



WHEELSPIN

May 2013

www.hccc.org.nz

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COVER PHOTO

Jilly & Tony at start of Rally Otago

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.

PRIZEGIVING NIGHT

Clubnight

1841 Pub (Upstairs)
1 Disraeli St, Johnsonville (next to the BP)
Wednesday the 1st May 2013 @7:30



It has been a relatively low key month for me, a couple of autocross events, and one motorkhana. Bit of tinkering on the cars, bit of planning future car stuff.

HVMC put on a double trophy round in the Silverstream Paddock, a four test Stewards Trophy Motorkhana round, and a Stewards Trophy Autocross immediately after it.

With utterly typical Murphy and his law, the handbrake on the Corolla decided that it was going to stop working (combination of fairly stretched hand brake cables and a brake piston deciding to get sticky). It had been a bit crap when we were up in Tauranga, but I'd put that down entirely to a very high traction surface in their car park. Turns out that it was only partly due to that.

I found somebody with the required 10mm deep socket to adjust the handbrake up, just after the motorkhana section of the event had finished, and got one wheel locking up anyway.

The motorkhana tests were pretty straightforward, and that section of the event took not much over an hour once we got started (a small planning error meant that there were no cones there at first). A Corolla with no hand brake isn't what you'd call the perfect car for the event, so I basically just drove the courses and hoped for the best.

Webster had worse luck than me, instantly breaking (yet another) CV joint in the Panda Racing Starlet. So he ended up entered in Neil's Honda City instead.

In an interesting turn around from the usual result, Al actually won the event ahead of Neil by a margin of a fraction over one second (113 seconds total time), leading Webster in the borrowed City, and myself in the Corolla in fourth.

Slightly odd field, with one four wheel drive car entered (Dick in the WRX), and fifteen "engine over driving" wheels cars. Not much competition for Dick, and probably the easiest win in class you're ever likely to encounter.

The Autocross was following the usual pattern they've been running at the venue lately, with a lap and a half in one direction, around a cone, then a lap and a half in the other direction. It

was a nice flowing course, and as the ground was utterly hard as rock, it was pretty quick too.

I had a bit of a patchy day, as I didn't get on the brake fast enough after the finish line, got myself onto some green grass where the brakes naturally enough did nothing at all, and understeered into a fence at about 2kph. Strangely enough this makes two events now at that venue where I've driven extremely slowly into a fence. If you'd asked me a year ago, I'd have said it would be next to impossible to hit a fence at that venue, but now I've done so twice ... just talented I guess.

My time during Run # 2 was pretty quick, and was third fastest of that particular run.

Lucky for me really, as I popped the tyre off the rim on the first corner of Run # 3. Ah well, my run #2 was good enough to get me 5th. It would have been nice to get my third run in, and I was quite surprised that I managed to pull a tyre off the rim over a not particularly big bump, and with a generous 24psi in the front.

Dave Wilce and Brad from Ray Hartley Motors were running in an MGF that was being scrapped for parts the next day, and seemed to be having an absolute ball. To everyone's amazement, despite double entry, and a scorcher of a day, it actually lasted the whole day without a blown head gasket!

Al continued his good day, winning the autocross as well, Graham Heath half a second behind him, Neil and Jared (both HVMC in the grey Pulsar) bringing in third and fourth, with me behind them.

Dick had some competition in the second event anyway, with Cam also entered in his Evo. Dick prevailed, with the Evo being rather more suited to sealed sprint events rather than bouncy paddocks.

The Corolla has been quietly grumbling away to itself now for at least the last year with the sound of a wheel bearing on the way out. I've been chasing trying to work out which one it was, and had both the rear wheel bearings replaced. But on the way back from the Silverstream event it became very obvious that it was making a lot more noise and was definitely a front ... lucky it didn't do that on the way to Tauranga last month. So that's three wheel bearings done in the last month or so!

I finally replaced the driver's side doors on the Corolla too, as they've been dented for maybe the last five years or so. Scored a couple of pick a part doors in the correct colour and even with the correct GT 16 Valve sticker on the rear door. Took a good day worth of labour by the time everything was swapped from one lot of doors to the other, and then the new doors tidied up cosmetically. Hopefully now I don't immediately drive into something with that side of the car! Did some other minor cosmetic stuff too, putting the correct side trims on the front guards, and went back from black mirrors to white ones.

I'm actually writing this article (with Len breathing down my neck) having just done the HVMC sealed autocross on a VERY wet day.

I decided that I was going to run my road rubber today, as I'm finding the wide semi slicks are overwhelming the suspension in the Corolla and I'm getting massive nose dive on the front. This is upsetting the handling of the car a bit, and I'm on a mission to mix and match some better springs.

Didn't get much in the way of photos today, as it was too wet to get out to the spectator point without ending up soaked to the knees. Thus there's a couple of pics from my phone, while hiding under the gazebos that they put up beside the start line, and that's about it.

Seemed to be a day of rear drive Nissan's, with a Cefiro, Laurel, Skyline, and a couple of 200SX's too. A couple of them running about foot long gear knobs, which made the gear throw look about a foot longer than usual. Not entirely sure how that makes them go faster though?

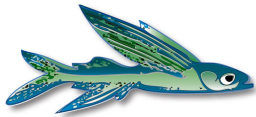
There was a black Skyline out there making some angry angry noises, and putting down some quick times though! The Laurel was struggling a bit though, as it is a rather huge car. Possibly not quite as big as the TallGuy Racing Falcon (not there today).

Steve King unfortunately stuffed the Sti into a kerb, doing a fair bit of suspension damage from the looks of it. I didn't stick around for the shootout, so I'm not sure if there has been any other incidents.

It was an interesting kind of day for me. I put down a scorching time in practice, which was actually second fastest at that stage.

Then I blew the first timed run by doing a 180 degree handbrake turn one set of cones too early, worked out what I'd done, and did another 180 to fix it. Whoopsie.
Second run I massively overshot the finish line I and had to back up again.
Which left me with one run in which I had to get it all correct! No pressure. I was positively tippy toeing around the first corner as the car was good and slippy around there (and it's the corner where everyone crashes), but kept it in really tight and close to the barrel turn arounds. With the road rubber on, traction was very low, so the car was responding quite well to the hand brake turns. To my utter surprise the unofficial results actually have me in fourth overall and second in class. A better result for me than ever before there.
So maybe I've been doing it wrong ... putting \$1000 worth of semi slicks on the car, only to get my best result there while running a collection of budget used 185/60/14"s
Couple of interesting events coming up, I've been asked to navigate for Adam Muldoon in the Lancia at the Manfeild Tarmac Rally, after his planned navigator couldn't make it. Then the following day, Mangahao Dam gravel sprint. Should be a busy weekend.

Anyway, that's it from me for now, otherwise Len is going to bust an ulcer waiting for this article to arrive!
Leon



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Mick and Paddy

Stew died in a fire and his body was burned pretty badly. The morgue needed someone to identify the body, so they sent for his two best friends, Mick and Paddy.

The three men had always done everything together. Mick arrived first, and when the mortician pulled back the sheet Mick said, 'Yup, his face is burned up pretty bad. You better roll him over.'

The mortician rolled him over and Mick said, 'Nope, ain't Stew.'

The mortician thought this was rather strange. So he brought Paddy in to confirm the identity of the body.

Paddy looked at the body and said, 'Yup, he's pretty well burnt up. Roll him over.'

The mortician rolled him over and Paddy said, 'No, it ain't Stew.'

The mortician asked, 'How can you tell?'

Paddy said, 'Well, Stew had two arseholes.'

'What? He had two arseholes?' asked the mortician.

'Yup, we never seen 'em, but everybody used to say

There's Stew with them two arseholes.'

THIS IS HOW A MAN'S HOUSE SHOULD LOOK? (Check out the "silverware")!



Tales of the new competitor.....

Rally Otago 2013

Driver Tony Aimers aka Fulvio, Co-Driver Jilly Hutson

Crew: Adam Fisher

New well kinda, Different car and Driver I figure that counts ☺ Our Starlet is undergoing a well needed/deserved cosmetic upgrade (yep that means a bit of a de-rust and fix of the body shell) so we won't be rallying much for the first part of this year.

I had a discussion early in the year with Tony Aimers in which he mentioned he was looking for a crew this year so since we won't be doing much for the first few months we agreed to join up and crew for him and Jeremy in Rally Otago. As it got a bit closer my role changed to co-driver with Jeremy and his band competing at the Battle of the Bands competition in Auckland the same weekend.

Being the weekend after Easter, Tony and Susan had gone down to Blenheim over the Easter break so I flew down on the Tuesday night to meet up before heading down to Dunedin on Wednesday. Tony is part of a wider group affectionately know as the Stone team in Rally Otago. Tony Johnston (known as Stone) has a panel beating business in Dunedin and he and Heather regularly host Aussie crews for the Rally, this year was no exception with the two Alpha Romeo's that competed in the Silver Fern Rally last year being this year's crews.

The team

Tony Johnston & Nikita Gibson	- Ford Capri V8
Deb Kibble & Heather Johnston	- Exdunk Mitsubishi lancer
Tony Aimers & Jilly Hutson	- Fiat Abarth 131
Richard Anderson & Martin Darch	- Alfa Romeo 75 Quadrifoglio
Michael & Dale Francis	- Alfa Romeo Alfetta GTV6
Robbie Mckenzie & Lisa Hudson	- Toyota Corolla DX

It was a full-on week with all the team there from Recce onwards. Most of us had been on the Silver Fern so it was a good catch-up time. Stone kindly lent Tony and I his Legnum for our recce vehicle and Thursday afternoon we set out to travel over the roads checking the notes.

This was a good time for Tony and I to get some time sorting out how he wants the notes. After months of incredibly warm weather it was a bit of a shock to arrive in Dunedin to pretty cool temperatures that continued through the weekend. Thursday was cold outside but warm enough in the sun but Friday we had a rapid change in temperature. We had to be in Middlemarch (about 85kms inland) by 7:30am so it was a pretty early start. It was cold but dry on arrival but not long before we were due to have drivers brief for part 2 of the recce it hosed down.

Thank goodness they figured we had all been there yesterday so knew the rules we forwent the briefing and all heading out to the first stages. The rain quickly turned to sleet and after the next two stages it turned into snow! The next one to recce was the Dansey's Pass heading south to north and there was definitely snow through most of this, although only in the air and doubtful that any would stick around on the ground. Damn cold at 2deg though so very grateful for a working heater.

No major things need to be added to the notes although a lot of corners marked as long (lg) in the notes we removed as the common muttering from Tony was "not long" became the catch phrase of the recce.

Friday night the cars went on display in the Octagon and is always amazing to see the line-up of classic cars that come out to play at Otago, 41 in the Classics, 24 NZRC and 15 Allcomers making a pretty great entry overall.

Adam was due to fly in at about 8:15pm so all good timing to head over the ramp and then back to the workshop. Was just fitting the camera when the phone went and a sheepish voice came on.... Missed my flight. So he ended up flying into Chch and driving down arriving at 12:45am!

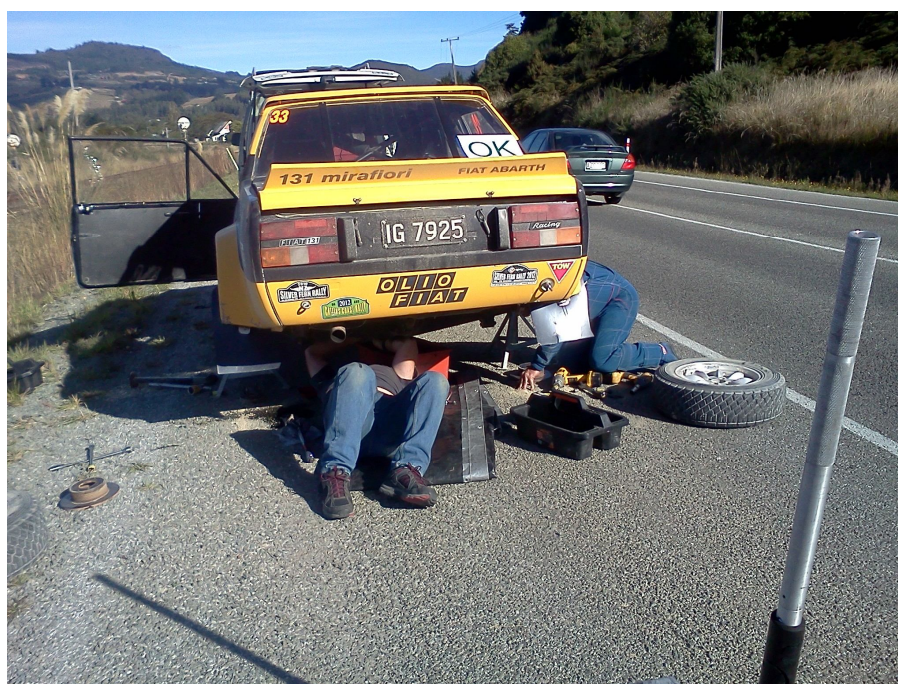
Now it's a pretty good setup at the Johnston base, the Top 10 holiday park is just across the road so this was our accommodation for the week with very good motel units just a short amble away and the secure storage for the rally cars and trailers over at the workshop. Heather and her team had prepared all the chilly bins for the day's food supplies so at 7am all teams set off for the start.

Saturday's stages were all north of Dunedin and we didn't take long to settle into a good rhythm. Mind you the Fiat has a tad more welly than the starlet and 500 mtrs passes in way quicker time so after sorting that wee one out we were well underway up the position board.

We were seeded at 33rd in classic but very shortly showed this was a little back from where we should have been and held about 16th for most of the day. Stage 3 is the famous Danseys pass and there wasn't a hint of the snow from yesterday's recce run. We flew through this stage 13th fastest but sad to see part way through one of our team mates Richard Anderson in the Red Alpha part way through. He was on the side of the road having hit the bank and slid along on his side before coming back down again. At the end of stage 7 we were to tour back into Dunedin for the super special around the industrial area but at the junction turning onto SH1 just north of Waitati the left rear axle cried enough. It broke at the spline and shattered into a few pieces that did their own wee dance in the diff so we finished the day with a ride on the trailer back to the workshop and a replacement diff and axle and starter motor, — thanks to the service boys we were able to start day 2.

Sunday morning again at 7am across the road the crews headed off for day 2. Today is inland towards Middlemarch and then south through to Waihola and Taieri before returning to Dunedin for the finish at the railway station.

Stage 1 started where we had left off yesterday and were making great time through the stage when we caught up with Richard Anderson in the red Alpha, we chased him for a few kms before catching up about 1km from the finish. He was looking for a spot to pull over for us as we came down a big hill with a 5R at the bottom, Tony turned just a fraction early and as the back snapped round we were too early into the apex of the corner and over we went into a triple barrel roll to end up back on our wheels up on the inside of the corner facing the way we had come..... "Bugger" Well that was what I said a couple of seconds after we landed according to the in-car camera. 😊



Now here is where another part of the 'firsts' come in, this is my 40th rally in the co-drivers seat and is my first roll over! The windscreen with its rubber and trim were still on the inside of the corner so after Tony took the Zetka up the road I cleared these bits back up onto the bank before taking up a spot across the road to warn others. Tony did a check over and decided the car was still drivable and worth trying to drive out of the stage since we were so close to the finish. Pulling up the finish control was a bit of a dag as I didn't have to open the door to give the finish control team the card.

We decided that it wasn't worth continuing and with one of the crew vans just up the road we put in our withdrawal form and headed back to Middlemarch. It was about 50kms but we thought that would be ok without jackets etc, 10 kms down the road we did a short stop to rug up as the icy wind blowing through the missing windscreen was way colder than we expected. Kelly came back just to check we were ok and made a comment about now it looked more like the Fiat 131's from the group B days...!

Got a wee bit of stick from Stone (who was measuring up the windscreen before we had even stopped in the service park) for withdrawing.... Mutterings along the lines of removing the forms next time from all the teams books ☺

It was a sad way to finish the weekend but we had no major sore bits from the rollover, great testament to the safety gear we all have now and although the car looks a little ruffled, apart from replacing the roof and the front grill the rest is all fibreglass. The mechanicals all appear to be unscathed which is a blessing.



From our team of 6 cars, finishers

- 28th Deb Kibble & Heather Johnston – Exdunk Mitsubishi lancer
- 34th Robbie Mckenzie & Lisa Hudson - Toyota Corolla DX
- 45th Michael & Dale Francis - Alfa Romeo Alfetta GTV6

The rest of us

- Tony Aimers & Jilly Hutson - Fiat Abarth 131
Withdrawn after the Axle of day 1 and then the rollover.
- Richard Anderson & Martin Darch - Alfa Romeo 75 Quadrifoglio
Withdrawn after SS3 damage in Danseys but finished day 2
- Tony Johnston & Nikita Gibson - Ford Capri V8
Withdrawn after SS15 – big rear end hit just before the end of stage.

Now Stones was a pretty big hit and resulted in the rear of the Capri being flattened after spinning and hitting the bank full force with the back of the car. Nikita was briefly taken to hospital to check her over and had a bruise down her spine. She was released home later that night but otherwise ok, was more annoyed they didn't finish the rally. Now young Nikita is only 12 and had a special dispensation to co-drive for Stone and from the way she was calling stuff (only road book not full safety notes) you would have thought she was a seasoned pro.

It was a great week away and I really enjoyed the chance to ride with a different driver and car and the camaraderie of the wider team was amazing to be part of. Big thanks to Stone and Heather for their hospitality and the wider service crew and also a special thanks to Tony for allowing us to be a part of the Team Fulvio.

Oh and a wee final note, Jeremy and his band were 2nd overall in the Battle of the bands completion so well done guys. ☺

Jilly

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On a train from London to Manchester, an American was berating an Englishman sitting across from him in the compartment.

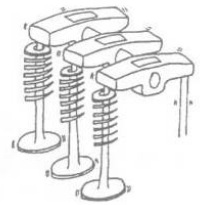
"You English are too stuffy. You set yourselves apart too much. You think your stiff upper lips make you above the rest of us.

Look at me ... I'm ME! I have Italian blood, French blood, a little Indian blood, and some Swedish blood. What do you say to that?

The Englishman replied, "Awfully sporting of your mother, old chap!"

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!

Nik James woke up at 3am, convinced he'd left a fairly time consuming part out of re-assembling an MX5 intake system. So he headed down the garage to check it. Then his lead light failed, so he couldn't see if the gasket was fitted or not. So he had to rewire his lead light, to see if the gasket was in place ... all starting around 3am. Now that's dedication.

Dave Wilce's car prep is going strong. Ten days out from an event he has been looking forward to for a whole year. Still hasn't opened the garage door.

Dave and Brad (from Ray Hartley Motors) entered an MGF into a Motorkhana and Autocross. It didn't blow the head gasket. No major newspaper will carry the story as it's too far fetched.

Roger Lyon has discovered that his AE82 race car engine is actually a modified one! Hint: standard 4AGE 16 valve engines are non interference when you snap the cam belt ... he also discovered that the engine is really easy to remove when half the engine mount bolts aren't done up.

Jilly has joined the roll-over club. Well done Jilly!

At Rally Otago Adam Fisher had to service a Fiat, and an Alfa. He had to start drinking heavily in mid February to get into the right frame of mind.



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When the white missionaries came to Africa they had the Bible and we had the land. They said 'Let us pray.' We closed our eyes. When we opened them we had the Bible and they had the land.

~ Desmond Tutu

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On a beautiful summer's day, two American tourists were driving through Wales .

At Llanfairpwllgwyngyllgogerychwyrndrobwylllantysiliogogoch, they stopped for lunch,
and one of the tourists asked the waitress,

'Before we order, I wonder if you could settle an argument for us.

Can you pronounce where we are, very, very, very slowly?'.....

The girl leaned over and said, 'Burr ... gurr ... king'

TRIALS

Hello folks

The start of the 2013 car trials season is almost upon us.

Before that happens, though, we have the car trial for beginners, organised by Stephen Marks. This starts & finishes at Stephen's home at 4 Pensilva Close, Camborne, at 2pm on Sunday 28 April. There's further information about this event at the foot of this message. While the event is designed for beginners, you don't have to be a beginner to take part - if you're a more experienced triallist, just omit the extra guidance material and enjoy it as a non-competitive stress-free Sunday drive!

Now back to the 2013 series - all we have to do is ensure that we have enough competitors. Each event is a very cheap evening's entertainment, and much better than watching television! Come along for one or two events if you can't do them all. Bring your friends and family, and encourage your clubmates to have a go. Under Motorsport NZ's rules, newcomers can compete in 2 of these events without joining a car club - and even after that, only the driver needs to belong.

Here's a summary of the programme (venues are subject to confirmation):

- 1 - May 8, Petone & Lower Hutt, organisers the Gandy family (Hutt Valley Motorsport Club).
- 2 - June 12, Petone & Lower Hutt, organisers Steve & Cathie McCallum (Harbour Capital Car Club).
- 3 - July 10, Petone & Lower Hutt, organisers Jilly Hutson & Len Fisher (Harbour Capital Car Club).
- 4 - August 14, Mana to Paraparaumu, organisers Dave & Mark Jennings (Kapiti Car Club).
- 5 - September 11, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

The format for the series is similar to recent years - five rounds, on the second Wednesday evening of each month from May to September; documentation from 7pm, first car away at 7:30pm; entry fee \$20 per car for each round; running time is about 1 hour 30 minutes; relax over tea or coffee afterwards.

As we have done in recent years, we will again publish class placings for each event. This enables competitors, particularly newcomers, to compare their results with others of similar experience/expertise. However, the series points towards the Honda Challenge Trophy will continue to be based on overall placings in each event, as has always been the case. Crews can nominate the class they want to be in, and the definitions below are guidelines only:

- A (Novice): All members of the crew are competing in their first (approx) 10 car trials;
- B (Intermediate): Crews not in classes A or C;
- C (Expert): At least one member of the crew has won a car trial in (approx) the last 5 years.

Car trialling is a tricky sport to get used to, so if you're new to the sport, please stick with it for a few events until you get the hang of it. You might find it useful to have an experienced person in your crew for your first couple of events to explain things as you go. Look at the maps and explanations at the finish, and please talk with the organisers or other competitors if anything doesn't make sense. If you don't already have them, you should get hold of the rules (the Trials Competition Booklet, which has a section of Helpful Hints at the back). Here (I hope) is a link to it:

<http://www.motorsport.org.nz/sites/default/files/motorsport/documents/Schedule-T.pdf>

For those who aren't sure of the rules for the Honda Challenge Trophy Night Trials Series, here's a summary:

All participants earn points towards the trophy, but you have to be a member of an affiliated car club to win it.

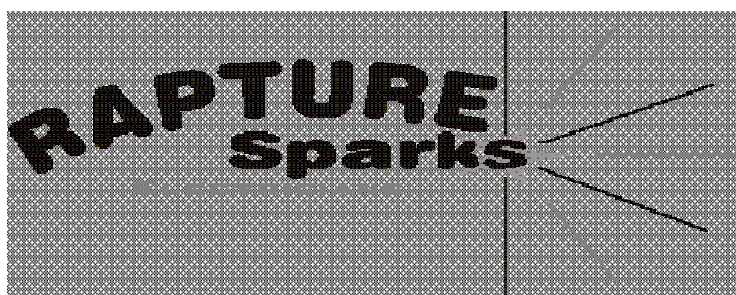
"All participants" includes competitors (drivers, navigators, timekeepers, passengers, etc) and officials (organisers, checkers, marshals, etc).

Points for each round are based on overall placings: 1st = 20, 2nd = 17, 3rd = 15, 4th = 13, 5th = 11, 6th = 10, 7th = 9, 8th = 8, 9th = 7, 10th = 6, 11th = 5, 12th = 4, all others finishing within time = 3, those finishing maximum late = 2, non-finishers = 1; organisers = 20, checkers = 12, manned checks & controls = 3.

For enquiries, email the series co-ordinator on john.rapley@mch.govt.nz or home 562 8356

Hope to see you at the first event at 7pm on May 8. It starts and finishes at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone.

cheers, John



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SS2000 The Final Round

Following on from the last literary ramblings I had to make a decision regarding gearboxes. Mossrax had my gearbox apart and we were waiting for the new synchros to arrive. The due date was Friday or Monday before Easter I thought I would investigate other options that did not require synchros. As you do I trawled the net and rang a few people and found Albins in Aussie had a 5 speed dog gear set they could get to me in a couple of days. I agonized over the gear Ratios and finally settled for 2.08, 1.61, 1.31, 1.14, and 1.0 with a final drive of 4.71:1. A quick visit to the bank manager and the parts were funded and on the way. Went on the tire/gear/final drive site I should have top speeds in gears of 104, 132, 162, 181 and 215 kph. Chris at Mossrax got the parts and I had the gearbox back Tuesday before Easter. With the box back in the car it was off to Speedtech for a wheel alignment on the way up to Taupo on Thursday. I had also had a couple of degrees of negative camber built into the rear suspension to try to settle the rear end so this had to be re-installed plus brakes bled etc.

Diane and I stayed with friends Thursday night, south of Sanson to dodge the traffic jam come car park from Whenua Tapu to Waikanae. So we set off for Taupo early and planned to have a couple of practice sessions to try out the new box. When we get to the track we find the organizers are 45 minutes ahead of schedule and there is only one practice session left. Luckily they let me go out free with our group which included HQs and super sixes. The Starlet

feels very small when you try to get through half a dozen HQs through the infield. These cars under and over steer their way around each other and the track, two of them can block the track. My only issue was an outer CV that threw all the grease out. I organized the gear and plan to fix this in the morning. It was great to have a clutch and gears that worked and even ran for half a lap not using the clutch at all for gear changes.

We went off to find our apartment that we had booked with friends. This was just off the main shopping area with large kitchen, dining and lounge. there was a spa pool on the patio/conservatory. A bit posh for us, until the rubbish trucks started to empty the bins at four am and the Taxi depot next door wakes you up with phone calls and drivers having a break

Saturday was fine and I ripped out the axle, re-greased and sealed the CV and was ready for Qualifying. Much to my surprise I qualified third with a 1:41.6 still five seconds behind the Rotaries of Killip and Duffin but nearly two seconds ahead of my last time on the track. I was followed by Grant Shirley DC2 Integra with Honda K20A power and Murray bell FD RX7 powered by Honda F20C Turbo to round the top five. the rest of the top ten were a Corolla 4AGE, Datsun Coupe F20C, S15 SR20DET, FD RX7 13B and LEVIN 4AGE. With the Mazdas being so quick at least the next 10 cars were spread over five seconds.

Race 1 is a scratch race and as usual the rotaries of Killip and Duffin disappeared and fought each other until the final corner when Duffin spun and lost ten seconds to Killip at the line. Bell got past me on lap one and we battled for the whole race and beat me by 0.4 seconds with Shirley 2.8 seconds behind. The field came in over finish line in one minute and forty five seconds. One car lost a wheel hub and the free wheel travelled a couple of hundred meters and narrowly missed another racer before stopping in a sand trap.

Race 2 was a handicap race and I popped an axle out of the gearbox on warm up so spent the race time diagnosing then fixing it. The Tri-joint was locked in fully and had to be hammered off which meant I popped the axle out of the CV as well. So undo CV boots and re-assemble CVs and re-fasten boots. At least was ready for the third race though. Duffin won race 2 I think, with ray Brown in a 1600 Civic and Shirley third. I have no results and mylaps is undergoing a change so that is all on this race. I know that Killip lost brakes at the end of the back straight and was spinning past the front of Shirleys car towards the end of the race and still managed sixth.

Race 3 another handicap race, mainly had cars setting off in groups of three or four. The mid pack best lap times were between 1:43 to 1:46 and at the end of the race Duffin was first another RX7 of Ian Martin was second and I was third with Shirley close behind. The 2nd to fifth placing were within 1 second at the finish line (really busy in the last few corners). With some close finishes further down the field. My best time for the weekend was 1:41.4 so now I need to find another second through mid corner speed as the Brakes seem good and turn in is not too bad I just cannot get on the gas soon or hard enough when exiting corners.

Have entered the Taupo 2 wheel drive rally at Manfield in a couple of weeks and waiting for confirmation of entry. I have teamed up with Neil Roots for my first Rally.



Go hard, go fast and be safe.

Cheers Gary



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TOOLS EXPLAINED...

DRILL PRESS:

A tall upright machine useful for suddenly snatching metal bar stock out of your hands so that it smacks you in the chest and flings your tea across the room, denting the freshly-painted project which you had carefully put in the corner (where nothing could get to it).

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned callouses from fingers in about the time it takes you to say, 'Oh sh--'

SKIL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool, commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for igniting the various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub from which you want to remove a bearing race.

TABLE SAW:

A large stationary power tool, commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW:

A large stationary power saw, primarily used by most shops to cut good aluminum sheet into smaller pieces that fit more easily into the bin after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt. Can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butcher your palms.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50p part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object you are trying to hit.

UTILITY KNIFE:

Used to open and slice through the contents of any cardboard packages delivered to your front door. Works particularly well on seats, vinyl records, liquids in plastic bottles, collectible magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while being worn.

B*STARD TOOL:

Any handy tool that you grab and throw across the garage while yelling "B*stard!!!" at the top of your voice. It is also, most often, the tool that you will need next.

HUTT VALLEY MOTORSPORT CLUB
Motorsports - Silverstream - 24 March 2015

No	Driver	Car	Cls	Class	HYCROSS			500 YAG			SLIPSTREAM			LONGS HOSE			TOTAL	OVERALL
					Run 1	Run 2	Best	Run 1	Run 2	Best	Run 1	Run 2	Best	Run 1	Run 2	Best		
1	Neil Booth	City	HOOD	HOOD	35.24	35.25	35.25	43.28	21.90	21.90	25.98	30.38	25.98	31.38	30.80	30.80	114.24	2
2	Alan Davies	Chrysler	HOOD	HOOD	51.09	35.53	35.53	23.82	21.63	21.63	25.90	25.90	34.58	30.50	30.50	30.50	113.18	1
3	Alfred Pugh	Pulsar	HOOD	HOOD	38.30	38.80	38.80	24.03	24.18	24.03	27.09	21.23	21.23	22.00	30.80	30.80	124.56	5
4	Whitaker Gough	City	HOOD	HOOD	38.06	38.24	38.24	23.87	21.84	21.84	22.86	24.64	24.64	23.06	33.17	33.08	117.78	3
5	Neil Ross	Pulsar	HOOD	HOOD	37.72	42.41	37.72	23.84	24.82	23.84	26.06	22.17	22.17	30.70	27.48	33.70	127.82	8
6	Graham Heath	Pulsar	HOOD	HOOD	47.18	44.78	44.78	23.12	24.95	24.95	26.22	27.38	26.22	42.99	35.03	35.03	140.84	12
7	John East	Corolla	HOOD	HOOD	39.80	39.92	39.92	28.48	24.28	24.28	26.30	27.83	27.83	34.28	34.28	34.28	122.24	4
8	Glen Davies	City	HOOD	HOOD	38.99	38.13	38.13	23.81	23.28	23.28	26.38	22.72	22.72	34.24	34.85	34.24	128.45	9
9	Clay Rutens	Subaru	HOOD	HOOD	58.27	58.27	58.27	28.68	25.47	25.47	26.66	26.66	26.66	50.71	50.71	50.71	188.00	15
10	Gavin Stewart	Lexus	HOOD	HOOD														
11	John Davies	Subaru	HOOD	HOOD	42.49	38.99	38.99	23.80	23.43	23.43	21.72	21.87	21.87	33.12	33.12	33.12	127.81	7
12	Neil Cole	Corolla	HOOD	HOOD	48.25	40.23	40.23	24.87	24.33	24.33	27.61	22.28	22.28	33.58	33.51	33.51	130.32	6
13	Neil Bentley	Corolla	HOOD	HOOD	42.10	42.10	42.10	25.18	25.08	25.08	27.28	25.88	25.88	42.43	35.04	35.04	130.11	11
14	Mike Macfarlane	Merida	HOOD	HOOD	39.88	38.80	38.80	23.81	25.47	25.47	25.19	27.66	27.66	34.28	41.88	34.28	130.88	10
15	Dave Willis	MG TF	HOOD	HOOD	50.88	39.71	39.71	28.81	27.34	27.34	28.82	28.43	28.43	50.71	45.71	45.71	142.08	13
16	David Smith	MG TF	HOOD	HOOD	48.72	48.72	48.72	28.81	28.81	28.81	28.28	28.28	28.28	34.24	42.28	34.24	143.92	14

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



Autocross - Silverstream - 24 March 2013

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Placing	Class EOD	Class ENOD	Class 4WD
1	Neil Roots	City	HCCC	EOD	1.15.77	1.11.83	1.13.88	*	1.07.25	1.07.25	6	6	
2	Alan Groves	Charade	HCCC	EOD	1.14.24	1.09.12	1.17.49		1.05.38	1.05.38	1	1	
3	Jared Rush	Pulsar	HVMC	EOD	1.14.31	1.08.07	1.06.68		1.06.93	1.06.68	4	4	
4	Webster Gough	City	HCCC	EOD	1.16.58	1.11.47	1.08.93		1.09.41	1.08.93	10	10	
5	Neil Rush	Pulsar	HVMC	EOD	1.14.67	1.09.98	1.08.16		1.06.58	1.06.58	3	3	
6	Graham Heath	Pulsar	HCCC	EOD	1.19.18	1.10.72	1.06.43		1.05.85	1.05.85	2	2	
7	Leon Cast	Corolla	HCCC	EOD	1.15.12	1.08.93	1.07.02		DNF	1.07.02	5	5	
8	Glen Clemas	Civic	HVMC	EOD	1.16.16	1.10.70	1.09.77		1.08.07	1.08.07	7	7	
9	Dick Butters	Subaru	HCCC	4WD	1.19.14	1.41.34	ww	1.10.24	1.11.19	1.10.24	12		1
10	Cam Garthwaite	Lancer	HCCC	4WD	1.19.86	1.18.39	*	1.12.49	1.11.20	1.11.20	14		2
11	John Rapley	Suzuki	HCCC	EOD	1.15.03	1.10.27		1.09.03	1.08.40	1.08.40	8	8	
12	Neal Cole	Corolla	HVMC	EOD	1.15.45	1.41.34	ww	1.08.89	1.41.34	ww	9	9	
13	Nick Bentley	Corolla	HVMC	EOD	1.41.34	ww	1.14.54	1.12.37	1.11.97	1.11.97	15	13	
14	Max Kempthorne	Mazda	HVMC	EOD	1.12.73	1.10.42	1.10.16		1.09.25	1.09.25	11	11	
15	Dave Wilke	MG TF	HCCC	EOD	1.36.34	1.16.58	1.17.22		1.16.00	1.16.00	16	14	
16	Brad Smith	MG TF		EOD	1.19.71	1.17.49	1.12.19		1.10.92	1.10.92	13	12	

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

Paddy phones an ambulance because his mate's been hit by a car.

Paddy: 'Get an ambulance here quick, he's bleeding from his nose and Ears and I tink both his legs are broken.'

Operator: 'What is your location sir?'

Paddy: 'Outside number 28 Eucalyptus Street

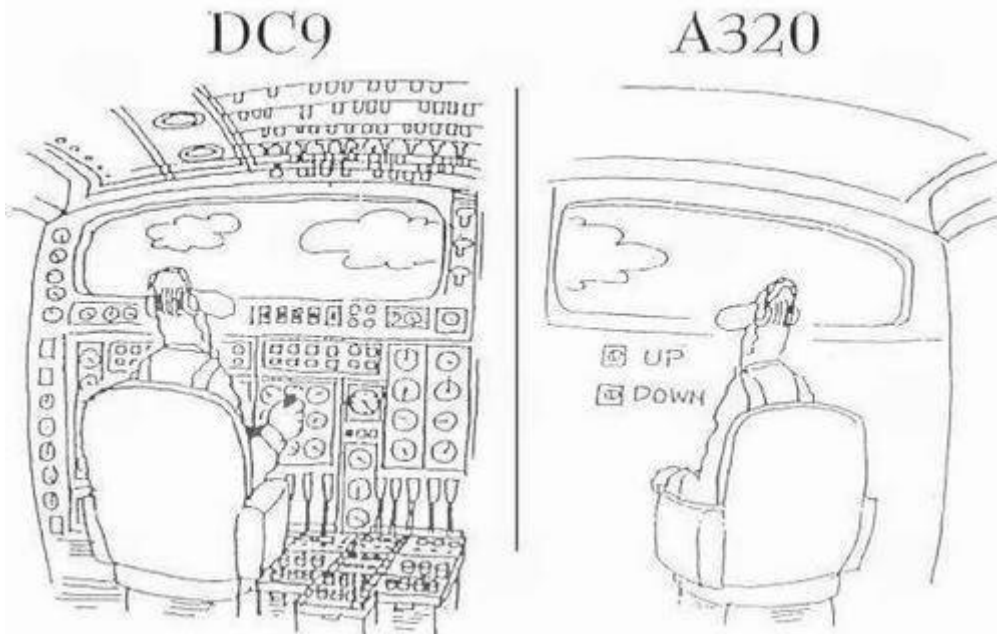
Operator: 'How do you spell that sir?'

Silence.... (heavy breathing) and after a minute.

Operator: 'Are you there sir? 'More heavy breathing and another minute later.

Operator: 'Sir, can you hear me?' This goes on for another few minutes until....Operator: 'Sir, please answer me. Can you still hear me?'

Paddy: 'Yes, sorry bout dat... I couldn't spell eucalyptus, so I just dragged him round to number 3 Oak Street ...



Wellington Motorsport Association Prizegiving this year is on May 4th at the Hutt Valley Motorsport Clubrooms starting at 6pm.

There will be food in the form of Pizza, BUT only if you pre book your attendance and pay the cash contribution of \$10 per person, payable on the night. Those persons just turning up may well find that they miss out on the pizza.

It is an opportunity at a very low key level to socialise and celebrate the winners of the various competitions from the last competition year.

Please contact me by email at wayne.gair@kapiticoast.govt.nz or by telephone at 04 236 7541 evenings to book (there is an answerphone is we are not about when you call).

Wayne Gair

Wellington Motorsport Association Calendar 2013

Month	Date	Event	Location	Category
		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 NT
	14	Night Trial		IM
	18	Intermarque Sprint		Manfeild IM
	19	WMSA Meeting (AGM)		HVMC Clubrooms
	31	Autocross (gravel)	Kapiti	Otaihanga
September	7	Rally (NZRC Round 5)		Possum Bourne KN
	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	Waiorongomai Road GS
	26 th to 3 Nov	Rally (Targa)		
	27	Sealed Sprint	Hutt Valley	Port Road DM
Labour Day	28	Autocross / Motorkhana (seal)	Hutt Valley	Trentham KN
November	3	Sealed Sprint	Wairarapa	Admiral Road DM
	10	Race (MG Classic)	MG	Manfeild
	17	Autocross (grass)	Hutt Valley	Silverstream KN
	18	WMSA Meeting (Calendar)		HVMC Clubrooms
December	24	Gravel Sprint	Wairarapa	Dorsets Road GS
	1	Autocross (gravel)	Kapiti	Otaihanga KN

Abbreviations

KN Kim Naylor Autocross Series
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 (Niall)
021 717 676 (Jody)
027 6996 838 (Leon)
027 446 9986 (Bryan)
027 627 8005 (Morri)
04 970 8644 (Terry)
027 232 2523 (Alan)

Stewards

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

The Winter Boots

(Anyone who has ever dressed a child will love this)

Did you hear about the teacher who was helping one of her reception class pupils put on his boots?

He asked for help and she could see why.

Even with her pulling and him pushing, the little boots still didn't want to go on.

By the time they got the second boot on, she had worked up a sweat.

She almost cried when the little boy said, 'Teacher, they're on the wrong feet.'

She looked, and sure enough, they were.

It wasn't any easier pulling the boots off than it was putting them on.

She managed to keep her cool as, together, they worked to get the boots back on, this time on the correct feet.

He then announced, 'These aren't my boots.'

She bit her tongue, rather than get right in his face and scream, 'Why didn't you say so?' like she wanted to.

Once again she struggled to help him pull the ill-fitting boots off his little feet.

No sooner had they got the boots off when he said, 'They're my brother's boots. My Mum made me wear 'em.'

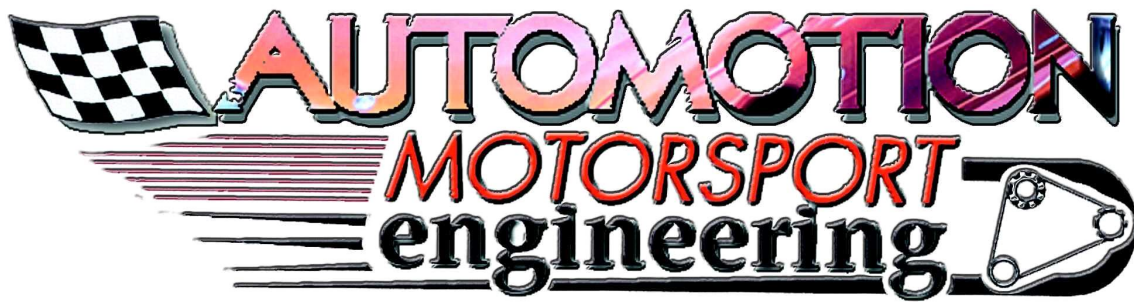
Now she didn't know if she should laugh or cry. But she mustered up what grace and courage she had left to wrestle the boots on his feet again.

Helping him into his coat, she asked, 'Now, where are your mittens?'

He said, 'I stuffed 'em in the toes of my boots.'

She will be eligible for parole in three years.





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