



WHEELSPIN

September 2009

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Finally Bikes & Cars get together – More inside

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.

August Clubnight

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

September 2nd

Yer Persistent,

Well it has been a month of no motor sport for me, which is a nasty shock.

However, just because there has been no driving, does not mean there have been no plans afoot!

We're building up to the next www.photoworks.co.nz Autocross Challenge round, which will probably have been and gone by the time you get the magazine. But we're hoping for great things from this series, as it is local, we're publicising it a bunch, and we are aiming to see if we can get new folk interested in it.

Talking of new folk, I'm glad to tell you that HCCC has passed the 170 mark for the first time in ... um ... I'm not sure, but certainly we've not been up at that sort of number in the 15 or so years I've been in the club. We've been heading upward in membership numbers over the last few years, and it is a nice position to be in. We're never going to take over the world, but certainly we can have some fun on the way!

There is a good day of play in the Silverstream paddock coming up on September 26th. Note, that this is a Saturday, not the usual Sunday. The reason for this is that the plan is to have a competitor coaching day that runs from approximately 12 until 4, then move into a day night autocross.

The plan for the autocross is to have two runs during daylight, then a pause for a BBQ, then once it gets darker do another couple of runs in the dark.

The results will be determined by your fastest daylight run, added to your fastest night run.

Factory headlights only, so we don't end up blinding the nice folk driving past on Eastern Hutt road. Also in the night run, the plan is to attach glow sticks to all the cones.

Kapiti used to run day/night autocross events back in the day, and by all accounts they were difficult, but a lot of fun.

Looking way way way ahead, another fun sounding event appeared on the horizon. Initially calendared for November, but then postponed until March 2010. A two hour endurance race at Hampton Downs, but the kicker is that your car can only owe you \$700.

There are more details, but essentially brakes, tyres, and car safety upgrades don't count as a part of the \$700. So you can run decent tyres, and even cage the car if you want.

But, to stop people from going overboard, you can be fined a number of laps depending on your perceived overspending. Also the organisers can 'buy' the car off you for \$1000 at the end of the event if they think that you are a giant cheat.

The event is called Two Hours of Lemons, and is based very closely on a US run event called 24 Hours of Lemons that has been running for a few years.

I've got friends in the States who have been running cars in the events over there, and it just sounds like stupid amounts of fun. Though the US event sees a strange mixture of club cars, budget bangers, and also the equivalent of street stock cars like you'd see at Te Marua.

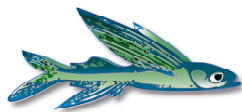
As you can probably guess, we spent most of club night plotting how best to do the Two Hour of Lemons race. At one stage we had decided that we were entering a three car team, so we might yet end up with doing a bit of a club mission North to have a crack at a low budget high comedy endurance race.

On a similar vein, we were looking at the lack of club guys running at Rally Wairarapa, and started plotting towards getting a group of the Wellington lot (not just HCCC) to work towards a group of guys heading up to the next Wairarapa Rally. Maybe combining efforts with service crew, accommodation etc to make it a bit more affordable.

Though, mainly just to get a bunch of people up there to the event who are just there to have some fun, rather than take it all seriously.

Other events to look out for, at a more local and soon level, Wayne and Dianne are running a night trial on the second Wednesday of the month. Levin car club is running Kaihinu Road, and also Wairongomai Road. Daybreaker rally on the other hand has been cancelled this year.

So, lets get out there and play!
Leon



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How The Internet Began

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a young wife by the name of Dot.

And Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she had been called Amazon Dot Com.

She said unto Abraham, her husband, "Why dost thou travel far from town to town with thy goods when thou can trade without ever leaving thy tent?"

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, Dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale and they will reply telling you which hath the best price. And the sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. The drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever moving from his tent.

But this success did arouse envy. A man named Maccabia did secrete himself inside Abraham's drum and was accused of insider trading.

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Siderites, or NERDS for short.

And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to the drum maker, one Brother William of Gates, who bought up every drum company in the land. And indeed did insist on making drums that would work only with Brother Gates' drumheads and drumsticks.

Dot did say, "Oh, Abraham, what we have started is being taken over by others." And as Abraham looked out over the Bay of Ezekiel, or as it came to be known as "E-Bay" he said,

"We need a name that reflects what we are." And Dot replied, "Young Ambitious Hebrew Owner Operators."

"YAHOO," said Abraham.

And that is how it all began.

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027 3375620 or 04 4762020
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Watch also, for an upcoming sealed autocross
trophy series which HCCC will be running.

Once upon a time, a perfect man and a perfect woman met. After a perfect courtship, they had a perfect wedding. Their life together was, of course, perfect. One snowy, stormy Christmas Eve, this perfect couple was driving their perfect car (a Grand Caravan) along a winding road, when they noticed someone at the side of the road in distress. Being the perfect couple, they stopped to help. There stood Santa Claus with a huge bundle of toys. Not wanting to disappoint any children on the eve of Christmas, the perfect couple loaded Santa and his toys into their vehicle. Soon they were driving along delivering toys. Unfortunately, the driving conditions deteriorated and the perfect couple and Santa Claus had an accident. Only one of them survived the accident. The mind numbing question is: Who was the survivor?

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The perfect woman survived. She's the only one who really existed in the first place. Everyone knows there is no Santa Claus and there is no such thing as a perfect man. Women stop reading here. That is the end of the joke.

Men keep'a readin'...

So, if there is no perfect man and no Santa Claus, the perfect woman must have been driving. And that explains why there was a car accident. By the way, if you're a woman and you're reading this, this illustrates another point: Women never listen, either



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Len Fisher 0274 390 308

SS2000 Wonderings

Any of you who have read my previous articles will know that at the end of my first season running SS2000 EK9 number 39 finally cried enough.

Since then repairs and rebuilding have had me checking my commitment to competing in motorsport at a national level.

Here is a brief description of what has happened over the last few months.

Checks on the motor revealed lack of compression in two cylinders and going by the smoke out the back a motor rebuild was needed. The gearbox had stripped the gear on the output shaft that drives the crown wheel for the diff. Bits of gear were all through the LSD and box. I also discovered cracked front brake rotors. I purchased an 1800 short block and gearbox. I figured my lap times won't change much and the extra torque will mean I won't have to drive the motor as hard. Out came the old 1600 motor and box and radiator.

When checking the new motor I found shrapnel in the sump and one of the con-rods was installed around the other way to the others. I then pulled off the bearing caps and checked all bolts. I cleaned the sump and oil pick-up and reassembled the bottom end. I swapped all the accessories and head from the 1600 to make everything line up with the existing engine bay. Something I have found is the only facts to believe when buying second hand parts are the ones that you can verify for yourself. Kilowatt and condition claims can be deceiving.

The gearbox was dropped into Chris at Mossrax to have the internals changed to suit what I wanted. I have gone back to standard Honda parts as the part that failed was an aftermarket item. Touch wood this will give me reliability. For good measure a new 1800 radiator was installed being modified to fit standard mounts. I installed up-rated springs all round to get closer to other competitor spring rates in the class.

Threw the whole lot back together and put back in the car. Filled up all the vital fluids only to find an 'O' ring was damaged and all the coolant was pouring out the back of the motor. Stripped the inlet manifold etc to gain access and repaired and tried again. This time when I got the motor started and hot when the water was under pressure I found a water leak from a connection under the inlet manifold and a pinhole in the radiator. Off came the inlet manifold again, I purchased a new part and sorted the radiator. When checking the valve clearances I found that three of the adjusting nuts had come off during the initial warm-up. I must have not tightened them enough on setting them the first time on assembly. Managed to extract two of them and then dropped the third which bounced in the head somewhere. Stripped exhaust manifold then sump then cams searching for the little bugger. Finally found tucked behind a cam bearing block. Once again reassembled everything and got the motor running.

I had a week to put on some miles before the July Intermarque sprint. I managed to put 400 kilometres in night drives. I installed new injectors and dropped to Speedtech for tuning. The car felt good afterwards.

During the sprints the car felt strong and I managed to take nearly a second off my previous best. I had some good sprints with a RX7 with a two litre turbo Nissan motor and was on a hot lap chasing him when my motor stopped exiting the hairpin. Investigations revealed an exhaust cam broken in two places.

Put the car on the trailer and dropped it off at Speedtech asking them to check the motor and I need it back mid August. No obvious cause could be found for the failure. I

decided to change cams again and sourced them from Speedfactor a speed shop in Tauranga that specialises in Honda. Speedtech organised the removal testing and machining of the head for me and kept me informed of any issues found. On advice from the machinist I replaced the valves and valve springs. The plan is to have a robust motor that will last. Thanks to the crew at Speedtech they provided the goods and I have the car back. All I need to do now is replace the brake rotors and a couple of suspension rubbers.

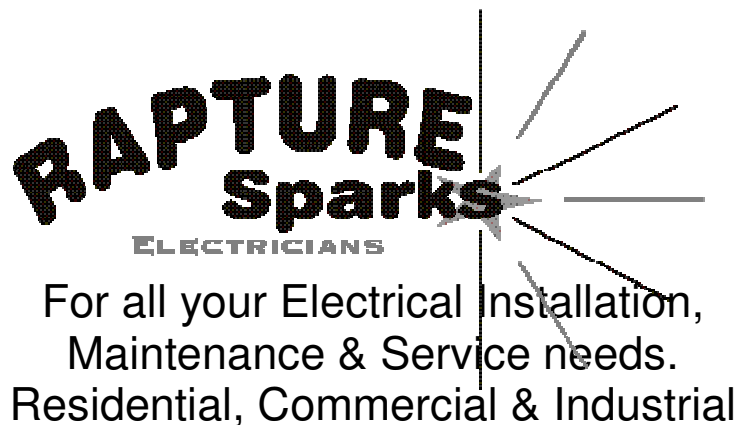
I hope to get to the Autocross at the end of August and then compete in the Winter Series race meeting September the 6th at Manfeild. Honda Cup has the final round of their three race series at this meeting.

Finally a plug for both Winter and Summer series racing at Manfeild. This is tier two racing so there is not a lot of sponsorship for the majority of cars in the fields. The drivers are all working as hard as they can and some of us exceed our ability on occasion. There is plenty of close racing and always races within races. I overheard a conversation where the person was saying how the meeting we were at in Taupo was better than the A1GP for excitement and cars actually passing.

The entry fees are not cheap for us drivers and the more bums on seats there are the less the entry fees can be. Generally spectator entry is \$10 for a one day meeting and for that you get eight classes doing qualifying and three races per class. The pits are open and it would be great to catch up with any Harbour capital members in the pits. You just have to find SS2000 number 39 and the names on the car.

Keep your wheels pointing down and the bonnet pointing forward.

Gary Maddock



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Obituary – Malcolm Stuart

A sad loss to the rally community, a great driver and really nice Kiwi bloke, NZ rally champ, friendly competitor, missed by all — farewell MALCOM.

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.

Adam Muldoon

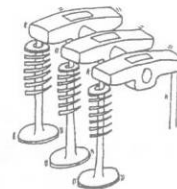
Benjamin
Jones

Andrew
Ballantine

Neill Bryce

Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!



Note: We trust our informants' 100% and would never question their reliability!



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**This Month's Photos —
Some of Jody Seabrights' awesome photos of Rally Wairarapa**

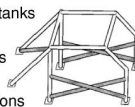




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Is it a Bike? Is it a car?

Nowadays, a motorcycle sidecar might not arouse the same ecstasy as it used to bikes in early days, but the latest vehicle by Francois Knorreck is a sidecar with difference that gives an entirely new definition to the sidecars. Dubbed "Snaefell," the 1000cc Laverda motorcycle has three exhausts, and its sidecar offers a luxury ride in comparison to regular sidecars. The designer has employed different parts of a Kawasaki 1000RX and a number of cars to accomplish the motorcycle sidecar, which took 10 years and nearly 15,000 Euros to combine biking and luxury car ride in a single vehicle.



TRIALS

Hello folks

Attached are the results of last Wednesday's car trial, fourth round of this year's series.

Thanks to Dave & Sam Jennings for organising the event.

Congratulations to Carol Weston, who navigated me to 1st place (I just go where I'm told!). Congratulations also to Jilly Hutson, Len Fisher, John Tennent & Adam Fisher, 4th overall and 1st in the Intermediate class.

It was great to see another new crew in the Novice class, and we hope to see them again.

The final event for this year is on Wednesday 9 September - Round 5 of this year's night trials series. Organisers are Wayne Gair & Dianne McDonald. Start & finish at 2 Wright Street, Titahi Bay. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over a coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

A message from the organisers of the August event is below.

cheers, John

Hi All

A results spreadsheet and the final check schedule are attached.

Congratulations to John and Carol as winners, and to Diane and Wayne for their second place.

A two point spread covered the next three places.

Generally things went as planned. CHECK MAZDA was a bit difficult to find, but some of you did, and some others worked out where to go anyway.

There were a few changes to the minor placings as given out on the night, they were all tabulation errors on my part on the night.

Thank you to Mike and Kathy Reid for doing the start,
Darryl and Sandra Monk for checking it
Te-Aroha Smith for doing the control
Di Jennings for doing the first manned check (that so many missed), and for the supper.

We hope you enjoyed yourselves.

Dave Jennings and Sam Jennings

Club merchandise

Is great to see the club shirts at events as they are quite striking. Navy blue and yellow with the club logo on the front and 'HARBOUR CAPITAL CAR CLUB' in yellow on the back. If you would like one of these shirts they are only \$45 each. I will be bringing them to events so come and see me or you can order via the website. We have hats as well which are \$20 each in navy blue with the club logo on the front.

.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
September	5					
	6	GG/CH/CT	Race (Winter series)	Manawatu	Manfeild	
	9		Night Trial (Gair McDonald)	Harbour Capital	Titahi Bay etc.	NT
	13	GG	Gravel Sprint	Wairarapa	Puketiro Road	GS
	20		Sprint (Sealed)	Levin	Kaihinau Road	DM
	21		WMSA AGM			
	26	WG	Competitor Coaching/Autocross	Hutt Valley	Silverstream	
October	3					
	4	AW	Intermarque Sprint Autocross	Harbour Capital	Manfeild Slipway, Brooklyn	IM KN
	10		Race (Bathurst)			
	11		Race (Bathurst)			
	18	JR	Gravel Sprint	Kapiti	Valley View	GS
	25		Sealed Sprint (Triathlon #1)	Hutt Valley	Port Road	DM
	26		Autocross (Triathlon #2) Motorkhana (Triathlon #3)	Hutt Valley Hutt Valley	Silverstream Silverstream	KN ST
	24-31		Targa			
November	1		Gravel Sprint	Levin	Waiorongomai Road	GS
	8	SM	Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14		Race (MG Classic)	MG	Manfeild	
	15		Race (MG Classic) Autocross	MG Harbour Capital	Manfeild Slipway, Brooklyn	KN
	16		WMSA Meeting (Calendar)			
	22	PT	Sealed Sprint	Wellington	Shelley Bay	DM
	26	All	Stewards Meeting		Stokes Valley	
December	5					
	6	GM IS	Intermarque Sprint Gravel Sprint	Wairarapa	Manfeild Dorsets Road	IM GS
	13		Autocross	Hutt Valley	Silverstream	
	21??		Sprint???	Hutt Valley	Manfeild???	RT?
	26		Reindeer Barbeque		Well aged (10 yr) steaks a feature	

	Abbreviations:		Stewards:		Organising Club:
KN	Kim Naylor Autocross Series	AW	Alan Wright	HC	Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series	BS	Barry Swanerton	HV	Hutt Valley
ST	Stewards Trophy Motorkhana Series	GG	Gordon Gandy	W	Wairarapa
VB	Vesta Battery round of ST Series	GM	Gus McMillan	K	Kapiti
GS	Gravel Sprint Series	JR	John Rapley	WG	Wellington
RS	Rally Sprint Series	PT	Paul Te Punga	M	MOWOG
CR	Central Region Rally Series	SM	Stephen Marks	T	Triumph
IM	The Surgery Intermarque Sprint Series	WG	Wayne Gair	MG	MG

Sticky Signs

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Here's an extract from Jeremy Clarkson's (the "Top Gear" journalist) hilarious book "Born to be Riled", buy it its full of interesting and controversial motoring items. More next month.

Road rage - you know it makes sense

Like the rest of Britain, I was saddened to see that Britain's schoolchildren couldn't read or write.

It seems that teenagers are leaving school these days well versed in the dangers of ecstasy, but with no real idea how to spell it.

Worryingly, these people are driving around in cars, peering at road signs and wondering why they always end up in Colchester when they were trying to get to Weston-Super-Mare.

Presumably they cannot understand any of the information being provided by their dashboards either. "Why", they will wail as they splutter to a halt on the hard shoulder, "have I run out of petrol?" And how do they know whether they are doing 40 or 90 mph?

What concerns me most, though is that these people are just as likely to be stopped in the street and counselled for their opinions as clever people like Stephen Fry or Jonathan Miller.

That is why I am always deeply' suspicious of market research. I mean, if it were so good at predicting things, we'd have a Welsh Prime minister

Nevertheless, I've been completely absorbed this past week by the "Lex Report on Motoring", a huge tome that's been compiled by one of Britain's foremost car retail and leasing operations.

It says here that six out ten people supported the road protestor's cause, which is an extraordinary finding when you learn that 72% of drivers say traffic congestion is a major problem.

So, what we have here is a majority of people wanting fewer jams and a majority of people saying that there should be no new roads. Hmmm!

How about this one? Sixty one % of the British public — the people who brought the world jet engines, hovercrafts, optical fibres, television and the telephone — say that cars are only a little more environmentally friendly than they were ten years ago.

Nine per cent - the real dimwits — say that cars have become more damaging to the environment in the last decade.

Unbelievable. Ford has just announced that a new Fiesta produces the same amount of toxic gases as 20 Fiestas did a few years ago which, in my book, means there's been a twenty-fold improvement.

And who had heard of recycling centres in 1986? Car firms are making huge efforts to shape up, but obviously the message is not getting across.

Ah, I see now why that should be so. The report says that only 19 per cent of people trust car advertisements, and that friends and acquaintances are considered to be a great deal more knowledgeable than newspaper journalists.

I may as well give up now because 'Top Gear' gets a special mention. Only 34 per cent of private buyers trust us. Right: now it's personal.

So now I shall switch my attention to the huge section on so-called road rage.

This is the bit that's been picked up by radio stations and television networks all over the country but, again, I find myself wondering.....

In 1995, 1.8 million people were forced to pull over or off the road, 800,000 were physically threatened, 500,000 had their cars deliberately rammed, 250,000 were attacked and another 250,000 had their cars damaged.

Add the figures up and you'll find that 3.6 million people were abused, threatened or hit on the roads last year — which isn't enough. You see, I have a great deal of sympathy with people who become angry and frustrated while in their cars, because losing your temper is part of the human psyche, as natural as smiling or having sex.

Wetties ask why we don't lose our rag quite so readily while walking down the pavement, but that's a stupid question. If someone inadvertently brushes past you in a shop doorway, it's no big deal.

If; however, by not paying attention, their car brushes against yours, you will be without wheels for a week or so, there will be a fight with the insurance company and you will almost certainly end up poorer as a result.

And that's if you are lucky. If you're on foot, even the biggest Mickey Skinner-type impact won't cause much damage, but on the road, it's different. You could wind up dead or paralysed, and that's certainly a good enough reason to get out of your car and smash the other guy's teeth in.

A few years ago, I was desperately late for a wedding and, while overtaking a Volvo, found another car coming the other way. I dived back to my side of the road and very nearly caused a huge shunt. At the next set of lights, a huge Irish person heaved himself out of the Volvo and spent a couple of minutes trying to throttle me. That was road rage.

But it was my fault. I deserved it. I nearly killed the poor bloke and I consider myself rather fortunate to have escaped from the encounter with mild bruising. I deserved more.

Frankly, if more people behaved as responsibly as that large Irishman the standard of driving would improve. You'd think twice about cutting someone up if there was even the remotest possibility that you'd end up impaled on your gear lever

When I see that there have been 3.6 million examples of road rage in the last year, I say to myself that there must have been 3.6 million examples of bad, inattentive or selfish driving.

But wait, there's more.....

Speeding towards a pact with the devil

In recent months there have been several distressing moment on television. We were all moved by the scenes of poverty and deprivation From Rwanda, and my mother was shocked by the language and violence in *GoodFellas*.

But according to an obscure government Quango, the most irresponsible and dangerous program on television is Top Gear. The Quango in question is called PACTS (Parliamentary Advisory Council for Something or Other) and it says that when Top Gear refers to a car's ability to "knock on the door of 150mph", we are guilty of "glamourising" speed. Funny that, I never knew Glamourising had a "u" in it.

PACTS also says that speeding costs around 1200 lives a year. Well, they've obviously researched this subject with the same diligence that they spell their words, because if speed really does kill, Concorde would be the most dangerous means of travel. I've just done a quick calculation and reckon the number of people killed by Concorde so far is zero. (written 3yrs ago) And that makes it pretty damn safe in my book. When will people learn that speed cannot kill someone? It needs to be mixed with something else first, like the sort of bad driving you see in Whitehall at half-past Five when all the quangos are shutting down for the night.

Besides, if speed is so lethal, how come motorways, which carry 15 per cent of all the traffic in this country, account for only 3 per cent of the casualty accidents? And if you do crash on a motorway, you are three times less likely to die than if you crash in a built-up area.

PACTS is undeterred by facts, though, and backs up its claims by saying that about one-third of all fatally injured vehicle occupants are involved in a speed-related accident. What speed? 90 mph? 40 mph? 0.002 mph? It doesn't say.

If the people who make up PACTS are typical, I know exactly what we're dealing with here — wizened old has-beens in Hondas who suffer from the upper-class disease of too much money and not much brain. Unable to get a proper job, but duty-bound to do something constructive, they sit on endless committees doing good things. And just because the patron is a marquis or a baroness or a marquee, everyone they write to is supposed to fall on their sword and promise never to stray again.

When I test a car, I don't leave out the price just because some viewers can't afford it, and I won't leave out the top speed either. It's a salient point and if I described it in a drab monotone everyone would throw chairs at the television.

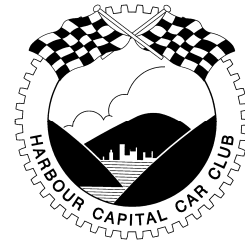
If there is one character trait I despise even more than reasonableness and socialism, its idealism. Yes, it would be lovely if no one was killed on the roads and there was no war, but they are and there is and that's tough titties. It; like the NHS. It would be ideal if I had a nurse, a GP and a selection of specialists in attendance 24 hours a day, but this cannot happen. We have to be realistic, but you can bet that someone, somewhere, is prancing about on a bloody Quango telling anyone who will listen that Stow-in-the-Wold needs nine new hospitals. Yes it does, but it can't have them and that's an end to it.

Do you know that there is a bunch of wimmin outside Greenham Common even today. Though the base is now only used for *Top Gear* photo shoots and police driver training, they say they won't move until the last nuclear weapon has been removed from the face of the earth. But if the entire American Pacific fleet can't persuade North Korea to stop making its atom bombs, I really don't think a bunch of hippies in Berkshire has much of a chance.

There's bound to be a quango up in Whitehall where people with gout meet once a week to decide how best to deal with these grubby New Age campers. The odd thing is that both groups of people are as daft as each other.

Jeremy Clarkson

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