



WHEELSPIN

June 2012

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	463 0461	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	johntennent@xtra.co.nz
	Andrew Thomson	027 2605 830		
	Adam Fisher	027 4577 149		
	Roger Lyon	027 4911 129		
	Leela Copping	027 2575 328		
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	021 304253	
	Adam Fisher	027 4577149		

WEBSITE: www.hccc.org.nz

COVER PHOTO

Flying Fish & Bondy @ Wairarapa

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 6th June 2012 @7:30



Very much the month of autocrossing for me!

First event out of the blocks was effectively a re-run of the HVMC Silverstream event, only with the course running anti-clockwise rather than clockwise. The major difference was that HVMC instituted a WRC style ranking system, so that people were roughly in the same starting order, as their previous finished order at the last event held there. As it wasn't the exact same field of entrants, it wasn't an exact science.

The upshot is that Neil ended up with #1 on the door of the City, and had to run first all day. This was a bit of a culture shock as he normally hides at the back of the field and attempts to run as near to last as he possibly can, as this allows the paddock maximum drying time to give him the best chance of the best possible track condition. It's not an exact science because unexpected rain, or a serious rut developing can sometimes put a thorn in the side of that particular theory. However, all that said, Neil tends to try to run last, and tends to win a lot. Draw your own conclusions.



So with the quick boys (Neil, Al, Graham, Jared) towards the front of the field, it made things a bit tighter at the fast end of the results. Neil and Al were a mere two tenths of a second apart, and Jared only a second behind the two of them. Not the usual result of Neil clearing off by a good two or three seconds over the entire field. Though I suspect that if the WRC seeding idea were to take off, there'd be quite the risk of toy throwing from the quick kids.

To be honest I had a bit of a mare of a day of it, as I was running fairly wide 15" road tyres, so there wasn't much satisfaction to be had, as understeer was the word of the day. Still, even a bad day hooning around a paddock is a heck of an improvement over a good day sitting at home doing laundry. Also being a local event, it does make for an easy day, with a relatively late start and a relatively early finish, along with not much of a commute.

Brian and I were doing another run at Rally Wairarapa the following weekend, albeit with a nervous build up as Brian's health has been a bit up and down, and at Mangahao Dam he had a bit of a confidence (and Corolla) denting sort of a day.

It was a bit of a mission getting there on time, as sorting everything onto the trailer, and sorting the trailer took a bit longer than expected. So Brian and Webster really did just sneak in during the doco reporting time. Luckily as the idea of remote scrutineering has become popular, it meant there was only paper to be checked, rather than any vehicle inspections needed.

To our amusement, we were number 69, so even if we rolled, the number would still read the same.

We took it fairly easy on Friday night, and had a moderately late start time Saturday morning. Courtesy of my usual insomnia issues, I was to be seen driving around Masterton about 7am on the search for a coffee. This meant I discovered that Masterton McDonalds had a deal going where a normal sized flat white was \$1, and to upgrade to a big flat white cost a mere 40c extra. So I ended up with the cheapest "real" coffee I've ever had (albeit, yeah, ok, it was a McCoffee, so it tasted a bit like bacon, clown, happy meal, and disgruntled employee). But it's still caffination, and was useful to prop my eyelids back open again.



As always, my memory is utterly dreadful, so I will only give snapshot comments about the event, rather than any blow by blows of stages. We had an excellent rally, and avoided the traps of stage #1 during which we passed two crashed cars, several broken cars, and one moderately stuck car (Chris and Robbo). Stage 1 was by far the most evil of the entire rally judging from the DNF list, as I believe we "passed" about six cars in stage. I think that's about the same as the entire rest of the rally combined. I still hate the long straight at the end of stage 1. There's just

nothing good about a straight that big when you're in a wee standard 1600 Corolla from the 1980's, and you're still getting your brain into rally driving mode. I've no doubt that for the really fast drivers and cars, it's a big shiny plate of fun, with bells on it.

I really enjoyed the tight sections of road, as that is where the small cars can have some fun, floating from corner to corner, with no "boring" straight bits where you wish you'd brought a turbo with you (or something to read). Our only major drama of the weekend was a pretty minor one, as it was getting almost completely dark at the end of Saturday and I was struggling to read the road instructions as we got to Masterton. Then when we got to the end, the timing crew had cleared off, leaving us with nowhere to check in. Not a big deal though, I simply presented myself to Rally HQ and they signed me off there.



The first stage of Sunday was a bit horrible for us, because the tyre pressures had climbed more than expected in touring, so the car was wanting to wander during that stage. I dropped the pressures down before stage two of Sunday, and all was well again.

Yet again the Corolla proved to be slow but steady. We had no hiccups over the weekend, and servicing was basically a case of feeding and watering the car and crew. Remarkable considering it's a stock standard 1985 or so car, with north of 200,000km on the clock. We were consistently last car on the road the whole weekend, and slowest car in the field. But hey, that just meant that we spent more time driving than everyone else.

Definitely nice roads, really not a huge amount of ruts, and not too many big rocks to dodge. If you can get to it, it is a brilliant event. I was amazed though that so few cars did both days, something like 67 cars started Saturday, and less than 40 were there Sunday. Not all were withdrawn either, was merely a case of a lot of cars simply only entered Saturday.

Next event around was the new autocross venue at Tauherenikau, which I guess we can call "Big Paddock" rather than the venue we'd used last time in the race course facility (Small Paddock?). Once again it was a pretty short commute from Wellington, and being fairly early in the morning the traffic was nice and light.

The day didn't go perfectly, because as we ran practice it became clear that at speed there were sections of the track where cars were bottoming out and launching. We had about six cars run practice, and then we called a pause, and re-set two large portions of the track to avoid some of the nasty stuff.



We'd have broken cars if we'd carried on (we broke Bill Peacocke's MR2 radiator), so I think we made the right call. If you kill cars at a venue, people don't come back, and they tell their friends. The upshot was that it ended up being a fairly tight course (sorry Stephen in the Falcon), and that we ended up cancelling practice and effectively re-starting the event at lunchtime. I appreciate your patience folks!

We had a *massive* entry of 35 starters, which I definitely had not anticipated. I'd assumed we'd get maybe 20 since it was a combination of short notice, out of town, and on the same day as Tea Creek Gravelprint (we had sought, and gained permission from Wairarapa Car Club to run the event on the same day). Stacey, Kathy and Amy did some baking, so in addition to the BBQ there was a selection of sweet treats too. I think the selection of food helped keep people from staging a revolution during the delays.

Had a surprising number of mechanical snafu's during the day, with Bill killing his radiator, Jeremy popping a wheel cylinder, and also Chelles popping a wheel cylinder. But people were definitely having fun, as we still had folk lining up to do runs as the light was fading and we were pulling in the cones.

Al took out the win, ahead of Webster, Neil Roots (in his Laser, not the City), Jared Rush, myself, and rather unexpectedly Duane Novis in his Rav4. Yup, Rav4 featuring at the top end of a speed event set of results. Go figure eh?



My last autocross for the month was up at Kapiti on an occasionally rainy day. The track had been graded, but I think maybe not rolled recently, as the top was quite soft and chewed up a bit. It didn't get badly rutted out, but it was really loose and soft which definitely slowed my slow little car down lots out of those corners!

It was a definitely giggle through the S section though as I was quite happily throttle off backing the car into all the corners. I don't know that this was the fastest way to go (well, actually, the times on the day showed me that it definitely wasn't the fastest ...) but I had an absolute ball.

I haven't seen the final results, but the pointy end did appear to be a shootout between Ashton Mealings and Graham Heath both in SR20VE powered Gti Pulsars. It was quite the Pulsar day, as well as those two, there were another two Pulsars and I think both of the other Pulsars were double entered. So basically every second car on the track was a Pulsar!

Not a single four wheel drive though! The last few events have had next to no four wheel drives entered. Which is a bit strange for loose surface autocross events.

Anyway that's where I wrap up for the month, which is a bit early in the calendar, but I'm on holiday towards the end of the month so I've had to write this article quite early.

Leon



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington
Len Fisher : -Phone 64 6 364 5336 Mobile 0274 390 308
Adam Fisher Phone 0274 577 149
Fax 64 6 364 5331
Email elfish@farmside.co.nz

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



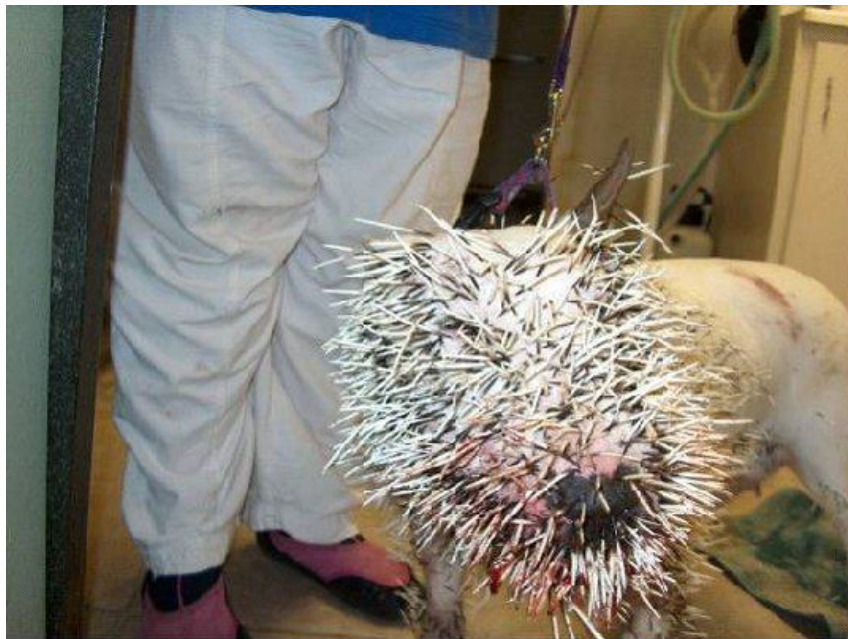
Brian Worboys' latest project?

OWWWWEEEEEE.....

A pit bull was in his backyard in southern California, minding his own business, when a porcupine invaded his territory.

The brave but stupid pit bull immediately challenged the porcupine!

Bad decision ... the porcupine won this short contest.



A vet sedated the dog and removed a total of 1,347 quills. The dog survived.

Now, tell me you had a bad day!

TRIALS

Hello folks

The start of the 2012 car trials season is almost upon us. As you know, the event originally scheduled for May was cancelled, so the first event is now in June. Below are the details of this year's series.

Now all we have to do is ensure that we have enough competitors. It's a very cheap evening's entertainment, and much better than watching television! Come along for one or two events if you can't do them all. Bring your friends and family, and encourage your clubmates to have a go. Under Motorsport NZ's rules, newcomers can compete in 2 of these events without joining a car club - and even after that, only the driver needs to belong.

Here's a summary of the programme:

Round 1 - June 13, Petone & Alicetown, organisers the Gandy family (Hutt Valley Motorsport Club).

Round 2 - July 11, Petone & Lower Hutt, organisers Carol Weston & John Rapley (Harbour Capital Car Club).

Round 3 - August 8, Petone & Hutt Valley, organisers Cathy & Mike Reid (Hutt Valley Motorsport Club).

Round 4 - September 12, Mana to Paraparaumu, organisers Dave & Mark Jennings (Kapiti Car Club).

Round 5 - October 10, tentative & subject to confirmation.

The format for the series is similar to recent years - four (or five) rounds, on the second Wednesday evening of each month from June to September (or October); documentation from 7pm, first car away at 7:30pm; entry fee \$20 per car for each round; running time is about 1 hour 30 minutes; relax over a tea or coffee afterwards.

As we have done in recent years, we will again publish class placings for each event. This enables competitors, particularly newcomers, to compare their results with others of similar experience/expertise. However, the series points towards the Honda Challenge Trophy will continue to be based on overall placings in each event, as has always been the case. Crews can nominate the class they want to be in, and the definitions below are guidelines only:

A (Novice): All members of the crew are competing in their first (approximately) 10 car trials;

B (Intermediate): Crews not in classes A or C;

C (Expert): At least one member of the crew has won a car trial in (approximately) the last 5 years.

Car trialling is a tricky sport to get used to, so if you're new to the sport, please stick with it for a few events until you get the hang of it. You might find it useful to have an experienced person in your crew for your first couple of events to explain things as you go. Look at the maps and explanations at the finish, and please talk with the organisers or other competitors if anything doesn't make sense. If you don't already have them, you should get hold of the rules (the Trials Competition Booklet, which has a section of Helpful Hints at the back). Here (I hope) is a link to it: <http://www.motorsport.org.nz/sites/default/files/motorsport/documents/Schedule-T.pdf>

For those who aren't sure of the rules for the Honda Challenge Trophy Night Trials Series, here's a summary:

All participants earn points towards the trophy, but you have to be a member of an affiliated car club to win it.

"All participants" includes competitors (drivers, navigators, timekeepers, passengers, etc) and officials (organisers, checkers, marshals, etc).

Points for each round are based on overall placings: 1st = 20, 2nd = 17, 3rd = 15, 4th = 13, 5th = 11, 6th = 10, 7th = 9, 8th = 8, 9th = 7, 10th = 6, 11th = 5, 12th = 4, all others finishing within time = 3, those finishing maximum late = 2, non-finishers = 1; organisers = 20, checkers = 12, manned checks & controls = 3.

For enquiries, email the series co-ordinator on john.rapley@mch.govt.nz or phone 562 8356 (home).

To add a name to our email contacts list (or to take a name off), just email me as above.

Please pass the word around your club, and publish something in your club's magazine.

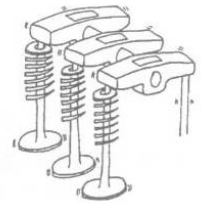
Hope to see you at the first event at 7pm on June 13. It starts and finishes at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone.

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!



NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

2nd HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

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

Nasty Bug

Every night, Harold would go down to the liquor store, get a six pack, bring it home, and drink it while he watched TV. One night, as he finished his last beer, the doorbell rang. He stumbled to the door and found a six-foot cockroach standing there. The bug grabbed him by the collar and threw him across the room, and left.

The next night, after he finished his 3rd beer, the doorbell rang.

He walked slowly to the door and found the same six-foot cockroach standing there. The big bug punched him in the stomach, then left.

The next night, after he finished his 1st beer, the doorbell rang again. The same six-foot cockroach was standing there. This time he was kneed in the groin and hit behind the ear as he doubled over in pain. Then the big bug left.

The fourth night Harold didn't drink at all. The doorbell rang. The cockroach was standing there. The bug beat the snot out of Harold and left him in a heap on the living room floor.

The following day, Harold went to see his doctor. He explained events of the preceding four nights. "

"What can I do?" he pleaded.

"Not much" he doctor replied. " There's just a nasty bug going around."

Racetech have received official distribution rights for **AeroCatch** - join the party with this introductory deal:

20% off all **AeroCatch** product if you bring this ad instore.
(138 Hutt Rd, Petone. Offer ends 30th April 2012)



BLACK OR WHITE - from \$89.99
 BLACK OR WHITE LOCKING - from \$109.99
 CARBON LOOK AVAILABLE



(04) 939 0552

sales@racetech.co.nz

www.racetech.co.nz

Rally Wairarapa 2012

1981 Toyota Starlet – Adam Fisher & Jilly Hutson

This all started when we looked at this year's events and decided it would be a Classic orientated year so pre Christmas we put in an entry for the Silver Fern Rally in November. Now we have emptied the coffers it was time to plan for what was needed to take on this escapade. We picked up another Starlet (referred from here on as the Blue Starlet) that belonged to a friend of ours in Auckland and bought it home planning on removing the engine as a spare for the collection of bits required for later in the year. As it was a complete rally car it seemed a waste to not have a play so took it to the Gravel Sprint at Mangahao Dam a few weeks ago. The diff and gearing are not that flash and we ended up going up in first gear all the 5km up the hill and after the 3rd run the clutch didn't like it so erring of the side of caution we put it back on the trailer.

Our new motor for the Starlet is under construction but the new head was taking a wee bit more time than first thought so the only option for Wairarapa was to put the motor from the Blue Starlet into the might yellow beastie and run this instead.

The biggest hassle was trying to pry this out of the blue car as it had been moved back in the engine bay but luckily it slotted into the yellow car without ;too many hassles. This had been running on Av Gas but we decided to run it on '98. A few interesting things found along the way including the thermostat that had holes drilled around the edge which was replaced with our one and a few other wee bits and bobs all was installed with days to spare before the rally. All seemed good....

We headed over on Thursday night in the Pajero with the car on the back as we were doing Recce on Friday. The boys were due over on Friday night and duly arrived but later on as there were issues with Tony Burrows car and van that had to be sorted before they finally arrived about 9pm. Tony had been at Recce with us during the day but had to go back to Wellington in the afternoon to then bring his van and car back. The delay was him putting petrol in the Diesel van.....

Saturday dawned fine with threatening drizzle but really cold so we headed off to the Solway for the start. 69 cars starting today being made up of NZRC, Rally Xtreme, Central Region, Malcolm Stewart and all comers. The first stage was out on the coast before heading back inland north to Pongaroa. Mr Thexton's day didn't start well with his car parked about 5kms from the Solway on touring. The first stage is the one with the 1.9km straight at the end which took a few scalps along the way. Tony Aimers was parked about 5km into the stage with a blown motor but we heard of the few that didn't make the finish including Piran's fire on the big straight. Reasonably uneventful for us through the first stage but the temperature was up a bit and on the second stage it came up a wee bit more and by the end of the 3rd stage we could make a cup of tea by the look of the steam coming out at the finish control.



We toured through to Pongaroa and then a bit of head scratching about what to do as we didn't want to blow the motor as it is a spare for later in the year. Now I mentioned the thermostat with the drilled out sides, well this was obviously for a reason so we removed it all together and checked it over and decided to carry on. Got to the next stage and all looked good so this seemed to have mostly fixed the problem but not completely as the water pump was pretty knackered. The next round of stages were all good with only one wee near miss with one of the darstedly 3's nearly putting us off the road, note to self must call these a bit sooner! ☺ At the start of North Rd, the classic old car syndrome was really kicking in with the starter motor crying enough. Now the overheating was under control but not totally so we got a push start from the crews behind us but had to wait till the last minute so we didn't have to idle too long before the start. That is a ripper stage with some big long straights with right handers to watch out for but fabulous bit of road.

Finished the day sitting in 2nd place in MS1 class behind Brent Miller in his DX Corolla. The motel owner managed to get us access to the workshop next door which was fabulous and thanks to one of Brendon's mates who brought over a new water pump, the work started to bring it back up for tomorrow. A few hours, new water pump, replacement starter motor and we were back on the road.

Sunday dawned fine again and after a quick wash to remove most of yesterday's mud we headed off for the start at Eketahuna. The first stage is a couple of km's north and starts across the railway line. This is a cool 9km stage with the big uphill sprint but watch out for Daniel Fecks' 4R at the top of the hill. Overheating definitely sorted with the temperature gauge sitting down where it should be. The rest of the day went well and made sure we didn't get stuck this year on the 5L >2 like last year. We were staying in second place in class Brent taking time out of us on almost every stage until the old adage of it ain't over till its over kicked in on Bartons Line when we went over what is normally the start of the sprint to find Brent parked backwards off the side of the road. Luckily he didn't do much damage as it was quite slow slide backwards after a bit too much speed into the left hander. The spectators managed to get him back on the road but the 6 minutes lost pushed us into first place in MS1.

Another great Rally Wairarapa to add to the collection we have done now. Big thanks to Brendon and Richard who have put some long hours into the car getting it ready. Next event is Rally Otago which is only 5 weeks away.

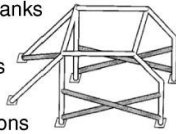
Jilly & Adam



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

Hill Specialties Motorsport Engineering

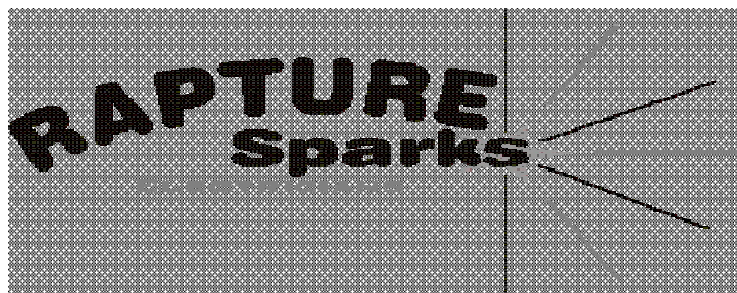
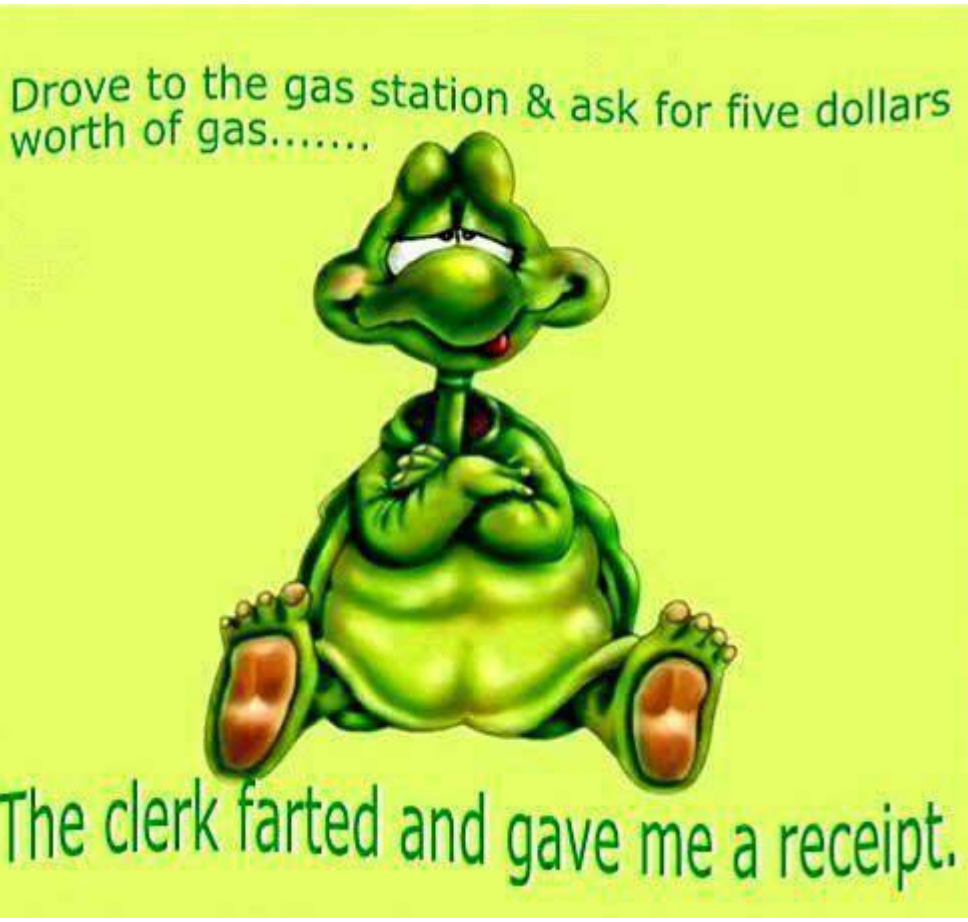
- ☞ Roll cages built to Motorsport NZ specifications
- ☞ Manufacturer of dry sump tanks, catch tanks and radiator catch tanks
- ☞ Specialist brake and suspension set ups
- ☞ Custom built extractors and pipework
- ☞ Custom built radiators to any specifications
- ☞ Specialist in intercooler pipework



**Sabelt
 Seat
 SPECIAL**

\$900

+ GST
 Plus
 Harnesses
 & full Apparel



Maintenance & Service needs.
 Residential, Commercial & Industrial

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

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

Wellington Motorsport Association Calendar 2012

June	3	Race (Winter Series)	Manawatu	Manfeild	
	9	Rally Hawkes Bay Targa Rotorua	Hawkes Bay Targa	Hawkes Bay	CRRS
	10	Targa Rotorua	Targa		
	13	Night Trial			
	17	Autocross / Motorkhana	Hutt Valley	Silverstream	KN/ST
	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) Autocross	Manawatu Kapiti	Manfeild Otaihanga	
	11	Night Trial			
	12	All	Stewards Meeting		
	14	Rally (Daybreaker)		Manawatu	CRRS
	15	AW	Intermarque Sprint	IM	IM
	22	Sprint	Levin	Kaihinou Road, Shannon	DM
	29	Autocross	Hutt Valley	Silverstream	KN
August	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
	18	70 th Anniversary Celebrations	Wellington		
	19	Autocross	Hutt Valley	Silverstream	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
September	2	Race (Winter Series)			
	12	Night Trial			
	16	Motorkhana	Harbour Capital	Silverstream	ST/VB
	23	Intermarque Sprint	IM(?)	Manfeild	IM
October	30	Sealed Sprint	Wellington	Shelley Bay	DM
	7	Gravel Sprint	Levin	Wairongomai Road, Otaki	GS
	14	Autocross (Gravel) Gravel Sprint	Kapiti Wairarapa	Otaihanga Puketiro Road	GS
	21	Sealed Sprint (Triathlon)	Hutt Valley	Port Road	DM?
	22	Autocross/Motorkhana (Triathlon)	Hutt Valley	Silverstream	KN/ST
	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
December	2	Sealed Sprint Autocross	Dannevirke Hutt Valley	Blairgowrie Road Silverstream	KN
	9	Intermarque Sprint	IM(?)	Manfeild	IM

Abbreviations

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

10 things to learn from Japan – SKYNEWS reported this a few days back.

1. THE CALM

Not a single visual of chest-beating or wild grief. Sorrow itself has been elevated.

2. THE DIGNITY

Disciplined queues for water and groceries. Not a rough word or a crude gesture. Their patience is admirable and praiseworthy.

3. THE ABILITY

The incredible architects, for instance. Buildings swayed but didn't fall.

4. THE GRACE (Selflessness)

People bought only what they needed for the present, so everybody could get something.

5. THE ORDER

No looting in shops. No honking and no overtaking on the roads. Just understanding!

6. THE SACRIFICE

Fifty workers stayed back to pump sea water in the N-reactors. How will they ever be repaid?

7. THE TENDERNESS

Restaurants cut prices. An unguarded ATM is left alone. The strong cared for the weak.

8 THE TRAINING

The old and the children, everyone knew exactly what to do. And they did just that.

9. THE MEDIA

They showed magnificent restraint in the bulletins. No silly reporters. Only calm reportage. Most of all – NO POLITICIANS TRYING TO GET CHEAP MILEAGE!

10. THE CONSCIENCE

When the power went off in a store, people put things back on the shelves and left quietly.

With their country in the midst of a colossal disaster - The Japanese citizens can teach plenty of lessons to the world.



IRISH SAUSAGE

I did not know there was such a thing

Shamus and Murphy fancied a pint or two but didn't have a lot of money between them, they could only raise the staggering sum of one Euro.

Murphy said 'Hang on, I have an idea.'

He went next door to the butcher's shop and came out with one large sausage.

Shamus said 'Are you crazy? Now we don't have any money at all!'

Murphy replied, 'Don't worry - just follow me.'

He went into the pub where he immediately ordered two pints of Guinness and two glasses of Jamieson Whisky.

Shamus said 'Now you've lost it. Do you know how much trouble we will be in? We haven't even got any money to pay for these drinks!!'

Murphy replied, with a smile. 'Don't worry I have a plan, Cheers!

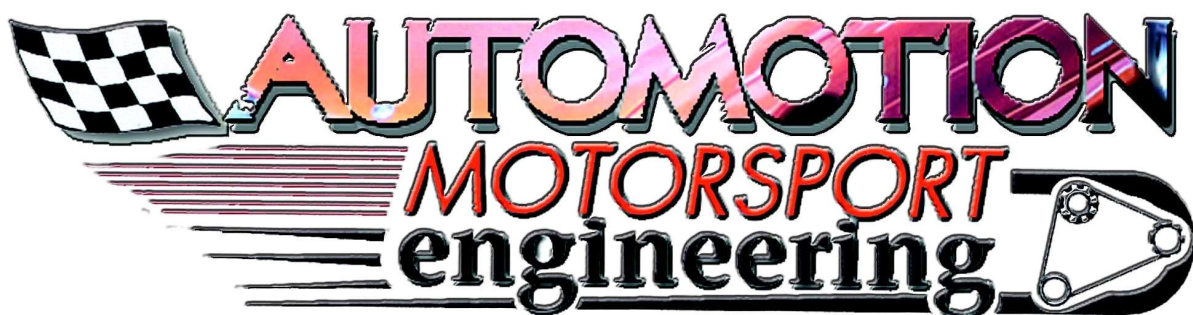
They downed their Drinks. Murphy said, 'OK, now here's the plan. I'll stick the sausage through my zipper and you go on your knees and put it in your mouth.'

The barman immediately noticed them, went berserk, and threw them out.

They continued this, pub after pub, getting more and more drunk, all for free.

At the tenth pub Shamus said 'Murphy - I don't think I can do any more of this. I'm absolutely drunk and me knees are killing me!'

Murphy said, 'How do you think I feel? I can't even remember which pub I lost the sausage in.'



Corner of Hokio & Hamaria Roads, Levin

AUTOMOTION MOTORSPORT...

STILL THE BEST ROLLCAGES AT THE BEST PRICES,
GRASS ROOTS TO TIER-1

PRICES START FROM \$1500*

*Conditions Apply – please enquire



All Motorsport Engineering – your ideas turned into reality

Phone: (06) 368-6684

Mobile: (027) 5302614

AUTOMOTION-MOTORSPORT@xtra.co.nz

Ken Douglas

P.O. Box 216

Levin 5540



This two-letter word in English has more meanings than any other two-letter word, and that word is 'UP.' It is listed in the dictionary as an [adv], [prep], [adj], [n] or [v].

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP? Why do we speak UP, and why are the officers UP for election (if There is a tie, it is a toss UP) and why is it UP to the secretary to write UP a report? We call UP our friends, brighten UP a room, polish UP the silver, warm UP the leftovers and clean UP the kitchen. We lock UP the house and fix UP the old car.

At other times, this little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing but to be dressed UP is special.

And this UP is confusing: A drain must be opened UP because it is stopped UP.

We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look UP the word UP in the dictionary. In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with (UP to) a hundred or more. When it threatens to rain, we say it is clouding UP. When the sun comes out, we say it is clearing UP. When it rains, it soaks UP the earth. When it does not rain for awhile, things dry UP. One could go on and on, but I'll wrap it UP, for now . . . my time is UP!

Oh . . . one more thing: What is the first thing you do in the morning and the last thing you do at night?

U

P!

Did that one crack you UP?

Now I'll shut UP!

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



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

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

I am prepared to help on: - (You may be contacted if help is required)

Trials	Motorkhanas	Speed	Rallies
--------	-------------	-------	---------

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

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

Amount enclosed: \$ _____

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

www.hccc.org.nz

