



WHEELSPIN

July 2013

www.hccc.org.nz

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COVER PHOTO

Richard Kelly in action at Manfeild

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 July 2013 @7:30



It has been a pretty quiet month on the car racing front for me, so a bit of a shorter article than usual (sorry editor).

The poor little ignored Corolla hadn't even been out of the garage for a month or more, so I actually took it up to Otaki and back just to remind it that it was a car and should be driven from time to time. Luckily for me, sitting in a stationary line of cars just North of Paraparaumu is in fact slightly more interesting in the race car than the road car, for no good reason.

But I was reminded that the race car is actually a relatively decent road car, and I apologised to it for lack of use.

Picked up a new race car toy which I have been putting off for many years. Finally getting around to purchasing an electric impact wrench for doing wheel nuts, after several years of being deeply jealous of the people who have them whilst I wrestled slowly with a socket in my deep-set wheel nut holes. Sigh. No longer now though, as I got myself a wrench that's got more than enough grunt to completely stuff all the wheel nuts and studs if I let it actually do any rattling. So I require catlike reflexes to get off the trigger within moments of the nut tightening on the wheel.

I say catlike reflexes despite the fact that as I type, my two cats are in a semi-conscious pile in front of the heater, and are likely to stay there as long as I leave the heater on.

I'm writing up this article a day or so after the big storm went through Wellington with 200k and hour winds. I survived intact, with merely a slight lack of sleep due to being kept awake by the noise, and a wireless router that appeared to have been "zapped" during the night from a power surge. I did have to zig zag my way around various lying down trees whilst returning home that evening, which considering that I live in Johnsonville just under Mt Kaukau (where the 200k wind gusts were recorded) is to be expected.

As I've recently taken up a new job with Maritime (having left NZTA) I did feel quite obliged to make my way in to work the day after the big blow, and found myself in a mostly empty floor ... oh well. Building of brownie points for future use I guess.

My only event for the last month was the HVMC Autocross up at their side street venue. The weather was a bit mawk leading up to it (again) which in some ways suits me, as the lower the power the less the lack of traction effects you. However it was not meant to be for me that day, as it gradually dried out, and everyone buggered off onto the horizon.

It was a bit of an organisationally challenging morning, as there was a big contingent of brand new to competition driver's, whom it is fair to suspect were enthusiasts of drifting (what with all the cars being rear drive Nissan's).

For those of us who have been around competition a bit, we've had our gradual bits of education on the more subtle do's and don'ts when it comes to the things you need to do on a car you're going to take to an event. Typically if you have your car in stock standard form, your car will pass scrutineering so long as it is in good condition. Unfortunately for these guys their cars were assuredly not anything like stock standard. So scrutineering was inevitably going to take a while, as basically every new car had things that needed to be either fixed before they could start; or will have to sort before they come back.

If you're aware of a new person who is going to come along to an event, maybe bring to their attention some of the things that are fairly common "new person traps". They seem like common sense to us, because we've been indoctrinated and educated over the years.

- 1) Batteries if not in the engine bay in the factory mounts have a long list of requirements that need to be met, because batteries are big heavy things, and they have electricity and acid in them. Therefore we want such things to stay away from bits of metal to weld against, and human beings to be burnt by the acid. Also, batteries sitting in a plastic container in the boot and aren't attached to anything ... well that's just a very bad idea even in a road car. However it's incredibly common.
- 2) Overalls made out of a nylon product turn into shrink wrap if you apply heat and or fire to them.
- 3) Overalls that are held together at the front with dopes don't keep fire away from you. If they don't keep the draft off you, they're not going to keep fire off you. Ditto with overalls loose-at-the-wrists, ankles.
- 4) If your helmet looks like it has been through world war two, and has rusty buckles, do you really want to count on it keeping your head safe?
- 5) If your bonnet does not seal your engine bay (vents open, raised on the back hinges so it no longer sits flush) if your engine goes "pop" ... where do you think all the fluids are going to end up? Correct, the windscreen. Can you see through a screen when it is covered in oil or antifreeze? Nope. What happens when you travel very fast, and blind? Baaaaaad things.
- 6) Batteries that aren't bolted down don't stay where you want them to.
- 7) If your firewall is full of holes, it won't keep fumes, heat, and possibly flames away from the inside of the car where the human being is sitting.

So that's a few of the little gems of scrutineering wisdom that if you can pass along to newbies, that'd be great, as it makes the whole process go smoother before an event, plus of course it's way easier to fix these things when you know a week in advance that it's not right.

But once we did get through the scrutineering and education process, the day went pretty smoothly from there, and despite some really sideways driving, none of the new folk clobbered any kerbs (rubbed and scraped yes, clobbered no).

The course layout didn't really suit me too well on the day as I kept falling off cam, and would spend what seemed like half my time waiting for the revs to come up enough in second gear for some acceleration to happen. So basically I got massacred ☐

Ended up 14th overall, but due to the very four wheel drive and rear wheel drive dominated entry on the day, that was still good enough for third in class. So I wouldn't say that I'm really disappointed by the result, because the class placing helps salvage the remains of my ego.

It was a slightly mechanical carnage day, Albaru run the bearings in his Sti coupe, and there was a big horsepower Skyline that deposited it's con-rod onto the road towards the end of the day. Kris Z had a big moment in his GT4, so Pete Z I suspect will be in the process of rebuilding that particular corner of the car.

Al gets a pretty good run out of Subaru though, when you consider that he's been running that engine VERY hard for around 8 years since the last time he was visited by the rattle monster. I believe that he's on his third logbook now for that car, and he's always at the pointy end of the field. There were a couple of interesting cars running at the event that I've not really thought about as a club car, the Nissan 350Z. For whatever reason; I'd just mentally categorised them in the same box as I put the old 300ZX's. Mostly suitable as a cruiser but not really a competition car.

However I do most thoroughly think that if you've got that sort of a budget, they could be a really decent thrashwagon. They made all the right noises, handled well, and had plenty of jandal.

Ben Watson (Slipway) got his one home in 5th overall, and 1st in class. Whilst Cameron Ross was

4th in class in his (and made his way through the shootout elimination process all the way to the final two cars).

Several of the drifters put on an excellent display of car control and aggression, showing absolutely no fear of the footpath at all!

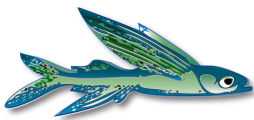
Pete Collins was the lone voice of front drive at the front of the field, and once again showed that a simple but very well set up Corolla in the hands of a very precise driver will put in a good result (in this instance 4th overall and 1st in class).

Albaru (before the bearings went) once again dominated, and won the event overall.

Talking to Ben Watson during the event, he seems quite confident that Slipway will be back again, basically the hold up now is that WCC keeps asking for more and more time to reach a decision about the (granted) resource consent, and if they wish to uphold it. So the club is going to make representation to the Council to try to encourage them to make a positive decision to uphold the consent.

That's it from me for now. See you some place with cones and extinguishers!

Leon



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We were dressed and ready to go out for a Dinner & Theatre evening.

We turned on a 'night light', turned the answering machine on covered our pet budgie and put the cat in the backyard.

We phoned the local Taxi company and requested a taxi. The taxi arrived and we opened the front door to leave the house.

As we walked out the door, the cat we had put out in the yard scooted back into the house. We didn't want the cat shut in the house because she always tries to get at the budgie. My wife walked on out to the taxi, while I went back inside to get the cat. The cat ran upstairs, with me in hot pursuit.

Waiting in the cab, my wife didn't want the driver to know that the house will be empty for the night so, she explained to the taxi driver that I would be out soon. "He's just going upstairs to say goodbye to my mother."

A few minutes later, I got into the cab. "Sorry I took so long," I said, as we drove away. "That stupid bitch was hiding under the bed. I had to poke her arse with a coat hanger to get her to come out. She tried to take off, so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked! I hauled her fat arse downstairs and threw her out into the backyard!She'd better not shit in the vegetable garden again!"

The silence in the Taxi was deafening.

Still Grinning

It has been five months since I was last in the driver's seat of the Atomise / Wilford Motorsport Radical SR3 and a few changes have been made to the SR3 since it's last trip to the track. I've changed the ratio from 3.071:1 (top speed of 145.5 MPH) to a more Manfeild suitable to 3.409:1 (top speed 131 MPH). This has dramatically improved acceleration as you would expect; and in a car with only around 160HP at the wheels that's important! Light weight, acceleration and high corner speeds are the SR3's party piece.

I'm also experimenting with pit to car radio as part of preparing for some endurance events later this year. Advice appreciated here if you can help please.

My races were a combined grid of sportscars and GT cars; think M3 GTR, Mustangs and the ex-Francevic Custaxie. Being on the track with the Custaxie felt like a real honor. This car is a real piece of our motorsport heritage and it was great to see her in action.



A few nerves were definitely rattling away lining up for my first ever standing start after qualifying third. Mark Galvin in the TerraFX was on pole with Justin Allen in the Saker off 2nd, but it was 4th place Andrew Whittaker in his potent 911 GT2 RS that turned out to be the man for me to try and keep up with for the weekend. That's a good challenge right?

Race One went well for me. The scratch race format meant that once Mark and Andrew had moved off in front I had some good time to settle down into the car's rhythm again without having to worry too much about defending my position. I was over the moon to drop my lap time down to 1:12.6 with nice consistent lap times throughout the race. This is a new personal best for me (down from 1:14.8) and shows that the gear ratio change really did it's work.

The second race; and the rest of the races for the weekend, were handicap starts. And I fluffed it. Simple as that. First I didn't get down to 1st rolling up to the line; which is a big problem. That made for a stall before getting away. The next little issue was that I miss-understood the starting procedure and got a little confused by being the only car sitting on the grid left early. I worked my way right through the field and crossed the line first; which was very cool; but had a 3 second penalty to face which dropped me back down to 3rd. It's a learning experience and no real harm done.

Iain took a few punters out in the SR3 during the lunchtime rides and both they and he came back grinning too; so I guess I'm not the only one who likes the car!

Race three and four did not bring any chances for further reductions in my lap times due to the exceptionally large amounts of oil around the track (watch the videos and you'll see what I mean), but I got some really good practice for driving in traffic and kept my lap times in the 1:13's. I had a few moments in traffic with other drivers not seeing me; but I was being extremely conservative on my overtakes. This did hurt my overall lap times; but the most important goal was to bring the car home in one piece. Many of the cars had more straight line speed than me, so the best way to make a move I found was to wait until the big boys hit the brakes on the entry to one of the corners; keep on the gas; then use the downforce and grip of the SR3 to drive around the inside of them. The later braking and higher corner speed was outstanding. This is what a SR3 is all about!

I'm very happy with my progress in such a short time and am very much looking forward to my next outing soon. There's more lap time to be taken off yet!

Video from the weekend is on my YouTube site www.youtube.com/richard7k.



Thanks to Nathan Head, Iain Atkinson, Brian Worboys Bryan Yorke, and Peter Skarratt for their help in preparing the car and at the event. I gig thank you to Business Knowledge and UPS Power Solutions for their support too.

Richard Kelly

Pastor's False Teeth

A Pastor goes to the dentist for a set of false teeth. The first Sunday after he gets his new teeth he talks for only eight minutes. The second Sunday he talks for only ten minutes. The following Sunday he talks for 2 hours and 48 minutes.

The congregation had to mob him to get him down from the pulpit and they asked him what happened.

The Pastor explains the first Sunday his gums hurt so bad he couldn't talk for more than 8 minutes. The second Sunday his gums hurt too much to talk for more than 10 minutes.

But the third Sunday he put his wife's teeth in by mistake and he couldn't shut up!!!

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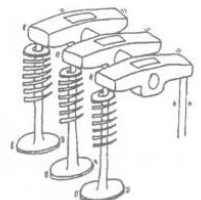
The second Sunday his gums hurt too much to talk for more than 10 minutes.

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Tappet chatter

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

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



How about sending me some folks?

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

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An advertisement for Ray Hartley Motors Ltd. At the top is a red banner with the company name in white. Below it is a yellow sports car with 'HARTLEY MOTORS' on the roof and 'G & S COURIERS LTD. WGTN' on the front. A small 'mta' logo is in the bottom left. To the right is contact information: 18 Haining Street, Wellington, Phone (04) 384 4459, Fax (04) 384 5282, Mobile 0274 436 742, Email rhm@mta.net.nz.

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



To the citizens of the United States of America from Her Sovereign Majesty Queen Elizabeth II

In light of your failure in recent years to nominate competent candidates for President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective immediately. (You should look up 'revocation' in the Oxford English Dictionary.)

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all states, commonwealths, and territories (except North Dakota, which she does not fancy).

Your new Prime Minister, David Cameron, will appoint a Governor for America without the need for further elections.

Congress and the Senate will be disbanded. A questionnaire may be circulated next year to determine whether any of you noticed.

To aid in the transition to a British Crown dependency, the following rules are introduced with immediate effect:

1. The letter 'U' will be reinstated in words such as 'colour,' 'favour,' 'labour' and 'neighbour.' Likewise, you will learn to spell 'doughnut' without skipping half the letters, and the suffix '-ize' will be replaced by the suffix '-ise.' Generally, you will be expected to raise your vocabulary to acceptable levels. (look up 'vocabulary').
2. Using the same twenty-seven words interspersed with filler noises such as "like' and 'you know' is an unacceptable and inefficient form of communication. There is no such thing as U.S. English. We will let Microsoft know on your behalf. The Microsoft spell-checker will be adjusted to take into account the reinstated letter 'u' and the elimination of '-ize.'
3. July 4th will no longer be celebrated as a holiday.
4. You will learn to resolve personal issues without using guns, lawyers, or therapists. The fact that you need so many lawyers and therapists shows that you're not quite ready to be independent. Guns should only be used for shooting grouse. If you can't sort things out without suing someone or speaking to a therapist, then you're not ready to shoot grouse.
5. Therefore, you will no longer be allowed to own or carry anything more dangerous than a vegetable peeler. Although a permit will be required if you wish to carry a vegetable peeler in public.
6. All intersections will be replaced with roundabouts, and you will start driving on the left side with immediate effect. At the same time, you will go metric with immediate effect and without the benefit of conversion tables. Both roundabouts and metrication will help you understand the British sense of humour.
7. The former USA will adopt UK prices on petrol (which you have been calling gasoline) of roughly \$10/US gallon. Get used to it.
8. You will learn to make real chips. Those things you call French fries are not real chips, and those things you insist on calling potato chips are properly called crisps. Real chips are thick cut, fried in animal fat, and dressed not with catsup but with vinegar.
9. The cold, tasteless stuff you insist on calling beer is not actually beer at all. Henceforth, only proper British Bitter will be referred to as beer, and European brews of known and accepted provenance will be referred to as Lager. South African beer is also acceptable, as they are pound for pound the greatest sporting nation on earth and it can only be due to the beer. They are also part of the British Commonwealth - see what it did for them. American brands will be referred to as Near-Frozen Gnat's Urine, so that all can be sold without risk of

further confusion.

10. Hollywood will be required occasionally to cast English actors as good guys. Hollywood will also be required to cast English actors to play English characters. Watching Andie Macdowell attempt English dialect in *Four Weddings and a Funeral* was an experience akin to having one's ears removed with a cheese grater.

11. You will cease playing American football. There is only one kind of proper football; you call it soccer. Those of you brave enough will, in time, be allowed to play rugby (which has some similarities to American football, but does not involve stopping for a rest every twenty seconds or wearing full kevlar body armour like a bunch of nancies).

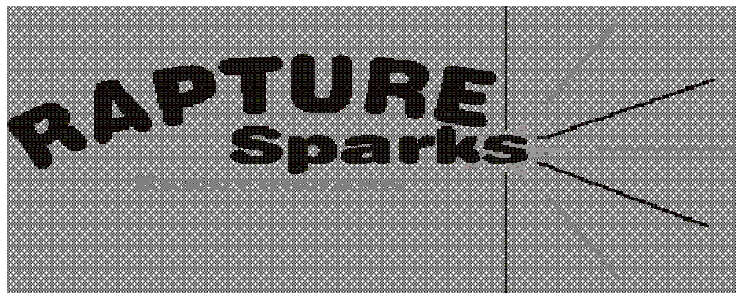
12. Further, you will stop playing baseball. It is not reasonable to host an event called the World Series for a game which is not played outside of America. Since only 2.1% of you are aware there is a world beyond your borders, your error is understandable. You will learn cricket, and we will let you face the South Africans first to take the sting out of their deliveries.

13.. You must tell us who killed JFK. It's been driving us mad.

14. An internal revenue agent (i.e. tax collector) from Her Majesty's Government will be with you shortly to ensure the acquisition of all monies due (backdated to 1776).

15. Daily Tea Time begins promptly at 4 p.m. with proper cups, with saucers, and never mugs, with high quality biscuits (cookies) and cakes; plus strawberries (with cream) when in season.

God Save the Queen!



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Malaysia Rally

On the 1st and 2nd of June Brian Green Motorsport competed in the first round of the Malaysian Rally Championship. Friday night saw the 2012 Prizegiving dinner held, where we received trophies for 1st Class 3, First 4wd and Overall Champions. The team we ran with last year, MRU, also picked up the Teams award.



After a very successful Perak Rally last year, where we won the event, we went into the rally hoping for a good result. We knew our strongest opposition would come in the form of the Malaysian master, Karamjit Singh. This year we are competing in a Mitsubishi Evo X prepared and run by the Chinese team, Wan Yu. They are also fielding two chinese drivers, Fan Fan and Yuan Hau. The stages in Perak are extremely bumpy and one stage in particular has many jumps. Unfortunately, our suspension was too soft, and we were forced to slow down every time it was bumpy and over all the jumps, as the back end was bucking like a horse and threatening to throw us off the road. Despite adjustments by the crew, the suspension did not improve and it was decided to change it all round at the final service on Saturday. At the end of the Saturday stages, Karamjit held a significant lead, whilst we were sitting in second with three cars chasing us. Fan Fan was 8 seconds behind, with Rafiq Udhaya 21 seconds behind and Yuan Hao 24 seconds behind.



Day 2 dawned with the threat of rain. We were running second on the road, and were happy with our time in the first stage of the day. The suspension was better but still not right and we

were still having to slow over the bumpier patches. Rain started towards the end of the first stage of the day, and when it rains in Malaysia the roads become unpredictable and can be like running on ice with slick tyres on. Karamjit took a lateness penalty going into the next stage, forcing us to run first on the road in the wet. The advantage to him of this is that he can see from our tracks where the slippery sections are. Brian took it very cautiously in the wet. Even so we still ran off the road once and were lucky not to finish up in a hole. Proving just how easily it is to go from hero to zero in rallying, we dropped from 2nd to 5th overall in this one stage.

The rest of the day was dry and we set about chasing the three cars that had moved in front of us in that one stage. Going into the last stage we had moved into 4th and were within 4.4 seconds of third. Despite our best efforts, we were unable to overtake Fan Fan for third and fourth would be our final position.

The event was convincingly won by Karamjit Singh. Rafiq Udhaya was 2nd and first Class 3 (group N), Fan Fan was third and we picked up 4th and 2nd Class 3. Our Wan Yu team picked up the teams award for this event.



Next rally for us is New Caledonia on the 15th and 16th of June, then Brian's home event, the Daybreaker Rally!

On the Supermarket PA system: 'Cleanup on aisle 25, we have a husband down.'

A husband and wife are shopping in their local Supermarket

The husband picks up a case of Fosters and puts it in their trolley.

'What do you think you're doing?' asks the wife.

'They're on sale, only \$20 for 24 cans he replies.

'Put them back, we can't afford them' demands the wife, and so they carry on shopping.

A little later the woman picks up a \$40 jar of face cream and puts it in the basket.

'What do you think you're doing?' asks the husband.

'It's my face cream. It makes me look beautiful,' replies the wife.

Her husband retorts: 'So does 24 cans of Fosters and it's half the price.'

He never knew what hit him.

I was in Slovenia from November until January this year working teaching English at a school, and had about a month until my flight back to NZ left. So figured I'd go on a bit of a tour through Europe while I was there. Now, Slovenia happens to share a border with Italy, so I found myself on a bus to Venice, so I could fly to Nice, so I could get to Monaco, as it happens on the weekend of Rallye Monte Carlo. I spent a couple of days wandering around Monaco, looking at the circuit, like in the first photo, and going through Prince Rainier's car collection, which is pretty impressive, with someone's Ferrari rallycar from the 80's, a few Formula One cars, a Stratos, and just a huge amount of nice stuff.



The second day I was in Monaco, all of the WRC teams were setting up their tents along the waterfront, and in the evening all of the cars arrived. I actually missed them arriving, but one has to admit that even standing still they look better in tarmac spec than a gravel spec. The next day I was on a tour that took me to spectate at the peak of the Col du Turini – a pretty awesome place, you just don't get that sort of spectacle and atmosphere even at Rally NZ. It was pretty snowy up there.



This meant that everyone apart from Loeb and Ogier were a bit dull to watch as they were going pretty gently.

But even worse were the support categories – after the 13 WRCars, there were only front wheel drive DS3s and that sort of thing – understeer for Africa, which is hardly exciting to watch. The last run-through fully in the dark got cancelled due to the snow. Added to the fact that it was absolutely freezing, I'm proud to say that I've been up to the Col du Turini and watched the Rally Monte Carlo, but wouldn't necessarily go back. For spectators, I probably would say that Rally NZ is actually better to watch! After a 2 hour bus ride back down the hill, I was back in Monaco, where I discovered that trains did not go this late, and I needed to take a taxi back to my accommodation in Ventimiglia, in Italy. €50 later, my incredibly mediocre day of spectating was over. So a couple of days later I left Ventimiglia, and headed to Maranello, home of Ferrari.



Now at the museum, I've never seen so much red in my life! There's some amazing stuff there, like incredible numbers of World Championship winning cars, and one of the highlights for me was definitely the room that had 8 World Championship winning cars in it.

The museum was surprisingly small considering the history that Ferrari has, but one can't complain really. After going through the museum, I wandered out to the Fiorano Test Track, but couldn't get in because there were some tests going on. I had a peek in a fence though, and saw the new Ferrari hypercar doing some laps.



Quite an impressive sounding thing really.

The next day, I went into the museum in the centre of town that was the garage that Enzo Ferrari's father owned, and beside it there was an exhibition space, where they had an exhibition on the competition between Maserati and Ferrari. Some interesting stuff in there, like Stirling Moss's Maserati that he entered the Indy 500 in, the Maserati that Bruce McLaren drove at the 12 Hours of Sebring in 1961. So Maranello was an interesting place for the Ferrari history, and from there I went through Pisa, Rome, Venice, Berlin, Dresden, Weimar, Nuremberg, and Munich, all with no car interests apart from having a look at the Norisring street circuit in Nuremberg, which I had no idea actually goes around the old Nazi party rally grounds.

A senior citizen bought a brand new BMW Z4 convertible and drove it out of the salesroom. Taking off down the motorway, he floored it to 120mph; enjoying the wind blowing through what little hair he had left.

"Amazing!" he thought as he flew down the M4, enjoying pushing the pedal to the metal even more.

Looking in his rear view mirror, he saw a police car behind him, blue lights flashing and siren blaring.

"I can get away from him - no problem!" thought the elderly nutcase as he floored it to 140mph, then 150 then 160.

Suddenly, he thought, "What on earth am I doing? I'm too old for this nonsense!" So he pulled over to the side of the road and waited for the police car to catch up with him.

Pulling in behind him, the police officer walked up the driver's side of the BMW, looked at his watch and said,

"Sir, my shift ends in 10 minutes. Today is Friday and I'm taking off for the weekend. If you can give me a reason why you were speeding that I've never heard before, I'll let you go."

The old man, looked very seriously at the policeman and replied,

"Years ago my wife ran off with a policeman. I thought you were bringing her back."

"Have a good day, Sir", said the policeman.

Sealed Airports - William Durant Drive, Trentham - 8 June 2013

No	Driver	Car	Club	Class	Proctoe	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD	Class ENOD	Class #WD	Shoot1	Shoot2	Shoot3	Shoot4	Shoot5
2	Alan Giszycs	Subaru	HCCC	4WD	1.40.99	ww	1:18.28	1:16.91	1:16.91	1			1	1:21.85				
10	Sam Duncan	Subaru	HVMC	4WD	1:28.44	1:21.69	1:18.44	1:17.16	1:17.16	2			2	1:17.72	1:17.50	1:15.47		
18	Geoff Warren	Subaru	HVMC	4WD	1:21.93	1:43.22	1:20.06	1:18.31	1:18.31	3			3	1:17.94	1:17.32	1:16.19	1:15.69	1:13.94
8	Peter Collins	Corolla	HCCC	FOO	1:25.15	ww	1:19.78	1:19.85	1:19.78	4	1			1:19.63	1:19.91			
14	Ben Watson	Fairlady	HCCC	ENOD	1:23.13	ww	ww	1:20.06	1:20.06	5		1		1:19.32				
1	Jared Rush	Thuno	HVMC	ENOD	1:33.34	1:40.35	1:20.35	1:31.16	1:20.35	6		2		1:22.94	1:20.50	1:24.00		
17	Kris Zilovic	Celica	Woln CC	4WD	1:25.65	dnf	1:20.41	dnf	1:20.41	7			4					
22	Matt Laudier	180SX	HCCC	ENOD	ww	1:26.15	1:22.19	1:20.85	1:20.85	8		3		1:42.69	*			
3	Max Kempthorne	Pulsar	HVMC	EOD	ww	1:26.91	1:24.81	1:21.62	1:21.62	9	2			1:22.47	1:21.94	1:17.85	1:17.25	
21	Cameron Ross	350Z		ENOD	1:24.82	1:22.59	1:36.16	1:21.97	1:21.97	10		4		1:26.22	1:20.44	1:17.66	1:16.87	ww
7	Loren Brookes	Subaru	HCCC	4WD	1:30.84	1:30.44	1:25.10	1:22.00	1:22.00	11			5	1:25.22	1:24.82			
34	Steve Gray	Skyline	HVMC	ENOD	ww	ww	1:25.72	1:22.91	1:22.91	12			5	1:21.81	1:21.19	dnf		
9	Tim Gaskin	180SX	HVMC	ENOD	1:30.31	1:25.44	1:23.66	1:23.97	1:23.66	13		6		1:22.72	1:22.13	1:21.22		
31	Leon Cast	Corolla	HCCC	EOD	1:32.28	1:25.37	1:25.78	1:23.68	1:23.68	14	3			1:35.72	*			
23	Steve Joplin	Escort	HVMC	ENOD	1:46.44	*	1:26.60	1:23.78	1:51.90	1:23.78	15		7	1:22.85	1:24.47			
13	Nell Rush	Integra	HVMC	EOD	1:29.22	1:24.00	1:28.63	1:28.25	1:24.00	16	4			1:27.25	1:22.78			
6	Dagru Picard	Mirage	HVMC	EOD	1:37.19	1:27.03	1:26.10	1:24.34	1:24.34	17	5			1:21.82	1:22.72			
38	Glen Clemas	Pulsar	HVMC	EOD	1:33.13	1:37.07	1:27.71	1:26.19	1:26.19	18	6			1:29.63	1:25.00			
25	Kerry Butler	Corolla	HVMC	EOD	1:33.28	1:29.16	1:28.47	1:27.56	1:27.56	19	7							
4	Dick Butters	Subaru	HCCC	4WD	1:34.56	1:30.91	1:27.90	1:28.40	1:27.90	20			6	1:29.03	1:29.28			
33	Joshua Church	Bilvia		ENOD	1:44.50	dnf	1:31.90	1:28.25	1:28.25	21		8						
35	Amy Warren	Subaru	HVMC	4WD	1:35.59	1:32.94	1:31.35	1:29.50	1:29.50	22			7	1:26.34	1:26.00			
5	Robbie Groves	Charade	HCCC	EOD	1:45.13	1:32.34	1:31.31	1:32.65	1:31.31	23	8			1:29.65				
20	Shane Windley	200SX	HVMC	ENOD	1:32.81	1:31.72	dnf	dnf	1:31.72	24		9						
24	Shane Metcalf	Celro		ENOD	1:35.68	1:38.65	ww	1:32.00	1:32.00	25		10		1:29.57	ww			
15	Calvin Reid	Charade	HVMC	EOD	1:46.69	ww	1:32.72	1:34.53	1:32.72	26	9			1:40.34				
37	Jilly Hutson	Starlet	HCCC	EOD	1:40.21	1:37.25	1:39.75	1:32.94	1:32.94	27	10			1:33.31				
30	Stuart Sweetman	Skyline		ENOD	dnf	1:44.16	*	1:35.85	1:33.12	1:33.12	28		11	1:37.56	*			
19	Nathan Spencer	Skyline	HCCC	ENOD	1:37.15	1:35.38	1:34.50	1:33.28	1:33.28	29		12		1:32.34				
12	Nick Moody	Laurel		ENOD	1:38.84	ww	1:34.78	1:46.65	1:34.78	30		13		1:35.47				
11	Mike Hodgetts	Corolla	Woln CC	EOD	1:59.00	1:36.15	1:35.60	1:44.93	1:35.60	31	11			1:33.25				
36	Zed Butters	Corolla	HVMC	EOD	1:39.84	1:36.81	ww	1:36.94	1:36.81	32	12							
28	John Tamerler	R32		ENOD	ww	1:42.84	1:39.60	1:42.63	1:39.60	33		14		ww				
32	Sean Aryan	Laurel		ENOD	2:08.93	2:01.19	1:43.72	*	1:53.34	1:43.72	34		15	1:32.87				
26	Nick Aryan	Bilvia		ENOD	1:41.88	1:51.62	1:45.87	1:46.54	*	1:45.87	35		16	1:29.90				
16	Robert Burrows	Subaru		4WD	1:57.22	1:52.66	ww	ww	1:52.66	36			8					
27	Chris Mildove	R32		ENOD	ww	dnf	1:56.27	dnf	1:56.27	37		17						
29	Nell Wade	B14		ENOD	1:49.57	ww	ww	dnf	no time	38		18						

(Times above include penalties for hitting cones or drums)
 ww = wrong way * = includes 5 sec cone/drum penalty

VERY IMPORTANT ANNOUNCEMENT FOR PEOPLE WITH A MOTORSPORT AUTHORITY CARD

CHANGED REQUIREMENT!!!!!!!!!!

If you have an authority card on your road legal car, there has been a change to the renewal criteria.

Previously, if you had done two events in the 12 months prior to your renewal, that was sufficient.

Now however, in ADDITION to that two event criteria, you must have had the car AUDITED in the six months *before* the renewal. An event that you've entered in the six months prior to the renewal, where you are NOT AUDITED, is not sufficient.

So you could have done ten events in the first six months of your card, but if have not been audited in the six months prior to your renewal (during which you might have done up to two not-audited events) ... you'll need to get a new inspection done on your car.

This is money and hassle you don't need.

So, make damn sure you get your car audited at least once in the last six months of your card validity. We scrutineers are perfectly fine to be asked to audit a car that doesn't actually need it done you need merely ask us nicely.

At least if you know that this authority card renewal criteria has been changed, you can do something about it. My suggestion is, as soon as your card is within six months, get an audit at the first event after that six months, because you just never know if you're going to have something go wrong with the car and not compete again in the latter six months, despite all your best plans.

Wellington Motorsport Association Calendar 2013

	20	Sealed Sprint	Levin	National Road	DM
July	29	Rally (NZRC Round 3) Daybreaker	Manawatu	Manawatu	Nat
	7	Autocross (grave)	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 (grave)	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) Intermarque Sprint (not confirmed)	Wellington	Shelly Bay Manfeild	DM IM
	28	Rally (Classic)		Taupo	
October	5	Rally (NZRC Round 6)		Wairarapa	
	13	Autocross (grave)	Kapiti	Otaihanga	
	20 26 th to 3 Nov	Gravel Sprint Rally (Targa)	Levin	Wairongomai Road	GS
	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 (grave)	Kapiti	Otaihanga	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

Levin
Hutt Valley
Wellington
Harbour Capital
Kapiti
Wairarapa
MG
Intermarque

Club Contacts

027 442 1639 (Chris)
027 439 7616 (Neil)
021 717 676 (Jody)
027 6996 838 (Leon)
027 446 9986 (Bryan)
027 627 8006 (Mort)
04 970 8644 (Terry)
027 232 2523 (Alan)

Stewards

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

Clubnight

July 3rd
1841 Bar, Johnsonville
Upstairs private room

Documentary Night!

At about 8pm we're going to fire up the TV(s) and have a motoring or motorsport documentary for your viewing pleasure.

We'll have a couple to choose from and be all democratic about it and let you vote.

If you want to join us for dinner (it's great food there, the burgers and ribs are awesome) cruise up any time from about 7pm.

It gets pretty busy in the kitchen after about 7:30 because they pack the place out for the quiz night.

Did you hear about the fat, alcoholic transvestite - All he wanted to do was eat, drink and be Mary.



Uncle Horni's Choice Winner: Neville Kidd

MOTORSPORT NEW ZEALAND CONFERENCE 24/25TH MAY '13 WRTN.

I attended as the Club delegate and Barry Voss was my observer, Friday and Saturday morning were taken up with Commission workshops and reviews.

Volunteer/Training Workshop.

The Simulators are finally up and running (one was on display and use at conference) they have had numerous issues with the electronics and suspension. Report on the new database that is being worked on at the moment and hope to have on line by July. This will enable competitors to enter club events online, as well as organise submit paperwork e.g. permits reports etc. Also technical dept will be able to use this. Everyone will have their own login and their profiles, for example for what interested them. If you are into scaled events only, different clubs can send you there information on events which may interest you.

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Volunteers. we wanted to sign up as many of these to the database and they won't necessarily need to be a financial member of a club. 250 volunteers were needed to run the recent V8 in Auckland. Training of Club officials still isn't completed but not far away now.

Finance Workshop. Attended and was advised due to the The Motorsport Company liquidation, was a loss this year but this had been covered from existing funds.

Historic @ Classic Workshop. was interesting with there being no lack of comment in this workshop. No trouble with participation within the sport with very strong turnouts. There have been 2180 COD processed for cars since inception. Good discussion on place in the sport for old club cars. Also year of representations showing 4 photos of cars all different but same original car like the proverbial axe and handle.

Clubsport Commission. Next year's Clubsport Championship is being hosted at Waimate on the 1st and 2nd March. The rounds have already been selected for the Hillclimb Championships. S1 being 26-27 Oct Canterbury, 2nd round in Westport early 2014, and the final is in Gisborne.

Jeff Scott, with help of others including John Piessen, have released a revamped trialing booklet to encourage interest. Discussion on the remit re stewards not required at some advance status permit events produced the comment that NZ currently has 112 stewards with 5 appointed this year.

Organisational Review. This was quite involved. I have supplied the review to Colin who is putting on the website so you can digest. There are quite a few changes coming up in the way our motorsport will be managed within New Zealand. All the details are still to be determined.

Race Workshop. This was interesting and a really good overview supplied which is also on our web site. Comment on the V8 situation appears that two parties are talking but from I could gather the 2 series are going to continue. Discussion on how to make it easier to get into racing.

Rally Workshop. Was mainly reduced to 2 topics the first being the rallysafe setup, and costs and effectiveness of this. Was a wee bit heated at times when Targa rep

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enquired as to why the Trackit system had not been investigated for this. Comment was that this system is not satellite based, therefore coverage not as good. Collins Rally this year planning on using. 2nd topic was a lack of venues and over use of some roads. This was conducted by Bruce Soffit from the rally commission. Commented that the Taranaki D-Council which includes Damicvirke area had 117 road closures for the year if this was for 2010-2011 year. This is causing big issues and there are now lots of problems for some clubs in obtaining road closures.

AGM Saturday pm. Some comments from this.

No insurance claims within the year from Clubs, the only one being from Motorsport house due to water damage.

Technical department commented had good year with paperwork being received a lot better prepared also ran 10 Auditor sessions.

Rally championship is really strong in this country especially for our population base.

Are applying for 2014 WRC but not sure FIA fees are excessive.

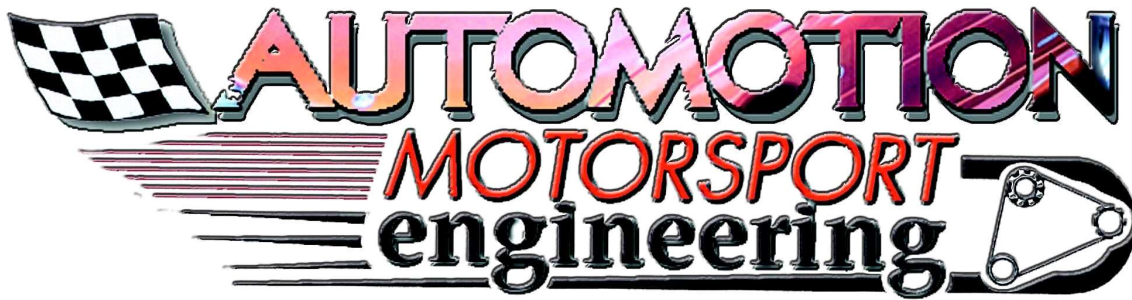
Is a new trophy for the Academy Winner being the Ian Snellgrove Trophy.

Capitation Levy to remain the same at this stage.

Elections. Wayne Christie remains as Vice President. Norm Oakley and David Kirk remain on executive. Dennis Elder was only new edition on Commission being the Clubsport



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Ken Douglas
P.O. Box 216
Levin 5540

Two women called at my door and asked what bread I ate, When I said white they gave me a lecture on the benefits of brown bread for 30 minutes.

I think they were those Hovis Witnesses.

SUNDAY 14 JULY – THE SURGERY INTERMARQUE SPRINTS - ROUND 3*

Just a friendly reminder that it's time to support the longest running grass roots race series in NZ.

It's affordable and fun - the most fun you can have in winter with your clothes on!!

Free giveaways and piss-taking at driver's briefing, and chocolate fish a plenty.

New-comers and volunteers to marshal especially welcome.
See our website for info.

Spread the word.....club nights, online and offline!

See you there,

Mike & Irene – The Surgeons

A friend of a friend of mine was sitting on a lawn sunning and reading, when he was startled by a fairly late model car crashing through a hedge and coming to rest on his lawn. He helped the elderly driver out and sat him on a lawn chair.

“My goodness” he exclaimed, “you are quite old to be driving!”

“Yes” he replied, “I am old enough that I don't need a license anymore”

“The last time I went to my doctor he examined me, and asked if I had a driving licence. I told him yes and handed it to him. He took scissors out of a drawer, cut the licence into pieces and threw them in the wastebasket”.

”You won't be needing this anymore”, he said.

"So I thanked him and left.”

Dynaton Taupo 2wd Tarmac Rally
 Saturday 3 August 2013

Taupo Open Tarmac Rally
 Saturday 28 September 2013

Email: info@classicrally.org.nz
 Web: www.classicrally.org.nz

WMSA Night Trial Series, Round : Wednesday, 8 May 2013

Results

Place	Car Number	Driver	Team	Club	BEGIN	THAT	NICE	WINK	TWICE	CANT	THIS	CANT	HI	GOT IT	NEON	LIGHT	MANNED	ZINC	XENON	TIN	TWIST	STAAT	DUR	ZINC
2N	1	Julian Mullan (Liam)	51		Novice	10				10	10	10	10		10	10	4							10
6E	2	Mari Atkins	Sunbeam	Sunbeam	Expert								10				21			10	10			10
3I	3	Tim Dempsey		HVMC	Intermediate		10				10		10		10		10				10			10
1N	4	Michael Gray		HCCC	Novice						10		10		10	10	2		10	10				10
1E	5	Dave Jennings	Jennings	Kapiti	Expert												3							
2I	6	Bill Peacocke	Beamer	HCCC	Intermediate					10	10						30							10
2E	7	John Rapley	Smiley	HCCC	Expert										10									
3E	8	Wayne Gair	Peugotary	HCCC	Expert				10								9							
4E	9	Jilly Hutson	O'Makinen	HCCC	Expert										10		2		10	10	10			
1I	10	Steve McCallum	Audi Doody	HCCC	Intermediate				10						10		6							
5E	11	Mike Reid	Not a Problem	HVMC	Expert				10		10	10			10		16							

SOUTHWARD CAR MUSEUM
2013 Auto - Jumble
 (automotive only swap meet)

* 8am Sunday 17th November 2013. Otaihanga Road, Paraparumu

- * Bring along your Classic Car/Motorcycle FOR SALE and join our special Car Corral area
- * Trade Sites available
- * Preferential parking for your classic car
- * Sellers plots \$10.00 (passengers \$5.00)
- * Car Corral \$10.00
- * General Admission \$5.00
- * General Admission including Museum \$10.00

For more information and Trade Site enquiries please contact: Hayden 027 859 2774
 or hayden@southwards.co.nz

www.monsterracewear.co.nz

Little Billy asks his dad for a telly in his room. Dad reluctantly agrees. Next day Billy comes downstairs and asks, 'Dad, what's love juice?'

Dad looks horrified and tells Billy all about sex.

Billy just sat there with his mouth open in amazement. Dad says, 'So what were you watching?'

Billy says, ' Wimbledon.'



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

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

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

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

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

Trials	Motorkhanas	Speed	Rallies
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Annual Subscription: Make cheques payable to: Harbour Capital Car Club

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

Amount enclosed: \$ _____

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

www.hccc.org.nz

Also don't know if you've spotted it, but motorsport central is back with lots of articles and photos again

http://www.motorsportcentral.co.nz/index_home.php

No photos this month folks, but go to Motorsport Central for heaps of good stuff to look at. Ed
