



# WHEELSPIN

March 2011

[www.hccc.org.nz](http://www.hccc.org.nz)

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WEBSITE: [www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

Tony Dixon wins 2010 Gravel Sprint Champs - Photo MotorsportCentral

### 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 3<sup>rd</sup> Wednesday of the month, Fireman's Arms, 313 Jackson St Petone, 7:30 pm. Note:— Anyone is welcome to attend committee meetings.

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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.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# **Clubnight & ANNUAL PRIZEGIVING**

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

**Wednesday 2nd March 7:30**

Well through lack of car it has been a slightly quiet start to the year for me!

I did make it to Port Road for about as long as it took to help out with some scrutineering, but the weather was .... "interesting", so I didn't stick around for the event! I'm not dedicated enough these days to get rained on for an entire day unless I absolutely must.

If I'm running an event, or I'm competing, well that counts as "absolutely must".

We had the usual scrutineering "finds" for Port Road, which tend to be holes in the floors or firewalls of cars (the cabin should be as fume and fuel proof as practicable), fire extinguishers requiring more solid attachments (otherwise you end up with a very heavy metal projectile in the event of a roll over), and one car that was fitted with tyres that can only be used on permanent race tracks.

Just to throw a bit of technical information into this article, on a subject that seems to be very poorly understood ...

If a tyre has less than 17% of the surface as tread grooves, then that tyre is not a "treaded tyre". The implication of that, is that if you have a tyre that does not fit the definition of "treaded tyre", that means you can only use that tyre at a licensed race track (unless a special permit has been issued).

In the specific case presented, the vehicle was fitted with DOT (this is an American standard) rated drag slicks. These are effectively slick, with a couple of very small grooves in the tyre around the circumference.

People assume that because they have a DOT rating on them, that they are not "slicks". But in fact MSNZ regulations have a specific tread groove requirement, not simply a requirement that a tyre show a standards approval label.

Port Road has seen two sets of tyres like this turn up in the last couple of years, and neither car was allowed to compete with those tyres fitted.

I throw this information out there for you, just in case you do at some stage contemplate buying the Hoosiers with the two narrow grooves in them. There's nothing wrong with using them at the race track, but you won't be able to use them anywhere else unfortunately.

There are other Hoosier tyres out there with plenty of tread grooves in them, so please don't assume I'm going out of my way to say "don't buy Hoosier product", as that isn't the case at all.

I gather that Rob Sclater has changed from rear wheel drive BMW power to Sti power, in Loren's old car (which is in turn Geoff Warren's old car!), and that changing into a non-ABS vehicle on a very rainy day resulted in a certain amount of footpath work at Port Road. I'm assured though that it was fairly minor stuff and will probably respond well to being buffed out or race taped up again. I didn't make it to Wallaceville Hill, but I gather from photos that Glen Clemas (HVMC) attempted the Tim Sillay line from the previous event there, and launched his Honda Prelude into oblivion. While Glen is ok (and won his class), the Prelude is now shorter and quite a bit flatter. Apparently he is looking for a new shell, as the running gear survived the flight.

I did however make it to the Competitor Coaching day held at Slipway (courtesy of our sponsors Photoworks and Neil's Wheels).

We had an outstanding turnout for such an event, with a total of 26 trainee's and trainers lined up.

Well, we assume they were lined up ... because it was pea soup fog all day from start to finish. We almost had to put in a mid point marshal, because even with a marshal at the start and the finish line it was almost dubious if we had the cars in sight for their entire run! During the entire day, I had one five second view of the container at the end of the course, and that was just before we held driver briefing.

Slipway really does know how to turn out the weather for us!

I'm really happy with the attendance that day, as we had a lot of totally brand new people to Slipway, Autocrossing, or any form of motorsport there.

Any new addict we can hook is a good thing ;-)

It was a bit of a chuckle seeing Webster out there in his 535i BMW, discovering that rear wheel drive and one and a half ton worth of steel does make for an awful lot of momentum once that back starts sliding around.

The lunchtime BBQ went down well and I gather that Jeff raised a reasonable amount of money during the day selling various food and drinks, towards his daughter's trip to Japan. Thanks to Jeff for putting on the food also to all the generous guys and girls who were there that day and used the phrase: "keep the change" while paying for things.

Looking forward to the Clubsport Nationals (4<sup>th</sup> – 6<sup>th</sup> March), it seems that we have eight cars entered from HCCC, which is a reasonable turnout. It would have been great if we'd managed 12 or even 15 ... maybe next time it is in the North Island ... it would be amazing if we could get a good proportion of our usual keen competitors flying the flag in serious numbers at our National Championship.

My Corolla is straight now, but on starting it (which was in itself a mission, as electrical things had gone a bit pear shaped) it became apparent that the extractors had all broken when the car was straightened again. Whoops!!

So Bruce Sollitt came to the party with a set of extractors for next to nothing, and the mission to get the Corolla there is underway. Blair had a radiator that looks like it will fit the Corolla too (the old radiator has a bit of a curve to it now).

Even if the Corolla isn't up and running by then, I'm going to be at the event in some car or another!

My run of difficult luck just before North Island clubsports is a bit of a pain! I've tried to get to Auckland but been too sick, and even at Taranaki I ended up borrowing a car off PC as I had a

race car in 100 bits then too.

By the time you get this magazine, Barton's Line will have run, so hopefully I will have a wee write up from that event next month!

Looking forward to the next Photoworks Autocross challenge on March 27<sup>th</sup>, we're introducing a random draw during the day at that event for a free entry to the next round of the series! Just in case you needed extra motivation to come along.

March 19<sup>th</sup> is the WMSA prize giving, to be held in the form of a BBQ afternoon at the HVMC clubrooms (top of Jackson St Petone).

March 20<sup>th</sup> is the Wellington Car Club event held at Mt Vic, always a good event, and brings a big turnout every time.

I suspect they will be looking for helpers for that day, so if you're up for a day in the sun helping out please let us know!! They even feed you too, which is nice.

April 3<sup>rd</sup> is Gladstone Road in Levin, which is definitely an adventure, and there are some good photo spots too without having to walk too far.

That is enough from me, hope to see you all at an event somewhere with a grin.

Leon

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Understanding Engineers – One

Two engineering students were riding their bikes across a university campus when one said, "Where did you get such a great bike?"

The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want"

The first engineer nodded approvingly and said, "Good choice; the clothes probably wouldn't have fit you anyway."

## SS2000 RIDES AGAIN

After my last race meeting last March the Honda was deposited in a lock-up (thanks Blair) for the winter while I completed the new house.

During the last meeting at Manfeild back in March I ended up with stuffed syncro's. So in September when I picked up the car I met up with Al Stewart who sells GearX gear sets and parts, and organised the parts required to get the Honda back on the track.

I pulled the gearbox and took it to Chris at Mossrax for him to work his magic and get everything working with no crunching noises again. Everything was installed in time for the first round of IRC series in October which SS2000 runs in.

Saturday was qualifying and a grid start race. Sunday was two handicap races, racing was fun and I had a few cars to race with. Most memorable was close racing and enjoying thrashing the heck out of the car with no failures. This was a first for a few race meetings.

Now I really had the bug and mindful of the budget I set about trying to reduce weight. Back into Mossrax to get the power steer removed, alterations to the air box and starting to go mad with a whole saw made a 15 kg dent in the weight of the car. New brake pads from Speedtech, tyres from Neils Wheels and new springs set me up for a class win at Port Road. Port Road is a great place to get the feel for the car as it transitions through understeer and oversteer over the camber of the road and through corners. If you push too hard it bites as I found out in my old Peugeot a few years back. I had fun despite making too many wrong gear changes around the course.

In early January there is always a round of SS2000 at Taupo. Preparation was easy I got a new set of Slicks from Neil's Wheels and a check run on the dyno at Speedtech. Loaded up the car and headed up to Taupo for what was to be my best meeting so far in SS2000. This time because it had been well over a year since I last drove the track I did the practice day. It proved worth it as I was much closer to pace at qualifying.

Race 1 was a scratch race and I got a great start gridding at sixteen, I was twelfth by turn three and I finished tenth. Race 2 was a handicap race and with a good handicap and the faster cars having a few troubles I got second after a race long battle with the cars in my handicap slot. Race 3, another handicap race saw me get fifth despite the diff going non LSD in the last laps. I ended up second overall for the weekend. My personal best has gone from 1.47.2 to a 1.45.4. I find it amazing how much faster you need to drive to drop a second or so. The top drivers are still circulating in the 1.40's and 1.41's.

The next IRC meeting is Feb 5<sup>th</sup> and 6<sup>th</sup> at Manfeild. With over 200 cars entered in 11 classes there is plenty of racing to be seen. I will be playing with gearboxes before then. Get a carload of mates and come for a look.

Cheers Gary Maddock



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## Schedule A – Unravelled

Welcome to a new segment in the magazine where the scrutineers of the club want to try and help you understand the requirements in the Motorsport NZ Manual – Schedule A, which applies to all Motorsport NZ (MSNZ) affiliated events. The manual is available both on the MSNZ website () and from the MSNZ office. These articles will be directed at the 'ClubSport' & 'ClubSport advanced' type events.

There are three sections to this piece. The first, 'The Manual & Scrutineers', outlines information about the manual itself, Scrutineers and other officials and the parts they play. 'The Technical' is the beginning of this month's focus, and is the technical information directly from the MSNZ Manual, Appendix Two, Schedule A. 'The Translation' looks at the practical application of the regulations, and highlights important parts that should be noted.

### The Manual & Scrutineers

It is important to note that while this manual may seem to be quite thick and bulky, there is important information in it for all competitors in our sport, and as stated on any event entry form for a MSNZ event, it is the responsibility of the competitor to ensure that their vehicle and their personal safety is up to this standard.

When reading the manual there are a few key points that need to be noted.

Not all items listed in the manual are compulsory for an event. Regulations are written as 'All vehicles' or 'Except for' to clearly outline requirements. Today's example uses a heading of 'Requirements' and uses an additional chart.

Often additional safety requirements will be specified in the 'Supplementary Regulations' for the event that you are entering. However, even if the regulations do not specify that you require a specific safety item, if it is in your vehicle then it must conform to the safety standards.

Take note the difference between "**AND**" and "**OR**" when reading the manual. It is generally used between sub-sections, and it is important to note where they occur. Taking the example below, section (3) (a) (i) **AND** (ii) apply.

Schedule A defines a *minimum* safety standard. Additional safety requirements can be outlined in the 'Supplementary Regulations' for the event.

Additional charts are often referred to, and this can be found towards the end of Schedule A in the manual.

In future editions we will go more in-depth into the responsibility of the scrutineer at an event, and how the auditing process works. Due to my more recent experience at auditing an event, we have chosen to start with regulations regarding Fire Extinguishers.

If you have any queries regarding information in Schedule A, or regarding specific requirements for an event please contact one of the HCCC Scrutineers listed in the front of the magazine, or the scrutineer for the event.

### The Technical

#### **4.6 Fire extinguishers:**

##### **Important Notes:**

BCF extinguishers are no longer accepted under this safety schedule. Advice may be sought regarding the disposal of these extinguishers from fire extinguisher agents or the MotorSport NZ office. Servicing requirements for all extinguishers are currently under review by the fire protection industry. MotorSport NZ will issue details of the revised service requirements as soon as possible.

**(1) Requirements:** A manual (hand-held) or a mounted (plumbed-in) extinguisher shall be fitted in accordance with the Extinguisher Requirements Chart A4.6.1 as detailed in Part Two of this Schedule.

**(2) Approved types:** Dry powder or Foam type stored pressure extinguishers compliant to one of the following standards are approved:

New Zealand Standard NZ 4503 including updates, and/or  
Australian Standard AS 1841

**(3) Service requirements:**

**(a)** All approved extinguishers **with** pressure gauges shall:

**(i)** Be subject to periodic inspection by the competitor to ensure contents pressure and approximate weight requirements are met, and

**(ii)** Every five years (from date of manufacture) the units shall be subject to service audit by a recognised Fire Protection Company who will label the unit, detailing the company's name, contact, and service date.

**(b)** All approved extinguishers **without** a pressure gauge shall be subject to annual service audit by a recognised Fire Protection Company who will label the unit, detailing the company's name, contact, and service date.

**(4) Mounting:** Extinguishers shall be installed in accordance with the following:

**(a)** A retaining system incorporating quick release metal fastenings/straps, or material of equivalent strength (ie Kevlar), secured to the structure of the vehicle by a minimum of two 6mm bolts with panel washers and locknuts.

**(b)** Hand held extinguishers shall be positioned within easy reach of the occupant/s while normally seated (not mandatory for single seaters);

**(c)** Plumbed-in systems shall have the triggering device accessible/operable by the occupant/s whilst normally seated.

### The Translation

It may not be apparent at first, but fire extinguishers are not compulsory at all ClubSport events. This can be found on the requirement chart where it notes that *Autocross, Standing Sprints, Motorkhanas, And Sporting Trials* are exempt from the requirement. However, the 'Supplementary Regulations' for one of these types of events may still list it as a requirement, so it is important to read these for any event. Even if the regulations do not require it, if there is a fire extinguisher present in your vehicle then it must be to the standards specified.

There are two standards specified as accepted. These are the **NZ 4503** and **AS 1841** standards, and can be generally found as a sticker on the extinguisher itself. The minimum size for ClubSport & Race events is 0.9kg for BE or ABE powder type, which is the most common type found.

Manufacture dates are typically stamped either on the neck of the extinguisher, or around or on the bottom. Sometimes these have been painted over, so it's important that it easy to read. Any extinguisher with a pressure gauge (found at the neck of the bottle) is valid for 5 years from the date of manufacture. If it does not have a pressure gauge, then it is only valid for one year.

Extinguishers can be re-checked and re-certified by a recognised Fire Protection Company. You can find a number of these locations around the Wellington region. Re-checks are usually done on an attached yellow punch-card, or sticker that is placed on the extinguisher.

How the unit is mounted is very important. A lot of extinguishers this size are sold with plastic brackets & straps. These are not suitable as the strap must be of metal or equivalent strength.

When attaching it to the vehicle you must use a *minimum* of **two** 6mm bolts, with panel washers & lock nuts to the structure of the vehicle. The panel washers should be placed on the other side of the mounting surface, and the surface should be part of the structure of the vehicle (e.g. Not the plastic trim in the interior). This is to spread the load of any force wider across the surface, which can sometimes be thin sheet metal like in a car floor.

Fire extinguishers that meet these requirements can often be found at hardware stores, or at car accessory & parts locations for around \$40 - \$50. When buying make sure you take a look at the



- extinguisher, and do a quick check of the following
- Does it have a metal bracket & strap?
- Does it have a pressure gauge?
- Does it have an appropriate standards sticker or stamp?
- Can I read the date of manufacture?

Aaron Tasker

Feb 6th 2011 Coaching Day

	Car Number	Run 1	Penalties	Run 2	Penalties	Run 3	Penalties	Run 4	Penalties	Run 5	Penalties	Run 6	Penalties	Run 7	Penalties
Sam	1	<del>1.19.16</del>	X	1.59.22											
Hayden	2	1.19.16		1.17.71		1.16.58		1.18.70		1.17.34		1.17.64		1.16.84	1.16.14
Loren	3			1.19.57											
Jeff	4	1.20.02		1.19.96		1.20.22		1.17.74		1.18.88		1.15.40			
Al	6	1.14.51	NW	1.08.02				1.10.50		1.11.99		1.09.10	NW		
Chelles	9	1.13.80		1.12.74		1.10.60		1.11.55		1.17.50		1.10.08		1.10.39	
Steve	8														
Aaron	9	1.19.11		1.18.14		1.16.95		1.15.07		1.28.86		1.12.64			
Cameron	10	<del>1.20.96</del>		1.47.08											
Nathan	11	1.20.96		1.15.13	X	1.14.13		1.14.92		1.14.66					
Brendo	12	1.32.27	X	1.39.28		1.37.65		1.55.61							
Geoff	13	1.23.75	tos	1.05.05		1.04.64		1.03.80		1.04.44					
Alkeest	14														
William	15	3.10.24	WN	2.40.78	WN	2.18.34		2.59.00							
Sarah	16	1.20.09		1.20.84		1.20.71		1.18.08		WW					
Mike	17	1.20.42		1.18.40		1.16.87		1.17.32		1.18.01		1.16.20			
Garrett	18	1.11.81		1.08.44		1.09.42		1.08.28		1.07.98		1.06.88			
Victor	19	1.12.39		1.15.72		1.11.29		1.11.01		1.08.79					
Louis	20	NIR													
Webster	21	1.26.08		1.16.48		1.08.94	FX	1.16.54							
Cam	22	1.29.02		1.12.33		1.09.94	Mirage	1.10.48							
	23	<del>1.11.11</del>													
Braze	24	1.25.31		1.18.51		1.27.08	FX								
Angels	25	1.19.77		1.18.73		1.35.64		1.18.44		1.17.45					
Shayne	57	1.13.51		1.13.87		1.24.22		1.12.20							
Neil R	68	1.16.86		1.14.28		1.15.08		1.13.32							
Neil	101	1.12.65	X	1.10.16		1.10.40		1.11.19		1.10.99	X	1.10.96			

X = cone displaced, 5 second penalty  
 WW = course driven the wrong way

Thanks to all who came along, and made in an excellent (if a smidge damp) day out.  
 Big thanks to the helpers on the day too.

Aaron, Cam, and Albaru for scrutineering.  
 Donna and Leela for timing  
 Aaron and Jake for marshal duties (in the rain all day)

Huge thanks to our tutors (and I apologise if I miss any names here, as there is quite a list)

Albaru, Geoff, Chelles, Victor, Webster, Neil R

Thanks as always to our Series Sponsors. [www.photoworks.co.nz](http://www.photoworks.co.nz) (Chelles) and Neil's Wheels

### Understanding Engineers

- To the optimist, the glass is half-full
- To the pessimist, the glass is half-empty.
- To the engineer, the glass is twice as big as it needs to be.

# This Month's Photos - Flying Fish @ Bartons Line





A dusty recce



Driver briefing

ATTORNEY: Do you know if your daughter has ever been involved in voodoo?

WITNESS: We both do.

ATTORNEY: Voodoo?\*

WITNESS: We do.

ATTORNEY: You do?

WITNESS: Yes, voodoo.

A mother is driving her little girl to her friend's house for a play date.

'Mummy,' the little girl asks, 'how old are you? '

'Honey, you are not supposed to ask a lady her age,' the mother replied. 'It's not polite.'

'OK', the little girl says,  
'How much do you weigh?'

'Now really,' the mother says,  
'those are personal questions and are really none of your business.'

Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?'

'That's enough questions, young lady! Honestly!'

The exasperated mother walks away as the two friends begin to play.

"My Mum won't tell me anything about her,' the little girl says to her friend.

'Well,' says the friend, 'all you need to do is look at her driver's license..  
It's like a report card, it has everything on it.'

Later that night the little girl says to her mother, 'I know how old you are.

You are 32.'

The mother is surprised and asks, 'How did you find that out?'

'I also know that you weigh 130 pounds.'

The mother is past surprised and shocked now. 'How in Heaven's name did you find that out?'

'And,' the little girl says triumphantly' I know why you and daddy got a divorce.'

'Oh really?' the mother asks. 'Why?'

'Because you got an 'F' in sex.'



Adam's New project.

Its about 1973-4 Toyota, we think TRUENO.  
It's almost identical at the rear to an SR Coupe.  
Front is angled back.

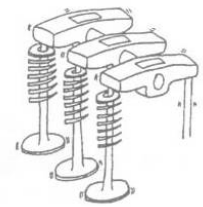
Missing chrome, screen, and many other bits

**HELP!**

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

# 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!

## Points table for 2010

2010 (your name in green = qualified for cups)	All Rounder	Overall	Total Speed events	m/khana	trial	organiser (you need 12 pt for cups)	Co-driver	Rally driver	speed	Auto X	Junior	Novice	Sex
Alan Groves	234	210	163	47	0	24	0	0	27	136	No	no	male
Leon Cast	216	92	66	20	0	124	6	0	11	55	No	No	Male
Jilly Hutson	214	182	26	0	28	32	128	0	8	18	No	No	female
Adam Fisher	196	168	130	0	38	28	0	84	10	36	no	yes	male
Webster Gough	177	165	156	9	0	12	0	0	107	49	No	No	Male
Neil Roots	166	146	101	45	0	20	0	0	21	80	no	no	male
Peter Collins	153	141	132	9	0	12	0	0	49	83	No	No	Male
Brian Craig	120	104	39	4	54	16	7	8	29	2	No	No	Male
Graham Heath	109	109	99	10	0	0	0	8	31	60	No	No	Male
Andrew Thomson	104	48	36	0	0	56	12	0	30	6	no	No	male
Brent Sellens	79	71	71	0	0	8	0	22	34	15	no	No	male
Brian Wortboys	71	71	68	3	0	0	0	0	18	50	no	no	male
John Rapley	71	59	0	0	59	12	0	0	0	0	no	no	male
Dick Butters	70	70	70	0	0	0	0	0	48	22	no	no	male
Brendon Glendinning	66	42	42	0	0	24	0	12	7	23	No	No	Male
Len Fisher	66	38	0	0	19	28	19	0	0	0	No	No	Male
Bill Peacocke	60	60	18	0	42	0	0	0	0	18	no	no	male
Roger Lyon	57	57	57	0	0	0	0	0	13	44	no	no	male
Tim Steevken	56	56	56	0	0	0	0	0	48	8	no	yes	male
Mike Welsby	56	56	56	0	0	0	0	0	26	30	no	yes	male
Fleur Pederson	55	55	0	0	0	0	55	0	0	0	no	no	female
Dianne McDonald	55	43	0	0	43	12	0	0	0	0	no	no	female
Wayne Gair	55	43	0	0	43	12	0	0	0	0	no	no	male
John Tennant	52	40	2	0	38	12	0	0	0	2	No	No	Male
Stacey Glendinning	47	27	27	0	0	20	0	0	8	19	No	No	female
Gareth Cooper	43	43	41	2	0	0	0	0	4	37	no	yes	male
Loren Brookes	41	41	39	2	0	0	0	0	15	24	no	no	Male
Shane Atkinson	37	37	37	0	0	0	0	0	29	8	no	no	male
Aaron Tasker	36	0	0	0	0	36	0	0	0	0	no	No	male
Ben Watson	34	34	34	0	0	0	0	0	2	32	no	yes	male
Carol Weston	26	26	0	0	26	0	0	0	0	0	no	no	female
Adrian Marsden	25	21	21	0	0	4	0	0	21	0	no	no	male
Nick Turner	23	23	23	0	0	0	0	0	0	23	no	yes	male
David Wilce	23	7	7	0	0	16	0	7	0	0	No	No	Male
Brendon Norling	20	20	20	0	0	0	0	4	16	0	no	yes	male
Leela Copping	20	8	8	0	0	12	0	0	0	8	no	no	Female
Vaughn Majendie	19	19	19	0	0	0	0	2	17	0	no	yes	male
Christina Te Punga	18	18	0	0	18	0	0	0	0	0	no	no	female
Eric Tang	18	18	18	0	0	0	0	0	0	18	no	no	male
Paul Te Punga	18	18	0	0	18	0	0	0	0	0	no	no	male
Hayden Perkins	17	17	17	0	0	0	0	0	5	12	No	yes	Male
Brendon Young	16	16	16	0	0	0	0	2	12	2	no	yes	female
Rob Slater	16	16	16	0	0	0	0	0	2	14	no	yes	male
Warwick Neal	15	15	15	0	0	0	0	0	15	0	no	yes	male
Jeremy Aimers	14	14	14	0	0	0	0	0	0	14	no	No	male
David Ragen	13	13	13	0	0	0	0	2	11	0	no	No	male
Neil Tapp	13	9	9	0	0	4	0	0	0	9	No	No	Male
Jacob Lyon	12	12	12	0	0	0	0	0	5	7	no	yes	male
Robin Groves	12	12	10	2	0	0	0	0	0	10	yes	yes	male
Lisa Watkins	12	12	12	0	0	0	0	0	12	0	No	No	Female
Scott Newlands	12	12	12	0	0	0	0	0	12	0	no	no	Male
Gary Maddock	12	12	12	0	0	0	0	0	12	0	no	no	male
Leon Chan	12	8	8	0	0	4	0	0	0	8	no	no	male
John Johnston	10	10	10	0	0	0	0	0	10	0	no	yes	male
Nigel Somerfield	10	10	10	0	0	0	0	0	10	0	No	No	Male
Mark Leckie	9	9	9	0	0	0	0	0	9	0	no	yes	male
Andrew Schlup	9	9	9	0	0	0	0	0	0	9	no	no	male
Matthias Zeller	8	8	8	0	0	0	0	0	8	0	no	yes	male
Tyson de Bes	8	8	8	0	0	0	0	0	0	8	no	yes	Male
Nathan Spencer	8	8	6	2	0	0	0	0	0	6	no	yes	male
Jaik Irwin-Fisher	7	7	7	0	0	0	0	0	0	7	no	yes	male
Luke Kelly	7	7	7	0	0	0	0	0	0	7	no	no	female
Stephen Heise	6	6	6	0	0	0	0	0	2	4	no	yes	male
Phillip Stephen	4	4	4	0	0	0	0	0	4	0	no	yes	male
Paul Barnes	4	4	4	0	0	0	0	0	0	4	no	yes	male
Michael Gray	4	4	4	0	0	0	0	0	0	4	no	yes	male
Jacob Evans-Scott	4	4	4	0	0	0	0	0	0	4	no	yes	male
Iain Atkinson	4	4	4	0	0	0	0	4	0	0	no	yes	male
Dean Wilmhurst	4	4	4	0	0	0	0	0	4	0	no	no	male
Thomas Rumball	4	4	4	0	0	0	0	0	4	0	no	no	male

## Understanding Engineers

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons

Civil engineers build targets.

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- Ready to Rally or for Clubsport



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

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

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

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

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

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

Refer: Trademe listing for further information – 316023611

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## Understanding Engineers

The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that?"

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# Wellington Motorsport Association Calendar 2010

Contact the HCCC convenors if you want to find out more about an event (like regs and entry form)  
for email updates of the WMSA Calendar contact the secretary [wayne.gair@kapiticoast.govt.nz](mailto:wayne.gair@kapiticoast.govt.nz)

<b>March</b>	5		Clubsport Nationals		Hawkes Bay	Nat
	6		Clubsport Nationals Auto-x (gravel)	Kapiti	Hawkes Bay Otahanga	Nat
	12		Rally (Targa Bambina)	Targa		
	13 19		Auto-x WMSA Prizegiving	Hutt Valley	Silverstream HVMC Clubrooms 1530 hours BBO	KN
	20	JR	Hillclimb/Sealed Sprint	Wellington	Alexandra Road	DM
	21		WMSA Meeting			
	24	All	Stewards Meeting			
	27		Auto-x	Harbour Capital	Sipway	
<b>April</b>	3 9		Gravel Sprint Rally (Tarmac) Single/Dual/Multi Sprint	Levin Taranaki Triumph	Gladstone Rd Taupo	GS CRRS
	10 17	AW BS? AW?	The Surgery Intermarque Sprint ? Gravel Sprint The Surgery Intermarque Sprint ?	Intermarque Wairarapa Intermarque	Manfeld Tea Creek Manfeld	IM GS IM
Good Friday Easter Monday	22 25					
<b>May</b>	1		Auto-x	Harbour Capital	Sipway	KN
	7		Rally (Possum Bourne)	RNZ		Nat
	8		Gravel Sprint/Hillclimb Auto-x	Kapiti Hutt Valley	? Silverstream	GS
	11		Night Trial			NT
	15 16		Auto-x (gravel) WMSA Meeting	Kapiti	Otahanga	
	21		Motorsport NZ AGCM			
	28		Rally Wairarapa	Rally Wairarapa		CRRS
	29		Rally Wairarapa The Surgery Intermarque Sprint	Rally Wairarapa Intermarque	Manfeld	CRRS IM
<b>June</b>	4		Rally (Targa Rotorua)	Targa		
	5		Race (Winter Series) Sealed Sprint (Day/Night)	Manawatu Hutt Valley	Manfeld Port Road	Nat DM
Queens Birthday	6					
	8		Night Trial			NT
	12		Auto-x	Hutt Valley	Silverstream	
<b>July</b>	3		Race (Winter Series)	Manawatu	Manfeld	Nat
	10		Auto-x The Surgery Intermarque Sprint	Harbour Capital Intermarque	Sipway Manfeld	IM
	13		Night Trial			NT
	17		Auto-x (gravel)	Kapiti	Otahanga	KN
<b>August</b>	18		WMSA Meeting			
	6		Rally (Taupo Raceway 2WD)	Taupo	Taupo	Nat
	7		Race (Winter Series)	Manawatu	Manfeld	Nat
	10 14		Night Trial Sealed Sprint The Surgery Intermarque Sprint	Levin Intermarque	Kaihinau Road Manfeld	NT DM IM
	20		Rally Hawkes Bay	Hawkes Bay		CRRS
	21		Rally Hawkes Bay	Hawkes Bay		CRRS
	27		Auto-x (day/night event)	Harbour Capital	Sipway	
	28		Auto-x	Hutt Valley	Silverstream	
September	4 11		Race (Winter Series) Auto-x Gravel Sprint	Manawatu Harbour Capital Kapiti	Manfeld Sipway ?	Nat GS
	14		Night Trial			NT
	17		Auto-x (gravel)	Kapiti	Otahanga	
	19		WMSA AGM / WMSA Meeting			
	24		Rally Gisborne	Gisborne		CRRS
	25		The Surgery Intermarque Sprint	Intermarque	Manfeld	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

Time flies like an arrow. Fruit flies like a banana.

Hi all,  
This is the latest WMSA Calendar for your edification etc.

Please note that this year's WMSA prizegiving will be held at the Hutt Valley Motorsport Club's Clubrooms, Jackson Street, Petone on: 19th March and will be in the form of a Barbeque starting at around 3:30 pm.

I understand from the organiser (Dave Wilce) that a flyer will be circulated shortly with further details, but set this date aside for a fun afternoon - we have put in a request for good weather for the day.

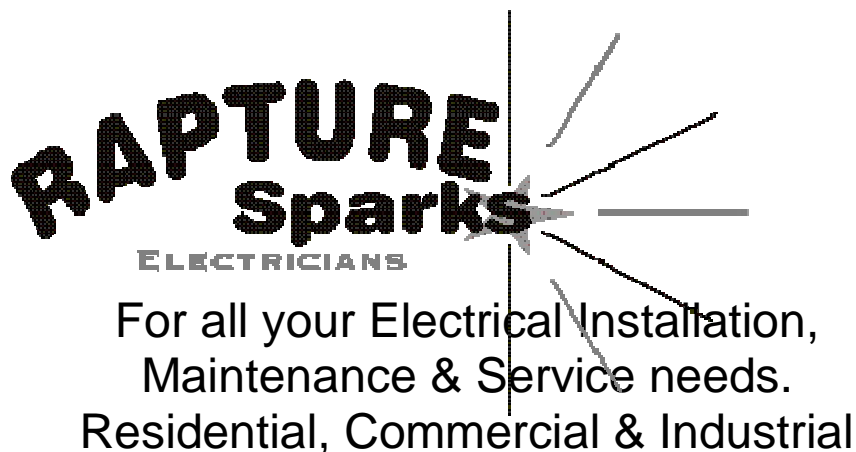
Any trophies need to be returned to WMSA so that they can be awarded to the recipients from last year's competitions....

Wayne Gair 0274 435 100 (mobile) / 04 236 7541 (home)

### **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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### **Understanding Engineers**

Three engineering students were gathered together discussing who must have designed the human body.

One said, "It was a mechanical engineer. Just look at all the joints.

Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections. "

The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

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Rallies			
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