



WHEELSPIN

July 2010

www.hccc.org.nz

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COVER PHOTO

Flying Fish - Grounded!

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.

Clubnight

The Fireman's Arms Jackson Street, Petone

Wednesday 7th July 7:30

Another busy month has rushed past, with much playing in cars (and some watching of cars playing).

A definite Autocross theme since the last time I put fingers to keyboard. I headed up on a cold Sunday to watch the Kapiti autocross in action, though as I continue to not have a suitable vehicle I was only there armed with a camera.

Despite utterly miserable weather in Wellington, it actually wasn't too bad up the line a bit. Although I was still very much armed with a ski jacket and gumboots anyway.

Lots of tyres were being clipped by various enthusiasts (mostly Victor, who ran over a couple of tyres every single lap), sometimes being dragged onto the track, sometimes being knocked off the racing line.

Alex Baker was running in a borrowed FTO again, and seemed to be having a bunch of fun. Although owner Murray was probably getting it a bit more sideways, with a real "grab it by the scruff and throw it at the corner" method.

Andrew Schlupp's Mitsubishi Lancer was going smoothly, but seemed to be having a bit of a huff and puff of blue smoke during the day.

Harbour Capital was a bit under represented in comparison to the usual turnout, although Dick and Al were definitely out there having some fun. Particularly Al, who it seemed had the "crazy" dial turned up to at least 11 on the day pulling the back bumper off as he slid wide into the gravel berm. Brent was flying the Corolla GT flag, although the weapon of choice was a rare 5 door liftback, not his usual green machine.

Next up for me was round # 3 of the www.photoworks.co.nz Autocross Challenge, and another day that while freezing cold wasn't wet (at first).

I had bought another pair of Kumho C03's from series co-sponsor Neil's Wheels the day before the event, to put on the back of the Pulsar as a replacement for the ten or more year old Hankook semi's that I was running at the previous round.

Unfortunately it would seem that the Kumho's are far wider than anything I've run on the back of the Pulsar before, so I ended up having to swap the back tyres over to my budget road tyres before I even started the event. It was a bit of a bummer, but with the amount of guard rub I had, I didn't want to ruin my brand new shiny tyres. So, if anyone has a guard roller...

It was a huge turnout for the event with 48 entries by the time we headed from the car park to the track, and then we had another four people show up at the venue before

driver briefing. Unfortunately we'd made the call that the maximum number that we think we can run on the day is 50, so we had to turn away the last two people.

Yes, you read it right. We had to turn people away at an Autocross because we were over subscribed.

That's never happened since I've been in this club. Certainly it is a good sign that we're putting on a decent day out, and that the near constant publicity for the series is paying off with good numbers.

I'm expecting the July round to be a smaller number, as it is both a Saturday event, and also a day/night event.

The course on the day was a zigzag up to a complicated turn-around, then a fast blast back to a mean chicane to finish. The chicane took a few really good hits during the day, as it was at the end of a fairly long straight, and it was quite easy to miss your braking point. I had a really good old slither into it on my first lap, but managed to collect myself before I collected the tyres.

The tyres were fairly mobile, so the amount of damage was minimal in comparison to the amount of fear generated.

Brent Sellens had the best tyre drag of the day, as he carried a tyre with him for a complete lap, finishing with the smell of burning rubber lurking under the car, and even a trail of sparks from the steel belts. Although just to be different, Brent actually ran over tyres other than those at the chicane.

Ben (Mr Slipway) was running an S13 Nissan rather than the Sti coupe that he was running in the first round. Possibly quite fortunately as there were already two Sti Coupe's in blue, each with two drivers. The potential for confusion would be quite high with three identical cars running. He put on a huge tyre warm up for every run, as did Sean in a new car for him, being two ton worth of Toyota Chaser (his usual car is a Silvia). Ben finished the day in a spectacular 11th overall and second in class.

The revelation for the event for me would have to be Mike Welsby in his 180kw at the wheels turbo Starlet. Practically no weight when combined with a crazy amount of power saw the Starlet smoking around the course at some serious sideways angles. Totally dedicated driving, and an excellent result.

Albaru once again showed a clean pair of heels, and smoked the entire field by a second. Definitely no co-incidence, with Al having won all but one of the Slipway events in the last two seasons.

Al in a fit of insanity let Webster run the Sti as well, since the Zebra Starlet GT is still undergoing an engine rebuild. Webster did his very best to return the Sti with square tyre after a lovely long lock up into the tyre chicane (caught in a series by Motorsport Central). Webster finished in 7th overall (4th in class), in an excellent result considering that is his first time driving that car in anger.

In another borrowed car, Cam Garthwaite beat series sponsor and car owner Chelles by a couple of seconds, after Chelles had a torrid day of it having clipped several tyres and adjusted the front spoiler and one guard on the process.

In the battle of the ladies, Chelles lead Cathy Reid home, ahead of Leela, Stacey, Jilly, Amy, Georgia, Sara, Kerri and Katrina.

I'm also glad to report that eight of the entrants on the day are new to motorsport, so we are dragging in (and hopefully addicting) some new folk.

The third autocross since the last bulletin was definitely the messiest! Silverstream was suffering slightly from a lot of rain, so conditions were fairly wet underfoot. The sky obliged by supplying us rain for the entire morning, just to make it even more difficult.

That said, 22 lunatics lined up in the rain, and spludged their way around the paddock. Although a certain amount of course adjustments had to be made during the day in an attempt to stop the rear drive cars from all sinking.

Neil absolutely massacred everyone in the City, 12 seconds ahead of Adam Fisher, who was in turn 7 seconds clear of myself.

Probably the biggest win I've seen at an autocross, and he truly did look like he was driving in a completely different paddock than the rest of us.

Meantime I was just having a play, to see how high I could get the speedo reading down the straight(ish) bit of the track. I did have the Pulsar sitting on over 150, which I assure you generated a LOT of high flying mud.

I managed to use the entire washer bottle during the day, and ran out on my last run. This resulted in a certain amount of total blindness descending on me about half way through the first lap. Luckily mostly I just had to keep my boot hard on the petrol, and the car tended to follow the mud around the course anyway.

The folk at Mobil Trentham are not greatly pleased at the state of their forecourt after I topped up the petrol after the event, and had a bit of a go at scraping the windows into a state of some visibility.

Just so you have an idea of how difficult the conditions were, Craig and Georgia Bartosh finished 6th and 7th overall respectively, in a Toyota Hilux. Also the fastest time of the day was 1:20, whilst the slowest car had a fastest time of 3:48.

I hope to see many of you at the next www.photoworks.co.nz Autocross Challenge on July 31st for racing in the dark! It should be fun, scary, and unspeakably cold.

Leon



WANTED
YOUR MEMORIES

LIKE AN ELEPHANT...
WE KNOW YOU HAVEN'T FORGOTTEN

**WE NEED MEMORIES FOR THE CLUB'S
40TH ANNIVERSARY BOOK
AND WE'D LOVE YOUR CONTRIBUTION**

If you've got ...

- ✓ a good story
- ✓ any anecdotal or
- ✓ historical information
- ✓ and of course pictures

WE'D LOVE TO HEAR FROM YOU!

Contact: Leela Copping
Email: webmaster@hccc.org.nz
Phone: 04 232 9782 (A.H)

Please feel free to give any information to committee members to pass along. All photos will be returned, but please ensure they are named!

TRIALS

Hello folks

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

Thanks to Gordon & Sue & Denise Gandy for organising the event.

I'm not sure who to congratulate, given that there were two different sets of instructions and some crews are listed in a different class to what they're usually in, so I think I'll just congratulate everyone for getting to the Finish Control. The "challenging" instructions certainly lived up to their name!

The next event is on Wednesday 14 July - round 3 of this year's night trials series. Organisers are Bryan & Mari Atkins (Sunbeam Car Club). Start & finish at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over a tea or coffee afterwards. Class placing published to let you compare your performance with others of similar experience. See you there.

Later rounds this year:

Round 4 - 11 August, Titahi Bay / Porirua & environs, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

Round 5 - 8 September, Petone / Hutt Valley, organisers Cathy & Mike Reid (Hutt Valley Motorsport Club).

Round 6 - 13 October, Paraparaumu & environs, organisers the Jennings family (Kapiti Car Club).

cheers, John

WMSA Night Trial Series, Round 2: Wednesday, 9 June 2010

Results	Challenging																																																					
Place	Car Number	CREW	Club	BEGIN	TWO	THREE	FOUR	SOUTH	JUPPL	BUCK	WICE	THAT	TRIP	SOU	DARBY	WELCOMR	CAT	HOOT	DOOL	HI	MANNED	MANNED	BIKE	DARBY	WELCOMR	CAT	HOOT	SOUT	DOT IT	SUNNY	TUI	KWI	M	SOV	HEH	WOW	FW	FUNNY	TA	BAC	FINISH	MANNED	FINISH	CONTROL	TOTAL	PLACE	Car Number	Driver						
1	3	John Rapley	E HCCC												X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	22	1	3	John Rapley					
6	4	Andrew Bartle Marjorie McKee	... HCCC	10							10				X	X	X	10	10	10	30	30	10	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	280	6	4	Andrew Bartle		
3	6	Mark Jennings Dave Jennings Sam Jennings	E HCC											10	10	X	X				X	2	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	72	3	6	Mark Jennings	
5	8	Brian Craig Barry Craig	I HCCC		10	10		10		10	10	10				X	X				10	30	30	10	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	220	5	8	Brian Craig
4	9	Cathy Reid Mike Reid	E HVMC				10							10	10	X	X	X			X	1	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	85	4	9	Cathy Reid	
2	10	Wayne Gair Dianne McDonald	E HCCC				10									X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	40	2	10	Wayne Gair	

Results	Developing Trialists																																																								
Place	Car Number	CREW	Club	BEGIN	TWO	THREE	FOUR	SOUTH	JUPPL	BUCK	WICE	THAT	TRIP	SOU	DARBY	WELCOMR	CAT	HOOT	DOOL	HI	MANNED	MANNED	BIKE	DARBY	WELCOMR	CAT	HOOT	SOUT	DOT IT	SUNNY	TUI	KWI	M	SOV	HEH	WOW	FW	FUNNY	TA	BAC	FINISH	MANNED	FINISH	CONTROL	TOTAL	PLACE	Car Number	Driver									
2	1	Victor Yuan Lisa Du Fall	N HVMC													X	X	X			X	30	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	170	2	1	Victor Yuan	
3	2	Bryan Atkins Wes Atkins	N Sunbeam	10										10	10	X	X				X	30	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	200	3	2	Bryan Atkins		
1	5	Bill Peacocke Craig Crawford Wendy Moore	N HCCC													X	X	X			X	1	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	71	1	5	Bill Peacocke
4	7	Jilly Hutson Adam Fisher John Tennent	N HCCC				10	10	10	10	10	10	10	10	10	X	X	X	10	10	10	X	30	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	250	4	7	Jilly Hutson

As you can see, we have sorted out (some of) the problems associated with the checks BEGIN and WELCOMR, by deleting points losses there and at some subsequent checks. We have also zeroed time at the next manned check for each competitor. Note that the "Developing Trialists" had a better chance of getting back on course, so they have not had as many checks deleted. All in all, probably an over-ambitious format.

Congrats to the usual suspects, who shone through despite everything, and to Bill Peacocke, who needs to upgrade his team to a more exalted status than "Novice".

Sticky Signs

Need numbers, names or signage on your car?

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

Give us a call on 04 977 9994

AE82GT REBUILD FOR TARGA

Well its been along time since I've bored you all with my antics. As most of you know last year was the death of Mark 1 AE82GT. With having learned a valuable lesson of not releasing ones foot off brake pedal when locked up, I then put myself under new pressure and another lesson of don't try to rush a rebuild from ground up. With time against me and a quick look at other shells the ultimate sacrifice was made. One of my genuine NZ shells was to become the replacement shell. Julie was happy with this outcome as we had now regained a car park on our property.

With a quick strip down of the complete car. I was then told by my mates that I could do the body work on my replacement shell by myself as a lesson on throwing a car away. This is a task I didn't feel very comfortable with attempting, but if I didn't get stuck in and do it; it would never have happened.

So now I'm a self trained panel beater. Good friend Peter took pity on me and gave several hours of guidance with his ex coach building skills and this greatly sped up the rebuild process. Another big thanks goes out to Hayden at Gold Coast Panel & Paint.



He let me take up space in his shop for 5 days doing finishing of work. He enthusiastically then put the car into spray booth and changed car from a old faded grey bomb into the custom AE82GT Capsicum Green as per its predecessor. What I didn't realise at the time was Hayden thought I didn't want it completed for a week. Eventually we were both surprised with what the other was thinking, as I had deadlines arriving thick and fast. October Sunday 18th race car now painted still just a shell and a week to finish for Port Road.

There are only so many things one can control and this is where let downs can be disappointing when you have to rely on other people. But Peter Zivkovic was one person that pulled out a whole lot of extra effort and saw me on the right track to reaching the deadline. As I had work commitments out of town and unable to work on car for a couple of days Peter picked up on my slackness the week leading up to Port Road and the following week before Targa he was my behind the scenes knight in shining armour.

Just as well I had an extra pair of hands as for three weeks I had been putting in constant 17hr days, and starting to feel as if I was asleep standing up. Port Road scrutineering arrived and I only scraped in with 15mins left before closing. Port Road 25th October.

Car now about to be moved by itself. This was the first time I had driven it so was pretty confused when spinning it within the first 300metres. Just as well there were people who were awake there and pointed the obvious out about being on new tyres and having not scrubbed them in. I was even more shocked when I had another spin and mounted the kerb and just about parked the new shell on a lamp post. Confidence now at a new low having had 2 spins in 1 event, not a good feeling with a week to Targa Wgtn. The final week of my main goal was now requiring another wheel alignment and 2 rim repairs plus all the finishing-off work for WOF and certification. As I was now out of Wgtn for a whole week I had to completely rely on Peter Z doing the finishing touches. Thursday 29th October I get the phone call at 830pm to say come and get this bloody

car out of my workshop. As I had just travelled back from Palmerston North and had to go there again Friday I thought perhaps I should drive the new car there as having only done 5km in it unsuccessfully at Port road wasn't enough heading into a full day of Targa.

Birthday October 31st and Targa Wgtn. I had made it but at a toll of personal health and lack of sleep running at about 85%. I don't usually get nervous before events but the whole lead up to this event was different and it aint no 1.5km sprint. Julie and I quite excited about the Wgtn roads ahead of us and Julie actually having to read instructions gave her something to do that was different from sitting in car for sprints. 9am Saturday we hopped into car and got out of at 6pm, bar about 20mins through the pit stops. New AE82GT now being unleashed and feeling quite good. Pleased 1st Stage was Shelly Bay as kind of knew that bit of road.

2nd Stage Whiteman's Valley and a whole new style of driving, catching a car and having to pass on a narrow road is definitely exciting especially when you pass into a corner with someone waving an ok sign at you, then you see the under carriage of a Porsche staring at you, wow - distractions. This stage is where we got up to 200km and actually had to hold off going any faster due to Stage rules. This is where the confidence came back as previous car was not very stable at these sorts of speeds but the new machine was eating it up. Stage 3 and 4 Moonshine Paekakariki were to be repeated being Stage 5 & 6.

These 2 stages were long and great fun with high speeds in Paekakariki and narrow twisting roads in moonshine.

Stage 7 Ohauriu valley to Makara hill Karori my favourite felt like in my back yard, with having regularly ridden my pushbike through here. This was full on, not only scaring both of us just with the pace but knowing the road made it that much more of a rush knowing no cars were coming.

When we got to finish line the adrenaline was pumping with us not being able to hold our hands still. This stage had the added bonus of many of the club members being marshalls and seeing familiar faces after having been missing in action for the 3 month rebuild of the car. It also catches your eye when you see several very large groups of spectators, this by far was the biggest turnout on any of the stages.

Stage 8 reverse action of stage 1, this is where I potentially lost 1 spot overall in the days racing maybe I had turned the pace down with it being the last stage. Who knows who cares the car survived its first real outing. The best bit about the event came 3 days later when Julie randomly said she really enjoyed the day and wanted to do it again.

The aim this year was to do the whole week of Targa I thought great 40th Birthday present finishing in Wgtn on actual day. But as time ticks by and the more I think about what's involved I don't feel I'm prepared enough to be doing the whole event this year. Targa has made the decision easier by now doing a 2 day event being the Friday Wairarapa Stages and then Wgtn on the Saturday. This will be this years aim and who knows maybe next year I'll have me a into g and do the week.

Big Thanks to those of you who offered assistance and encouragement with the rebuild process. Special thanks to my tolerant wife Julie who put up with the grumpy guy living in the garage for 3months. That guy left the garage with mess still on bench for about 4 months.... and now 1 year on from my off road adventure I have built a car I will intentionally take off road..... Autocross for a laugh !!!!!

If you take an Oriental person and spin him around several times,
does he become disoriented?

FOR SALE

RACEGEAR

FLAMEPROOF UNDIES, long johns and skivvy, size large, \$100 (worn once)

Len Fisher 0274 390 308

Trailer & Rally Car - Awesome package for \$16500.00 ono!

TRAILER-

2008 TANDEM, New tyres, Hot-dipped, Braked TRAILER with tyre rack..

RALLY CAR-

Class Winner 2008 North Island Championships

2nd Overall 2008 North Island Championships

Very reliable vehicle.

1989 SUBARU LEGACY RS Rally Car has-

WRX Motor	8 x OZ Racing rims
Possum Link	Excellent Modern Cage
Quick Rack	SPARES: door, Bonnet, boots, panels, 2x spare shells, engine, gearbox & electrical and mechanical parts
Albins Gear Box	Sill stands
20kg viscous centre diff	50+ rally tyres (seconds- all usable, mostly Dunlop all 15" x 215)
Plate front & rear LSDs	AVGas storage tank
4 Pot front brakes & 2 Pot rear brakes	Ready to Rally or for Clubsport
Racetech W Co-Driver's seat	



ALSO

Toyota Celica GT4



1996, 203K carefully maintained by Cy. Aircon, Sunroof, Recaro seats, Turbo Timer, lowered in Japan

Warranted and registered.

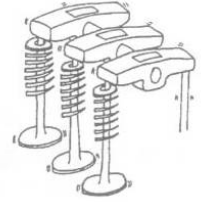
All good except for sun damage to top of rear seats.

**I'm not using it enough!
(plate not for sale)**

Len Fisher 0274 390 308

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!

New Members for 2009/10

A big welcome to some new members who have joined the car club in 2010. We hope to see you out at the upcoming events.

RAY HARTLEY MOTORS LTD

18 Haining Street
Wellington
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mta
ASSURED

Silverstream - 20 June 2010											
Car No	Driver	Car	Club	Class	Run 1	Run 2	Run 3	Run 4	FTD	Class Placing	OA Placing
20	Neil Roots	Brown City	HCCC	EOD	01:23.67	01:23.22	01:20.72	01:24.54	01:20.72	1	1
2	Adam Fisher	Starlet	HCCC	EOD	01:32.56	02:06.19	01:48.41	01:53.10	01:32.56	2	2
1	Leon Cast	Pulsar	HCCC	EOD	01:39.10	01:59.25	01:46.62	01:49.78	01:39.10	3	3
15	Geoff Warren	Legacy RS	HVMC	4WD	01:39.41	01:43.75			01:39.41	1	4
21	Cathy Reid	Charade	HVMC	EOD	01:46.49	01:39.47	02:00.13	02:00.65	01:39.47	4	5
12	Craig Bartosh	Hilux	HVMC	4WD	01:41.09	01:40.84	01:48.44	01:52.12	01:40.84	2	6
22	Georgia Bartosh	Hilux	HVMC	4WD	01:51.66	01:47.28	01:54.22	01:52.15	01:47.28	3	7
10	Bill Peacocke	Corolla	HCCC	EOD	01:51.87	01:59.32	01:51.69		01:51.69	5	8
6	Dick Butters	Pulsar	HCCC	EOD	01:52.31	02:12.90	02:39.50	02:25.79	01:52.31	6	9
9	Mike Furnell	STI	new	4WD	1:52.66x	01:53.32	01:53.72		01:52.66	4	10
8	Vivian Eden	Legacy GTB	HVMC	4WD	2:17.94xx	02:05.91	02:12.69	2:43.72x	02:05.91	5	11
3	Jacob Boyd	Supra	HCCC	ENOD	02:09.43				02:09.43	1	12
7	Sam Duncan	STI	HVMC	4WD	02:10.59	02:25.93	02:20.49	02:39.15	02:10.59	6	13
18	Robbie Peacocke	Corolla	HCCC	EOD	02:29.06	02:18.50	02:15.84		02:15.84	7	14
19	Jilly Hutson	Grey Starlet	HCCC	EOD	02:28.75	02:27.19	02:36.37	02:17.00	02:17.00	8	15
16	Jeffrey Hubbard	CRX	HCCC	EOD	02:19.22				02:19.22	9	16
14	Rob Slater	STI	HCCC	4WD	02:33.32	02:19.29	02:22.25	02:46.00	02:19.29	7	17
13	Mike Hodgetts	Corolla	WCC	EOD	02:28.66	02:23.66	02:28.81	04:04.22	02:23.66	10	18
4	Ben Robertson	MGBGT	MG	ENOD	03:29.03	3:05.75xxx	DNF		03:05.75	2	19
11	James Uren	MGBGT	MG	ENOD	03:48.47	04:05.78			03:48.47	3	20
5	Gareth Cooper	Escort	HCCC	ENOD	WW		DNF		03:53.47	4	21
17	Daniel Hole	120Y	Wai	ENOD	WW				03:53.47	4	21

If people from Poland are called Poles, why aren't people from Holland called Holes?

This Month's Photos — Slipway from Phillip Laas, Kapiti from Leon



Al Groves



Leon



Nick Turner



Jacob Lloyd



Mike Welsby



Sean Chia





Do infants enjoy infancy as much as adults enjoy adultery?

www.photoworks.co.nz

Autocross Challenge

Round #4

Day / Night!

Fear, cold, darkness, hypothermia, pot luck dinner.
This event has it all.

Bring:

\$30 entry fee, a couple of \$ for sausages and drinks, **AND A PLATE**
(with something on it).

We're there at dinner time, so a pot luck dinner is called for.



Photo by Phillip Laas

Gather at the Brooklyn Wind Turbine top carpark at 1:30pm on **SATURDAY**
July 31st for Scrutineering and Documentation.

Additional vehicle lighting is permitted (as per Schedule A). Please make sure your lighting fitment is safe, and securely mounted.

The fourth round of the Photoworks Autocross Challenge is on July 31st

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

Contact events@hccc.org.nz or

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

Scrutineer: Aaron Tasker 0274-126-582

Why is a person who plays the piano called a pianist but a person
who drives a racing car not called a racist?

Wellington Motorsport Association Calendar 2010

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
July	4	WG/GG	Race	Manawatu	Manfeild	
	14		Night Trial (Atkins)	Sunbeam	Petone	NT
	18	SM	Intermarque Sprint	Kapiti	Manfeild	IM
	19		WMSA Meeting			
	22	All	Stewards Meeting		Stokes Valley	
	25		Autocross/Competitor Coaching	Hutt Valley	Silverstream	
August	31		Autocross	Harbour Capital	Slipway, Brooklyn	KN
	1	GG	Hillclimb (Gravel Sprint)	Kapiti	Valley View	GS
	7		Rally of Gisborne			
	8	IS/RB	Race	Manawatu	Manfeild	
			Sealed Sprint	Levin	Kaihinau Road	DM
	11		Night Trial (McDonald/Gair)	Harbour Capital	Titahi Bay	NT
	14		Autocross (Day/Night)	Hutt Valley	Silverstream	
	15	BS	Intermarque Sprint	Alfa	Manfeild	IM
September	29		Autocross	Levin		
	5	GG/IS	Race	Manawatu	Manfeild	
	8		Night Trial (Reid)	Hutt Valley	Petone	NT
	11		Rally Wairarapa		Wairarapa	Nat
	12		Rally Wairarapa		Wairarapa	Nat
	19		Autocross	Harbour Capital	Slipway, Brooklyn	
	20		WMSA Meeting (AGM)			
October	26		Autocross	Levin		
			Sealed Sprint	Wellington	Shelley Bay, Wellington	DM
	3		Gravel Sprint	Levin	Wairongomai Road	GS
	10		Intermarque Sprint	MG	Manfeild	IM
			Bathurst		Bathurst	
	13		Night Trial (Jennings)	Kapiti	Paraparaumu	NT
	17		Gravel Sprint	Wairarapa	Puketiro Road	GS
	24		Sprint (sealed)	Hutt Valley	Port Road	DM
Labour Day	25		Autocross / Motorkhana	Hutt Valley	Silverstream	
	25-31		Rally	Targa		
	30		Rally – Manawatu	Manawatu		Nat
	31		Autocross	Levin		
November	7		Sealed Hillclimb	Wairarapa	Admiral Road	DM
	13		Classic Race	MG	Manfeild	Nat
	14		Classic Race	MG	Manfeild	Nat
	14-20		Rally (Marathon)	Marathon Rally	Silver Fern	Nat
	22		WMSA Meeting (Calendar)			
	28		Autocross	Harbour Capital	Slipway, Brooklyn	
December	5		Intermarque Sprint	IMC/Fiat	Manfeild	IM
	12		Gravel Sprint	Wairarapa	Dorsets Road	GS
	19		Autocross	Hutt Valley	Silverstream	
	25		Too much food to eat day.			

	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

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?

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WORTH A 7 HOUR TOW FOR

Hamilton Car club put on an awesome double header event 27th & 28th Feb, having gone up there last year for Ngutunui Road, 9 kms of hill climb, was keen to go back again this year to defend my 1600 class title.

Imagine how wrapped I was when they made it a double header, Puketawai Road just out of Otorohanga on Saturday, 6 kms of awesome road so fast 3 chicanes were put in. This is where I got a flash back to my crash in June, someone before me had gone off at the right hand hairpin 100m before finish line and rolled. This occurred in the practice run. Seems to be a common occurrence. Then Ngutunui Road just west of Te Awamutu on Sunday. This road is great fun and I intend to keep going back just for this event. Why does everyone save crashing to the last run of the day? Saves hold ups during the day I suppose.

This may sound a long way to tow but these events definitely worthwhile if you are wanting decent time in the seat. It does help having friends & relatives in area, Julie & I made a social weekend of it. The results 1st in class both events 5th overall & 6th overall on Sunday. Finished the double header weekend in 5th overall for the combined events. Plus the satisfaction of beating several bigger powered vehicles an added bonus. Then of course the 7 hour tow home again.

This is a good time to chat with Julie as working out of town for most of the year we haven't really seen each other. I use this as the reason to go out of town for events seems a reasonable excuse. By the time you read this I'm preparing to tow up to Napier over Easter for another double header weekend being Seafield road and Salisbury road.

Will re bore you all with another event report next month. Keep the wheels turning. Search to check out incar videos on YouTube Brent Sellens AE82GT

You never really learn to swear until you learn to drive.

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Crashino Royale - Shaken AND stirred.

Just when I thought retirement was for me I got the phone call. Would I like to do the Taranaki rally with Steve Bond (Bondy) in a V8 powered, plastic camouflaged Hillman Hunter. Too bloody right!

By the end of that week, I was gleefully thrashing the GT4 in the direction of Feilding, and the Fibreglass developments factory, where I was welcomed by an office full of very friendly staff and eventually Bondy when he returned to his office. Funny really, you do lots of rallies, meet lots of people, and see lots of cars, but this was the first time I had met Steve, though I recognised the face and of course the car.

I was soon introduced to the team; Bas and Don, but the man who preps the car and truck (Dan) was to be met later that night in new Plymouth.

We set out with enthusiasm in the truck which had recently been fitted with a turbo, and I was assured within a couple of K that it went so much better than ever before, so it would be a short trip! Wrong! This lasted until Turakina where she overheated for the first time. We let it cool, added water and continued to Wanganui where we drained all the fluid and replaced it with fresh fluid and antifreeze. This made a huge difference, and we set off again and made it all the way to Maxwell before she cooked again. Our journey to NP continued in this vein though the last 100k's were uneventful with temp remaining OK so we concluded that it was not the turbo but the thermostat that must be causing the problem. Needless to say the truck ran perfectly all day of the rally and back home to Feilding without us doing anything to it – sod's bloody law.

In spite of these delays we were still first at sign on/scrutineering which was a formality and really nice to catch up with all the old friends. Then off to meet Steve's sister Gaylene and her husband Murray, where we got a right royale welcome.

At 6am we all got the call from Gaylene with a fabulous cooked breakfast to start our day, then Murray ran Steve and I to the start venue. With us both very relaxed and well organised.

My day started with hugs from Fleur and Joelle, and handshakes all round so we set out for Carrington Road in fine spirits. Soon dashed by the marshalls at Tc1. We arrived 20mins early, I got out and went to the TC to wait, as is usual. I was told "go to your car we will clock you in as you drive up". So we did – and they clocked us in 1 min late! Thanks to me not watching the clock, the cars in front being a bit tardy, trouble starting, and overshooting the control. So my day at the office started with filling out an enquiry sheet.

This a great stage, I've done it many times, the only time as fast as today was with Kingsley Jones (we came 3rd). Steve went really well until about 2k from the end when we got a flat tyre, we ran to the end a bit slower since it was a steerer. It was still a very good time, so tyre changed and on to Stage 2, again an oldie but a goody. No problems here and another respectable time, considering Steve had decided to edge himself in gently.

Service before stage 3 - the long one with tunnels. Steve went like a train, much quicker this time just a little excursion where we lost the front splitter but a very fast time. We were lying 4th overall at this stage.

Then it turned to custard, another front puncture put us off the road with a time consuming repair, so our rally was run. We raced out but had lost about 6 minutes. Fortunately our crew were waiting at the end, since 3k out of the stage we got another puncture, so the guys went back to Stratford for another wheel while we set about removing yet another flatty. However this time we had time to inspect the damage and discovered the cause of our problems, the new lowered for tarmac springs were mounted on a flat plate (not a in cup as is usual) the spring had turned and the raw end stuck out and destroyed 3 tyres and our rally Moral: when pepping a rally car always assume the worst will happen, and allow for it.

We decided to continue, since we were having a good time, so back to Stratford and service then on. Trouble is we were running out of time so service was bit of a panic, we were out of good wheels and tyres and an older set of rims with hard compound rubber was fitted to the front, the springs were fixed out of the way, and off we went albeit in a bit of a rush and pretty bloody late!

Stage 5 was our Nemesis, at the first 4left our cold hard tyres locked up and we went straight off over a cliff and dropped about two car lengths straight DOWN. Then we stopped! After flicking the power switch, I was hurting bad but rather keen to get out pretty bloody quick, my back hurt.

I dived onto the grass and laid on my back and it hurt more so I rolled on to my front which was better. I was quite worried about Steve, since he was still in the car and cursing loudly, but I hurt too much to get up, and people were arriving (we were only a few metres from the start, spectators and ambulance fortunately).

Steve got out, he was just resting, I said to him "You were not going fast enough, else we would have leapt the shelf we hit and driven out through the paddock"
His reponse: "Yeh right!"

The next ten hours was absolute FUN! Ambulances, neck braces, x-rays, cat scans etc etc. I am now an expert on the ceiling at Taranaki base hospital, just ask me any question about it. All of the medical staff were fabulous, the St Johns people who were on site, then the Stratford ambulance, and all the emergency staff at TBH. We felt that we were in safe and totally committed hands, they were not going to let us out until they were 100% certain we were OK. Sadly this meant that Murray had to pick me up at 12.30am after finally getting the all clear and removal of the neck brace.

In the mean time the crew had recovered the car with surprisingly little obvious damage (time will tell)

We are both looking forward to Gisborne now.

I would like to thank everybody, there are too many names for me to remember, but Murray and Gaylene are up front Steve too, he sat by me while I studied ceilings, then there were our crew, Don, Bas, Tony and Dan plus half the medical people in Taranaki.

Many thanks you guys; thanks to you all we live to fight another day.

Oh, did I mention I have a sore back!

Flying Fish

Round # 3 Wrap Up!
www.photoworks.co.nz Autocross Challenge
Brought to you by Photoworks, and Neil's Wheels

Never let it be said that you're not a determined bunch of folks. Never mind the fact that it was so cold on Sunday morning that they were chipping dogs off lampposts before dawn, there were 50 keen drivers lined up and ready to hurtle around tyres and cones all day.

I'm glad to say that the weather held off until after 1pm, where it turned into hail then rain. It all got a bit interesting, if quite a bit slower for most folk at that stage.

The course layout by Ben was again a mixture of fiendish and wildly entertaining. There was a nice tight zigzag up to the far end of the course, then a seriously fast blast back to The Tyre Wall Of Death.

Leading the results was Al (Mr Consistency) Groves in his Sti (also driven by Webster, whose Starlet is undergoing serious heart surgery), with a flying newcomer to the series Mike Welsby in his 4AGTE powered KP Starlet who managed to put 180kw at the wheels to remarkable use. Geoff Warren brought his trusty Legacy home in third, with Sam Duncan in another Sti in fourth. You know that the Mitsi crowd are eating their hearts out when Subaru's take out three out of the top four places at an event!

Pete Collins was fifth in the Corolla, then Brian Worboys in the Roadrat, chased home by Webster driving the Albaru, Leon in the Pulsar, then venue owner Ben driving his Silvia with some huge aggression. Graham Heath continued the Nissan theme with his Pulsar, followed by helper of the year 2009 Cam Garthwaite in a borrowed Mirage.

Wow where there some new faces running on Sunday. Rob Sclater in a 325i BMW (5th in class), Kris Zivkovic in a borrowed MR2 (10th in class), Chris Anstis in brother Mark's Starlet (10th in class), Amy Stratton in a borrowed Legacy (5th in class), Colin Rose with an Integra turbo (20th in class), Jason Young running yet another Sti coupe (6th in class), Michael Gray who was Captain of the HMS Fairmont (17th in class), Kerri Mareeba in a borrowed MX5 (20th in class). Welcome all, and I hope we will see you back again having (legal) skids with us.

A number of people decided to mow down large numbers of tyres, mostly in the form of The Tyre Wall Of Death, including Webster who did a lovely effort in a borrowed car. Luckily it seems that most people managed to get away without damage, although series sponsor Chelles did manage to "adjust" the front bumper on the Mirage somewhat. Brent Sellens gets an award for "most determined to run stuff over" having carried a (smoking) tyre around the course wedged under his sump.

The Grey Power battle between Shane and Dick in the Pulsars saw old age and treachery (Dick) come home 1.4 seconds ahead. Some of the other traditional battles didn't come about though, as Brendon decided that rather than getting beaten by Stacey (again) he'd stay at home and do the cleaning instead. Craig Bartosh we reckon was a bit cheeky by running a Capri with vastly more power than daughter Georgia. So even though Craig got an outstanding 3rd in class, we reckon Georgia gets the moral victory in that battle. Cam beat Chelles in her car, so he'll be on the sofa for a week now.

Next month prepare yourself for serious madness. We've got a Saturday afternoon into evening event on July 31st. We will gather at 1:30pm for documentation and scrutineering at our usual car park. We will run however many runs we can get in during daylight hours, then break for a BBQ. After the BBQ we will then run in the dark. The result will be decided by your fastest day run, added to your fastest night run. Feel free to put all the extra lighting on your car that your alternator can support.

Thanks to our many helpers, and sponsors- www.photoworks.co.nz and Neil's Wheels

The fourth round of the Photoworks Autocross Challenge is on July 31st
Promoted by Harbour Capital Car Club www.hccc.org.nz
Contact events@hccc.org.nz or
Organisers: Andrew Thomson 0272-605-830, Leon Cast 027-6996-838
Scrutineer: Aaron Tasker 0274-126-582
Want to book Slipway Track yourself? contact Ben Watson 027-337-5620



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Photoworks Autocross Round Three, June 13th 2010													
Number and Driver	Car	Class	Club	Fastest	Place Overall	Points	Place Class	Points Class	Run 1	Run 2	Run 3	Run 4	Run 5
1 Al Groves	Sti	4WD	HCCE	00:48.89	1	40	1	40	00:51.03	00:50.82	00:50.10	00:48.89	01:13.97
21 Mike Welsby	Starlet	ENOD	HCCE	00:49.83	2	39	1	40	00:57.50	00:52.08	1:02.83**	00:49.83	1:29.62***
13 Geoff Warren	Legacy	4WD	HVMC	00:50.04	3	38	2	39	00:59.43	00:50.43	00:50.04	00:50.55	00:54.69
30 Sam Duncan	Impreza	4WD	HVMC	00:50.69	4	37	3	38	00:52.91	00:50.69	00:51.33	00:54.98	0:59.02*
19 Peter Collins	Corolla	EOD	HCCE	00:50.88	5	36	1	40	00:54.07	00:57.92	1:01.81**	00:50.88	01:00.59
5 Brian Worboys	Roadrat	EOD	HCCE	00:51.13	6	35	2	39	00:56.10	00:51.13	00:52.15	00:51.44	
14 Webster Gough	Sti	4WD	HCCE	00:51.55	7	34	4	37	1:03.13*	00:52.51	1:39.24 lots	00:51.55	
11 Leon Cast	Pulsar	EOD	HCCE	00:51.72	8	33	3	38	00:55.46	00:51.72	00:53.05	00:51.90	00:59.29
20 Ben Watson	Silvia	ENOD	HCCE	00:51.80	9	32	2	39	00:54.60	00:51.80	00:51.92	00:54.15	
33 Graham Heath	Pulsar	EOD	HCCE	00:52.30	10	31	4	37	00:52.30	00:57.71	00:53.70	01:05.50	
22 Cam Garthwaite	Mirage	EOD	HCCE	00:52.46	11	30	5	36	ww	ww	00:52.53	00:52.46	00:59.32
38 Craig Bartosh	Capri	ENOD	HVMC	00:52.49	12	29	3	38	00:56.43	00:53.58	00:52.49	01:07.55	
15 Mark Anstis	Starlet	ENOD	Wellington	00:52.53	13	28	4	37	00:58.01	00:52.53	00:52.91	00:53.19	01:02.14
23b Adam Fisher	Starlet	EOD	HCCE	00:52.79	14	27	6	35	00:55.38	00:52.79	00:53.07	00:55.19	00:54.59
9 Rob Sclater	325i	ENOD	New	00:53.09	15	26	5	36	01:00.21	00:55.22	00:53.09	00:56.04	00:58.83
2 Sean Chia	Chaser	ENOD	HCCE	00:53.14	16	25	6	35	00:55.86	00:55.23	00:53.14	00:53.17	01:09.43
32 Brent Sellens	Corolla	EOD	HCCE	00:53.91	17	24	7	34	00:55.43	1:27.95 lots	00:53.91	01:01.22	
8 Kerry Butters	Corolla	EOD	HVMC	00:54.09	18	23	8	33	00:58.82	00:54.48	00:54.09	00:54.58	01:00.14
16 Matthias Zeller	Integra	EOD	HCCE	00:54.22	19	22	9	32	01:01.93	00:54.22	00:56.03	00:55.72	01:03.92
17 Kris Zivkovic	MR2	EOD	New	00:54.22	19	21	10	31	01:00.09	00:54.22	0:58.87*	0:59.37*	00:58.43
41 Chelles Roberts	Mirage	EOD	HCCE	00:54.49	21	20	11	30	00:58.87	1:28.55 lots	00:54.49	00:58.88	dnf
3 Jacob Boyd	Supra	ENOD	HCCE	00:55.05	22	19	7	34	00:56.39	00:57.40	00:55.13	00:55.05	01:09.55
29 Cathy Reid	Charade	EOD	HVMC	00:55.43	23	18	12	29	1:04.01*	00:56.79	00:55.43	01:04.60	1:05.43*
23w Jody Seabright	Mirage	EOD	Wellington	00:55.49	24	17	13	28	ww	00:57.16	00:56.00	00:55.50	01:00.34
0 Nick Turner	MX5	ENOD	HCCE	00:55.67	25	16	8	33	00:56.62	00:56.88	00:56.37	00:55.67	01:00.82
66 Dick Butters	Pulsar	EOD	HCCE	00:55.91	26	15	14	27	1:01.99*	00:57.70	00:55.91	01:00.86	
12 Roger Lyon	Starlet	ENOD	HCCE	00:56.14	27	14	9	32	00:59.39	ww	1:00.63*	00:56.14	01:07.67
25 Chris Anstis	Starlet	ENOD	New	00:56.28	28	13	10	31	01:00.46	00:57.01	00:56.28	00:56.73	00:58.86
26 Leela Copping	Corolla	EOD	HCCE	00:56.32	29	12	15	26	ww	ww	00:56.32	01:00.01	ww
27 Stacey Glendinning	Pulsar	EOD	HCCE	00:56.72	30	11	16	25	01:02.13	00:58.21	00:56.72	00:59.24	01:07.75
31b Jilly Hutson	Starlet	EOD	HCCE	00:56.76	31	10	17	24	01:04.31	00:56.76	00:56.78	00:59.56	00:58.50
131 Amy Stratton	Legacy	4WD	New	00:56.78	32	9	5	36	01:01.29	01:07.14	1:08.36*	01:03.94	01:00.04
57 Shane Atkinson	Pulsar	EOD	HCCE	00:57.29	33	8	18	23	ww	00:57.70	00:57.29	01:04.09	01:06.77
4 Haydn Perkins	Mirage	EOD	HCCE	00:57.37	34	7	19	22	01:01.41	1:01.76*	00:57.37	1:01.16*	01:00.91
10 Colin Rose	Integra	EOD	New	00:57.71	35	6	20	21	01:07.10	00:57.71	00:58.33	ww	
36 Jason Young	Sti	4WD	New	00:59.12	36	5	6	35	01:04.69	01:06.47	00:59.12	01:00.67	
42 Glen Clemas	280ZX	enod	HVMC	00:59.22	37	4	11	30	00:59.78	00:59.22	1:06.31*	01:14.68	1:08.19*
18 Mike Hodgetts	Corolla	EOD	Wellington	00:59.36	38	3	21	20	ww	01:28.89	01:00.14	00:59.36	01:09.17
28 Viv Eden	Sti	4WD	HVMC	01:00.25	39	2	7	34	0:59.97*	0:57.11*	1:06.18**	01:01.68	01:06.04
34 Bryan Hunter	300ZX	ENOD	HVMC	01:00.80	40	1	12	29	01:05.41	01:02.31	01:00.80	01:05.50	
35 Hayden Miles	Escort	ENOD	HCCE	01:01.08	41	1	13	28	ww	01:08.11	01:01.08	01:06.71	01:03.58
31r Andrew Schlup	Lancer	ENOD	HCCE	01:01.14	42	1	14	27	01:04.19	01:01.14	01:14.96	01:06.21	
37 Georgia Bartosh	Capri	ENOD	HVMC	01:01.42	43	1	15	26	01:10.15	01:05.37	01:01.42	01:10.20	01:08.26
7 Gareth Cooper	Escort	ENOD	HCCE	01:02.21	44	1	16	25	01:07.89	01:05.27	01:02.21	01:02.89	01:10.23
6 Michael Gray	Fairmont	ENOD	New	01:02.51	45	1	17	24	01:11.89	01:03.89	1:10.99*	01:02.51	01:06.53
12w Sarah Hinder	Supra	ENOD	HCCE	01:02.61	46	1	18	23	01:14.21	01:05.51	01:03.51	01:02.61	01:06.94
121 Roy Miles	Escort	ENOD	HCCE	01:02.99	47	1	19	22	ww	1:18.34***	01:03.19	ww	01:10.02
24 Zed Butters	Corolla	EOD	HVMC	01:06.26	48	1	22	19	01:10.80	01:08.73	01:07.50	01:06.26	01:12.23
39 Kerri Mareeba	MX5	ENOD	New	01:07.14	49	1	20	21	01:12.94	01:07.14	1:08.36*	01:10.25	
425 Katrina Millman	280ZX	ENOD	HVMC	01:08.24	50	1	21	20	01:29.02	01:13.00	01:08.24		

Clerks of Course: Andrew Thomson, Leon Cast
 Scrutineering: Aaron Tasker, Brendon Glendinning, Al Groves, Cam Garthwaite
 Helpers: Cam Garthwaite, Aaron Tasker, Chelles Roberts, Stacey Glendinning, Neil Roots, Blair Turner, Adam Fisher, Jilly Hutson, Geoff Warren (spreadsheet making working)
 ww indicates that the course was not completed correctly, lots indicates that you probably went through the tyre chicane
 * cone penalties are included in time recorded here

Hi Everyone,

Thanks for another awesome round! We made it through all the elements (it wouldn't be slipway without hail), and everyone came out with a grin. This is the first time we've run to full capacity and I was amazed that the day still ran so smoothly and we got 6 runs in for everyone who wanted them.

Cheers to all the helpers that we had throughout the day. Your assistance certainly makes life a lot easier on the organisers.

I've attached the latest *draft* points update. If anyone notes any discrepancies please let me know, I do try my best but it's still a lot of number plugging! The class points race is a closely fought battle! There's still plenty in it, so keep competing everyone.

I'm really looking forward to next month's day/night round and I'll be placing the information for it up on the website ASAP.

Cheers!

Aaron Tasker
 Series Scrutineer

Why if you send something by road it is called a shipment, but when you send it by sea it is called cargo?

Name	Club	Class	Round 1 Points	Round 2 Points	Round 3 Points	Round 4 Points	Round 5 Points	Round 6 Points	Overall Points
Al Groves	HCCC	4WD	40	40	40	-	-	-	120
Geoff Warren	HVMC	4WD	38	37	39	-	-	-	114
Sam Duncan	HVMC	4WD	36	38	38	-	-	-	112
Loren Brooks	HCCC	4WD	37	39	-	-	-	-	76
Viv Eden	HVMC	4WD	35	-	34	-	-	-	69
Ben Watson	HCCC	4WD	39	-	-	-	-	-	39
Webster Gough	HCCC	4WD	-	-	37	-	-	-	37
Amy Stratton	new	4WD	-	-	36	-	-	-	36
Andrew Miller	Manawatu	4WD	-	36	-	-	-	-	36
Jason Young	new	4WD	-	-	35	-	-	-	35
Nick Kakouris	HVMC	4WD	34	-	-	-	-	-	34
Steve King	MMC	4WD	33	-	-	-	-	-	33
Ben Jones	HCCC	4WD	32	-	-	-	-	-	32
Jared Mulender	Dannevirke	4WD	31	-	-	-	-	-	31
Murray O'Neil	WCC	4WD	30	-	-	-	-	-	30
Rachael Wallis	HVMC	4WD	29	-	-	-	-	-	29
Craig Bartosh	HVMC	ENOD	33	38	38	-	-	-	109
Roger Lyon	HCCC	ENOD	35	39	32	-	-	-	106
Jacob Bond	HCCC	ENOD	34	35	34	-	-	-	103
Nick Turner	HCCC	ENOD	30	34	33	-	-	-	97
Georgia Bartosh	HVMC	ENOD	27	37	26	-	-	-	90
Sean Chia	HCCC	ENOD	39	-	35	-	-	-	74
Mark Anstis	WCC	ENOD	36	-	37	-	-	-	73
Stephen Heise	HCCC	ENOD	31	30	-	-	-	-	61
Andrew Schlup	HCCC	ENOD	-	32	27	-	-	-	59
Bryan Hunter	HVMC	ENOD	28	-	29	-	-	-	57
Sarah Hinder	HCCC	ENOD	-	33	23	-	-	-	56
Brad White	Kapiti	ENOD	40	-	-	-	-	-	40
Eric Tang	new	ENOD	-	40	-	-	-	-	40
Mike Welsby	HCCC	ENOD	-	-	40	-	-	-	40
Ben Watson	HCCC	ENOD	-	-	39	-	-	-	39
Leon Cast	HCCC	ENOD	38	-	-	-	-	-	38
Richard Kelly	HCCC	ENOD	37	-	-	-	-	-	37
Rob Sclater	new	ENOD	-	-	36	-	-	-	36
Glen Clemas	HVMC	ENOD	-	36	-	-	-	-	36
Matt Lauder	Levin	ENOD	32	-	-	-	-	-	32
Chris Anstis	new	ENOD	-	-	31	-	-	-	31
Katrina Millman	HVMC	ENOD	-	31	-	-	-	-	31
Glen Clemas	HVMC	ENOD	-	-	30	-	-	-	30
Davey Uprichard	HCCC	ENOD	29	-	-	-	-	-	29
Hayden Miles	HCCC	ENOD	-	-	28	-	-	-	28
Gareth Cooper	HCCC	ENOD	-	-	25	-	-	-	25
Michael Gray	New	ENOD	-	-	24	-	-	-	24
Roy Miles	HCCC	ENOD	-	-	22	-	-	-	22
Kerri Mareeba	New	ENOD	-	-	21	-	-	-	21
Katrina Millman	HVMC	ENOD	-	-	20	-	-	-	20
Pete Collins	HCCC	EOD	40	40	40	-	-	-	120
Brian Worboys	HCCC	EOD	37	39	39	-	-	-	115
Graham Heath	HCCC	EOD	39	36	37	-	-	-	112
Kerry Butters	HVMC	EOD	31	33	33	-	-	-	97
Stacey Glendinning	HCCC	EOD	38	34	25	-	-	-	97
Cathy Reid	HVMC	EOD	33	28	29	-	-	-	90
Dick Butters	HCCC	EOD	32	29	27	-	-	-	88
Leon Cast	HCCC	EOD	-	38	38	-	-	-	76
Haydn Perkins	HCCC	EOD	25	23	22	-	-	-	70
Brendon Glendinning	HCCC	EOD	35	31	-	-	-	-	66
Zed Butters	HVMC	EOD	26	21	19	-	-	-	66
Mathias Zeller	HCCC	EOD	-	30	32	-	-	-	62
Webster Gough	HCCC	EOD	29	33	-	-	-	-	62
Neil Tapp	HCCC	EOD	36	25	-	-	-	-	61
Luke Kelly	HCCC	EOD	34	24	-	-	-	-	58
Leela Copping	HCCC	EOD	-	27	26	-	-	-	53
Neil Roots	HCCC	EOD	-	37	-	-	-	-	37
Cam Garthwaite	HCCC	EOD	-	-	36	-	-	-	36
Adam Fisher	HCCC	EOD	-	-	35	-	-	-	35
Andrew Thomson	HCCC	EOD	-	35	-	-	-	-	35
Brent Sellens	HCCC	EOD	-	-	34	-	-	-	34
Kris Zivkovic	new	EOD	-	-	31	-	-	-	31
Chelles Roberts	HCCC	EOD	-	-	30	-	-	-	30
Victor Yuen	HVMC	EOD	30	-	-	-	-	-	30
Jacob Evans-Scott	HCCC	EOD	28	-	-	-	-	-	28
Jody Seabright	WCC	EOD	-	-	28	-	-	-	28



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If 4 out of 5 people SUFFER from diarrhoea, does that mean that one enjoys it?

MG Charity Classic 2010

My 7 has received a bit of a birthday thanks to John Mines, Nathan Head and Chris and Mike from Mossrax efforts over the last few weeks in preparation for doing a fair bit of racing this year.

The car now features fully adjustable Avo coil over shocks; Wilwood race calipers on the front end; new bottom arms and geometry on the front and a wider stance front and back. All these changes meant I was pretty unsure what I was going to be dealing with, as road driving doesn't really help tune a car up for hard track work. My goal was to trim one second off my best lap time from the Whittaker's Classic race meeting last November.

A few challenges were met during the build, especially with the brakes. It turned out that just because the original brake lines fitted, they were the wrong thread type, so all the fluid was sitting on my garage floor. A visit to the gents at Mossrax fixed my wrongdoing, and from there the hardest part was bleeding the brakes. And I really mean that was the hardest part. These Wilwoods are tricky fellers to get right but they sure do stop well.

Entries for this year's Charity Classic were a bit thin on the ground, but 90 cars were there at the start of Sunday to take on the 3km circuit. Unfortunately 90 cars did not get to go from practice through to their first race with quite a few trackside or trailer bound before the drop of the flag.

In my event for Component Cars, 13 cars were entered, 10 started practice but only seven started the first race. Dave Beazer had a bit of bad luck in practice with oil pressure dropping off. A working bee on Dave's Lotus S4 wasn't able to get him back on track, but I hope he's back racing soon.

For me practice went well, with every lap in the 1:26's; which equaled my best ever times up to the last race meeting in November. The lap timer fitted in the car proved to be exceptionally helpful in tuning the setup, but that didn't stop me going the wrong way with tyre pressures for race one. Too little pressure on a cold and slippery track made my efforts feel more like I was drifting, which I had a good try at when I spun onto the grass at the esses. That was a bit of a wake up! I was over the moon though to check the lap timer and find I was lapping in 1:24:3 once tyre temp came up on lap 5. Things seemed to be looking good if I could learn fast enough. The first race claimed the Caterham 7 of Craig Wylie, which ventilated the block towards the end of the race.

Starting slots for the first race were set by the times from practice; but the rest of the races were reverse grids. I was more to the front of the grid than I've gotten used to. This was "exciting" because of the big speed to my 7 difference of pretty much all the other cars in my event. Grant Robinson's Lotus 7 was the only other 1600 left running. Everything else, except the JRM 3 of John Mines, which has a Hyabus 1300, was running a 2 litre engine.

The fast guys were lead by John Mines in the JRM 3; 11 seconds faster a lap than me. The quick guys all swept past without incident leaving Mike Cresswell in his Mistral and I trading places. I'd get in front at the first corner and stay ahead until the back straight where Mike would pass me; then repeat for 6 laps. It was great fun and really good chance to see how late the new brakes would let me go.

The day continued with five races in total for our class in pretty much the same vein. I lead until after the first corner and the some go past now and then but lap times stayed consistently in the 24's so I was over the moon.

Heading out to the last race there was an unpleasant smell hanging around my car, and it wasn't from over exertion. I couldn't figure out where it was coming from. I figured I must have picked up something nasty on the bottom of the car, which was burning off. It was really bad after the last race, and a quick check led me to the back of the car. My alternator regulator had failed; overcharging and cooking my battery. Luckily I was in an open top car and the battery was a fair way away from me because the acid shower did a very good job of cleaning some of the metal bits in the rear of the car. They'd been there a long time and needed a fresh coat of paint anyway. The car will have a new alternator and battery shortly and with a bit more set up time I'm sure I can go a bit faster yet.

Congratulations to the MG Car Club for running another fantastic event and a special congratulation Ron Robertson who was presented with a trophy for Wellington Motorsport Person of the Year by Wayne Gair of the WMSA. This was thoroughly deserved by Ron who has given a huge amount of his time over the years to allow many of us to get some track time.

Thanks to John, Nathan, Chris and Mike. Your hard work got me around the track faster than ever before.

Richard Kelly



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If a pig loses its voice, is it disgruntled?

