



WHEELSPIN

August 2011
www.hccc.org.nz

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COVER PHOTO

Brent & Julie Sellens at Targa Rotorua

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 3rd August 7:30



Another month has rushed past, with some folk out playing on gravel, and others at Manfeild.

Seems to have been a bit of a season for new car buying. The rumour mill has it that Gary Maddock has purchased a very winning SS2000 / Honda Cup car, and can now be seen in a silver Honda Integra, rather than the black Honda Civic that we're used to seeing him driving. Although the Integra might be a bit more of a track dedicated weapon, so that could make entering some of the events like Port Road and Shelly Bay a bit exciting for Gary!



Photo: Andrew "Colgateam" from NZ Hondas

That's Gary's new car on the right of the photo, sporting number 39, as seen at the Road and Track Sprint round on July 17th at Manfeild.

Keri who we know from driving a pair of MX5's at the Slipway events also has a new weapon,

having made a teeny tiny upgrade from the 1600cc MX5 into what is probably one of the most powerful cars in Harbour Capital Car Club. A rather startling coloured Mazda RX7 powered by a 20b rotary with a big boost strapped to the side of it, to assist in the consumption of petrol. Apparently it makes enough power that once she gets places in it, she calls a friend to let them know that she made it to her destination alive ☺



Photo credit: Andrew "Colgateam" from NZ Hondas

My own car buying has been much more of the modest and boring variety, as I upgraded my white Corolla stationwagon daily runabout, to a newer one in silver. Though, I am incredibly happy to report that the new daily runner features air conditioning, and most importantly it has *four* cupholders. Yes, quad cupholders. Truly, it just doesn't get better than that.

Webster is now Cynos-ing about, and is retiring the matt black Barina, which was getting a bit long in the tooth, and difficult to get parts for. Although is still getting fuel economy that would make a Prius' eyes water with envy.

Neil Tapp had a go on gravel for the first time in his much campaigned FXGT (the black one that likes to consume CV joints quite literally as fast as Neil can fit them to the car). He had a go at Valley View sprint, which was by all accounts held in rather gory weather.

Having been at that event a couple of times, it really does know how to turn on interesting weather up there.

Neil was the biggest improver of the day, cutting almost 40 seconds off his time from start to finish of the day.



Photo credit for above and below: Motorsport Central

Graham Heath took out his class in the Pulsar, bringing his Pulsar home a mighty impressive fourth overall. Brendon Norling put on a remarkable run in the 1300cc (of fury!!) KP70 Corolla to come home first in class and ninth overall. Flying the HCCC colours on the day also were Brian Craig, Roger Lyon, Jacob Lyon (who beat Roger!), Dick Butters, Cy Guest (blast from the past!), David Ragen, and Brendon Young. Although Brendon Young decided to make his day interesting by throwing the Legacy off the side of the road in front of Motorsport Central's intrepid (which means freezing cold) photographer. I could be wrong, but I suspect that Cy might have been cross entered in that Legacy also (as both Brendon Y and Cy only did practice).



On the non-driving front, Neil Roots organised a viewing of the Cars 2 movie, which was held at the Ascot theatre in Upper Hutt. There was a good turnout, with I think 32 people attending. It was a very busy night at the theatre, as it was the same night as the Harry Potter movie releasing, so we were extremely surrounded by small people excited about wizards!

I tried to take a group photo with my phone, but ⁵ when you're trying to take a photo in a fairly dark

theatre using a phone ... well, you kind of have to squint and imagine who the people in the photo are. But I assure you, they are HCCC people!



Another upcoming social event will be the always popular go-karting. Keep a watch on the magazine and our email list for further updates on that one.

We're still stuck in limbo with the Zealandia vs Wellington City Council decision to grant resource consent to Slipway. Apparently Zealandia is yet to provide what noise reduction measures that they wish to see put in place on the venue. So this means we're still in waiting impatiently mode. Hopefully we can get some forward progress from Zealandia, to allow Slipway to run again. I'd hate to think how much this whole process is costing, as Zealandia, Long Gully Farm, and WCC are no doubt all being charged whopping lawyer fees for this whole process. It's also costing our club money, as each event we have to postpone is income down the drain, and further loss of the excellent momentum we had been working on for years with this series.



If you're wanting skids (or spectating) on tarmac, we've still got some options available to us. There's Kaihinau Road, and Taupo Classic rally-at-the-track in August, Shelly Bay, a Dannevirke Sprint, and a Hawkes Bay double header in September. If you're online, and after regs or information head yourself over the Seabright Motorsport Forums and get more details there. That's about it from me! See you somewhere car related.

Leon



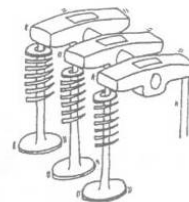
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Tappet chatter

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



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



2011 SOUTH ISLAND ENDURANCE SERIES...

- * Three rounds: Teretonga Park – Invercargill – 24 September 2011 (3hr race + 1hr Race)
Powerbuilt Ruapuna - Christchurch – 1 October 2011 (3hr race + 1hr Race)
Levels Raceway – Timaru – 15 October 2011 (3hr race + 1hr Race)
- * Series prizemoney paid per class in both 3hr & 1hr Series, with a total cash prize money pool of \$30,000 will be paid out for our 2011 Series, plus many spot prizes including a \$10,000 original water colour painting and other prizes.
- * Low key, fun, single day meetings, with great pre or post event functions.
- * Minimal eligibility rules so all club cars etc are eligible. 4 capacity based classes within each Series. No limit on modifications etc for non-spaceframed cars, some spaceframe cars are eligible, contact us for details.
- * Separate One hour race especially for club cars (*subject to sufficient entries*) with no refueling requirements etc. Single or dual drivers OK for 1hr race.

If you are interested in our series, or just want to be kept up to date with SI Endurance Series information... Please send an e-mail to us at sierdc@xtra.co.nz or add us on Facebook...www.facebook.com/southislandenduranceseries

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Scouse vasectomy

After having their 11th child, a Liverpool couple decided that was enough, as the social wouldn't buy them a bigger bed and they weren't strong enough to nick one.

The husband went to his doctor and told him that he and his wife didn't want to have any more children.

The doctor told him there was a procedure called a vasectomy that would fix the problem but it was expensive.

A less costly alternative was to go home, get a firework, light it, put it in a beer can, then hold the can up to his ear and count to

The Scouser said to the doctor, 'I may not be the smartest guy in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me.'

'Trust me, it will do the job', said the doctor.

So the man went home, lit a banger and put it in a beer can. He held the can up to his ear and began to count: '1, 2, 3, 4, 5,' at which point he paused, placed the beer can between his legs so he could continue counting on his other hand

Targa Rotorua

Greetings everyone

Well got I caught by a few asking how this went and 20minutes later you knew.

I should've created this a lot earlier.

Where do I start, how about the beginning.

The reason we decided to do this event was for special stage 6 being 68km long.

First disappointment on Friday documentation. Stage 4 & 6 CANCELLED.

Stage 6 was made up of stage 4 and 5 combined to get 68km's. Stage 5 & 6 now 38km long each.

This had been pulled on Thursday as the local volunteers had a bereavement in the family that week and couldn't support.



Poor organisers had tried every trick in the book to try and keep this happening. Just not enough time to sort. Bugger.

Should have put me tail between my legs put the car on the trailer and gone home. It was the beginning of a downward spiral. It rained all night Friday.

Saturday morning started with minimal sleep, body and brain must've already been in race mode. So with waking at 4am one would think you wouldn't get to the start late at 7.20am.

Lesson 1: you can never guarantee your start time to be exact. So running to car with helmets and paperwork not a good look.

Rotorua being a 2 day event and starting from the same Parc Ferme meant that there was some similarity.

Lesson 2: Co driver- When starting in a fluster error's creep in.

We headed off towards stage 1 around the western side of lake.

Co-driver said turn left at Ngongataha heading towards Te Rau. Driver query's this decision advising that first stage should be up off the Pyes Pa road heading towards Tauranga, are you sure?

Co-driver YES, hmm oh well they must have us doing a wee tiki tour thru the country side.

Couldn't see any other cars on the long straights.

7km later CO-DRIVER wakes up swears an obscenity and confesses to being on day 2 Sundays notes. WRONG WAY.

Blood flowing fast thru veins, pressure building, steam coming out from collar and still 20km away from the start line, thought in back of my mind this is all going wrong.

So we get to the first stage out of order and potentially if a serious National rally we would be starting first stage with time penalties.

Stage 1 very wet. 5km in find first crashed car a Mustang parked head on into a bank looked like a 40km impact. Damn and I know him. Co-driver comes to TNZ for Technical training.

Warning in notes says coming into tight left corner beside lake, CAUTION, somehow those words to me, mean go faster. DON'T GO INTO LAKE.

I gave it my best shot to get there. Opposite lock in a rear wheel drive car is common driving style, front wheel drive get's ugly.

We survived with both right hand wheels in the grass for 10m and managed to get back onto the seal.

Touring to stage 2 came across a Porsche with his hazard lights on crawling along doing maybe 30km, whoops that's the one I want to beat. He had a broken driveshaft.

Also whilst touring had the pleasure of following one of our TNZ Press drive FJ cruiser's that was out with the Classic car magazine editor. Couldn't see a roll cage in it, hadn't seen it on the entry list, looks like it was there for the right reasons.

Stage 2&3 were the same. Caught and passed safely the car in front on this stage.

Stage 3 came across Orange FXGT Corolla, this had recently starred in the Performance Car Magazine.

It had branched out from the courses intended route and embedded itself well and truly into a large tree at 70km/h ouch. Occupants OK not sure about the pants.

This vehicle I had also witnessed parked in a bank in the Wgtn stages in October last year. He had only just got it back together for the Targa Bambina in March.

This time the engine was pushed back to the firewall, creased the floor pan, major rebuild ahead for him.

Lunch break back at Rotorua.

Hmmm noticed a gearbox oil leak. What didn't I do properly in that rebuild? Topped up gearbox oil and thought might have to change gearbox Saturday night.

Stage 4 cancelled. Stage 5&6 the same.

Lesson 3: This was the BIG lesson stage of the event. Corolla in my class starting in front of me, have raced against him before and we are very similar in times.

So after 17km into stage when I could see the water spray of his car I couldn't believe I was catching him. Well I did catch him but getting past was more difficult than I expected.

He pulled over as much as he could. I dived up the inside on a downhill tightening corner, half way round found a slip on the apex of the corner and the hazard 2ft out from the farmers fence. Maybe I shouldn't try this here. This is where the co-driver should have been yelling NO DON'T DO IT.

As I now too became a passenger and saw the farmers fence kissing the left front of my car and then thru the front window screen the car I had just passed now continuing on past me.

How small and silly can one feel.

Well you can feel a whole lot worse when the starter motor decides that it doesn't want to start the car either because it has got too hot from the exhaust system. Now we can sit here 90 degrees to the road and watch all the other competitors pass by.

The only way to get out of this spot was to push the car, I could only move it 2ft at a time, this was great fun on my shoulder blade and also managed to pull calf muscle doing this. In the end we had to balance the safety triangle and ok sign so Julie could help push as well.

So we got out of that silly mistake and suddenly found ourselves being caught by the fast cars in the modern section.

First Harry Dodson in the R35 Skyline, he just about melted the front bumper of the car with the size of the flames coming out his exhaust pipe.

Then Glenn Inkster in his Evo 6. Cornering speed wasn't too different but in a straight line these guys were gone. Now if Red Bull could give them wings they would be off the road too.

We finished the stage missing a L/F eye, parklight, indicator lamp in bumper, slightly crooked front bumper, small dent on bonnet and guard. But still kind of smiling.

Lesson 4: When a stage goes pear shape it pays to know the rule book properly. What we should've done was stay in the stage and wait for the last car to go thru being the rear safety car and hand him a withdrawal form for that stage. What that then means is we can be given a default time, which is assessed on the slowest competitor in our class plus 15% of their time. We potentially would've ended up with a 27min stage time instead of the 39min it took us to recover and get going again.

This cost us any chance of a placing in class and also means we could be beaten by a very fast car that crashed out in the opening stages, as they can get assessed time for the rest of the event. Pride is to at least finish the event though.

Stage 6 was the same stage without the spin or damage and some 16 minutes quicker. Did you think events so far were interesting!!! Its about to get better.

Saturday night's entertainment should be about assessing days activities having an early dinner and trying for a better rest for day two.

NOPE.

Weather was still disgusting raining cats & dogs & occasional flying pig, & blowing like Wgtn. So we withdrew from the parc ferme to go and swap the gearbox in the dim lit carpark of the hotel.

Had an interesting time doing this with picking the main thorough fare for all the other competitors to walk past giving us their advice and general 2cents worth of the same trivial bagging. They were all off for an early dinner and ale's. Some were worse off afterwards when they returned with a louder tone of giving us lip, some got closer to getting a fat lip !

Right; gearbox changed just need to do gear lever mechanism. I had made a nice switch cover plate to go on my 5spd shifter, this didn't fit as well on the 6spd and with tiredness setting in another boo boo. When I turned the main battery switch on one of the switches was touching to earth, yippee an electrical fire, that is nasty smoke right in my face.

Funny side of event disappearing now.

Easy fix, was only intercom system, didn't need that after all the wrong directions from co-driver! Put a battery into the intercom and eliminated the wiring issue. Had now put all the tools away and was ready to take car back. Started the car up and the battery light on dash was displaying. Oh bugger what extra damage did I cause by shorting wire?

Couldn't find the fault, so a quick check that the alternator was still charging the battery and everything looked fine. This is where a rough repair was required, out came the duck tape and I put this over the battery light on dash (out of sight out of mind). Finally got the car back to parc ferme at 8.40pm.

Time for dinner.

Day 2 how wrong can this go.....

At least we knew where we were going first up as we had already been down this road on Saturdays bad start.

8km up the road I heard something bounce under the car, hmmm that didn't sound good. So we pull over to have a look couldn't see what it was so carried on. 2km up the road the bonnet lifts on the L/F.

Pull over again and found that the impact of Saturday's fence kissing had loosened the nut at the bottom of the bonnet pin this had vibrated itself off and gone west.

Lesson 5: Must carry cable ties & duck tape in race car.

So I go for a walk looking down the road for a piece of wire whilst Julie is taking her shoe lace off. Shoe lace worked beautifully in holding bonnet closed.

Why I decided to borrow cable ties from a fellow competitor and used these instead of the shoe lace I don't know.

So when we started the biggest stage of the event 45km 2nd stage on day 2 I decided this was going to be an aggressive assault and see what time I could set in relation to fellow class competitors. 4km into stage when the cable ties broke and the bonnet lifted I didn't know if I

should laugh or cry.

Maybe my tool kit should also have a shoe lace in it. Just as well Julie hadn't had a chance to thread this back thru her boot.

So when we got to the first service for day 2, I was able to see the other mistakes I had made when doing the gearbox change. Must also carry spare gearbox mount bolts and general bolts for anything.

Maybe just take a whole spare car with me. (because I just may have xtra GT Corolla's somewhere)

The main challenge became just to be able to finish this event.

The rest of Sunday went fairly smoothly. Caught and successfully passed a lot of cars during the day as due to the bad overall time on Saturday we had been reseeded further up the start order. We travelled over some great roads in touring and went past Lake Karapiro, beautiful.

We had finally had enough at 4.30pm when we arrived back at Rotorua.

Got a finishers medallion which I felt better about than my 2nd in class at Targa Bambina, with all the drama's we went thru in Rotorua I deserved a medal.

Lesson 6: Never expect every event to go smoothly. Experience priceless.

Summary: Extremely wet and slippery event. New Zealand has some great roads and Targa is a real treat to be involved with to enjoy these roads at a speed usually not allowed.

Competitors are all mad with no respect for machinery. Maybe caused by a high percentage having large wallets. We at the opposite end of the scale pack a big punch.

Julie and I are still together. Most tension and issues created by pressure of the event stays in the car when we get out and close the door.



My future aim is to do the 5 day New Zealand Targa event and I'm glad this event has now taught me some very valuable lessons which can only make TRS (Toyota Racing Sellens) team even better prepared.

So as the coins slowly gather back up in the piggy bank, funding for the next event is on its way.

Lesson 7: train co driver to yell at me to pull my head in when passing.

Lesson 8: train co-driver. (NO! be nice to her... no one else is silly enough to get in car with me !

Cheers to those of you have encouraged me to continue boring you with my adventures.

If you're not interested it's taken you a long time reading this to switch off.

Thanks all Brent & Julie Sellens.

Piran Pigneguy wins Valley View

Valley View Gravel Sprint - 29 June 2011 (With thanks to MotorsportCentral)

It was good to "return" to the world of motorsport after 6 months off. One thing that wasn't missed was the terrible weather, and I'm starting to wonder if it's possible to have fine weather at the Valley View Gravel Sprint!

As the second round of the Wellington Gravel Sprint Series (the first being Tea Creek in May), this event was important to establish who was going to be challenging for the title this year.

A total of 25 cars showed up for the day. Vivian Eden had planned to come but unfortunately his car decided to let him down during the week preventing him from making it to the day. There were a lot of the regulars including Graham Heath, the 2009 Gravel Sprint Series champion. There were a few names missing as they were at the Taranaki Rally. These competitors included Tea Creek winner Marty Smith.



As per normal with motorsport events throughout the Wellington region there were multiple Toyota Starlets and Corollas, and the ever trusty Pulsars.

Just prior to the practice run the overcast skies were replaced by the impending rotten weather, which of course made my job all the more fun!

Practice

Mark Kibble established the pace for the practice setting a time of 3:25.07; this was 3 seconds quicker than Piran Pigneguy in the "RACE 1" EVO. Third was Gordon Diggle getting to grips with 2010 champion's Tony Dixon's WRX. Fourth just marginally off Diggle's time was Murray O'Neil in his new Pulsar; he led Class C (under 2000) and first 2 wheel drive.

Peter Langdon led Class D (and 5th overall) with 3:35.23 and Brendon Norling was slightly behind, leading Class B with 3:35.35. Class A was being led by Brent Miller with a time of 3:51.22. One of Brent's rivals in Class A, Daniel Hole, failed to make it to the top of the hill ending his day early. Also David Ragan's Galant screamed enough mid-point of the practice run meaning he also packed up early.

Run 1

Mark Kibble's practice time still stood as the fastest time of the day, although being unofficial, Pigneguy had the lead with a time of 3:26.31; this was just over half a second quicker than Diggle. Shane Mackay in his supercharged Starlet grabbed third overall and first 2WD with a time of 3:31.51, 0.3 of a second quicker than Murray O'Neil who was holding out Heath in a battle for 4th overall and 1st in Class C.

Brendon Norling led Class B with a time of 3:35.77 and 7th overall. Brent Miller continued to lead Class A with a time of 3:44.80, his time was already fast enough to win Class A for the day, but he was going to be quicker over his next 2 runs.

Run 1 led to the demise of 2 cars and 4 drivers. Ross McKenzie (shared drive with his son Callum) didn't make it to the top of the hill as his Corolla had developed an overheating issue and was shooting steam everywhere. Valley View doesn't hold fond memories for Ross and Callum as last year a wheel decided it wanted to go a separate direction to the car. Brendon Young also didn't make the top of the hill as he slid wide on one of the trickier corners and ended up perched on the edge of a bank supported only by a couple of strong willed pine sapplings. Thankful no damage was done and I'm sure we'll see Brendon out there next time.



Run 2

Run 2 saw Gordon Diggle snatch the lead from Pigneguy with a time of 3:24.82, 0.7 seconds quicker, third was Mark Kibble with a time of 3:26.49, with the top 3 being split by 1.67 seconds. Graham Heath in his Pulsar showed his intention to retake the Gravel Sprint series by taking the lead in

Class C from Murray O'Neil.

In Class D Peter Langdon responded to Shane Mackay's Run 1, by beating him in Run 2; 3rd in class was Euan Beattie in the shared drive with Shane Mackay.

In Class B Brendon Norling didn't start Run 2 but his Run 1 time of 3:35.77 was still enough to hold off Mark Anstis's time of 3:38.84; 3rd was Brian Craig in his FX-GT.

Brent Miller went faster again with a time of 3:42.18. Gary Duncan in Clint Clunie's old Datsun was second with a time of 3:54.70. Roger Lyon's Run 2 time of 4:29.37 was to be the last time that Roger and Jacob were out on the day.

Run 3

On to the final run of the day, Piran Pigneguy went out to prove a point and recorded a time 3.16 seconds faster than his previous run and in the process snatched the lead/victory from Gordon Diggle whose final run was slower than Run 2; this was probably partly due to him overcooking it at the end of the long hill straight and almost collecting a bank. Third overall was Mark Kibble whose final run was marginally quicker than his second run, making sure that Graham Heath stayed behind him.

Graham's final run wasn't what he would have wanted, at the end of the tarseal strip he collected a large boulder in the middle of the track which smashed his rear engine mount to pieces, and caused the engine lean on the throttle body. Aside from these problems Graham's time of 3:27.00 was enough to take 4th overall and 1st in Class C and maximum points for the Gravel Sprint series. Murray O'Neil settled for second in Class C, with Chris Hayman third and Alex Baker in fourth.



Fifth overall and 1st in Class D was Peter Langdon with a time of 3:29.33 slower than his Run 2 time but faster enough to hold off Shane Mackay in his ailing Starlet which was suffered from suspension issues all day long. Third was Euan Beattie with a time of 3:32.91 from his second Run.

Brendon Norling had done enough on his first run to take the victory in Class B, with Mark Anstis second and Brian Craig third with Neil Tapp fourth.

In Class A, Brent Miller went faster again with a time of 3:40.08, giving him the biggest class win by over 10 seconds.

Overall

Congratulations to Piran for overall and class victory. Other class winner were Heath, Langdon, Norling and Miller. This shows the impressiveness of a DX Corolla winning 3 classes, A, B and D with a 1300cc 4K, a 1600cc 4AGE and a Lexus V8.

Neil Tapp was the biggest improver of the day cutting a massive 34.44 seconds off his practice time by the last run. Mark Anstis was the most consistent (with a rally styled pace) with only 3.09 seconds between his practice and his fastest run.



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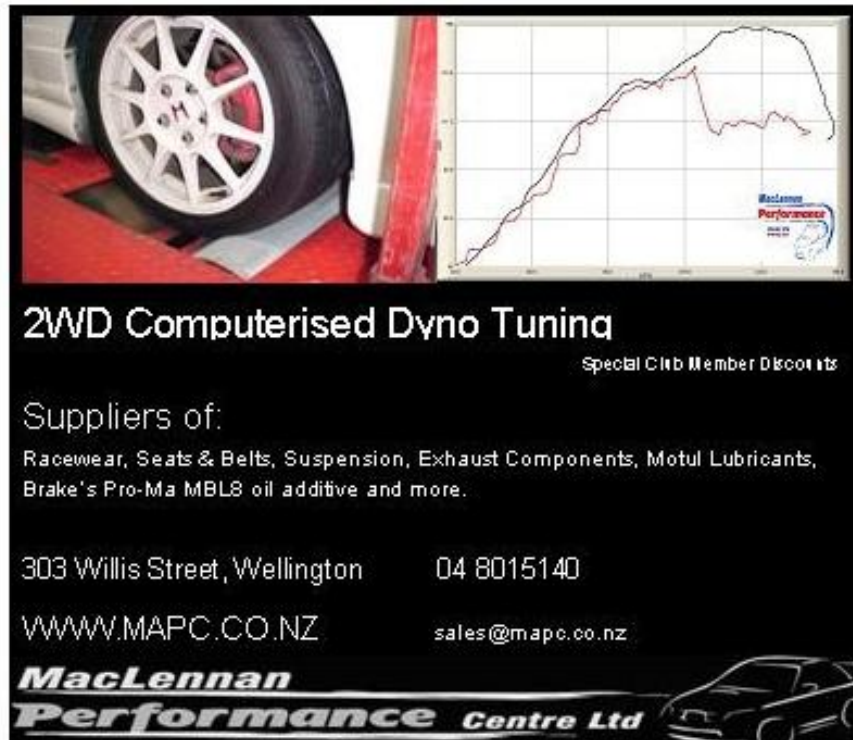
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Kaihinau Road Sprint

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twisty bits, up and down hills. Definitely rewards for bravery!

Wellington Motorsport Association Calendar 2010

Contact the HCCC conveners 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
August	6		Rally (Taupo Raceway 2WD)	Taupo	Taupo	Nat
	7	WG/	Race (Winter Series)	Manawatu	Manfeild	Nat
	10		Night Trial (Peacocke/Milner)	Harbour Capital	Wgtn. Northern Suburbs	NT
	14		Sealed Sprint	Levin	Kaihinau Road	DM
		BS	The Surgery Intermarque Sprint	Intermarque	Manfeild	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
			Sealed Sprint	Wellington	Shelly Bay, Wellington	DM
	10		Rally Gisborne	Gisborne		CRRS
	11		Auto-x	Harbour Capital	Slipway (?)	
	14		Gravel Sprint	Kapiti		GS
	14		Night Trial (Gair/McDonald)	Harbour Capital	Porirua	NT
	17		Auto-x (gravel)	Kapiti	Otaihanga	
			Competitor Coaching	MG	Manfeild	
	19		WMSA AGM / WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	25		The Surgery Intermarque Sprint	Intermarque	Manfeild	IM
October	2		Gravel Sprint	Levin	Wairongomai 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
	23-29		Rally (Targa)			
November	5		Rally - Manawatu Daybreaker	Manawatu		
	6		Hillclimb	Wairarapa	Admiral Hill	DM
	12		Race (MG Classic)	MG	Manfield	Nat
	13		Race (MG Classic)	MG	Manfield	Nat
			Auto-x	Harbour Capital	Slipway (?)	KN
	20		Auto-x (gravel)	Kapiti	Otaihanga	
	21		WMSA Meeting (Calendar)			
	27		Gravel Sprint	Wairarapa	Dorsets Road	GS
			Auto-x	Hutt Valley	Silverstream	
December	4		The Surgery Intermarque Sprint	Intermarque	Manfeild	IM

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	Rallyprint 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

Yes folks, the blast around the Wellington waterfront is back, this time on Sunday 4th September 2011.

We are continuing to work closely with the council on the speed cushions that have been proposed for this piece of road, but we can confirm that the council will make the speed cushions removable and therefore you can enjoy the event without having to worry about launching ramps at regular intervals. We have also been advised that Targa will not be using the road again, so this is your only chance to enjoy the challenge and thrills this event offers.

Download your copy of the Regs and Entry Form NOW!!!

<http://www.seabrightmotorsport.co.nz/Downloads.html> or <http://www.carclub.co.nz>

Happy skids everyone.

Jody Seabright



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Scrutineer Training 2011

If you're a Scrutineer or thinking about becoming one we need to hear from you... We are running five trainings in the North Island and three in the South and we need to know which one you can attend.

If you need assistance with travel costs let me know prior and I'll see what can be arranged

I need to know your full name and contact details and also which seminar you plan to attend

To register call me on 04 815 8088, email the attached form to rod@motorsport.org.nz or fax it to 04 472 9559

If you could arrive around 6.30pm for a 7pm start that will be great.

If you're running a little late don't worry as we understand work commitments etc...

Please RSVP by **Monday 22nd August**

If you have any questions relating to the seminars please feel free to contact me

Kind Regards Rod Taylor Technical Assistant

Scrutineer Training 2011 Registration Form

Full Name:

Contact Phone Number:

Scrutineer Licence Number (if applicable):

Please select seminar you wish to attend:

Wellington

26th August- Motorsport House, 69 Hutt Road, Thorndon, Wellington

A man's home is his castle, in a manor of speaking

Wellington Car Club Invites you to our next clubnight

Senna - the movie of Ayrton Senna's life.

Embassy Theatre, Kent Terrace

MONDAY 8 August

8:15pm arrival, for 8:45pm movie start time,



You must pre-book and pre-pay in order to take advantage of our group booking discount, see below for details.

Screening as part of the Film Festival, this movie is a documentary of Senna's life using real life footage, both of his racing and of his life away from the wheel.

This will be a one time only opportunity to see this movie on the big screen, with big sound and to share the moment with your motorsport mates.

"With a piercing, boyish beauty, the aura of a monk, and fierce racing intelligence and competitiveness, Ayrton Senna rose to the top of Formula One racing and international superstardom. Spanning... from 1984 to his untimely death a decade later, Senna explores the life and work of the triple world champion, his physical and spiritual achievements on the track, his quest for perfection and the mythical status he has since attained... So, while Senna will certainly satisfy fans, those who know little about Ayrton Senna has the most to gain. Instantly one of the great sports docs of this or any year, Senna will surely fuel a new generation of admirers for this Brazilian legend." — 2011 HotDocs, Canada

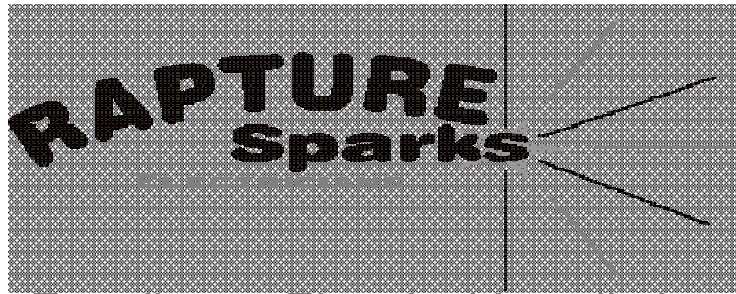
To see the Trailer: <http://www.youtube.com/watch?v=HrbJPsPtTyU>

Wellington Car Club has secured a group booking and discounted ticket prices, of only \$12.50 each.

To confirm your seats, entries for this event strictly close on Friday 29 July in order to secure the group booking. No entries will be accepted after this date.

Contact Catherine Skinner for info and payment - catherine@skinner.co.nz or 021 431 317

Please note: On receipt of your email Catherine will forward you bank details so that you can deposit the cost of the ticket(s) as we do need to prepay them



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A visit to Kiwi Race Cars - the petrolhead is not an endangered species

Grandson Tyler and I joined a large group of Constructors Car Club (my other club!) on a visit to Kiwi Race Cars in Upper Hutt last night.

Colin Welch is the Main Man at KRC, and he was on great form.

He climbed the stairs and gave us a background of the business, where he has worked for 30 years. Contrary to common belief, they are not solely builders of Cobras, but undertake a variety of design development and builds on cars, boats, utes and bikes.

There were some interesting cars and other stuff in the shop..

A rather singed Cobra chassis and running gear stood in the corner. This was a survivor of the disastrous fire they had at their long term premises on Goodshed road. The car was to be collected the following day, and they had run the engine and checked the vital fluids, and left the car on axle stands planning to refit the wheels for the owner to drive it away the following morning. The car was actually parked next to the garage doors..... After hours, a fire broke out in the workshop, and despite determined attempts this Cobra could not be moved without endangering the life of Colin's son. The car was gutted along with the whole workshop. The car is now a "spare time" project, requiring a complete rebuild.

Two partially built Cobra Chassis were up on stands. Colin confirmed that demand for Cobras has fallen away from a peak of 10 cars a year, but orders are still coming through. They have made an astonishing 250 Cobras, and the design has progressed thro several stages, dictated to some extent by the availability of stock parts. The design has progressed from Jag rear ends and Torana front ends, to custom IRS with Ford 9" diff and fully fabricated front end with HQ uprights. They have successfully navigated thro Type Approval with LVVTA and are proud to have fully certified designs for wishbones and other parts.

When asked which was the horniest Cobra they have built, Colin remarked that a car with a "cammer" Ford engine would pirouette in the road with little provocation!

A beautiful metallic maroon Cobra was in for a general "smarten up" (it looked pretty smart to Tyler, my grandson). This was a 2010 build with a late model injected Corvette engine. Since there was no visible arrangement for either a hood or tonneau, the assumption was that you get just as wet as in a Lotus 7.

A bare glassfibre bodyshell of a Cobra Daytona was balanced on four wheels - and was

certainly a slinky shape. Colin confirmed that this will be a road car, and they will build a chassis for it, using as many pre-certified components as possible. He also remarked that such a radical body shape was originally a race car, and will be a touch impractical as to access and rear visibility - implying that drivers and passengers will need to be hinged in the middle!

A big yellow Yank ute had just been converted from 3spd to 4spd manual...

A yellow Corvette was in for a general refurbishment... the owner finding upon purchase that it was missing quite number of useful components.

A grey Cobra was reaching the "trim and ancilliary" stage. A look under the rear wheel arches revealed the KRC custom IRS with the Ford 9" fitted to their custom alloy casting, and the short drive shafts with outboard discs. When asked why the conversion from inboard rear discs (a la Jaguar) to outboard, Colin explained the outboard mounting keeps the brakes cooler and allows off the shelf Willwood equipment to be fitted with easier access to the pads.

We all moved over to the large heavy steel table where Colin showed us the techniques they have perfected to make custom alloy wheels. The alloy rims are purchased items off the shelf, but the alloy centres are cast to a KRC design, and machined inhouse. The pattern he showed us is a reproduction of the classic design on original Cobras from the late 60s... this is The Wheel for Cobras! The rim is shrunk on to the centre, and Colin gave graphic descriptions of what can be done if the two are misaligned (not much apparently, except sacrifice one of the components by application of a sabre saw.... emptying 4 extinguishers did not freeze the centre sufficiently to separate the two items!!!)... one can imagine the air was blue!!!!!!!!!!!!

Colin proudly showed us some custom drive shafts fully-machined inhouse, including the splines, and claimed he was regularly "gobsmacked" by the skills and expertise of the craftsmen he works with.

He then showed us an unprepossessing machine tucked away in the corner.. This is a profile cutter which obviously is extensively used in the workshop. This machine requires only a paper pattern (or even merely a drawing), to be laid on a blackened table, and a light beam will "find" the profile and follow it faithfully, reproducing the profile on a parallel table where a gas cutting nozzle is set up.. This will cut up to 40mm thick steel!!!!. Colin encouraged the club members to take advantage of this facility, stating that the cost is low, and prototypes can be easily made in minutes... better than a drill and angle grinder!!!!

Somebody must have asked a question about working aluminium. So Colin fired up the gas axe and demonstrated how to relieve work hardened aluminium by annealing. This was a neat trick, using an overrich flame to carefully "smoke-up" the surface, then resetting the flame to cutting mode and carefully heating the metal just enough to remove the balck soot. This process leaves the allow soft enough to be cold worked to a degree. This annealing process is typically employed several times when significant working is required.

Another "vehicle" was in the shop, which despite being a boat was even more radical than the "wheeled" projects. This was one of those terrifying jet boats, that ride puddles at shocking speeds. It comprises a sliver of aluminium with a monster alloy v8 perched on the top. The engine displaces over 500cu inches, but amazingly is developed on a small block! It had the largest exhausts this side of a Saturn 5 . I kid you not, I could insert a bunched fist in ONE of the outlet pipes ... halfway to the elbow. You have to assume this would be seriously LOUD.

It is astonishing to be reminded of the level of craftsmanship and engineering expertise that is available in the Hutt Valley. These guys should be supported as much as we can.

I'll be back!!!

Nik James

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.

VALLEY VIEW RESULTS

JUNE 26, 2011

Valley View Gravel Hillclimb 26 June 2011											
#	NAME	VEHICLE	CLUB	CLASS	OFFICIAL TIMED RUNS				FTD	PLACING	
					PRACTICE	RUN 1	RUN 2	RUN 3		OVERALL	CLASS
15	Piran Pigneguy	Evo1	Kapiti	E	3.2827	3.2631	3.2592	3.2276	3.2276	1	1
3	Gordon Diggie	WRX	Wgtn	E	3.3301	3.2689	3.2482	3.2545	3.2482	2	2
1	Mark Kibble	Omega	Wgtn	E	3.2507	3.4273	3.2649	3.2624	3.2624	3	3
9	Graham Heath	Pulsar GTi	HCCC	C	3.3612	3.3259	3.2823	3.2700	3.2700	4	1
5	Peter Langdon	Corolla	HVMC	D	3.3523	3.3353	3.2893	3.2933	3.2893	5	1
2	Shane Mackay	Starlet	Levin	D	3.4754	3.3151	3.3052	3.3263	3.3052	6	2
17	Murray O'Neil	Pulsar GTi	Wgtn	C	3.3442	3.3181	3.3054	3.3106	3.3054	7	2
12	Euan Beattie	Starlet	Levin	D	3.3812	3.5079	3.3291	3.3534	3.3291	8	3
82	Brendon Norling	Corolla	HCCC	B	3.3535	3.3577	DNS	DNS	3.3577	9	1
56	Mark Anstis	Starlet	Wgtn	B	3.4193	3.4055	3.3884	3.4091	3.3884	10	2
10	Brent Miller	Corolla	Kapiti	A	3.5122	3.4480	3.4218	3.4008	3.4008	11	1
6	Chris Hayman	Escort	Wairarapa	D	3.4543	3.4033	3.4027	DNS	3.4027	12	4
7	Alex Baker	Pulsar GTi	HVMC	C	4.0253	3.5405	3.4533	3.4592	3.4533	13	3
52	Gary Duncan	Sunny Coupe	Kapiti	A	4.0122	4.1923	3.5470	3.5010	3.5010	14	2
61	Brian Craig	Corolla	HCCC	B	4.0040	3.5603	3.5255	3.5221	3.5221	15	3
66	Dick Butters	Pulsar GTi	HCCC	C	3.5473	4.0581	4.0059	3.5769	3.5769	16	4
101	Neil Tapp	Corolla	HCCC	B	4.3635	4.0191	4.0225	4.1616	4.0191	17	4
14	Jacob Lyon	Starlet	HCCC	A	4.3427	4.2626	DNS	DNS	4.2626	18	3
4	Roger Lyon	Starlet	HCCC	A	MT	4.2963	4.2937	DNS	4.2937	19	4
35	Daniel Hole	Datsun 1200	Wairarapa	A	DNF	DNS	DNS	DNS	0.0000	20=	5
16	R McKenzie	Corolla	Kapiti	D	3.4588	DNF	DNS	DNS	0.0000	20=	5=
116	C McKenzie	Corolla	Kapiti	D	3.4530	DNS	DNS	DNS	0.0000	20=	5=
8	Cy Guest	Legacy RS	HCCC	E	3.4238	DNS	DNS	DNS	0.0000	20=	4=
11	David Ragen	VR4	HCCC	E	DNF	DNS	DNS	DNS	0.0000	20=	4=
81	Brendon Young	Legacy RS	HCCC	E	3.4050	DNF	DNS	DNS	0.0000	20=	4=



I don't know about you, but this would certainly slow me down!
People slow down and actually try to "straddle" the hole.



Pretty clever -- especially when they move them around every day.
Isn't art wonderful?

SCIENTISTS DISCOVER NEW ELEMENT

University researchers have discovered the heaviest element yet known to science.

The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks. Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as a critical morass.

When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.



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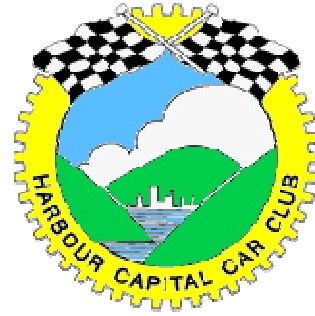
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Make & Model or car / s

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How did you find out about us

--

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)

Trials	Motorkhanas	Speed	Rallies
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