



WHEELSPIN

October 2013

www.hccc.org.nz

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COVER PHOTO

Roger Goss trying hard at the Daybreaker rally

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 2nd October 2013 @7:30



I've had another couple of autocross events since my last article, one on gravel in a four wheel drive, and one on tarmac in a rear drive (so that means three different drive layouts at three events!).

As I've previously mentioned, I picked up a WRX "Gravel Express" wagon, similar to the one belonging to Dick Butters, so that I can get turbo four wheel drive out of my system a bit better. I've had quite a lot of front wheel drive miles now, and the last WRX I had was an extremely "peaky" power delivery V3 Sti. It was a rapid enough car on the road, but when it came to autocrossing it was lag central station, and then it delivered lots of power and would just turn the inside front tyre into smoke and noise.

So I decided instead to keep a watch out for a suitable WRX, with it's very progressive power delivery from down low (and next to nothing up high!). Plus of course, WRXs are far cheaper than the equivalent year Sti.

I drove the WRX up to Taupo for the tarmac rally that I wrote about in last month's bulletin, and it was a pleasant journey up and back. Although Brendon and I were making constant "I wonder how long this Subaru will last" and "does that sound like big-end-bearings" jokes, along with speculating if we'd make it to the next petrol station.

In some ways it did deliver, because it was pretty hard on gas (absolutely massacred a tank of the ethanol mixed Gull 98!!), and the check engine light did come on during the drive home (air fuel 02 sensor ... if somebody has one they want to sell me for cheap ... 1997 Gravel Express variety). But it was quite comfortable, and hauled us, all the gear, and a set of wheels and tyres in the boot.

For the autocross I chucked a set of 195/50 road tyres onto it (instead of the 17" rubber it normally sits on), fitted up by my main sponsor Neil's Wheels (free plug!!) and headed up to Kapiti.

It was once again a fairly "intimate" event (meaning hardly anyone was there), but there was myself, Viv Eden, and Dick Butters all in our respective WRX beasts. Plus a random WRX that was just parked up there and not actually entered.

I headed out onto the very nicely graded track, which was in excellent condition for the day (free plug ... come to Kapiti, race on gravel, it's fun), and then got on with learning how to drive a WRX on gravel for the very first time.

A boiled egg in the morning is hard to beat.



Interesting experience, as you'd get a lot of push out of the hairpin, and I didn't really quite know what to do with it. I didn't have enough brave pills to just stay on the gas in second gear to see if it would then transition the car from under to oversteer. So I took the "lift off, wait for the weight transfer, then power on again" technique. That tended to then get the car into drift mode towards the exit of the corner, and from that point it was a matter of attempting to get the rhythm correct to string the "S" section together.

Also you had to be pretty careful on the bottom hairpin, as in an attempt to (Successfully) drain that corner, they'd dug a pretty substantial channel at 90 degrees to the track on the very inside. I don't know that hitting it would definitely damage your suspension, but it did have that sort of a look to it. The "S" section and the start/finish sweeper were excellent fun, and the WRX was quite happily taking a very tail out approach, all in a relatively undemanding manner. That being the joy of a road car, with not too demanding power, and standard diffs. Not super exciting, but then again it didn't try to do anything scary to you either.



Photo by Motorsport Central

Viv on the other hand was having a rather more challenging driving day, with fairly wide road tyres, on a very very wide rim. So he was rapidly accumulating all the gravel, and storing it on the inside of his wheels. Plus of course, Viv being Viv, he was trying to drive it backwards into the corners and on absolutely full throttle any time there was a camera nearby. With it must be said, a reasonable degree of success too.



Photo by Motorsport Central

Dick was having a decent day out too, running a set of snow tyres on his Gravel Express, and experimenting with taking the exhaust silencer in and out. It was a lot noisier on overrun with the silencer out, but seemed to take away some of the low end power.

It wasn't just about the Subaru's though, as there was also a Corolla, Pulsar, and a BMW too



Photo by Motorsport Central

The results ended up being myself in a surprising first, Dick in second, Viv third, Max in the Pulsar in fourth, followed by the other two Butters in the Corolla, and then Michael in the very sideways BMW who took out last overall, but first rear drive!

My second drive for the last month was a bit more of an adventure, as Richard Kelly offered me a drive in his Lotus replica, for the sealed HVMC Autocross.

I thought about it for about 1/18th of a second before saying "hell yes".

Having driven the car for about 400 meters before entering it in the even definitely added to the experience. Particularly as the clutch was so unspeakably heavy that I could barely push it down, and the pedals are all so compact that it was extremely possible to stand on two out of the three pedals, even whilst wearing the smallest race type shoes that I own!

It's an awesome little (very very little!) car, weighing in at 600ish kg, running basically the

same silvertop 4AGE engine as my Corolla (which weighs in at 1080kg). All solid bushing through it, brutal clutch, and a very enthusiastic plate diff. These things made it an extremely communicative little car, which told you everything that was going on underneath your backside. You could feel the plate diff working as you went through a slalom section which was quite uncanny ... mind you as the diff is basically bolted to your backside in the Lotus, that does make it a little bit easier.



Photo by Brian Craig

The only downside is that as a strictly circuit car, the turning circle was enormous. The first two runs Richard and I tried different things to get the Lotus around the three hairpins, and met with complete abject failures. Clutch kicking it just meant that the front picked up and the car understeered dramatically towards the footpath. Moderate throttle resulted in the diff locking up, and the car understeering gently towards the kerb. Handbrake resulted in nothing at all happening. Making the suspension harder or softer, playing with the tyre pressures, all made the car a bit more nervous around the cones, but still unable to get around the hairpin. Possibly if we'd been running road rubber, it may have been possible to smoke up the rear to get the back to kick around. Richard then called it a day for himself, as his knee had given up the unequal struggle with the clutch pedal (Richard has had knee surgeries), but encouraged me to keep on persisting with the car. In fact telling me that I needed to thrash it a lot more, launch it harder etc. Third run out, I decided to measure the turning circle of the car whilst on zero throttle. I coasted up to the cone, leaned out the right hand side of the car to watch the right wheel touching the wooden block in the gutter, dipped the clutch, swung the steering over as fast as I could and coasted around the corner. Missing the other kerb by a couple of inches at best. So it turned out that I kind of could get around the course without a three point turn, but at literally walking speed, and no throttle. However the rest of the course was most excellent. It launched like a beast, was very predictable even though I'd not driven it until that day, and was basically like driving a full size go kart. I just managed to sneak into the top 16 shoot out by the skin of my teeth, which I was fairly happy about considering how slowly I was having to take the hairpins ☺

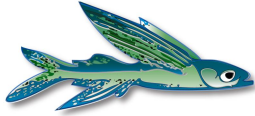
Richard has unfortunately decided that he is going to sell the car though, as his knee just isn't up to the job any more. One of the reasons that he bought the Radical to use as a race car instead of the Lotus. I hope that he has changed his mind about selling the Lotus, having been racing it for ten years now!

Unfortunately this year I wasn't about to enter Shelly Bay, as I just didn't have the budget! But I did do the scrutineering (in rain and hail on Sunday morning). Webster managed to have a bit of a whoops moment, and put the Starlet backwards into one of the banks. However by good fortune,

the back of a Starlet is where the cheap bits are, and he chose a way to crash that didn't involve ending up in the sea, or upside down. Incredibly lucky there. If you have a hunt around on youtube he actually has the in car footage of the crash. No injuries to the occupants, just the vehicle.

That's it from me for now. See you some place with cars!

Leon



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The Lone Ranger's Last Request

The Lone Ranger was ambushed and captured by an enemy Indian War Party.

The Indian Chief proclaims, "So, YOU are the great Lone Ranger" "In honour of the Harvest Festival, YOU will be executed in three days." "Before I kill you, I grant you three requests" "What is your FIRST request???"

The Lone Ranger responds, "I'd like to speak to my horse."

The Chief nods and Silver is brought before the Lone Ranger who whispers in Silver's ear, and the horse gallops away.

Later that evening, Silver returns with a beautiful blonde woman on his back.

As the Indian Chief watches, the blonde enters the Lone Ranger's tent and spends the night.

The next morning the Indian Chief admits he's impressed. "You have a very fine and loyal horse", "But I will still kill you in two days." "What is your SECOND request???"

The Lone Ranger again asks to speak to his horse. Silver is brought to him, and he again whispers in the horse's ear.

As before, Silver takes off and disappears over the horizon.

Later that evening, to the Chief's surprise, Silver again returns, this time with a voluptuous brunette, more attractive than the blonde. She enters the Lone Rangers tent and spends the night.

The following morning the Indian Chief is again impressed. "You are indeed a man of many talents," "But I will still kill you tomorrow." "What is your LAST request ???"

The Lone Ranger responds, "I'd like to speak to my horse, alone."

The Chief is curious, but he agrees, and Silver is brought to the Lone Ranger's tent.

Once they're alone, the Lone Ranger grabs Silver by both ears, looks him square in the eye and says, "READ MY LIPS!!!!" FOR... THE... LAST... TIME... "BRING POSSE"



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A young girl started work in the village chemist shop. She was very shy about having to sell condoms to the public. The owner was going on holiday for a couple of days and asked if she would be willing to run the shop on her own. She had to confide in him her worries about selling the contraceptives.

"Look," he said. "My regular customers dont ask for condoms, they'll ask for a 310 [small] a 320[medium] or a 330[large]. The word condom wont even be used.

The first day was fine but on the second day a coloured guy came in to the shop, put out his hand and said "350"..

The girl panicked. She phoned the owner on his mobile and told him of her predicament.

"Go back in and check if he has a yellow bucket hanging between his legs" her boss told her.

She peeped through the door and saw the yellow bucket hanging between his legs. "Yes "!!!! she said " He's got one hanging there"....!

The boss said "Go back in and give him £3-50.....He's the Window cleaner"!!!!!!

Shelly Bay Revisited

It has been at least 12 years since I last attended one of Wellington's iconic events the Shelly Bay Sealed Sprint. Back then I had had the pleasure of a ride with the late Graeme Penhey in his turbo corolla coupe. It was an exciting run then and I was not disappointed with my runs over the 2.6km course on Sunday.

The weather was damp and cold to start the day. After watching practise I approached Steve and Brian (Kapiti CC) for a ride. Suited up I belted up with Steve in his Sunny Turbo. While waiting on the start line the signal came that someone had had an incident. We new Webster had started a couple ahead so I was surprised to hear he had hit a bank backwards but was ok. On arriving at the finish we had a look at the relatively minor panel damage. I wonder what Webster's brother's boy thought of the ride. Maybe Bugger me.

Next up was a ride in Brian Heathcote's standard Celica GT4. He smoked the tyres off the line squealing thru most corners but was quick along to the lighthouse and neat over the crests and blind corners to the finish. What a ride. Thanks guys.



So for the last run I took my camera and went to marshal point 1 where Adam and Jilly were posted. Jilly had the job of sweeping the corner between runs after stones were flicked onto the road firstly by Tony B, then Andrew T.

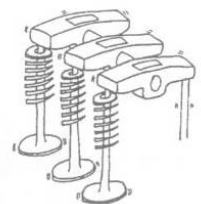
With no other incidents and it was all over by 1.30pm. A little too early for the spectators who had just arrived but thankfully for us as it was a little chilly.

Some of my photos may appear elsewhere in the magazine. If you would like a copy send me an email. Well done to Scott 3rd overall, David 1st in class B and Andrew 3rd class B.

Brian Craig

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?



Andrew Thompson



David Graham



Dick Butters



Glen Darrah



Leon Cast



Marshalls at work



Pete



Scott



The Cleaning Lady



Webster



Webster after making a deposit in the bank

Hi,

I'd like to hire an old two door car for a film I'm working on. I'm from the Film School in Wellington and we're in need of an old, preferably rusted, roadworthy car.

Would you know who I can get into contact with about this?

Thanks,

Zach Thompson

Zach Thompson the_schwa@hotmail.com

022 317 8467

SHELLY BAY SEAL SPRINT 15 SEPTEMBER 2013

Run/ing Order	Car No.	Class	Driver	Club	Car	Capacity	Timed Runs			Fastest	Ranking Overall	Class Ranking					
							Practice	1	2			3	A	B	C	D	E
1	747	E	Wade Noel	HVMC	Subaru WRX	2500 T	01:14.80	01:09.00	01:08.50	01:07.40	01:07.40	1					
2	22	D	Alan Austin	Wanganui	RX7	4000	01:30.90	01:15.30	01:12.40	01:11.40	01:11.40	2					1
3	708	D	Scott Neillenda	HCCC	Integra	2000	01:17.80	01:14.00	01:13.70	01:13.40	01:13.40	3					2
4	7	D	Ryan Shivers	Wellington	RX 7	3076	01:19.40	01:14.70	01:14.10	01:13.30	01:14.00	4					3
5	5	D	Matt Gaslin	HVMC	Skyline	2500 T	01:20.30	01:17.20	01:15.40	01:15.20	01:15.20	5					4
6	12	B	David Gidman	HCCC	Datsun 1200	1900	01:27.10	01:23.20	01:19.90	01:18.90	01:18.90	6					
7	7	B	Cliff Hendis	HVMC	Chris BR	1900	01:24.90	01:22.20	01:20.40	01:19.00	01:19.00	7			1		
8	10	E	Lony Burness	Wellington	Impreza	2000 T	01:24.40	01:19.60	01:20.20	01:18.00	01:18.00	8					2
9	38	B	Andrew Thomson	HCCC	Corolla	1600	01:26.80	01:19.60	01:21.20	01:19.30	01:19.30	9			3		
10	14	D	Graeme Forster	Wellington	Escort	2800	01:35.00	01:21.60	01:19.40	01:21.00	01:18.40	10					5
11	4	B	Andrew Thomas	HVMC	Corolla SR	1600	01:22.90	01:22.10	01:19.50	01:19.60	01:19.60	11			4		
12	21	C	Mark Rue	HVMC	Civic	1700	01:37.70	01:22.40	01:22.10	01:19.70	01:19.70	12					1
13	36	E	Brian Heathcote	Kapiti CC	Celica GT4	2000 T	01:27.70	01:20.40	01:20.50	01:21.10	01:20.40	13					3
14	30	E	Alex Ebbeling	Levin CC	Subaru WRX	2000 T	01:26.20	01:21.40	01:21.50	01:20.80	01:20.80	14					4
15	226	C	Greg Fowler	HVMC	Civic	1800	01:26.20	01:22.40	01:21.20	01:21.20	01:21.20	15			2		
16	9	C	Graham Leah	HCCC	Pulsar	1998	01:26.60	01:24.70	01:23.10	01:21.40	01:21.40	16					2
17	18	C	Craig Barossa	HVMC	Escort	1998	01:26.00	01:23.60	01:22.90	01:21.40	01:21.40	17					4
18	8	D	Nigel Soreff old	HCCC	Pulsar	2113	01:31.10	01:28.50	01:23.00	01:22.20	01:22.20	18					6
19	65	E	Glen Barrah	HCCC	Lancer Evo 3	2000 T	01:30.30	01:24.80	01:25.40	01:23.80	01:23.80	19					5
20	82	C	Max Kempthorne	HVMC	Pulsar	1838	01:31.30	01:27.40	01:24.20	01:24.40	01:24.20	20					
21	17	B	Tom Heather	Kapiti CC	Corolla FXGT	1587	01:33.40	01:26.80	01:26.20	01:25.80	01:25.80	21			5		
22	10	B	Greg Hart	HVMC	Topola Levin	1600	01:30.70	01:26.70	01:26.60	01:25.80	01:25.80	22			6		
23	115	H	Michael Williams	Wellington	Corolla FXGT	1800	01:33.00	01:28.70	01:27.40	01:26.50	01:26.50	23			7		
24	15	B	Rob Vliant	Wellington	Corolla FXGT	1600	01:33.50	01:28.30	01:27.10	01:26.00	01:27.10	24			6		
25	97	A	Ian Kendrick	Motivou	Bardia CR	1288	01:42.50	01:29.80	01:28.60	01:28.10	01:28.10	25	1				
26	93	C	Steve Saunders	Kapiti CC	Datsun Sunny	1900 T	01:42.10	01:34.40	01:30.50	01:30.40	01:30.40	26					7
27	11	E	Dick Butters	HCCC	Impreza	2000 T	01:53.70	01:31.10	01:30.50	01:30.70	01:30.50	27					6
28	6	B	Charles Roberts	HCCC	Mitsub R8	1597	01:57.00	01:31.30	01:32.80	01:31.60	01:31.30	28			5		
29	23	D	Weisner Gough	HCCC	Silver GT	1468 T	01:57.80	01:32.30	01:33.00	01:32.00	01:32.00	29					8

Wellington Motorsport Association Calendar 2013

A new WMSA Trophy has been presented at the AGM to commemorate Ron Scanlon, the amazing friend we sadly lost not too long ago.

This trophy is for competitions based on the Duncan MacKenzie series but limited to two wheel drive, normally aspirated vehicles of less than 1600 cc engine capacity. The points are on the same basis as the Duncan MacKenzie series (i.e. 5 highest places competitors gaining points from any round).

The Scanlon Trophy is very impressive, fills a significant gap in recognising excellence in competition and I expect it will be one which is hard fought for amongst our members. My sincere thanks for the trophy donated by Sarah and Mark Scanlon. A fine addition to our sport.

	28		Rally (Classic)		Taupo	
October	5		Rally (NZRC Round 6)		Wairarapa	
	13		Autocross (gravel)	Kapiti	Otaihanga	
	20		Gravel Sprint	Levin	Wairongomai Road	GS
Labour Day	26 th to 3 Nov		Rally (Targa)			
	27	JR	Sealed Sprint	Hutt Valley	Port Road	DM
	28		Autocross / Motorkhana (seal)	Hutt Valley	Trentham	KN
November	2		Sprint (Rd & Track #2/2)	Mspt Manawatu	Manfeild	
	3	AW	Sealed Sprint Sprint (Rd & Track #3/2)	Wairarapa Mspt Manawatu	Admiral Road Manfeild	DM
	10		Race (MG Classic)	MG	Manfeild	
	17		Autocross (grass) Sealed Sprint	Hutt Valley Dannevirke C C	Silverstream Blairgowrie Road	KN
	18		WMSA Meeting (Calendar)		HVMC Clubrooms	
	21	All	Stewards Meeting		Stokes Valley	
December	24	GG	Gravel Sprint	Wairarapa	Dorsets Road	GS
	1		Autocross (gravel)	Kapiti	Otaihanga	KN
	22		Sprint (Rd & Track #4/2)	Mspt Manawatu	Manfeild	

Abbreviations

KN Kim Naylor Autocross Series
DM Duncan MacKenzie 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 Ralysprint Series
IM The Surgery Intermarque Sprint Series
Nat National meeting
NT Night Trial Series

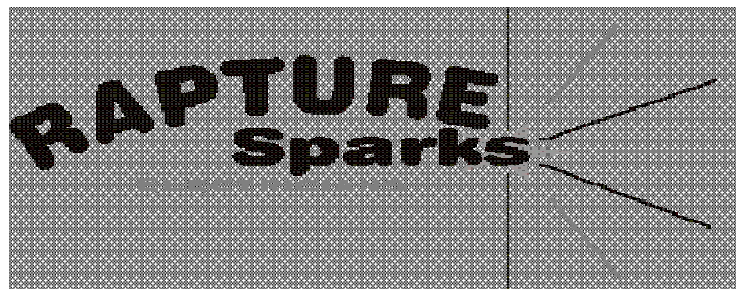
Levin
Hutt Valley
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Harbour Capital
Kapiti
Wairarapa
MG
Intermarque

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021 717 676 (Jody)
027 6996 838 (Leon)
027 446 9986 (Bryan)
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04 970 8644 (Terry)
027 232 2523 (Alan)

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

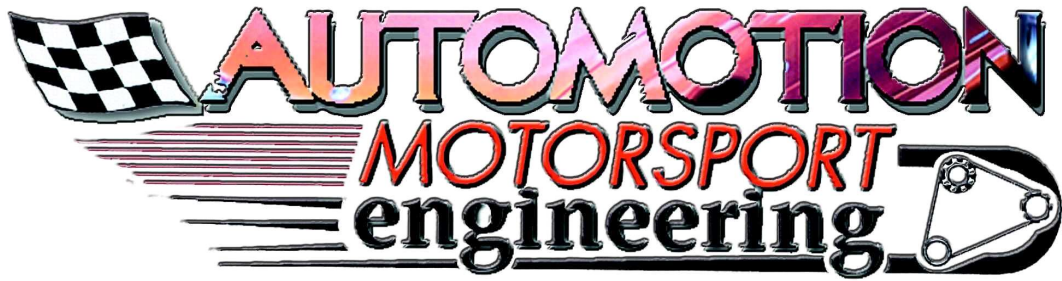


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CREATION

A man said to his wife one day, 'I don't know how you can be so stupid and so beautiful all at the same time.

'The wife responded, 'Allow me to explain. God made me beautiful so you would be attracted to me; God made me stupid so I would be attracted to you!

Peter Collins wins Trentham (With thanks to MotorsportCentral)

Trentham Autocross - 8 September 2013



The Trentham Autocross was held on the 8th September 2013. It followed the same course layout as the event held on 28th July. Normally the Autocross has the maximum limit of 50 drivers, so it was a little disappointing that there were only 35 entrants this time around, although most of the regulars/big names were there, including Peter Collins (who won the last Autocross), Al Groves and Geoff Warren who won the autocross when it was at William Durant Crescent.

It has been a mild winter, so the event was held in pleasant and warm weather. As per normal, there was 1 practice and 3 officials, and then there was a top 32 shootout, then top 16, top 8, top 4 with a final two.

The practice was led by Al Groves topping the time sheet with 1:05.37, Peter Collins was second at 1:05.91, and third and fourth were Imprezas of Duncan and Warren. Neil Rush was 5th followed by Jared Rush in 6th. Any driver going under a minute 10 was well on their way to a good result.

The first official run was won convincingly by Peter Collins with a quick time of 1:04.84. Second was Geoff Warren 3.47 seconds back, with Sam Duncan third and Jared Rush fourth. Max Kempthorne driving a Legacy Wagon had a whoops moment, as the unloaded rear of his Legacy slid the rear end into the kerb, ripping off his rear wheel and damaging the front wheel.

In run 2 Collins went quicker, dropping 0.8 seconds off his run 1 time, to maintain his lead at 1:04.04. Al Groves was a big mover on Run 2, jumping to second overall 0.21 seconds behind Collins. Third was Duncan who cut 3.5 seconds off his earlier time, and completing the series of 3 WRXs was Geoff Warren. Jared Rush was the first ENOD in fifth, ahead of another WRX of Loren Brookes in sixth. Neil Rush led a group of 4 FWDs in 7th, with Julian Osborne in a Civic eighth, Webster Gough who was suffering with fuel starvation in ninth and Jason Price rounding out the top 10 in his Prelude.

On to the final official run, Collins cut a tiny 0.05 seconds, to record a time of 1:03.97, the only driver to go below 1:04 in the first 4 runs. Second was Al Groves slightly slower than his Run 2 time, but fast enough to hold off the other 2 WRXs. Warren passed Duncan to claim third. While fifth through to tenth stayed the same as after Run 2.

It was easy to determine the top 32 for the

had retired during the day meaning all who finished the official runs went into the shootout round. Groves and Duncan both set the fastest time of 1:04.72 and carried through safely to the top 16. The usual suspects got through to the top 16, including Jared Rush, Warren, Collins and Brookes. Leon Cast also progressed through driving Richard Kelly's Lotus 7 Replica. Webster Gough retired with the ongoing fuel issues.

Groves again set the fastest time with at 1:03.18, the fastest time of the day so far, second was Collins. Third was Duncan followed by Rush, Warren, Brookes, Cast and Jason Price. Neil Rush was knocked out after get a 5 second penalty for hitting a cone.

Peter Collins set the world alight with his very quick time of 1:02.15, helping him to get to the Final 4. This was to be the quickest time of the day. Second was Groves with 1:03.41, Third was Duncan on 1:04.84. The battle for fourth was close as Jared Rush beat Warren by 0.15 second to progress.

Groves was fastest again in the top 4 with 1:03.88. Peter Collins progressed into the Final 2 with 1:04.56 by one of the smallest margins of the day 0.03 seconds from Jared Rush.

Peter Collins won the shootout with a time of 1:03 with Groves finishing second.

Thanks to Matt and HVMC for the event. Hopefully there'll be a full field next time.



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WIFE VS. HUSBAND

A couple drove down a country road for several miles, not saying a word.

An earlier discussion had led to an argument and neither of them wanted to concede their position..

As they passed a barnyard of mules, goats, and pigs, the husband asked sarcastically, 'Relatives of yours?'

'Yep,' the wife replied, 'in-laws.'

HUTT VALLEY MOTORSPORT CLUB

Sealed Autocross - William Durant Drive, Trentham - 8 September 2013

A Round of the Kim Naylor Series 2013

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD	Class ENOD	Class 4WD	Shoot1 TOP 32	Shoot2 TOP16	Shoot3 TOP 8	Shoot4 TOP 4	Shoot5 FINAL
33	Peter Collins	Corolla	HCCC	EOD	1.05.91	1.04.84	1.04.04	1.03.97	1.03.97	1	1			1.06.40	1.04.28	1.02.15	1.04.56	1.03.00
9	Al Groves	WRX	HCCC	4WD	1.05.37	1.16.28	1.04.25	1.04.32	1.04.25	2			1	1.04.72	1.03.18	1.03.41	1.03.88	1.06.88
27	Geoff Warren	WRX	HVMC	4WD	1.08.34	1.08.31	1.05.94	1.05.09	1.05.09	3			2	1.05.97	1.05.59	1.05.34		
6	Sam Duncan	WRX	HVMC	4WD	1.07.14	1.09.16	1.05.59	1.05.13	1.05.13	4			3	1.04.72	1.04.90	1.04.84	1.10.66	
1	Jared Rush	Trueno	HVMC	ENOD	1.12.69	1.10.09	1.08.90	1.06.25	1.06.25	5			1	1.05.35	1.05.38	1.05.19	1.04.59	
5	Loren Brookes	WRX	HCCC	4WD	1.16.75	1.14.97	1.08.93	1.06.63	1.06.63	6			4	1.06.74	1.06.81	1.06.28		
16	Neil Rush	Integra R	HVMC	EOD	1.10.68	DNF	1.09.06	1.23.12	1.09.06	7			2	1.13.85	1.14.16	*		
31	Julian Osborne	Civic	HCCC	EOD	ww	1.13.53	1.10.44	1.15.87	1.10.44	8			3	1.08.82	1.10.28			
14	Webster Gough	Starlet T	HCCC	EOD	1.15.25	1.22.12	1.10.75	1.13.16	1.10.75	9			4	DNF				
17	Jason Price	Prelude	HCCC	EOD	1.21.50	1.13.53	1.10.81	1.10.78	1.10.78	10			5	1.10.19	1.09.53	1.09.90		
26	Ross Hubbard	Corolla	HCCC	EOD	1.14.53	1.11.22	1.11.25	1.15.56	1.11.22	11			6	1.11.15	1.10.78			
13	Cathy Reid	Mirage	HVMC	EOD	1.16.38	1.14.47	ww	1.11.41	1.11.41	12			7	1.11.47	1.16.71	*		
35	Shane Atkinson	Civic	HCCC	EOD	1.33.25	1.14.43	1.17.09	1.11.87	1.11.87	13			8	1.09.60	1.09.90	*		
11	Nathan Spencer	Skyline	HCCC	ENOD	1.15.94	1.18.16	1.12.85	1.11.97	1.11.97	14			2	1.11.09	1.11.09	*		
20	Brendon Dolan	200SX	HCCC	ENOD	1.29.66	1.29.09	1.12.13	1.20.28	1.12.13	15			3	1.27.81	1.20.59	*		
4	Anton Zabelin	200SX	HVMC	ENOD	1.13.78	1.22.03	1.17.69	1.12.41	1.12.41	16			4	ww				
15	Chris Sands	Skyline	HVMC	ENOD	1.22.03	1.18.44	1.13.84	1.12.50	1.12.50	17			5	1.13.62	1.14.60			
19	Aaron Eglington	Corolla	Wgton	ENOD	ww	ww	1.15.21	1.12.78	1.12.78	18			6	ww				
34	Rich Tucker	Silva	HCCC	ENOD	1.33.03	1.29.41	1.12.82	1.23.22	1.12.82	19			7	1.14.84				
7	Dick Butters	WRX	HCCC	4WD	1.22.37	1.15.63	1.14.53	1.12.85	1.12.85	20			5	1.29.28	*			
10	Stephen Heise	Falcon	HCCC	ENOD	1.17.84	ww	1.13.68	1.20.10	1.13.68	21			8	1.12.66	1.13.40			
30	Leon Cast	Lotus 7	HCCC	ENOD	1.44.66	1.29.00	1.16.28	1.14.00	1.14.00	22			9	1.08.72	1.09.41	1.11.84		
25	Chris Wharton	Mirage	HCCC	EOD	1.16.78	1.15.65	1.15.54	1.14.32	1.14.32	23				1.13.97				
22	Bill Peacock	MIR2	HCCC	EOD	1.36.68	1.19.09	1.16.47	1.15.16	1.15.16	24			10	1.14.94				
12	Daniel Beeke	Skyline	HCCC	ENOD	1.15.22	ww	1.16.31	1.18.15	1.16.31	25			10	-				
28	Graham Marshall	Cefiro	HCCC	ENOD	1.24.09	1.23.81	1.20.31	1.16.53	1.16.53	26			11	1.29.96				
8	Robbie Groves	Charade	HCCC	EOD	1.23.91	1.20.04	1.18.34	1.17.13	1.17.13	27				1.22.95	*			
29	Chris Mächler	WRX	Wgton	4WD	ww	1.17.35	-	-	1.17.35	28			6	-				
32	Jilly Huson	Starlet	HCCC	EOD	1.23.63	1.17.88	1.18.65	1.17.88	1.17.88	29				1.17.94				
3	Nick Moody	Laurel	HCCC	ENOD	1.20.90	1.25.78	1.18.09	1.21.88	1.18.09	30			12	1.20.94	*			
23	Mike Reid	Mirage	HVMC	EOD	ww	DNF	1.20.34	ww	1.20.34	31			13	1.17.94	*			
24	Richard Kelly	Lotus 7	HCCC	ENOD	ww	1.24.81	-	-	1.24.81	32				-				
18	Max Kemphorne	Legacy	HVMC	EOD	1.22.28	DNF	-	-	-					-				
2	Justin Moss	Laurel	HVMC	ENOD	DNF	-	-	-	-					-				
21	Michael Leadbetter	S14	HCCC	ENOD	DNF	-	-	-	-					-				
39																		
40																		
41																		
42																		
43																		

Rally Australia (Thanks to Nicky Grist Motorsports Ltd)

After Dani's Sordo's inaugural win at Rally Deutschland and Sebastien Ogier having to wait to claim the WRC title, added to the knowledge that Rally Australia was to be one of the most compact rallies on the calendar and we all knew we were in for a real treat. Kris Meeke had also been on the phone ordering another Stilo earlier in this month and let me know that Citroen had offered him Dani Sordo's seat in Australia so I knew I would be glued to iRally and the news of the stages.



This year, the 353.98km of competition was split between 22 stages, and giving 38% of the overall distance of the rally of 930.88km being competitive. It was also a great rally for spectators, with two of the three stages never being more than 35km from the Coffs Harbour HQ.WRC

I cannot say I was upset by Ogier pulling from Rally Deutschland - don't get me wrong, the domination of one driver/team is always good for that team but it is the close battle for points both for the manufacturers and particularly the drivers with the potential for more than one driver/team to have the top spot that definitely keeps the excitement alive for the fans. We have had too many years of Sebastien Loeb and Daniel Elena with Citroen dominating the sport and so it is good to have a bit of spice and added excitement to open up the field a little and let others get close to the championship title.



As it turned out the record crowds in Australia were treated to a very dominant challenge by Sebastien Ogier and Julian Ingrassia who took 19 of the 22 special stages. However the championship could not be taken as the pair are just a mere 1 point away from victory due to second place pair Thierry Neuville and for Ford came in just behind Sebastien and Julian, and ensuring the battle would move to France at the beginning of October.

Kris Meeke was the first to raise the heart rate on day 1, by performing superbly and gaining a best qualifying time and allowing him to select 10th as his starting position, the last of the WRC drivers. He carried this through the day by finishing a mere 0.5 secs behind third place, Thierry Neuville.

The first stage went to Andreas Mikkelsen and his temporary co-driver Paul Nagle. The youngest driver in the Volkswagen trio managed to win the first special stage. However, as Andreas put it 'Our pacenotes were too optimistic' at a point where their VW went over a blind crest into a left-hander which tightened and he took the section a little enthusiastically. Fortunately there was a

lane branching off so they were able to pull off towards the emergency exit but the dust they brought up meant they had to wait a few seconds to see the way back onto the track, resulting in quite a loss of time. They then broadsided a bank further on and complained that the car felt like it had a slow puncture and dropping them down the field even further and they ended the day in 7th. This gave Ogier and Ingrassia the opportunity to take the technically demanding stages to lead by the end of day 1.



The second day of competition took in two identical loops of two stages over open shire roads south of Coffs Harbour before returning to the rally base for a further two runs around the super special stage. In total, including the two runs over the demanding 49.90 kilometre Nambucca stage, the route covered 132.68 competitive kilometres. Kris Meeks - Rally Australia
Kris Meeke and Chris Patterson

Sebastien took day two by winning each of the four longer stages before setting the pace on both of the super specials to take a clean sweep, and giving them a 45.9sec lead over second place Mikko Hirvonen and Thierry Neuville in third.

Sadly, Kris and Chris went out on SS13 when Kris went into a second gear corner a good 10km too fast and it looked as though he would be able to hold it, but the car began to slide to the edge of the road and ended up slipping off and then rolling several times down the steep bank taking most of the panels off the car. After clear instructions from Citroen to finish the rally with a clean run, so they could gain back a few much needed points he has certainly put the opportunity for a drive next year in question, particularly with Dani winning Rally Deutschland. Stilo wearer and 2004 NG Stages winner, Andreas Mikkelsen managed to pull up from 7th to 5th on the same stage. I only hope this won't reflect on Kris's chances for next season.

From then on it was pretty much a case of Sebastien and Julien cruising to the finish but the excitement was not over, with Thierry and Nicolas Gilsoul climbed up into second place after Mikko Hirvonen and Jarno Lehtinen suffered a puncture on the final stage, denying Ogier and Ingrassia the overall championship.

There are now only three events left on this year's calendar and really it will be very bad luck if Sebastien Ogier and Julien Ingrassia are not crowned champions in France, but if you remember Wales a few years ago with Colin and myself - anything can happen in rallying! And France is to be the last round that Sebastien Loeb and Daniel Elena will be competing in this year - I wonder how well Thierry and Nicolas will manage under the pressure as well

Santa's helpers are subordinate clauses.

Now that's what I call a Man BBQ!!! Great for camping with the boys...



A blonde lady motorist was about two hours from the Gold Coast when she was flagged down by a man whose truck had broken down.

The man walked up to the car and asked, 'Are you going to the Gold Coast?'

'Sure,' answered the blonde, 'do you need a lift?'

'Not for me. I'll be spending the next three hours fixing my truck My problem is I've got two chimpanzees in the back which have to be taken to the Gold Coast Zoo.

They're a bit stressed already so I don't want to keep them on the road all day. Could you possibly take them to the zoo for me? I'll give you \$100 for your trouble..'

'I'd be happy to,' said the blonde.

So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts. Off they went.

Five hours later, the truck driver was driving through the heart of the Gold Coast when suddenly he was horrified!!

There was the blonde walking down the street and holding hands with the two chimps, much to the amusement of a big crowd.

With a screech of brakes he pulled off the road and ran over to the blonde. 'What the heck are you doing here?' he demanded, 'I gave you \$100 to take these chimpanzees to the zoo.'

'Yes, I know you did,' said the blonde, 'but we had money left over --- so now we're going to Sea World.



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Far away in the tropical waters of the Coral Sea, two prawns were swimming around.

One called Justin and the other called Christian.

The prawns were constantly being harassed and threatened by sharks that inhabited the area.

Finally one day Justin said to Christian, 'I'm fed up with being a prawn; I wish I was a shark, and then I wouldn't have any worries about being eaten.'

A large mysterious cod appeared and said, 'Your wish is granted.'

Lo and behold, Justin turned into a shark.

Horrified, Christian immediately swam away, afraid of being eaten by his old mate.

Time passed (as it does) and Justin found life as a shark boring and lonely.

All his old mates simply swam away whenever he came close to them.

Justin began to realise that his new menacing appearance was the cause of his sad plight.

While swimming alone one day he saw the mysterious cod again and he thought perhaps the mysterious fish could change him back into a prawn.

He approached the cod and begged to be changed back, and, lo and behold, he found himself turned back into a prawn.

With tears of joy in his tiny little eyes Justin swam back to his friends and bought them all a cocktail.

Looking around the gathering at the reef he realised he couldn't see his old pal.

'Where's Christian?' he asked.

'He's at home, still distraught that his best friend changed sides to the enemy & became a shark', came the reply.

Eager to put things right again and end the mutual pain and torture, he set off to Christian's abode.

As he opened the coral gate, memories came flooding back.

He banged on the door and shouted, 'It's me, Justin, your old friend, come out and see me again.'

Christian replied, 'No way man, you'll eat me. You're now a shark, the enemy, and I'll not be tricked into being your dinner.'

Justin cried back 'No, I'm not... that was the old me. I've changed..... '

'I've found Cod. I'm a Prawn again, Christian.'