



WHEELSPIN

December 2012

www.hccc.org.nz

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COVER PHOTO

A VERY HAPPY CHRISTMAS TO ALL OUR READERS

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 5th December 2012 @7:30

NOTICE OF HCCC AGM 13th February 2013

This is actually the second Wednesday of Feb, as the first Weds of Feb is Waitangi day (Public Holiday)

AGCM to start 7:30pm.

Remember 13th Feb *not* 6th of Feb



Leon

Courtesy of having to call off the grass autocross scheduled in November, I've had a slightly quieter month than I would have preferred. But that is the risks of a grass venue that isn't particularly well blessed with drainage.

On the positive side though, we have rescheduled the event to December 16th (two weeks after the HVMC event held on the same venue), so we will hopefully be finishing the year with a couple of good hoons around the paddock.

Talking of venues, I'm very pleased that it appears after 18 months of stall tactics, there has been progress towards getting Slipway back in action. Basically now we are awaiting the two parties to agree and sign off on a noise management plan, and then we should be able to start the series back up again.

It is strongly expected that we will have to (under conditions of the noise plan) exclude drift cars from having a play at the autocross events though. This isn't due to the wishes of the club, but would be as a part of the agreement between the land owner and the neighbours who have caused such long delays.

However, this hopefully means that in 2013 we can revive the Photoworks Autocross Challenge again.

With HVMC having the use of the Trentham venue for sealed autocrossing, it might be a bumper year for those of you who have a car to use ... well, let's really hope so anyway! It will be nice to go back to being exhausted from running so many events, after having such a long break of HCCC being unable to run anything on seal.

This isn't to say that we'd forget about grass, because we still want to run again at the Featherston paddocks, and the Silverstream venue (when dry) is excellent for motorkhanas. It's just that the grass venues are so vulnerable to rain ruining things for us.



As far as events I made it to, I did one spectate and one drive (that I recall) since last magazine.

Dave, Brian, John T and myself headed up to Hunterville in Dave's work car (thanks Ray!) to go watch three stages of the Silver Fern. It has to be said that the big six cylinder Legacy wagon was just a teeny tiny bit gruntier and roomier than my little Corolla ...

The weather didn't exactly look too flash on the way North, with plenty of rain. However by the time we got to the first of our stages for the day (about 10 minutes out the side of Hunterville) it was dry and quite dusty! Interesting stage, with a tightish downhill right hander just after the flying finish. A very large set of skid marks heading at an interesting angle suggested that one of the first cars nearly speared off into the scenery there.



Naturally being a motorsport event, we immediately ran into a bunch of people we knew on the corner we chose, and happily watched a farm of Escorts (and a couple of other cars) arriving completely sideways at a corner (backwards in the case of Yeti in his orange Mk1).

Although I know front wheel drive is going to be quicker (all other variables equal) on gravel, all those cars going sideways was definitely inspiring me towards getting something rear wheel drive and gravel capable! The rest of the day featured Dave and I thinking of progressively more silly ideas of cars to turn into rally vehicles, which was good fun.

We saw on that stage Tony and Jeremy Aimers in the Fiat, and Fleur in the silly seat of the Escort, but there was no sign at all of Adam and Jilly in the Starlet (which just as a random sidecomment, has now been named "Steve"). Once we got back into reception, a quick check of facebook told me that the Starlet had popped the top tank and headgasket, but that they were hoping to be back by the afternoon.

Then there was a bit of a drive down country to get to the Daybreaker stage that runs off the side of Vinegar Hill, and some frustrating moments of being stuck behind a truck that was crawling up hills ... we ended up in plenty of time, and chose possibly the dustiest possible of corners to stand on (and found Len there too) so as to get some good photos (and have yet another go at ruining my camera). Brian headed a bit further into the stage for a slightly more panoramic view with a bit less dust.

The guys who knew the stage seemed to be making some good inroads into the time of the cars that haven't done that bit of road in Daybreaker, although with the level of dusk, I'd be amazed if much in the way of passing was possible. People were mostly keeping out of trouble on that corner, with only one half spin happening (just as we arrived, and just before I got my camera ready, whoops).

The wee orange Skoda beetled past a good five minutes after the car before him, so I'm guessing that he was taking a very gradual approach to the day. Since we'd stuck around so long to wait for him, we gave him a big round of applause when he eventually showed up, and got a toot and a wave for our trouble.

We had a good hour and a bit to kill in Hunterville before our third stage of the day, so we injected some money into the local economy (via coffee and cake purchasing), while Brian and John appeared to be collared by a slightly odd local. Dave and I sensibly hid down the other end of the street while that was happening.



The last stage was interesting, it was a loop stage, and the "merge" point was just after the start line. This in effect meant that there was a merging traffic situation potential, with the traffic on the stage being held if they arrived at the same time as a car was about to start. This actually did happen, as Adam and Jilly (with a new radiator and head gasket) were on the start line. As it happened, the car that was held for them, was in fact the car that was supplying them with used tyres for the event ... what are the odds.

So we were pretty pleased to see Adam and Jilly in action, which meant all three HCCC crews were up and running. Although being caught by Neil Allport in the loop has apparently cost the Starlet most of the light glass on the front, as well as the windscreen.

Once again we did the big wait for the Skoda to come around, and we gave him a Mexican wave as he went past. Then noticed that the camera crew was pointing at us ... oh dear. On TV giving a Mexican wave to a Skoda ... oh well.

My next car event was a Kapiti autocross, which was a bit of a chuckle. I wouldn't say that my day was a raging success though, as I made a series of stuff ups throughout the day. On my first timed run I ended up doing a half spin on the sweeper, as I think I got my front left wheel and my back right well into the same rut. I concluded that I wasn't going to be able to save it, and as I'd previously watched Ashton sink his Pulsar into a very substantial hole off the side of the track in very much the same place, I decided to plant the brakes and reverse out of it!



About this stage my front tyres (which are already very old) were starting to show signs of not being up to the job of dealing with softish gravel, as I was starting to lose braking grip. So I nicked Graham Heath's trolley jack and did a fast wheel change onto some MX5 rims I'd recently purchased.

Turns out that MX5 wheels have 45 offset, and sit against the brake callipers!! Bugger. So I did a quick change back onto the rather threadbare tyres, and carried on.

Possibly not a great decision as it happened, because I got a huge lock up at the end of the straight and only made it around the corner courtesy of a quick handbrake directional adjustment. I then made it about one corner further and locked up straight off the side of the track during the S section.

Luckily I fell off onto a bit of grass that I knew was nice and smooth, so just carried on beside the circuit back to the pits again. Ah well, I got home intact other than dignity anyway.

Now to find some 14" rims with a 38 offset, rather than 45 ...



Shane Atkinson



Dick Butters



Graham Heath



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A Russian, an American, and a Blonde were talking one day. The Russian said, 'We were the first in space!'

The American said, 'We were the first on the moon!'

The Blonde said, 'So what? We're going to be the first on the sun!' The Russian and the American looked at each other and shook their heads.

'You can't land on the sun, you idiot! You'll burn up!' said the Russian.

To which the Blonde replied, 'We're not stupid, you know. We're going at night!'

Of Unicorns and Ladies

Early November, Chelles and I ventured to the depths of Motorsport House on a mission of discovery. It wasn't to uncover bigfoot or find the last remaining unicorn, but something almost as rare: Women in Motorsport.



Motorsport NZ ran a full-day workshop, led by MotorSport NZ's President Shayne Harris (present for intros and of course lunch!), Board member Janet Phipps and Emma Gilmour. Emma is our NZ representative to the FIA for their latest initiative to encourage female participation in all aspects of motorsport (not just as pit girls either).

As it turns out, there are a lot of women in all areas of our sport. Our workshop group of 15 was comprised of representatives from all corners; drivers, a clerk of the course, officials and volunteers, co-drivers, engineers... We even had a token male (I'm not sure why there weren't more? I suspect it was because all the blokes were at home doing housework and looking after the kids). It was great to hear about the different journeys people had taken to get into motorsport and, for the most part, those of us with boobs and an x-chromosome are well-supported by our male counterparts and welcomed to all motorsport events with smiles. In fact, it might surprise you to hear that those who had been discouraged from participation got the most knock-backs from their partners and the people closest to them (HCCC boys: I don't want to ever hear one of you telling your girl that she's not good enough to give it a go!).

We discussed the barriers to our sport (a lack of information and understanding, which is not limited to the female demographic), and what we can do to help more women and girls have a crack at motorsport if it's something they'd like to try. Ideas were many and varied, and these things don't happen overnight (Rachel Hunter & Pantene: thanks a lot for ruining that phrase for eternity). While the larger cogs take a while to get turning, what we can do right now is to let people know how accessible motorsport can be in NZ (to compete, spectate or assist) by talking about it. We can make ourselves available at events (Chelles and I have already committed to this) for anyone to come and chat to if they'd like to get involved or just want to ask what some people may think of as 'dumb questions'. We can make it easy for people to find out about events, turn up and have a good time (even the shy folk!).

Janet will be preparing a report from the workshop for the next Motorsport NZ Executive meeting, while our network of enthusiastic and driven (see what I did there?) ladies work together to make sure basic information and contact points are easily accessible. If you're interested in being a part of this initiative, get in touch with Chelles or myself. We'll be keeping HCCC posted as things develop!

Kerri Mareeba

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Chelles Roberts

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A girl was visiting her blonde friend, who had acquired two new dogs, and asked her what their names were. The blonde responded by saying that one was named Rolex and one was named Timex. Her friend said, 'Whoever heard of someone naming dogs like that?' 'HELLLOOOOOOOO.....,' answered the blonde. 'They're watch dogs'

Labour Weekend Triathlon – Al Groves

My preparation is generally quite abbreviated and goes like this. Did anything break or seem wrong at the last event? Where there any funny smells last time I drove the car? Check oil and water. Remember the car smells of coolant but doesn't seem terminal. Put fuel in - use car to ferry teenagers. Put more fuel in.

Check tyre pressures. Put on semislicks. Spare out, helmet and overalls and tools and spare water/oil etc in to car. Drive to scrutineering. Talk to everyone there. Commiserations with Cathy for reshell of charade. Offer loan of mine. Politely declined due to curbage risk. Sat night big gale. Sun morning - 6am too early to wake up. Rest of family asleep. Weetbix and coffee, leave at 7 for drivers' briefing at 8am.

Blowing gales when I left home. Arrive to milder Wgtn zephyr. Warm. Ground wet but is going to dry. Blue patches of sky and clearing. Much better than last time when gallons of water flooded the gutters in seconds. My advantage is over before we began. 4wd on road tyres is a great combo in the pouring rain. No advantage today.

Arrive 730 park next to Mike. Talk. Unpack 735 and ready to go. Talk. Drivers briefing. Organised and ready. Tiki tour. 1st barrel pulled back a bit. Will try 2nd gear instead of 1st. That's good because hard to double-declutch down to 1st while maximum braking while working out when to turn in to corner. Also, have new synchros but want them to last this time.

2nd barrel placed in good possy to swing wide and drive out in 2nd gear. Saves gear change and not so hard on gears. Otherwise course is the same. Not even damp by this stage. Wind and heat have dried road.

Since last time car had dyno tune and gained 13% horsepowers and 30% torques which arrive just a bit earlier so keen to see how much time gain if any that would turn into. Practice - 1/2 hearted attempt at wheelspin start but bogged down and drove off. 2nd gear thru barrel fine. Slow thru ambo corner and next corner until got round barrel and then somehow the tyres started squealing on corners and car started drifting a bit on all corners. Something had warmed up. Got thru that ok - 93sec. Turns out I wasn't listening and that was 1st timed run.

As you know the Skyline had huge off spinning over gutter and into truck sign. It looked really battered and broken when they brought it back to the pits. We heard the driver was okay which was the important thing.

The wait between runs was 5 mins less than 2 hrs. It's useful to work these things out in case you need to get emergency petrol, coffee, pies. Anyway, talked to many people. The next run did a slightly quicker start and I pushed harder, drifted a little thru corners and did a good 4wd drift around the 1st corner to the finish line. Got in the 91's. Then someone told me that only front was drifting. I thought I was getting awesome 4 wheel drift action but turns out it was only understeer.

Next run drove easier and not try hard, got into the 90's. Last run wanted to get in the 89's if possible and got 89.99 :) Just snuck in. That was 6th overall and a good result. 4th, 5th, 6th, 7th, 8th and 9th were within 0.65sec so maybe I could have gone faster and changed position, but equally Scott, Matty, Matt, Kerry or Webster could have done the same. Back to clubrooms for beer and chat and awards.

The next day 18 people turned up, sunny hot morning with threat of huge storm at lunchtime. Matty, Jared and HVMC helpers had made 4 motorkhanas with swerves and 180's at far end, and slaloms with a 180 at the end, and another slalom with a reversing type park at the end. I'd put some older harder tyres on the back to aid car rotation around the drums and that worked okay apart from every time I forgot to set the handbrake back down to full release. So

whenever I went to use it again it was already 10% on. Disconcerting because I had to work out what the handbrake was doing in that position before I used it. Stupid brain. There's too many things to do for a handbrake 180, and when it's time to release the handbrake, it's also time to unwind steering wheel, doubledeutch and locate the forward direction and maybe remove foot a little from the throttle. I did better than good in some tests and better than ok in others and got 1st place, Tim Steeneken got 2nd and Graham Heath 3rd.



The motorkhana was over too soon, and was heaps of fun. The organisers set up the autocross next which didn't take long, was all pre-planned. We could choose which way to go at the top of the tee - either left or right first as long as you went round both barrels and came back. Most people chose the same way by the end, based on minimum number of lurches.

The 1st run has a bit of a pause at 1 of the barrel 180's. 2nd run time was worse and last run I got everything right and had a bit more speed when I came to the finish line where you have to stop straddling the finish. When the finish was in sight I told myself to allow for the extra speed but the brain forgot to do that within the next 1/2 second and I ended up sliding locked up thru the finish out the other side. Would have been a good time but that's what happens. Enjoying it too much to do it properly.

Webster came 1st, Tim 2nd, Brent 3rd and me 4th. His fastest run over 1sec faster than everyone else. He was using his new hydraulic handbrake and grinning, like a maniac. We had shootouts unofficial. Got down to final 8 (Subaru and 7 Toyotas) but the final 4 was all Toyotas. Webster took the honours.

We didn't know the motorkhana results so what with being 2 secs slow in the autocross and only 1/2 sec faster in the sprint than a certain starlet I was already resigned to 2nd place. The results came out very quickly and I'd done enough in the motorkhana to get 1st overall. The driver of the day that stood out in my mind was Tim Steeneken who improved an improbable MR2 into a fantastic performer. Tim mentioned another time when he performed with distinction that his car was built exactly for this sealed situation. Another culmination of a long and successful build is the Panda. Extra power, heavy duty lightening and hydraulic handbrake came together for some fast and entertaining drives.

I've already said how much I'd been enjoying the events. The car performed well, weather was good, driver was a bit variable, only 1 brain explosion. I actually told myself that this time I would focus for each run but unfortunately or fortunately when the car came alive (well you know what I mean) it was just mainly reacting to the car and coaxing it to go in my general direction.

Thanks to HVMC for organising and running the events so smoothly. So much work goes into planning, organising, find people to help, running the days, and it came across as 2 very professionally run and relaxed days.

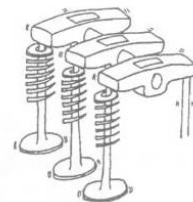


Thank you Leon for taking these photos.

He had a photographic memory that was never developed.

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!



Dave Wilce at breakneck speed on the Silver Fern Rally

Note: We trust our informants' 100% and would never question their reliability!

Targa 2012

Car: 1983 Ford Capri

Crew: Bernie Hiestand & Jilly Hutson

Service Crew: Adam Fisher & Murray Heaney

The original crew were back together this year with Bernie's good friend Murray able to again join the crew for a fun week away.

This year Bernie was determined that the car would be absolutely up to his normal expected level of preparedness and was ready several weeks in advance. Last years issues that plagued us were all dealt with and put away in the memory banks.

We competed at Targa Rotorua and had elected to take the Federal Wet tyres that we had from last year and bought 2 additional tyres for the event. We didn't end up using these two new tyres so when it came to the October event we just bought 2 additional wet tyres so that we had our 8 allocated tyres. 4 used ones from Rotorua, these we nominated as our "Dry" tyres and the 4 new ones that were the "Wets"

The trip north was uneventful but unluckily Bernie picked up a stone chip in the new windscreen on the Himitangi straights. We stopped in Omori to pick up Murray before continuing to Cambridge for our first overnight stop. The next morning we woke to a major crack right across the windscreen from the chip yesterday!!! Smith and Smith came to the party and upon arrival into Papakura we were able to meet up with the repair man and within a couple of hours had a new windscreen in the Capri. Thankfully this would prove to be the only issue we had all week.

Looking at this years competition we were up against some of our normal foes with the Kirk-Burnnand clan in their fleet of BMW's along with Garth McGregor in the XU1 and a number of others so we figured if we can be in the top 10 in classic this would be good.

Day 1 and a damp start to the event this year but Bernie likes the rain and is faster than our other competition. This was the case and we had built up a couple of minutes lead over the first days stages from Auckland down to New Plymouth via the coastal roads through Marakopa.

Day 1 finish - 4th in class and 6th overall in Classic....

Day 2 dawned clear with magic views of Mt Taranaki clear as a bell we set off around the narrow lanes

of the Naki and the infamous yumps before venturing into the forgotten highway with lunch at Whangamomona. From here we continued through to Ohura for the next stages before finishing at Taupo Racetrack. Now I can say I have finally been all the way through the forgotten highway as in the past we have raced into Whangamomona and then turned round and raced back out the same way. That road is absolutely amazing and if you haven't been through there it is well worth the effort. ☺
Day 2 finish - 3rd in class and 5th overall in Classic....

Day 3 started with a long tour out of Taupo with the first stage just south of Waiouru, the sunny clear skies continued from yesterday and Ruapehu showed us herself from all angles during the day with no clouds to impede the stunning views. We trickled south to Marton for lunch and the double run through the now famous Marton Stage including Cops Corner and into Palmerston North for the night service. We had a very social evening at one of the local restaurants that grew from our wee group of 4 to about 25 all told but a very fun evening was had by all. Day 3 finish - 2nd in class and 4th overall in Classic....

Day 4 took us back north again to Taihape for lunch before the last couple of stages that took us up over the Gentle Annie road from Taihape to Hawkes Bay. This is now sealed all the way and was quite fast road. Lack of power towards the top reminded us of the altitude difference before the long winding decent into Hawkes Bay for the overnight service.
Day 4 finish - 3rd in class and 5th overall in Classic....

Day 5 did a circuit from Hastings down to Dannivirke and back up to Hastings over some great roads. We had been shunted back a place yesterday with Carl K-B finding his speed with the new 3.11 engine in his BMW so we went into today thinking this was to be our final result but it ain't over till its over and unluckily for Carl he had a mechanical issue on the very last stage and had to stop about 10kms from the last control.
Day 5 finish - 2nd in class and 4th overall in Classic! ☺

This is our best result to date over 5 Main Targa's and 3 Targa Rotorua's, and the best bit... we just poured petrol in the mighty Capri.
Big thanks to Bernie and his fabulous car preparation and driving, and to Adam and Murray who looked after us all week, they did find some very interesting roads, quite a lot of gravel roads this year so that they could be at all the service points along the route.

Just a final note on the Federal Tyres..... The new "wet" set we used for the drive up and then only on the first day still look like new and the older set from Rotorua we used for the remaining 4 days and still have at least a days racing left in them. (note these have had 7 days of full Targa competition racing!!)



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A cop from the NZ Police was watching for speeders, but wasn't getting many. Then he discovered the problem - a 12-year-old boy was standing up the road with a hand painted sign, which read 'RADAR TRAP AHEAD.'

The officer then found a young accomplice down the road with a sign reading 'TIPS' and a bucket full of money. (And we used to just sell lemonade!)

Silverfern Rally - 11-17 November 2012

Car: 1980 Toyota Starlet – 4k 1300

Crew: Adam Fisher & Jilly Hutson

Service Crew: Brendon Young, Corey and Duane Novis

We decided that for 2012 it would be the year of Classic Rally's. This meant the Classic Challenge Rally Series of Rally Wairarapa and Rally Otago and of course the pinnacle Classic Rally, Silverfern Rally.

For 2012 it was run completely in the North Island so this confirmed our decision to give it a go.

This event isn't one to enter lightly, for a start there is the entry fee of \$8,000 and it is well worth entering prior to Christmas to take advantage of the discount, (if you enter after January it is \$10,000) so we duly sent in our entry last December and set off on the journey for 2012.

The Classic Rally challenge was a blast and in both Rally Wairarapa and Rally Otago we achieved 1st in Class A and an overall placing of 5th in the Series which set off the year.

Adam decided the engine would need a rebuild before the Silverfern so he got this underway by sending the head down to an expert in Oamaru who waved his magic, and a complete refresh of the rest of the motor. For the other two rallies we have been running a spare motor we bought in the Blue Starlet we had briefly (now owned by Mark Anstis) which runs on Av Gas and this was kept intact to carry with us as a spare if required. Many other spares were collected during the months leading up to the Marathon rally and by October all seemed to be falling into place. Brendon and Adam spent many loooooong hours down at the Workshop tidying up all sorts of bits and trying to ensure the Starlet was a bullet proof as it could be to take the 7 days of gravel.... The aim was to have it mostly done prior to us going away to Targa at the end of October and mostly this was achieved.

Bernie made a new fancy air box and also a tyre rack and fuel can storage for the trailer to alleviate the space problems we were having in the van. Sadly at the last moment Bernie couldn't come with us as his last remaining dog was very unwell. Luckily for us we were put in touch with Marty's nephew Corey who was able to come at short notice and turned out to be a brilliant new recruit to the world of service crew. (paramedic, apprentice Mechanic, driver, navigator, IT and GoPro wizz.... Runs on a minimum of 2 V's per day... ☺)

Day -3 Pack up day. Adam had made some modifications to the van shelving to create easy storage for all the gear and this worked pretty well to help contain the gear and stop it moving around but make it easy to find and get at. The spare motor and diff were stowed behind the middle seat hopefully to not be needed but out of the way. The big toolbox turned 90 degrees and the new location worked well but proved a small challenge to get the box in place as a small miscalculation on the fact the van has a curved side made for some head scratching to lift it in place.

Day -2 – Pack up part 2, The car is finally on the trailer and all the tyres and fuel cans installed in their new racks and the big pack starts in earnest.

Day -1 – Friday 9th Nov, Wellington to Auckland. Small twist in the plans as Corey is only able to come with us until the Friday night as he has an ambulance course to attend so he and Brendon took the mighty grey starlet up to Taupo and left it at Duane's place and the arrangement made for Duane to join us as crew for the final day leaving Corey to drive back to Welly on Friday night. Drop off to Brent in Sanson for the bedding required for the night with them on Wednesday and the final stop in Hamilton to pick up 4 brand new rally tyres before arriving in Auckland. Whew!!!

Day 0, Saturday 10 Nov, Auckland. Documentation... Len and uncle Perry are waiting for us on arrival as they are in Auckland for a wedding. Nearly a minor disaster as I had left the Certificate of Description at home but luckily my friend Margaret was able to go and photograph the front cover and send this to the organisers, otherwise we would have had to change class. We then set off for the Botony township for a maintenance session and stickering as well as a big clean of the Starlet making it look pretty for the display at lunch time. Now it is getting exciting! ☺ Amazing to be in the middle of

this awesome collection of classic (and not so classic) 2WD cars. More Escorts than I have seen lined up before as well as a Chevette, several Audi's, the Walbran's MG just to name a few. Drivers briefing at 2pm and then a Ceremonial start at 3pm, no parc Ferme for the first night so we were able to have a leisurely afternoon at the Motel sorting out and potting.

Day 1, Sunday 11 Nov, Auckland to Rotorua. 8 stages 85km racing/353km touring.

Mostly short stages today to get in the swing of things. All going well until part way into Stage 3 and we are locked in 4th gear from about 5km. We made it to the end of the stage without incident and limped off to the crew after having to push start after the stop control. The culprit was a brand new roll pin that dropped down into the gear shifter and locked it up. A bit of head scratching and then the Chippy's solution of the top of a 4 inch nail was installed and we were underway again. Quite a bit of dismantling was required to be able to push the bit out so we incurred a 13:50min time penalty but luckily just made it to the next stage in the nick of time. This good kiwi fix lasted all day with no other issues. Service in Rotorua was pretty routine other than finding Brendon doing some fitting and turning, making us a new version of the 4 inch nail out of a high tensile bolt which was installed and it lasted all the rest of the rally.

25th overall and 1st in class A

Day 2, Monday 12 Nov, Rotorua to Gisborne – 6 stages 135km racing/293km touring.

The morning stages starting with the gravel part of Manawahe and took us through the Roteheu forest to lunch in Opotiki. The afternoon started with the famous Motu which was shortened due to logging but at 39km was the slowest of all the 43 stages. We took 42mins to wind our way through this iconic stage. The following two were Rakauroa and Whakarau, both fabulous stages and the last one we came the closest to doing panel damage with a hit on the front left corner wheel which bent the bottom arm. Luckily no other damage and this was easily fixed at service in Gisborne.

20th overall and 1st in Class A

Day 3, Tuesday 13 Nov, Gisborne to Napier – 7 stages 173km racing/354km touring.

Talk about rain!!! It started over night with 60mm in 6 hours and continued for most of the day. SS 15 ran but it was like wading and we were not surprised that the next 2 stages were cancelled. We were detoured into Wairoa to await further instructions. The rain continued and one of the café's made a very good trade out of the crews all looking for somewhere dry to enjoy the coffee. The starlet isn't that good at keeping the wet stuff on the outside so a few addition of a couple of large zip lock bags helped keep the road book and time card as dry as possible. Eventually we were sent off to SS18 and back to Wairoa for the lunch service. After lunch we started heading south into SS19 Cricklewood. 5kms from the end of this stage the oil light came on and we stopped with no oil pressure. We were towed by the tail end crew to the finish control where they got hold of the boys to come and get us and take us into Napier. A diagnosis of a ceased oil pump caused by a piece broken off the oil pickup filter that also broke the bottom off the Distributer. Pit Stop Napier were fantastic and allowed us the use of their facilities to repair the car. Parc Ferme was just up behind the workshop so as time got close for check in the boys pushed the car up to the control, handed over the rejoining paperwork and our first night removal card before finishing the repairs. All seemed good and finally the car was parked in Parc Ferme and we went on to enjoy a meal out with some of the main Safety and organising team.

24th overall 1st in Class A

Day 4, Wednesday 14 Nov, Napier to Fielding - 6 stages 140km racing/334 Touring.

High hopes for continuing our good run and try and make up some of the lost time from yesterday. SS22 Clareinch (17.8km) was 90km south east of Napier at Kairakau Beach. Started ok but fairly early on we had to stop as one of the spark plug leads had popped off. Quickly fixed but all still not good and another stop to put another back on. We limped off down the road but had to stop at 12km, the engine had cried enough. Again towed to the end and through a bit further until meeting up with the boys. Trailer bound yet again and heading for The Toyota NZ workshop in Palmerston North thanks to Brent Sellens. Heart transplant time and the boys got underway on the engine change to put the spare motor in. This one runs on Av gas so we had to make a dash to the airport via repco for more fuel cans. Hopefully the quantity of avgas will get us to the finish.

The team did a great job and we again towed the car into the night Parc Ferme with our paperwork and the 2nd overnight removal card (this one has a 15 min penalty time included) and headed off to Brent and Julie's for the night.

28th overall and 2nd in Class A

Day 5, Thursday 15 Nov, Feilding to Ohakune – 5 Stages 202km Racing/325km Touring.

This was to have been the longest racing day and also a number of HCCC folk were heading up to come and watch some of the stages as they were all quite close around Hunterville. Another big long tour from Feilding to north of Wanganui for the start of SS28 Rangitatau East. All seems good with the replacement motor but is noticeable less tourky than the other one. 5 km from the start we came to an abrupt halt with clouds of steam! Blown head gasket which had broken the top of the radiator. Damn!!! Towed back to the start and out to the main road where we again met the boys and pushed the car onto the trailer. Into Wanganui which wasn't far away and bit thanks to the Autoparts 2000 guys for their replacement radiator and hospitality for the day. The blown head gasket luckily hadn't done much damage and after a head skim we were able to make it to the last stage of the day, SS32 74km Turakina Loop. Finally able to catch up with the spectating HCCC crew of Dave, Leon, Brian and John (thanks heaps guys) we completed the big loop stage although not totally unscathed thanks to Neil Allport who passed us with an un-necessary shower of stones that put a large star in the windscreen, broke both headlights and both lower indicators. We made it into Ohakune for the overnight service and a big welcome from the parc ferme team.

27th overall and 2nd in Class A

Day 6, Friday 16 Nov, Ohakune to Taupo - 6 stages 185km Racing/282km Touring.

Goal for today, complete all stages with no issues!! ☺ Finally we managed to achieve this after the last couple of days that saw a triple bypass, Heart transplant and then lung transplant. First 3 stages took us up to Taumarānui to lunch and then then inland towards Ohura for the afternoons 3 stages. The middle of these afternoon stages was the monster 76km Waitewhena stage that did a big loop around the Waitewhena Forest before finishing almost where it started. This was an amazing stage that just got better and better. The last stage of the day was SS38 Kururau that started quite open and flowing but the last 7kms was a very tight twisty, slippery downhill that even rivalled the Motu. Service in Taupo so a big long tour from Taumarānui. We worked out there was about 20 mins spare before we had to be at the night service so arranged to stop at Duane's on the way to start some of the servicing. Adam had been having some difficulty with the gear shift all day so they boys were contemplating if this needed more attention so figured if we could get the standard service almost done this would give the full hour if required.

Further investigation showed was a leaking seal at the back of the gearbox and was dripping of the clutch so the decision was made to leave it alone and just clean along the way. Got to fly the HCCC banner with the Aimers crew as we ended up servicing in the same part of the park. Corey headed off back to Wellington after all his great work over the week. Dinner was a BBQ with Duane and his folks before an earlyish night.

27th overall and 2nd in Class A

Day7, Saturday 17 Nov, Taupo to Hamilton – 5 stages 129km racing/231km touring.

Last day! After all our accessed times during the week we had resigned ourselves to finishing behind the Skoda who was the only other car in Class A. Now he was pretty slow at the best of times and we had been making up about 35-40 mins per day but on the last day we were still 49 mins behind. Today was another of those really wet days and the first 3 stages from Mangaino through to Waitomo were like rivers, Brendon and Duane were waiting at the end of each stage with the shelter up and the brake clean eady to sort out the dripping gearbox. This process did help as it was easier to change gear after each stop. Lunchtime in Waitomo and finally some cell coverage, the Skoda was on accessed times from the start of the day and we had now moved back into 1st place in Class A. They had managed to do every stage up until now and were very unlucky to suffer Carburator issues for the last day. The next stage was pretty challenging and we had the closest of moments in here with a big left hander off camber that nearly sucked us down off the bank but luckily a big rock stopped the slide and pushed us back on the road with no damage.... Whew! SS43 Pirongia West was a great road to finish this Marathon event. Adam really had the starlet "dancing" through the lovely cambered corners to the finish.

Was such an amazing feeling to tour into the finish at the Claudlands event centre in Hamilton after the week we had. There were only a small number of actual withdrawals and these were mostly on the end of day 6 and day 7 where there wasn't time to repair broken bits.

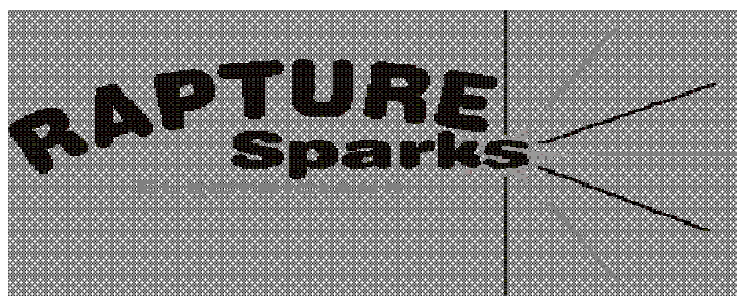
Final result – 24th overall and 1st in Class A

A huge thanks to Brendon, Corey and Duane who worked tirelessly to keep the Starlet on the road. They put in an enormous amount of effort in repairs to keep us in the race. To Adam who drove with his normal skill and determination and kept us on the road (most of the time☺) and showed that 1300 starlets can be really competitive in the right hands against the BDA Pack. Other thanks to Helen and Mike for their encouragement and to Brent and Julie who not only hosted us for the night in Feilding but at anytime we had assessed times, was on the phone asking what parts/help did we need. ☺

This completed our hat trick of Class A wins for the year and is now time for a well earned break. We have made some fabulous friends along the way and this rally, of any we have done shows the really camaraderie that exists in the rally world. We will be back to this event again in the future so see you all again soon. ☺



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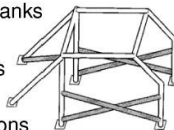
A motorist was mailed a picture of his car speeding through an automated radar post in the Manawatu (NZ) with a Fine of \$160 included. Being cute, he sent the police department a picture of \$160 The police responded with another mailed photo of handcuffs



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Paddy and Colleen were making passionate love in Paddy's mini van when suddenly Colleen, being a bit on the kinky side, yells out, "Oh big boy, whip me, whip me!"

Paddy, not wanting to pass up this unique opportunity, obviously did not have any whips on hand, but in a flash of inspiration, he opens the window, snaps the antenna off his van and proceeds to whip Colleen until they both collapse in ecstasy.

About a week later, Colleen notices that the marks left by the whipping are starting to fester a bit so she goes to the doctor. The doctor takes one look at the wounds and asks, "Did you get these marks having sex?"

Colleen, a little embarrassed that she has slept with Paddy (let alone that she allowed the kinky boy to whip her) eventually admits that, yes, she did.

Nodding his head knowingly, the doctor exclaims, "I thought so, because in all my years as a doctor, you've got the worst case of van aerial disease that I've ever seen."

Wellington Motorsport Association Calendar 2013

January	20	Gravel Sprint	Dannevirke	Millstream Road, Weber	
Wgth Anniversary	21	Sealed Sprint	Hutt Valley	Port Road	DM
	26	Race (IRC Round 4)		Taupo	
	27	Race (IRC Round 4)		Taupo	
February	2	Race (IRC Round 5)		Hampton Downs	
	3	Race (IRC Round 5) Sprint (1/8 th mile)	Levin	Hampton Downs Whirukinau Road	
	9	Race (Championship Round 3)		Manfeld	
	10	Race (Championship Round 3)		Manfeld	
	17	Rallysprint Autocross (grass)	Wairarapa Hutt Valley	Bartons Line Silverstream	RS KN
	23	Race (IRC Round 6)		Manfeld	
	24	Race (IRC Round 6)		Manfeld	
March	3	Gravel Sprint	Levin	Mangahao Dam	GS
	9	Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	10	Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	17	Sealed Sprint Autocross / Motorkhana (grass)	Wellington Hutt Valley	Alexandra Road Silverstream	DM KN/ST
	23	Gravel Sprint (Day/Night)	Wairarapa	Tea Creek	
	24	Gravel Sprint (Day/Night)	Wairarapa	Tea Creek	
	30	Race (IRC Round 7)		Taupo	
	31	Race (IRC Round 7)		Taupo	
April	7	Gravel Sprint	Dannevirke	Tararua Road	
	13	Rally (Racetech 2WD) Rally (NZRC Round 1)		Manfeld Otago	
	14	Rally (NZRC Round 1)		Otago	
	20	Race (Championship Round 5)		Pukekohe	
	21	Autocross (sealed) Race (Championship Round 5)	Hutt Valley	Trentham Pukekohe	KN
May	18	Rally (NZRC Round 2)		Whangarei	
	19	Rally (NZRC Round 2)		Whangarei	
	25	MSNZ AGM			
	26	Gravel Sprint	Wairarapa	Puketiro Road	GS
June	8	Rally	Hawkes Bay	Hawkes Bay	Nat
	9	Autocross (seal)	Hutt Valley	Trentham	KN
	23	Sealed Sprint	Levin	Kaihinu Road	DM
	29	Rally (NZRC Round 3) Daybreaker	Manawatu	Manawatu	Nat
July	28	Autocross (seal)	Hutt Valley	Trentham	KN
August	10	Rally (NZRC Round 4)		Gisborne	
September	7	Rally (NZRC Round 5)		Canterbury	
	8	Autocross (seal)	Hutt Valley	Trentham	KN
	28	Rally (Classic)		Taupo	
October	5	Rally (NZRC Round 6)		Wairarapa	
	20	Gravel Sprint	Levin	Waiorongomai Road	GS
	26- 3Nov	Rally (Targa)			
	27	Sealed Sprint	Hutt Valley	Port Road	DM
Labour Day	28	Autocross / Motorkhana (seal)	Hutt Valley	Trentham	KN
November	3	Sealed Sprint	Wairarapa	Admiral Road	DM

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
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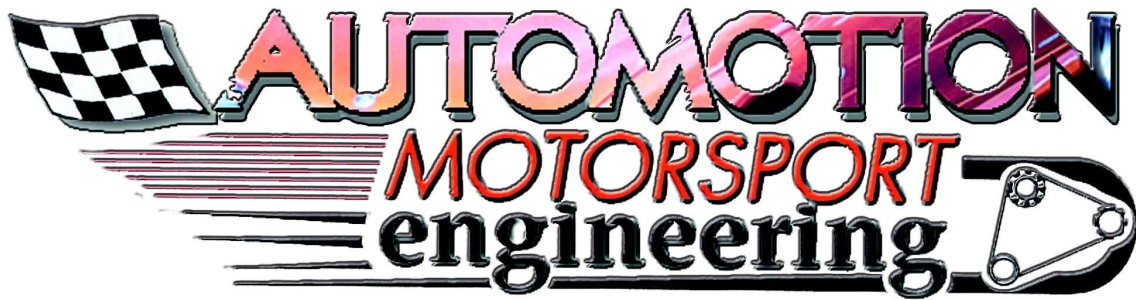


December 16th

Gather 8:30am for documentation

Usual Silverstream tyre rules apply!

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A young woman was pulled over for speeding.
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He replied, 'New Zealand Policemen don't have balls.'
There was a moment of silence while she just smiled, and he realized what he'd just said.
He then closed his book, got back in his patrol car and left.

She was laughing too hard to start her car.



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