



# WHEELSPIN

October 2011

[www.hccc.org.nz](http://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	<a href="mailto:johntennent@xtra.co.nz">johntennent@xtra.co.nz</a>
	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](http://www.hccc.org.nz)

---

## COVER PHOTO

Aaron Cook & Flying Fish at Gisborne

### 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.

---

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 20<sup>th</sup> of the month approx.

# Clubnight

## The Fireman's Arms Jackson Street, Petone

Wednesday the 5th October 7:30



I'm pleased as punch, as I've finally managed to get the wee Corolla back to a couple of events after a one year hiatus following the wee "incident" where I adjusted the front of the car at Shelly Bay 2010. As per last month, I had hoped that I'd have the car sorted for Kaihinu Road, but the leaking radiator (now replaced) kind of removed that option for me.

First event back was the HVMC Silverstream Autocross, which was an extremely challenging course as a first time back in the car. Super narrow and tight, with absolutely no room for errors. I was sliding around quite a bit in the car, but then again so was everyone.

The car prep didn't go brilliantly, as there was a good hour or so worth of swearing and bending things before the sump guard would go back on again. I'm not actually sure why it was being so difficult, as it was as though the rear mounts had been squished flat. I've never had the sump guard on the car since I bought it back off Aaron though, so I guess it is possible that the mounts have been a bit flat forever and a day. However it was all good once I was at the event and out there in the car! I was getting some hairy oversteer, but I'm not sure if that was the new suspension set up, or the mixture of tyres that I was running that day. Though, next time I shall definitely remove the 15" road rubber from the front, and go back to my old faithful 14" road tyres! I wasn't able to run them that day, as one of them kept going flat!

Since the last time I've been out at speed in the car I've added Koni shocks, Tein springs, and a big adjustable front sway bar. So there's a fairly extensive changes to adjust to there. At this stage, I have to comment that this car until this very recent change, had been running the exact same suspension (KYB shocks + King Springs) at every event the car has entered since I first built the car 8 years ago. So the same suspension has been fitted for every autocross, sealed sprint, gravel sprint, Manfeild and Taupo outing that the car has ever been entered into. King springs get a lot of flak, but for a general club hack set up on a Corolla, they do ok on most surfaces. They aren't great on all cars though, as the Kings that I had for the EF9 Civic were beyond garbage.

Neil once again completely massacred us all, in the mighty "Sparrow" Honda City. He's proving just a little bit unbeatable in that car on grass. It's starting to get a little bit depressing with some of the winning margins that he is pulling out. Might be time to start blatantly cheating ☺

Possibly taking all the wheels off his car before his run might help us?



Neil in winning form



The Usual Suspects



Graham showing me in mud (and missing me by not much)

If you're on Facebook, I've put up a couple hundred photos from that Autocross on the HCCC Facebook page, so head in there and tag yourself and your friends.

Or they're at: <http://s38.photobucket.com/albums/e150/kiwiscanfly/2011%20September%20Silverstream/>

The next event for me was my return to Shelly Bay, I was determined that I wouldn't let my prang stop me going back to the event as it is a road that I really enjoy competing on as it rewards lunatic driving (which I can do) as much as it rewards power (which I can't do).

I was in full cruise mode, as the car seemed to have a ton of oversteer, and the road was still liberally sprinkled in small stones. The stones were sticking into the semi's and staying there, so grip was a bit interesting. It was vastly better than last year though.

At the start of the day I was only driving about 5/10, just seeing if car was going to drive straight after the chassis straightening, or if it was going to try to loop me into the scenery with the new very stiff suspension and the big sway bar on the front.

After practice I pretty much jumped out of the car and danced around a little bit. Luckily there were not many witnesses, because truly white men can't dance, and you don't get much whiter than me.

Other folk weren't having such a great day of it though, as the hotrod Anglia fell over on the finish line in practice. Fortunately, he chose the softest possible grass to tip over in, and at almost no speed, so there was only a tiny amount of cosmetic damage, and he was able to complete the day.

Nick Tollemache had a bad day though, as he had a big crash in practice, having spent half the morning trying to get his car to actually start. I think Nick has been racing this car for about ten years now, and I think also that this would be the first decent shunt that he has had in it. The cage is bugged, so it isn't going to be an easy fix either.



Nick's car. Photo credit, Motorsport Central.

It must be said that I didn't push the car along much at all at Shelly Bay, as I figured that it was the sensible thing to simply use it as a shakedown run only, and that aiming for results could wait until I am more comfortable in the car, not to mention at a venue that is more forgiving of any unplanned sideways moments that might occur.

I had a great day though, and now I figure having gotten back to my "crash" venue without crashing, I can go back again next year and try a bit harder again.

Fastest HCCC pilot was David Graham in the beautifully presented yellow Datsun 1200 that I mentioned in last month's article about Kaihinau Road (without realising at the time that he was in HCCC, whoops!), who beat Webster home by two tenths of a second (6<sup>th</sup> and 7<sup>th</sup> places respectively). That was a good enough result by David to take out class B by a whopping ten seconds!



David in the Datsun, photo by Motorsport Central.

One thing that you don't see too often is a Ford Cortina of the Mk5 variety. However Bill Macpherson of Wellington car club was out there pedalling quite a mean one, judging from the angry noises, and the Cosworth badge on top of the cam cover. I think something went quite noticeably wrong in his last run though, as it was making expensive noises when he got to the finish line on his last run, and he made his way back to the pits on the end of a tow rope.

So that's it from me for this month. Hope to see you at Wairongomai Road gravel sprint, and various other events where people thrash cars around!

Leon

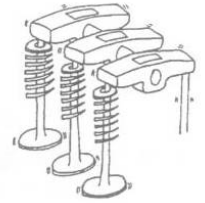
PS: still waiting for the environment court to set a date for mediation over Slipway. 6 months now ...



Photo credit: Motorsport Central.

# 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!

## Great Win for Ryan Stevens at Shelly Bay (Thanks to Motorsportcentral) Shelly Bay Sealed Sprint - 4 September 2011



The Wellington Car Club held their great Shelly Road Sealed Sprint on Sunday 4 September 2011. It started out a beautiful day although the wind became quite cool as the day progressed. However the conditions were perfect for the drivers and fortunately the road surface had lost most of the small chips which created such carnage last year. The marshals also did a great job keeping the road clear particularly where small stones got pulled onto the road by passing cars. 27 drivers entered the event although Nick Tollemache (Toyota Levin AE86), accident left front, and Stuart Becker (Fiat 124 Coupe) did not finish their practice run and were not involved in the rest of the day. Gordon Diggle was also there to test his car (Tony Dixon's Gravel Sprint championship Subaru Impreza WRX) but was not included in the final results. The day featured one practice run and three officials and the cars were divided into their normal classes - Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D Over 2001cc, and Class E All 4WD cars. Once the practice was completed the competition itself was underway.



The quickest car on the first run was the superb sounding, black Mazda RX7 of Ryan Stevens whose time of 1.14.50 was nearly 3 seconds faster than the next driver, present WMSA Sealed Champion Ron Scanlan, who stopped the clock at 1.17.21. Very close behind was Marty Smith (Subaru Legacy RS) 1.17.22. Other drivers who had an excellent opening run were Alan Austin (Mazda RX7), Wade Noeld (Subaru Impreza WRX), David Graham (Datsun 1200), Webster Gough (Toyota Starlet GT Turbo) and Campbell Wilson (Toyota Corolla). Dick Butters was also doing very well in his Toyota Starlet (swopping from a Nissan Pulsar) and Dimitrios Amos was thrilling the crowd with his driving in the Toyota Corolla KE26 Wagon. So what was Amos's drift car doing at Shelly Bay and away from the race tracks? Having a ball by the look of things!!!!



The times tumbled on Run 2 as the drivers started to become more familiar with the road. Ryan Stevens still led the competition as he lowered his time to 1.13.68 with Wade Noeld moving into second place having recorded 1.14.80. Third was now Ron Scanlan and fourth was Alan Austin. These four drivers had now opened a bit of a lead on the field with the next quickest driver being David Graham (going extremely well in his 1400cc Datsun) who was roughly three seconds behind Alan Austin. Mike Walsh's CLK 55 AMG was also doing well with a great V8 noise (much the same as Kayne Thomson's V8 Anglia) that reverberated off the surrounding hills. Bill McPherson's Ford Cortina Mk5 also had the wick turned up as did Graham Toomer's blue Escort and Mark Kibble in his familiar Subaru Omega.



On to the final run. Ryan Stevens' Mazda RX7 had held the lead all day and he had no intention of letting it slip away. His final run was again his quickest and his time of 1.13.05 (the only driver to go under 1 minute 13 seconds) was the fastest overall on the day. Second was Wade Noeld who dogged Ryan's heels all day, again producing his best time of 1.14.15. Third was Alan Austin who had a great battle with Ron Scanlan on each Run and finally managed to pip Ron at the post 1.15.09 to Scanlan's 1.15.37. Not much in it there!!!! Rounding out the Top 10 were :- a consistent Marty Smith in 5th, an excellent 6th for David Graham in his small engined Datsun 1200, former WMSA Sealed surface champion Webster Gough was 7th, gravel ace Campbell Wilson was 8th, with Mark Walsh in the AMG 9th and the drifting king Dimitrious Amos 10th. In the classes it was Dick Butters who won Class A from Glen Clemas (Toyota Starlet), David Graham won Class B from Rob Vibert (Toyota Corolla) with Tom Heather (Toyota Corolla FXGT) third, Class C was won by Campbell Wilson with Bill McPherson second and Graham Heath (Nissan Pulsar) third, Class D was won by Ryan Stevens (who was also the first 2 wheel drive car home), with Alan Austin second and Webster Gough third, and in Class E the winner was Wade Noeld, with Ron Scanlan second and Marty Smith third.



Congratulations to all the winners and in fact all the drivers who must have had a great day. Also well done to Bernie and the team from the Wellington Car Club - another great event.

**2WD Computerised Dyno Tuning**  
 Special Club Member Discounts

Suppliers of:  
 Racewear, Seats & Belts, Suspension, Exhaust Components, Motul Lubricants, Brake's Pro-Ma MBL8 oil additive and more.

303 Willis Street, Wellington      04 8015140  
 WWW.MAPC.CO.NZ      sales@mapc.co.nz

**MacLennan Performance Centre Ltd**

Condoms should be used on every conceivable occasion.

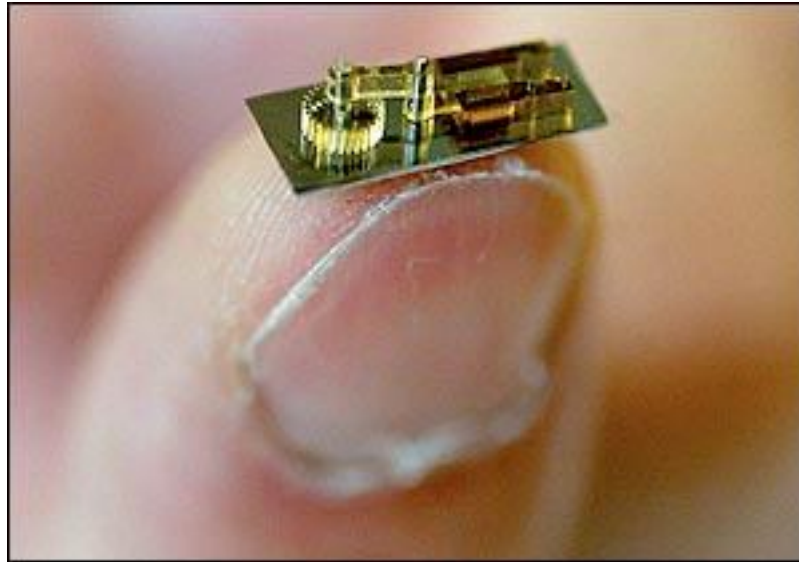


## SMALLEST PETROL ENGINE

SCIENTISTS have built the smallest petrol engine, tiny enough to power a WATCH. The mini-motor, which runs for two years on a single squirt of lighter fuel, is set to revolutionize world technology. It produces 700 times more energy than a conventional battery despite being less than a centimeter long not even half an inch. It could be used to operate laptops and mobile phones for months doing away with the need for recharging.

Experts believe it could be phasing out batteries in such items within just six years.

The engine, minute enough to be balanced on a fingertip, has been produced by engineers at the University of Birmingham



Dry Kyle Jiang, lead investigator from the Department of Mechanical Engineering, said: "We are looking at an industrial revolution happening in peoples' pockets. "The breakthrough is an enormous step forward. "Devices which need re- charging or new batteries are a problem but in six years will be a thing of the past."

Other applications for the engine could include medical and military uses, such as running heart pacemakers or mini reconnaissance robots. At present, charging an ordinary battery to deliver one unit of energy involves putting 2,000 units into it. The little engine, because energy is produced locally, is far more effective.

One of the main problems faced by engineers who have tried to produce micro motors in the past has been the levels of heat produced. The engines got so hot they burned themselves out and could not be re-used. The Birmingham team overcame this by using heat-resistant materials such as ceramic and silicon carbide.

Professor Graham Davies, head of the university's engineering school, said: "We've brought together all the engineering disciplines, materials, chemical engineering, civil engineering, and mechanical engineering "What better place to have the second industrial revolution in nano-technology than where the first took place, in the heart of the West Midlands.

Some bastard's just pinched a pair of my wife's knickers off the washing line. She's not bothered about the knickers but she wants the 12 pegs back.

# NEILS WHEELS

## ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

2<sup>nd</sup> HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

Ph Neil 027 248 3979 (bus.) 04 526 7510 (hm)

A DIVISION OF RAPTURE LTD

### Nurburgring meets the Glendinning's!

So, Brendon and I have recently returned from a 6 week jaunt in Europe that included the fabulous sights of Italy, great people of Poland, stunning scenery of Austria, visiting family in Slovenia, amazing food of Germany and of course one of the world's greatest tracks, the Nurburgring!!

Arrangements were made from New Zealand with a company called "Rent 4 Ring" and we secured a right-hand-drive Suzuki Swift, complete with roll cage, race seats and harnesses. Fredy was really great to deal with and we can highly recommend them to anyone else who is planning this amazing experience.



We arrived at Rent 4 Ring and the staff were so friendly and helpful. They all spoke great English and helped us to get familiar with our race car.

We had a quick driver's briefing and then it was off to the track!

The steering wheel might've been on the familiar side, but all the controls were around the other way and the short drive to the track was on the right-hand side of the road! I'm so glad it was a short trip, although I did almost pull out in front of a Porsche at the intersection because I was looking the wrong way!! Haha

We had to wait for the track to open for the public session, so Brendon wandered off and had a look at all the pretty cars in the car park – there are lots of photos!

I got the first lap, because that's the way it always works for us with motorsport....

I drove really slowly to start with and had to remember to keep right all the time to let the fast cars go past – not to mention it'd been a year since my last event in NZ, so I was a little rusty! It didn't feel like 20km, but before I knew it I'd got to the last big straight and it was time to slow down and exit the track – we were most disappointed to find out that we didn't get to complete that straight, so we couldn't quite get the little Swift up to it's top speed, but we did give it a good go!

Brendon's first lap out was rather erratic and I felt a bit ill when we came back in to the pits, so took a few minutes to get my colour back before heading out for my second lap.

This time out, I pushed it a lot harder and behaved less like a beginner and it was so much fun! I even managed to pass a few cars this time. The twelve (ish) minutes of track time flew past again and there we

were, back at that straight trying to push the speed a bit more before the low speed signs came up. I came out with a huge grin on my face, wishing I could have just one more lap!

Brendon's second lap was much smoother, but still pretty fast – we couldn't do official timing, but we watched the clock on the dash for a rough idea of times and we were both very similar, although it did start to rain a little on Brendon's "timed" lap...

I used the last lap to get some sneaky photos, although you aren't really supposed to...



We returned to Rent 4 Ring and signed our names on the car panels they have there for every participant to leave their mark!

What a buzz!!! One day we'll return and maybe splash out on a faster car for a bit more fun...

Stacey Glendinning

SHELLY BAY SEAL SPRINT 4 SEPTEMBER 2011																		
Running Order	Car No.	Class	Driver	Club	Car	Capacity cc	Timed Runs					Fastest	Ranking Overall	Class Ranking				
							Practice	1	2	3	A			B	C	D	E	
7	7	D	Ryan Stevens	WCC	RX7	3978	01:17.61	01:14.50	01:13.68	01:13.05	01:13.05	1					1	
27	747	E	Wade Noeild	HVMC	Subaru WRX	2000 T	01:18.22	01:17.55	01:14.80	01:14.45	01:14.45	2					1	
15	18	D	Alan Austin	Wanganui	S8 RX7	4000	01:20.16	01:17.52	01:15.41	01:15.09	01:15.09	3				2		
3	3	E	Ron Scanlan	WCC	Lancer	2000 T	01:20.21	01:17.21	01:15.37	01:15.37	01:15.37	4					2	
9	10	E	Marty Smith	WCC	Legacy RS	2000 T	01:25.05	01:17.22	01:18.28	01:17.32	01:17.22	5					3	
11	12	B	David Graham	HCCC	Datsun 1200	1400	01:21.30	01:19.29	01:17.39	01:17.86	01:17.39	6		1				
17	23	D	Webster Gough	HCCC	Starlet GT	1488 T	01:17.44	01:21.61	01:19.19	01:17.59	01:17.59	7					3	
13	16	C	Campbell Wilson	Kapiti CC	Corolla	1798	01:28.79	01:21.97	01:21.32	01:19.96	01:19.96	8			1			
19	55	D	Mike Walsh	TARGA	CLK 55 AMG	5500	01:21.10	01:22.66	01:20.64	01:21.49	01:20.64	9					4	
10	11	D	Dimitrios Amos	WCC	Toyota KE26	2000 T	04:15.37	01:25.79	01:22.41	01:25.74	01:22.41	10					5	
25	156	C	Bill MacPherson	WCC	Cortina MkV	1988	01:33.50	01:25.04	01:23.40	01:28.46	01:23.40	11			2			
8	9	D	Graeme Toomer	WCC	Escort	2800	01:28.57	01:26.83	01:25.12	01:24.20	01:24.20	12					6	
4	4	E	Mark Kibble	WCC	Omega		01:28.03	01:27.54	01:27.91	01:25.02	01:25.02	13					4	
2	2	E	Vivian Eden	HVMC	Legacy RS	1998 T	01:33.17	01:27.63	01:25.41	01:25.93	01:25.41	14					5	
5	5	C	Graham Heath	HCCC	Pulsar	1998	01:28.69	01:26.36	01:27.24	01:27.62	01:26.36	15			3			
26	182	D	Kayne Thomson	Kapiti CC	Anglia	5700	01:28.76	01:30.53	01:30.36	01:28.49	01:28.49	16					7	
21	60	B	Rob Vibert	WCC	Corolla FXGT	1600	01:34.00	01:30.42	01:28.58	01:27.78	01:27.78	17		2				
12	14	C	Nell Rush	HVMC	Pulsar Gti	1838	01:37.15	01:31.30	01:30.60	01:28.42	01:28.42	18				4		
22	61	B	Tom Heather	Kapiti CC	Corolla FXGT	1587	01:42.01	01:36.41	01:31.57	01:31.21	01:31.21	19			3			
18	38	A	Dick Butters	HCCC	Starlet	1300	01:37.43	01:36.22	01:33.63	01:34.47	01:33.63	20	1					
16	21	B	Leon East	HCCC	Corolla	1587	01:47.71	01:42.90	01:35.63	01:33.86	01:33.86	21			4			
6	6	B	Hayden Perkins	HCCC	Mirage	1595	01:38.54	01:34.99	01:36.88	01:34.78	01:34.78	22				5		
14	17	A	Glen Clemas	HVMC	Starlet	1295	01:40.67	01:37.53	01:37.13	01:34.85	01:34.85	23	2					
1	1	B	Brian Schofield	HCCC	Honda CRX	1600	01:44.49	01:40.40	01:38.38	01:38.55	01:38.38	24			6			
20	59	B	Mike Hodgetts	WCC	Corolla GT	1587	01:40.74	01:40.70	01:40.25	01:40.85	01:40.25	25				7		
23	86	B	Nick Tollemache	WCC	Corolla	1587	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	26				8		
24	89	C	Stuart Becker	Fiat	Fiat 124 Coupe	1608	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	26				5		
28																		
29	65	E	Gordon Diggle				00:00.00	01:21.82	01:22.26	01:20.10								
30																		
31																		



P: (06) 323 3669  
M: 0274 979 143  
E: contact@hillspecialties.co.nz  
www.hillspecialties.co.nz

### Hill Specialties Motorsport Engineering

- ⇒ Roll cages built to Motorsport NZ specifications
- ⇒ Manufacturer of dry sump tanks, catch tanks and radiator catch tanks
- ⇒ Specialist brake and suspension set ups
- ⇒ Custom built extractors and pipework
- ⇒ Custom built radiators to any specifications
- ⇒ Specialist in intercooler pipework




**Sabert Seat SPECIAL**

**\$900**

+ GST Plus Harnesses & full Apparel

Dijon vu - the same mustard as before.

# TRIALS

Hello folks

Attached are the results of last week's car trial, fifth and final round of this year's series. Thanks to Wayne Gair and Dianne McDonald for a good event with plenty of challenges.

Congratulations to Ken Douglas & Marcia Haggerty, 1st overall and 1st in the Expert class. Congratulations also to Steve & Cathie McCallum & Steve Budd, 4th= overall and 1st in the Intermediate class. Good to see Peter Petterson's crew returning for another go in the Novice class.

Congratulations to Wayne Gair & Dianne McDonald, deserving winners of this year's series. I think I managed to pip Mike Reid for 3rd place! Next was Carol Weston, then Cathy Reid, followed by Sue & Gordon & Denise Gandy. These are also the Expert class series placings.

Competition in the Intermediate class for the series was even closer. Jilly Hutson & John Tennent came out ahead, with Steve & Cathie McCallum close behind. Next was Len Fisher, then Miles Jackson & AJ Martin, followed by Brian & Barry Craig.

I'll send out the series points table when I receive it from the Wellington Motor Sport Association pointskeeper.

cheers, John

WELLINGTON MOTORSPORT ASSOCIATION

SEPTEMBER NIGHT TRIAL 2011



## SUMMARY OF RESULTS

No	Driver	Navigator	Crew	Club	Points	Class	Class Place	O'all Place
1	M Jackson	A J Martin		Harbour Capital	<b>133</b>	Int	4	8
2	K Douglas	M Haggerty		Levin	<b>28</b>	Exp	1	1
3	S Gandy	G Gandy	D Gandy	Hutt Valley	<b>71</b>	Exp	3	3
4	C Reid	M Reid		Hutt Valley	<b>75</b>	Exp	4	4=
5	B Peacocke	M Milner		Harbour Capital	<b>99</b>	Int	2	6
6	S McCallum	C McCallum	S Budd	Harbour Capital	<b>75</b>	Int	1	4=
7	B Craig	B Craig		Harbour Capital	<b>128</b>	Int	3	7
8	J Hutson	L Fisher	J Tennent / M Fisher	Harbour Capital	<b>138</b>	Int	5	9
9	P Petterson	A Fisher	T Whale	Harbour Capital	<b>275</b>	Nov	1	10
10	J Rapley	S Marks		Harbour Capital	<b>47</b>	Exp	2	2
11	B Atkins	M Atkins		Sunbeam	<b>334</b>	Nov	2	11

Notes: Our thanks to Neil Roots for so capably manning the Beauchamp Street Control on the night on his BIRTHDAY!

No checks went missing on the night, although I did have to stand one up again after some #\$\$%^@\* sod pulled it out, lucky that the route went past the same spot more than once! It was still there on the collection run.

Thanks to all of the competitors for their friendly and helpful attitude on the night and our special congratulations to Ken and Marcia (Team Blacktracks) for a very well deserved win – they used the dummy route to sort out our error at one stage, in the best traditions of the sport.

Dianne McDonald and Wayne Gair

Once upon a time, a Prince asked a beautiful Princess, Will you marry me? The Princess said, No!!!

And the Prince lived happily ever after and rode motorcycles and banged skinny long-legged big-titted broads and hunted and fished and raced cars and went to naked bars and dated women half his age and drank whiskey, beer and Captain Morgan and never heard bitching and never paid child support or alimony and kept his house and guns and ate spam and potato chips and beans and blew enormous farts and never got cheated on while he was at work and all his friends and family thought he was frikin' cool as hell and he had tons of money in the bank and left the toilet seat up.

The end.....

<b>October</b>	2		Gravel Sprint	Levin	Waiorongomai Road
	9		Auto-x ("Metal" – 0830 to 1230) Race	Dannevirke	Prenters Quarry BATHURST
	16	WG	Gravel sprint	Wairarapa	Puketiro Road
	23	GG	Street Sprint	Hutt Valley	Port Road
	24 23-29		Auto-x/Motorkhana Rally (Targa)	Hutt Valley	Silverstream
	29		Rally – Manawatu Daybreaker	Manawatu	
<b>November</b>	6		Hillclimb	Wairarapa	Admiral Hill
	12	GM/AW	Race (MG Classic)	MG	Manfield
	13	GM/AW	Race (MG Classic) Auto-x	MG Harbour Capital	Manfield Slipway (?)
	20		Auto-x (gravel) Gravel Sprint	Kapiti Dannevirke	Otaihanga TaraRua Road
	21		WMSA Meeting (Calendar)		
	27		Gravel Sprint Auto-x	Wairarapa Hutt Valley	Dorsets Road Silverstream Stokes Valley
<b>December</b>	1	All	Stewards Meeting		
	4	PT	The Surgery Intermarque Sprint Motorkhana	Intermarque Dannevirke	Manfield Tui HQ
	18		Gravel Sprint	Dannevirke	Otaria Road
	25		Annual Reindeer Race		Now trained for night events

#### Abbreviations

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

#### Club Contacts

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

#### Stewards

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

This guy is 72 years old and loves to fish. He was sitting in his boat the other day when he heard a voice say, "Pick me up."

He looked around and couldn't see any one. He thought he was dreaming when he heard the voice say again, "Pick me up." He looked in the water and there, floating on the top, was a frog.

The man said, "Are you talking to me?"

The frog said, "Yes, I'm talking to you.

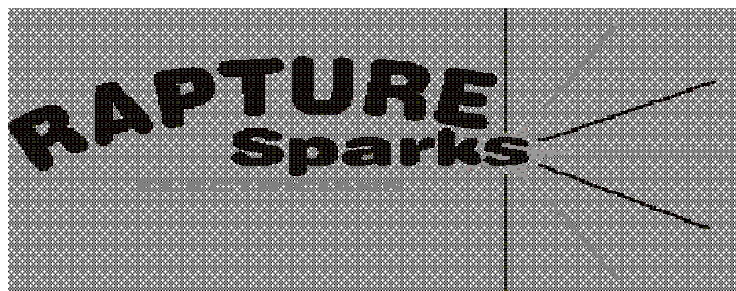
Pick me up then, kiss me and I'll turn into the most beautiful woman you have ever seen. I'll make sure that all your friends are envious and jealous because I will be your bride!"

The man looked at the frog for a short time, reached over, picked it up carefully, and placed it in his front breast pocket.

Then the frog said, "What, are you nuts? Didn't you hear what I said? I said kiss me and I will be your beautiful bride.

"He opened his pocket, looked at the frog and said,

"Nah, at my age I'd rather have a talking frog."



**Maintenance & Service needs.  
Residential, Commercial & Industrial**

Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (home)

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100. Great for tidying up your wiring loom

**Hutt Valley Motorsport Club  
Auto-X 28 August 2011 Silverstream**

Driver	Car	Club	Run 1	Run 2	Run 3	Run 4	FTD	Place		
Mike Duston	Pulsar	MOWOG	1.35.70	1.32.04	1.30.34	1.29.41	1.29.41	10		
Dick Butters	Starlet	HGCC	1.40.71	1.38.41	1.39.37	1.33.47	1.33.47	20		
Neil Rush	Pulsar	HVMC	1.40.16	1.31.65	1.30.88	ww	1.30.88	15=		
Gareth Cooper	Escort	HGCC	1.40.19	2.15.05 **	1.57.53 *	1.43.66 *	1.40.19	25		
Webster Gough	Cynos	HGCC	1.34.31	1.36.95	1.27.44	1.24.88	1.24.88	2		
Graham Heath	Pulsar	HGCC	1.53.84 *	1.44.31 *	1.38.32	1.51.88 *****	1.38.32	22		
Sam Duncan	Impreza	HVMC	1.35.99	1.28.74	1.28.32	1.27.82	1.27.82	8		
Glen Clemas	Starlet	HVMC	1.42.18	1.35.58 *	1.30.23	1.26.53	1.26.53	4		
Alan Groves	Charade	HGCC	ww	1.25.74	1.26.49	1.27.34	1.25.74	3		
Robbie Groves	Charade	HGCC	1.36.52	1.40.62 *	1.33.84	1.36.23 *	1.33.84	21		
Katrina Millman	Starlet	HVMC	1.43.16	1.33.98	1.49.82 ***	1.30.88	1.30.88	15=		
Neil MacDonald	Citreon	WTSOC	1.32.00	1.27.96	1.27.45	1.31.09	1.27.45	5		
Jacob Heberley	Citreon	WTSOC	1.46.06	1.39.59	1.33.42	1.29.49	1.29.49	11		
Neil Roots	City	HGCC	1.21.81	1.18.90	1.18.74	1.15.38	1.15.38	1		
Steve King	Impreza	HVMC	1.39.81	1.38.88	1.48.83 **	1.39.99 *	1.38.88	23		
Leon Cast	Corolla	HGCC	1.37.12	1.32.99	1.30.15	1.28.66	1.28.66	9		
Adam Atkinson	Mirage	HGCC	1.46.02 *	1.30.29	1.27.69	1.27.86	1.27.69	7		
David Ragen	Mirage	HGCC	1.38.44	1.30.31	1.35.41 *	1.29.65	1.29.65	12		
Neal Cole	Corolla	HVMC	1.42.82	1.37.02	1.32.45	1.30.80	1.30.80	14		
Cathy Reid	Charade	HVMC	1.32.49	1.32.68	1.33.45	1.31.67	1.31.67	17		
Brian Craig	Corolla	HGCC	1.33.65	1.37.59 *	1.46.14 **	1.30.47	1.30.47	13		
Daniel Hole	Datsun	Wairarapa	1.59.20 **	2.02.04 *****	ww	1.39.24 **	1.39.24	24		
Adam Fisher	Starlet	HGCC	1.34.02	1.36.38 *	1.31.74	ww	1.31.74	18		
Jilly Hutson	Starlet	HGCC	1.40.74	1.37.59 *	1.33.70	1.27.65	1.27.65	6		
Andrew Wellum	Starlet	HVMC	1.40.77	1.36.26	1.34.20	1.33.35	1.33.35	19		
			Penalties of 5 sec for each cone hit (denoted by *) included in times							
			'ww' indicates wrong way on course							

**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.

Practice safe eating - always use condiments

## Gisborne Rally

After a successful rally with Kingsley last month, I was still leading the Central Region co-drivers championship, but not Class C any more. (Kingsley was Class D). So I needed a good driver with a Class C car.

Jilly said, "How about Aaron Cook, he won the National 2wd champs". A quick phone call and I'm all set up to run with Aaron. I had never sat beside him before though I had offered several times at Barton's Line, where I go every year to bum a few rides but it just didn't happen for one reason or another.

So on Friday the 9<sup>th</sup> Sept I was due to leave Wellington early to get to Otaki, pick up my gear and Aaron would pick me up from there. All was going well until at about 8:30, I thought that being in Waikanae, I would phone Aaron to see how he was going. Whoops, no phone, I had left it in Miramar, so quick U-turn and back to get the phone. Needless to say when I got to it, there was a message from Aaron and crew to say "Where the hell are you?"

Not a good start!

They spent the time gassing up and food shopping, and I soon caught up with them and we were on our way. Fortunately there was no time pressure since we did not need to be in Gisborne until 7pm.

After shouting them all lunch they were back speaking to me again!

The drive up there is a bit of a mission, especially with a trailer, but Aaron's Hiace Custom drives very well and is as quiet as a car.

Signing on was a mere formality apart from braving a queue of people constantly hand shaking and chatting us up. It's nice to catch up with old friends; Dave Robb was scrutineer, and Dave and Joanne Burnett were both officiating, so what with competitors in the queue, lots of hugs and handshakes.

Only problem for me was the discovery of pages missing from the stage notes — soon fixed by borrowing Steve Walkers' notes and copying them.

Saturday proved to be an excellent day, fabulous weather, awesome roads (some of those used regularly a few years ago on the Rotorua rally). A central service point was at Matawai, and we circulated from there.



Needless to say Aaron's driving was superb, the only drawback was that I could not hear him through the intercom, so was unable to respond to his directions at times. I sat there thinking "Hell it's noisy as Jamie's RX7, and doesn't seem any faster than Adam's Starlet". How wrong I was with that thought, once our times became evident.

We finished 7<sup>th</sup> overall, and 1<sup>st</sup> in Class C, so that would indicate a certain amount of speed!

Thanks Aaron & crew for a great weekend, roll on October and the Daybreaker.  
(How can they still call it that when it starts at 10am?)

Flying Fish



## 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](mailto:elfish@farmside.co.nz)

For All Household maintenance & building,  
including General repairs,  
Painting,  
Water blasting,  
Glazing  
etc



New definition of "Bucket seat"

Shotgun wedding - A case of wife or death





[www.racetechseats.com](http://www.racetechseats.com)

## Racing supplies

**World leaders in Seat design and manufacture.  
All built locally here in Petone.  
Buy kiwi made**



Visit our showroom at 136 Hutt Road, Petone  
Come and try out our V8 supercar seat, or see if you can fit into the  
Petter Solberg Racetech seat.

---

Racetech Manufacturing Limited  
PO Box 38715, 136-138 Hutt Road  
Petone, Wellington, New Zealand  
Telephone +644 939 0552 or Fax +644 939 0553  
[sales@racetech.co.nz](mailto:sales@racetech.co.nz)

A man needs a mistress just to break the monogamy

## TOOLS EXPLAINED:

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh shit!'

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

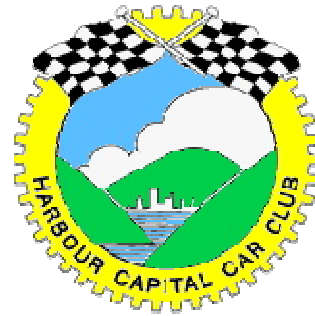
**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work-clothes but only while in use.

**SON-OF-A-BITCH TOOL:** (A personal favourite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

**SEND THIS TO:** Harbour Capital Car Club (Inc)  
P.O. Box 4102  
Wellington  
New Zealand



<b>First Name/s</b>		<b>Surname</b>	
<b>Other family Members name</b>			
<b>Address: Residential</b>			
<b>Postal address (if different)</b>			
<b>Home Phone</b>		<b>Business Phone</b>	
<b>Mobile</b>			
<b>Email</b>			
<b>Occupation</b>			

**Make & Model or car / s**

--

**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
--------	-------------	-------	---------

**Annual Subscription:** Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 35.00 p.a.  
Couples: \$ 40.00 p.a. (\$5 for each additional family member)  
Student: \$ 25.00 p.a.

Amount enclosed: \$ \_\_\_\_\_

*Or Direct Credit into the Bank Account (Please put your name in the reference)*  
BNZ 02 0500 0351392-02 - Harbour Capital Car Club

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

