



WHEELSPIN

September 2013

www.hccc.org.nz

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COVER PHOTO

Ian Atkinson at the Taupo Classic 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 4th September 2013 @7:30



A pretty decent sort of a month worth of Corolla motoring for me this month, with two fun events, one local and cheap (sealed autocross) with me in the driver's seat, the second event being a tiny bit further away and not quite so cheap (Taupo tarmac rally) in the passenger side of the car.

Hutt Valley used a different section of the subdivision for the sealed autocross this time, and ended up with a nice sweeping corner, then some wiggly bits which could mostly be negotiated at fairly reasonable speeds in second gear. A nice change after the drag race with some hand brake turns in it ... not a style of course that tends to suit a low powered Corolla with an utterly useless factory Toyota handbrake! My handbrake cables are now stretched to the point where not a hell of a lot happens when you ask the back wheels to lock up.

They did Scrutineering early for non logbook and new competitors, to avoid the logjam that happened last time when a whole lot of new folk turned up, with quite a few fairly serious non compliance issues. So that went pretty well, and the event I believe actually might have got underway earlier than scheduled, which is a bit of a miracle for a motorsport event.

With 43 starters it was always going to be a pretty busy day, and that definitely turned out to be the case! Non stop action, with Aaron in the drift V8 Silvia depositing the insides of the engine onto the road. Webster very carefully delivered a con-rod that wasn't looking exactly factory original condition, back to the pits, carried with a stick (things inside engines get fair warmish).

Tim was looking just ridiculously quick now that the Camry V6 repowered MR2 is featuring boost, courtesy of a supercharger. Taking what was a very quick vehicle, and moving it up a league.

At the end of the day though, Pete Collins demonstrated again that you can't underestimate a well thought out drive, in a well set up car, and brought his red Corolla home in first place, followed by a spectacular Webster in the Starlet turbo, then Tim in third. So that made a HCCC "Engine Over Driving Wheels" 1,2,3.

First and second in four wheel drive were Loren and Al, in their respective Sti coupes.

The next motoring mission was a bit further up the island, as Andrew Thomson and I were going up to have another go at the Taupo rally (held on Taupo racetrack). Basically it's just too much fun to not keep doing. When they take all the straight bits out of that track, it's a definite giggle to drive around. With a 1600cc Corolla, the straights aren't exactly the highlight of your motoring day.

It was looking like being a pretty decent Wellington turn out too, with Brent and Julie in their Corolla, Gary and Neil in the Honda/Toyota/Starlet/Integra hybrid, Ian Atkinson in the Porsche 944 (now yellow), and Ian Hendra in the Barina Gti.

Andrew and I started the day trying a combination of slicks on the front and semi's on the rear (as we found last year, that the slicks on the rear had to be babied for a full lap before they offered any grip).

Turned out that wasn't exactly the winning formula, as the car steadily became too unbalanced as the slicks warmed up, and we had a not a bad sort of a spin coming into the downhill dipper section. So after the first stage, Webster was called into action and a big wheel juggle around then ensued, with worn slicks going onto the rear, and a brand new pair of slicks on the front. Unfortunately this meant the entire next stage had to be driven at about 6/10ths to scrub in the new tyres so as to not completely kill them. This lost us a ton of time, but did set up the rest of the day well for a good attack.



Semi's off, slicks on!

Brent and Julie had a start to the day that you just really couldn't have seen coming. Basically nothing it turned out was shut, so they accelerated out of the pits, the rear hatch popped open, and then the bonnet opened and wrapped itself over the roof. Not exactly a great start to the rally. Turns out that it wasn't going to be a great day for HCCC in general, as Gary's Starlet killed a driveshaft in a fairly spectacular manner, and deposited it largely intact right on the braking line into one of the chicanes. As well as making that particular chicane a smidge more challenging, it brought Gary and Neil's run to a frustratingly early start. Particularly considering how competitive they were at the Manfeild round.

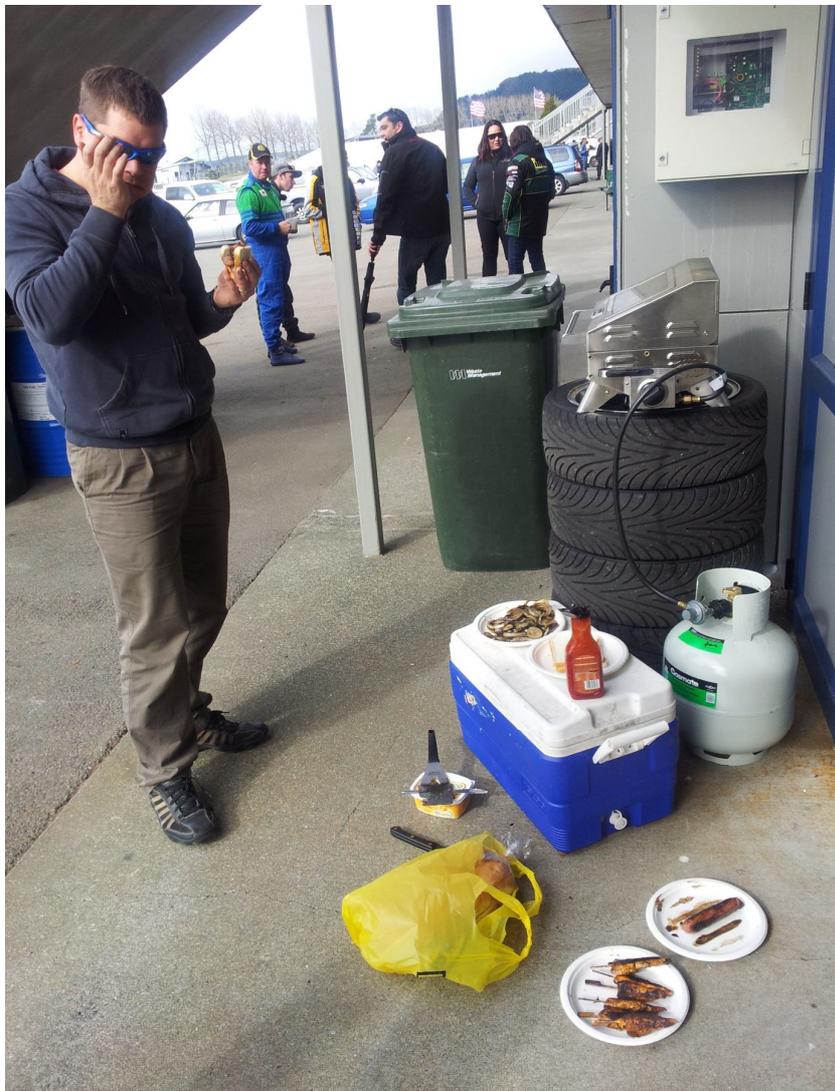
Luckily it seems that the Porsche and Andrew's Corolla were not struck down with the run of bad luck, so we continued our way through the day with no real drama.

Andrew and I had another spin just due to cold slicks, but it was at a fairly low speed section of course, so didn't lose us much time.

Some of the cars out there racing were just incredible. There was a 3 series BMW with the BMW V8 shoehorned into it, with a rainbow colour scheme from head to toe (including the engine). Neil Allport had a beautiful little Mk1 Escort that he was sliding around utterly ruthlessly. There was the debut of Euan Beattie's Group B Nissan 240RS. Generally just more amazing cars than you could shake a stick at.



Got a bit too familiar with seeing the Starlet parked up



BBQ, serious business.

It was a fairly good social kind of a weekend too, as we gathered the troops as much as possible to enjoy BBQ'd goodness, both during and after the event. There's a really excellent atmosphere, and some very cool cars ... if you're able to do suggest that it's a good event to have a crack at. They're even running an open event that four wheel drives can have a go at too.



Very tasty 240RS

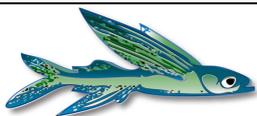


Slightly restyled front end treatment on the Sellens AE82

Not too much in the way of other news, other than to say, if you're in the market for a new HCCC T-shirt, we've now got some 100% cotton ones, so they're a bit less inclined to get stinky than the previous ones! Plus they're more suitable for wearing under overalls during motorsport events. We're STILL waiting hopefully for Slipway to return to action, as they work through a noise control plan, which while it would very strictly restrict our ability to use the venue, is a lot better than the alternative of having no venue at all.

1841 Bar in J'ville is still serving up yummy foods, and we've got a guest speaker this month. We're looking too at running another round of go-karts, as that's always a good fun evening out, with a bit of healthy competition thrown in ...

Leon



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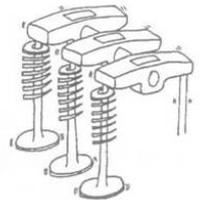
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Tappet chatter

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!

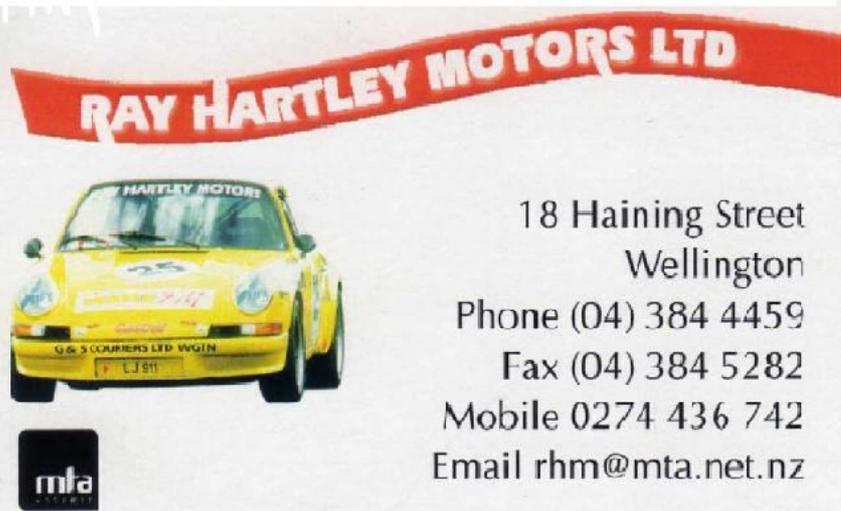


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You feel stuck with your debt if you can't budge it.



This photo was taken by a soldier in Afghanistan of a helicopter rescue mission.

Oh To Be 12 Again...

A man was sitting on the edge of the bed, observing his wife, looking at herself in the mirror.

Since her birthday was not far off he asked what she'd like to have for her Birthday.

'I'd like to be twelve again', she replied, still looking in the mirror.

On the morning of her Birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Alton Towers theme park. — What a day!

He put her on every ride in the park; the Death Slide, the Corkscrew, the Wall of Fear, the Screaming Monster Roller Coaster, everything there was. Five hours later they staggered out of the theme park.

Her head was reeling and her stomach felt upside down.

He then took her to a Mc Donald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to the cinema with popcorn, a huge Cola, and her favourite sweets.....M&M's. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed exhausted.

He leaned over his wife with a big smile and lovingly asked,

'Well dear, what was it like being twelve again?'

Her eyes slowly opened and her expression suddenly changed. 'I meant my dress size, you retard!!!!'

The moral of the story: Even when a man is listening, he is gonna get it wrong.



Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them.

On the appointed day, the inspector turned up. "Tell me about your staff," he asked Paddy.

"Well," said Paddy, "there's the farm hand, I pay him £240 a week, and he has a free cottage.

Then there's the housekeeper. She gets £190 a week, along with free board and lodging.

There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week along with a bottle of whisky and, as a special treat, occasionally gets to sleep with my wife."

"That's disgraceful" said the inspector, "I need to interview the half-wit."

"That'll be me then," said Paddy.



Crew for Marty & Flying Fish at Far North Rally – DNF

WELLINGTON MOTORSPORT ASSOCIATION (INC.)

CHAIRMANS REPORT 2013

It is interesting that we always seem to have one thing or another crop up to make life interesting and this last year has certainly been no exception.

Firstly, on a somewhat disquieting note, I hear from other clubs outside our region that there have been issues with road closures with at least 2 Councils deciding that they will not support road closures for clubs which are not based in their actual district. This sort of approach by a Council is of significant concern when we are reliant on these venues for events such as hillclimbs, sprints and rallies and clubs are very often organising events which are located outside the Territorial Authority (TA) area in which the individual club is based. The wellbeing of our sport is utterly dependent on obtaining access to some of these venues and we need to seriously consider how to deal with this apparently growing issue.

As I understand it, the concerns from the TA perspective are not unreasonable as many of the gravel events in particular with modern 4WD vehicles and tyre technology result in serious amounts of road damage after the passage of many high powered vehicles being driven to their limits. This can represent a very significant budgetary problem for a small TA and understandably local residents who have no interest in motorsport become more than a bit aggrieved at the degradation in the community asset while the competitors just vanish leaving what is seen as a trail of destruction behind them

If this sport does not honestly and positively address this problem in some way, it may not be too long before we are told "sorry mate, but not here" by more TA's and their residents.

When I reported to the Annual General Meeting last year, I had to report that there were some challenges for WMSA with respect to the provision of advice from our elected Treasurer/Pointskeeper. Unfortunately for us, Neil's work commitments have continued to mean that he could not keep up with the role and that we have had to press gang Len Fisher to undertake the pointskeeping role and Dianne McDonald to undertake the financial duties with the possibility that Len could take the financial role over after the AGM. Dianne will be presenting a set of accounts for both the 2011/2012 and the 2012/2013 years for your consideration and there is a serious need to sort out the sigatories to the account so that we can operate on your behalf. My very sincere thanks to both Len and Dianne for helping us out in a time of need.

Our prizegiving celebration this year was a somewhat tiny affair and attended by only a very few diehards. All of those who attended had an enjoyable time but it does call into question the value of the event.

I note that there is still a healthy spirit of cooperation between some of the member clubs both with use of venues and personnel to make the events work – we are too small in both the regional and national sense as a sport not to do this.

The Intermarque series continues to provide for a real grassroots motorsport need and continues to benefit from the sponsorship and support of The Surgery. The way in which Mike and Irene have continued to support this series says something really impressive about their commitment to the sport in general and to the Intermarque series in particular.

Thanks to the series coordinators, John Rapley, Neil Rush, Leon Cast and Alan Hyndman who make the difference in keeping the various competition series a viable proposition and working well. Thanks also to Ian Laming for faithfully recording the proceedings at these meetings and for being very generous with his time and expertise in doing this.



Wayne Gair
Chairman

I was in Countdown with the wife, and out of the blue she says, "You are one hell of a lazy bastard".

Well, fuck me – I nearly fell out of the trolley!

Wellington Motorsport Association Calendar 2013

Month	Day	Event	Location	Notes
September	1	Race (Winter Series #4))	Mspt Manawatu	Manfeild
	7	Rally (NZRC Round 5)		Possum Bourne
	8	Autocross (seal)	Hutt Valley	Trentham KN
	11	Night Trial	Harbour Capital	Titahi Bay NT
	15	WG PT? Sealed Sprint Intermarque Sprint	Wellington	Shelly Bay Manfeild DM IM
	22	Sprint (Rd & Track #1/2)	Mspt Manawatu	Manfeild
	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)		
Labour Day	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 Blaigowrie Road KN
	18	WMSA Meeting (Calendar)		HVMC Clubrooms
	21	All Stewards Meeting		Stokes Valley
	24	GG Gravel Sprint	Wairarapa	Dorsets Road GS
December	1	Autocross (gravel)	Kapiti	Otaihanga KN
	22	Sprint (Rd & Track #4/2)	Mspt Manawatu	Manfeild

Abbreviations

KN Kim Naylor Autocross Series
 DM Duncan McKenzie Sealed Sprint Series
 ST Stewards Trophy Motorkhana Series
 VB Vesta Battery round of ST series
 GS Gravel Sprint Series
 RT Road and Track Sprint Series
 RS Ralysprint Series
 IM The Surgery Intermarque Sprint Series
 Nat National meeting
 NT Night Trial Series

Levin
 Hutt Valley
 Wellington
 Harbour Capital
 Kapiti
 Wairarapa
 MG
 Intermarque

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 027 446 9986 (Bryan)
 027 627 8005 (Mort)
 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 Stringer
 WG Wayne Gair



Kingsley & Waverley Jones 7th o/a on Far North rally

WELLINGTON MOTOR SPORT ASSN INC

STATEMENT OF FINANCIAL PERFORMANCE FOR YEAR ENDING 31 JULY 2013

2011	INCOME	2012	2013
480.00	Subscriptions invoiced March 2013	340.00	340.00
<u>480.00</u>		<u>340.00</u>	<u>340.00</u>
	EXPENDITURE		
18.00	Hire Room	18.00	
187.45	Trophy Engraving and Repair	369.40	247.25
80.00	PO Box Rental	80.00	80.00
180.71	WMSA Prizegiving		25.00
1200.00	Adjustment prior year	70.00	
<u>1666.16</u>		<u>537.40</u>	<u>352.25</u>
<u>-1186.16</u>	Excess of Income over Expenditure	<u>-197.40</u>	<u>-12.25</u>

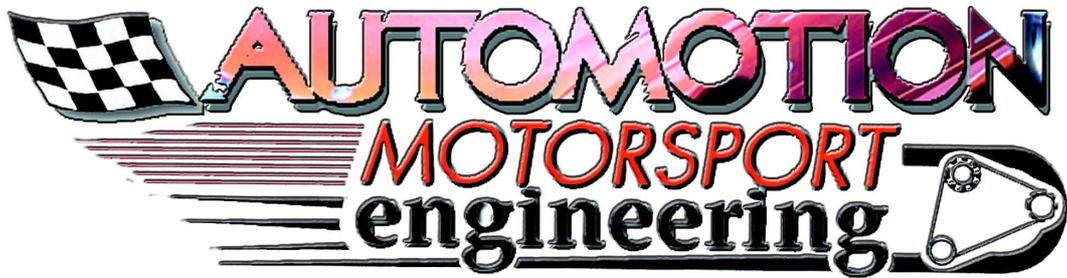
STATEMENT OF FINANCIAL POSITION FOR YEAR ENDING 31 JULY 2013

2011	ASSETS	2012	2013
	Current Assets		
564.51	Cash at Bank	466.51	697.11
	Accounts Receivable	340.00	
1050.00	Debtors	760.00	300.00
<u>-550.00</u>	Less Provision Doubtful Debts	<u>-760.00</u>	<u>-300.00</u>
<u>1064.51</u>		<u>806.51</u>	<u>697.11</u>
	Non Current Assets		
28.00	Miniatures		
222.00	Trophies	222.00	222.00
10.00	Common Seal	10.00	10.00
<u>260.00</u>		<u>232.00</u>	<u>232.00</u>
<u>1324.51</u>	TOTAL ASSETS	<u>1038.51</u>	<u>929.11</u>
	LIABILITIES		
	Current Liabilities		
98.00	Accounts Payable	369.40	272.25
<u>360.00</u>	Subs in Advance	<u>369.40</u>	<u>272.25</u>
<u>458.00</u>			
	Non Current Liabilities		
0.00		0.00	0.00
<u>0.00</u>		<u>0.00</u>	<u>0.00</u>
<u>866.51</u>	NET ASSETS	<u>669.11</u>	<u>656.86</u>
	Represented by		
	Accumulated Funds		
2052.67	Balance as at 1 August	866.51	669.11
	Excess of Income over Expenditure		
<u>-1186.16</u>	Excess of Expenditure over Income	<u>-197.40</u>	<u>-12.25</u>
<u>866.51</u>	Balance as at 31 July	<u>669.11</u>	<u>656.86</u>

I have examined the books of account of the Wellington Motor Sport Assn Inc and have received all of the explanations required. In my opinion, the Balances Sheet is a true and fair view of the Association's financial position as at 31 July 2013, and the Income and Expenditure account gives a true and fair view of its activities for the year ending on that date.

Mickel





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A wife says to her husband, "what would you do if I won Lotto?"

He says, "I'd take half, then leave you."

"Excellent," she replies, "I won \$12, here's \$6 - now piss off!"



Steven Marks and Ray Hartley on the dummy grid



David Graham in the Datsun







And more Taupo:



Ode to a Castellated Nut A Poem by Gregg G Guydish © 2002

I gaze upon your steely walls,
That hold your keep secure,
Hexagonal battlements,
That protect which you hold dear.

Bind that stud close to your heart,
Safe within your keep,
A holey task you must preserve,
For to lose it is to weep.

But man is stronger than mere bands of iron, And he pries your merlons free, There to wrest you
from your grasp, Ignorant of your quiet plea.

Though your defences have been breached, And your ramparts so assailed, You will resume your
silent task, Or my steering will be failed.

Spun again onto your home,
Lo these twenty years past,
I torque you up nice and tight,
So continue, you may be, to last.

As I cinch you down to your prescribed FLB, And align your crenels with your hole, I ponder the
battles your walls have seen, Time, and elements, that scathe along your boll.

Here beneath my merry chariot,
You labour valiantly to hold,
Against the onslaught of nature and earth, Persevering through the heat and cold.

But just to be certain that you do not fail, I slip in the pin and so it arose, Then bent it over and
secured it, With a bang across your nose.



Taupo Classic Rally

Transparent "Ghost" Car Sells for \$308,000 Published August 01, 2011



The 1939 Pontiac Deluxe Six "Ghost Car," first displayed at the New York World's Fair and later at the Smithsonian Institution, was sold Saturday for \$308,000. Originally built for \$25,000, the car with a Plexiglas body was the first transparent car built in America.

Another was built the following year, but its whereabouts are unknown.

"This is the only one known to exist," said Alain Squindo, a car specialist for RM Auctions, which held the auction for the "Ghost Car" and other specialty vehicles in Plymouth, Mich. "It's a very original car."

The Ghost Car was first displayed at the 1939/1940 New York World's Fair, Squindo said. It toured a number of dealerships, and then was at the Smithsonian in Washington DC for a number of years.

It has been owned by the same family since the 1980s. "They were rather sad to see their beloved car go," Squindo said. He could not disclose the name of the buyer.

The car has 86 miles on it, picked up by being driven in and out of dealerships for displays. It was a collaboration between GM and Rohm & Haas chemical company, which made the Plexiglas. Structural metal underneath was given a copper wash and all hardware, including the dashboard was chrome-plated.

Just two were ever made and this model, which has a three-speed manual transmission, is the last of its kind.

Seventy-two years of wear: The Plexiglas does have some chips and cracks but is mostly in good condition, according to auction notes

Not for touring: The collectible is unlikely to be seen on the road

Transparent: Wires and a spare wheel can be seen through the trunk of the car

A spokesman for RM Auctions said: 'The car is in a remarkable state of preservation.

'It's a testament to the longevity of Plexiglas in an era when automotive plastics tended to self-destruct within a few years.



'This motor still turns heads as much as it ever did. It is not, obviously, suited for touring but as a unique artifact from automotive and cultural history.'

Mechanics: The model has an L-head six-cylinder engine, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes

Turning back the clock: The dial on the 1939 car shows the wear of its 72 years

At the wheel: The steering wheel features rings of chrome-plated hardware, and Pontiac's insignia in red

The material went on to be used in military planes during World War II and then expanded in to signs, lighting, fixtures, trains and other cars.

Rohm & Haas used drawings for the Pontiac four-door Touring Sedan to create an exact replica body out of the transparent acrylic.

It was later owned by a succession of Pennsylvania Pontiac dealers. It appeared at the first annual meet of the new Pontiac-Oakland Club International in 1973 and was purchased by Don Barlup of New Cumberland, Pennsylvania. Barlup commissioned a partial restoration from S&H Pontiac of Harrisburg and sold it to collector Leo Gephart in 1979.

The current owner's father purchased it from Gephart in the early 1980s, and it has remained in the same family ever since.

Not surprisingly, it has no conventional vehicle identification number; even the machined boss for the engine number is blank.



A doctor on his morning walk, noticed the older lady, pictured above, sitting on her front step smoking a cigar, so he walked up to her and said, "I couldn't help but notice how happy you look! What is your secret?"

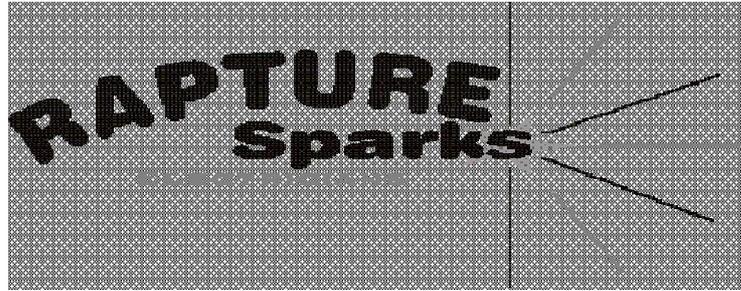
"I smoke ten cigars a day," she said. "Before I go to bed, I smoke a nice big joint. Apart from that, I drink a whole bottle of Jim Beam every week, and eat only junk food. On weekends, I pop pills, get laid, and don't exercise at all..."

"That is absolutely amazing! How old are you?"

"Thirty-four," she replied.



Taupo Classic rally



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More Taupo photos from Leon & Brian Craig

