



WHEELSPIN

April 2012

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Gary Maddock while going well at Manfeild
Harbour Capital Car Club Clubnight
First Wednesday of the month Fireman's Arms, 313 Jackson Street
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St Petone, 7:30 pm. Note:— anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

Clubnight

The Fireman's Arms Jackson Street, Petone

Wednesday the 4th April 2012 @7:30



A small update on venues, we're looking to run another Wairarapa autocross, possibly in May if we can get a clear date around other events, and of course the co-operation of the friendly farmer. It was a huge amount of fun last time, and even a slightly lower commute time than our "old" venue up at Levin. The disadvantage of the new venue is that I don't get to drive past the yummy ice cream place just South of Otaki! The advantage is that I don't get hung up in the sonofabitch of a roundabout at the North end of Otaki!

Slipway has made some progress, as after a year of delays (no kidding a YEAR!!!!) there has been a date set for the first mediation meeting between the Council + Slipway and those delightful people at Zealandia who protested the resource consent. I'd estimate that we're down \$4500 on event income courtesy of this delay, so if you're contemplating visiting Zealandia or have guests who are doing so, perhaps bear in mind that they have directly cost HCCC that much revenue, AND are sitting on a 10 million dollar interest free loan from the council. Up to you what you want to do with that information.

I'm continuing to work towards getting the Corolla up to "tarmac rally" spec for the Racetech Classic Rally at Manfeild. I've borrowed an intercom, looking to purchase a big extinguisher (although I could put another small extinguisher in I guess), and a first aid kit. The up-rated brake pads went in last night with some Ferodo DS2000's replacing the unknown (possibly metal king) pads. After a bit of bedding in this morning the pedal feel has improved even for road use, and I'll give the car a proper run tomorrow (as I'm going to Woodville to sit in the passenger side for Whariti Peak). I didn't want to go Mintex 1166 compound pads again as I found them quite aggressive on discs (ate three sets), noisy, and really dusty. Obviously being pads that get hard use, I suspect that I might have the same sort of issues with the Ferodo's, but time will tell. There's another round of this series up at Taupo, which is a possibility if I really love the Manfeild experience. I've only been around the Taupo new format at road speeds, so that might be a plan.

I've only done one event in the last month (at the steering wheel anyway) which was an autocross at the HVMC Silverstream venue. It was a very well run day, managed all my official runs, then I think another three unofficial runs, and was still out of there by about 1pm!

Great HCCC turnout; with 11 entrants out there having a play, and taking out five of the top six positions. Rather to nobodies surprise, a certain Mr Roots dominated again, bringing the City home nearly three seconds ahead of everybody! Slight massacre going on there.

Pete dragged out the Corolla out of semi retirement and came in a solid second place, proving

that he's still just as competitive as ever. Graham and Webster were hot on his heels, and Adam brought Jilly's Starlet home in sixth.



The Gang



Adam Fisher



Jake in the Starlet

My next couple of car related outings were just on the scrutineering and camera duties, with Wellington Car Club hosting the National Hillclimb Champ finals, running a variation on Valley View on a Saturday, then Mt Vic on the Sunday.

Unfortunately it was a bit of a craptastic start to the event for Roger, whose Starlet was nicked on Friday night/Saturday morning, complete with his ute and trailer. So if you see or hear anything, call the cops pronto!

Richard Mason had an interesting morning, with no wheel nuts done up on one wheel of his car

before tiki tour. The dust was causing all sorts of dramas with drivers being blinded and the timing beam taking umbrage as well.

Graham Heath was the best of the HCCC entrants, taking out a very respectable 10th overall and 2nd in class in the ever reliable Pulsar. Tony Aimers was back in the massively rebuilt Fiat 131 after his big rolly-polly moment in the Silver Fern event. Brendon Norling was hot on his heels in the KE70 Corolla, towards the gentle paced end of the results were Shane in his Civic (now featuring the most jury rigged coil bodge that I've ever participated in), Gareth in the Escort (who tried to run me over in his first run, the bastard), and Dick in the yellow Startled (now for sale).



Brendon



Tony



Gareth incoming!



Shane the Bodge King of the Wairarapa

The next day at Mt Vic went way more smoothly (no dust!), although Steve Saunders was unfortunate enough to put the Sunny off the side after the dipper. Initial eyeball suggests though that minimal damage was inflicted considering the risks of departing the road there.

Lots of HCCC folk out playing at Mt Vic, leading the results was Scott Newlands in the big block Integra 6th overall, Webster 7th overall, Darren in the Godzilla (back after a looooooong hiatus) 11th, John Johnson (Silvia) 12th, Adam Atkinson (Mirage) 14th, David Graham (Datsun 1200) 20th, Graham Heath 22nd, and a whole gang of others from the 54 starters.



Adam demonstrating where all the camber has been hiding

The day seemed to go without drama from my point of view on the dipper, as when I headed away it was still fairly early on the clock and only the last half of the group had their last runs to go. Definitely a good sign considering the size of the field.

Great results from the locals, with Murray O'Neil bringing the yellow Evo home in first overall, amazing considering that this was against the cream of the crop of NZ hillclimb drivers!



Darren



John arriving in a cloud of lock up smoke



Scott scaring my camera out of focus



Sloan Cox overall winner, picking up a wheel through the dipper

CLARKSONISM'S

On the Vauxhall Vectra VXR: "there is a word to describe this car. It begins with 's' and ends with 't' and it isn't soot."



Marcus Beaufoy having a go at scaring everyone at the dipper



Retrieving Steve out of the scenery.

There are a heap of events coming up to play in, April 14th is the Manfeild rally, 21st is the WMSA prizegiving/BBQ (please contact Dave Wilce to advise RSPV), 22nd is another HVMC Autocross at Silverstream, and 28th – 29th is Rally Wairarapa (YAY!).

See you somewhere with cars and probably cones!

Leon



Don McLean gets the last word.

Clubsport Nationals 2012

Jilly Hutson, Adam Fisher, Neil Roots, Peter Collins, Alan Groves and Nigel Curtis

When they told us last year that the next nationals would be in Invercargill, there was a bit of discussion about how we might get all of us and our cars down to the bottom of the south Island... well lots of thinking later and then as time got closer we decided towing was the best option. We started the list of HCCC members with a shared Starlet and Starlet combination closely followed by Neil with Sparrow. This looked to be the contingent until Alan added Subaru to the list so we had

Starlet Starlet Sparrow Subaru....

As time got closer our final member joined with a bit of gentle persuasion from the group, Pete and his Sss-Corolla. We were joined in Invercargill by Nigel Curtis as a new member to make up the teams in his Sss-Mirage.

We also had the company of Ross and Callum McKenzie from Kapiti Car Club.

The trip down was broken with a stop in Ashburton for one half of the group and in Dunedin for the other half.

My cousins in Ashburton were very welcoming with dinner all laid on. After a discussion over a few bourbons Adam and I adjourned to the sleep out and Pete opted for the big comfortable couch in the lounge. Now my cousins have a boxer called Molly who unbeknown to them has worked out how to open the lounge door so Pete got a not very welcome wake up call in the morning with Molly grunting sweet nothings in his ear in her very vocal way.

Friday was a bit damp for most of the trip South, we made a stop in Oamaru to see the engine builder who has our RWD starlet head. He is lovely and full of very interesting information, over an hour later we were on our way again. We sent Pete off ahead rather than waiting too much longer for us.

Arriving finally in Invercargill, just long enough to check into the Motel before heading out to Teretonga track for Doco & scrutineering. Now in the past this has been a very painful process with many discussions on topics from tires to belts etc.... not this year. The crew were very efficient but treated all with the kind of scrutineering we normally have here without any of the drama's. What a change this made to the start of the event.

By the time we were all signed off it was time for a gathering up in the new tower at the Teretonga track. We welcomed a new member of HCCC, Nigel Curtis as this made enough for two teams. The swingers were all put in a hat and drawn out to form the teams with Neil, Pete and Adam in Team Capital and Alan, Nigel and I in Team Harbour.

We were all staying in the same motel which was right across the road from the Cob n Co which we decided would be the restaurant of choice.

Saturday was overcast and threatened a shower in the morning which didn't eventuate until lunchtime. The Motorkhana was held at the local Mainfreight depot in town with a good surface of tarmac with light chip in places. There was room to set up 3 tests and we all worked our way round these first 3 before a break to reset for the second set.

At the end of the Motorkhana, Neil was in 4th place with Alan close on his heels in 5th, Adam in 7th Nigel in 8th, Pete in 14th and Jilly in 23rd.

The afternoon's Autocross is to be held on Teretonga Track so we packed up camp and moved out to Sandy Point and set up again on the infield area of the Track. The clouds looked ominous and let loose a heavy rain shower sending us all indoors for the drivers brief. By the time the briefing was over the rain had all but stopped leaving a very wet track. An Indian file run started things off around the complicated track setup that utilized the infield roads and varying parts of the track with a few chicanes and barrels to make it interesting. The first run was with a drying track and by the start of run 2 all were able to have dry runs from then on. I found one of the far right handers, that when you hit it at speed unweighted the car and sent me off on a nearly 360 degree spin. Luckily no damage done but noted for next time to slow down a fraction. A certain level of caution was exercised with the chicanes so my first run was quite gentle. Adam on the other hand found he could straight-line all the chicanes but did find my right hander and had the same spin I did. Alan left the start line with a hiss and lots of crunchy noises that continued down the first straight, lots of cringes from the spectators was confirmed with Alan coasting round the first

corner and back into his parking spot unable to select any gear. Sadly this was to be the end of his event.

With Alan's car loaded on our trailer and safely stowed in the big shed at Teretonga we headed upstairs for results.

The results for the autocross saw Pete taking out 5th place, Adam in 7th, Nigel in 13th and Neil in 14th, Alan in 21st and Jilly in 25th.

We had been offered to go and visit the Richardson private Truck museum and this was originally scheduled for after dinner but as we finished up quite early and after a short social gathering up in the tower we decided to bring this forward and head off before tea.

What an amazing place, this is an enormous collection of trucks, fuel pumps, tractors and other memorabilia I have ever seen.

Dinner followed at the bar at the back of Cob n Co as they couldn't seat all of us so we made our own table in the bar and ordered bar meals that were all made in the Cob n Co restaurant kitchen, go figure... anyway we all enjoyed a good meal and headed off for a much deserved sleep.

Sunday dawned fine and we headed back out past the Teretonga track to the local gravel pit. The bent sprint was set up on the roads around the gravel piles and ponds. Nearly disaster before we started, one of our rally tires wouldn't hold air but luckily Neil had 10 gravel wheels with him (and thanks heaps Dave) we borrowed 2 of these to complete the day. The track surprisingly doesn't cut up too badly during the runs but does get a bit bumpy across the back towards the end. We finished up quite early with no vehicle mishaps and even time for some extra runs which allowed Alan to have a couple of runs in the Starlet. Good that he didn't get to miss out completely.

Results for the Bent Sprint, Adam in 6th, Nigel in 8th, Pete in 12th, Neil in 13th and Jilly in 23rd. Overall results for the weekend saw Brent Redington taking out top honours in all events and a perfect score, Well done Brent.

From HCCC, Adam in 4th, Neil in 6th, Nigel in 7th, Pete in 10th and Jilly in 23rd. Our top team of Adam, Neil and Peter also won the top Team competition.

A very well run event this year with all the little things done as well as the rest, so big thanks to the Southland Sports Car Club for all their efforts.

Our trip home started with a farewell to Neil and Lynda who are off on their week tour of the South Island and we then headed off to drop Alan's car off in Gore to one of the other competitors from the weekend who builds Subaru gearboxes so this is a small positive for Alan. We stopped at my cousins place again in Ashburton, Pete opted this time to sleep in the sleep out, maybe he wasn't game to have Molly wake him up again. We had moved our ferry booking to the 2pm sailing so an early start on Tuesday saw us on the road at 7am and made it into Picton right on time. Not bad after 1900kms...

Thanks to the team for a great trip, roll on next year.

(Photo Page 16 – Ed)



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CLARKSONISM'S

"The Suzuki Wagon R should be avoided like unprotected sex with an Ethiopian transvestite."

TRIALS

Hello folks

I can now confirm that this year's car trials series will go ahead as proposed earlier (though I would still be glad to hear from a volunteer to organise the July event).

I'll send out a more detailed message soon. In the meantime, here's a summary of the programme:

Round 1 - May 9, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

Round 2 - June 13, Petone & Alicetown, organisers the Gandy family (Hutt Valley Motorsport Club).

Round 3 - July 11, to be confirmed.

Round 4 - August 8, Petone & Hutt Valley, organisers Cathy & Mike Reid (Hutt Valley Motorsport Club).

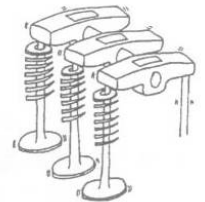
Round 5 - September 12, Mana to Paraparaumu, organisers Dave & Mark Jennings (Kapiti Car Club).

It's been suggested to me that it's time we reviewed the entry fee, and raised it from \$15 to \$20 per car per event. This would recognise the expenses involved - especially the cost of petrol for plotting & checking the route, also printing and supper etc, as well as the participation levies that go to Motorsport NZ. This seems reasonable to me, so - unless there's widespread objection - I'll update the information accordingly.

cheers, John

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!

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SS2000 Passion or addiction

It has been a while since putting pen to paper and while I am writing this I am pondering when a passion became an addiction.

I competed in a few Road and Track meetings after getting the Integra repaired and for the last round in December I fitted a passenger seat and took my son for a few skids. The day was a mix of Sprints and a race meeting. During qualifying the car stopped but I managed to limp back to the pits with basically idle regardless of throttle position. Diagnostics by removal pointed to a faulty map sensor. To my relief Ollie from Contour Brakes in Waterloo had one in his tool box. (Still owe Ollie a ride for this) Part installed and motor running again I got a few runs in by the end of the day.

When the car was checked on the Dyno at STM we found coolant in cylinder 3 so I got them to do a head gasket and check the head in the New Year before race meetings in Jan and Feb which were only one week apart. Car prepped and it a new set of slicks from Neils Wheels it was off to Taupo for a practice day to scrub in the tires and get my eye in.

The fickle weather at Taupo put short to practice with a huge downpour and cold snap after lunch. So it was off to the hot pools to warm up and hope for better weather on Saturday. Saturday morning was cold but fine and Qualifying and race one went okay with only a detour down the offshoot from the back straight after braking too late. I managed seventh in race one and the same again in race two which was a handicap race. During the race I got caught out behind slower cars when choosing the wrong line through the infield and lost ground to the cars I was chasing. On the last lap I noticed the water temp off the scale so backed off and got to the finish. I had lost three and a half liters of coolant and saw a screw embedded in the radiator so I pulled out of the meeting.

We were due to race at Hampton the next weekend so did not want to push the motor and waste accommodation and entry fees. Talked with Speedfactor in Tauranga about possible causes and Evan pointed to possible head gasket failure again. Pulled the radiator and tested it to 20 psi and found no problems so could only be an airlock or head gasket. Tested the car up and down Quarry Road hill in Te Puke where I was staying and keeping the car between seven and nine thousand revs to give the motor a workout. When I checked the radiator I had lost no water. We headed off to Hampton Downs for practice.

This was the first time I had run at Hampton and even had to ask how to get out of the pits. First practice I hit at pace trying to learn the track. We were out with SS2000, Mini, Super six and HQ classes so I followed some of the Commodores who weren't slowing me up too much to learn the track. After 5 laps the temp light came on so I pitted and found two plus liters of water needed.

Put the slicks on and tried again in practice two. Had heaps of fun catching Mini's at a huge rate up to and over the start finish line almost like a really high speed chicane. This straight is not as fast as Taupo but I still had the speedo past the stops probably around 190 plus. Same as practice 1 after 5 laps temp suddenly goes up. Another two liters of water later I withdraw from the meeting.

Speedfactor agreed to look at the car and if possible to have it repaired for the Manfield round in 3 weeks. Within two days Evan called me and told me number three cylinder was three thou out of round and coolant had been getting into cylinders three and four. The cause was that the Darton Sleeve cylinder liners did not have the four thou protrusion (only 1.2 thou) above the block to allow for the difference in expansion between the steel sleeve and the aluminum block. Only in racing and after several laps does this become apparent. STM had not noticed this and had not talked with Speedfactor when they did my head gasket previously. The only solution was rebuilding the motor with new sleeves.

CLARKSONISM'S

"The air conditioning in a Lamborghini used to be an asthmatic sitting in the dashboard blowing at you through a straw."

(Not sure if the sequence is right – Ed, Photos by Dallas from fotoCD)



The car was rebuilt and I had to pick the car up in time to do the practice day at Manfield in order to run the car in. Diane and I left Wellington on the Wednesday night in pouring rain and gave up in Taihape where we stayed the night then off to Tauranga in pouring rain the next day. We finally left Tauranga around four thirty and made it back to Turangi for the night. An early start got us to Manfield by nine thirty. All three practices were without incident with only the occasional slip of the clutch to worry about.

Saturday at Qualifying the clutch started to slip heaps so rang round Fielding and Palmie and found the only clutch available which was a standard unit. I changed the clutch Saturday afternoon on the grass in the pits and with help from fellow racers was finished by six thirty. I only missed Race one and started Race two Sunday morning. This was a handicap race and I started from the pits rated on my qualifying time. Finally I could race, I was in a group of three cars with all about the same lap times. We passed and dodged slower cars, the car in front of me was hit and spun at the hair pin and just clipped my rear as I went passed but I got away unscathed. On the last lap entering Dunlop I caught a MX5 he took the racing line so I concentrated on maximizing my corner exit speed to overtake him just after the apex. He went onto oversteer through the apex so I went inside him. Unfortunately he got a tank slapper going right in front of me. I turned hard left to avoid him and caught the end of the gravel trap and headed towards the pit entrance wall. My tank slapper lasted to just before the finish line where I hit the inside wall with the front of the car at pace then crossed the finish line and hit the back of the car. The race was red flagged, if the race had of run to the end I was seventh with the red flag the MX5 was given the win.



Have just had the panelbeater around and he has given the chassis the death sentence. The doors still open and close no problem which shows how a cage provides a safety cell. Just the front and rear are stuffed. The left hand side is close to 400 mm shorter with the chassis rail wrapped around the motor.

In brief when you travel up and down the country to pick up your car and pay heaps for the rebuild then run it in during practice sessions. Find a clutch then change it on the grass outside only to crash on the next race. Only to think how do I get going again. That is Addiction.

Go hard, go fast, and be safe.

Gary Maddock

CLARKSONISM'S

"I don't understand bus lanes. Why do poor people have to get to places quicker than I do?"

Autocross Silverstream 26 Feb12 Results

Hi everyone,

Thanks to everyone for their competitive but safe driving today. Here is the complete set of results for your perusal.

HUTT VALLEY MOTORSPORT CLUB				Autocross - Silverstream - 28 February 2012										
Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Placing	Class EOD	Class ENOD	Class 4WD	Run4 (unofficial)	
Neil Roots	City	HCCC	EOD	1.20.83	1.12.59	1.08.15	1.02.42	1.02.42	1	1				
Peter Collins	Corolla	HCCC	EOD	1.17.96	1.12.23	1.08.52	1.05.28	1.05.28	2	2				
Graham Heath	Pulsar	HCCC	EOD	2.05.33	ww 1.26.59	*	1.13.81	1.05.62	3	3				
Webster Gough	Cynos	HCCC	EOD	1.25.13	1.16.92	1.13.68	1.05.66	1.05.66	4	4			1.05.60	
Jared Rush	Pulsar	HVMC	EOD	1.28.60	1.15.04	1.09.13	1.05.71	1.05.71	5	5			1.03.06	
Adam Fisher	Starlet	HCCC	EOD	1.20.98	1.18.81	1.11.19	1.05.76	1.05.76	6	6				
Blair Murray	Civic	Kapiti	EOD	1.26.33	1.24.76	*	1.13.82	1.06.87	7	7				
Cathy Reid	Charade	HVMC	EOD	1.32.55	1.14.70	1.10.56	1.06.92	1.06.92	8	8			1.06.06	
Gareth Cooper	Escort	HCCC	ENOD	1.23.50	1.16.84	1.16.05	*	1.07.31	9		1		1.07.46	
Glen Clemas	Starlet	HVMC	EOD	1.21.26	1.15.49	1.12.46	1.07.75	1.07.75	10	9				
Leon Cast	Corolla	HCCC	EOD	1.17.59	1.14.20	1.12.56	1.07.77	1.07.77	11	10			1.06.36	
Alex Millman	Starlet	EOD	1.24.56	1.19.08	1.17.13	1.08.83	1.08.83	12	11				1.09.54	
Neal Cole	Corolla	HVMC	EOD	1.29.22	1.21.77	1.17.02	1.09.32	1.09.32	13	12			1.06.77	
Steve King	WRX	HVMC	4WD	1.35.36	1.31.32	*	1.16.45	1.09.52	14			1	1.15.64	
Jilly Hutson	Starlet	HCCC	EOD	1.30.12	1.18.38	1.14.44	1.10.48	1.10.48	15	13				
Neil Rush	Pulsar	HVMC	EOD	1.27.41	1.14.56	1.11.49	1.13.34	*	1.11.49	16	14		1.05.68	
Roger Lyons	Starlet	HCCC	ENOD	1.50.43	1.33.41	1.21.89	1.11.69	1.11.69	17		2		1.09.91	
Nick Bentley	Corolla	EOD	1.28.71	1.21.30	1.15.20	1.11.99	1.11.99	1.11.99	18	15				
Zac Murray	Civic	Kapiti	EOD	1.25.59	1.20.96	1.13.75	1.12.09	*	1.12.09	19	16		1.05.81	
Mark Pincock	Starlet	ENOD	1.39.96	1.27.42	1.18.85	1.12.65	1.12.65	20			3		1.10.63	
Jacob Boyd	Starlet	HCCC	ENOD	2.03.33	1.37.33	1.18.26	1.12.88	1.12.88	21		4		1.11.19	
Katrina Millman	Starlet	HVMC	EOD	1.26.30	1.24.56	1.17.38	1.13.96	1.13.96	22	17				
Mike Hodgetts	Corolla	Wgtn	EOD	1.31.67	1.26.66	1.23.23	1.15.18	1.15.18	23	18			1.11.52	
Neil Mayo	Omega	4WD	1.21.98	1.25.63	*	1.15.22	1.16.33	*	1.15.22	24		2	1.12.12	
Haydn Perkins	Mirage	HCCC	EOD	1.32.59	1.28.43	1.22.54	1.17.40	1.17.40	25	19			1.13.16	
Matthew Fisher	Omega	4WD	1.55.59	*	1.40.63	1.32.13	1.27.28	1.27.28	26			3	1.23.05	

(times above include penalties for hitting cones or going wrong way on course)
 ww = wrong way * = includes 5 sec cone penalty



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CLARKSONISM'S

"Sure it's quiet, for a diesel. But that's like being well-behaved... for a murderer."



The Wellington Clubsport competitors with the new Teretonga tower in the background
Neil Roots, Alan Groves, Ross & Callum McKenzie, Pete Collins, Jilly Hutson & Adam Fisher,
Nigel Curtis



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IDIOT SIGHTING No7

When my husband and I arrived at our local Ford dealer to pick up our car, we were told the keys had been locked in it.

We went to the Service Department and found a mechanic working feverishly to unlock the Driver's door.

As I watched from the passenger side, I instinctively tried the door-handle and discovered that it was unlocked.

'Hey,' I announced to the Fitter/Mechanic, 'it's open!'

His reply: 'I know. I already did that side.'

This was at the Ford dealership in St Albans , Hertfordshire.

Wellington Motorsport Association Calendar 2012

April	1	Rally Whangarei (APRC/NZRC 1) Ohakune 1000	RNZ	Whangarei	Int	
	GG	Intermarque Sprint	BMW	Manfeild	IM	
	14	Gravel Sprint Sprint and Races Rally (Manfeild 2wd Tarmac)	Levin Triumph Taupo Classic R	Mangahao Dam Taupo – Track 3 Manfeild	GS	
	15	Sprint (Road and Track Rd1)	Manawatu	Manfeild		
	21	WMSA PRIZEGIVING		HVMC CLUBROOMS		
	22	Autocross	Hutt Valley	Silverstream	KN	
	28	Race	Mspt Manawatu	Manfeild	Int	
	29	Rally Wairarapa (NZRC Rd 3)	Rally Wairarapa	Wairarapa	CRRS	
		Race	Mspt Manawatu	Manfeild	Int	
		Rally Wairarapa (NZRC Rd 3)	Rally Wairarapa	Wairarapa	CRRS	
May	5	Autocross?	Harbour Capital	Tauherenikau?	KN	
	6	GG	Gravel Sprint	Wairarapa	Tea Creek	GS
	9	Night Trial	Harbour Capital	Titahi Bay and Porirua		
	13	Autocross (Gravel)	Kapiti	Otaihanga	KN	
	19	MSNZ Conference		Auckland		
	20	AW	Competitor Coaching/Autocross	Hutt Valley	Silverstream	
	21	WMSA Meeting		HVMC Clubrooms, Petone		
	26	Rally Otago (NZRC Rd 2)	Otago SCC	Otago	Nat	
	27	Rally Otago (NZRC Rd 2)	Otago SCC	Otago	Nat	
		WG	Intermarque Sprint	IM	Manfeild	IM
		Gravel Sprint	Dannevirke	Pahaheke / Waituna Road		
June	3	Race (Winter Series)	Manawatu	Manfeild		
	9	Rally Hawkes Bay	Hawkes Bay	Hawkes Bay	CRRS	
		Targa Rotorua	Targa			
	10	Targa Rotorua	Targa			
	13	Night Trial				
	23	Rally NZ (NZRC Rd 4)	Rally NZ	Auckland	Int	
	24	Rally NZ (NZRC Rd 4)	Rally NZ	Auckland	Int	
July	1	Race (Winter Series)	Manawatu	Manfeild		
	11	Night Trial				
	12	All	Stewards Meeting			
	14	Rally (Daybreaker)		Manawatu	CRRS	
	15	AW	Intermarque Sprint	IM	Manfeild	IM
	21					
August	22	Sprint	Levin	Kaihinau Road, Shannon	DM	
	4	Rally (Taupo 2WD Tarmac)	Taupo Classic R	Taupo Motorsport Park	Nat	
	5	Race (Winter Series)	Manawatu	Manfeild		
	8	Night Trial				
	12	Autocross (Gravel)	Kapiti	Otaihanga	KN	
	20	WMSA Meeting (AGM)		HVMC Clubrooms, Petone		
	25	Rally Gisborne (NZRC Rd 5)	Rally NZ	Gisborne	Nat	
	26	Rally Gisborne (NZRC Rd 5)	Rally NZ	Gisborne	Nat	
		IM(?)	Manfeild		IM	
September	2	Race (Winter Series)				
	12	Night Trial				
	16	Motorkhana	Harbour Capital	Silverstream	ST/VB	
	23	Intermarque Sprint	IM(?)	Manfeild	IM	
October	7	Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS	
	14	Autocross (Gravel)	Kapiti	Otaihanga		
	21	Gravel Sprint	Wairarapa	Puketiro Road	GS	
	21-28	Targa Rally	Targa			
November	4	Hillclimb	Wairarapa	Admiral Road	DM	
	10	Race (Classic)	MG	Manfeild		
	11	Race (Classic)	MG	Manfeild		
	10-18	Silver Fern Rally	Marathon RC	North Island	Nat	
	18	Autocross (Gravel)	Kapiti	Otaihanga		
	19	WMSA Meeting		HVMC Clubrooms, Petone		
	22	All	Stewards Meeting			
	25	Gravel Sprint	Wairarapa	Dorsets Road	GS	

Abbreviations

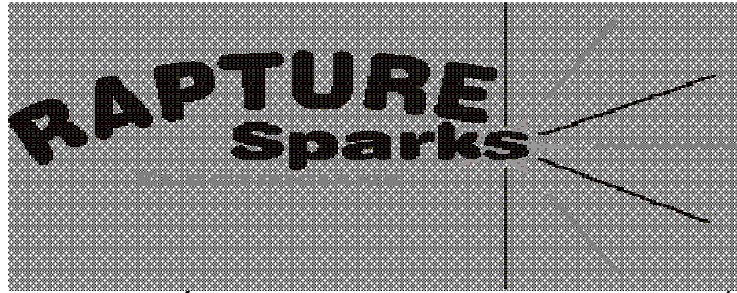
KN Kim Naylor Autocross Series
 DM Duncan McKenzie Sealed Sprint Series
 ST Stewards Trophy Motorkhana Series
 VB Vesta Battery round of ST series
 GS Gravel Sprint Series
 RT Road and Track Sprint Series
 RS Rallysprint Series
 IM The Surgery Intermarque Sprint Series
 Nat National meeting
 NT Night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



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Saturday April 21, 2012 from 6 pm

At Hutt Valley Motorsport Club Clubrooms
 Jackson Street, Petone

Contacts to book a place – this is essential for catering purposes!

Wayne Gair - 236 7541

Neil Roots - 526 7510

Dave Wilce - 233 9757

Only \$5 for barbeque (BYO liquid refreshment) – be there or miss out!

Murray O'Neil King of Alexandra

Alexandra Road Sealed Hillclimb - 18th March 2012 (Thanks to MotorsportCentral)



The second event in the Wellington Car Clubs weekend double was held at Alexandra Road, Wellington on Sunday 18th March 2012. This event was also part of the National Hillclimb Championship so a lot of the cars that competed in the gravel at Valley View on Saturday were also at Alexandra. Alexandra Road is a 1.7km sprint on a two laned sealed road through the green belt in Wellington and features a number of challenges for the drivers including the "dipper" which has claimed many vehicles in the past. As well as many well known drivers mentioned in the Valley View report this event included local seal specialists Ron Scanlan (Mitsubishi Lancer EVO 3), Ryan Stevens (Mazda RX7), Scott Newlands (Honda Integra) and Webster Gough (Toyota Starlet Turbo) so it was going to be a lot more competitive today. Fifty four drivers entered the event which was again divided into the various classes - Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D over 2001cc and Class E all 4WD cars. After a practice (which was led by Murray O'Neil - Mitsubishi Lancer EVO) the first of the official three runs was under way. However Wade Noedl (Subaru Impreza WRX) and Stephen Saunders (Datsun 120Y) did not finish their practice runs and were out for the day; Stephen putting his car down the bank backwards just after the dipper.

It was local Murray O'Neil who led the results after Run 1 in a time of 45.20 seconds followed by Sloan Cox (Mitsubishi EVO 10) 46.27 seconds, with Ron Scanlan third on 46.57 seconds. After that it was very close with seven drivers in the 47-48 seconds bracket. Ryan Stevens was the fastest two wheel drive car on 47.63 seconds and Scott Newlands, Webster Gough and Don McLean (Datsun 260Z) all looked good on the road.

Run 2 saw three drivers, Sloan Cox, Ron Scanlan and Ryan Stevens all faster than Murray O'Neil on that run but still not as quick as Murray's time on the first run so the yellow Mitsubishi EVO still retained the lead. But it was very close at the top with twelve drivers within 3 seconds of the lead and whilst the timing is in fractions of a second it doesn't take much of an error on any run to lose 3 seconds!! This event definitely favours the bigger engined cars. It is quite steep and some corners are very sharp which means the cars with the greater horsepower can increase their speed quickly after slowing (a bit!!) for the corners whereas the smaller engined cars really had to try and keep the momentum going. But the smaller classes were putting on a great display! Quinten Tobes in his Mini Cooper was doing well as was Brendon Cantwell (Toyota Starlet) and David Graham in his Datsun 1200. Anthony Futter (Toyota Corolla 4WD) had a spin on this run but fortunately managed to stay on the road.

And so to the final run. Murray O'Neil started well in the practice and also in Run 1 but he stumbled slightly in Run 2 and it was wondered whether the other experienced seal drivers would now really put the pressure on. Well, if they did Murray didn't notice it as he ripped through the final run in a time of 44.74 seconds - the only driver to go under 45 seconds - and very

deservedly won the event. Second place went to Sloan Cox (45.68) and third was taken out by Ron Scanlan (45.84). Ryan Stevens was fourth, (fastest two wheel drive car) (45.94) and Michael Tall (Mitsubishi Lancer EVO 4) was fifth (47.04). All of these drivers achieved their best time on their last run. The remaining drivers in the top 10 were Scott Newlands (47.64) sixth, Webster Gough (47.72) seventh, Don McLean (47.78) eighth, David Ross (Mitsubishi Lancer EVO 3)(48.12) ninth and Graeme Toomer (Ford Escort) (48.14) tenth. In the classes it was Quinten Tobes who took the win in Class A with Nick Kacouris (in a borrowed Toyota Starlet after his newly built Subaru Omega engine distributed itself all over the Dyno shop a few days before the event) second and Dick Butters (Toyota Starlet) third, Class B was won by Brendon Cantwell from David Graham with Andrew Thomas (Toyota Corolla GTi) third, Class C was won by Graham Heath (Nissan Pulsar) with Craig Bartosh (Ford Escort) second and Phil Campbell (Mitsubishi Mirage) third, Class D was won by Ryan Stevens with Scott Newlands second and Webster Gough third and in Class E the three podium drivers were the victors - Murray O'Neil, Sloan Cox and Ron Scanlan.

The results for both events over the weekend indicated that Sloan Cox was the victor followed by Michael Tall with Murray O'Neil third. Another great event from the Wellington Car Club. Thanks to Bernie Keith, Murray O'Neil, Jody Seabright, Anthony Paroli and Gordon Diggle and all the marshalls etc for making it such an excellent event and we would also like to thank the Wellington Car Club for sponsoring MotorsportCentral at the event which enabled us to not only complete our normal report but supply the Car Club with videos and photo's of the cars at the prize giving. 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.

Brian Craig' Brother Phillip took these Photos at Tauherinikau



CLARKSONISM'S

"Britain 's nuclear submarines have been deemed unsafe... probably because they don't have wheel-chair access."

GOT TO LOVE THIS COP.



A motorcycle police officer stops a driver for shooting a red light

The driver is a real bar steward, steps out of his car and comes striding toward the officer, demanding to know why he is being harassed by the Gestapo!

So the officer calmly tells him of the red light violation.

The motorist instantly goes on a tirade, questioning the officer's ancestry, sexual orientation, etc., in rather explicit offensive terms.

The tirade goes on without the officer saying a dickybird.

When the officer finishes writing the ticket he puts an "AH" in the lower right corner of the narrative portion of the ticket.

He then hands it to the 'violator' for his signature. The bloke signs the ticket angrily, and when presented with his copy points to the "AH" and demands to know what it stands for.

The officer says, "That's so when we go to court, I'll remember that you're an arsehole!"

Two months later they're in court. The 'violator' has a bad driving record and he has a heap of penalty points and is in danger of losing his license, so he hired a barrister to represent him.

On the stand the officer testifies to seeing the man run through the red light.

Under cross examination the defence barrister asks; "Officer is this a reasonable facsimile of the ticket that you issued to my client?"

Officer responds, "Yes, sir, that is the defendant's copy, his signature and mine, same number at the top."

Lawyer: "Officer, is there any particular marking or notation on this ticket you don't normally make?"

"Yes, sir, in the lower right corner of the narrative there is an "AH," underlined."

"What does the "AH" stand for, officer?"

"Aggressive and hostile, Sir."

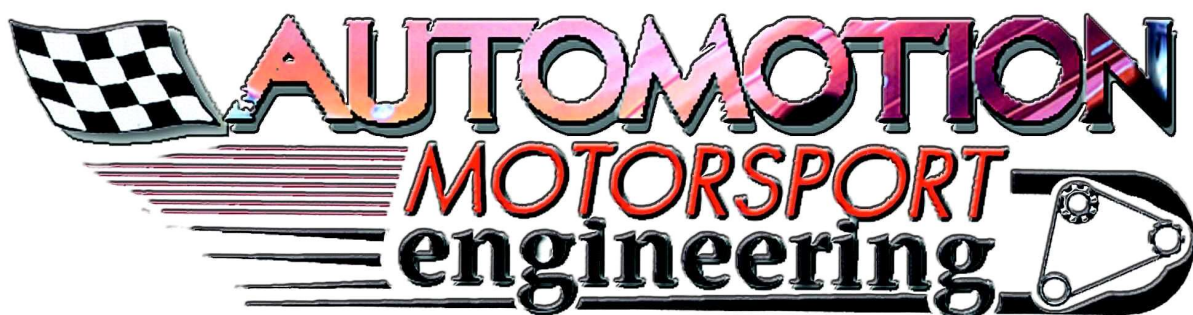
"Aggressive and hostile?"

"Yes, Sir."

"Officer, are you sure it doesn't stand for arsehole?"

"Well, sir, you know your client better than I do."

~~~~ How often can one get a barrister to convict his own client~~~~



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