



WHEELSPIN

April 2011

www.hccc.org.nz

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COVER PHOTO

Webster — Trying hard at the Clubsport champs.

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 the 6th April 7:30

Presidential prattle

It has been an astonishingly busy month, so I'm astonished!

I started out by heading over to the Wairarapa to navigate for Geoff in the Barton's Line rallysprint. The day started obnoxiously early, with breakfast at Geoff's place at about six am or so (I can't tell you for sure, as I am pretty sure that I was asleep still, despite having driven to Upper Hutt). We did a small two car convoy over the hill, as I was carrying spare tyres and some gear in the Asti (more on that later) via McCafe in Masterton for some caffination.

It was absolutely perfect gravel weather, as it stayed overcast all day and with a slight breeze. So it wasn't too hot (in Wellington the tar was melting), and the dust wasn't lingering on the road. This was my second go at Barton's from the passenger side of the car, and also my second time out with notes. The first time was with Alex Baker the year before, and I was struggling to read the notes, while Alex was struggling to follow them. So I'd ended up just calling the hairpins and tightening corners. Despite Geoff having no form of terratrip in the car, the note reading went fairly smoothly. I found that a bit odd, as I thought that having a rally meter would have made the notes 100 times easier to read out. But as it was, it seemed easier to see the road and make the calls from the notes based on what I was actually looking at. Obviously I wouldn't be super confident in my ability to do that on a road I was only seeing once as I would in a rally (as compared to a repeating course on a sprint).

We had a good low drama day in the Legacy, getting quicker every run for the whole day, and with no off road excursions. We were luckier than some, as Alex rolled the FTO ending up with a trip to hospital to have her shoulder checked out (it was ok), Mark Anstis blew the 4AGE in his Starlet, Rob Piper did the same with the 4AGE in his Corolla, and there were a few cars parked beside the road with bung suspension bits or other issues.

Next up was the Clubsport Nationals, which I have been looking forward to for an entire year! As I had concluded that the speed with which the Corolla race car was going back together again (no speed at all, has been at a total standstill) suggested that it wasn't going to be back in running order by this event. I was very determined not to miss the event, so plan B was to use my station wagon, and plan C was to buy another car to use for the weekend.

I ended up picking up a Mirage Asti (with the go fast Mivec engine in it) from about two minutes' drive from home having spied the ad online. A test drive (holy crap this car goes like a rocket), and some haggling later I ended up with a new car for the weekend. Sum total of race prep, put some air in the tyres, and Webster built me a fire extinguisher bracket that hooked on to the

passenger seat bolts. I think I may also have added some washer fluid detergent too.

We did a convoy to Hastings, Neil in the Sparrow (City), Gareth in the Escort, Al in the Albaru, Graham in the Pulsar and myself in the Asti. The state of the roads was the usual endless progression of road works, and I nearly got cleaned out by a lemming who overtook me on double yellows into oncoming traffic. Some colourful language was used, but it wasn't worth getting into a punch up about (I saw them again in Dannivirke pulling into McDonalds, and did contemplate a bit of road rage). Scrutineering went relatively smoothly, although Jilly did end up moving her shoulder harness points from the harness bar down to the floor. Stupidly large amounts of dinner were consumed courtesy of New World, and a plan of attack was formed over a beer or two.

The Hawkes Bay Car Club has an awesome dedicated autocross track, two fast straights, some narrow bits through trees (big trees!), with some really quick linking corners. The surface is a hard packed limestone, which packed down really hard by the end of the day, but was never hard enough to run semi slicks on during this particular event. It is very much worth making a run up to Hastings to try out this track! It has been far too long since we've had an autocross track that has meant third gear actually gets some use. Although it was a little scary driving a car that I hadn't turned a wheel in anger in before that morning. It got less scary when I let the tyre pressures down from the 40psi that J'ville BP had tricked me into putting into it!! It certainly explained why the car was only feeling vaguely connected to the surface on my first practice run.

It is most definitely a track that rewards brave pills, because the really quick guys were hitting the corner onto the fast straight at absolutely full noise whilst drifting towards a tree. I was definitely driving to preserve the car, so I wasn't trying any heroics. Al on the other hand was doing his usual demon drive, and managed to slide wide and do a bit of damage to the side of the Albaru using a conveniently located tyre wall. Stephen Heise was running his six cylinder Falcon (which looked really really big when lined up with Neil's City), and managed to bury it into a tyre mountain beside a tree. Although it did appear that he managed to get away with it undamaged. The other guys didn't suffer any drama, other than the usual nervous moments of testing just how late you can brake at the end of the big straight (not very late at all!). Brilliant track, I'd highly recommend a visit if you're ever able to get up there.

The motorkhana was on seal, and about half an hour's drive away in Napier. In awesome bad timing with the weather, at this stage it dried out and got really warm. The venue was unbelievably tight, being in the Mainfreight yard. So one pair of courses was bordered on two sides by shipping containers, one pair was run *inside* a truck loading bay (yes, actually in a loading bay), while the remaining pair was merely really close to a couple of fences.

Webster was struggling with the worlds most useless handbrake, and a very wide turning circle (to preserve CV's) nearly driving into the side of the loading bay during one course. Of course you can just imagine how Stephen was getting on in the Falcon (lots of tyre smoke!). I was absolutely loving it. As it turns out that the handbrake in the stock standard Asti was actually really good! The visibility out the bank wasn't anything flash (longish boot, with a decent size wing on it as standard), and I couldn't really get on the gas very hard out of the hairpins as I was getting quite a lot of wheel hop.

Neil was in his element in the City, and put in an excellent drive. Al was also having a lot of fun sliding around in the Albaru. Graham wasn't having as much lunatic fun as he did in the autocross in the morning, but still put in a solid drive. Jilly and Adam in their Starlets were having a bit of a play with tyres, both going away from semi's on the rear of their cars, and putting road rubber on. Jilly wanted to see if she could get the back to slide around, and Adam because he was starting to slip the clutch due to excess grip.

We finished up the day with the 32 degrees showing on the Mirage outside thermometer! Oh my, was the Sprint on Sunday going to be a contrast! 5am I awoke to the sounds of torrential downpours. Yup, 7am, and still pissing down. Oh dear. 8 degrees showing on the thermometer, and me in a car that doesn't have a heater. My, what a fun day this will be! I froze my nuts off all day, and it rained all day!

Such a cool hill though! Definitely a short blast, with some really evil steep bits. God knows how Neil got up the hill in the City considering how steep some of the corners were! Webster on the other hand was utterly in his element. He managed to lead the event all the way to the last run, when his opposition pushed the "another 100 horsepower" button, and pipped Webster by I believe two or three tenths of a second. Jilly was having fun, and took a handful of brave pills on her last run, ending up going sideways through the finish on her last run!

The results are elsewhere in the magazine, but Neil got a great result in the Motorkhana, and Al ended up with a great overall result. Everyone had a lot of fun though (even Gareth who must have suffered hearing loss driving a short diff ratio'd Escort that had a maximum speed of 135kph, all the way to Hastings).

Meantime on the same day in Wellington, Kapiti Car Club ran an autocross at the Otaihanga track, that unfortunately turned out to be the end of Geoff Warren's very well campaigned Legacy (about two entries away from filling his second logbook), as he inverted it on the sweeper, bending the shell, and unfortunately the roll cage also (rolled onto a narrow section of bank, so all the force was concentrated into a small area).

However, for the wicked, there is no rest. One week later, I borrowed Jilly's Starlet, and entered the HVMC Silverstream Autocross. It was a bone dry day, with the surface being hard as rock! The poor little Starlet was being bounced into orbit on some of the bumps.

A good day was had by all, and it had the single most unlikely result I've ever seen. There was a three way dead heat for first. Yup, three people, same time, all the way down to the hundredths of a second. Webster, Neil, and Pete all from HCCC stopped the watch together.

That's well and truly more than enough out of me! I'll talk about Mt Vic next month! See you at a motorsport event!

Leon

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These are from the Clubsport Champs:



Barium..... What doctors do when patients die

ClubSport Champs Hawkes Bay 5-6 March – Al Groves

We had a practice day Slipway on the Thursday prior so we could polish our tarmac motorkhana techniques. Neil Steve Gareth Webster Jilly Graeme and I turned up. We practised all tests but because the slipway was narrower than some we moved the tests to the wider parts and still shortened and narrowed parts of the tests. We practised turning very close to the tyre walls which turned out to be useful. At the practice, Neil dominated in his little brown sparrow. We gave each other plenty of advice some of which was useful.

Next day we met at Neil's then travelled up together, stopping at some places I can't remember where. Booked 9 of us in to cabins at Top Ten Holiday Park, arranged ourselves into snorers and non-snorers. Scrutineering was at VTNZ which took a while to get started but was well-organised efficient friendly relaxed and low-key. We met up there with Alison McKenzie and Callum who were already there and Ross who turned up later after working on Friday.

Autocross on Saturday was on Hawkes Bay Car Club's own land at Bridge Pa. Neil and I had come up May last year and did a motorkhana and autocross weekend so we'd been on the track once before. It's a permanent limestone-base track with a straight, sweeper (they can't do a hairpin, but only if you're doing 120), back straight, some curves, a very tight LH, a RH and then LH leading back onto 1st straight after which there is a small RH kink at the start of the straight. There are big trees at the end of the track with all the slow corners and you drive around and through them. This means I drive carefully. Also, for the course they had narrowed the track a lot by putting tyre walls out into it which were stacked 3-4 high and cantilevered out so if you nudged 1 then 3/4 would fall. My first impression was that was unnecessarily tight, but that was corrected by someone who explained the reason was to reduce speed going into the more dangerous wooded track areas.

It rained most of the morning and the track was slippery. The car twitched a lot under acceleration and braking. Tried not to slide much because the key was to keep it straight and there was no run-off anywhere especially coming off the small sweeper because you could get the car sideways on the straight and lose lots of time.

The finish line is on a corner and some cars slid out there into piles of tyres. On my 2nd official run I knew I'd done a good time so switched brain off when I saw the finish line. You can guess the rest. The car failed to take the 2nd half of the corner and it slid into a tyre wall. I lost the rear sideskirt but retrieved it later. Got some panel damage on the rear 3/4 - a crease and dent and the paint was broken. I suspect most of you have had much worse than that. That was the fastest run at that stage but on the 3rd run Brent Reddington (eventual autocross winner and overall) and Nigel Curtis (eventual 2nd for autocross and overall) beat my time. I slowed down for my last run, wasn't keen to go faster. I was the only one with panel damage. One other from our Wellington group crashed into tyres and that was Steve (Tall Guy) who drove headfirst into dozens of tyres in a big Falcon and didn't dent anything.

The motorkhana was held in the Mainfreight yard in the afternoon. There was a raised platform loading bay where forklifts load stuff onto trucks which was our staging area and we parked there. 1 test was laid out under a long narrow canopy which had limited runoff because of the loading platform and the canopy walls. The other 2 tests were bounded by railway fences, container stacks and loading bays. It was well-laid out but tight. 4wds like larger circles so I just drove widish and slowish to make sure I registered times. It was still fun. The sun was out and it was nice and hot. Our group had the eventual winner in it - Brent - and it was great watching him dispatch the courses with clinical ease. I got 14th. After these events I think I was in 8th place. I was in a group with Gareth and Graeme so we gave advice and encouraged each other as necessary. Mainly we just talked, until it was time for one of us to have a run.

HBCC opened up the club rooms for a meal and drinks and they looked after us very well. The food was good and also cheap. There was supposed to be a ClubSport drivers/MSNZ discussion but there was an issue that consumed the collective MSNZ team - how to allocate the slowest time for a competitor who had fallen foul of the rules - turned out to be the slowest of the fastest

times plus the penalty. They started the competitors' forum late but we'd already left as we needed an early night. Got back to the cabins and we did a lot of talking as usual.

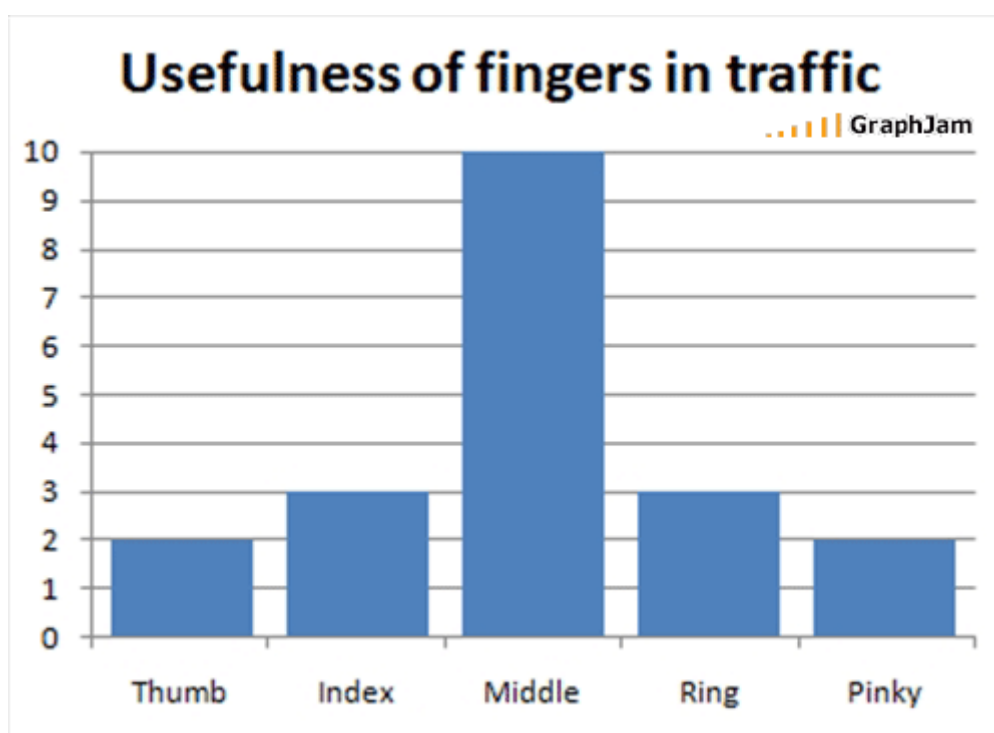
Sunday started wet and cold and stayed like that all day. Salisbury Rd is ~2km narrow sealed hill climb. There was a lot of moss on the road too. The event started not too late, there's always some delay. Was unsure whether to use wet weather (read old road tyres) or semi-slicks (read super-hard won't wear-out and also slide badly in the wet). Our tyre guru suggested I stick with the semi-slicks. Turned out to be a good choice. It still rained all day but the moss was in the valleys of the coarse chip seal and there was some grip on the tops.

We separated into our groups and did our runs in some rotating random order. My times and speeds got quicker. I liked the chance to launch uphill on a wet road. I had the car in 50:50 split and even then the rear stepped out in the tight climby bits- it was a combo of hard tyres and wet roads. There was a straight that finished into a bank. If you out-braked yourself (which I have done with these tyres more than once) you crash into the bank, so I practised gently starting the braking which worked fine. One of the local lads, Tony, told me a few cars have rolled up that bank. At the end of the day Nigel (450hp Mirage with EVO running gear) got 1st by only 0.3s from Webster, who drove really well in his car which is extremely well sorted and was perfect for this event. Brent (700kg Honda City + 150hp) came 3rd and I got 4th in a very standard car but still an STI.

After all 3 events, I got 3rd overall which was a pleasant surprise because I wasn't expecting it. I got a small trophy and certificate to put over the fireplace. The prizegiving was at the clubrooms with good food again. It was an externally catered smorgasbord and there was plenty to go round. Important after a long day.

Next day we slept in, left late and took it easy on the way home. Everyone was very tired. My clothes, car + gear were soaked from the hill climb day so when I got home I opened the doors of the car and spread everything out in the garage to air.

The weekend was enjoyable. We got to play in 3 different events (motorkhana, autocross and hillclimb (which they now call a bent sprint because they are re-creating an old hill climb championship)) and got different weather on both days which made it more interesting to drive. Made you think more about how to drive it. Results will have already been posted and HCCC members did very well.



A COUPLE OF GRAVEL SPRINTS

Well actually Barton's line is a Rally sprint since it is run under rally rules – however, two good weekends for me, starting at Barton's Line on the 20th Feb.

Graham Heath booked me to co-drive back in early January, so I knew I had a definite ride, but I always go to Barton's, since I usually get several rides from people who like the notes. (notable for me a couple of years back when I sat next to Stu Taylor and we won)

Last year Graham and I got into the "best four shootout" but this year the competition was too good, we were a few seconds off. However, Graham got his best time ever, and he is driving really well these days, smooth and fast.

I also had a ride with Bondy in the awesome V8 Hunter, who did end up in the 2nd shootout, and came second.

Adam & Jilly were sharing the trusty Starlet, Jilly's first time on gravel in a rear wheel drive car, so needless to say very careful and precise - she wasn't keen to engage Adam's wrath with a dent. I told her that the Starlet knew Barton's well, since I had rolled it there, Adam destroyed a fence and Cy clouted a tree. Common denominator – Me. Are you sure you want me to co-drive Jilly?

I also had ride with Adam, fast and into the top times but a 1300 will never compete down the straight; we were only doing 151 down the final straight, when Bondy was nearing 200!

Had a chat with all the guys and gels, Fleur had driven over from Hastings to co-drive a DX Corolla. Such a nice day out and social too! Oh forgot to mention, I got the GT4 out of mothballs, and had a thrash over the Pahiatua track.

What more could a fella want on a fine Sunday? Well, the following Saturday heralded a round of the NZ Hill climb champs, hosted by Motorsport Manawatu, north of Feilding, gravel on Saturday and seal on Sunday.

"I'm up for that" { I said, (well the gravel bit). So out came the trusty GT4 (two weeks running, what a treat for it) and I headed for Feilding.

Now this road is awesome (Parorangi Rd), I was last there with Brian Rowe, about 10 years ago. What a fabulous twisty gravel uphill road.

Bondy was all ready when I got there so overalls on, notebook out, run 1 resulting in some quite usable notes, and times got better every run. Run 1 won him the class prize (over 3000cc), so the challenge was to get the 2nd prize but sadly, too much fast opposition, an 1800 Escort taking it.

Sadly only 15 entries, I think due to lack of publicity. I only knew about it through Bondy (it was his club). But I received no notification from anyone to insert in Wheelspin

Another great day catching up with other competitors and organisers. Roll on the rally season!
Flying Fish



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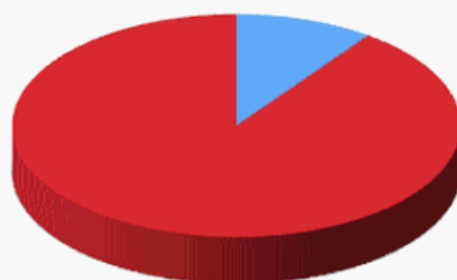
| 2011 MOTORSPORT NEW ZEALAND CLUBSPORT CHAMPIONSHIPS | | | | | | | | | | | | | |
|---|--------------------|-------------------|--------------|-------------|--------------|--------------|------------------|---------------|---------------|--------------|-------------|------------|--|
| HAWKES BAY CAR CLUB INC | | | | | | | | | | | | | |
| CLUBSPORT CHAMPIONSHIP RESULTS (Final) | | | | | | | | | | | | | |
| (Sorted By Original Order) | | | | | | | | | | | | | |
| No | Compellor | Car | Series Entry | Junior Team | Motok Points | AutoX Points | Bent Spin Points | Series Points | Junior Points | Junior Place | Team Points | Team Place | |
| 1 | Gareth Cooper | Port Escort | Y | 3 | 75.57 | 88.55 | 55.77 | 250.19 | | | 730.84 | 7 | |
| 2 | Alan Groves | S. bent Impreza | Y | 1 | 85.90 | 57.48 | 53.63 | 278.95 | | | 814.28 | 3 | |
| 5 | Steven Worthington | Toyota Corolla | Y | | | 84.98 | 75.79 | 239.54 | | | | | |
| 8 | Chris Lancaster | A. bent Allegro | Y | | | 90.67 | 93.89 | 281.12 | | | | | |
| 8 | Tony Bairo | Toyota Luvic | Y | 5 | 87.88 | 86.15 | 91.85 | 275.87 | | | 833.54 | 1 | |
| 9 | Greg Burgess | Honda Civic | | | | | | | | | | | |
| 10 | Nigel Sleed | Toyota Starlet | Y | | | | 83.51 | 234.05 | | | | | |
| 11 | Wayne Steed | Toyota Starlet | Y | 8 | 95.51 | 53.80 | 90.01 | 270.13 | | | 767.84 | 6 | |
| 13 | Glen Redington | Honda City | Y | 6 | 109.00 | 100.00 | 97.18 | 207.18 | | | 833.54 | | |
| 14 | Neil Lincoln | Datsun 120Y | | | | | | | | | | | |
| 15 | Andrew Stant | Honda Integra | Y | | 85.97 | 53.36 | 92.29 | 271.63 | | | | | |
| 16 | Haunui Makae | Honda Civic | Y | 6 | 85.42 | 51.13 | 84.71 | 231.27 | | | 747.64 | 6 | |
| 17 | Stuart Carrigan | Honda Civic S/R | Y | 4 | 58.98 | 68.27 | 91.81 | 272.87 | | | 759.86 | 5 | |
| 19 | Stephen Heale | Ford Falcon | Y | 3 | 73.56 | 86.91 | 82.27 | 242.74 | | | 730.84 | 7 | |
| 20 | Nell Roots | Honda City | Y | 1 | 85.21 | 80.19 | 82.91 | 269.32 | | | 814.28 | 3 | |
| 21 | Christo Strydom | Toyota Corolla | Y | 4 | 87.19 | 51.55 | 84.89 | 263.09 | | | 789.88 | 5 | |
| 23 | J J Strydom | Toyota Corolla | Y | 4 | 81.33 | 69.44 | 82.62 | 263.29 | | | 789.88 | 5 | |
| 23 | Webster Gough | Toyota Starlet GT | Y | 2 | 81.45 | 51.49 | 98.55 | 272.49 | | | 793.16 | 4 | |
| 24 | Gillian McKenzie | Honda Civic | Y | | 84.56 | 86.13 | 88.83 | 242.06 | | | 283.25 | | |
| 25 | Kess McKenzie | Honda Civic | Y | | 78.40 | 50.72 | 85.94 | 238.06 | | | | | |
| 26 | Jerrie Dingley | Power Metro | Y | | 82.48 | | 78.79 | 229.30 | | | | | |
| 27 | Andrew Walbran | MG Midgat | Y | 7 | 94.21 | 61.50 | 90.21 | 278.01 | | | 828.10 | 2 | |
| 28 | Matthew Walbran | MG Midgat | Y | 7 | 97.51 | 50.37 | 88.38 | 275.73 | | | 828.10 | 2 | |
| 29 | Camron Walbran | MG Midgat | Y | 7 | 83.45 | 50.50 | 92.33 | 276.33 | | | 828.10 | 2 | |
| 30 | Paul Walbran | MG B | Y | 7 | 85.15 | 69.96 | 86.98 | 263.09 | | | | | |
| 31 | Leurt Gail | R. Isuzu 11M age | Y | | | | | | | | | | |
| 32 | Adam Heister | Toyota Starlet | Y | 2 | 83.04 | 80.91 | 88.90 | 268.45 | | | 799.16 | 4 | |
| 33 | Julie Hurson | Toyota Starlet | Y | 2 | 78.70 | 61.33 | 87.03 | 267.32 | | | 799.16 | 4 | |
| 34 | Nigel Curtis | Mitsubishi Mirage | Y | 3 | 71.55 | 64.82 | 81.74 | 237.31 | | | 730.84 | 7 | |
| 35 | Garry Cammoch | Toyota Corolla | Y | 6 | 86.08 | 57.57 | 100.00 | 233.25 | | | 787.84 | 8 | |
| 36 | Jason Timmins | Toyota Corolla | Y | 5 | 75.39 | 95.05 | 86.95 | 263.49 | | | 833.54 | 1 | |
| 37 | Finian Foote | Datsun 1600 | Y | | | | | DNF | | | | | |
| 38 | Glen Clark | BMW 325i | | | | | | | | | | | |
| 39 | Graham Heath | Nissan Pulsar | Y | 1 | 75.60 | 95.36 | 93.00 | 267.56 | | | 814.28 | 5 | |

Printed: 9/6/2011 6:11 p.m.

Page 1

Final at 15.10 or 27/3/5

Time Spent with Adobe



■ Time Spent Using Adobe Product

■ Time spent with update requests and restarting

Alexandra Road



Dick Butters



Ben Watson and wait, there's more:



Bacteria..... Back door to cafeteria



Adam's New project.

Its about 1973-4 Toyota, we think TRUENO.

It's almost identical at the rear to an SR Coupe.

Front is angled back.

Missing chrome, screen, and many other bits

HELP!

Anyone with ideas on model and how to get parts please contact Adam on 0274 577149

Tales of a new competitor – Barton's Line

Yep you guessed it have been playing again and this time in the driver's seat in a gravel Rallysprint.

Looking at the calendar for this year Adam said "you want to do Bartons Line this year?" Well no other answer but yes could be there be to that one.... But the real question was "Do YOU want to do Barton's Line this year? Different question really. I had said earlier I would like to have a go in the Starlet as I had never driven a RWD in anger... Well money where mouth is time! So two entries were duly sent in to Wairarapa Car Club.

In good rally style the car needed a few thing done as it hadn't been running very well in the last few events and this had to be dealt to before this event. The other thing too was I was having trouble reaching the steering wheel with the seat in its fixed form so the rails had to be installed also so with the help of Brendon and Cy we were ready to race by Saturday afternoon. Sunday was a pretty early start as we had to be there by 8:30am and it's about 2 hours from our place!

A short stop in Carterton to get some lunch turned out to be slightly longer upon getting back in the van could here a sssssssss sound from the back rear tyre on the van. All changed and arrived on time for scrutineering and doco. I had always gone to drivers brief as a co-driver but this time was as one of the 4 lady drivers.

I had a good dose of nerves like I haven't experienced for a very long time when it comes to gravel rally stuff and thankfully went on the recce run and then the first run with Adam in my normal seat and this really help to settle things down.

Adam is first off the line so that he can be back round for me to then run at #28. I tell you nerves/excitement really doesn't describe the feeling of being up at the start line and counting down...

The first run was slow by comparison but tidy so can only improve. First run time - 6:23. It was amazing how much I remembered of the road and the major bits to be careful of backed up by a couple of comments from Adam who sat in the passenger seat for my first run.

The day just flew by as the car was just going all day with a few minutes stop to refuel between runs with both of us driving. John Tennent showed a lot of confidence coming for a couple of runs with me and also with Adam. The comments from him at the end were interesting with the 'Adam got really close to that fence post back there' ! We did notice that John took on the co-driver slot for the event with getting a seat in different cars/drivers for every run.

From the ladies side of things Alex was on target to be the fastest lady but unluckily put the FTO on its side on the practice run. One of the others was a similar time to me but unluckily found the culvert on the passenger side on the 3rd run.

Times for me 6:23 6:01 5:56 5:52 so better every run which is good. The last run was a bit of a write-off due to a spin a few cars ahead that then caused a bit of a traffic jam. We could have done the run again but we had already bought some gas off Gayle to do the last run so flagged it for the day. The exhaust was sounding a little second hand so loaded it back on the trailer and headed back to Welly.

Big thanks to Adam for letting me loose in the Drivers seat and for all the others with helpful comments and advice.

Jilly

Hi,

At the WMSA meeting last night, the matter of promotion and management of the various series events was discussed. It is very much in the interests of the clubs and potential competitors alike to ensure that the series events are well supported and one of the ways to do this is to revive the roles of the various series coordinators.

John Rapley has been doing a sterling job of keeping the Honda Trials Series alive and we really really need others to take up similar roles for promotion and management of the Gravel Sprints, Duncan McKenzie (Sealed Sprints) and Rallysprint series in particular. The current Trials and Autocross/Motorkhana convenors would also, I am sure, appreciate healthy interest and or competition for their roles. Each of the WMSA delegates have agreed to spread the word around within their respective clubs to encourage this level of participation in helping our sport grow. Don't be bashful, if you feel you have something to offer the sport, we would love to hear from you...

Wayne Gair

Sneezing On the Airplane:

A man and a woman were sitting beside each other in the first class section of an airplane.

The woman sneezed, took out a tissue, gently wiped her nose, then visibly shuddered for ten to fifteen seconds.

The man went back to his reading. A few minutes later, the woman sneezed again, took a tissue, wiped her nose, then shuddered violently once more.

Assuming that the woman might have a cold, the man was still curious about the shuddering. A few more minutes passed when the woman sneezed yet again.

As before, she took a tissue, wiped her nose, her body shaking ever more than before.

Unable to restrain his curiosity, the man turned to the woman and said, "I couldn't help but notice that you've sneezed three times, wipe your nose and then shudder violently. Are you ok?"

"I am sorry if I disturbed you, I have a very rare medical condition; whenever I sneeze I have an orgasm."

The man, more than a bit embarrassed, was still curious. "I have never heard of that condition before" he said. "Are you taking anything for it?"

The woman nodded, "Pepper."

Silverstream Autocross –Photos by Leon

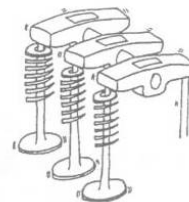


Artery..... The study of paintings

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!



John Tennent doesn't get enough practice as a co-driver, he was seen putting one leg into the ARM of his overalls at Barton's Line!

New Members for 2011

A big welcome to some new members who have joined the car club in 2011. We hope to see you out at the upcoming events.

Aaron Pratley

Chris Wells

Adam & Vanessa Atkinson

Brendon Dolan

Matthew & Kirsty Cooley

Jon Verhoek

Bruce Graham

Frances Kingston

James Neal

Nick Allan

The James Family including Nik, Ollie, Adoom & Gavin James, Kelly Laursen, Andrea Beagle and grandson Tyler James-Gray

And a big welcome back to

AJ Martin who was a member in our early days and has just rejoined.

Peter Duckworth after his sojourn to the other side of the globe.

Is great to see so many of the HCCC club members out competing at events so keep it up.

Membership Renewal Update

For those who haven't renewed your membership for this year this is the final magazine you will receive unless you do rejoin. The membership costs only really cover the cost of sending the magazine out to you all.

You can renew via the website which is quick and easy and at the end of the process will give you the club bank details to pay via Direct Credit.

FOR SALE

FLAMEPROOF UNDIES, long johns and skivvy, size large, \$50 (worn once)

Len Fisher 0274 390 308

1998 R33 Skyline GTS25T - \$10,500 – Manual!

Cambelt (and idler/tensioner) done at 104K's (when purchased) and new Battery fitted.

All coils done approx 10 months ago, along with all new spark plugs. New rear pads fitted Jan, new front pads fitted Sep.

Aftermarket 17" rims (fitted in Japan) with good tread on tyres. Alarm fitted is Mongoose 3 star - with dual immobiliser (required for insurance).

This car is pretty much factory standard, which is hard to find. No Motor modifications made at all! The only car mod was the suspension lowered and has a 3" pipe from manifold plus after market muffler, done in Japan.

Have since also removed cat converter. Car is silver and has done 130K's.

Refer: Trademe listing for further information – 316023611

Benign..... What you be, after you be eight

Trials

Hello folks

I don't know where summer went, and I can't believe it's autumn already and the first car trial of this year (if it happens) is only two months away!

We've had a sad start to the year, with the passing of two local car trialling enthusiasts: Barry Lakeman (a long-standing regular organiser and competitor) and John Thomson (a retired competitor/steward who did quality assurance on organisers' event paperwork).

It's time to ask for volunteers to organise this year's events, as nobody put their hand up in response to my email late last year.

I hope we can run at least the usual series of five night trials on the second Wednesday of each month from May to September. The provisional dates are: May 11, June 8, July 13, August 10, September 14.

Please, if you want to organise an event, or help someone organise, or want someone to help you organise, or just find out more about what's involved, let me know (email john.rapley@mch.govt.nz or home phone 562 8356). You don't need to have organised an event before - advice and guidance can be given. And seeing a car trial from an organiser's perspective is a great way to sharpen up your trialling skills as a competitor. We could extend the series beyond five rounds, if enough willing organisers step forward.

Organisers, please contact me ASAP - and say what month you prefer and your start/finish venue.

And please tell your friends and clubmates about the series - we could always do with a few more entries.

Unsurprisingly, nobody expressed an interest in taking over as Trials Series Coordinator in response to my email late last year, so it looks like you're stuck with me for another year or two. I don't mind, but it will be on a low maintenance basis, because that's all I have time for.

The Wellington Motor Sport Association (WMSA) interclub prizegiving (if you haven't heard about it through your club) is this Saturday, 19 March, at the Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street) Petone, as an informal BBQ starting around 3:30pm. Among the trophies to be presented is the Honda Night Trials Trophy for our 2010 series, which goes to Cathy & Mike Reid.

I've just received news about the Alpine Lakeland Car Trial to be held on Saturday 16 July - see attached info. It's promoted by the Christchurch-based club RATEC (Rallies and Trials Enthusiasts Club) and runs from Christchurch to Tekapo. A full day's trialling in stunning South Island scenery. Organiser is Graeme Sharp, who has been an occasional competitor in our series in recent years when visiting Wellington. This is the type of event that in earlier years was part of the National Gold Star championship series (when we had one), which several of us Wellington-based crews took part in. This year it's a Clubsport Basic status event, so no competition licence is needed. The organisers are looking for expressions of interest now, with confirmed entries needed by June. I understand that the Gandy family is likely to take part. Maybe some others from our area will join them.

cheers, John

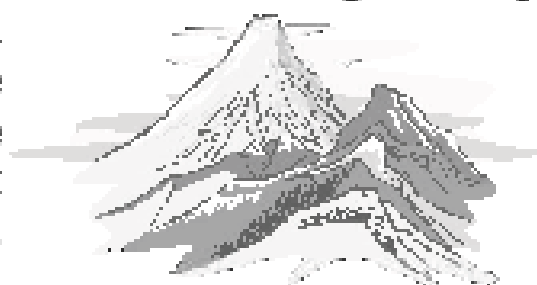
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ALPINE/LAKELAND TRIAL

SATURDAY 16TH JULY 2011

This will be a full one day car trial organised by Graeme Sharp starting in Christchurch and finishing at Tekapo where competitors will stay overnight. As the name suggests, the route will take competitors past Alps and Lakes.



The entry fee is \$250 per car based on two people, including one night's accommodation, dinner and breakfast.

The entry fee for each additional person per car is \$50 including dinner and breakfast. A third person in a room costs an additional \$32 or \$100 for an additional room.



For more information and an entry form go to www.ratec.org.nz or contact Teresa on 03 3442660 or 027 676 6381 or email secretary@ratec.org.nz



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| Silverstream - 19 December 2010 | | | | | | | | | | | |
|---------------------------------|----------------------|-----------|--------|-------|-----------|------------|-----------|-----------|----------|---------------|------------|
| Car No | Driver | Car | Club | Class | Practice | Run 1 | Run 2 | Run 3 | FTD | Class Placing | OA Placing |
| 3 | Ian Stewart | Suzuki | SCCA | 4WD | 01:24.98 | 1:23.63* | 01:23.07 | 01:20.38 | 01:20.38 | 1 | 13 |
| 15 | Craig Bartosh | Escort | HVMC | ENOD | 01:33.91 | 1:27.18* | 1:21.13* | 01:17.67 | 01:17.67 | 1 | 9 |
| 5 | Dick Butters | Starlet | HCCC | ENOD | 01:27.68 | 01:24.89 | 01:22.80 | 01:22.15 | 01:22.15 | 2 | 14 |
| 12 | Guy Ombler | Commodore | HCCC | ENOD | 1:41.42** | 01:38.09 | 01:24.35 | 1:31.67* | 01:24.35 | 3 | 17 |
| 16 | Holly Bartosh | Escort | HVMC | ENOD | 1:34.73* | 01:34.35 | 01:26.13 | 01:26.11 | 01:26.11 | 4 | 18 |
| 11 | Cameron Ombler-Welch | Commodore | HCCC | ENOD | 2:05.66** | 01:39.81 | 1:26.43* | 01:38.83 | 01:31.43 | 5 | 19 |
| 13 | Zanie Very | Commodore | HCCC | ENOD | 1:51.41ww | 1:38.18ww* | 1:40.25ww | 1:37.25** | 01:47.25 | 6 | 20 |
| 17 | Webster Gough | Starlet | HCCC | EOD | 01:22.94 | 01:15.74 | 01:13.73 | 01:13.72 | 01:13.72 | 1 | 1 |
| 19 | Neil Roots | City | HCCC | EOD | 01:19.41 | 01:15.84 | 01:14.29 | 01:13.72 | 01:13.72 | 1 | 1 |
| 20 | Peter Collins | Corolla | HCCC | EOD | 01:22.86 | 01:15.22 | 01:13.88 | 01:13.72 | 01:13.72 | 1 | 1 |
| 10 | Graham Heath | Pulsar | HCCC | EOD | 1:23.62* | 1:18.81* | 01:14.31 | 01:13.96 | 01:13.96 | 4 | 4 |
| 18 | Al Groves | Charade | HCCC | EOD | 01:21.98 | 01:17.76 | 01:14.98 | 01:14.52 | 01:14.52 | 5 | 5 |
| 9 | Ross McKenzie | Civic | Kapiti | EOD | 01:21.06 | 01:16.70 | 01:15.34 | 01:14.86 | 01:14.86 | 6 | 6 |
| 14 | Leon Cast | Starlet | HCCC | EOD | 01:29.34 | 01:21.06 | 01:16.75 | 01:15.95 | 01:15.95 | 7 | 7 |
| 7 | Neal Cole | Corolla | HVMC | EOD | 01:30.27 | 01:23.11 | 01:18.58 | 01:17.53 | 01:17.53 | 8 | 8 |
| 8 | Callum McKenzie | Civic | Kapiti | EOD | 01:34.81 | 01:22.01 | 01:20.58 | 01:19.09 | 01:19.09 | 9 | 10 |
| 6 | Cathy Reid | Charade | HVMC | EOD | 01:35.30 | 01:24.31 | 01:19.49 | 01:19.37 | 01:19.37 | 10 | 11 |
| 4 | Neil Rush | Pulsar | HVMC | EOD | 01:34.61 | 01:37.59 | 01:19.95 | 01:19.83 | 01:19.83 | 11 | 12 |
| 1 | Jeffrey Hubbard | CRX | HCCC | EOD | 01:27.77 | 01:23.12 | 01:24.49 | 1:41.16ww | 01:23.12 | 12 | 15 |
| 2 | Mike Hodgetts | Corolla | Wgtn | EOD | 01:34.41 | 01:25.32 | 1:25.24* | 01:23.37 | 01:23.37 | 13 | 16 |

Cauterize..... Made eye contact with her

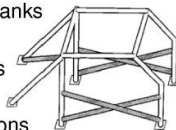


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WHARITI PEAK HILCLIMB

March 12-13 was Whariti Peak Hillclimb. This is known as the race to the sky of the north island. 7.5km long with 90 corners of challenging gravel up the side of the Tararua range above the windmills behind Woodville. A real horse power course. Unfortunately I had little but was prepared to give it a go. 34 cars and 6 quad bikes attended documentation and auditing Saturday morning at Tui HQ Mangatinoka.

At 12.30 we had an observation run up the hill on a very corrugated road. Not nice at low speed. With my friend Gayle (lives at the start of the road) co-driver for the weekend I used the first run to get the feel of the road which was much better at speed. Run 2 was reverse numerical running order so we got to see the other cars competing at the top of the hill. Andrew Spiers was up onto 2 wheels after riding up a bank near the finish. So on run 3 with the surface swept off I improved my time further. However Peter Weir's Impreza didn't after hitting a bank and rolling off the other side. One of my rivals the mighty avenger had an off on run 1 and an engine fire on run 2 so DNS run 3.

After a good nights sleep at a local B&B I was ready to go at 9.30 Sunday. The COC was aiming for 5 runs today.

The first 600m of the course was fast (top cars 180kmh+) before winding up to a ridgeline then winding steeply up to the summit junction before 1.5km downhill to the finish. Some really enjoyable twists and turns. It felt like you had the car dancing but it was hot work and a bit of a workout. The first 4 runs I improved each time but was slower on the last run when some corners started to cut up. The mighty avenger returned Sunday and completed 5 runs after running out of fuel (on the way down), overheating and blowing blue smoke like a steam train.

The fastest time 4WD for the weekend was Geoff Argyle (Evo 8) 6.08.04, fastest 2WD Daniel Feck (Mits FTO) 6.31.03 and fastest quad 6.18.01. My time was 7.39.04 for 39th place ahead of the mighty avenger.

This was the most challenging event I have done lately but well worth the time and money. All up a most enjoyable weekend but it does prove that grunt and go silly pills would have helped a lot.

Brian Craig

Coma..... A punctuation mark

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

| | | | | | | |
|------------------|-------|----|---|--------------------------------|---------------------------------|------------|
| April | 3 | | Gravel Sprint | Levin | Gladstone Rd | GS |
| | 9 | | Rally (Tarmac) Single/Dual/Multi Sprint Hillclimb | Taranaki Triumph | Taupo Ohakune | CRRS |
| | 10 | | Hillclimb Rally Otago | | Ohakune | |
| | 17 | AW | The Surgery Intermarque Sprint | Intermarque | Manfeild | IM |
| Good Friday | 22 | | | | | |
| Easter Monday | 25 | | | | | |
| May | 1 | | Auto-x Gravel Sprint | Harbour Capital Wairarapa | Slipway Tea Creek | GS |
| | 7 | | Rally (Possum Bourne) | RNZ | | Nat |
| | 8 | | Auto-x Race (MG Charity Classic) | Hutt Valley MG | Silverstream Manfeild | |
| | 11 | | Night Trial | | | NT |
| | 15 | | Auto-x (gravel) | Kapiti | Otaihanga | |
| | 16 | | WMSA Meeting | | | |
| | 21 | | Motorsport NZ AGCM | | | |
| | 28 | | Rally Wairarapa | Rally Wairarapa | | CRRS |
| | 29 | | Rally Wairarapa The Surgery Intermarque Sprint | Rally Wairarapa Intermarque | Manfeild | CRRS IM |
| June | 4 | | Rally (Targa Rotorua) | Targa | | |
| | 5 | | Race (Winter Series) Sealed Sprint (Day/Night) | Manawatu Hutt Valley | Manfeild Port Road | Nat DM |
| Queens Birthday | 6 | | | | | |
| | 8 | | Night Trial | | | NT |
| | 12 | | Auto-x | Hutt Valley | Silverstream | |
| | 26 | | Gravel Sprint/Hillclimb | Kapiti | Valley View | GS |
| July | 3 | | Race (Winter Series) | Manawatu | Manfeild | Nat |
| | 9 | | | | | |
| | 10 | | Auto-x The Surgery Intermarque Sprint | Harbour Capital Intermarque | Slipway Manfeild | KN IM |
| | 13 | | Night Trial | | | NT |
| | 16 | | Rally Whangarei | | | |
| | 17 | | Rally Whangarei Auto-x (gravel) | Kapiti | Otaihanga | KN |
| | 18 | | WMSA Meeting | | | |
| August | 6 | | Rally (Taupo Raceway 2WD) | Taupo | Taupo | Nat |
| | 7 | | Race (Winter Series) | Manawatu | Manfeild | Nat |
| | 10 | | Night Trial | | | NT |
| | 14 | | Sealed Sprint The Surgery Intermarque Sprint | Levin Intermarque | Kaihinu Road Manfeild | DM IM |
| | 20 | | Rally Hawkes Bay | Hawkes Bay | | CRRS |
| | 21 | | Rally Hawkes Bay | Hawkes Bay | | CRRS |
| | 27 | | Auto-x (day/night event) | Harbour Capital | Slipway | |
| | 28 | | Auto-x | Hutt Valley | Silverstream | |
| September | 4 | | Race (Winter Series) | Manawatu | Manfeild | Nat |
| | 11 | | Auto-x Gravel Sprint | Harbour Capital Kapiti | Slipway Maungakotukutuku (?) | GS |
| | 14 | | Night Trial | | | NT |
| | 17 | | Auto-x (gravel) | Kapiti | Otaihanga | |
| | 19 | | WMSA AGM / WMSA Meeting | | | |
| | 24 | | Rally Gisborne | Gisborne | | CRRS |
| | 25 | | The Surgery Intermarque Sprint | Intermarque | Manfeild | IM |
| October | 2 | | Gravel Sprint | Levin | Waiorongomai Road | GS |
| | 9 | | Auto-x | Harbour Capital | Slipway | KN |
| | 16 | | Gravel sprint | Wairarapa | Puketiro Road | GS |
| | 23 | | Street Sprint | Hutt Valley | Port Road | DM |
| | 24 | | Auto-x/Motorkhana | Hutt Valley | Silverstream | KN/ST |
| | 23-29 | | Rally (Targa) | | | |

Abbreviations

| | |
|-----|---------------------------------------|
| KN | Kim Naylor Autocross Series |
| DM | Duncan McKenzie Sealed Sprint Series |
| ST | Stewards Trophy Motorkhana Series |
| VB | Vesta Battery round of ST series |
| GS | Gravel Sprint Series |
| RT | Road and Track Sprint Series |
| RS | Rallysprint Series |
| IM | The Surgery Intermarque Sprint Series |
| Nat | National meeting |
| NT | Night Trial Series |

Club Contacts

| | |
|-----------------|----------------------|
| Levin | 027 442 1639 (Chris) |
| Hutt Valley | 021 515 642 (Geoff) |
| Wellington | 021 717 676 (Jody) |
| Harbour Capital | 027 6996 838 (Leon) |
| Kapiti | 027 446 9986 (Bryan) |
| Wairarapa | 027 627 8005 (Mort) |
| MG | 04 970 8644 (Terry) |
| Intermarque | 027 232 2523 (Alan) |
| MOWOG | |

Stewards

| | |
|----|-----------------|
| AW | Alan Wright |
| BS | Barry Swanerton |
| GG | Gordon Gandy |
| GM | Gus McMillan |
| JR | John Rapley |
| IS | Ian Snellgrove |
| PT | Paul Te Punga |
| SM | Stephen Marks |
| WG | Wayne Gair |

Why men are never depressed:

Men Are Just Happier People--
Your last name stays put.
The garage is all yours.
Wedding plans take care of themselves.
Chocolate is just another snack.
You can never be pregnant.
Car mechanics tell you the truth.
The world is your urinal.
You never have to drive to another petrol station toilet because this one is just too dirty.
You don't have to stop and think of which way to turn a nut on a bolt.
Same work, more pay.
Wrinkles add character.
People never stare at your chest when you're talking to them..
New shoes don't cut, blister, or mangle your feet..
One mood all the time.
Phone conversations are over in 30 seconds flat.
You know stuff about tanks and engines.
A five-day holiday requires only one suitcase.
You can open all your own jars.
You get extra credit for the slightest act of thoughtfulness..
Your underwear is £8.95 for a three-pack.
Three pairs of shoes are more than enough.
You never have strap problems in public
You are unable to see wrinkles in your clothes.
Everything on your face stays its original colour.
The same hairstyle lasts for years, maybe decades.
You only have to shave your face and neck.
You can play with toys all your life.
One wallet and one pair of shoes -- one colour for all seasons.
You can wear shorts no matter how your legs look.
You can 'do' your nails with a pen knife..
You have freedom of choice concerning growing a moustache.
You can do Christmas shopping for 25 relatives on December 24 in 25 minutes.
No wonder men are happier.

Club merchandise

It 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 too; they are \$20 each in navy blue with the club logo on the front.



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1. A power to weight ratio in the region of 550bhp with an estimated weight of less than 900Kg, including a great 3-7,000 rpm torque spread thru close ratio 5 speed box with LSD (sequential shift optional)
2. Standard off the shelf components for easy access, low cost parts replacement
3. No doors for additional lightweight torsional rigidity, with a sliding or removable tinted Lexan canopy over a T45 Roll bar for all weather GT, or open roadster. 360 degree visibility and optional A/C
4. 2 race seats with inertia 3 lap belts plus 4 lap race belts
5. A trunk large enough for 2 suitcases and helmets.
6. An estimated 3.0 seconds to 100kph.
7. OEM 4 unequal length wishbones mated to adjustable Ohlins shocks, ABS 4 piston front calipers with crossdrilled straked rotors, 225 x 45 x 16 front R compound tyres, 265 x 40 x 17 rears on lightweight 3 piece rims for low unsprung weight ratio with proven track handling and ...on road comfort!
8. Optional upgraded brakes/suspension/gearbox, intercooled supercharger and aero kit for 650bhp!
9. Stak instrumentation,and if you have read this far, a 2 year new car warranty with an on road Recommended Retail Price of \$95,000 on the first 2 cars ordered. A deposit is required with order, balance on delivery

For further information contact the writer. Cars will be built at Pukekohe Based Stealth Automotive on receipt of first 2 orders. max production 4 per annum. (see attachment for design)

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My interests are in – (Mark relevant areas)

| | Not much | Some | Lots |
|-------------------|----------|------|------|
| Speed Events | | | |
| Rallies | | | |
| Motorkhanas | | | |
| Car Trials | | | |
| Social Events etc | | | |

I am prepared to help on: - (You may be contacted if help is required)

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|--------|-------------|-------|---------|
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|--------|-------------|-------|---------|

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