



WHEELSPIN

June 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

Flying Fish & Marty Smith @ Maramarua

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 5th June 2013 @7:30



Probably not a big missive from me this month, as the car hasn't even left the garage (not even to be cleaned) since the last article I wrote!

We're still awaiting progress on Slipway, apparently it has (or is) going to the Environment Court, so we again continue to be a club of no venues! A situation that you can imagine pisses me off no end! No events to run = a very grumpy Leon.

We had our annual prizegiving at Clubnight, during which Jilly walked away with just about every trophy the club has, after her very epic year of doing 20 or so days worth of rallying during the year. A very good effort, and I believe the first time in the history of the club that a woman has taken out the overall points trophy! Well done Jilly!

My only official entry in an event last month was navigating for Adam Muldoon in the Lancia Volumex (which apparently doesn't mean "loud" in Italian) at the Classic Tarmac rally event held on the Manfeild venue. I was called in at the last moment, as his planned navigator had pulled out rather close to the final deadline.



The day started worryingly early as I turned up at Adam's house at 6am on the Saturday morning. There was one slightly interesting moment as it initially looked like I'd gone to the wrong place, but it merely turned out that Adam has grown a beard since the last time I've seen him!

We towed the Lancia up behind a Ford Something, on a trailer roughly large enough to put a decent sized truck onto, parked ourselves in the wrong garage (would you believe, two lots of pit garages with the same numbering on them, in two different places?), put ourselves in the right garage. Did some wheel changing, and put some go juice into it.

At about that stage, I then sat in the car for the very first time!

Nothing like jumping into the deep end I guess.

There were some amazing cars running on the day, as the car prep on several of the car running on the day was just incredible! So many shiny bits, things with carbon fibre, and polished things! Basically wall to wall car porn, it was brilliant.



We were definitely not the only Harbour Capital entry for the day, nor the only Wellington crew! Ian Atkinson was there in the newly "yellowed" Porsche 944, along with a surprise entry of Gary Maddock and Neil Roots in the (also yellow) Honda Starlet (not a typo), and the Sellens team in the green machine AE82.

We had been somewhat pessimistically seeded down at nearly the tail end of the field, although since it's all on a racetrack it doesn't really matter to much about the seeding, as if you catch or get caught you have large expanses of racetrack in which to get past people. Stage #1 was a little bit nicer this year than last, as they replaced the enormous machinery tyres that I collected in 2012 in the Corolla after I blew the brake line, with small tyres and cones. This made the experience much less intimidating by a long way!

The Lancia seems to be a very forgiving car to drive, with the dominant handling characteristic being understeer, with a little bit of trail braking oversteer. It is also well mannered enough so that it basically announces three seconds out, what is going to happen next.

After the first stage, there was a bit of a vibration in the car on turning. We tracked this down to loose wheel nuts. Very interesting considering I'd done up all the wheel nuts, and then passed the brace to Adam, who then went around and did all the wheel nut rechecks himself!!



The Honda Starlet, beside the Hendra family Barina

But we ended up tightening up a single wheel nut on that wheel another two times during the day, so clearly something interesting was going on there.

Other than that, there were no other mechanical issues, just playing with tyre pressures, and putting in more petrol on a regular basis (apparently boost uses petrol!).

We finished up third in class, and beat the Mini that Adam was very determined to beat. So he was pleased with that.

I believe that Gary and Neil ended up way up the front of the field, which is pretty good. Ian had a trouble free day in the yellowbeast, but the Sellens had a cow of a day with an accelerator pedal that spent the entire day jamming, unhooking, or falling off the floor.

The Corolla in the pit beside us performed rather unusually, a roll, having arrived sideways into a chicane wiggle, and hooked a tyre. He was able to continue, but was not best pleased as it was freshly panel and painted.



Slightly adjusted Corolla



Ian's yellowbeast

My next event was actually the next day, and was again a rather early morning mission, where I headed up to Mangahao Dam, to sit in the silly seat beside Graham Heath in the Pulsar, and doing pacenotes as much as possible for the day.

I don't think I've actually been in the silly seat of Graham's car on gravel before, but it was good fun. Heaps of grunt, more technology than the average appliance shop, and the most back breaking suspension set up that I've ever encountered!

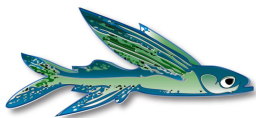
We had a day of no drama, which was good, and Graham managed 4th overall, first in class, and fastest 2wd. The weather wasn't too flash with a bit of rain on and off all day, but it kept the dust down, and made the tyre wear situation a bit better.



It's a fun bit of road, and I'm not quite sure why it gets such little support. They ran the day at basically breakeven point only, so it was not many entries away from not happening. If you've a gravel car, and like driving up a WINDY and steep road, I highly recommend it.

That's it from me, hopefully next month I will actually do some driving myself ☺

Leon



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Finding a woman sobbing that she had locked her keys in her car, a passing soldier assures her that he can help.

She looks on amazed as he removes his trousers, rolls them into a tight ball and rubs them against the car door.

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"That's so clever," the woman gasps. "How did you do it?"

"Easy," replies the man. "These are my khakis".

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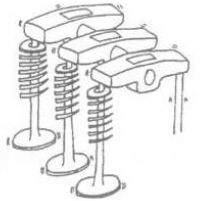
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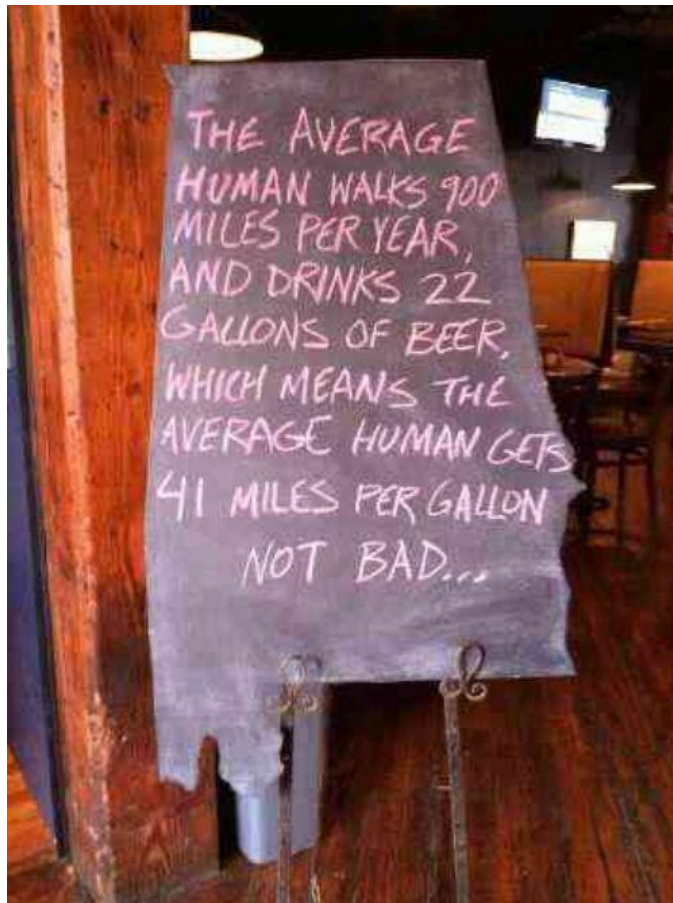
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Tappet chatter

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!



GRAVEL STARVED

Finally after three months of cancelled and postponed events due to dry conditions I got to compete in an event. On Sunday 7th April Dannevirke Car Club held Tararua Road Gravel Sprint (near Pahiatua). Twenty others joined me to take on the 4.9km course with its 50ish corners. We were to have a minimum of six runs.

Len Fisher travelled up from Otaki to sit in the silly seat, hot seat, ballast seat or in this case the info seat. Len was able to write a full set of notes for the course on our first run which we did in 4.28. After the finish you could go either left 11km or right 10km to loop back to the start. This is much better than waiting at the finish as you have to do at other events.

After adjusting tyre pressures we lined up for run 2. Len reread his notes with precision. I was most impressed with how accurate they were so we improved to 4.13. Len did make a few minor tweaks to the notes and with the road being swept cleaner we improved to 4.05 on run 3.

By now both of us were feeling a little peckish so it was time for a sausage/ meat patty or two from the clubs barbecue before lining up for the afternoon runs.

It was also about now that we had a wettish shower while waiting in the line. Our target on this run was to break 4 minutes. Len felt I could gain some time in the faster 6/7/8 corners in the middle part of the course and he was right as we got a 3.59.2. However when we finished our fifth run Len said SLOWER and he was right as we did a 3.59.3. He thought I had started a little slower.

So it was all on for the last run to go faster with full attack from the tight beginning through the fast middle to the tight uphill to the end. I did my best and said to Len at the end that was faster. He agreed. It was an agonising wait for our time to be worked out but it was worth the wait as I was over the moon with a 3.51.4. What a great way to end the day.

Thanks to Len for the encouragement through out the day. We both had a very enjoyable day on the gravel.

I will have to put this event on my list of must do again for next year.

Brian Craig

HELGA'S DIARY ON A CRUISE SHIP

DAY 1 All packed for the cruise ship -- all my nicest dresses, swimsuits, short sets. Really, really exciting. Our local Red Hat chapter - The Late Bloomers, decided on this "all-girls" trip. It will be my first one, - and I can't wait!

DAY 2 Entire day at sea, beautiful. Saw whales and dolphins. Met the Captain today -- seems like a very nice, handsome man.

DAY 3 At the pool today. Did some shuffleboard, hit golf balls off the deck. Captain invited me to join him at his table for dinner. Felt honoured and had a wonderful time. He is very attractive and attentive.

DAY 4 Won \$800.00 in the ship's casino. Captain asked me to have dinner with him in his own cabin. Had a scrumptious meal complete with caviar and champagne. He asked me to stay the night, but I declined. Told him I could not be unfaithful to my husband.

DAY 5 Pool again today. Got a bit sunburned, and I went inside to drink at piano-bar, stayed there for rest of day. Captain saw me, bought me several large drinks. Really is quite charming. Again asked me to visit his cabin for the night. Again, I declined. He told me, if I did not let him have his way with me, he would sink the ship... I was shocked.

DAY 6 Today I saved 2600 lives.....Twice!



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Boeing worker hobby

Take a look at what a retired sheet metal guy from Boeing Aircraft can do in his spare time. Check this out. A hand-formed all-aluminium Willys Coupe! It 's amazing what some people can do with an English rolling wheel, sheet metal brake and a lot of skill and knowledge. No, he is not going to paint it. Love the polished flames! (Look closely) This is Walt Austin's aluminium Willys coupe at Jim Hume 's shop, south of Bellingham, Washington.



The Van Ansem Legacy rally car is up for sale

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He was in ecstasy, a huge smile on his face, as his wife moved forwards, then backwards, forward, then backwards again....back and forth ...back and forth ... in and out .in and out.

She could feel the sweat on her forehead and between her breasts and trickling down the small of her back, she was getting near to the end.

Her heart was pounding, her face was flushed, then she moaned, softly at first, then louder.

Finally, totally exhausted, she let out an almighty scream and shouted.

"OK, OK! I CAN'T park the fucking car! You do itYOU SMUG BASTARD !"

SS2000 venture to The Dark Side

As I wander along the road of life contemplating things like bucket lists and finance, I come across an advert for the 2WD Classic Tarmac Rally at Manfeild and thought what the heck. The mortgage will have to wait. I will venture to the dark side and do a rally.

As some of you know a Tarmac Rally at a race track is set up to run in various courses and directions with the navigator providing directions and counting laps. This provides a huge difference from what I am used to with only start lights, final lap board and finish flag as directions.

I called Neil Roots to see if he would be interested in navigating for me and with some persuasion he agreed and I set about getting the car prepared. The usual stuff like install a seat, belts, 2kg extinguisher and first aid kit. A quick trip to MANZ to get my R1 license and we were ready. According to Neil his last rally as a navigator ended in disaster many years ago, so this was a chance to redeem him self. Neil has never driven with me before let alone sat in the passenger seat of the Starlet so the first stage was our initiation into motorsport as a team.

We discovered a number of HCCC members on the entry list and set about finding them before the stages started. We found Brent and Julie Sellens and their Corolla 4AGE seeded 4th and introduced ourselves to Iain Atkinson and Mike Hanks with their 944 Porsche 3.0 now looking splendid in yellow following a repaint and seeded 12th. We discovered Adam Muldoon and Leon Cast set up in a pit garage with Adams Lancia Beta VX and they were seeded 26th. We had been seeded 7th, so we set about to prove the officials right.

The Taupo Classic Rally series has been running for a few years and is a well organized and slick operation providing entry level rallying for the newbie's. Probably 30% of the field was new to Rallying. Documentation was easy with route books, door stickers and numbers all being provided. We newbies went through basic training introducing us to control procedures and rallying 101.

Stage 1 involved a number of laps of the short circuit then a lap of the normal circuit. The organisers had installed tight first gear chicanes on the front and back straights to reduce the peak speeds. While frustrating, by restricting Vmax for me to about 180ks which is the top of 4th, they were great fun and could be attacked using the brakes to assist the back of the car through the first part. Our tyre pressures were too high for the first stage and made the car a bit loose so we dropped 10 psi all round to try for more grip and added a couple of notches of front shock compression to the stabilize the front after turn one. Neil commented that "the car goes alright and the brakes were good", he nearly lost his clipboard the first time I hit the brakes fully. We were 7th on the stage.

Stage 2 was laps of the normal circuit and with more grip we ended up 4th on stage time.

Stage 3 was laps of the full Manfeild circuit with two chicanes both Neil and I had not done the back part of the track before. This part of the track feels strange with no camber at all, some third gear flowing corners and tight right handers. Plus a second gear sweep that seems to go on forever. Then into the second chicane before you come back onto the back straight. We caught and passed some people on this stage and I also made some braking mistakes. I had huge fun holding the foot flat, out of the final turn in third, right to the last moment and sliding the rear through the pit entrance chicane while hard on the brakes. We were 3rd on this stage.

Stage 4 was a reverse of the standard circuit. Apologies to Iain and Mark in their Porsche I think we used the back of their car as brakes into the front chicane at one stage. During this run we had a half spin at the hairpin and ran wide coming out of the back track. We were overtaken by the MK2 Escort of Dean Curtis and Brendon McKay powered by a 2.5 litre motor. This was the fastest car on the track and handled beautifully, braked later and accelerated harder than us. Unfortunately they had done one lap too many on a previous stage, they still managed sixth overall. The end of the stage was a blast exiting turn one and accelerating

up the narrow pit lane. We were top of second gear and into third which is 130 plus before braking. Neil is an unflappable co driver delivering calm course notes and thoughtful critique despite the nut behind the wheel trying to clip chicane tyres and loose control at pace. We were 4th again.

Stage 5 was the full track run in reverse and at the end of the day felt very long, after a day with front wheel drive and no power steer. We completed finish control, loaded the car on the trailer and headed to prize giving.

We achieved 2nd in class and 3rd overall, Iain Atkinson and the 944 was 9th, Adam Muldoon and Leon in the Lancia Beta came in 13th and Brent and Julie Sellens scored 15th position in the Corolla despite stopping on the last stage and reconnecting the throttle cable.

Looks like we are doing the next rally in Taupo August 3rd, I might even put the slicks on if it is dry.

Go hard go fast and be safe. Cheers Gary



Gary Maddock at Taupo over Easter.

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Annie, 6 years old, gets home from school ..She had her first family planning lesson at school.
Her mother, very interested, asks; " How did it go?"

"I died of shame!" she answered!

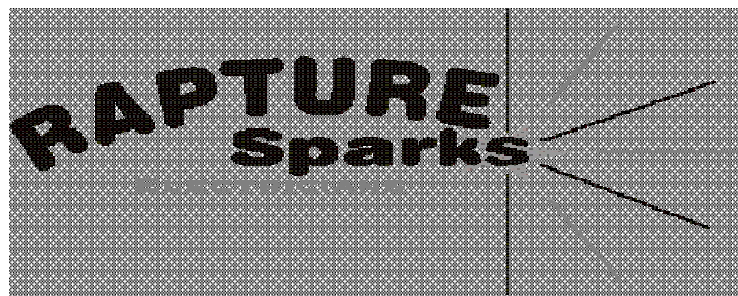
"Sissy from over the road says that the stork brings babies.

Sally next door said you can buy babies at the orphanage.

Pete in my class says you can buy babies at the hospital."

Her mother answers laughingly, "But that's no reason to be ashamed!"

"No, but I can't tell them that we were so poor that daddy & you had to make me yourselves



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The sinister..

BMW 730d SE

More from Jeremy Clarkson – Buy his books!

Quite rightly, it is no longer acceptable to mock people for being black, homosexual, ginger, deformed or Irish, so let us start this morning by mocking Gerald Ford, George Bush Sr, Bill Clinton, Ross Perot, Al Gore, Obama Barrack and John McCain. People, in other words, who are all left-handed.

At present, this terrible condition affects around 11 per cent of the world's population and yet in certain fields the number is high enough to raise statistical eyebrows. Quite apart from American politics, there is tennis, which is dominated by lefties. McEnroe, Connors, Rusedski, Ivanisevic and that Spanish ape whose name I've forgotten all hold their bats with the wrong hand.

What's more, if you give birth to a leftie, there is a good chance he'll go into space. One in four Apollo astronauts were left-hand-drive. But, conversely, things are not so rosy if he wishes to become a top-flight racing driver. All the big stars in recent years have been normal, apart from Gerhard Berger. He'll also struggle to be a writer because his handwriting will be all smudged. We can see from all this that left-handed people are different to you and me. In short, they are what science calls 'weirdos'.

History is less kind. The word 'sinister' is actually derived from the Latin *sinistere*, meaning left. *Gauche* is left. *Maladroit* is left. Derek Hatton is left. All the things you don't want to be are left. Left has come to mean bad, clumsy, difficult or awkward. And it's easy to see why this happened.

It is, for example, very difficult for a left-handed person to operate a camera or be a woman. Almost all are men and that's sinister for sure. What's more, a left-handed person can adjust more easily to seeing underwater than a right-hooker. There's only one conclusion to be drawn from this — their eyes are not human. Furthermore, they grow more pubic hair more quickly than a normal person, and this would imply that they may be wolves, or bears.

Certainly, we can deduce from this that it's not only the wiring of their arms that is the wrong way round. Their whole body is an electrical mess. I'm surprised they don't sneeze every time they get an erection. Certainly, they have a greater tendency to stutter. And many are slovenly time-keepers.

(Actually, I made that last bit up simply to annoy the producer of *Top Gear*, who is a) left-handed; b) three hours away from where he's supposed to be at any given moment of the day; and c) like all left-handed people, absolutely convinced that he is in some way 'special'.)

People from other minorities never try to claim they are better than the majority. You never get ginger people going around saying that because of Simon Heifer and Nicholas Witchell, people with orange hair are cleverer than average. Nor do you get homosexuals pointing at Oscar Wilde with a smug look on their faces. They just want to be seen as 'the same' as everyone else.

But people who need upside-down hands to write their signature on a cheque spend a huge amount of time and effort forming clubs designed to prove that because Leonardo da Vinci was left-hand-drive, they are superior beings.

In this respect, they are a bit like the Freemasons or Mensa, that magnificently strange organization for people who think they're special because they can put some shapes in the right hole while playing chess.

Mind you, left-hookers are worse. They lobby the makers of household appliances to consider their *plight when designing* computers, cookers and power tools. They even complain about sinks and, I'm sorry, but I fail to see how something that is perfectly symmetrical can possibly favour right-handed people. Maybe they are saying the plughole isn't big enough to handle all their pubic hair.

Frankly, I'd just tell them we right-handers have our problems, too. The sextant, for instance is very difficult for us to operate and, er. . . I'm sure there are other things as well.

What annoys me most of all about southpaws, though, is that these sinister fish-wolves have a point. I have never knowingly met a left-hand-drive bore. For some reason, they tend to be interesting, different, worth having round for dinner. Snifl~petro1.co.uk, for instance, is written by a left-handed person. Angelina Jolie is left-handed. And while I can't say for sure, I bet Stephen Fry is sinistral. A word only he would understand.

And, luckily, all of this brings me neatly to the BMW 730 diesel. You see, ordinary businessmen who have no problem using scissors have always bought, if they were in the market for a large and well-appointed mobile living room, a Mercedes S-class. The main reason for buying something else is that you're the chairman of a large British company, such as Jaguar, in which case you'd have to get a Jag.

Of course, if you are Bonio, out of U2, you will see a Mercedes as a bit Institute of Directors so you will buy a Maserati. If you are Sir Alan Sugar, you will have a Rolls-Royce Phantom because a Mercedes is too cheap. If you are a Manchester United footballist, you will have a Bentley because you are a frightful show-off. If you are sane, you will have a Range Rover and if you are bonkers, you will have a Maybach.

In short, then, before buying the big ugly Beemer, you would have to say, 'I am not a businessman, sane, Bonio, Alan Sugar, Wayne Rooney, or Theo Paphos from *Dragons' Den*.' You'd have to be a bit odd to be none of these things. You'd have to have strange underwater eyes and the hairiest scrotum in the world. To go for the left-field car, you would — and can you see what I've done here — have to be wired up all wrong.

Now though, there's a new BMW 7-series. You wouldn't think so from looking at it, or from studying the engine, which is largely the same as before. But this is a brand new car.

Headlines? Well the cheapest model — the 730 diesel — starts at ~ and for that you get a car that produces just 192g/km of carbon dioxide, which is less than comes from the back of some Ford Mondeos or a cow. More importantly, it will achieve 45mpg on the open road, if you are careful with the throttle. And if you are not, 0 to 62mph in a shade over 7 seconds and a top speed of 153.

That's all lovely. Mind you, I'm surprised they didn't make it 2mph faster. Then they could have claimed it was so fast it had to be limited. But there we are. Transparency is what it's all about

these days.

Further up the scale, there's the usual range of engine choices, including a twin-turbo V8, and the usual range of what the backroom computer nerds have put on the options list. You can have, for instance, a head-up display that keeps you abreast of the prevailing speed limit, or you can have a thermal imaging camera that spots pedestrians lurking in the shadows, or you can have side-mounted cameras that can spot traffic at blind junctions. That's all lovely, too. Sadly, though, the 7-series is let down by two things. First of all, BMW makes much noise, quite rightly, about the inherent sportiness of all its cars. But sportiness is all wrong in a car like this. It's like buying a coat when you want a tablecloth. Yes, it has great steering, great reactions and great urgency, but they all come at a price. And the price is comfort and quietness. Put simply, a Mercedes is a more relaxing ride and in a big, very wide, very heavy and completely unsporting package, that's what you want.

Then there's the iDrive system. In essence, one button — think of it as a computer mouse — controls thousands of controls on the car, and I'm sure you can get used to it in the same way that you can get used to having a nasty headache.

Here's the thing, though. In Germany, you operate the button with your right hand. That's fine. But here, it's the other way round, and as any normal person who's tried to operate a computer mouse with their left hand knows, it's nigh-on impossible. In short, then, the right-hand-drive 7-series works only for left-hand-drive people.

8 February 2009 Jeremy Clarkson



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"My memory really sucks Mildred, so I changed my password to "incorrect." That way when I log in with the wrong password, the computer will tell me... "Your password is incorrect"

Some of our team at Whangarei APCR Rally



Kylee Smith with Dave Strong's car



Clint Cunningham at service



Kylee telling Clint's guys how to do it



Kingsley replacing Andrew Hawkswood's G/box

After having dug to a depth of 10 feet last year, French scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.

Not to be outdone by the French: in the weeks that followed, American archaeologists dug to a depth of 20 feet before finding traces of copper wire. Shortly afterwards, they published an article in the New York Times saying: "American archaeologists, having found traces of 250-year-old copper wire, have concluded that their ancestors already had an advanced high-tech communications network 50 years earlier than the French."

A few weeks later, The British Archaeological Society of Northern England reported the following:

"After digging down to a depth of 33 feet in the Skipton area of North Yorkshire in 2011, Charlie Hardcastle, a self-taught amateur archaeologist, reported that he had found absolutely bugger all.

Charlie has therefore concluded that 250 years ago, Britain had already gone wireless."

Makes you proud to be British.

Sealed Autocross - William Durant Drive, Trentham - 21 April 2013

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD	Class ENOD
2	Alan Groves	Subaru	HCCC	4WD	1.25.41	1.22.00	1.19.44	1.18.53	1.18.53	1		
10	John Johnston	Integra	HCCC	EOD	ww	1.25.09 *	1.18.90	1.19.78	1.18.90	2	1	
1	Jared Rush	Trueno	HVMC	ENOD	1.32.56	1.23.45	1.21.28	1.25.13	1.21.28	3		1
21	Leon Cast	Corolla	HCCC	EOD	1.25.47	1.32.15	1.27.13	1.23.09	1.23.09	4	2	
14	Graham Heath	Pulsar	HCCC	EOD	1.44.15	1.23.31	1.24.81	1.23.78	1.23.31	5	3	
11	Stephen Gray	Skyline		ENOD	dnf	1.25.63	1.23.53	1.28.90 *	1.23.53	6		2
6	Neil Rush	Integra	HVMC	EOD	ww	1.31.59	1.27.03	1.24.94	1.24.94	7	4	
3	Max Kempthorne	Pulsar	HVMC	EOD	1.29.60	1.25.41	1.33.18 *	1.33.81	1.25.41	8	5	
8	Webster Gough	Starlet	HCCC	EOD	1.41.81	1.38.44	1.25.47	1.28.90 *	1.25.47	9	6	
17	Danny Picard	Mirage	HVMC	EOD	1.28.82	1.28.53	1.25.50	1.25.72	1.25.50	10	7	
7	Loren Brookes	Subaru	HCCC	4WD	ww	ww	1.25.94	1.30.10	1.25.94	11		
12	Anton Zabelin	200SX	HVMC	ENOD	ww	ww	1.27.90	1.33.19	1.27.90	12		3
9	Kerry Butters	Corolla	HVMC	EOD	1.31.15	1.28.84	ww	1.27.94	1.27.94	13	8	
5	Shane Windley	Silvia	HVMC	ENOD	ww	1.30.22	1.30.75	ww	1.30.22	14		4
20	Shane Metcalf	Cefiro		ENOD	1.52.84 *	1.36.22 *	1.43.09 *	1.32.12	1.32.12	15		5
15	Cathy Reid	Charade	HVMC	EOD	1.42.09	1.36.62	1.37.69	1.34.34	1.34.34	16	9	
13	Nick Moody	Laurel		ENOD	1.39.57	ww	1.35.00 *	1.40.60 *	1.35.00	17		6
18	Zed Butters	Corolla	HVMC	EOD	1.41.84	1.36.15	1.38.54	1.36.99	1.36.15	18	10	
22	Rich Tucker	Silvia	HCCC	ENOD	1.32.59	1.38.78 *	ww	ww	1.38.78	19		7
16	Luke Forsdyke	MX5		EOD	1.48.59	1.42.93	1.38.88	1.39.21	1.38.88	20	11	
4	Dick Butters	Escort	HCCC	ENOD	ww	2.01.03	2.08.16	-	2.01.03	21		8
19	Steve King	Subaru	HVMC	4WD	1.35.97	dnf	-	-	-	22		

(times above include penalties for hitting cones or going wrong way on course)
 ww = wrong way * = includes 5 sec cone penalty

Desert Love Story

Once upon a time there was a very handsome male camel with two huge camel humps.

He fell in love and married a beautiful female camel who had one perfect camel hump.

As time progressed, they became the proud parents of a wonderful baby camel who had no humps.

They contemplated long and hard on what to call their beautiful little boy.

They finally decided on.....

Are you ready for this????? ‘

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'Humpfree'!

Oh, stop your whining...It's a nice story and better than a lot of the other sh*t I give you.

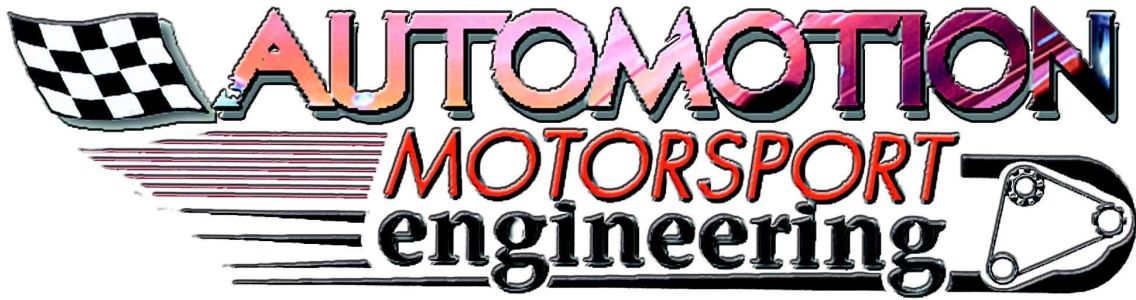
Wellington Motorsport Association Calendar 2013

		Trial for beginners (5 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 Intermarque Sprint	Wairarapa	Puketiro Road Manfeild	GS 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) Intermarque Sprint (not confirmed)	Wellington	Shelly Bay Manfeild	DM IM
	28	Rally (Classic)		Taupo	
October	5	Rally (NZRC Round 6)		Wairarapa	
	13	Autocross (gravel)	Kapiti	Otaihanga	
	20	Gravel Sprint	Levin	Wairongomai 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		Club Contacts		Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright
DM	Duncan Mc Kenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gardy
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Byron)	PT	Paul Te Punga
RT	Road and Track Sprint Series	Wairarapa	027 627 8005 (Mart)	SM	Stephen Marks
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stinger
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair
Nat	National meeting				
NT	Night Trial Series				

WMSA points so far for Autocross (top 10)

		HCCC AUTOCROSS DRIVERS TOTAL										Total			
		Kapit 27-Jan	Hvmc 10-Feb	HVMC 24-Mar	HCCC 21-Apr	KAP 13-May	HVMC 09-Jun	KAP 07-Jul	HVMC 28-Jul	HVMC 08-Sep	HVMC 28-Oct		Kap 17-Nov	Kap 01-Dec	
Alan Groves	HCCC	8		10	10										28
Graham Heath	HCCC	10		9	6										25
Leon Cast	HCCC	6		6	7										19
Jared Rush	HVMC			7	8										15
Neil Rush	HVMC			8	4										12
Ashton Mealings	KAP	9													9
John Johnston	HCCC				9										9
Blair Murray	KAP	7													7
Dick Butters	HCCC	5													5
Neil Roots	HCCC			5											5
Stephen Gray					5										5



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Ken Douglas
P.O. Box 216
Levin 5540

NO SEX SINCE 1955

A crusty old marine sergeant major found himself at a gala event hosted by a local liberal arts college.

There was no shortage of extremely young idealistic ladies in attendance, one of whom approached the sergeant major for conversation.

"Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?"

"Negative, Ma'am. Just serious by nature."

The young lady looked at his awards and decorations and said,

"It looks like you have seen a lot of action."

"Yes ma'am, a lot of action."

The young lady, tiring of trying to start up a conversation, said, "you know, you should lighten up. Relax and enjoy yourself."

The sergeant major just stared at her in his serious manner.

Finally the young lady said, "You know, I hope you don't take this the wrong way, but when is the last time you had sex?"

"1955, Ma'am."

"Well, there you are. No wonder you're so serious. You really need to chill out! I mean, no sex since 1955!"

She took his hand and led him to a private room where she proceeded to "relax" him several times.

Afterwards, panting for breath, she leaned against his bare chest and said, "Wow, you sure didn't forget much since 1955."

The sergeant major said, after glancing at his watch, "I hope not; it's only 2130 now."

.....you've got to love military time!

>

WMSA Points so far Sealed Sprints

<u>DUNCAN MACKENZIE</u>		<i>Port Rd</i>	<i>Alex. Rd</i>	<i>Kahinaiu Rd</i>	<i>Shelly Bay</i>	<i>Port Rd</i>	<i>Admiral Rd</i>	Total
		HVMC	WGTM	LEVIN	WGTM	HVMC	WAIR	
Wade Noedl	HVMC	5	5					10
Dave Ross	WGTM		4					4
Webster Gough	HCCC	4						4
John Johnston	HCCC		3					3
Matt Rule	HVMC	3						3
Marty Smith	WCC		2					2
Scott Newlands	HCCC	2						2
Mark Kibble	WGTM		1					1
Nick Chong	HCCC	1						1

Sainsbury's scam

Please BE WARNED!

Over the last month I have become a victim of a clever 'Eastern European' scam while out shopping. Simply dropping into Sainsbury's supermarket for a bit of shopping turned out to be quite an experience.

Don't be naive enough to think it couldn't happen to you or your friends.

Here's how the scam works:

Two very good-looking 20-21 year-old girls come over to your car as you are packing your shopping into the boot. They both start cleaning your windscreen, their breasts almost falling out of their skimpy T-shirts. When you thank them and offer them a tip, they'll say 'No' and instead ask you for a lift to another supermarket, in my case, Tesco's

You agree and they both get in the back seat. On the way, they start undressing, until both are completely naked. Then, when you pull over to remonstrate, one of them climbs over into the front seat and starts crawling all over your lap, kissing you, touching you intimately, and thrusting herself against you, while the other one steals your wallet!

I had my wallet stolen Sept 4th, 9th,10th, twice on the 15th, 17th, 20th, 24th and 29th. On October 1st, 4th, 6th, 10th and 13th and twice yesterday.

So please warn all the older men you know to be on the lookout for this scam.

The best times seem to be just before lunch and about 4:30 in the afternoon.

P.S. Aldi have cheap wallets on sale for £1.99 each but Lidl wallets are £1.75 and look better.



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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 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

Random photos from Len's phone at Whanagarei (sorry bout the quality)

