



WHEELSPIN

February 2013

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Kapiti Autocross Jan13
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

1841 Pub – (Upstairs) –
1 Disraeli St, Johnsonville (next to the BP)
Wednesday the 5th December 2012 @7:30

NOTICE OF HCCC AGM 13th February 2013

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

AGCM to start 7:30pm.

Remember 13th Feb *not* 6th of Feb



Gosh, I haven't written to you since last year! I thought my email inbox had been emptier than usual on the subject of Len telling me off for making him wait for articles!

I've had a couple of skids in cars since I last put fingers to keyboard.

We ran an autocross at Silverstream in December, which was blessed with extremely decent weather. As various parts of me that suffered sunburn can attest to. I set up a slightly different to the usual course, with two laps of the paddock using two different tracks, so there was a close to the fence line short straight lap, and then into a longer loop with more zig-zag going on that took a wider out journey around the paddock.

One side effect of the short lap was that we got through the whole field in really good time (by lunchtime in fact). So while Adam and Jilly fired up the BBQ, I did some course adjustments, and we then ran an entire extra autocross. So two events and oodles of runs made for a good day out.

Our BBQ was also sponsored in part by Tegel, so there was some yummy chicken goodness to be had, and the chicken tenders on a skewer (sponsor plug!!!) were very popular. I think I was just in time to get one of the last ones.

The top four cars were within one second (AI, Graham, me, PC), with Brian Craig putting on an excellent drive to finish fifth. The entire field of 22 cars was covered by a mere 7 seconds, so there really wasn't much standing between zero and hero that day. Only a couple of four wheel drive entries, and not many more rear drive cars, and nine of the top ten cars were front drivers.

This event was followed by a month of no racing, which was a bit tragic for the state of my brain. Luckily the voices in my head were able to stay fairly calm during that time, and hardly anyone had to die.

Port Road was next up, with the usual Wellington Anniversary weekend running of the HVMC sprint.

The day went really smoothly, started on time, the weather was good all day, there weren't any semi-trailers parked on apex's, and so far as I'm aware no crashes. Unlike last time where the Skyline did very expensive things to itself against a sign.



Kapiti Autocross Jan13

It wasn't all smooth sailing though, as on practice Cam blew a cam follower into it's component parts (he finished the day racing Chelle's newly caged Mirage), and Shane blew another driveshaft (or cv) in the ITR powered Civic.

The standout drive had to be Wade in the monster Subaru. He won by a truly astonishing five seconds, finishing ahead of Webster in the Starlet. As best I recall, I've never seen a winning margin in a sprint like that, other than when single-seat race-cars have gone up against "normal" cars.

A couple of really big class entries saw 14 cars each in the 1600cc class, and the over 2000cc two wheel drives. I was happy enough to bring the Corolla home 6th in class, and 22nd overall. Although I still can't figure out exactly how I managed to get my fastest time of the day in only my second run. That's very unlike me!

As a big contrast, the next week was another run at Kapiti on the gravel autocross track. A very small field was entered, so everything happened very quickly!

The track hadn't been graded since the last event, so unfortunately my car was dragging the sump guard and exhaust on several corners, which isn't ideal. I've clobbered the sump guard hard enough that it's now touching the exhaust, so there's going to be a certain amount of sledgehammer type repairs going on.

It's an exciting track, particularly on ordinary road tyres, as the Corolla tends to wander the back around quite a lot. I managed to get slightly out of sequence and end up at the right hand corner entry whilst facing left. So there was a big heave ho, which resulted in the car arriving completely sideways through the middle of an exceptionally large puddle.

So my engine bay is now brown. Drat. That stuff is incredibly hard to shift too, speaking from past experience with it.



Kapiti Autocross Jan13

Ashton unfortunately rolled his grey Pulsar, and it is a definite write off. So he's in the market for another N14 Pulsar hatch shell.

I can't tell you what the results are, but typically up there you've got Graham and Ashton in the top two!

ClubSport Nationals are in March, so I'm hoping you've already got your entry form in, as it closes on Feb 15th.

Please note: Our Clubnight (and AGM) venue is for this year, 1841 bar in Johnsonville. This is the same room and pub as we used to meet in several years ago (although then, it was trading as Jay's Bar). The food is a little bit more expensive than at the Fireman's, but the meeting room is vastly bigger (and the food is really good). This does mean a bigger trip in for our Hutt members.

Leon



Kapiti Autocross Jan13

The latest toy has hit the shops... a talking Muslim doll.

Nobody knows what the f*#k it says, because no one has the guts to pull the cord !!!!!!!!!!!!!!!



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Silverstream Autocross 16th December

Harbour Capital Car Club											
Driver	Car	Club	Class		Run 3	Run 4	FTD	OA Placing	Class EOD	Class ENOD	Class 4WD
Alan Groves	Charade	HCCC	EOD		:43.16	:42.38		:42.38	1	1	
Graham Heath	Pulsar	HCCC	EOD	**	:44.36	:42.84		:42.84	2	2	
Leon Cast	Corolla	HCCC	EOD		:49.67	* :43.10		:43.10	3	3	
Peter Collins	Corolla	HCCC	EOD		:45.94	:43.36		:43.36	4	4	
Brian Craig	Corolla	HCCC	EOD		:45.53	:44.16		:44.16	5	5	
Neil Rush	Pulsar	HVMC	EOD		:45.31	:44.26		:44.26	6	6	
John Rapley	Ignis	HCCC	EOD		:45.60	:45.01		:45.01	7	7	
Webster Gough	Cynos	HCCC	EOD		:46.14	:45.26		:45.26	8	8	
Jacob Lyon	Corolla	HCCC	EOD	**	:47.39	:45.32		:45.32	9	9	
Dick Butters	Subaru	HCCC	4WD		:45.96	:45.36		:45.36	10		1
Kerry Butters	Corolla	HVMC	EOD		:46.03	:45.57		:45.57	11	10	
Roger Lyon	Corolla	HCCC	EOD		:48.94	:45.65		:45.65	12	11	
Neal Cole	Corolla	HVMC	EOD		:47.26	:45.73		:45.73	13	12	
Gareth Cooper	Escort	HCCC	ENOD		:48.49	:45.87		:45.87	14		1
Cathy Reid	Charade	HVMC	EOD		:47.72	:46.55		:46.55	15	13	
Zed Butters	Corolla	HVMC	EOD		:49.85	:47.13		:47.13	16	14	
Jilly Hutson	Starlet	HCCC	EOD		:49.60	:47.21		:47.21	17	15	
Robin Groves	Charade	HCCC	EOD		:47.51	:53.32	*	:47.51	18	16	
Jessie Gladding	Corolla		EOD		:51.20	:48.09		:48.09	19	17	
Loren Brooks	ST1	HCCC	4WD		:48.47	:51.68	*	:48.47	20		2
AJ Martin	RX7	HCCC	ENOD		:51.42	:48.80		:48.80	21		2
Stephen Heise	Falcon	HCCC	ENOD		:49.90	:49.94		:49.90	22		3
* = cone displaced 5 seconds added											
ww = wrong way											
Clerks of Course: Leon Cast, Andrew Thomson											
Scrutineering: Al Groves, Andrew Thomson											
Chef and Safety Officer: Adam Fisher											
First Aid: Jilly Hutson											

Words for teenagers

Northland College principal John Tapene has offered the following words from a judge who regularly deals with youth. "Always we hear the cry from teenagers, 'what can we do, where can we go?'"

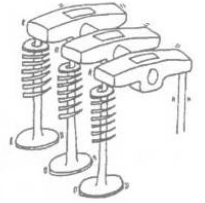
"My answer is this: Go home, mow the lawn, wash the windows, learn to cook, build a raft, get a job, visit the sick, study your lessons and after you've finished, read a book. Your town does not owe you recreational facilities and your parents do not owe you fun.

"The world does not owe you a

living, you owe the world something. You owe it your time, energy and talent so that no one will be at war, in sickness and lonely again. In other words grow up, stop being a cry baby, get out of your dream world and develop a backbone not a wishbone. Start behaving like a responsible person. You are important and you are needed. It's too late to sit around and wait for somebody to do something someday. Someday is now and that somebody is you!"

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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The USA Fiscal Cliff... explained in simple language

This puts things into some perspective

Lesson # 1:

- * U.S. Tax revenue: \$ 2,170,000,000,000
- * Fed budget: \$ 3,820,000,000,000
- * New debt: \$ 1,650,000,000,000
- * National debt: \$ 14,271,000,000,000
- * Recent budget cuts: \$ 38,500,000,000

OK.....Let's now remove 8 zeros and pretend it's a household budget:

- * Annual family income: \$ 21,700
- * Money the family spent: \$ 38,200
- * New debt on the credit card: \$ 16,500
- * Outstanding balance on the credit card: \$ 142,710
- * Total budget cuts so far: \$ 38.50

Got It ?????? OK now,

Lesson # 2:

Here's another way to look at the Debt Ceiling:

Let's say, you come home from work and find there has been a sewer backup in your neighbourhood....and your home has sewage all the way up to your ceilings.

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He was in ecstasy, with a huge smile on his face, as his girlfriend moved forwards then backwards, forwards then backwards. Back and forth, back and forth. In and out, in and out. Her heart was now pounding faster, her face was flushed and she moaned, softly at first, then began to groan louder.

Finally, exhausted she let out one almighty scream! > "OK ! OK! I CAN'T park the fu**ing car! You do it, you smug bas**rd!"

Misery, thy name is Vespa

Vespa GTV Navy 125

Recently, various newspapers ran a photograph of me on a small motorcycle. They all pointed out that I hate motorbikes and that by riding one I had exposed myself as a hypocrite who should commit suicide immediately.

Hmmm. Had I been photographed riding the local post-mistress, then, yes, I'd have been shamed into making some kind of apology. But it was a motorcycle. And I don't think it even remotely peculiar that a motoring journalist should ride such a thing. Not when there is a problem with the economy and many people are wondering if they should make a switch from four wheels to two.

Unfortunately, you cannot make this switch on a whim, because this is Britain and there are rules. Which means that before climbing on board you must go to a car park, put on a high-visibility jacket and spend the morning driving round some cones while a man called Dave — all motorcycle instructors are called Dave — explains which lever does what.

Afterwards, you will be taken on the road, where you will drive about for several hours in a state of abject fear and misery, and then you will go home and vow never to get on a motorcycle ever again.

This is called compulsory basic training and it allows you to ride any bike up to 125cc. If you want to ride something bigger, you must take a proper test. But, of course, being human, you will not want a bigger bike, because then you will be killed immediately while wearing clothing from the Anne Summers 'Dungeon' range.

Right, first things first. The motorbike is not like a car it will not stand up when left to its own devices. So, when are not riding it, it must be leant against a wall or a fence. I'm told some bikes come with footstools which can be lowered to keep them upright. But then you have to lift the bike onto this footstool, and that's like trying to lift up an American.

Next: the controls. Unlike with a car, there seems to be standardization in the world of motorcycling. Some have gear levers on the steering wheel. Some have them on the floor, which means you have to shift with your feet — how stupid is that? — and some are automatic.

Then we get to the brakes. Because bikes are designed by bikers and bikers, as we all know; are extremely dim — they haven't worked out how the front and back brake can be applied at the same time. So, to stop the front wheel, you pull a lever on the steering wheel, and to stop the one at the back you press on a lever with one of your feet.

A word of warning, though. If you use only the front brake, you will fly over the steering wheel and be killed. If you try to use the back one, you will use the wrong foot and change into third gear instead of stopping. So you'll hit the obstacle you were trying to avoid, and you'll be killed. Then there is the steering. The steering wheel comes the shape of what can only be described as handlebars, but if you turn them even slightly while riding along, you will fall off and be killed. What you have to do is lean into the corner, fix your gaze on the course you wish to follow; and then you will fall off and be killed.

As far as the minor controls are concerned, well . you get a horn and lights and indicators, all of which are operated by various switches and buttons on the steering wheel, but if you look down to see which one does what, a truck will hit you and you will be killed. Oh, and for some extraordinary reason, the indicators do not self-cancel, which means you will drive with one of them on permanently, which will lead following traffic to think you are turning right. It will then undertake just as you turn left, and you will be killed.

What I'm trying to say here is that, yes, bikes and cars are both forms of transport, but they have nothing in common. Imagining that you can ride a bike because you can drive a car is like imagining you can swallow-dive off a 90-foot cliff because you can play table tennis.

However, many people are making the switch because they imagine that having a small motorcycle will be cheap. It isn't. Sure, the 125cc Vespa I tried can be bought for \$7000 but then you will need a helmet (\$600), a jacket (\$1000), some Freddie Mercury trousers (\$200), shoes (\$260), a pair of Kevlar gloves (\$190), a coffin (\$2,000), a headstone (\$1500), a cremation (\$800) and flowers in the church (\$400).

In other words, your small 125cc motorcycle, which has no boot, no electric windows, no stereo and no bloody heater even, will end up costing more than a Volkswagen Golf. That said a bike is much cheaper to run than a car. In fact, it takes only half a litre of fuel to get from

your house to the scene of your first fatal accident. Which means that the lifetime cost of running your new bike is just \$1.

So, once you have decided that you would like a bike, the next problem is choosing which one. And the simple answer is that, whatever you select, you will be a laughing stock. Motor biking has always been a hobby rather than an alternative to proper transport, and as with all hobbies, the people who partake are extremely knowledgeable. It often amazes me that in their short lives bikers manage to learn as much about biking as people who angle, or those .who watch trains pull into railway stations.

Whatever! Because they are so knowledgeable, they will know precisely why the bike you select is rubbish and why theirs is superb. Mostly, this has something to do with 'getting your knee down', which is a practice undertaken by bikers moments before the crash that ends their life.

You, of course, being normal, will not be interested in getting your knee down; only in getting to work and most of the way home again before you die. That's why I chose to test the Vespa, which is much loathed by train spotting bikers because they say it is a scooter. This is racism. Picking on machine because it has no crossbar is like picking on a person because he has slitty eyes or brown skin. Frankly, I liked the idea of a bike that has no crossbar, because you can simp1y walk up to the seat and sit down. Useful if you are Scottish and go about your daily business in a skirt. .

I also liked the idea of a Vespa because most bikes. are Japanese. This means they are extremely reliable so you can-not avoid a fatal crash by simply breaking down. This is entirely possible on a Vespa because it is made in Italy.

Mind you, there are some drawbacks you might like to consider. The Vespa is not driven by a chain. Instead, the1 engine is mounted to the side of the rear wheel for reasons that are lost in the mists of time and unimportant anyway. However, it means the bike is wider and fitted with body-work like a car, to shroud the moving hot bits. That makes it extremely heavy. Trying to pick it up after you've fallen off it is impossible.

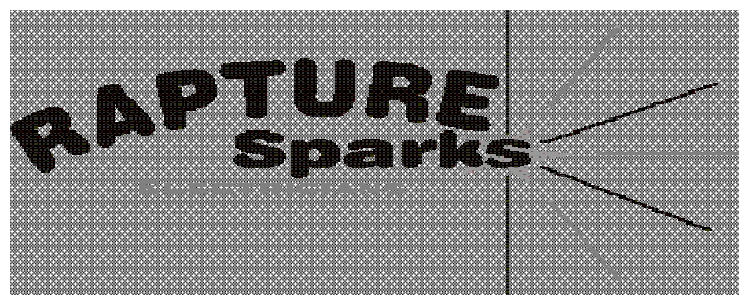
What's more, because the heavy engine is on the right, the bike likes turning right much more than it likes turning left. This means that in all left-handed bends, you will be killed.

Unless you've been blown off by the sheer speed of the thing. At one point I hit 40mph and it was as though my chest was being battered by a freezing-cold hurricane. It was all I could do to keep a grip on the steering wheel with my frostbitten fingers.

I therefore hated my experience of motorcycling and would not recommend it to anyone.

Jeremy Clarkson

19 October 2008



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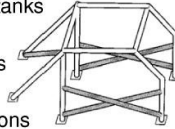
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Wellington Motorsport Association Calendar 2013

February	2		Race (IRC Round 5)		Hampton Downs	
	3	JR	Race (IRC Round 5) Sprint (1/8 th mile) Hillclimb (sealed)	Levin Triumph	Hampton Downs Whirukinau Road Wallaceville Road	
	9		Race (Championship Round 3)		Manfeild	
	10		Race (Championship Round 3) Autocross (grass)	Hutt Valley	Manfeild Silverstream	KN
	17	SM	Rallysprint	Wairarapa	Bartons Line	RS
	18		WMSA Meeting		HVMC Clubrooms	
	23		Race (IRC Round 6)		Manfeild	
	24		Race (IRC Round 6)		Manfeild	
March	3		Gravel Sprint	Levin	Mangahao Dam	GS
	9		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	10		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo	
	17	WG	Sealed Sprint	Wellington	Alexandra Road	DM
	21	All	Stewards Meeting			
	23	GG	Gravel Sprint (Day/Night)	Wairarapa	Tea Creek	GS
	24		Autocross / Motorkhana (grass)	Hutt Valley	Silverstream	KN/ST
	30		Race (IRC Round 7)		Taupo	
	31		Race (IRC Round 7) Autocross (gravel)	Kapiti	Taupo Otaihanga	
April,	6		Rally (NZRC Round 1)		Otago	
	7		Rally (NZRC Round 1) Gravel Sprint	Dannevirke	Otago Tararua Road	
	13	SM	Rally (Racetech 2WD)		Manfeild	
	14	AW	Intermarque Sprint		Manfeild	IM
	20		Race (Championship Round 5)		Pukekohe	
	21		Autocross (sealed) Race (Championship Round 5)	Hutt Valley	Trentham Pukekohe	KN
May	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 Intermarque Sprint	Wairarapa	Puketiro Road Manfeild	GS IM
June	8		Rally	Hawkes Bay	Hawkes Bay	Nat
	9		Autocross (seal)	Hutt Valley	Trentham	KN
	23		Sealed Sprint	Levin	Kaihinau Road	DM
	29		Rally (NZRC Round 3) Daybreaker	Manawatu	Manawatu	Nat
July	7		Autocross (gravel) Intermarque Sprint	Kapiti	Otaihanga Manfeild	KN IM
	28		Autocross (seal)	Hutt Valley	Trentham	KN
August	10		Rally (NZRC Round 4)		Gisborne	
	18		Intermarque Sprint		Manfeild	IM
	19		WMSA Meeting (AGM)		HVMC Clubrooms	
	31		Autocross (gravel)	Kapiti	Otaihanga	
September	7		Rally (NZRC Round 5)		Canterbury	
	8		Autocross (seal)	Hutt Valley	Trentham	KN
	22		Intermarque Sprint		Manfeild	IM
	28		Rally (Classic)		Taupo	
October	5		Rally (NZRC Round 6)		Wairarapa	
	13		Autocross (gravel)	Kapiti	Otaihanga	
	19					
	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	

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

THE SHOEBOX

A man and woman had been married for more than 60 years.

They had shared everything. They had talked about everything.

They had kept no secrets from each other except that the little old woman had a shoe box in the top of her closet that she had cautioned her husband never to open or ask her about.

For all of these years, he had never thought about the box, but one day the little old woman got very sick and the doctor said she would not recover.

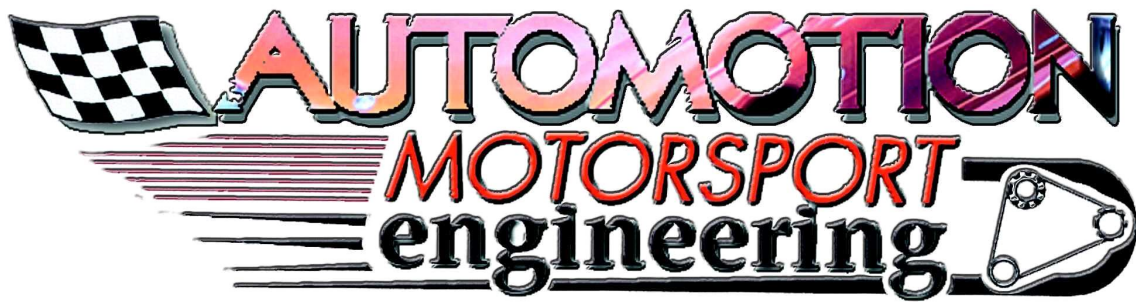
In trying to sort out their affairs, the little old man took down the shoe box and took it to his wife's bedside. She agreed that it was time that he should know what was in the box. When he opened it, he found two crocheted dolls and a stack of money totalling £95,000. He asked her about the contents

'When we were to be married,' she said, ' my grandmother told me the secret of a happy marriage was to never argue. She told me that if I ever got angry with you, I should just keep quiet and crochet a doll.'

The little old man was so moved; he had to fight back tears. Only two precious dolls were in the box. She had only been angry with him two times in all those years of living and loving. He almost burst with happiness.

'Honey,' he said, 'that explains the dolls, but what about all of this money? Where did it come from?'

'Oh,' she said, 'that's the money I made from selling the dolls.'



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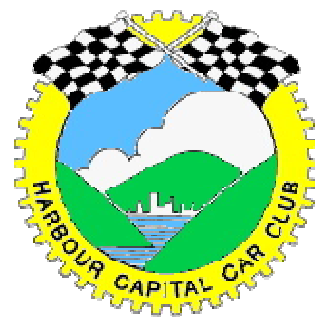
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John O'Reilly hoisted his beer and said, "Here's to spending the rest of me life, between the legs of me wife !" That won him the top prize at the pub for the best toast of the night! He went home and told his wife, Mary, "I won the prize for the Best toast of the night.

"She said, "Aye, did ye now. And what was your toast?"

John said, "Here's to spending the rest of me life, sitting in church beside me wife."

"Oh, that is very nice indeed, John!" Mary said.

The next day, Mary ran into one of John's drinking buddies on the street Corner. The man chuckled leeringly and said, "John won the prize the other night at the pub with a toast about you, Mary.

"She said, "Aye, he told me, and I was a bit surprised myself. You know, he's only been in there twice in the last four years. "Once I had to pull him by the ears to make him come, and the other time he fell asleep".