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WHEELSPIN

April 2013

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		johntennent@xtra.co.nz
	Andrew Thomson	027 2605 830		
	Adam Fisher	027 4577 149		
	Roger Lyon	027 4911 129		
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 6, Macalister Pl, Miramar
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

Harbour Capital Car Club Clubnight
First Wednesday of the month : 1841 Disraeli Street Johnsonville

Committee Meeting 3rd Wednesday of the month, 1841 Disraeli Street Johnsonville, 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

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday the 3rd April 2013 @7:30



0413 HCCC

It was a good sort of a month for car stuff!

With the Clubsport Nationals being in the North Island this year, there was always going to be a pretty decent HCCC contingent attending. I was pretty pleased when we ended up with ten entries, as that meant we represented almost a third of the field!

Webster in the repainted Starlet, Al and Loren in Sti Coupes, Pete and I in Corolla's, Jilly and Adam in the front drive Starlet, Callum and Ross in the Charade, and Neil in Sparrow the City.

The drive North was a convoy of myself, Al, Loren and Pete. I'd been dreading the drive, as 500km each way in my race car was going to be not the most comfortable of experiences, but other than the unbelievable heat it was actually a good drive. Though the Momo seat is a bit shy on lumbar support for that sort of a mission. Had a bit of puncture drama on the way up, and had to drive from Taupo to Rotovegas with my semi slicks, on the front, but luckily got the road rubber sorted in about 20 minutes in 'vegas once we found a tyre shop. As I pulled into the workshop it looked a bit like the boys were all into Friday smoko finish mode, and I thought I was going to be turned away ... but the appeal of a caged car to a bunch of petrolheads is quite high, so I ended up with several of their guys all working on the car. Not quite a Nascar style pit stop, but not far off it.

The accommodation that Jilly found us was very nice, and quiet too! There was a bit of a scary corner involved in getting in, for the guys with car trailers. But that was just the universe taking revenge on them for having a nice comfortable drive to Tauranga!

The entire event was within the Baypark venue, right from scrutineering on Friday all the way through to prizegiving on Sunday night. It's an amazing venue, and I was deeply jealous.

The Motorkhana and Autocross were both held in the car park, and had a few challenges! There are some quite exciting drain and gutter moments in that park, with one car actually smashing a wheel during the motorkhana.

I had a bit of a shocker in the motorkhana, as the Corolla handbrake simply isn't good enough to lock up the back on a high traction surface, and the carpark was like superglue! At one

stage I ended up pointed at a building, with both hands on the handbrake as I tried to get the back of the car to come around. I also dropped into a drain, and ended up with a rub mark that went about $\frac{3}{4}$ of the way up the sidewall, so I wasn't too far off adding myself to the wheel damage statistics. Thank goodness for 60 profile tyres, and about 45psi in them.

It definitely wasn't my morning, as I couldn't get the car to spin, not even in the tests that had Hopkirks (aka: J'turns). So that was highly frustrating, as that is typically where I make up a ton of time on the rest of the field. Then on the exit to the tight corners, the car was just getting all of the grip and bogging down. In hindsight, I probably would have had a better day of it if I'd left road tyres on all round, as compared to running semi's on the front and road rubber on the back. At least that way I'd have been able to launch it out of slow corners with a bit of wheelspin. I finished up in a fairly mediocre 8th place, which is down from where I wanted to be.

Brent Reddington put in an utterly dominant drive in his vtec repowered Honda City, pulling out an 8% lead on the next competitor (Neil, in the other City), then Adam, Al, and myself took out places 6 through to 8 for HCCC.

Al had a bit of a rough one, as he killed an engine mount in the Sti, which meant a big engine shake and funny noises for the rest of that day, despite a temporary fix. Webster was stymied in the motorkhana too, with one test that brought him to a protracted halt in both runs as he had to search for a cog in the gearbox going in the right direction.

We had a break for lunch, while a team of people dived under Al's car to diagnose the funny noises, and frantically try to tighten things and generally hold them together again with wire and swearwords.

The autocross was utterly brilliant, and for me, the highlight of the weekend. It used almost every inch of a large car park, and then out of the carpark and down an exit road!

Huge course and took over two minutes to complete for everyone except the fastest competitor! Kind of complicated, as sealed ones always are, because you don't end up with wheel tracks to follow, and the ground was so grippy we weren't even particularly putting down skid marks.

The final bit of the course involved turning out of the carpark, down a "kerb" (not actually a kerb, but a driveway exit ramp sort of a deal) and then doing a wee slalom down a different surface, with a massive fence on one side and the back of the speedway seating on the other side. The pucker factor was intense, especially as you couldn't see your next set of cones as you came around the corner, and until you had it memorised the natural inclination would actually put you on the wrong side of the road.

I put down a reasonably solid time in my second timed run, so I went utterly balls to the wall in run three, hugging every cone as much as I could, and chopping it back to first on all the slow corners (did I mention how much I love the synchro to first on my race car ... that gearbox has done almost ten years of club car use now, and is utterly untouched from how I bought it, and still has the best first gear synchro I've encountered). It was all going swimmingly until a cone on the last slalom at the finish line, at which stage I clipped a cone. Bugger! Oh well, that dropped me from 8th place, down to 19th. However I was still pretty pleased, as I reckon there is no way such a standard car should be getting a result as good as 8th anyway.

As it turned out, the autocross was definitely a great event for the HCCC crew, with five of the top nine cars being HCCC. Pete pulled out an utter blinder to bring his Corolla home second, and despite a big misfire Al brought the "wired together" Sti home in third.

Meantime, Callum McKenzie had quietly taken fastest Junior in both the Motorkhana, and Autocross events.

I reckon that the autocross by itself was very nearly worth the 500k drive.

Day two dawned with a pleasant dose of cloud cover, somewhat of a relief after the oven temperatures in the carpark on Saturday. The course was set up on the Speedway oval, with two chicanes (one before the start of the back straight, one at the end of the back straight). So much of the course was really quick, and on a very variable surface. Parts of the track were hard like polished brick, whilst the long fast corner onto the start finish straight was relatively cut up and slippery.

Red dust was the feature of the day! Oh my god it just got everywhere!!!!

Even with the windows up and the fan on recirculating the whole inside of the Corolla went slightly red, and I ended with dust in my eyes, ears, and nose.

Drifting the Corolla on semi slicks through the dust was well exciting, and then at the end of the fast straight grabbing third and accelerating towards a VERY solid looking concrete wall was a bit nervous making.

One of the locals put on a profoundly convincing display of what can go wrong, as he chucked his newly built WRX club car sideways into the wall on the fast corner. It made a hell of a mess of the car, and it went straight onto a trailer and was taken away. Seeing that made me button off another 10%.

We again ended up with a solid club showing in the bent sprint, with Al in third, Webster, Adam, Pete, and Ross all in the top ten.

At the end of the event, Brent took out the overall win, as he couldn't be pegged back from the massive motorkhana lead. Al finished 3rd, Pete 4th, Neil 5th, Webster 8th, and Adam 10th. So a good representation in the pointy end of the field, whilst Callum continued his clean sweep of the juniors, and is now the Junior Clubsport champion! So we've got a national champion in the club once again.

Motorsport Bay Of Plenty put on a brilliant weekend, on a nice venue. The social side of things was excellent, and all of our club entrants started and finished the weekend (and got home again safely).

My next motoring adventure wasn't motorsport at all, I ended up buying an MX5 in Auckland that needed some work (typically, it needed more work than expected!). So I took a Friday off work, flew up to Auckland, and drove this MX5 home again via Otorohanga, Taumaranui, National Park, and the wiggly road towards Wanganui.

I managed to pick a stinking hot day for the trip, so it was shorts, t-shirt, sunhat, roof down, fan on full blast most the way home. Even with all that lot, I was dripping sweat for many hours of driving! Driving via the backroads was great fun, some nice sections of empty road especially from Taumaranui south, until rejoining SH1 at Bulls.

I highly recommend it as a nice alternative to the deadly dull SH1 route between here and Auckland, and I don't think it really added too much in the way of time to the journey. Plus the roads from National Park south were just the bees knees, especially from about 60km North of Wanganui. An MX5 (even on fairly low budget rubber) is exceedingly well suited to the endless series of 75k and 60k posted corners.

So now there's an MX5 up on axle stands in the garage whilst I chase oil leaks, put new brakes in it, and try to track down the bits needed to repair the roof. I've had three 1600cc MX5's before, and this one is my first 1800cc ... it is amazing the difference in general driveability that the bigger engine gives you. I'm well impressed thus far.

Though I am sure that as the bills and hassles mount, the memory of the nice drive will fade ...

Lucky last for me for the month was scrutineering and then taking some photo's at Mt Vic. Bumper crop of entries with 60 people and a wait list! Certainly made scrutineering quite busy, as most of the cars needed scrutineering to carry passengers! Then of course it's at the yard at the end of a dead end road. Suffice to say I had to spend a while untangling the parked cars and chasing people away after they had been scrutineered! That's the downside of it generally being a social group, even when they're done, they tend to chat to friends afterwards.

The event turned out to be quite challenging, as Murphy and his Law decided that this was going to be the day the drought broke (note: just AFTER I bought a convertible with a damaged roof, thanks a bunch Murphy). So after six weeks of dry, the road wasn't thrilled by the rain and everything turned incredibly slippery.

Most cars were having considerable difficulty getting off the line, so massive wheelspin to the first corner was a popular option.

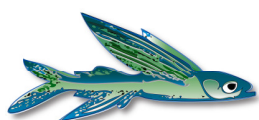
A couple of Legacy's collected the scenery, one solidly, and one lightly. So also did a rather beautiful Austin Healey, which was unfortunate. No driver's were injured though.

The results suggest it was a bit of a four wheel drive charity event though, with I think the top five positions going to the 4x4 class.

As far as future events go, I see that Daybreaker Rally is going to a different format ... starting at midnight and running through the night. Now *that* is going to present some challenges for the people who haven't done night stages before!

That's it from me for now
See you somewhere running over cones

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
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ClubSport National Champs

They always seem to creep up on you suddenly. 1st they're months away then they're next week. And with work and home being extra busy, preparation was truncated to a minimum. I found 6x tyres to take up, packed some clothes and didn't wash the car because it was going to get dirty driving up to Tauranga anyway.

The drive up was hot. Loren, Pete, Leon and I went up in a loose group. Some took detours into coffee shops, some got flat tyres, some when ahead, some doubled back. It was a relaxed trip. We arrived safely at the destination in good time. Scrutineering was sensible and worked well. As usual the tyre rules were dicky and prevented some normal tyres from being used on a clay surface. Anyway, everyone coped fine with that. For the 1st time I can remember, scrutineering wasn't done on 100% of the cars, just the normal weekend selection criteria. That sped up things a lot. Briefing for the motorkhana was at 8pm Friday night. It was over by 8:15ish and our Harbour Capital motel group of 9 went to the supermarket and shopped for

weekend food. Had time to catch up with everyone (Loren, Pete, Leon, Neil, Webster, John, Jilly, Adam, me) back at the motel. Thanks to Jilly for organising that.

The next morning we parked up in a real dedicated pit area next to Baypark Stadium. There was plenty of space and some of us early arrivals got some shade. It was a hot weekend – 28-29 degrees both days. I was in a group with Jilly, Adam, Webster and Brent (eventual winner, but we always knew that). The motorkhana was laid out on a huge concrete pit area that had been used the previous weekend for some drifting champs. They'd laid a lot of rubber on the concrete. The organisers had to make it good and sandblasted off the rubber. Unfortunately the sandblasted concrete was incredibly grippy, compared to the normal weathered concrete. Overall, this was the grippiest surface I've ever raced on.

The motorkhana courses were (for those who want to know) slingshot, big M, sabrina, cyclops, longnose, hopkirk. On a sealed surface, motorkhanas are more difficult than grass, and on this really surface they were even harder. I'd brought some old hard tyres for the rear so I could do handbrake 180's. The 1st 4 tests went well and I was 3rd at the ½ way point. At the 5th test, I did a handbrake turn and the front of the car made a huge metal on metal clanking noise that was heard all through the car park. We had a look but couldn't see anything obvious. Did the last course (hopkirk) with this huge noise and was so distracted by it I missed the turning and reversing points badly. Ended up making a hash of both runs but got a slow time. Got 7th for the motorkhana and that's ok for a car that's about twice as heavy as some others.

At luntime, Webster, Brent and Greg found a very broken engine mount on LHS. The mount had unsandwiched itself and also the engine part had jumped out and was hammering itself on top of the entire mount. They loosened the mounts and re-inserted the engine part back into the middle of the mount. The sandwich was still broken but it was in the right place and the engine no longer rotated counterclockwise by 25mm in the engine bay.

The autocross was in the afternoon and it was the biggest autocross I've seen outside of farm autocrosses. It ducked and dived around the huge concrete pit area twice then went round the back of the arena and up an access road onto tarmac and then finished. It looked fast, but really was not because they were many changes of direction. Have put up a run on youtube, user 'MrAl356' if you want to see it. 1st run was a sighter and I missed a set of cones and also came out of another corner and circled around until I found where to go next. I got a WW. The 2nd run I put the centre diff to the normal setting of between the rear and the middle which is normally quite neutral but for some reason it made the front push badly and I overshot a corner trying to turn into it so I circled back and went round the corner the right way to get a valid but slow time. There was no practise run so the next run was also the last. I put the diff to the rearest setting to help the turning bit and drove the correct way round. Had a moment after the concrete area, drove over the gutter onto the tarseal a bit quick and locked the fronts up for a metre or so, regrouped ie didn't hit the fenceposts, and went through the last slalom. Went from a WW, to a really slow time (with 360 deg) to 3rd fastest behind Pete. While all that was going on, the engine mount was just not so quietly banging about under acceleration and deceleration. Under acceleration it must have been triggering the knock sensor continuously because the engine was not going over 5000rpm and it was dumping fuel out the exhaust and missing and backfiring like crazy. Someone mentioned 'sandbagging' but it wasn't actually like that. It was more good luck that I got a run in when it counted. That's my story and I'm sticking to it.

That night Dave Louglin (builder of the world's fastest maori's world's 1st twin turbo H6 Impreza) gave me an old but good engine mount and installed it too. Apparently this engine mount on the LHS is the one that pulls apart because the engine rotates clockwise under power and lifts this side up. There's an \$800 WRC STI replacement mount which I'm not getting. Dave makes a captive replacement so he'll make one and send it down. Currently the car's got an old rally car mount that's seen 3 years rally work. It's still better than mine because it's not broken.

The next day we had the bent sprint on the speedway track itself. The start was at the beginning of the front straight. ¾ the way round the 1st bend there was a chicane and another one at the end of the back straight. The chicanes were tight and small cars benefitted from that. Higher power cars benefitted from the last corner and the front straight. We went round 5x per run.

Again it was no practice and 3 timed runs. If anyone hit a cone, the run was a DQ. This was to discourage people from driving onto the centre field grass paddock because it's a rugby pitch

and the Chiefs and the Cheetahs were going to play there soon.

The 1st run was a sighter, trying to find any grip. There was a loose dusty surface and many people were putting on road tyres to get more grip. I was undecided but what swung me to semi-slicks was that 4wd would help with grip and it would be fun whatever happened. The 2nd run went ok, was 20sec faster and the last run was 4sec faster again. Got 3rd again. Someone in a grey Impreza hit the wall and bent the bodyshell having just re-shelled from a rolled Legacy. He had for-sale signs on his car too.

The prizegiving meal that night had good food and the bar was open. I owed a lot of people a lot of drinks for helping with the car.

The next day we all went our own way with some leaving as early as 5am. Most left around 8am. Neil and I buddied around doing some chores then he headed off to Auckland for the 2nd ½ of his holiday and I went to the Mount to see an old school friend who I've not seen for we think 14 years. Had a great catch-up and he works in an autospares shop that sells Subaru parts, among others, so I had a rummage around and bought some brake calipers. Tempted by an HKS front mount intercooler and plumbing plus oil cooler modine but the car runs well enough already so maybe not this time. Left Tauranga for home the next morning very tired after all late nights and early mornings. Stopped for food and coffee several times and took my time heading home.

HCCC finished with very good results. Callum McKenzie got 1st junior. Neil Roots got 2nd in motorkhana and 5th overall. Neil, Webster and I got 1st team. Pete got 2nd in autocross 8th in bent sprint and 4th overall. Webster got 5th in autocross and 7th overall. Adam got 7th in bent sprint 8th in autocross and 10th overall. Adam, Leon and Ross got 3rd team. I got 3rd in autocross, 3rd in bent sprint and 3rd overall. Haven't covered everyone, but what a good result for the club.

Alan Groves

2013 MOTORSPORT NEW ZEALAND CLUBSPORT CHAMPIONSHIPS														
MOTORSPORT BAY OF PLENTY														
CLUBSPORT CHAMPIONSHIP RESULTS														
(Sorted By Clubsport Place)														
No	Competitor	Car	Series Entry	Junior	Team	MotoK Points	AutoX Points	Sprint Points	Series Points	Series Place	Junior Points	Junior Place	Team Points	Team Place
2	Brent Redington	Honda City				100.00	96.79	97.98	294.77	1				
30	Ben Thomasen	Subaru Impreza WRX	Y		2	85.27	100.00	100.00	285.27	2			810.05	2
3	Alan Groves	Subaru Impreza	Y		4	84.51	97.00	97.82	279.33	3			825.10	1
28	Peter Collins	Toyota Corolla	Y		6	82.54	98.11	93.72	274.37	4			769.24	5
19	Neil Roots	Honda City	Y		4	91.63	90.39	91.77	273.79	5			825.10	1
25	Ashley Adlington	Mitsubishi VR4	Y		2	85.55	91.05	96.37	272.97	6			810.05	2
22	Shane Ward	Honda CRX	Y		1	87.44	93.36	91.96	272.76	7			794.74	4
14	Webster Gough	Toyota Starlet	Y		4	81.47	95.71	94.80	271.98	8			825.10	1
5	Brendan Wilson	Toyota Corolla FXGT	Y			83.15	91.56	96.57	271.28	9				
8	Adam Fisher	Toyota Starlet	Y		5	84.63	92.06	93.77	270.46	10			797.78	3
1	Russell Jenkins	Suzuki Swift	Y			83.49	90.92	92.17	266.57	11				
20	Leon Cast	Toyota Corolla	Y		5	83.92	89.98	91.07	264.98	12			797.78	3
26	Neil Rogers	Peugeot 205Mi16	Y		1	79.63	91.23	92.55	263.41	13			794.74	4
11	Ross McKenzie	Daihatsu Charade	Y		5	78.45	91.63	92.27	262.35	14			797.78	3
16	Shane Tofts	Toyota Supra	Y		1	82.48	90.14	85.95	258.57	15			794.74	4
10	Callum McKenzie	Daihatsu Charade	Y	Y	6	77.25	90.05	90.32	257.62	16	300.00	1	769.24	5
18	Shane Hine	Honda Civic	Y			75.03	90.64	89.76	255.44	17				
27	Mike Rogers	Peugeot 205Mi16	Y		2	70.54	93.93	87.34	251.81	18			810.05	2
9	James West	Toyota Corolla	Y	Y		67.29	88.45	90.13	245.87	19	285.12	2		
21	Jenna Pitcon	Subaru Impreza WRX	Y		3	67.65	87.42	88.50	243.57	20			481.40	6
7	Jilly Hutson	Toyota Starlet	Y			71.54	86.04	84.81	242.39	21				
4	Kevin Wade	Datsun 1200	Y			82.19	70.37	89.81	242.37	22				
17	Megan Tofts	Toyota Supra	Y		3	66.52	89.39	81.92	237.83	23			481.40	6
15	Loren Brookes	Subaru Impreza WRX	Y		6	77.34	70.37	89.55	237.25	24			769.24	5
24	Cameron Davies	Toyota Starlet	Y	Y		69.73	83.97	83.55	237.25	25	276.02	3		
23	Matthew Davies	Toyota Starlet	Y	Y		68.86	80.47	83.70	233.03	26	271.17	4		
29	Shirley Faull	Toyota Corolla	Y			45.10	70.37	72.24	187.71	27				
12	Cameron Walbran	MG Midget	Y						DNF					
13	Paul Walbran	MG Midget	Y						DNF					
6	David West	Toyota Starlet/Corolla			3								481.40	6
31	Andy Lowe	MG BGT												
32	Ian Carroll	Ford Escort												
33	Matt Hayward	Subaru Impreza WRX												
34	Mike Torr	Subaru WRX												
35	Darren Christie	Mazda MX5												
36	Mike Pickering	BMW E36												

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Done

Learn Chinese in 5 minutes (You MUST read them aloud)

English	Chinese
That's not right	Sum Ting Wong
Are you harboring a fugitive?	Hu Yu Hai Ding
See me ASAP	Kum Hia Nao
Stupid Man	Dum Fuk
Small Horse	Tai Ni Po Ni
Did you go to the beach?	Wai Yu So Tan
I bumped into a coffee table	Ai Bang Mai Fu Kin Ni
I think you need a face lift	Chin Tu Fat
It's very dark in here	Wai So Dim
I thought you were on a diet	Wai Yu Mun Ching
This is a tow away zone	No Pah King
Our meeting is scheduled for next week	Wai Yu Kum Nao
Staying out of sight	Lei Ying Lo
He's cleaning his automobile	Wa Shing Ka
Your body odor is offensive	Yu Stin Ki Pu
Great	Fa Kin Su Pa

hahahahaa... This poster made my day lol lol lol
PLEASE SHARE WITH UR FRIENDS DONT LET THEM MISS THIS POSTER ATLEAST hahaa.. lol
-- Funny Jokes and Pictures

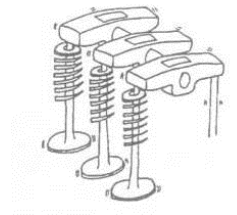
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2.1K Likes 150 Comments



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!



TRIALS

Hello folks

Welcome to another year of motorsport! It's officially the end of Summer (what a great one it's been!) and the first car trial of this year is only a couple of months away!

This year we're trying something different to encourage newcomers into car trialling, and make it easier for them to get started and understand what it's all about. Stephen Marks has kindly offered to run a car trial for beginners, which will take place on Sunday 28 April, before our regular series commences. Please spread the word and encourage people to give it a go. Below this message (scroll down) is a short article for publication in club bulletins - please pass this to the bulletin editor in your club.

It's time to ask for volunteers to organise the events for this year's series.

I hope we can run at least the usual series of five night trials on the second Wednesday of each month from May to September. The provisional dates are: May 8, June 12, July 10, August 14, September 11.

Please, if you want to organise an event, or help someone organise, or want someone to help you organise, or just find out more about what's involved, let me know (email john.rapley@mch.govt.nz or home phone 562 8356). You don't need to have organised an event before - advice and guidance can be given. And seeing a car trial from an organiser's perspective is a great way to sharpen up your trialling skills as a competitor. I'd like to get a new organiser each year, rather than relying solely on the regulars. We could extend the

series beyond five rounds, if enough willing organisers step forward.

Organisers, please contact me ASAP - and say what month you prefer (please don't all pick September!) and your start/finish venue.

And please tell your friends and clubmates about the series - we could always do with a few more entries.

cheers, John

Subject: RATEC Alpine Lakeland Trial

Hi all,

RATEC is running its biannual Alpine Lakeland trial on June 1st 2013 (Queen's Birthday weekend). It is being organised by Doug Good and will start in Christchurch and finish in Hokitika. The entry fee will be \$150 per person. This will include accommodation on the Saturday night, a buffet dinner on the Saturday night and breakfast on Sunday morning. Attached is an entry form. Expressions of interest will assist in the finalising of the accommodation booking. If you know of anyone interested in competing on this trial, please forward this email to them.

Regards, Teresa Good RATEC Secretary

A man walked out to the street and caught a taxi just going by.

He got into the taxi and the cabbie said, "Perfect timing. You're just like Brian"

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros.

He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything.

Not like me. I change a fuse and the whole street blacks out. But Brian Sullivan, he could do everything right."

Passenger: "Wow. Some guy then."

Cabbie: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them.

But Brian, he never made a mistake and he really knew how to treat a woman and make her feel good.

He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his effing widow."

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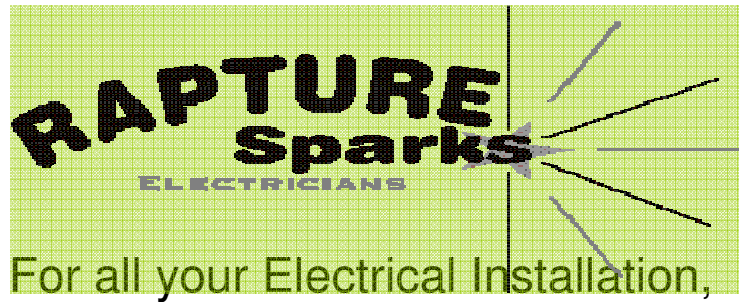
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SS2000 Every Honda has its Day

Another fine and hot day greeted the IRC round 6 at Manfield on Feb 23rd and 24th. All the hours putting my car back together were successful and SS2000 had a field of 19 cars for Qualifying. The two 2 series 6 RX7s of Brett Killip and Andy Duffin running lap times of 1:13.5 and 1:14.0 respectively. This time means that they are faster than GTNZ qualifying times and would put them into GT2 class. Both cars are N/A and running sequential gearboxes and pretty much perfect weight balance. Following these was another RX7 powered this time, by a turbo S2000 motor. This thing is bloody quick and absolutely flies past on the straights. Three more cars were in the 1:18 second bracket then three more in the 1:19s another three in the 1:20s and four in the 1:21 second bracket. I was in the 1:18 bracket with two other Hondas Both powered by 2 litre K20A motors and six speed boxes. This is starting to be the norm in race meetings with us generally starting together.

Race 1 is a scratch race over eight laps with grid positions selected by qualifying times and pretty much ended around as we qualified. I was having difficulty with understeer and struggled to keep up with the other two Hondas in front of me. The only real excitement was a fellow competitor driving into the side of my car while watching that he left me enough room. The general rule is you steer toward where you are looking. He should have been looking left at the next corner not right into my carbon fibre doors and fibreglass side pods. The tire marks buffed off with cutting compound without damaging composites too much, we had a chat to reduce the issue happening again. Duffin and Killip kicked arse by putting 30 seconds on the field, followed by a turbo Altezza and the turbo Honda powered RX7. Three 2 litre Hondas followed by a 1600 Corolla then another 2 litre K20A Honda with a 1600 Starlet making the top 10. I was seventh.

Manfield put on an extra race as the last race on Saturday between SS2000 and NZGT competitors this was a handicap race over six laps. We had 30 starters and SS2000 won the Tradezone Cup. I was second to last.

Race 2 is a handicap race over 8 laps with starting position and time delay calculated on best lap times of the meeting. Once again the 2 litre Hondas all started together. These races are fun because there are faster drivers catching you and you are trying to catch and pass the slower cars in front. Often a lap goes by when you are trying to pass someone or the people in front are racing each other and blocking the track, and all the time the faster cars are catching. I had tried my last two new tires for the season and found some front end grip this dropped my times up to 1.5 seconds on some laps. I was beaten to the line by 7 1/100ths of a second and then dropped to tenth place for breaking out of my time slot. This race saw Duffin set his second SS2000 lap record of the meeting with a time of 1:12.9. Second was a 2 litre Honda

then RX7, Ford Capri 2 litre turbo, Starlet 1600, 2 litre Civic, Corolla 1600, 2 litre Integra then me. A total of six cars failed to finish this race mainly due to mechanical failure.

Race 3 only had 13 starters with the four 2 litre Hondas making the rear of the grid for this handicap race. By this time the only way I could engage first was to select the gear, then start the car and hold the car on the brake and throttle. A little slow off the line basically starting from idle and unfortunately on lap 2 the race was red flagged when a slower car spun and the guys in front of me who went low missed and the people who went high tee-boned the young guy in the Starlet 1600. We waited 10 minutes on the grid while they cleared the three cars, two are possible write offs and one probably will be fixed. The marshals had to clean the oil and coolant off the track. A safety car restart and a five lap dash to the end. I had to concentrate to get the up-changes quick and crash through into the next gear or the flaggies got an earful of brass synchros shredding themselves then a decent heel toe to match revs on the down change or the same soundtrack. This slowed the lap times a bit I still managed the maiden win for the Starlet powered by Honda. I even had to stall the car to stop it so I could talk to Julian in the pit row. Then had to start it on the key in gear to get going again the clutch was that fried. Scotty in a K20A powered EK Civic and I shared the round point's honours for SS2000 for the weekend.

Now I have ripped out the gearbox and am waiting for synchros to arrive for another rebuild at Mossrax. Sent the clutch away and this was tested and found to be operating correctly. Rechecked the master and slave cylinders which seem to be good so I still do not know what is causing the clutch issues. By the time you read this I will be at Taupo racing over Easter. Happy Easter.

Go hard, go fast and be safe. Cheers Gary



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

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An advertisement for Ray Hartley Motors Ltd. It features a red banner at the top with the company name 'RAY HARTLEY MOTORS LTD' in white. Below the banner is a yellow sports car with 'HARTLEY MOTORS' on the hood and 'Q.D. 5 COURTERS LTD WGIN' on the license plate. At the bottom left is the 'mta' logo. On the right, the contact information is listed: '18 Haining Street Wellington', 'Phone (04) 384 4459', 'Fax (04) 384 5282', 'Mobile 0274 436 742', and 'Email rhm@mta.net.nz'.

Toyota Manfeild 2wd Tarmac Rally

To all club members, a notice from the Taupo Classic Rally Club, and their upcoming tarmac rally series.

Taupo Classic Rally Club

Alan Barnes - 027 44 33 407

GoPro Tarmac Rally Series

Toyota Manfeild 2wd Tarmac Rally
Saturday 27 April 2013

Taupo 2wd Tarmac Rally
Saturday 3 August 2013

Taupo Open Tarmac Rally
Saturday 28 September 2013

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Wellington Motorsport Association Calendar 2013

Hi Team,

Here is the latest update for your information.

Please note a couple of major detail differences:

- The WMSA prizegiving is to be held on May 4th (a Saturday evening) at the Hutt Valley Motorsport Clubrooms in Jackson Street, Petone. We are not yet totally certain as to the catering arrangements and will advise as soon as this has been sorted. If you have a trophy from last year (either club or individual) please contact me and we can make arrangements for collection or whatever, but I need these back by the beginning of April. Call me on 027 4435 100 or at home on 04 236 7541.
- And of more significance, it is a real pleasure to welcome to Tracey Stringer (Wairarapa) to the ranks of the local Stewards - many of you will already know Tracey from events in the Wairarapa - she is one of those people who really make things work and we were so impressed by her skills we persuaded her to join the Stewarding team. Hence the inclusion of a new set of initials in the stewards panel at the bottom of the calendar.

Wayne Gair

A somewhat more urgent advice note letting you all know that as a result of the extreme fire risk in the Wairarapa, the proposed Tea Creek Day/Night and the round of the Gravel Sprint series the following day has been transferred from 23/24 March to 11/12 May.

This is a really great bit of road and is one of those "not to be missed" events. At night, it would be a real BLAST!

April, EastMon	6	Rally (NZRC Round 1)		Otago	
	7	Rally (NZRC Round 1)		Otago	
		Gravel Sprint	Dannevirke	Tararua Road	
		Intermarque Sprint		Manfeild	IM
	20	Race (Championship Round 5)		Pukekohe	
	21	Autocross (sealed)	Hutt Valley	Trentham	KN
		Race (Championship Round 5)		Pukekohe	
	27	SM		Manfeild	
	28	Gravel Sprint	Levin	Mangahao Dam	GS
		Trial for beginners (S Marks)			
May	4	WMSA Prizegiving		Hutt Valley Motorsport Clubrooms	
	8	Night Trial			NT
	12	Autocross (gravel)	Kapiti	Otaihanga	
	18	Rally (NZRC Round 2)		Whangarei	
	19	Rally (NZRC Round 2)		Whangarei	
	20	WMSA Meeting		HVMC Clubrooms	
	25	MSNZ AGM			
	26	Gravel Sprint	Wairarapa	Puketiro Road	GS
		Intermarque Sprint		Manfeild	IM
June	2	Rally	Hawkes Bay	Hawkes Bay	Nat
	9	Autocross (seal)	Hutt Valley	Trentham	KN
	12	Night Trial			NT
	23	Sealed Sprint	Levin	Kaihinau Road	DM
July	29	Rally (NZRC Round 3) Daybreaker	Manawatu	Manawatu	Nat
	7	Autocross (gravel)	Kapiti	Otaihanga	KN
	10	Night Trial			NT
	14	Intermarque Sprint		Manfeild	IM
	28	Autocross (seal)	Hutt Valley	Trentham	KN
August	10	Rally (NZRC Round 4)		Canterbury	
	14	Night Trial			NT
	18	Intermarque Sprint		Manfeild	IM
	19	WMSA Meeting (AGM)		HVMC Clubrooms	
	31	Autocross (gravel)	Kapiti	Otaihanga	
September	7	Rally (NZRC Round 5)		Possum Bourne	
	8	Autocross (seal)	Hutt Valley	Trentham	KN
	11	Night Trial			NT
	15	Sealed Sprint (date not confirmed)	Wellington	Shelly Bay	DM
		Intermarque Sprint (not confirmed)		Manfeild	IM
	28	Rally (Classic)		Taupo	
October	5	Rally (NZRC Round 6)		Wairarapa	
	13	Autocross (gravel)	Kapiti	Otaihanga	
	20	Gravel Sprint	Levin	Waiorongomai Road	GS
	26 th to 3 Nov	Rally (Targa)			
	27	Sealed Sprint	Hutt Valley	Port Road	DM
Labour Day	28	Autocross / Motorkhana (seal)	Hutt Valley	Trentham	KN
November	3	Sealed Sprint	Wairarapa	Admiral Road	DM
	10	Race (MG Classic)	MG	Manfeild	
	17	Autocross (grass)	Hutt Valley	Silverstream	KN
	18	WMSA Meeting (Calendar)		HVMC Clubrooms	
December	24	Gravel Sprint	Wairarapa	Dorsets Road	GS
	1	Autocross (gravel)	Kapiti	Otaihanga	KN

Abbreviations

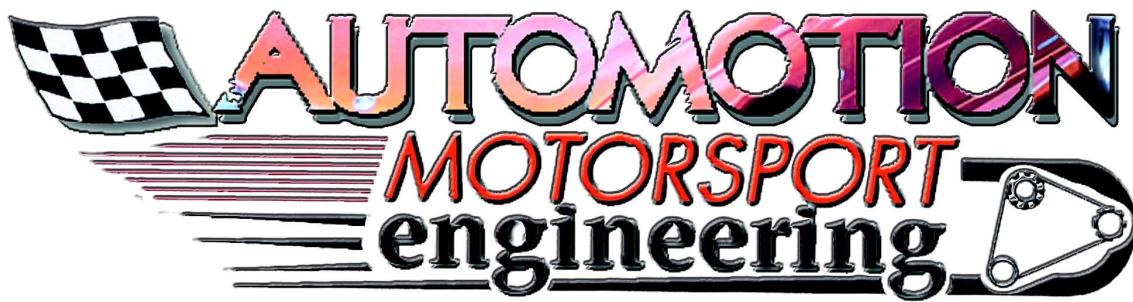
KN	Kim Naylor Autocross Series	Levin
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley
ST	Stewards Trophy Motorkhana Series	Wellington
VB	Vesta Battery round of ST series	Harbour Capital
GS	Gravel Sprint Series	Kapiti
RT	Road and Track Sprint Series	Wairarapa
RS	Rallysprint Series	MG
IM	The Surgery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

Club Contacts

027 442 1639 (Chris)
027 439 7616 (Neil)
021 717 676 (Jody)
027 6996 838 (Leon)
027 446 9986 (Bryan)
027 627 8005 (Mort)
04 970 8644 (Terry)
027 232 2523 (Alan)

Stewards

AW	Alan Wright
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
PT	Paul Te Punga
SM	Stephen Marks
TS	Tracey Stringer
WG	Wayne Gair



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