away that it sounded like my kill switch is playing up. Not an uncommon problem apparently. In fact he informed me that in a marine application, they replace the Hella ones every 12 months as a precaution.

Back at service, Webster noticed that my front brake pads were very worn. I knew they were getting low but the extra braking I was doing not committing to the corners must have taken a greater toll than expected. I had the previous old set in the box of spares so Webster pulled them out and fitted the best 4 pads out of the two sets, which had enough meat to get me home.

SS10, the electrical problems came back and eventually got worse, so I pulled over, stopped, switched the car off, the kill switch off and back on, restarted wasting time releasing and doing my belts up again and quickly got back on the pace until Campbell Wilson came up behind us. I found a place to pull over, indicated and pulled to the side of the road, but as I pulled over the Left front wheel slipped into a bit of a ditch which sucked the car into the bank on the side of the road. There was no damage, but it took a bit of work to get the car back onto the road. By this time Campbell was gone so I didn't get to follow him which is a pity as I enjoy following other cars through a stage, especially faster cars.

Back on the pace, all was going well until about 2 or 3 km from where Leon and half the club were spectating. I had started to go asleep (loosing the racing edge) which is something I don't do (maybe it was my being sick in the morning. They say it dehydrates you a lot and not having eaten all day my energy levels were low) That was until I saw the guys on the side of the road. That woke me up and I had a good run to the end. I was very happy with the way I went round one RH hairpin. Brian called it late and I went into it too hard. I just chucked it and planted boot. The back flung around and I powered out of the corner without loosing any forward momentum. As I said to Brian at the time, I couldn't have done it better if I tried. It was full on WRC style.

We finished another rally and I was happy. With 12 in our class, even with the 2 VTEC Civics (which I would have beaten anyway) and the BDA Escort DNF'ing, there were still a handful of AE86's and Paul Black, so I wasn't going to be in contention for a class place, but I would get a 3rd in class for the NI Series round and 3rd for the series as this was the last round. With the problems during the day that resulted in me doing the first half of the rally driving at barely 75% and then over a minute on the side of the road in the stages plus coming to a stop while pulling over to let Campbell Wilson past, not to mention the time lost on every corner with the engine dying (it may have only been fractions of a second per corner, but there are a lot of corners in 160km of those roads and they all add up!) I was not expecting to have done that well at all.

Imagine my surprise when I looked at the results, I couldn't find my name at the bottom of the list, in fact it wasn't even on the second page of the results. I followed the list up onto the first page to find that we were 25th overall (of 34 finishers) and 3rd in class for the rally! An unexpected, but pleasing result.

I need to thank Brian for his understanding and support while I was feeling crook and for a good day calling notes. I think we are getting better at it all the time.

While sorting my tyres for the Daybreaker, Neil and I were talking about events and what we were doing, when Neil mentioned that the next autocross was at Kapiti and that he wanted to continue his challenge of competing in a different car at every round, but needed power for the Kapiti track. I offered the Charade. After all, he has supported me throughout my rallying, being my only sponsor. The deal was struck and we kept it to ourselves until Neil came to get the keys, as I would not be home on the Sunday. Webster was here, so he found out Neil was going to be using the Charade and decided that as the Starlet was not going and the Barina was too slow for Kapiti, that he should

enter it too. Neil was not to find that out until he came to pick the car up and Webster arrived with his gear ready to go. I had no problem with this as Webster has also supported me heaps over the years taking time off to be my service crew for every rally I have done since 1997. It was a chance to give back a little. I was entrusting them with my baby!

Many of you would have been there, but luckily I wasn't, as on his first run, Neil clipped a bank sending the car up on two wheels to the point everyone thought it would go over, but Neil's driving skill had it back on all four again. After that he decided not to push his luck and took it easy for the rest of the day which cost him his lead in the series. They checked out the LH suspension as it had taken a hard hit, but couldn't see anything wrong, so they continued racing and Neil apologised upon its return.

I still didn't have a job when Wairongomai Rd came along, but because it is such an awesome bit of road and because I wanted to support Levins form of promotion I decided to enter. They went old school and posted regs and entry forms to all potential competitors like everyone did in the old days before we started relying on computers. I think this is good because I got the regs, I knew it was happening and had something in front of me to remind me to get onto it and enter. The new electronic age makes all the info available and easy to find but you have to actually go looking for it. It doesn't come to you.

When I arrived I was greeted by a few people who were surprised to see the car there and asked what I had had to do to fix it. "What do you mean?" I asked. They proceeded to inform me how hard Neil had hit the bank and that surely it would have damaged something.

Set for a good days competing, I lined up on the start line ready to have some fun. Fun it was, until I got to the turn around. For the first time in 10 years trying, I got the turn around right, the back flicked around 180 and I hooked 1st, planted boot only to have a grinding wurring noise as I rolled to a stop. BUGGER! I've broken my gearbox again.

From experience (having broken 4 g/boxes in this car) I knew that if I had blown 1st, I still had 4 more gears left, so I hooked 2nd. . . Wurrrrr!! , 3rd, wurrrrrr!!!! Hmmm, maybe it is not the box. Getting out to investigate I found that I'd blown a CV which was a 1st, but then it was the same side that Neil had hit the weekend before. This was my first DNF due to mechanical failure since I started racing in 1993 and only my second ever (the 1st being a flat tyre at Cooks Rd hill climb.) We pushed the car back beside the marshals' car and I walked (carrying my helmet) back to the start. It may only take a few seconds to drive to the end of the road, but it is a long way to walk.

I had to ring Webster to get the Ute and trailer and come and pick me up. It was not so bad as I had a spare CV that I'd taken to every rally for the last 4 years, but after cutting the old one off, we found that my long travelled spare CV didn't fit. I had bought 2 CV's, but only replaced the LH one. (the one that had broken) The spare was destined for the RH side. It turns out the RH one has a 19 spline and the LH a 21 spline.

After purchasing the correct joint which it turned out didn't fit and swapping it for a 22 spline joint (listed for a G103) which was fitted but didn't work, we found that the original 21 spline joint supplied was not true to the part number on the box and another was sourced. The drama came when trying to remove the 22 spline joint from the axle. After giving up and getting the supplier to try and remove it unsuccessfully, Webster had another go and had success on the last hit before striking up the cutting disc to chop it in half.

Now the car is going but sitting in the garage waiting for me to find a job so I can afford to get out there again. I still need to replace the front pads and the kill switch, but they can wait till I have money.

One thing that came out of that drama (apart from a lot of mileage hassling Neil) was that I found out that the G100/G102 Charade body like mine actually came out with the 1600cc motor and was designated a G103. Something I did not know.

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Working people frequently ask retired people what they do to make their days interesting.

Well, for example, the other day my wife and I went into town and went into a shop. We were only in there for about 5 minutes. When we came out, there was a cop writing out a parking ticket.

We went up to him and said, 'Come on man, how about giving a senior citizen a break?'



He ignored us and continued writing the ticket. I called him a Nazi turd. He glared at me and started writing another ticket for having worn tyres.

So my wife called him a shit-head. He finished the second ticket and put it on the windshield with the first. Then he started writing a third ticket. This went on for about 20 minutes. The more we abused him, the more tickets he wrote.

Personally, we didn't care. We came into town by bus. We try to have a little fun each day now that we're retired. It's important at our age.

TRIALS

Hi folks

Further to my previous message, I can now confirm the details of this year's car trials series.

Here is a summary of the programme:

13 May, Petone / Hutt Valley, organisers Carol Weston & John Rapley.
10 June, Petone / Wainuiomata?, organisers Barry Lakeman & Eddie Conroy.
8 July, Petone / Hutt Valley, organisers Cathy & Mike Reid.
12 August, Wellington inner suburbs, organiser Sam Jennings.
9 September, Titahi Bay & environs, organisers Wayne Gair & Dianne McDonald.

The format for the series is the same as in recent years - five rounds, on the second Wednesday evening of each month from May to September; documentation from 7pm, first car away at 7:30pm; entry fee \$15 per car for each round; running time is about 1 hour 30 minutes; relax over a coffee afterwards.

We will again publish class placings for each event, as this proved to be popular when we did it for the last couple of years. This enables competitors, particularly newcomers, to compare their results with others of similar experience/expertise. However, the series points towards the Honda Challenge Trophy will continue to be based on overall placings in each event, as has always been the case. When attempting to define the classes, it is difficult to deal with crews of mixed experience, and crews whose composition changes during the year, while keeping it simple, so we will again simply let crews nominate the class they want to be in. After all, the class placings are unofficial as far as the series goes. The definitions (below) therefore are guidelines only:

A (Novice): All members of the crew are competing in their first (approx) 10 trials;
B (Intermediate): Crews not in classes A or C;
C (Expert): At least one member of the crew has won a car trial in (approximately) the last 5 years.

Car trialling is a tricky sport to get used to; so, if you're new to the sport, please stick with it for a few events until you get the hang of it. You might find it useful to have an experienced person in your crew for your first couple of events to explain things as you go. Look at the maps and explanations at the finish, and please talk with the organisers or other competitors if anything doesn't make sense. If you don't already have them, you should get hold of the rules. With a bit of luck, you can download them from this link (there's a section of Helpful Hints at the back:

<http://www.motorsport.org.nz/Regs/regulations.htm#TrialsCompBooklet>

For those who aren't sure of the rules for the Honda Challenge Trophy Night Trials Series, here's a summary:

All participants earn points towards the trophy, but you have to be a member of an affiliated car club to win it.

"All participants" includes competitors (drivers, navigators, timekeepers, passengers, etc) and officials (organisers, checkers, marshals, etc).

Points are based on overall placings: 1st = 20, 2nd = 17, 3rd = 15, 4th = 13, 5th = 11, 6th = 10, 7th = 9, 8th = 8, 9th = 7, 10th = 6, 11th = 5, 12th = 4, all others finishing within time = 3, those finishing maximum late = 2, non-finishers = 1; organisers = 20, checkers = 12, manned checks & controls = 3.

For enquiries, email the series coordinator at john.rapley@paradise.net.nz or phone 562 8356.

To add a name to our email contacts list (or to take a name off), just email me as above.

Please pass the word around your club, and publish something in your club's magazine.

Hope to see you at the first event on 13 May. I'll send out a reminder closer to the event, but it starts & finishes at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone.

cheers, John

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)

Hamilton 400

Another new experience for me was attending the Hamilton 400 this year. I tell you Hamilton had the organisation down really well especially with the ergonomics of moving around the site. Cy and I took a late flight on Friday to Auckland where Adam met us and took us down to a fabulous B&B on the outskirts of Hamilton. Saturday morning was sunny and warm and after a lovely brekky and we headed off to find a park, easy enough as lots of the schools and sites close to the track were offering park and ride systems. Deck chairs over our shoulders we went in hunt of a good viewing spot on Holden Corner.... Yeh yeh we are Ford supporters (well except for Cy that is) but this is a great hairpin to sit on with good viewing of a big screen also. Adam's friend Terry joined us here and a good day's viewing was enjoyed. We ventured into town on Saturday night with most of the other punters and settled on what had seats available. Heaps of really full pubs around and lots of police keeping an eye on things meant a nice uneventful evening was enjoyed by all. Sunday morning we were treated to a full cooked breakfast (one of the really great reasons to stay at a B&B) before heading off to the track. We went a little earlier this morning and got spots right against the fence which is better as you have no one in front of you. Not quite so warm today but luckily the rain held off all day. Another brilliant win by Ford on both NZ and Aussie V8s rounded off a great weekend.

Jilly, Adam, Cy and Terry

Law of the Alibi

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire

.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
May	3	SM	Sprint	Harbour Capital	Manfeild	RT
	9		Race (Charity Classic)	MG	Manfeild	
	10		Race (Charity Classic) Autocross	MG Harbour Capital	Manfeild Silverstream	
	13		Night Trial (Rapley/Weston)	Harbour Capital	Hutt Valley	NT
	17	GG	Gravel Sprint	Kapiti	Cooks Road	GS
	18		WMSA Meeting			
	23	WG/GG	MSNZ AGCM	MSNZ	Wellington	
	24	BS	Gravel Sprint	Wairarapa	Puketiro Road	GS
	26		WMSA Prizegiving (Tentative)		Kapiti Car Club hosting	
	30					
	31	WG	Intermarque Sprint Autocross	Levin	Manfeild Donnelly Park	IM
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		Autocross ? Race (Winter series)	Harbour Capital Manawatu	? Manfeild	
	July	5		Rally (Hugh Baird Memorial)	Hawkes Bay CC	Hawkes Bay
	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			
	26		Autocross	Leviin	?	
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
	30		?	Harbour Capital	?	
	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		Autocross Rally (Daybreaker)	Levin 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 Harbour Capital	Port Road ?	DM
	24-31		Targa			
		31		Gravel Sprint	Levin	Waiorongomai Road
November	8		Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14		Race (MG Classic)	MG	Manfeild	
	15		Race (MG Classic)	MG	Manfeild	
	16		WMSA Meeting (Calendar)			
	29		Autocross	Levin	?	
	December	6		Intermarque Sprint Gravel Sprint	Manfeild Wairarapa	Manfeild Dorsets Road
	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	Wellinfyton
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

Sticky Signs

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Club merchandise

Its 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

Silverstream - 19 April 2009											
Car No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	Class Placing	OA Placing
26	Alan Groves	WRX	HCCC	4WD	02:30.06	01:48.09	01:39.19	01:35.66	01:35.66	1	2
6	Geoff Warren	Legacy RS	HVMC	4WD	2:06.81*	1:57.97*	01:36.69	01:36.44	01:36.44	2	3
14	Brendon Glendinning	WRX	HCCC	4WD	01:57.50	01:48.22	01:41.03	01:37.85	01:37.85	3	5
24	Nick Kacouris	Omega	HVMC	4WD	2:32.97*	01:56.62	1:46.28*	01:44.31	01:44.31	4	12
13	Stacey Glendinning	WRX	HCCC	4WD	02:07.84	01:55.72	01:48.88	01:45.88	01:45.88	5	17
18	Glen Randovan	Caldina	New	4WD	02:38.56	01:57.84	01:52.18	01:48.13	01:48.13	6	24
19	Trevor Knowles	WRX	HCCC	4WD	02:37.75	01:57.06	01:50.53	DNS	01:50.53	7	26
21	Brendon Young	Legacy	HVMC	4WD	02:19.59	1:53.88**	1:54.82*	DNS	01:59.82	8	29
10	Jeremy Aimers	Starlet	HCCC	ENOD	2:03.44*	1:52.53*	1:39.91*	1:42.75*	01:44.91	1	13
20	Stephen Heskey	Starlet	HVMC	ENOD	2:22.72*	01:55.09	01:48.96	01:45.54	01:45.54	2	16
11	Jacob Lyon	Starlet	HCCC	ENOD	2:08.85ww	2:08.88**	01:46.25	DNS	01:46.25	3	19
34	Hugh Waterspoon	Lancer	New	ENOD	2'30.18	1:58.06*	1:50.63***	01:46.82	01:46.82	4	20
9	Roger Lyon	Starlet	HCCC	ENOD	2:08.06*	01:57.56	01:47.03	1:49.66*	01:47.03	5	21
5	Carl Fransen	Datsun	HCCC	ENOD	02:13.06	2:08.97*	1:49.00*	01:47.06	01:47.06	6	22
33	Graeme Corlett	Lancer	HCCC	ENOD	2:42.46w	01:52.87	01:49.06	01:53.25	01:49.06	7	25
3	Craig Bartosh	Capri	HVMC	ENOD	02:22.66	01:55.28	1:46.37*	1:44.16ww	01:51.37	8	27
2	Georgia Bartosh	Capri	HVMC	ENOD	02:25.19	02:08.94	02:01.96	01:55.75	01:55.75	9	28
31	Andrew Schlup	Fiat	HCCC	ENOD	DNF	02:04.28	DNS	DNS	02:04.28	14	31
17	Webster Gough	Starlet	HCCC	EOD	1:59.50*	01:45.97	01:38.03	01:35.56	01:35.56	1	1
32	Neil Roots	City	HCCC	EOD	01:58.78	01:41.78	01:39.37	01:36.87	01:36.87	2	4
12	Pete Collins	Corolla	HCCC	EOD	02:00.40	01:50.75	01:41.38	01:37.97	01:37.97	3	6
1	Graham Heath	Pulsar	HCCC	EOD	02:04.25	01:51.19	1:37.54*	01:38.97	01:38.97	4	7
16	Brian Craig	Corolla	HCCC	EOD	2:01.28*	1:52.34**	01:41.97	01:40.66	01:40.66	5	8
22	Leon Cast	Pulsar	HCCC	EOD	2:13.65*	01:53.88	01:41.78	01:41.91	01:41.78	6	9
15	Neal Cole	Trueno	HVMC	EOD	02:01.38	01:58.53	01:50.29	01:44.09	01:44.09	7	10
29	Aaron Tasker	Corolla	HCCC	EOD	2:20.53w	1:52.62*	01:49.81	01:44.13	01:44.13	8	11
28	Leela Copping	Corolla	HCCC	EOD	2:24.50*	01:54.38	01:49.00	01:44.94	01:44.94	9	14
23	Kerran Graeve	Citroen	New	EOD	02:05.59	01:45.43	1:41.72*	DNS	01:45.43	10	15
4	Alex Baker	Corolla FXGT	HVMC	EOD	02:24.16	2:01.75**	01:45.93	1:44.16**	01:45.93	11	18
25	Dick Butters	Pulsar	HCCC	EOD	2:12.50ww	1:53.04*	01:48.00	DNS	01:48.00	12	23
8	Adrian Marsden	Corolla	HCCC	EOD	02:08.57	02:00.37	DNS	DNS	02:00.37	13	30
7	Jeff Dahlberg	Corolla	HCCC	EOD	02:07.69	1:59.53*	DNS	DNS	02:04.53	15	32
27	Robin Groves	Charade	HCCC	EOD	2:38.97*	2:31.34*	2:18.15*	DNS	02:23.15	16	33

Thanks to the huge number of helpers we had on the day. Without you all we wouldn't have been able to play: **Clerks of the Course:** Leon Cast, Geoff Warren, Nick Kacouris **Doco:** Neil Roots, **Scrutineering:** Aaron Tasker, Brendon Glendinning., **Timing:** Simon, Simon, Aaron, Leela, Stacey, Brendon, Cam, Chelles, Sarah, Jacob, **Marshals:** Andrew Thompson, Raewyn & Neville Webley.

Upcoming events at the venue:

May 10th. Autocross. Results will be calculated from the combined times of your official runs, so consistency counts.

Oh, and just for fun, we may get enthusiastic and run two courses as well. This depends on how many helpers we get on the day. June 7th. Autocross. -Cheers Geoff

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