



# WHEELSPIN

November 2012

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

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## COVER PHOTO

Brian Craig at Wairongomai Rd  
Photo by MotorDrive (Geoff Warren)

## 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 7th November 2012 @7:30



Back into the racing again this month, which is good. I was starting to go a bit funny last month due to lack of events.



I did a spectate only day at Shelly Bay, armed with a camera and a large number of tent pegs so that I could nail my shoes to the ground. It was really the most shockingly windy day (I know, in Wellington ... nobody saw that coming).

Despite the weather it was a decent day out, and I'm glad to report that there was nobody throwing cars at the scenery during the day. The road looked to be in excellent condition, but to be fair, any gravel around would have been blown off into the sea anyway (actually, anything much smaller than a Corolla would have blown away).

The day certainly seemed to have gone very smoothly, as I think it was completely done and dusted by 1pm.



Adam Muldoon.



Dick Butters



Scott Newlands

My next mission was a drive and bludge a ride day up at Otaki, for Waiorongomai Road. It turned out to be a very pleasant day, with tons of rides on offer. I hopped in for a ride with Brendon in the Corolla, Ashton in the Pulsar, and Brian for a whole series of rides in the older Corolla.

The road had been re-gravelled not long before the event, so unfortunately the first couple of outings were dealing with massive amounts of gravel on the road, and no visible lines to follow at all. This made the big straight a bit interesting as the little front drive cars were very much floating around on top of the surface.

I kept myself amused during the day by pulling faces and waving at photographers. It's amazing the difference between the two standard engine 1600 Corolla's, and the more modern engine 2000cc variable valve timing SR20VE in the Pulsar.

If the speedo is anything like accurate, we were starting the straight in the Pulsar on more or less the top speed achieved by the Corolla's, and then accelerating. Definitely another reminder that while Corolla's are tough as old boots, they really are horribly down on power compared to – well, basically anything except a K series powered Starlet.

My last run with Brian was a bit of a chuckle. On the way back from the turn around, the Corolla had the back kicked out on one of the big ruts that had formed on the inside of the corner. The end result was that we suddenly ended up sliding straight towards where Geoff was standing up on a bank. I gather it must have looked pretty good from his point of view, as he was taking photos with one hand and giving us the thumbs up with the other hand.

The next outings for me, were the Triathlon events hosted by HVMC over the Sunday and Monday of Labour weekend. To be honest, the Corolla is actually a bit crap on Port Road, as it is a car that really likes wiggly roads where you hold momentum, rather than a series of straights and 90 degree turns. Refer previous comments about standard 4AGE engines being a hint on the slowish side.

However I'm a huge fan of the Triathlon events, and this was to be the first time that it was going to be run all on seal, so I figured that I would enter anyway ... also having not driven the car in ages, I was seriously wanting to have all the play time I could possibly get.

I went out with Andrew Thomson in the Corolla for one of his early runs, and was reminded again that I \*really\* want a six speed gearbox in my car, as he's accelerating all the time, whereas my Corolla is forever sitting in a slightly too tall second gear, and then losing all the revs as I change to third. I know having a better gearbox isn't going to make the Corolla more grunty, but it's definitely something on my shopping list for a cheap way to improve acceleration.

Andrew's car is loose as a goose when running the semi's as compared to the full slicks, so we had a nice third gear sideways on the run I went out with him. Oh yeah, once again I was having fun hamming it up for the camera's.



Photo by MotorDrive (Geoff Warren)



I'm actually not too sure where I ended up in the results at Port Road ... I think possibly I may have blocked it out to protect my ego! But I had a sensible day's racing, keeping it away from solid scary things, and no sliding around at all. Unfortunately for one driver the day didn't end

so well, with the \*immaculate\* GTR Skyline getting wrapped seriously around the Truckstop sign (which turned out to be sufficient to stop a Skyline as well as trucks). He clobbered it in the driver's side front corner hard enough to be propelled into what I gather was a 720 degree spin in the space of about ¼ of a second.

If you venture onto the Seabright forum, and look in the thread for Port Road, Geoff has compiled his photos of the accident into a little moving "gif" file. I highly recommend it to get an appreciation of just how suddenly it all goes pear shaped sometimes.



The second day of the events was where things get a little bit more realistically competitive for me, as I can generally do ok in a motorkhana and autocross.

As you know the Trentham sealed venue is very tight, and since I had some issues last time with lack of effective handbrake, I adjusted everything up as best I could, and put road tyres on the back.

There was a small field on the Monday with only 19 cars entered. With the venue being super tight, the motorkhana tests were out of necessity quite short 99.9% forward and therefore were really quick. So with a selection of tests taking about 15 seconds a run, we actually had the motorkhana done and dusted not far after 10am, and went straight into the autocross.

I was pretty happy with my run in the Motorkhana, with the car sliding the back around nicely on the handbrake, and I managed to bring the Corolla home in fourth. I'm happy with that considering my motorkhana speciality is reversing tests, and the more difficult the better ☺

The autocross layout this time allowed for tactics, with an asymmetric layout, and having the ability to decide if you did the fast barrel or the open barrel in any order meant there were some tactics afoot. Almost everyone kept their machinery away from the scenery, with the only damage I saw for the day being a Mirage suffering quite a big lock up into the kerb at the finish line.

I came in 9<sup>th</sup> in the Autocross, which is sort of my best result there ... albeit this was by far the smallest field of the three events that I've done there. But that was good enough for 7<sup>th</sup> in the triathlon. Not too bad considering the car isn't exactly ideal for the conditions.

The top three were Al, Webster, and Tim in the MR2, with very little separation in points between them, which really shows that the all tarmac running of the event makes it really tight at the top of the points table!

It's definitely an event that you guys showed some fantastic support for, with only 5 of the entries for the Triathlon being from any club than HCCC.

As you know the triathlon is laid out much the same as the Clubsport Nationals, which I always rave about, and we get a huge amount of support for. Well, the regs are out for 2013, so book some leave, as it should be magic.

The event is running at Baypark in Tauranga this year with a sealed motorkhana, sealed

autocross, and a clay sprint. The sprint is intended to be run on the clay surface of the Baypark speedway track. There is a back up plan to run on gravel if the venue does happen to be particularly wet that weekend.

So, put March 1<sup>st</sup> – 3<sup>rd</sup> down as a Friday plus a weekend where you're joining us up North. It should be wicked fun, and hopefully we can get five teams of three cars this year!

That's enough raving from me, see you some place with cars and cones.

Leon



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### Triathlon Results

Car No	Driver	Vehicle	Class	Club	Triathlon	Sprint points	Autocross points	Motorkhana points	Total points	Triathlon Placing
4	Alan Groves	Impreza WRX	E	HCCC	Y	100.00	96.44	100.00	296.44	1
42	Andrew Thomson	Corolla	B	HCCC	Y	95.22	92.90	89.49	277.61	8
18	Brent Sellens	Corolla GT	B	HCCC	Y	98.40	97.20	94.93	290.53	4
13	Craig O'Brien	Mirage	B	Manawatu	Y	94.97	88.08	93.87	276.91	11
38	Dick Butters	Subaru WRX	E	HCCC	Y	88.88	82.90	79.36	251.14	16
14	Glen Clemas	Pulsar	C	HVMC	Y	92.03	90.89	94.00	276.92	10
22	Graham Heath	Pulsar	C	HCCC	Y	98.80	92.86	97.51	289.17	5
37	Joel Hughes	Cortina	B	WTCC	Y	86.01	87.99	88.55	262.55	15
9	Leon Cast	Corolla	B	HCCC	Y	92.52	92.38	95.30	280.20	7
30	Loren Brookes	Subaru WRX	E	HCCC	Y	90.06	86.03	89.63	265.72	13
12	Matt Gaskin	Skyline	D	HVMC	Y	99.93	93.11	84.00	277.05	9
29	Mike Hodgetts	Corolla	B	Wellington	Y	85.19	76.01	70.42	231.62	17
25	Peter Collins	Corolla	B	HCCC	Y	96.60	97.43	89.22	283.25	6
34	Shane Atkinson	Civic	C	HCCC	Y	92.59	87.64	87.29	267.52	12
36	Stephen Heise	Falcon	D	HCCC	Y	90.45	86.55	88.38	265.38	14
20	Tim Steeneken	Toyota MR2	D	HCCC	Y	98.26	96.40	97.59	292.25	3
23	Webster Gough	Starlet T	D	HCCC	Y	99.34	100.00	94.00	293.33	2

From Trademe:

One of the great illicit car manoeuvres is the handbrake turn. Best delivered at about 40k in a paddock of wet grass in a short wheelbase car like a Mini or a Suzuki Swift, a handbrake turn delivers a rapid 180 degree reversal of direction that's guaranteed to pucker your freckle.

The least likely car to deliver a handbrake turn is a Mercedes - traditional preserve of the well-heeled and grey haired. And yet, that's exactly what the Daimler boys have pulled off in the world of V8 Supercars. Barely two months after pronouncing they weren't interested in the blue-collared world of V8 Supercars, the news has just emerged that three E-Class lookalikes will be sitting on the grid next year thanks to Erebus Motorsport. Merc joins Nissan as a new brand.

About a year ago I bitched about how the V8 Supercar Series had effectively become a two horse race of just Holden and Ford. But that's doubled with the addition of Nissan and now Merc. This is nothing but good news for car fans. As it is in sex, variety is the spice of life when it comes to exciting performance on the track. Kiwis know all about this and have been putting together disturbingly diverse car events for over 100 years.

One of the longest running is the MG Classic, run at Manawatu's magic Manfeild. Over two days they stage over 35 races, from V8 muscle cars and classic sports cars to pre '65 saloons and the super competitive BMW E30 class. Behind the track there's a great display of hot rods and weird stuff like Fiat Bambina with Hayabusa engines. The event also allows spectators to win hot laps in a Ferrari 458. And it's been going now for over 25 years.

We've got 10 tickets to give away to the MG Classic being held in two weeks time, so check out the competition below. Also in this month's MOD's Motors I take a look at some of the sorts of cars that participate in the event, as well as all the good oil from the faithful. So let's get into it.

# 27<sup>th</sup> MG CLUB Classic MOTOR RACE MEETING



**MANFEILD, SATURDAY 10 - SUNDAY 11 NOVEMBER 2012**



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Prince William said he didn't want the traditional fruit cake at his wedding. Prince Phillip still went.



## **Job Interview for the Warehouse**

After sorting through a stack of resumes she found four people who were equally qualified so Jennifer decided to call the four in and ask them only one question. Their answer would determine which of them would get the job.

The day came and as the four sat around the conference room table,

Jennifer asked, 'What is the fastest thing you know of?'

The first man replied, 'A THOUGHT.' It just pops into your head. There's no warning.

'That's very good!' replied Jennifer. 'And, now you sir?' she asked the second man.

'Hmmm...let me see 'A BLINK! It comes and goes and you don't know that it ever happened. A BLINK is the fastest thing I know of.'

'Excellent!' said Jennifer. 'The blink of an eye, that's a very popular cliché for speed.' She then turned to the third man, who was contemplating his reply.

'Well, out at my dad's property, you step out of the house and on the wall there's a light switch. When you flip that switch, way out across the pasture the light on the barn comes on in less than an instant. 'Yep, TURNING ON A LIGHT is the fastest thing I can think of'.

Jennifer was very impressed with the third answer and thought she had found her man. 'It's hard to beat the speed of light,' she said. Turning to Wally, the fourth and final man, Jennifer posed the same question...

Old Wally replied, 'After hearing the previous three answers, it's obvious to me that the fastest thing known is DIARRHOEA.'

'WHAT!?' said Jennifer, stunned by the response.

'Oh sure', said Wally. 'You see, the other day I wasn't feeling so good, and I ran for the bathroom, but before I could THINK, BLINK, or TURN ON THE LIGHT, I had already shit myself..'

Wally is now working at a Warehouse near you!

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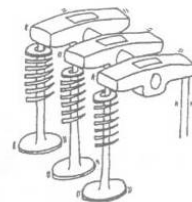
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Last night I reached for my liquid Viagra and accidentally swigged from a bottle of whiteout. I woke up this morning with a huge correction.

# Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!



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

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**More events coming: January 20th, Millstream Rd Gravel Sprint**

**Feb 17th Tararua Rd Gravel Sprint**

**March 9th & 10th Whariti Hillclimb**

## GET MARRIED IN HEAVEN.

On their way to get married, a young Catholic couple is involved in a fatal car accident. The couple find themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven. While waiting, they begin to wonder: Could they possibly get married in Heaven?

When St. Peter showed up, they asked him. St. Peter said, 'I don't know. This is the first time anyone has asked. Let me go find out,' and he leaves.

The couple sat and waited, and waited. Two months passed and the couples are still waiting. As they waited, they discussed that if they were allowed to get married in Heaven, what was the eternal aspect of it all. 'What if it doesn't work?' they wondered, 'Are we stuck together forever?'

After yet another month, St. Peter finally returns, looking somewhat bedraggled..

'Yes,' he informs the couple, 'you can get married in Heaven.'

'Great!' said the couple, 'But we were just wondering, what if things don't work out? Could we also get a divorce in Heaven?'

St. Peter, red-faced with anger, slammed his clipboard onto the ground.

'What's wrong?' ; Asked the frightened couple.

'OH, COME ON!', St. Peter shouted, 'It took me three months to find a priest up here!

Do you have any idea how long it'll take me to find a Lawyer?!'

# Press a button and pray it's the right one

*Citroën C5 2. 7HDi V6 Exclusive (Another brilliant Jeremy Clarkson missive)*

My eyes don't work any more. When I dial a number on my mobile, it's only through sheer blind luck that I get through to the right person. And as for texts forget it. Then there's the bothersome business of going out to eat. Most restaurants provide mood lighting, which is wonderful if you are dining with a moose but not so wonderful if as is normal the menu is printed in the sort of typeface that's usually seen on microdots. Mostly, I just point and hope that I've managed to miss the marzipan pie with grated butter beans.

Of course, I should go to the opticians but I'm afraid this isn't possible because, before giving me a pair of spectacles, they will look into my eyes with machinery and here we hit on the problem.

I'm not a squeamish man. I am never unduly troubled by scenes on the news that the BBC's editorial policy unit has deemed worthy of a warning about 'graphic violence and bloodshed'. I can kill a chicken. I could amputate a gangrenous leg. I can even graze the internet and not be constantly fearful that I'm going to be so revolted by something that pops onto the screen that I'll vomit into the keyboard.

But eyes? No. I can't even think about them without going queasy. When my daughter needed an operation to correct a squint, the doctor explained the procedure to me, after which I had to be brought round with smelling salts. I have to fast-forward 'that bit' in *Kill Bill 2*, and I have never once used eye drops. It would be impossible.

As a result of all this, I buy my reading glasses from the only shops I ever visit, which are in airport departure lounges. This is not easy because the instructions you have to follow before deciding what sort of lens you need are printed in a typeface smaller than most bacteria.

Consequently, I usually end up with a pair of specs that require me to position a book six seats in front of where I'm sitting on the plane. Or so close to my face that it actually squashes my nose.

And here's the really bad bit. The glasses you buy over the counter are a big joke — one that's being played by the Chinese, I expect. They are held together with nuts and bolts so small that when they come undone and they do, all the time you need a carbon nanotube to do them up again. And, of course, you don't have a carbon nanotube with you because you're on a plane, and such things along with shampoo and tennis rackets aren't allowed on planes. What's more, you don't even have your reading glasses because they're in four pieces on your left knee.

I wouldn't mind, but even if you are not squeamish about eyes, and you make regular trips to the opticians and have a pair of lenses that are perfectly suited to your particular condition, you will look like an ocean-going idiot.

Everyone chooses their specs to make a statement — to make them look interesting or sexy or wise — whereas in fact all spectacles do is tell the world that your body doesn't work properly. Choosing purple frames merely highlights that fact. It's like being diagnosed with erectile dysfunction and then buying trousers that have no fly.

So, maybe the only solution is that we do without glasses and spend the rest of our lives with a headache from the strain, eating marzipan and butter beans. Or that the worlds of industry and catering accept that half of their customers struggle with anything smaller than 72-point bold type, and that they reprint their instructions and menus to suit.

This brings me nicely to the dashboard of the new Citroën C5. My demonstrator had a 7-inch 16:9 television screen with a built-in GSM telephone, a radio, a CD player, iPod connectivity, a 10GB hard drive to store music and GPS navigation with traffic alerts and a bird's-eye-view map.

In addition, there was an electronic parking brake (complete with a system that prevents the car rolling back on hill starts), cruise control and an adjustable speed limiter. And then, in no particular order, I had parking sensors, electrically adjusted seats that vibrate if you stray out of your lane, directional headlamps, switchable suspension, ride-height adjustment, traction control, a dual-zone air-conditioning system, hazard warning lights that come on when you brake hard, an electronic stability program, an electrochrome rear-view mirror, rain-sensing wipers, dark-sensing headlamps, a trip computer, a tyre-pressure monitor...

This car made a Mercedes S-class look like the back end of a Cornish cave, and while that's wonderful, unfortunately all of these things have to be operated with buttons that are mostly the size of pinheads because that's the only way they can get them all in. It is therefore impossible to find them and even more impossible to read what any of them do, at least not without reaching for your reading glasses, which is tricky when you're on the move.

Honestly, in a whole week I was unable to activate the satnav and any attempt to set the cruise control usually resulted in Ken Bruce being replaced by traction control. To operate the horn you ideally need a head torch and a cocktail stick

However, I could clearly see that the new C5 was a very handsome car. It sits among other four-door saloons from BMW, Audi, Ford, Honda, and so on looking much like Angelina Jolie would while sitting in a Wakefield bus queue.

What's more, we are told it's no longer built by uninterested Algerians in a factory made from straw, and that as a result it is somehow German. Obviously, there's no way of knowing at this stage whether any of this is true, but I doubt that it is. The French have never been able to make a car that lasts, any more than the Germans have been able to make a soufflé.

What is certain is that the C5 is more comfortable than any German rival. My test car had hydropneumatic suspension, which really does isolate you from the pain of a badly made road. It also means it handles like a blancmange, although to get round that problem you can reach for the 'sport' button which turns on the CD player.

I liked driving this car. I liked looking at it. I liked the sheer surprise of pressing a button and then trying to work out what I'd done. There's one obstacle, however, that I'd have to jump before I signed on the dotted line.

In the past few years, Citroën has struggled to make its products popular in Britain. Or indeed anywhere where people walk on their back legs. So, to get round that, it's indulged in a business strategy that most experts would call 'a bit daft'.

First, it has offered its cars at enticingly low prices and then garnished them with cash backs, 0 per cent finance and the promise of a Thai massage for everyone buying one before the end of May. I sometimes get the impression there are so many incentives on a Citroën C3, for example, that if you buy one the dealer will give you £40. And some of his daughters.

Of course, this policy doesn't really work for you because if you can buy a Citroën new for minus £40, what's it going to be worth when you want to sell? And obviously, it doesn't work for Citroën either, but that hasn't stopped the company. In about five minutes I found a Citroën dealer willing to offer me a new C5 with well over a thousand quid knocked off its list price.

Of course, there was probably some detailed small print attached to the offer. But, needless to say, I couldn't have read it.

11 May2008

Bloke comes home to find his son sitting on the couch, grinning from ear to ear. "What are you so happy about?" he asked. "I just shagged the girl next door" he says proudly. "Well done son. I hope you were wearing something." "Yup" he replied. "A balaclava."

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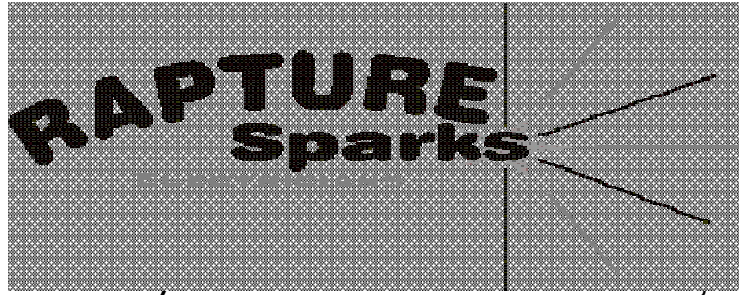


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### FATHER

A little boy got on the bus, sat next to a man reading a book, and noticed he had his collar on backwards. The little boy asked why he wore his collar backwards.

The man, who was a priest, said, 'I am a Father'

The little boy replied, 'My Daddy doesn't wear his collar like that.'

The priest looked up from his book and answered, "I am the Father of many.'

The boy said, "My Dad has 4 boys, 4 girls and two grandchildren and he doesn't wear his collar that way!"

The priest, getting impatient, said. 'I am the Father of hundreds', and went back to reading his book.

The little boy sat quietly thinking for a while, then leaned over and said, "Maybe you should wear a condom, and put your pants on backwards instead of your collar.."



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A hangover is the wrath of grapes.

## Wellington Motorsport Association Calendar 2013

Hi Team,

I have attached the draft 2013 calendar as far as I have got it at present. It is somewhat of a mission getting the details from the Motorsport Website for this purpose - much more time consuming than previously, so I have not done the whole year because I have just not had the time.

You will note that there are a couple of clashes (highlighted in yellow). I would welcome some suggestions from the relevant clubs as to how they propose to handle these - the most obvious and serious is the Tararua Road Gravel Sprint (Dannevirke CC) and Bartons Line Rallysprint (Wairarapa CC) on the same day (17th February). It would be a shame if the two were run at the same time depleting potential competitor pools for each event.

### Wayne Gair

Month	Date	Steward	Event Type	Club	Venue	Status
<b>January</b>	5					
	20		Gravel Sprint	Dannevirke	Millstream Road, Weber	
	21		Sealed Sprint	Hutt Valley	Port Road	DM
	26		Race (IRC Round 4)		Taupo	
	27		Race (IRC Round 4)		Taupo	
<b>February</b>	2		Race (IRC Round 5)		Hampton Downs	
	3		Race (IRC Round 5)		Hampton Downs	
	9		Race (Championship Round 3)		Manfield	
	10		Race (Championship Round 3)		Manfield	
	17		Rallysprint Autocross (grass) Gravel Sprint	Wairarapa Hutt Valley Dannevirke	Bartons Line Silverstream Tararua Road	RS KN
	23		Race (IRC Round 6)		Manfield	
<b>March</b>	24		Race (IRC Round 6)		Manfield	
	2					
	9		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	10		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	17		Autocross / Motorkhana (grass)	Hutt Valley	Silverstream	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	
	<b>April</b>	6				
13			Rally (Racetech 2WD) Rally (NZRC Round 1)		Manfield 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

#### 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

**Paddy is said to be shocked at finding out all his cows have Bluetongue. "Be Jaysus!" he said, "I didn't even know they had mobile phones!"**

## **Trials**

Hello folks

Attached are the results of last week's car trial, fifth and final round of this year's series. Thanks to Wayne Gair and Dianne McDonald for a good event with plenty of challenges.

Congratulations to Ken Douglas and Marcia Haggerty, 1st overall and 1st in the Expert class. Congratulations also to Jilly Hutson and Len Fisher and Brian Craig, 3rd overall and 1st in the Intermediate class; and also to Gareth Cooper and Natalie & Deb & Mike Gray, 1st in the Novice class.

Congratulations to Wayne Gair & Dianne McDonald, deserving winners of this year's series by a wide margin. Here are the unofficial series points for 2012:

97 Wayne Gair, Dianne McDonald  
79 John Rapley  
71 Cathy Reid, Mike Reid  
69 Dave Jennings, Gordon Gandy  
68 Mark Jennings  
62 AJ Martin  
61 Sue Gandy, Brian Craig  
60 Steve McCallum, Cathie McCallum  
52 Denise Gandy  
41 Len Fisher, Jilly Hutson  
40 Ken Douglas, Marcia Haggerty, Gareth Cooper  
34 Andrew Bartle, Marjorie McKee  
33 Natalie Gray  
28 Bill Peacocke  
26 Tim Dempsey, Bill Pearce  
and then several others who did only one or two events.  
cheers, John

WELLINGTON MOTORSPORT ASSOCIATION

OCTOBER NIGHT TRIAL 2012



### SUMMARY OF RESULTS

No	Driver	Navigators	Crew	Club	Points	Class	Class Place	O'all Place
1	Denise Gandy	Sue Gandy	Gordon Gandy	Hutt Valley	62	Expert	4	5
2	Natalie Gray	Gareth Cooper	Deb Gray / Mike Gray	Harbour Capital	225	Novice	1	7
3	Ken Douglas	Marcia Haggerty		Levin	22	Expert	1	1
4	Cathy Reid	Mike Reid		Hutt Valley	64	Expert	5	6
5	Tim Dempsey	Bill Pearce		Hutt Valley	254	Novice	2	8
6	John Rapley	AJ Martin		Harbour Capital	49	Expert	2	2
7	Jilly Hutson	Len Fisher	Brian Craig	Harbour Capital	50	Intermed.	1	3
8	Mark Jennings	Dave Jennings		Kapiti	59	Expert	3	4
9								

Notes: Our thanks to Eddie Conroy for capably manning the Control in Papakowhai Road

A very well deserved win by Marcia Haggerty and Ken Douglas who were first into the final Control and who clearly enjoyed the event. I was also impressed by the performance of the newly reformatted Team O'Makinen, despite the lack of legroom in the back of a Starlet for Brian's long legs.

Dianne and Wayne, Team Peugeot

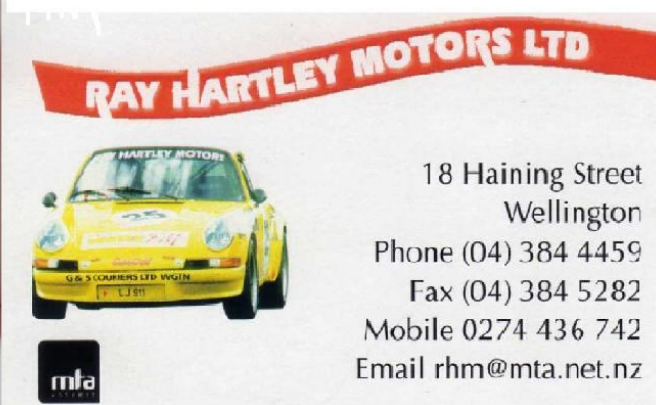
Paddy, the electrician, got sacked from the US prison service for not servicing the electric chair.  
He said in his professional opinion it was a death trap!





1KG fire extinguishers with double straps as required from 01/01/2013

Now in stock \$80.00



## Targa 2012

I was fortunate enough to be asked to co-drive for a day on Targa, with Graham Wong, since his usual co-driver George Paterson had to be in Wellington for an important meeting during the Taranaki day. Of course I jumped to it, since the Whangamomona road has been on my bucket list for some time, I've driven it several times as a tourist but never raced it. What a wonderful day!

Graham is an experienced Targa driver, starting about 2006 in a Civic, and moving to a WRX in 2008,

The weather was fantastic, clear blue skies with views of Taranaki and Ruapehu, so needless to say I had a fabulous day and Graham drove really well to achieve 6<sup>th</sup> overall and first in class.

We finished in Taupo on Wednesday night, and received a call from George to ask if I could continue to Taihape on Thursday morning, so another great day was in store, with fine weather (though windy) and after Taihape I went on to service at Marton and spectating at "Cops Corner", where I was able to watch Graham and George from the outside.

A great time,

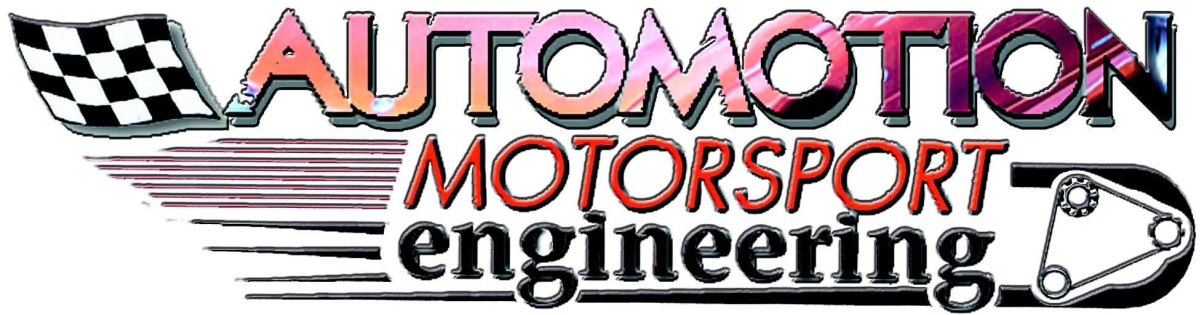


After Friday Graham had moved up to 5<sup>th</sup> overall.

Thanks to Graham and George and Marty Bertelsen and Brendon Young who were servicing.

Flying Fish

Reading while sunbathing makes you well red.



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Ken Douglas  
P.O. Box 216  
Levin 5540

Two Irish couples decided to swap partners for the night.  
After 3 hours of amazing sex, Paddy says "I wonder how the girls are getting on".



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**Make & Model or car / s**

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Rallies			
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Social Events etc			

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Trials	Motorkhanas	Speed	Rallies
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Flying Fish's fotos from Wairongomai Rd

