



# WHEELSPIN

**February 2012**

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

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## COVER PHOTO

Cy at Targa wondering why he spent all those weeks preparing Graham Wong's car

### 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 1st February 2012 7:30**



Another years of ramblings begins ...

So, wrapping up the last of 2011, we finished the year on a high note. Jilly and Adam had organised the big Wairarapa weekend over at Tauherenikau Racecourse just north of Featherston.

I headed over fairly early on Saturday morning in case there was pre-event stuff to be done. In theory I should have had a really clear run at the Special Stage Rimutaka, however I ended up stuck behind a horsefloat induced traffic jam basically the whole way over the hill, which kind of sucked.

However the weather was toasty, and since it was a motorkhana, it was straight into shorts and singlet (and SUNBLOCK!) for the whole day. It was a super cruisy paced day, as with only a dozen or so entrants there was no time pressure at all. I actually don't recall if we did three or four runs at every test, but it was quite a few, and there were some extra's such as Dave Wilce who decided that he wanted to try one of the courses completely in reverse gear. Then we had a bit of a sub-contest going on to see who could end up in the finish gate sideways instead of forwards. Must be said, Graham Heath was the absolute King of the Sideways Finish. He managed to not only stop completely sideways in the gate, but he then also managed to get out of the gate again without running over anything or anyone.

Adam busted out some mean Australian course (you could tell from the accent) that actually took \*longer\* to complete than either of the autocrosses that we ran the next day. It was kind of confusing, so we installed extra navigators in the car with Dave, in case he got lost.

As Neil Roots wasn't able to make it over on Saturday we imported another Neil for the day in a small car to dominate things, and Neil from Triumph Sports Car Club gave us all a thrashing in his Not-A-Triumph Citroen. So at least the run of "this motorkhana has been won by Neil" has continued.

We generally ate far too much yummy food at lunchtime, and thanks to the crazy hot day went through as many cans of soft drink for 12 people as we've normally got through for about 50 people up at Slipway!



Duane made the trip all the way down from Taupo to have a play all weekend, which was really excellent! Naturally Duane being Duane had to throw a bit of a spin on things, so he turned up in a Rav4 which we all expected might fall over, and had great big fake eyelashes glued to his headlights too. Motorsport. Serious Business.

Turns out that Rav4's do really awesome donuts on grass, so Duane had a bit of a play with that during the day, but also actually was putting in some pretty respectable times too. Possibly being 19 feet off the ground may have assisted slightly in course navigation.

The evening anniversary dinner continued the theme of lots of good food, good fun, good people, and also added Huge Cake into the equation.

I headed back over the hill on Saturday night, as I'm a shocker at being awake all night when I'm some place other than home, and I figured lack of sleep + volcanic temperatures wouldn't be a great combo for me actually surviving Sunday intact. Plus it meant I got another couple of runs at Special Stage Rimutaka! Had a really nice drive home that night, although I did have to keep reminding myself that I was running my autocross tyres on the front, which are a bit average for spirited driving. The drive back over on Sunday morning was brilliant too, but once again I needed to have some words to myself about driving more sensibly! It was nice though, because it reminded me that my Corolla club car is quite genuinely the most fun car that I've ever owned! The Johnsonville to Featherston commute is actually pretty reasonable, and is about an hour door to door, so it's less than the old Johnsonville to Levin commute used to be and on a more amusing stretch of road.

The racecourse venue is brilliant, it's absolutely smooth, and is a really hard packed dirt. We barely made a mark on it after an entire weekend of racing. It's a smallish paddock so you can't run a huge autocross course there, but because it's so nice there, you can set up pretty well anywhere without having to dodge massive ruts or anything. So, we'll definitely try to run some more events over there, and Adam has been chasing some other big paddocks too.

Sunday brought more cool weather, so it was merely hot, rather than volcanic scorching. We kicked off a bit earlier as we had more like our usual 30 or so entry to get through. We'd been joined by a good group from HVMC with Cathy and Mike in the Charade Turbo, and Jared, Matt and Neil all sharing a Pulsar.

We set out a moderately technical course and got stuck in! The first runs were positively evil as the grass there is incredibly thick and provides basically no traction at all. This meant it was almost like gravel, because as the day wore on you'd have to stay incredibly carefully on the correct racing line, or you'd spear off the side of the course with absolutely zero braking traction available.



We managed to get through the entire field for all runs by lunch, so we set up another course while people were scoffing BBQ, and ran an entire bonus autocross again in the afternoon. So everyone got good value for their money, and plenty of drive time. The second course was very open, and basically had only one bit on the whole course where you had to seriously use the brakes. My Corolla was enjoying trying to scare me by letting the back go when I was at absolutely full noise in second, so that was kind of entertaining.



I think people would still have been running at midnight if we'd let popular venue for skids 😊 Huge thanks to Adam and Jilly for making this whole weekend happen, also to Chelles for Clerk of Course duties Saturday, and Andrew Thomson for Clerk of Course on Sunday.

First event back in 2012 was the very popular Port Road Sprints (which were in fact yesterday as I write this). There was a full entry list, and a wait list of five lurking eagerly.

The day started off really nicely, windy as hell of course, because it is Wellington. Unfortunately though the heavens opened utterly at about 2pm, and turned the entire area into a swimming pool. At that stage they had to call off the event, as it simply wasn't safe any more due to the amount of standing water and flooded gutters.

Unfortunately for me #45 I was a few cars back from getting my third run, so it was a bit of a short day when it came to the amount of time behind the wheel. However considering the level of flooding and aquaplaning that I encountered on the way home at normal road speeds and slower, it was the right call for safety!



I took Amy out for my first run for the day, and kept it all fairly sensible. There were a couple of trucks parked up on the course as well, so the straight down to the hairpin was short (and the turn around area was kind of scary tight), and when you were on the way back from the hairpin and making the right turn off Port Road, there was a truck on the outside of the corner. It wasn't particularly in the way, but certainly was a bit intimidating when you came around the corner! The car was behaving nicely, and wasn't feeling quite so "tippy" as during tiki-tour. Turns out that the Kumho's still look inflated even if they only have 10 psi in one of the rear tyres ... Because I suspected that the rain was on the way, I pushed a lot harder in my second run than I normally would, did fluff an apex or two and managed a big brake lock up. I haven't actually seen the results yet but fingers crossed it was quicker than my careful first run anyway! I'm definitely going to need to add brake pads to my shopping list though, because the metal king pads in the Corolla at the moment are absolutely godawful! Absolutely no brake pedal feel at all. Couple of events to think about off the top of my head. There's the Wallaceville sprint run by Triumph Sports Car Club, on the first Sunday of February, Barton's Line on February 19th and there is the first HVMC Silverstream Autocross at Silverstream on February 26th

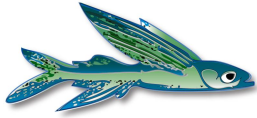


That's it from me for this month, see you at AGM Clubnight in February!

Leon

Why did the mechanic sleep under the car?

He wanted to get up oily in the morning.



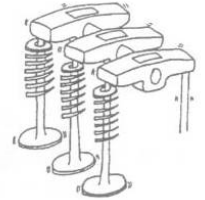
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## Tappet chatter

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!

Gareth stole Leon's shorts and towel for the Wairarapa Weekend after it turned out that his packing list wasn't quite as complete as he thought.

Brendon Glendinning crashed his rally car again, denting the same guard as he replaced recently. Only this time, he crashed it inside his own garage.

Roadrat has apparently been started again with the new engine.

Webster is taking lessons from Dave on car prep. He turned up to scrutineering for Port Road without his car.

Dave's Charade has a fan club. Apparently his car is a dog laxative, because the farmer's dogs in the Wairarapa took one look at the car and were both immediately inspired to go to the toilet on or beside his car.

## FEMALE GEOGRAPHY

Between 18 and 25, a woman is like Africa: wild, naturally beautiful and full of mysterious, fertile deltas.

Between 26 and 34, a woman is like America: well-developed and open for trade, especially for those with stacks of money.

Between 35 and 44, a woman is like India: sensual, relaxed, in full bloom, aware of her beauty.

Between 45 and 54, a woman is like France: deliciously mature, still a pleasant destination to visit.

Between 55 and 60, a woman is like Yugoslavia: a lost war, haunted by the mistakes of the past. Major reconstruction work is mostly the only answer.

Between 61 and 65, a woman is like Russia: vast, with undefined frontier. The cold climate puts off any potential visitors.

Between 66 and 70, a woman is like Mongolia: a glorious past, great conquests, but without a future.

After 70, a woman is like Afghanistan or the North Pole: many know its whereabouts, but no-one dares to venture there...

## MALE GEOGRAPHY

Between 15 and 90, a man is like Zimbabwe: ruled by a dick...

## TRIALS

Hello folks

Attached is the final points table for this year's car trials series, as compiled by the Wellington Motor Sport Association pointskeeper (thanks, Mike).

Thanks to all who took part in this year's events, as competitors or organisers. Hope to see you all next year.

If you have your 2012 diaries handy, pencil in these provisional dates: May 9, June 13, July 11, August 8, September 12.

It's not too early to volunteer to organise one of these events - you can make a start on plotting the route over the holidays.

Merry Christmas! Best wishes for a relaxing and safe holiday break.

cheers, John

<b>HONDA CHALLENGE TROPHY</b>		HVMC	KAP	HCCC	HCCC	HCCC	Total	Place
		11-May	2-Jun	13-Jul	10-Aug	14-Sep		
Wayne Gair	HCCC	17	20	20	17	20	94	1-
Dianne McDonald	HCCC	17	20	20	17	20	94	1-
John Rapley	HCCC	11	17	20	20	17	85	3
Mike Reid	HVMC	20	20	17	13	12	82	4
Carol Weston	HCCC	11	17	20	20		68	5
Cathy Reid	HVMC	20		17	13	12	62	6
Denise Gandy	HVMC	13	15	11	7	15	61	7-
Gordon Gandy	HVMC	13	15	11	7	15	61	7-
Suzanne Gandy	HVMC	13	15	11	7	15	61	7-
Ken Douglas	LEVIN	9	11	13		20	53	10-
Marcia Haggerty	LEVIN	9	11	13		20	53	10-
Dave Jennings	KAP	15	20	7	11		53	10-
Mark Jennings	KAP	15	20	7	11		53	10-
John Tennent	HCCC	20	7	6	8	7	48	14
Cathie McCallum			13	10	10	12	45	15-
Steve McCallum			13	10	10	12	45	15-
Len Fisher	HCCC	20	7		8	7	42	17
Jilly Hulson	HCCC	20	7	6	8		41	18-
Miles Jackson	HCCC	5	10	3	15	8	41	18-
AJ Martin	HCCC	5	10	3	15	8	41	18-
Barry Craig	X	8	9	5	6	9	37	21-
Brian Craig	HCCC	8	9	5	6	9	37	21-
Darryl Monk		12	12		12		36	23-
Sandra Monk		12	12		12		36	23-
Murray Milner				4	20	10	34	25-
Bill Peacock	HCCC			4	20	10	34	25-
Andrew Bartle	WGTV	11		9	9		29	27-
Marjorie McKee	WGTV	11		9	9		29	27-
Steve Palmer		20	7				27	29
DI Jennings	KAP		20				20	30-
Stephen Marks	BMW				3	17	20	30-
Eddie Conroy	WGTV	7	6		5		18	32-
Paul Taylor		7	6		5		18	32-
Adam Fisher	HCCC			6	4	6	16	34-
Ben Stockbridge	HCCC		8	8			16	34-
Dianne Stockbridge	HCCC		8	8			16	34-
Christina Te Punga	HCCC			15			15	37-
Paul Te Punga	HCCC			15			15	37-
Steve Budd	HCCC					12	12	39
Brian Atkins	SUNBEAM	6				5	11	40-
Marl Atkins	SUNBEAM	6				5	11	40-
Peter Petterson					4	6	10	42-
Tracey Whale					4	6	10	42-
Sam Bothamly			8				8	44
M Fisher	HCCC					7	7	45
Geoffrey Atkins		6					6	46-
Matt Irwin-Fisher				6			6	46-
Bev Boyes					3		3	48-
Mike Hodgetts				3			3	48-
Gail Milner					3		3	48-
Nell Roots	HCCC					3	3	48-

Hi, Chris Ramsay here from Hamilton car club there is a two day Hillclimb round 2 north island round 2, Saturday tarmac Pekaui road/Sunday gravel Te Ruamoana road Nutungui. Can you please post in your club newsletters or put the word out . my contact details are 0274 888-183 mobile and 07 8537 944 wk 25th & 26th February 2012

Supp regs and entry forms available now. See HCCC website or contact Leon



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### **MG Classic Racing at Manfeild.**

The highlight of my motorsport year with my Lotus 7 Replica for the past 10 years has been competing at the annual MG Classic each November. Held at Manfeild it is the largest weekend of classic motor racing in the North Island.

This year 317 classic and not so classic (future classics?) race cars turned up; a great turn out given the current economic situation and something that the MG Car Club can be very proud of. They put together an excellent and supremely well organised weekend of racing for quite a modest entry fee. Great work!

The cross section of cars covers everything from the British might of MGs (of course) Austin and the rest of BL and Rootes Group, the mighty Formula 5000's that shake the ground as they go past, muscle cars and everything else in between. If it wasn't turning up at a Tier 1 or 2 race meet; it was here!

Johnny Mines had a great weekend of close racing at the pointy end of the Historic single seaters in JRM II showing a modern Formula Ford the way to go. It was impressive to watch them duel, each driver making the most of their cars strengths.

The area of my interest is the Component Cars field where you get put if you don't have a roof, have a Japanese engine or have passed too many MG's in the past.

This year our field was sadly depleted by the Sportscar Series having a round on the same weekend, so there were only 12 entrants in my class. Sadly there were no other 1600cc cars in the group, which was a pity given that two of our club members were there in their 1600cc 7's but even though they are faster and newer than my 1982 car Grant Robinson and Jonothan Hogg were allowed to play with the Classic Saloons. Hopefully they'll be with us next year? Maybe Dave Beazer will join us too after spinning and being collected by an Escort at the hairpin?

There is something to say about being on the track with similar cars and the plus being in with the component car group, the standard of racing is generally high, which resulted in some close racing for me passing the Chevron of Paul Dickson on most corners only to have him drive the 2l Toyota powered car past me on every straight. It made for huge smiles and some good in car video.

The weekend was typical of Manfeild, with rain, sun and wind with only the sun being in short supply. Every time a group of cars without roves lined up on the dummy grid you can be sure the skies opened. Sigh...

This led to a disaster for the F5000 grid when the track went from dry to very wet on their warm up

lap and saw a major three car crash at the start of the race. Kiwi veteran driver Kenny Smith came out the worst, his just rebuilt car destroyed against the wall trapping him inside for quite a while. I'm pleased to say all the drivers escaped injury of every thing except bank accounts. The Central Districts Muscle Car group seemed to have a goal of oiling down the whole track over the weekend with a lot of engine failures and off track excursions. The efforts of the big bangers (and many of the other classics I'm sure) gave as much grip to the track as you'd find on a finely polished floor wearing soap shoes. Wet and slippery conditions gave me the best result of the weekend with a 5<sup>th</sup> place finish showing that high horse power is not always the answer. The track improved right the way through the weekend and by the last race on Sunday I equaled my best lap top at 1:24. Nice! I was also very happy to see from the in car video that I was consistently faster through the corners than the more powerful cars that wooshed past on the straights. Great fun! The weekend brought some food for thought for me. Since I really enjoy close racing I think it is time to say good bye to my trusty 7 and to move to something different. I've owned and raced my car since 1998 and it is fully sorted, but I can't fit a bigger engine to go faster and the HP is already good at over 130hp at the wheels. But since I always end up being up against the big boys it might be time to join them or try something completely different. We'll see. It's sad to think that this might be my last MG classic. I hope you enjoy the photos from the weekend. In car video is available too at [www.youtube.com/richard7k](http://www.youtube.com/richard7k).

Richard Kelly

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## BBQ RULES

It is important to refresh your memory on the etiquette of this sublime outdoor cooking activity ...

When a man volunteers to do the BBQ the following chain of events are put into motion:

Routine....

- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables, and makes dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.
- (4) The woman remains outside the compulsory three meter exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

Here comes the important part:

- (5) THE MAN PLACES THE MEAT ON THE GRILL.

More routine...

- (6) The woman goes inside to organize the plates and cutlery.
- (7) The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Important again:

- (8) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

More routine...

- (9) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- (10) After eating, the woman clears the table and does the dishes.

And most important of all:

- (11) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts..

- (12) The man asks the woman how she enjoyed 'her night off ' and upon seeing her annoyed reaction, concludes that there's just no pleasing some women!

## Wellington Motorsport Association Calendar 2012

<b>February</b>	4		Race (IRC Series Rd 4)	Manawatu	Manfeild	Nat
	5	GG?	Race (IRC Series Rd 4) Hillclimb	Manawatu Triumph	Manfeild Wallaceville Hill, Upper Hutt	Nat
	11		Race (Premier Rd 5)	Mspt Co	Manfeild	Nat
	12		Race (Premier Rd 5)	Mspt Co	Manfeild	Nat
	19	?	Rallysprint	Wairarapa	Bartons Line	RS
	20		WMSA Meeting		HVMC Clubrooms, Petone	
	25		Autocross	Hutt Valley	Silverstream	KN
<b>March</b>	1	All	Stewards Meeting			
	3		Clubsport Championship Race (Midsummer Thunder)	Southland SCC NZIGP	Teretonga Hampton Downs	
	4		Clubsport Championship Race (Midsummer Thunder)	Southland SCC NZIGP	Teretonga Hampton Downs	
	11	JR?	Gravel Sprint	Wairarapa	Tea Creek	GS
	17		Targa Bambina Hillclimb (NZ Champs)	Targa Wellington	Valley View	
	18		Hillclimb (NZ Champs)	Wellington	Alexandra Rd	DM
	24		Hillclimb	Dannevirke	Whariti	
	25		Hillclimb	Dannevirke	Whariti	
	31		Rally Whangarei (APRC/NZRC 1)	RNZ	Whangarei	Int
<b>April</b>	1	?	Rally Whangarei (APRC/NZRC 1) Intermarque Sprint Gravel Sprint	RNZ IM(?) Levin	Whangarei Manfeild Mangahao Dam	Int IM GS
	8		Autocross (Gravel)	Kapiti	Otaihanga	KN
	14		Sprint and Races Rally (Manfeild 2wd Tarmac)	Triumph Taupo Classic R	Taupo – Track 3 Manfeild	
	15		Sprint (Road and Track Rd 1)	Manawatu	Manfeild	
	22		Autocross	Hutt Valley	Silverstream	KN
	28		Race Rally Wairarapa (NZRC Rd 3)	Mspt Manawatu Rally Wairarapa	Manfeild Wairarapa	Int CRRS
	29		Race Rally Wairarapa (NZRC Rd 3)	Mspt Manawatu Rally Wairarapa	Manfeild Wairarapa	Int CRRS
<b>May</b>	9		Night Trial			
	13		Autocross (Gravel)	Kapiti	Otaihanga	
	19		MSNZ Conference		Auckland	
	20	?	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) Intermarque Sprint	Otago SCC IM(?)	Otago Manfeild	Nat IM
<b>June</b>	9		Rally Hawkes Bay Targa Rotorua	Hawkes Bay Targa	Hawkes Bay	CRRS
	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
<b>July</b>	7		Taranaki Rally (?)	Taranaki	Taranaki	CRRS
	8		Taranaki Rally (?)	Taranaki	Taranaki	CRRS
	11		Night Trial			
	15		Intermarque Sprint	IM(?)	Manfeild	IM
	22		Sprint	Levin	Kaihinau Road, Shannon	DM
<b>August</b>	4		Rally (Taupo 2WD Tarmac)	Taupo Classic R	Taupo Motorsport Park	Nat
	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) Intermarque Sprint	Rally NZ IM(?)	Gisborne Manfeild	Nat IM
<b>September</b>	12		Night Trial			
	16		Motorkhana	Harbour Capital	Silverstream	ST/VB
	23		Intermarque Sprint	IM(?)	Manfeild	IM
<b>October</b>	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	14		Autocross (Gravel)	Kapiti	Otaihanga	

**Abbreviations**

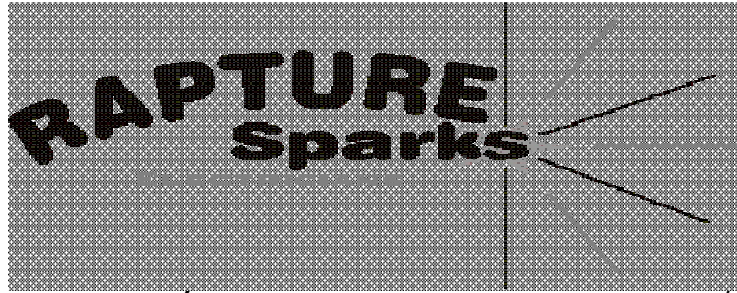
KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rallysprint Series
IM	The Surgery Intermarque Sprint Series
Nat	National meeting
NT	Night Trial Series

**Club Contacts**

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

**Stewards**

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



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The following are results from an OZ-words Competition where entrants were asked to take an Australian word, alter it by one letter only, and supply a witty definition.

Clearly, you need to be an Aussie to understand.

Billabonk: to make passionate love beside a waterhole

Bludgie: a partner who doesn't work, but is kept as a pet

Dodgeridoo: a fake indigenous artefact

Fair drinkum: good-quality Aussie wine

Flatypus: a cat that has been run over by a vehicle

Mateshit: all your flat mate's belongings, lying strewn around the floor

Shagman: an unemployed male, roaming the Australian bush in search of sexual activity

Yabble: the unintelligible language of Australian freshwater crustaceans

Bushwanker: a pretentious drongo, who reckons he's above average when it comes to handling himself in the scrub

Crackie-daks: 'hipster' tracksuit pants.

### Club merchandise

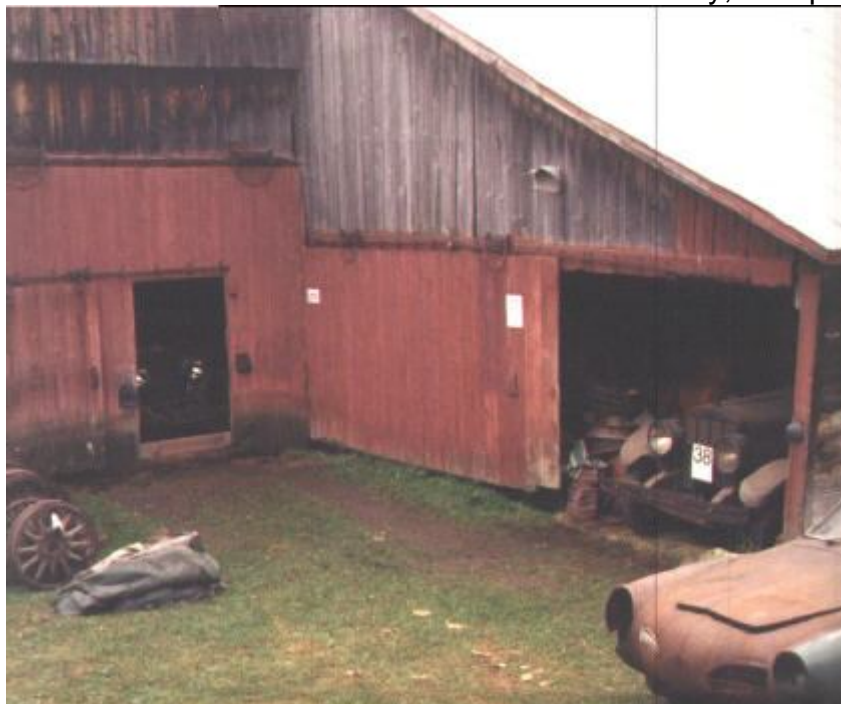
It is great to see the club shirts at events as they are quite striking; Navy blue and yellow with the club logo on the front and 'HARBOUR CAPITAL CAR CLUB' in yellow on the back. If you would like one of these shirts they are only \$45 each. I will be bringing them to events so come and see me or you can order via the website. We have hats too; they are \$20 each in navy blue with the club logo on the front.

### Meet the Millers (not enough room for all of the photos. Apologies — Ed)

#### AK Miller's Front Yard



Consider the strange story of Alex and Imogene Miller of East Orange, VT. They eked out an existence on a small farm. Alex would scrounge rusty nails from burnt buildings to repair his roof. He drove a ratty VW Beetle, and when it died, he found another even more ratty, and another, the rusting carcasses littered his yard. Alex died in 1993, and Imogene died in 1996. The local church took up a collection so they could be buried in the churchyard, and the state began the process of taking the farm for taxes. That would have been the end of a sad story, except.....



Forget the VW: a '28 Franklin (\$4500US) and a '23 HCS (\$14,500 US) lurk inside. While preparing the estate for auction, the sheriff discovered a cache of bearer bonds taped to the back of a

mirror. That triggered a comprehensive search of the house and outbuildings. The estate auction would eventually be handled by Christies, and it would bring out collectors from all over the world.



1913 Stutz Bearcat went for just \$105,000US. It must have been the bad tire. It seems that Alex Miller was a Rutgers grad, son of a wealthy financier. He lived in Montclair NJ, where he founded Miller's Flying Service in 1930. He operated a gyrocopter (look it up, it's too much of a digression) for mail and delivery service through the 30's. But the Millers had a secret, and they moved from Montclair when they needed room for it.

Step behind the wheel of a 1916 Stutz Bearcat (\$155,000 US). Choosing to live low profile, and paranoid about tax collectors, Miller moved to the farm in VT, and took his collections with him. Most of his cash had been exchanged for gold and silver bars and coins, which he buried in various locations around the farm. He carefully disassembled his gyrocopter, and stored it in an old one-room schoolhouse on his property. He then built a couple of dozen sheds and barns out of scrap lumber and recycled nails. In the sheds he put his collection.

Have to remember to clean that '20 Bearcat out of the shed (\$50,000 US). Alex Miller had an obsession with cars. Not just any cars, but Stutz cars. Blackhawks, Bearcats, Super bearcats, DV16's and 32's. He had been buying them since the 1920's. When Stutz went out of business, he bought a huge pile of spare parts, which was also carefully stored away in his sheds.

A Springfield Rolls Picadilly Roadster (\$115,000 US), made in Illinois. Sometimes, he would stray, and buy other "special cars", including Locomobiles, a Stanley, and a Springfield Rolls Royce. He never drove them. He'd simply move them into his storage sheds in the middle of the night, each car wrapped in burlap to protect it from any prying eyes. Over the years, the farm appeared to grow more and more forlorn, even as the collection was growing.

A snappy car: 1921 Stutz Bearcat (\$58,000 US). Occasionally he would sell some parts to raise cash.

Rather than dipping into his cache, he would labour for hours making copies of the original parts by hand.

Stutz factory spares. Cylinders and pistons from a brass era Stutz in foreground. Collectors knew him as a sharp trader, who had good merchandise but was prone to cheating. His neighbours had no clue at all, they thought Alex and Imogene were paupers, and often helped out with charity.



Wheelbarrow blocks a '28 Stutz Blackhawk Boattail Speedster (\$78,000 US). The auction was a three day circus, billed as the "Opening of King Stutz Tomb". It attracted celebrity collectors, as well as thousands of curiosity seekers. The proceeds were in the millions, some items went for far more than their value in the frenzy. In the end, the IRS took a hefty chunk of the cash for back taxes, which proves the old adage about the only two sure things in life....

A vanilla '31 SV16 Stutz Sedan (\$10,000)



Bargain of the show: a '29 Stutz Blackhawk sedan for \$7000 US

A beautiful Stutz DV32 Sedan (\$27,500)

A'23 HCS (\$12,000 US) lurks in the darkness of the barn

A Lebaron dual-cowl Stutz from 1929 (\$68,000US)

A '27 Stutz AA Sedan for \$6500US

1925 Stutz Speedway Six (\$9000 US)

T-Head engine in a 21 Bearcat





Anyone need a new Stutz engine? Still factory fresh.

Build a '22 Stutz touring car from this pile of parts for just \$10,000 US

Final tally:

\$2.18 million at auction, \$1 million in gold, \$75,000 in silver, \$400,000 in stock

George and Harriet decided to celebrate their 25th Wedding Anniversary with a trip to Las Vegas. When they entered the hotel/casino and registered, a sweet young woman dressed in a very short skirt became very friendly. George brushed her off.

Harriet objected, "George, that young woman was nice, and you were so rude."

"Harriet, she's a prostitute."

"I don't believe you. That sweet young thing?"

"Let's go up to our room and I'll prove it."

In their room, George called down to the desk and asked for 'Bambi' to come to Room 217. "Now," he said, "you hide in the bathroom with the door open just enough to hear us, OK?"

Soon, there was a knock on the door. George opened it and Bambi walked in, swinging her hips provocatively.

George asked, "How much do you charge?"

"\$125 basic rate, \$100 tips for special services."

Even George was taken aback. "\$125? I was thinking more in the range of \$25."

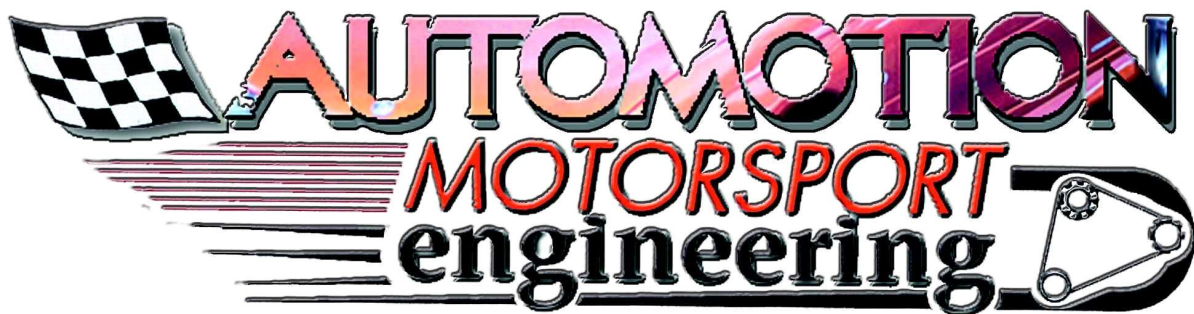
Bambi laughed derisively. "You must really be a hick if you think you can buy sex for that price."

"Well," said George, "I guess we can't do business. Goodbye."

After she left, Harriet came out of the bathroom. She said, "I just can't believe it!"

George said, "Let's forget it. We'll go have a drink, then eat dinner."

At the bar, as they sipped their cocktails, Bambi came up behind George, pointed slyly at Harriet, and said, "See what you get for \$25?"



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