



WHEELSPIN

July 2011

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	463 0461	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	johntennent@xtra.co.nz
	Andrew Thomson	027 2605 830		
	Adam Fisher	027 4577 149		
	Roger Lyon	027 4911 129		
	Leela Copping	027 2575 328		
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	021 304253	
	Adam Fisher	027 4577149		

WEBSITE: www.hccc.org.nz

COVER PHOTO

Mr Shifta & Flying Fish at start of Stage 5 Taranaki

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 July 7:30



Presidents Prattle
Presidential Stuffs.

Interesting month for me. Still no driving, but I navigated with Brian Craig at Rally Wairarapa.

We're still waiting on any further information on the progress of the Wildlife Sanctuary vs. Slipway and Wellington City Council, so at this stage I have no idea if the July Photoworks Autocross Challenge is going to proceed. I suspect from lack of any progress reports, probably it won't.

This is of course absolutely frustrating, as our great progress with this series has been entirely halted while the Sanctuary protests the decision of the Council. The fact that the Sanctuary is begging money off the Council, whilst simultaneously spending money on lawyers AGAINST the Council does get under my skin.

The Corolla is back on the road again, and will continue to be played with until I get an event to enter it in! There's new (well, new to me anyway) suspension to go into it, and some new rims lurking nearby. One of the mufflers has conked out, so there's some clanging and banging from the middle as a baffle floats around in there somewhere.

My hoarding habit has become a little bit more obvious to me, turns out that I've got car magazines kicking around that date back to the mid 1980's. Six boxes worth in fact. Good grief.

Rally Wairarapa was most excellent a weekend. We headed over on Friday night (Brian Craig, Neil, Webster, John T), and met up with Mark, Milly, Brendon and Andrew who were at the same accommodation as us.

It was a bit of a concern though that when we were leaving Upper Hutt, we saw Cy driving Adam Fisher's Starlet around ... hang on, don't you kind of need the rally car to enter the rally? I'm not quite sure what was up there, but when Cy was asked he got the axe murderer expression going.

Documentation was very straightforward, and we'd already scrutineered the car in Wellington, so the toughest bit of the evening was trying to work out the crossword and the other puzzles on the Cobb and Co puzzles on the back of the placemat



Brendon being the special chap that he is, started recreating Stonehenge with the pencils on the table. Or something. Let's face it, who can say what goes on in that head.

The morning started fairly painlessly, we used the GPS to set the Monit on the way to the start, and chatted with people while we lurked in the car park.

We were seeded second to last on the road, with Dan Hole behind us in the Datsun 120Y that we've seen him using at some of the local autocross events.

Dan ended up having a rough day, as his car was running dreadfully, and was just limping through the stages. Then his service crew rolled the ute on a nasty corner on the way to first service. Dan pulled out at that stage to ensure that his crew were all good.

My memory is pretty rubbish, so I won't (can't) give you much of a blow by blow of the stages, so I can only really give impressions of stuff that has stuck to my brain cells.

Having a Monit and an intercom is a *huge* improvement from where we were at Daybreaker, as I could give a much better quality (and volume) of instruction. Brian's driving and confidence has improved a bunch since Daybreaker too, and he really seemed to be enjoying the drive.

We had once ditch moment, and that was just a low speed understeer wide on a hairpin, that was solved by planting boot and not losing momentum. Other than that the car was faultless, and the driver was a happy driver. The long stages meant that we could really get into the swing of things, and there were some excitingly long straights that made me wonder just how fast the turbo four wheel drive boys would have been going!

The farm track 7km was back again from last year late on day one. We kind of lucked out on that one, as the Glennies who started behind us in the big horsepower KP Starlet caught us as we were coming into the narrow section, so we elected to ditch a few seconds and stop before the first farm gate to let them pass us. There would have been bugger all chances to let them past in the narrows, which would have been frustrating for all. We had nothing to gain, and plenty to lose on that section, so I just instructed Brian to simply drive through it in second gear and don't worry about any sort of speed. We did so, and basically just ground the sump guard on the ground the whole way through the farm section.

Unfortunately for Mark, he ran wide on a corner and very very slowly slid into the ditch beside the road. We had absolutely no chance of getting him out of where he'd got himself so we had to just

drive past. Apparently even the rescue 4x4 had a bit of a time getting them out. Mark's service crew had a busier Saturday than we did, as there was a dicky alternator to be replaced during the day, and a whoooooole lot of mud to get out of the car on Saturday night following the ditch excursion.

The last stage of the day had potential to be pretty dodgy, as light was fading rapidly, and if anything was running late, or if the whole field was still running then we were going to be driving through very much in the dark. As it was, it was merely very gloomy rather than full dark, so Brian took it easy and kept us out of any of the ruts and chewed out corners in case they had hidden dangers.

Our guys had a low key day, they checked the fluids, measured the tread depth (we actually stayed on the same four tyres the entire weekend!), gave us a fair bit of petrol, and supplied tasty snacks.

Found a decent pub / TAB in Masterton on Jackson Street, and chowed into a pile of delicious food, then crashed out for the night.

Sunday morning was a stunner, blue as far as the eye can see, and a low key drive up SH2 to the start at Eke in convoy with Mark. The day stayed awesome, and completed another remarkable Wairarapa Rally weekend of dry weather. We had a little rain on touring, and that was it.

Sunday saw Dan come back again in the 120Y, with a new service barge. The car wasn't going all that cleanly from talking to him, but I'm pleased to say that he completed day two cleanly, and was grinning like a lunatic at the end of it.

The stages on Sunday were generally a bit shorter, and there seemed to be only really short touring stages, which made for an excellent day. We had a couple of interesting moments during the day, courtesy of other people! We passed a Corolla parked beside the road in stage, didn't think much of it, until a few km later they caught us at a hell of a speed. I had the passenger mirror set so that I could watch the road behind, so luckily we didn't get in their way much. It turned out they'd had a flat, then the jack had sunk into the ground during the wheel change. When we passed them, they'd just got back in the car having lost about nine minutes, and were in the process of belting up again.

We also caught Adam and Jilly wedged with two wheels off the road, and the rear supported only on the diff. I thought we might have a chance of towing them out, so we slammed on the anchors, hooked up, and had a couple of minutes worth of towing and bouncing. Turns out we couldn't get them out, but we gave it a really good go.

We ran over some stuff during the weekend, including a sodding large branch towards the end of the second day, which was a bit scary. I'm pretty sure that Brian will need to upgrade the under body protection on the mighty Corolla if he wants to keep all the lines and fuel tank intact. The joys of being at the tail end of the field meant that there were quite a few really decent sized rocks in the road.

It is a real testimony to the car that we ran a basically standard 1986ish Corolla for an entire rally, and the sum total of servicing required was that we put petrol in it. So, that gained us another finish and a brilliant weekend.

If you're ever able, then I can't recommend Rally Wairarapa enough as being an event which is a huge amount of fun even if you're the tail end Charlie. Thanks to Brian for putting on a good job, with Neil and Webster being the ever faithful service crew.

Leon



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington
Len Fisher : -Phone 64 6 364 5336 Mobile 0274 390 308
Adam Fisher Phone 0274 577 149
Fax 64 6 364 5331
Email elfish@farmside.co.nz

For All Household maintenance & building,
including General repairs,
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Bartons Line

After a very early start from Wellington I arrived at Bartons Line just as the Wairarapa car club were setting up everything for the day's event. I thought to myself "I'll put in my helmet and overalls — just in case a ride in the silly seat comes up" Little did I know what I was in for!

Bartons Line is about 7.5k long with fast sweeping tight sections on to a wide open long flat sprint to the finish.

My first run in the passenger seat was with Brian Craig. I thought he handled it very well, steady and keeping the car well under control. My next few runs were with Jilly and Adam. This piece of road has quite a few memories for Adam apparently!

Adam gives the car lotsa boot, therefore at times getting the rear end out of line, also very close to fence strainers and the edge of the road. On the final stretch to the finish line (Jilly refers to it as hunning) flat to the boards.

Jilly, I thought did very well on the first few runs just took it steady and not pushing too hard. (This was Jilly's first time driving a rear wheel drive rally car — Ed)

I'm sure Jilly, Adam and Brian all worked on their times and by the end of the day got more confident with both car and road conditions.

I'm glad I was able to experience what it's like to be in the passenger seat on a rally sprint. I didn't really know what I was in for. I can report though that the old ticker was pumping away and I found it over the moon, and would do it over again sometime.

A big thanks to Brian, Jilly and Adam for letting me experience the joys of Rally Sprint on country roads.

John Tennent

THE BEST HOSPITAL SIGN EVER?

Well Done, Northampton !!!



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Movie Night Thursday 14th July



You are all invited to the Ascot Cinema at 68 Queen St, Upper Hutt for another great night out with fellow club members.

An exclusive showing of CARS 2. sequel to CARS which we all enjoyed a year or two back.

Be there at 7pm for drinks and snacks, movie starts at 8pm

Please book with Neil on 04 233 8714 or 027 248 3979

THUNDERBALL

I chose this title for the latest exploits of Bondy & the Flying Fish, since it describes the noise of the mighty V8 and the balls of the driver!?, and I'm running out of appropriate James Bond references!

Wairarapa 2011, a favourite rally on awesome roads, And fast! Last year the man complained that on the 1.9km straight of stage 2 we could only get to 185k, (remember the dizzy problem that eventually put us out) this year 228k, hence the reference to BALLS!

That speed in a 2wd is awesome, in a 4wd you have some room to recover if the back steps out — not with 2wd.

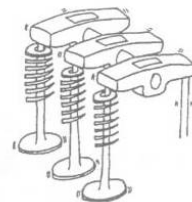
Enough about Wairarapa, others have their stories. Last weekend we took the mighty Hunter to Taranaki, on to the tarmac it loves! Awesome, no stories from me either, just an awesome day, Steve got 2nd Class C, I got 1st, (just goes to show the importance of co-drivers). However, without my classic ballsup (nuff said!) which cost us 1 minute we would have been further up the leader board.

Roll on Hawkes Bay

Flying Fish

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!

Adam is a lucky man.....

Last week, when shifting Jilly's front lawn to make way for (another) car park, one of the trailers got a puncture on the Hutt motorway.

Len was already delivering one trailer load (bottom fell out of trailer), and on his return, stopped to help Steve with the puncture, only to mount the kerb and get another puncture in Adam's van. Along comes "Wonder Woman" Before Len or Steve realised Jilly had arrived, she was out of her car, big trolley jack in hand and jacking up the trailer. Len & Steve could only stand and watch — in awe!

Wayne Gair was seen parked on the side of the road arguing with a Police Officer while returning from Stewarding at the MG Classic at Manfeild. Rumor has it, he won.

Dave Wilce has a date with Sabine Schmitz (of Top Gear fame) She is going to take him for a ride in her Porsche GT3 RS 997 around the Nurnberg Ring.

Dear Clubs,

Please inform any members wishing to participate in this years Scrutineer Training of the form attached to the link below. We are seeking interest for venue locations, the final locations will reflect the numbers of expressed interest for a particular area.

<http://www.motorsport.org.nz/assets/Forms/Scrutineer-Training-2011.pdf>

Best Regards,
Technical Team
MotorSport New Zealand

A public school teacher was arrested today at the airport in Juno, Alaska, as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator.

At a breaking morning press conference, a state of Alaska spokesperson said he believes the man is a member of the notorious AI-Gebra movement. He did not identify the man, who has been charged with carrying weapons of math instruction.

"AI-Gebra is a problem for us', the spokesperson said. They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.

They use secret code names like "X" and "Y" and refer to themselves as "unknowns" but we have determined that they belong to a common denominator of the axis of medieval with co-ordinates in every country.

As the Greek philanderer Isosceles used to say, "There are three sides to every triangle".

When asked to comment on the arrest, Sarah Palin said, "If God had wanted us to have better weapons of math instruction, he would have given us more fingers and toes".

Trials

Hello folks

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

Thanks to Dave, Mark & Di Jennings (Kapiti Car Club) for organising the event. Further down is a message from Dave.

Dave has included an interim points table for the series. This shows that defending champion Mike Reid has an early lead, followed by Wayne Gair & Dianne McDonald, with Dave & Mark Jennings close behind.

Great to see Steve & Cathie McCallum on their first car trial in about 25 years, and still competitive. Also good to see Dianne & Ben Stockbridge returning after a couple of years away. This seems to be the year for come-backs. It's surprising (and only slightly worrying) how many of this year's participants were active car trialists in the 1970s & 80s!

The next event is on Wednesday 13 July - round 3 of this year's night trials series. Organisers are John Rapley & Carol Weston (Harbour Capital Car Club). Petone & Hutt Valley area. Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over tea or coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

Later rounds this year:

Round 4 - August 10, likely area to be advised, organisers Bill Peacocke & Murray Milner (Harbour Capital Car Club).

Round 5 - September 14, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

Cheers, John

Conroy	Pegasus	Black Tracks	Martin	Gandys	O'Makinen	Craigs	Smiley ●	Peugotary
Eddie Conroy	Dianne	Ken Douglas	A J Martin	Sue Gandy	Len Fisher	Brian Craig	John Rapley	Dianne
Paul Taylor	Stockbridge		Miles Jackson	Denise Gandy	Jilly Hutson	Barry Craig	Carol Weston	McDonald
	Ben Stockbridge	Marcia Haggerty		Gordon Gandy	Steve Palmer			Wayne Gair
					John Tennent			Mike Reid
2	3	4	5	6	7	8	9	10
0	0	0	0	0	0	0	0	0
10	0	10	0	0	0	0	0	10
10	10	0	10	0	0	10	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
10	0	0	10	0	0	10	0	0
7	4	3	2	0	6	7	1	4
0	0	0	10	0	0	0	0	0
0	0	0	0	0	0	0	0	0
10	0	10	0	0	0	0	10	10
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	10	0	0	0	0	0
0	0	0	0	0	0	0	0	0
12	6	3	1	5	30	2	5	7
0	10	0	0	0	0	0	0	0
0	0	0	0	0	0	10	0	0
0	0	10	10	10	10	10	10	0
0	0	10	0	10	0	0	0	0
0	10	0	10	10	0	0	0	0
0	0	0	0	0	0	0	0	0
0	10	0	0	0	0	0	0	0
10	0	10	0	0	10	10	0	0
0	0	0	0	0	0	10	0	0
18	26	7	5	3	1	10	6	7
87	76	63	68	38	77	69	32	28
10th	8th	5th	6th	3rd	9th	7th	2nd	1st
6	8	11	10	15	7	9	17	20
Expert	Expert	Expert	Inter	Expert	Inter	Inter	Expert	Expert
6	5	4	2	3	4	3	2	1
10	4	6	8	3	9	5	2	1
77	50	63	73	38	76	59	32	20

SS2000 ONCE MORE

After reading the last club magazine, I realized that it had been ages since I last put pen to paper.

Mount Vic provided plenty of fun. The weather was fine and I did not break anything major, plus caught up with fellow HCCC members so a good day. I managed third in class and it was clear I was not committed enough to get the best out of the car. After talking to a few fellow competitors afterwards, I realized that I had not had the throttle flat from the dipper to the top. Road knowledge is a must for these sub one minute events. My car bounced about that much up the road that it broke one of the mounts holding the windscreen demister fan. Congrats to Overall and class winners and cheers to the organisers, officials and marshals.

Then it was April which provided a couple of chances to stretch the Honda's legs. First was The Manawatu Toolshed Road and Track series. This was a good chance to hit the track and work on the first few laps. I had runs with Webster and other HCCC members and tried Dot tires and slicks testing grip and lap times. I did a best of low 1.19 on slicks and the dots were good for high 1.20s. It was interesting to feel the difference of 15 and 16 inch rims on steering input and how the smaller diameter 15 inch tires felt in top gear acceleration. I had nearly 8000rpm in top at the end of the front straight. It was good to see Webster getting into the 1.19s in the Starlet.

Diane and I went up to Taupo for the last round of the IRC Series. A 2 day race meeting held Saturday and Sunday of Easter weekend. We dropped the car off at the track Friday night in the rain and went to find our accommodation.

When we got to the track Saturday the rain had lifted and the track was drying. It was good to meet up with others from the SS2000 fraternity, with plenty of time to set up for Qualifying. This was cut short after a couple of cars bent each other between turns 4 and 5.

The Scratch race start was great with 30 cars on the grid making the first lap busy. Unfortunately by lap 4 my tires were going off and my lap times dropped, the cars I had passed were passing me back. I thought I must have had a puncture as the car would not turn in and if I applied power the front would wash out wide. At times the front would suddenly grip and try to throw in a bit of over steer for fun. My last lap was only just faster than my first lap from a standing start and I ended up twenty second. So throw away the stuffed slicks and fit the wets for the last 2 races.

Richard Gee a fellow SS2000 competitor who runs a similar EK9 Civic came and saw me and offered me his spare used set of slicks, to use for the last two races. I said YES.

Race two was cool I had grip and could drive through corners where previously I was a passenger waiting for the corner to finish. I could dive deep under brakes and turn under competitors and equaled my previous best lap time. I am still 6 seconds a lap down on the fastest drivers. To cap it off I had a duel to the flag and won the race by less than a bonnet length. Unfortunately SS2000 run a breakout system and due to decent tires I had been faster than my previous race best lap time by more than 1 second on every lap and was awarded a 35 second time penalty which put me in 24th place the guy who I raced to the flag with was relegated to 20th. Cheers to the HCCC guys and gals who came and saw me after the race.

Race three handicaps put me a bit further back and I managed to get up to third before the top cars came through. I would get to the back of a car that was only 0.5 slower per lap and a faster car would get the line so I would let them through and spent the next lap catching the slower car only to yield to another faster car. I ended up 11th losing 5 places on the last lap.

Have put the car away for winter and hope to improve motor top end slightly with new cams and install a new fuel tank of some type. Always chasing less weight the goal is to get the car on the track with less than 1000 kgs with driver. The fastest cars are running under 950 kgs. Need to replace synchro's again. When I was talking to the supplier I was told that they are recognized as a consumable item on their race car.

Go hard, go fast and be safe.

Cheers Gary Maddock

FABULOUS WEEKEND

2011 was to be my eighth start in Rally Wairarapa which is my local event. While I had travelled over most of the roads at some time, it would be different driving them for the first time. Also some of the stages were being run the opposite direction to past years.

In the lead up to the rally the car had some rust removed and a few toys added. The addition of intercom and trip meter meant Leon could communicate the route book instructions accurately and clearly to me without having to shout over the gravel noise. To give greater assurance Leon also added his GPS unit.

Saturday dawned clear and cool. Stage 1 was a short 7km. Last year David Wilce and I had to stop just 2km from the start when we lost 2nd gear. This was our first ever DNF. This year Brian Green/Fleur Pederson only got 1km before sliding into a drain. It was a big relief to me to get to the finish having passed a couple of stopped cars already.

Stage 2 (23km) started on damp forested road before opening to fast straights near the end. There was a 2km straight which you could just go ballistic but straights are not my thing so when I reached my comfort speed (140kmh) we sat there. Later Len said Bondy (Hunter V8) had reached 220kmh. That would be scary in a 2WD. One thing Leon developed was a call of 'GAS' whenever I hesitated or needed more drive out of corners. This was to work really well during the weekend.

Stage 3 (21km) was more twisty thankfully. This was a repeat of my first ever stage in a rally back in 2003 with David in the charade. Back then I didn't take 'SEALEG' pills and had felt very uncomfortable at the end. No worries this time as I seemed to have other things on my mind. Passed another couple of cars stopped which meant we were up to 50th at first service in Pongaroa.

I had planned with Neil to fit my new tyres on the front but as the others felt good we decided not to. Originally we were to be last starter but a local lad in his first rally (Datsun 120Y) asked to go last. He was having engine problems and hoped to sort them at service. Unfortunately he arrived at Pongaroa to find his crew had rolled their vehicle. So with NO fuel and no tools they had to retire from day 1.



Photo: Positive Images

Stage 4 (33km) was tight, narrow, twisty, technical and hard work but I really liked it. We passed a few more cars including Adam Bligh who was through a fence into the trees.

Stage 5 (9km) was surprisingly slippery catching out a Mazda 323, up a bank onto his side, then catching me. On a left hand hairpin the car slid wide into a drain with Leon yelling 'GAS GAS GAS'. This worked and we pulled our way out and continued up the hill.

Stage 6 (20km) was fast and flowing to midpoint then twister in the second half. This was a really nice stage to drive.

So back to Pongaroa for service. Tyres still good, so just needed more fuel and the mud cleared from the front rim.

Next was stage 7 Puketoi/Pori Rds (30km) starting open then onto 7km of gated farm track to finish on a narrow twisty ridgeline road. David and I had gone through here last year without 2nd gear. That was tough as that was the gear you needed. At the start line the Glennys (2L starlet) arrived behind us (gone off stage 6). Knowing it was going to be a grind we tried to get them to start before us. No go said the ACOC so after 6-7km we could see them coming so pulled over at the 1st gate to let them through. This was a wise move as having them on our bumper for 7-8km would have put me under pressure I did not need. It was hard enough just tip toeing along staying in the ruts. We did come across Mark Anstis (starlet) in the thick mud on the outside of a right hand corner. No chance to stop and attempt a tow so keep in the inside rut. A funny thing here was that Leon's GPS said we were in a paddock not on a road. It really was like a grass autocross. Finally back onto the real road for the second 15km. Still tough work and not a piece of road I will ever like.

The last of the day stage 8 (13km) North Rd was open and fast with seal in the middle and end. The added challenge on this stage was our start time of 5.05pm. Not fully dark but very gloomy. Having experience of this road was invaluable. At the end of the day I had moved from 57th starter to 39th finisher. I was very happy with that result.

Day 2 preparation was a car wash and a full tank of fuel. Easy

Sunday was cool and clear again as we transported to the start at Eketahuna. Today we had 9 stages in groups of 3, 4 and 2. Stage 9 was a short 7km with the popular spectator junction in the middle. Before that we had to get past the right hander at the top of the hill. This usually catch's someone out and this year it was Daniel Feck (Mitz. FTO) The surface was a little slippery so I just wanted to get through this stage with no mistakes.

Stage 10 (15km) was twisty with 1km of seal in the middle, then fast at the end. A little bit of everything in this one.

Stage 11 (14km) fast to half way, then onto flowing corners to finish on seal. Going good to just after the twin bridges when we came across Adam/Jilly (starlet) hanging over the edge on a tightening left hander. Leon 'ordered' we stop. Backed up to try and tow them downhill. But with their wheels in the air or spinning it was no good. I was eager to go as Leon jumped back in, plugged in and belted up which is not easy to do when the pressure is on. We lost just over 2 minutes in stopping. But the 4WD recovery did pull them back on just in time to avoid being excluded for lateness.

Service at Eketahuna was routine. Check engine, tyres, add fuel.

Stage 12 (17km) was south of town and was last used this way for the Mini Wairarapa Rally many years ago which David W and Neil R competed in. The middle part was familiar but the ends were being run the opposite direction to recent years. A really cool stage.

Stage 13 North Rd was a repeat of stage 8 from day 1. It was much nicer in full daylight as it was the fastest stage of the weekend. Part way through we saw Paul Black (corolla) stopped (puncture). Then next thing Leon shouts 'car behind'. I almost threw the car off the road in my endeavour to get out of Paul's way. Fortunately the left hander widened and he was through.

Stages 14/15 were repeats of 9/10 from the morning. It was good to improve my times on both as I like repeat stages.

As we arrived at service Mark Anstis was very concerned with the amount of water his car was

losing. This meant Brendon and Andrew had a job on their hands. So after Webster had fuelled my car he offered his thoughts on the problem. Their conclusion was split bottom hose. Fixing it took time and they were late leaving service.

Stage 16 (23km) was the usual Barton's Line run in the opposite direction. It was very fast up to the hilly midpoint section before turning left to finish on the annual rallysprint course. I was a bit tentative in the fast stuff but really enjoyed the hilly stuff and the blast over the last section.

Stage 17 (14km) Daggs Rd, was run in the opposite direction for the first time since 2003. It is up and over 2 twisty hills and is a technical stage to finish off the day and weekend. I had to concentrate really hard not to make any mistakes and was totally relieved when we crossed the finish line. Unfortunately Mark had further water problems and had to withdraw. Daniel in the Datsun120Y had a good day and finished just ahead of us after our earlier stop.

We toured back to town to the car wash which actually was a truck wash with big hoses. The high pressure of the water was too much and got through the door seals so we got a little wet. We finally got to the finish control then on over the finish ramp in 30th placing.

A wonderful 2 days over fabulous roads. Thanks to Leon for his tuition and guidance, Webster for his help in the car preparation and to Neil for help with my tyres and the service vehicle. Without these 3 gentlemen I could not have done skids.

Brian Craig

Your Duck is Dead--

A woman brought a very limp duck into a veterinary surgeon. As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest.

After a moment or two, the vet shook his head and sadly said, "I'm sorry, your duck, Cuddles, has passed away."

The distressed woman wailed, "Are you sure?"

"Yes, I am sure. Your duck is dead," replied the vet.

"How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned around and left the room. He returned a few minutes later with a black Labrador Retriever. As the duck's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the vet with sad eyes and shook his head.

The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also delicately sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room.

The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck."

The vet turned to his computer terminal, hit a few keys and produced a bill, which he handed to the woman.

The duck's owner, still in shock, took the bill. "£150!" she cried, "£150 just to tell me my duck is dead!" The vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been £20, but with the Lab Report and the Cat Scan, it's now £150."



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DAVE'S DRIBBLE

Well, my motorsport this year has been almost non-existent. The last time I competed was last year's Wairarapa Rally, where I destroyed 2nd gear 2KM into the first stage. I did rejoin the rally and finish without 2nd gear, which made for some exciting moments and a very punished clutch. I even wrote an article on it, but our lovely magazine printer at the time, failed to print it all. The car is still sitting in the garage untouched. My plan was to get it out and repair it last year, but wanted to do it on a hoist. Webster slowed that plan down by having troubles with his Starlet that required the hoist and my enthusiasm died. When it wasn't fixed in time for Bartons Line Rally sprint, I looked at the WMSA calendar and picked Wairarapa Rally for the next event. That slowed to a halt when Brian decided that he wanted to enter his Corolla and asked Leon to co-drive. I did half-heartedly look for a co-driver for a while, but when my father brought up the idea of spending July in London and Europe, my budget suddenly fell apart. The next plan was Valley View, but at the time of writing this I am no closer to getting the car fixed and the temperature has curbed what little enthusiasm I had.

Politics of the Sport

Though not competing I have still been active with the committee and as the WMSA delegate. This year I also represented the club at the MototSport NZ AGCM. I have been doing this on and off for the last 14 years, but this year was the quietest yet. There were only 5 remits (official proposal for a rule change proposed by member clubs) and nothing very controversial planned. The AGCM (Annual general council meeting) is held over two days (Friday & Saturday), the first day being a series of workshops where the past year and the future plans and ideas are discussed. These are semi-formal meetings and the floor is open to discuss problems and ideas for the future. Unfortunately the way they were arranged this year, (6 meetings, 3 time slots, 2 at a time) I had to choose between race and rally workshops and then the Clubsport and finance workshops as they were on at the same time. I went to the Rally then the Clubsport workshops, then in the afternoon went to the safety and training workshops instead of the historic & classic workshop. I chose these workshops as they best represented our club members. The second day is the formal AGCM meeting. This is a very formal meeting chaired by the President and follows proper formal meeting protocols. During this meeting we go through the accounts, the next year's budget, reports from President, executive, general manager, The Motorsport Company, Rally of NZ Ltd, The Motorsport NZ Scholarship Trust etc, the remits are put forward and voted on, the reports from the previous days workshops are presented and

discussed and the election of office bearers. This meeting got off to a flying start and it was soon very clear that the meeting would finish in record time. This caused a bit of an issue with the timing as the minutes of the Friday workshops (which were not due to be talked about till after lunch) were still being typed and copied when we got to that part of the agenda. We moved on and still broke for lunch early. With few elections required and the remits well and truly discussed during the workshops the meeting was over by 1:30pm. The only controversial part of the meeting was during the report from the MotorSport Company Ltd, when a representative of Taupo Track ambushed Kerry and accused the MotorSport Company of blackmailing them over the running of a breakaway class. Although it was full on and interesting, I felt the AGCM meeting was not the correct place to be discussing such issues (maybe it should have been brought up the day before in the Race workshop) and I was surprised they were allowed to continue.

The finer details:

Rally Workshop

After a report from the Chairman of the Rally Commission, we discussed the remits, then during general business, the future of our national championship was discussed. With the current 4wd production cars working well at the moment, looking forward, it is unknown what Mitzi and Subaru may or may not do in the future. Currently the 2wd cars are struggling for numbers but the UK are moving more towards the FIA R2 1600cc championship cars. Aussy have destroyed what championship they have, so we need to look forward to what vehicles may be available in the future and consider how the sport may move to a different type of car. The return of night stage rallying was discussed with a discussion for and against. I think there were some interesting points for rally organisers to think about.

Also discussed, organisers looking at ways of running cheaper club rally's, rally sprints etc, and the age old problem of seeding drivers, especially when an out of area driver enters an event he/she has not done before, against competitors he/she has never competed against. Also the high number of rally's run each year (19 last year) is that too many?

Clubsport Workshop

After a report from the Chairman of the Clubsport Commission, we discussed the remits again and then talked about the new Hill climb championship and how it started slow and got better and how it will be improved next year. Different formats were discussed. The 2012 Clubsport Camps were announced. They will be on 2-4th March at Teretonga Park, Southland, (read Invercargill) with a sealed autocross, Motorkhana & gravel sprint (for more info, go to www.teretinga.org.nz or contact info@teretonga.org.nz)

We talked about how to get more volunteers. It was suggested that each club needs to create a strategic plan and use it.

2 guys from D1NZ gave a talk about drifting and what they are doing. They are running a 6 round championship including an event at Mt Smart stadium which attracted almost 5000 spectators and are keen to find a similar venue in Wellington (currently considering the Riverbank car park in LH). They are helping out at Rally NZ and Hamilton 400 events etc. Drifting in NZ is rated highly internationally with 5 competitors competing internationally and NZ is ranked in the top 5 of the 38 countries drifting. D1NZ want to organise the first drifting 'World Series'

As a sport DI is growing very fast and the organisers are young and enthusiastic. They have looked at the old ways of promotion and found they don't work. They are using modern media like texting and facebook and having greater success. It was an interesting talk and they took lots of questions and did a great job answering them.

Safety & Training

I struggled with this workshop. The upshot is that MotorSport NZ are being given a lot of money (in stages as they justify the usage) over the next few years for safety and training. There is a commission that has spent a lot of time identifying what is needed and setting up a framework for training marshals, scrutineers, officials, CoC's etc. It is very much in the early stages and things are beginning to take shape. I have no doubt that this is the case and a lot of work has been done, but to me as an outsider, it almost sounded like, "we have to have this workshop but we have not

actually done anything about it yet but talk about it.” There is no doubt, the Young Driver Program and the MotorSport Academy are awesome and have produced great results. The MotorSport Academy is a fraction (\$8K vs. \$220K) of the cost of a similar one in France and is attracting overseas interest and this year there will be someone from Kart Sport attending (those outside MotorSport NZ have to pay to go) There was talk about official training i.e. scrutineer, CoC, marshalling etc, so watch this space.

AGCM

As mentioned, just the formal stuff. Financially sound, fees are not going to rise.

Elections of Office Bearers

Wayne Christie was the only nomination for Vice President
Executive member , 2 required, 3 nominated. David Kirk :37, Norm Oakley:40, Tony Roberts:24
Historic & Classic Advisory, 2 required, 5 nominated. Robert Boulton: withdrew, Tony Roberts:37,
Barry Leitch 35, Russell Greer:17, Roger Herrick:15
Clubsport Advisory, 2 required, 2 nominated, no election required. Jeff Scott, Danial Vincent.
Rally Advisory, 2 required, 2 nominated, no election required. David Loughlin, Bruce Sollitt
Race Advisory, 2 required, 2 nominated, no election required. David Slater, Julian Hardy

Remits

1. Historic Racing Club wanted the rules cleared up to allow vehicles built up to 1985 to continue using avgas. They put up a good case and won the vote.
2. Pre 65 wanted to be allowed to run avgas. This remit was withdrawn, as they got their rule change accepted before the meeting.
3. Auckland Car Club wanted new applicants for either National Race or Rally licences to have to be made to volunteer or official at a motor racing event before they can get a licence. This is a variation of a remit they put forward and loose every year and again was badly thought out and poorly written. It had no support and lapsed for lack of a seconder.
4. Historic Racing & Sports Car Club wanted competition licences to be valid for 5 years. It gained no support during workshop discussions and was withdrawn.
5. Historic Racing & Sports Car Club wanted the Executive to review they basis on which they determine the cost of Race & Rally licences. Again this was withdrawn as the discussions had shown it had no support.

Conclusion

The sport in general, is in good health. The membership holding strong, events still happening and the sport is in good financial health, working within budgets. The initiatives of the sport are helping to produce top class competitors that are starting to get the world recognition they deserve. There was mention that the aviation industry are on the brink of an acceptable alternative to avgas.

Well, that's it from me this month. If that bored you to tears, you could always write a more interesting article yourself (I have just set the bar very low so you don't have an excuse!) I won't be seeing any of you in July as I am off to London and Europe for a holiday where I plan to have a very fast lap around the Nurburg Ring in a GT3 driven by the "Queen of the Ring" during a closed track day and maybe even get to drive a Group2 Suzuki Swift race car round on the open road (with all the other loony's) the day before and then visit the Porsche and the Mercedes museums. I'll be thinking of you all here in single figure temperatures while I sip a beer in the cool 30-35 degree summer!
Don't miss me too much.

Dave

If the global crisis continues at the present rate, by the end of this year only two banks will be left operational the Blood Bank and the Sperm Bank!

And before you know it, these two will merge, and the whole place will be full of bloody wankers.

Hi Guys and Girls - It's that time again!

Remember that the Taupo Classic Rally Club membership is only \$30.00 per year (No joining fee) for those of you that this is a yearly outing!

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- A chance to drive Taupo circuit the reverse direction
- Got an older rally car – NO registration required or WOF – all on private land
- Tried rally sprinting, want to give rallying a go without having to buy an expensive car.
- Run by mature (older) organiser's who remember when rallying was FUN
- If this is your idea of skids, **entries are available** at www.classicrally.org.nz

N.B. – “To finish first, first you have to finish... To finish you first have to take part”

Alan Barnes - 027 44 33 407 Dynatron Taupo 2wd Tarmac Rally Saturday 6 August 2011

Email: rallysec@xtra.co.nz Web: www.classicrally.org.nz

I TRULY DID NOT KNOW THIS!

Las Vegas Churches accept gambling chips

This may come as a surprise to those of you not living in Las Vegas , but there are more catholic churches than casinos. Not surprisingly, some worshipers at Sunday services will give casino chips rather than cash when the basket is passed.



Since they get chips from many different casinos, the churches have devised a method to collect the offerings..The churches send all their collected chips to a nearby Franciscan monastery for sorting and then the chips are taken to the casinos of origin and cashed in.

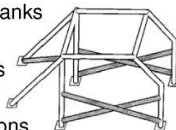
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Progress report on the Niscort (SR20DET in Mk1 Escort)

Niscort News May 31

Fitted a set of 205/50 X 15 Bridgestone Potenza R001s on Niscort today - same tyres and sizes as on the MX5. The rubber that was on it was crap..... got the R001s for a good price at Tony's UH.

The old tyres are on TM - together with an A30/35 front bumper I have had in the roof for ages. This 205 dimension will reduce my final drive by 2%, and will give another 10mm of radial clearance in the wheel arches.

overall gearing with the 4.3 diff is 98kph at 2950rpm, and the engine will run safely to 7200 !!!!!!!!!!!!!.. this is a theoretical 239 at 7200 in 5th... I don't think I am under geared.....

Took it down to Shred LH to diagnose the chronic misfire/cut on boost..... this was horrible and I was suspecting annoying stuff like fuel pressure etc

Aron's laptop said the voltage was low... should be a minimum of 13v at the CPU and the injectors... it was 11v.

Apparently low voltage will confuse the computer completely... the system is all voltage based. They found a connection on the alternator was making only intermittent contact.

This was rectified and 13.5 volts appeared, after the CPU was allowed a few mins to get used to it..

The car is now **manic** on boost, but a pussy cat when nasp.

It has two maps - one based on max boost of 10PSI, and the other on 15PSI.. This is selectable via an unlabelled switch on the dash.. and you can certainly tell the difference. I will leave it on Hi setting unless it rains.....

Ignition cut is set to 7200 by Mr Nissan, and that is still in effect under the Link. The link retains the feature of the rev limiter being linked to engine temp.. too cold or too hot and it will cut at 3000

They tell me the engine is un-burstable, and recommend changing up when the limiter comes in (they are drifters)... apparently it is a soft limiter, only cutting some of the coils.

Haven't tried that yet... but it sure scoots now!

-- the flasher unit is now playing up... I assume it has got upset at the additional voltage

Also dropped in at Contour Brakes LH to see Ollie about the fluid leak. He confirms that he didn't change the reservoir seals when he refurbished the master cyl, and that the reservoir is merely pushed into the seals... apparently it does not want to come out, but goes in easily. The likelihood of the reservoir being cracked is slight, and there is no sealant that would not be eaten by the brake fluid.

I'll take it to bits tonight so he can be sure to find the right seals.

The original rev counter does not work in this new electronic environment. This can be fixed, but they were cheap and nasty 38 years ago.. notoriously inaccurate and the needle would wave about all over the place.

I'll shop around for a black face modern one that will just plug and play, and fit it into the console... this is low priority. A cheaper option would be to get Shred to connect a shift light direct to the Link.. or a whole row of them!

You may have read the nonsense I wrote in the last Wheelspin..... Nobody spotted the deliberate mistake.

Positive caster is when the strut is swung forward at the bottom not the opposite way round. So the Sway bar can be adjusted via shims from 2deg positive to .5 deg negative. I have settled on 1.5 deg positive. The steering feels nice at that.

2deg and more may be fine for a rally car with power steering, but the Niscort is a daily driver. Aha!I have found the water leak - it was a not-so-tight hose clamp on the heater hose. This is fortunate since 50% of the hose clamps on the engine are not even visible, let alone accessible.

Aha again! Sons Adoom and Ollie found the brake fluid leak. It was from the plastic reservoir at the outlet pipes at the bottom. The rubber seal is allowing fluid to weep out. The cunning fluid was taking a very short route down the bulkhead into an access hole in the firewall, and into the box section of the "chassis".... hence there was no widening pool on the garage floor. A bonus of this is that this section of chassis is now well protected against rust.

The car has to go back to Shred to get the misfire/fuel cut fixed. Aaron said it might merely be the fact that I have fitted an additional fuel filter.

I have decided the brakes will never be right until I have discarded the existing tyres and fitted something decent. I forget the make, but they are from Slovenia/Slovakia and seem to be made from reconstituted supermarket bags.

Niscort News Jun 8

The new headlight units came from Chch yesterday.. they look good, brand new made in Taiwan... very shiny!!!!.

They are not quite the same as the original '73 vintage ones... well, they're not rusty for a start!. The originals used a unique arrangement on the bulb flange, which makes replacement bulbs a bit scarce.

The original headlamps have mighty 45/40W bulbs which is as dim as a dim thing. This abysmal power rating in conjunction with the less-than-optimal oval reflectors will give pathetic headlamps

The Taiwan ones have the standard fitting arrangement and most modern replacement bulbs fit perfectly. This means I can fit 60/55w or 100/60w !!!
I have one 100/60 bulb - it's bright!!!

The fitting of either of these more powerful bulbs will exceed by miles Mr Ford's 8A fuse rating (separate 8A fuses for main and dip).. and I assume a bigger fuse will do the column switch stalks the world of no good..... Mr Ford didn't fit relays to Mk1 Escorts..just smaller bulbs...

So I have to fit relays to the dip and main beam circuits (even if I merely use 60/55w bulbs)... then I can retain the baby 8amp fuses to protect the switches.

Google confirms that the inline fuel pumps demand serious load.. probably 50watts each.. so I have to ensure they are running correctly thro the relay, to avoid too much current through that 38 year old ignition switch.

The original Fomoco alternator was rated at a whopping 34Amp. The standard Denso on the Nissan motor is 80 amp.

With **everything** switched on (including main beam and dip) the car needs 41amps, so there is plenty of charging capacity.

Comments to Wheelspin and nikjames@xtra.co.nz

Vroom vroom

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

July	26	JR	Gravel Sprint/Hillclimb	Kapiti	Valley View	GS
	3		Race (Winter Series)	Manawatu	Manfeild	Nat
	10	GG	Auto-x The Surgery Intermarque Sprint	Harbour Capital Intermarque	Slipway Manfeild	KN IM
	13		Night Trial (Rapley/Weston)	Harbour Capital		NT
	16		Rally Whangarei			
	17		Rally Whangarei	Kapiti	Otaihanga	KN
	18		Auto-x (gravel) WMSA Meeting			
	21	All	Stewards Meeting	Stokes Valley		
August	6		Rally (Taupo Raceway 2WD)	Taupo	Taupo	Nat
	7		Race (Winter Series)	Manawatu	Manfeild	Nat
	10		Night Trial			NT
	13					
	14	BS	Sealed Sprint The Surgery Intermarque Sprint	Levin Intermarque	Kaihinau 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	

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
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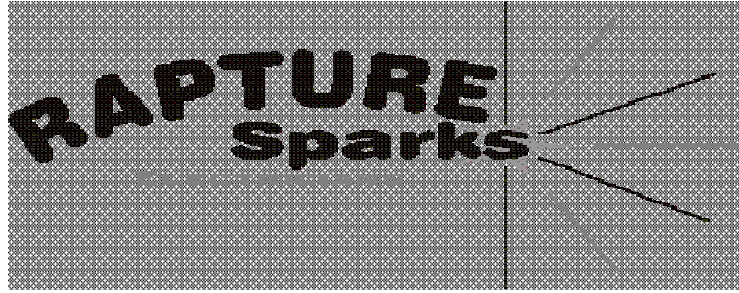
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Two silk worms had a race. They ended up in a tie.

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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The Navy found they had too many officers and decided to offer an early retirement bonus. They promised any officer who volunteered for retirement a bonus of \$1,000 for every inch measured in a straight line between any two points in his body.. The officer got to choose what those two points would be.

The first officer who accepted asked that he be measured from the top of his head to the tip of his toes. He was measured at six feet and walked out with a bonus of \$72,000.

The second officer who accepted was a little smarter and asked to be measured from the tip of his outstretched hands to his toes. He walked Out with \$96,000.

The third one was a non-commissioned officer, a grizzly old Chief who, when asked where he would like to be measured replied,
'From the tip of my weenie to my testicles.'

It was suggested by the pension man that he might want to reconsider, explaining about the nice big checks the previous two officers had received. But the old chief insisted and they decided to go along with him providing the measurement was taken by a medical officer.

The medical officer arrived and instructed the Chief to 'drop 'em,' which he did. The medical officer placed the tape measure on the tip of the chief's weenie and began to work back. "Dear Lord!", he suddenly exclaimed,
"Where are your testicles?"

The old Chief calmly replied, " Vietnam .."



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