



# WHEELSPIN

May 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

Flying Fish & Bondy – Resting at Ohakune 1000

### 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

## The Fireman's Arms Jackson Street, Petone

Wednesday the 4th May 7:30

Presidential perambulations



It was a month of decidedly mixed feelings!

Slipway gained resource consent, but then immediately lost it because the lovely lovely lovely and wonderful people at Zealandia (you might detect a hint of sarcasm) immediately protested the resource consent specifically as applies to Slipway for Drifting and Autocrossing.

Apparently having one car driving at a track, which is by their measurement 300 meters from the nearest shared boundary (I am not sure how close the walking track inside the sanctuary is to that 300 meter shared boundary) is just too much for them.

This I would point out is an organisation that is sucking council money each and every year of operation. So, we (ratepayers) are paying for them with council money, for them to spend on lawyers to protest council decisions, and directly stop us from running the events that we have been enjoying at Slipway.

I don't know what the eventual outcome will be, as I imagine it means another round of lawyers, mediation, and suchlike. But the immediate outcome is that we have had to cancel the May 1<sup>st</sup> round at Slipway.

If, like me, you are disgusted by the actions of Zealandia by protesting the granting of the resource consent regarding Slipway in the Long Gully Farm, you could do as I have done which is email them to let them know that I will not be supporting their sanctuary at Zealandia, that I will be discouraging any visitors from visiting them, and will be contacting the council to object for further public money being provided to them. Their email is [info@visitzealandia.com](mailto:info@visitzealandia.com) try to be polite and not swear at them. Abusive emails don't get us anywhere, but clearly stating why you do not support their efforts any longer will help send a clear message that by their actions they have lost considerable goodwill and will continue to do so until they withdraw their objections.

Anyway, I had to get that rant out of the way first, because as I write this, I have been seething with fury for the entire of Easter weekend.

Back to the fun stuff.

Mt Vic Hillclimb has been and gone again. It seemed be a relatively trouble free running this year, although Gary Leech (Wairarapa Car Club) had a lose that started at the trailer car park (just past the chicane) and finished in the bank on the following left hander. It was a real shame to see the nicely presented Subaru in a sad state. I suspect that it will probably need a front cut before we

see it out again.

Ben was having a fun time in the Supra powered Silvia, leaving what appeared to be an almost uninterrupted pair of skid marks from the bottom of the hill to the top of the hill. He said that at one stage he actually had to slow down and open the driver's door, as there was so much smoke that he thought the car might be on fire. Nope, just burning rubber there.

Going to the opposite end of the power spectrum, Dick Butters let the steam out of his "new" toy the yellow KP Starlet, as the head gasket decided that a tea kettle impression was a more interesting plan than holding all the compression in.

Gary Maddock was out having a play in his SS2000 spec Civic. He seems to be giving that car a few outings this year! PC brought the Corolla out for another play, although he's taking a bit more of a low key approach to 2011 than we're used to. Andrew had the blue FX-GT out for a run as well, adding to the large number of the various flavours of Corolla out having a thrash that day.

I only stuck around until about lunchtime, but the day seemed to be going very smoothly, and the weather was absolutely brilliant (to the point where I was hiding in the shade of trees, as I'd forgot sun block).

Just a scrutineering reminder. When you strip out your competition vehicles, you **MUST** maintain some form of effective demisting device. That isn't negotiable, it is a regulation stated in Schedule A. If you choose to keep the existing heater in the car, if you utilise a stick on demister, or if you work out some other form of demister unit that is totally up to you. But there must be something in your car that works as a demister. Personally, I have never actually seen anything that actually works half as well as the normal heater, but with some cars you have to ditch it because the roll cage needs that space. The same applies for windscreen wipers. You absolutely must have wipers if you have a windscreen. These are basic safety precautions so that you don't put yourself and others in danger the moment the weather closes in during an event.

My own car mission is progressing steadily now. The car actually runs under it's own power now, the battery has been re-located back into the engine bay again, a few bits and pieces that have been half finished since 2006 when the engine transplant was done have finally been tidied up, and I'm hoping that the persistent oil leak that has been bugging me for a year has finally been located. Although I really need to take the car out for a good run first, as it only leaked under hard driving. So I've now only got a medium sized list of stuff to be sorted out before the Corolla is back in a usable and road legal state. Well, or at least, until I can take it in for WOF check and see what else that I've missed anyway! It has to be said that crashing race cars is a long and boring process of making the car usable again. Plus, it is remarkable just how the repair bill just keeps going up and up!

I think one of my next missions will be navigating for Brian Craig in Rally Wairarapa, so I am looking forward to that adventure. I've driven the Rally Wairarapa course several times in the course of marshalling there, but I've not actually been a competitor (other than when I started the rally with Brian Rowe, but the clutch went "pop" before we even left Masterton.

That's about it from me, see you somewhere with tyres!

Leon



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As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Kentucky back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions.

I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late. I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played 'Amazing Grace,' the workers began to weep. They wept, I wept, we all wept together.

When I had finished I packed up my bagpipes and started for my car.

Though my head hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen nothin' like that before and I've been putting in septic tanks for twenty years."

Apparently I'm still lost....

Ohakune 1000 (from Len's phone)



Alfa GTV



Pack1 ready to go



Clark Proctor's entourage



Struan resting his eyes



Our modified rear end



Believe it or not a WRX!

Atheism is a non-prophet organization

## AE82GT racing Targa in the Coromandel.

Thought I might bore you all with the latest Targa adventure.

This was Julie and I first actual Targa event where we were in a 25-30yr old car class. Previous 2 events we were just in an add-on group to the main week-long Targa event.



My aim before the event was to win my class and get top 10 out of 40 Classic cars and top 30 out of 70 overall.

Unfortunately this job was made slightly easier by a rival who runs a very similar set up GT Corolla who blew his engine up on the dyno the Wednesday before the event. This was disappointing as always good to have close competition as it pushes you harder. In consolation for him he was 1 off 6 engines that blew in the last minute dyno tunes before Targa. Glad mine didn't.

We had documentation and Parc Ferme at the Drury pub on the Friday night.

Saturday morning it was all go from 8am. My seeding had not really been done by my previous results which had me seeded as 9<sup>th</sup> slowest. Although it doesn't really matter with 30sec intervals but my rivals had 1 minute gaps.

First Stage was 10km long and I caught my first car at the end of stage so didn't really effect my time.

The day that was unfolding was going to be very hot but fine, always nice to push the boundaries in these conditions.

Next 2 stages were uneventful but open fast roads, oh to have 300hp and get down the straights faster.

Stage 4 was a bit different as we were delayed at start. Rumour soon came down the start line that a Targa Touring car had crashed and that we may have to Tour thru the stage rather than race it. This is a no-no in Tour group to be crashing, as this is usually the expensive standard road cars that don't have roll cages or protective equipment.

In the end common sense was concluded that the GT3 Porsche that had gone head on into a tree and snapped tree off at ground level and finished 100m plus down the road after impact was far enough of the road to race the stage. Even though we went past the crash scene at 160km it was pretty obvious that GT3 was destroyed and properly no insurance in the event either makes a double whammy.

We then got a lunch break and heard that Neil Allport had crashed out in the first stage.

Tony Quinn and Glenn Inkster were tied for the lead after 30mins racing.

After lunch we made our way across to south of Thames and did an exciting stage where we had a left hand turn that came back on itself then into a narrow ford crossing, luckily river was low. This is the only Ford I will have anything to do with.

We had Avo tea at Thames and then the big drive up to Coromandel.

The last stage for Saturday was from Coromandel town up over the range and down to near Whangamata. This stage was 10km long. I was now up the front and starting 4<sup>th</sup> on the road. When I finished the stage I was first in after having caught and passed the 3 cars in front of me. Finally it had taken all day to get into it but what a result. I was 7<sup>th</sup> fastest in the classics in that stage and only 8sec slower than the V8 powered Capri that was leading the Classic class outright.

When we got into the final service stop for the night at Whitianga this was the first time I had seen any stage times.

I was now leading my class by 14 sec after the last stage I had beaten my class competition (911 Porsche 3litre) by 21sec.

Sunday – I had been re-seeded and moved down 20 positions.

The show down was on. The Porsche and I had matched each other's times in 3 stages on Saturday. It appeared this maybe due to different types of roads suited either car better. First 2 stages on Sunday were wet and I put another couple of seconds on him.

Lesson learnt, must try and get service crew to search for stage times to keep an eye on competition clawing their way back.

Had one moment in the wet where I tried my hand at drifting over a blind brow, this suddenly woke Julie up who sometimes I really wonder if she is paralysed by fear.

Unbeknown to me the Porsche had climbed right back up to match my times at 1hr 54.01.

That was us tied going into the last 17km stage.

We finished this stage in 1 piece and got to the finish service park to receive our first Targa finishers medallion.

Then went looking for the stage times to see how we did. We could not believe our eyes when we saw the Porsche threw out the day had grabbed a couple of seconds here and there in the day's stages and had hauled back our 14sec advantage we started the day on.





So the ribbing and joking started between both teams as we waited almost an hour to find out the results.

As it unfolded the Porsche driver has done 6 full Targa's before so I was the novice, but we knew that.

5 seconds isn't that much to loose by over 2hrs 2minutes. Damn.

Still have a car in one piece thou, still have a wife wanting to do Targa. Not too bad a result.

We ended up 2<sup>nd</sup> in Class, 9<sup>th</sup> out of the 40 Classic's and 29<sup>th</sup> out of the full field of 70cars.

At prize giving it was noted by the Porsche driver that he won only due to the last stage being more open and his car having better legs.

It was also un-veiled that Targa Rotorua in June is going to have a 68km long stage. Now that sounds like fun.

Julie and I are starting to think we have unfinished business with Targa class win. I BELIEVE..... we can.

Watch this space you may see a last minute decision to do Targa Rotorua. Watch out Porsche.

Thanks all Brent and Julie Sellens.



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## HCCC

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I wondered why the baseball kept getting bigger. Then it hit me

Douglas Adams, of "Hitchhiker's Guide to the Galaxy" fame, gives an amazing insight into Australia - prepare yourself!

Australia is a very confusing place, taking up a large amount of the bottom half of the planet. It is recognizable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge deep into the girding sea. Geologists assure us that this is simply an accident of geomorphology and plate tectonics, but they still call it the "Great Australian Bight" proving that not only are they covering up a more frightening theory but they can't spell either!

The first of the confusing things about Australia is the status of the place. Where other landmasses and sovereign lands are classified as continent, island, or country, Australia is considered all three. Typically, it is unique in this.

The second confusing thing about Australia is the animals. They can be divided into three categories: Poisonous, Odd, and Sheep.

It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them. However there are curiously few snakes, possibly because the spiders have killed them all.

But even the spiders won't go near the sea. Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else. A stick is very useful for this task.

At this point, we would like to mention the Platypus - estranged relative of the mammal, which has a duck-bill, otter's tail, webbed feet, lays eggs, detects its aquatic prey in the same way as the electric eel and has venomous barbs attached to its hind legs, thus combining all 'typical' Australian attributes into a single improbable creature.

The last confusing thing about Australia is the inhabitants.

First, a short history:

Sometime around 40,000 years ago, some people arrived in boats from the north. They ate all the available food, and a lot of them died. The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things, and spiders. They settled in and spent a lot of the intervening time making up strange stories.

Then, around 200 years ago, Europeans arrived in boats from the north. More accurately, European convicts were sent, with a few deranged and stupid people in charge. They tried to plant their crops in autumn (failing to take account of the reversal of the seasons when moving from the top half of the planet to the bottom), ate all their food, and a lot of them died.

About then the sheep arrived, and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal, and litigate (marks of a civilised culture they say) - whereas all the Aborigines can do is happily survive being left in the middle of a vast red-hot desert, equipped with a stick.

Eventually, the new lot of people stopped being Europeans on Extended Holiday and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside your boots, every morning, for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.

There is also the matter of the beaches. Australian beaches are simply the nicest and best in the entire world. Although anyone actually venturing into the sea will have to contend with sharks,

stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders. However, watching a beach sunset is worth the risk.

As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a dour lot. Instead, they are genial, jolly, cheerful and always willing to share a kind word with a stranger. Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick. Major engineering feats have been performed with sheets of corrugated iron, string, and mud.

Alone of all the races on earth, they seem to be free from the 'Grass is Greener on the other side of the fence' syndrome, and roundly proclaim that Australia is, in fact, the other side of that fence. They call the land "Oz", "Godzone" (a verbal contraction of "God's Own Country") and "Best bloody place on earth, bar none, strewth." The irritating thing about this is they may be right.

There are some traps for the unsuspecting traveller, though. Do not, under any circumstances, suggest that the beer is imperfect, unless you are comparing it to another kind of Australian beer. Do not wear a Hawaiian shirt.

Religion and Politics are fairly safe topics of conversation, (Australians don't care too much about either) but Sport is a minefield.

The only correct answer to "So, howdya' like our country, eh?" is "Best (insert your own regional swear word here) country in the world!" It is very likely that, on arriving, some cheerful Australians will 'adopt' you on your first night, and take you to a pub where Australian Beer is served. Despite the obvious danger, do not refuse. It is a form of initiation rite. You will wake up late the next day with an astonishing hangover, a foul taste in your mouth, and wearing strange clothes.

Your hosts will usually make sure you get home, and waive off any legal difficulties with "It's his first time in Australia, so we took him to the pub", to which the policeman will sagely nod and close his notebook. Be sure to tell the story of these events to every other Australian you encounter, adding new embellishments at every stage and noting how strong the beer was.

Thus you will be accepted into this unique culture.

Most Australians are now urban dwellers, having discovered the primary use of electricity, which is air-conditioning and refrigerators.

Tips to Surviving Australia:

- \* Don't ever put your hand down a hole for any reason WHATSOEVER.
- \* The beer is stronger than you think, regardless of how strong you think it is.
- \* Always carry a stick.
- \* Air-conditioning is imperative.
- \* Do not attempt to use Australian slang, unless you are a trained linguist and extremely good in a fist fight.
- \* Wear thick socks.
- \* Take good maps. Stopping to ask directions only works when there are people nearby.
- \* If you leave the urban areas, carry several litres of water with you at all times, or you will die.
- \* Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

## Interesting stuff from Nik James, about his cars:

V6 turbo Nissan S12 was fun and different, but difficult to work on... Engine has to come out the bottom complete with X-member. It really needed conversion to a Nissan straight 6, which would have been a cheap strong engine with oodles of bits available. I sold this years ago to a fella with a workshop in Naenae. A few months ago it was still there, wearing a strange piebald paint job.

MX5 turbo is the daily driver - a hugely successful conversion. The only unreliable item is the exhaust manifold. This would crack under severe heat stress and was rewelded 3 times. I got fed up with this and got a new one made by Ed Juniors hot rod establishment at Naenae (the old loo factory). These guys do beautiful work but charge a lot. Mine was made by Grahame who used to work for Graham Berry. He guarantees it will not crack. The car really honks along (past the K on the speedo!), but will return 480kms for 45litres unless there is a lot of boost used. I don't run it at manifold any more cos I don't want to break it.

The 7 replica got repowered from Nissan A14 to Toyota 20v. This was necessary when an overheating incident softened the alloy head and I could no longer keep a head gasket in it for long. The Toyota and T50 went in easy. Amazingly the engine mounting bracket lined up perfectly and the gearbox mountings were only 10mm out. Lance Johnson (ex Maidstone Mufflers and a committed Hot rodder) made a very sexy exhaust manifold for it. I used the standard computer, thus got standard KWs. The car went about as well as it did with the A14 - which was a very angry little engine with a very horny cam and astronomical CR. I spoke to the Master (Andre Simon at Speedtech) and he gave me some surprising advice about the 20v. He says the engine does not respond well to conventional tuning, and has features that give problems when turbocharged. He suggested a modest 6-7psi boost blowing through a single throttle body (not those gorgeous quad throttle bodies) with a Link gives excellent results. This would have been very tempting for a 640kg Lotus!... probably another very usable 40-50kw. However the Lotus would remain a fairweather car that could not be parked anywhere out of sight. All in all the turbo MX5 is a far better car.

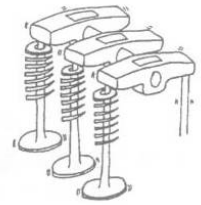
The RX8 (79 S1 RX7) was a benchmark for me. When I got it had a Rover 3.5 and a 4.5 LSD and pathetic brakes. It also had cut coil springs all round, which were amazingly effective. The WOF guy finally insisted they must come out, and the replacement King springs and 15" wheels stuffed the handling up completely - it handled like a dray. The Rover got tired and was replaced with a P76 with a cam, some head work and a little 4barrel Holley. This was great engine with (somehow) an incredibly light flywheel, which allowed it to whoop deliciously. It wasn't enormously powerful at 190rwhp but the torque was everywhere and it would rev to 6500. I broke the diff and fitted a Falcon rear axle with an open diff with a huge 2.9 ratio. The v8 pulled this ratio without any effort and would go over the Rimitaksa in 5th. It still had pathetic brakes, so it never went to Manfeild.. it would not have made two laps before the pedal was on the floor. The P76 was made in the era when BL thought that oil seals should be made of rope, so it dribbled a bit. It needed a big brake upgrade (Commodore or something) and the spring rates/sway bars sorting out. But it was time to move on.. to the MX5S then T.

The MX5 is just as aggressive as the RX8 but all the power (156rkw) is usable, with that incredible handling.. on the road it always seems to be playing with me. I have got Adrenalines on it which are astonishing. They don't squeal and they don't let go. I have a Torsen LSD in the garage but it simply doesn't need one on the road. Favourite MX5 roads are Rimutaka hill if you don't get stuck behind Camry wagons and surfs, Paikok from the North to the summit, and the 30km to Nauwhi.

Amongst these cars have been some large fast Yamaha motor bikes, a 1300 and two FZ1 1000s. These are entirely addictive and shockingly fast. However I fell off twice in 6 weeks - both my own fault no other vehicle involved - and kinda got the message. I don't think you can ever be entirely over bikes, but at 64 I am well past the immortal stage... however the runs to Bluff and Cape Reinga will never be forgotten  
Vroom Vroom

# 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!

Nik James has just recently joined our club, but has been racing for many years (along with a collection of sons who also race, and have also just joined our club). This is his view on some stuff:

Cr@p

Sometimes, but fortunately not often it seems most things you touch turn to Cr@p.

I need to fit replacement calipers to the trailer.

I am reluctant to remove the brake hoses since this will certainly mean I have to make replacement bundy pipes... no problem, I will simply unscrew the old hoses from the calipers and reuse them.. This is fine until I have to screw the new caliper on to the old hose - this requires a minimum of three hands - one to hold the hose, and two to "screw" the caliper on... in rides Adoom to the rescue with the extra hands.... and yes I did remember to refit the copper washer...

Cr@p...Now I have the utmost difficulty fitting the caliper to the stub axle there is a tiny amount of interference on the casting preventing holes lining up ... now I have to grind some clearance without of course grinding thro the hose.

Cr@p... Getting dark out here... I'll fit the Niscort propshaft and bleed the brakes... PS goes on OK, but how annoying that there is JUST too little clearance to get a ring spanner on so it's crappy OE spanner.

Cr@p... Brakes should bleed OK.. the master cylinder is overhauled by Contour, and previously it bled real quick... checked the hoses and pipes... topped up the master cyl, pushed the brake pedal — feels really loose..

Cr@p... haven't refitted the pivot pin to connect the push rod to the cyl this is a contortionists job, only possible if the clutch pedal is fully depressed... done it after only two skinned knuckles and some swearing worthy of "Deadwood"....

Cr@p... Now to bleed; loosened the nipple on the master cylinder and fit the bleed pipe.... pump pedal (push rod is moving correctly)... not a drop of fluid comes out, loosen the pipe fitting for the front circuit, pump pedal... still no fluid... loosen pipe fitting for rear circuit... pump pedal... still no fluid ... remove pipe fitting for front circuit ... pump pedal.....still no fluid. Repeat last 13 steps... still no fluid.

Cr@p... Drink beer

Go to Net... Google "Brake pressure bleeder".... not much help some Yank made one from a garden sprayer.

Cr@p... Drink more beer

Decide to fix the O/S headlamp on the Mazda...

Cr@p... The three spades on the bulb are jammed in the plug... brutalise it out with screwdriver and side cutters... not an elegant process.

Open another beer

Turn garage light out

### **HOW DO YOU DECIDE WHO TO MARRY? (Written by kids)**

You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming. Alan, age 10

No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with. Kristen, age 10

### **WHAT IS THE RIGHT AGE TO GET MARRIED?**

Twenty-three is the best age because you know the person FOREVER by then. Camille, age 10

No age is good to get married at. You got to be a fool to get married. Freddie, age 6 (very wise for his age)

### **HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?**

You might have to guess, based on whether they seem to be yelling at the same kids. Derrick, age 8

### **WHAT DO YOU THINK YOUR MUM AND DAD HAVE IN COMMON?**

Both don't want any more kids. Lori, age 8

### **WHAT DO MOST PEOPLE DO ON A DATE?**

Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough. Lynnette, age 8 (isn't she a treasure)

On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date. Martin, age 10

### **WHAT WOULD YOU DO ON A FIRST DATE THAT WAS TURNING SOUR?**

I'd run home and play dead. The next day I would call all the newspapers and make sure they wrote about me in all the dead columns. Craig, age 9

### **WHEN IS IT OKAY TO KISS SOMEONE?**

When they're rich. Pam, age 7

The law says you have to be eighteen, so I wouldn't want to mess with that. Curt, age 7

The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do. Howard, age 8

### **IS IT BETTER TO BE SINGLE OR MARRIED?**

It's better for girls to be single but not for boys. Boys need someone to clean up after them. Anita, age 9 (bless you child)

### **HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?**

There sure would be a lot of kids to explain, wouldn't there? Ricky, age 8

And the #1 Favourite is.....

### **HOW WOULD YOU MAKE A MARRIAGE WORK?**

Tell your wife that she looks pretty, even if she looks like a truck. Kelvin, age 10

## Trials

Hello yet again folks,

The programme is:

May 11, organisers Cathy & Mike Reid, likely area Petone & Hutt Valley.

June 8, organisers Dave & Mark Jennings, likely area Petone & Wellington.

July 13, organisers John Rapley & Carol Weston, likely area Petone & Hutt Valley.

August 10, to be confirmed.

September 14, organisers Wayne Gair & Dianne McDonald, likely area Titahi Bay & Porirua.

I'll send out a detailed email later, probably next week, when I have time. Meantime, mark your diaries!

cheers, John

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Nik James

The midget fortune-teller who escaped from prison was a small medium at large



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# Round # 1 Wrap Up!

## [www.photoworks.co.nz](http://www.photoworks.co.nz) Autocross Challenge

Brought to you by Photoworks, and Neil's Wheels

As ever Slipway was determined to show us a variety of seasons; starting in cloud then drying out. Then raining (LOTS!), then cloud again, and finishing the day with sunshine and rather a lot of warmth.

Al(baru) did his usual magic on the last run, to win the day, very closely pursued by Graham Heath, who put in an outstanding drive in a car that is set up with gravel in mind. Webster was a little bit behind that duo, and was reporting that his car was making a few funny noises (maybe there was a clown onboard?).

Sam Duncan was fractions behind him in the only other 4wd out playing that day (are 4wd's afraid of the rain?). The results then made quite a big change from the usual suspects, with Adam Fisher bringing the rear wheel drive Classic (old) Starlet home, Tim in the V6 repowered MR2, then a pair of Butter's clan (senior in front).

It must have been a good day for the old boy's network, as in the family battles Dick Butters beat son Kerry and grandson Zed. Equally Lyon senior beat home son Jacob. Then in the Commodore smoke machine battle, senior also arrived around the track quicker than junior.

Boy! were you lot determined to drive at and into things! The Commodore managed to side swipe the tyre wall under a bit of fishtailing mayhem, and did some rally sprint action later in the day. James got a bit of Bluebirdy understeer going into the tyre wall just a fraction before the finish, Cathy was within inches of the outside wall on the final turn-around, and Eric nearly took the shine off the S2000! We might need to get in a fleet of bumper cars for you next round.

Lunchtime was torrential rain, puddles, and the amusing sight of 40 people trying to fit under the same "Ezi-up" cover along with the BBQ! Luckily it dried out, as we were all starting to float.

I'm not sure what was up with the cone-war, but Webster arrived at the start line with a cone on his roof, and Neil Tapp turned up at the start line with a stack of cones stashed inside his car. I'm speculating that a certain amount of silly buggers may have been going on somewhere.

We had a great group of newcomers that we introduced to our drug of choice. James in the very nicely presented rear drive Bluebird, Kevin in one of the three MR2's running, Shane in an immaculately presented "Tweety Bird Yellow" Silvia, James running a red non turbo variety of the same car, and Julian running what is probably the most standard Civic that we've ever seen there.

As well as our three MR2's and three Silvia variants, we had no less than SIX drivers of Starlets of the KP rear wheel drive variety. Somebody must have told them there was a discount on rust repairs available?

Congratulations to Hayden in the Mirage, who won himself a free entry for our May round.

Thanks to our many helpers, and sponsors- [www.photoworks.co.nz](http://www.photoworks.co.nz) and Neil's Wheels

The Second round of the Photoworks Autocross Challenge is on May 1st

Promoted by Harbour Capital Car Club [www.hccc.org.nz](http://www.hccc.org.nz)

Contact [events@hccc.org.nz](mailto:events@hccc.org.nz) or

Organisers: Andrew Thomson 0272-605-830, Leon Cast 027-6996-838

Scrutineer: Aaron Tasker 0274-126-582

Want to book Slipway Track yourself? Contact Ben Watson 027-337-5620

Photoworks Autocross Round One, March 27th 2011								
Number and Driver	Car	Class	Club	Fastest	Place Overall	Points	Place Class	Points Class
31 Al Groves	Sti	4WD	HCCC	01:03.90	1	40	1	40
24 Graham Heath	Pulsar	EOD	HCCC	01:04.88	2	39	1	40
23 Webster Gough	Starlet	EOD	HCCC	01:06.47	3	38	2	39
27 Sam Duncan	Impreza	4WD	HVMC	01:06.64	4	37	2	39
28 Adam Fisher	Starlet	ENOD	HCCC	01:07.61	5	36	1	40
18 Tim Steeneken	MR2	EOD	HCCC	01:07.62	6	35	3	38
38 Dick Butters	Pulsar	EOD	HCCC	01:08.78	7	34	4	37
16 Kerry Butters	Corolla	EOD	HVMC	01:08.81	8	33	5	36
9 Kris Zivkovic	MR2	EOD	Wellington	01:09.28	9	32	6	35
12 Roger Lyon	Starlet	ENOD	HCCC	01:10.36	10	31	2	39
6 Neil Rush	Pulsar	EOD	HVMC	01:10.56	11	30	7	34
4 Gareth Cooper	Escort	ENOD	HCCC	01:11.21	12	29	3	38
3 Kevin Algar	MR2	EOD	New	01:12.09	13	28	8	33
1 Jacob Boyd	Starlet	ENOD	HCCC	01:12.31	14	27	4	37
30 Bill Peacocke	Corolla	EOD	HCCC	01:12.63	15	26	9	32
33 Jilly Hutson	Starlet	EOD	HCCC	01:12.82	16	25	10	31
2 Jeremy Aimers	Starlet	ENOD	HCCC	01:13.45	17	24	5	36
22 Jacob Lyon	Starlet	ENOD	HCCC	01:13.57	18	23	6	35
15 Eric Tang	S2000	ENOD	HCCC	01:13.64	19	22	7	34
20 Shane Bryson	Silvia	ENOD	New	01:13.91	20	21	8	33
25 Cathy Reid	Charade	EOD	HVMC	01:14.10	21	20	11	30
101 Neil Tapp	Corolla	EOD	HCCC	01:14.58	22	19	12	29
19 Stephen Heise	Falcon	ENOD	HCCC	01:14.98	23	18	9	32
21 Sarah Hinder	Starlet	ENOD	HCCC	01:15.20	24	17	10	31
11 Julian Osborne	Civic	EOD	new	01:16.87	25	16	13	28
5 Zed Butters	Corolla	EOD	HVMC	01:17.40	26	15	14	27
17 Haydn Perkins	Mirage	EOD	HCCC	01:17.90	27	14	15	26
7 AJ Martin	RX7	ENOD	HCCC	01:20.95	28	13	11	30
14 James Blance	Bluebird	ENOD	New	01:22.42	29	12	12	29
8 Kerri Mareeba	MX5	ENOD	HCCC	01:22.48	30	11	13	28
10 James Neal	Silvia	ENOD	new	01:22.52	31	10	14	27
13 Shane Windley	200SX	ENOD	Wellington	01:22.59	32	9	15	26
39 Guy Ombler	Commodore	ENOD	HCCC	01:31.83	33	8	16	25
26 Daniel Hole	120Y	ENOD	Wairarapa	01:33.98	34	7	17	24
29 Cameron Welch	Commodore	ENOD	HCCC	01:37.54	35	6	18	23
Clerks of Course: Leon Cast, Andrew Thomson								
Scrutineering: Aaron Tasker, Brendon Glendinning								
Helpers: Aaron Tasker, Adam Fisher, Jilly Hutson, Leela Copping, Sarah Hinder, Tara, Skid.								
ww indicates that the course was not completed correctly, lots indicates that you probably went through the tyre chicane								
* cone penalties are included in time recorded here								



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## Road and Track event report

Following a shockingly early start, Adoom and I trailered up to the track on Sunday for the Road and Track Sprint event. He was driving the Starvia (Starlet with CA18ET), and I made the sandwiches (beef with mustard) and supplied the trailer (red with LED lights).

The CD player in the Blue Whale tow car has died so we amused ourselves watching the fuel gauge. It appeared to actually manufacture fuel when going downhill, but certainly compensated when going up!

There was a great turnout for the event.. reputedly 71 drivers.. the paddock queue was certainly impressive. It's amazing that so many people can find the \$\$\$s to do this on a weekend.

The organisation at the event seemed very well done. Scrutineering was quick but thorough (not a bad epitaph that - "here lies Fred Bloggs, he was quick but thorough").

Everybody seemed to get through the day without major mechanical maladies - although Cam's Evo 1 went on to 3 and vomited oily stuff. This happened just after he tweaked the boost up a bit to pass the Starvia. The Mk2 Escort seemed to be trying to clear its throat all day, but it was nice to see some 60s technology on the track... The Viva managed a spin on the first corner of the first lap. The black Evo was burning the track up and had a good clear run all day.

Strolling the paddock revealed some familiar faces from our previous forays 2 years ago, and some interesting cars. A very neat MR2 showed an indecent turn of speed, and turns out to have a 3 litre Camry motor fitted, without external signs at all ("it fitted easy" said the driver).. a chunky MX5 has a 302 Ford under the bonnet and a mostly Nissan rear end.. a Chevron-style car has a Ford Zetec engine with an SC 12 supercharger from a Toymotor (this was quick, despite some strange noises under the bonnet) the dark blue Nissan turbo engined RX7 is running great under its new owner (it has had a turbo upgrade with front mount IC)... the purple/yellow Starlet (4 AGE with side-draughts) seems indestructible, the owner claims not to have touched the engine "for years".

Webster was out there playing with Gary good door handle stuff. Rumour has it that the Panda was a bit short of piston rings by the end of the day.

Adoom in the Starvia had an annoying misfire at 5500, but drove round it by short shifting all day. The engine has good torque so doesn't require its neck being wrung. He didn't get anybody to swap paint with in his runs, so could concentrate on his braking and cornering lines.

The brakes still get soft, despite some custom Mintex pads so he'll replace the dot 4 with some race grade fluid.

It still gets a bit warm, so he'll be looking for a substantial increase in radiator capacity - may be an aluminium one.

Other than that the car was good, the semi slicks got warm and sticky so must be working.

Google suggests that increasing the boost on the CA18ET can snuff out the sparks, especially with water injection. A recommendation is to drastically reduce the plug gap from .039" to .025-.028".

He knocked a creditable 1.6secs off his previous best time down to 1:23.42 which is hopping on hay!

**Nik James**

(Keep it coming Nik, we need more like you! —Ed)

A sign on the lawn at a drug rehab centre said: 'Keep off the Grass.'

# 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)

Month	Day	Event	Location	Category	Notes
May	1	Auto-x	Harbour Capital	Slipway	
	7	Rally (Possum Bourne)	RNZ		Nat
	8	Auto-x Race (MG Charity Classic)	Hutt Valley MG	Silverstream Manfeild	
	11	Night Trial			NT
	15	Auto-x (gravel)	Kapiti	Otaihanga	
	16	WMSA Meeting			
	21	GG/WG Motorsport NZ AGCM			
June	28	Rally Wairarapa	Rally Wairarapa		CRRS
	29	WG Rally Wairarapa The Surgery Intermarque Sprint	Rally Wairarapa Intermarque	Manfeild	CRRS IM
	4	Rally (Targa Rotorua)	Targa		
	5	WG Race (Winter Series) Sealed Sprint (Day/Night)	Manawatu Hutt Valley	Manfeild Port Road	Nat DM
Queens Birthday	6				
July	8	Night Trial			NT
	12	Auto-x	Hutt Valley	Silverstream	
	25	Rally (Tarmac)	Taranaki		CRRS
	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			NT
August	16	Rally Whangarei			
	17	Rally Whangarei Auto-x (gravel)	Kapiti	Otaihanga	KN
	18	WMSA Meeting			
	21	All Stewards Meeting		Stokes Valley	
	6	Rally (Taupo Raceway 2WD)	Taupo	Taupo	Nat
	7	Race (Winter Series)	Manawatu	Manfeild	Nat
	10	Night Trial			NT
September	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	
	4	Race (Winter Series)	Manawatu	Manfeild	Nat
	11	Auto-x Gravel Sprint	Harbour Capital Kapiti	Slipway Maungakotukutuku (?)	GS
October	14	Night Trial			NT
	17	Auto-x (gravel)	Kapiti	Otaihanga	
	19	WMSA AGM / WMSA Meeting			
	24	Rally Gisborne	Gisborne		CRRS
	25	The Surgery Intermarque Sprint	Intermarque	Manfeild	IM
	2	Gravel Sprint	Levin	Waiorongomai Road	GS
	9	Auto-x	Harbour Capital	Slipway	KN
November	16	Gravel sprint	Wairarapa	Puketiro Road	GS
	23	Street Sprint	Hutt Valley	Port Road	DM
	24	Auto-x/Motorkhana	Hutt Valley	Silverstream	KN/ST
	23-29	Rally (Targa)			
	30	Hillclimb	Wairarapa	Admiral Hill	DM
	5	Rally - Manawatu Daybreaker	Manawatu		Nat
	12	Race (MG Classic)	MG	Manfield	Nat
December	13	Race (MG Classic) Auto-x	MG Harbour Capital	Manfield Slipway	Nat KN
	20	Auto-x (gravel)	Kapiti	Otaihanga	
	21	WMSA Meeting (Calendar)			
	27	Gravel Sprint Auto-x	Wairarapa Hutt Valley	Dorsets Road Silverstream	GS
	4	The Surgery Intermarque Sprint	Intermarque	Manfeild	IM

## Abbreviations

KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rally Sprint 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



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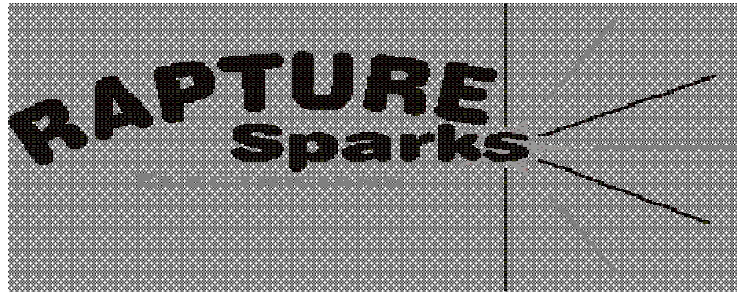


Two fish swim into a concrete wall. One turns to the other and says 'Dam!'

## 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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## Ohakune 1000

Well, you asked for it, I've run out of stuff to fill the mag once again, so here's my brief story from Ohakune.

I spent the week before trying to write notes from the video on their web site, not good quality and speeded up. I did not do too bad, then Bondy visited and made his own video, so on arrival at Ohakune, I updated my notes from that! We set out on Saturday morning in Steve's Legacy checking these notes and modifying them, then rushed back to the motel to re-print them before the first run in the intrepid Hunter. (Fortunately or unfortunately for us, the organizers has split 43 entries into 3 groups, so there was over an hour turn round between runs – hence the photos of the team lazing around and playing cricket)

Our first run was awesome, Steve yanked the handbrake at the Powderhorn corner and we did a 360plus and ended up facing the spectators. Quickly rescued we were on our way to 4<sup>th</sup> fastest in spite of this, with the notes needing (we thought) little adjustment.

2<sup>nd</sup> run we decided all we needed to do was not handbrake and we would easily be in the top 3. However, the next 2 bends after the Powderhorn were approached at a much higher rate of knots (without the spin), though only a 6 left we were doing about 150clicks. We had not noted the small crest on this bend, so upon exit huge understeer resulted, and with the front light, we drifted onto the grass at the side, Steve was getting it all back together when the front right suspension leg encountered an effing great rock, which promptly removed wheel and suspension leg and spun us around to career backwards into a bunch of trees on the other side of the road. (cover foto)

As we sat there, the wheel cam bowling up the road after us. Now how did that happen?

Flying Fish

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