



*"Thank goodness for anti-lock brakes!"*

# WHEELSPIN

**December 2014**

[www.hccc.org.nz](http://www.hccc.org.nz)

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WEBSITE: [www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

### HAPPY CHRISTMAS EVERYBODY!

Harbour Capital Car Club Clubnight  
First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3<sup>rd</sup> Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Note: — anyone is welcome to attend committee meetings.

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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.

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### DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# Clubnight

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**Wednesday the 3rd December 2014 @7:30**



Much less to report than usual here, I've done only one event since we last spoke, that being Port Road.

I decided that since my Corolla was still in gravel spec from having done Wairongomai (while the suspension swap isn't difficult, forking out nearly \$100 every time for a wheel alignment gets old fast), that I'd bust out the Toyota 86 for its debut competition event.

As always though, it never turns out to be quite as simple as you might have hoped. All I needed to do was get an extinguisher bracket (as the 86 is a bit nice to just drill holes in the floor as I would on a cheaper car), and ideally some slightly better tyres.



Typically, absolutely everything happened at the very last minute. Speedtech was out of brackets, so if they hadn't got new ones made by the Tuesday before the event they were going to go unbolt their bracket from their demo car. So that squeaked in at the last minute, as everything ran slightly behind time in the manufacturing and the powder coating processes. I managed to fit it in a lunch hour, and after work, on I think the Thursday before the event. It all went together very smoothly and only caused me to bleed profusely from one knuckle. This for me is an achievement.

I had decided that after having been really impressed with the Dunlop Star Spec 1's that I had run on the Corolla race car, and also on the Integra, that they were a fairly logical choice of tyre for the 86. They're hard enough that you can drive on them to an event, which makes things a bit easier in a car the size of the 86. Then the matter of finding some wheels was the issue! Turns out that after a bit of research, the 86 runs an identical wheel set up as a Subaru WRX / Sti, or at least, that's what the internet told me. Some surfing on Trademe later, and with a dozen different sets of wheels on the watch-list, I picked up some 17" OZ lightweight rims from Auckland. A nervous test fit showed that yes they did fit.

Neil then worked absolute miracles, I dropped the wheels off to him one night, then picked them up with tyres fitted the next night (free plug, Neil's Wheels, buy your tyres from him and support one of our car club guys). Turns out that I can fit four wheels with tyres into a Toyota 86, it merely requires me to drive with my face basically jammed against the windscreen. I shall not be doing that again in a hurry ....

The tyres I got were Star Spec II's (Direzza ZII is the correct name for them), as compared to the now obsolete Star Spec I that I have in the smaller Corolla size. The ZII is a really nice looking tyre, and is more of a semi slick looking weapon than the Spec I. Along with that, is a bit more tyre noise. Nothing too bad though, certainly not like the lovely drone that you get off the proper semi slick.

As I didn't want to run completely green tyres at Port Road, I fitted the new wheels to the car on the Friday before Labour weekend. Fortunately I was staying up the Kapiti Coast the weekend of Port Road, so my commute up the coast and back was able to be made via Paekakariki Hill Road (purely for research purposes you understand). The new rubber definitely has a LOT more stick than the factory 16" tyres.

I have to admit, that I was extremely highly nervous at Port Road, and was driving very much down the middle of the road, staying a long way from the footpath.

Traction control was switched off before each run (mostly), because I'm not a complete sissy.

First impressions were that it gets off the line a lot better than the Corolla. Though that's probably not terribly surprising with the 86 being rear drive, and having 50% more grunt than the Corolla while only having around 20% more weight (vastly more torque too I suspect). The Corolla is a bit more amusing off the line though, as I tend to launch that pretty ruthlessly with about 5000rpm on the dial, and a satisfying cloud of roasted Dunlop left floating in the air.

Definitely a bit quicker down the straights and with a little dose of oversteer out of the slow corners. Annoyingly though, I need 2.5 gear, as there are several places where I could grab third for under two seconds, or bounce off the rev limiter in second.

One distinctly novel feature is that I can actually hear the stereo while I'm racing. Which is also a bit of a nod to Webster who tends to crank up his stereo to the max when he's autocrossing a road car.

I managed a bit of a rookie mistake on one run though, I left the traction control on! Oh my word, talk about the fun police! Then of course since you're moving, you can't actually turn the traction control off. So that run completely sucked, as it was tapping a rear brake on one wheel out of corners, rather than letting me slide the back around.

Rather predictably I was towards the tail end of the field coming in with a 96.18. However I'm ok with that, considering that I was driving a stock road car, and driving it very carefully down the middle of the road! It was a fraction quicker than my times in the Corolla, and about three seconds down from my time in the Integra (although I got the same class placing and in the same class as I did in the Integra in January).

After the event I put the factory tyres back on, and headed back up Kapiti coast again. I can most definitely confirm that the grip level in the rain is substantially lower on the factory tyres!

The Corolla has been getting some love (by <sup>4</sup> which I mean money). Getting some leaks

resolved (clutch master cylinder, gearbox), getting the sticky rear brakes re-kitted, and most importantly, getting a hydraulic handbrake fitted.

For a good few years (nearly 8 years of ownership actually) the diabolical Corolla handbrake has been a thoroughly annoying feature. On grass it is just about tolerable, but on tarmac I need to resort to extreme measures (refer my previous article where I mention running very high pressures in snow tyres), and on gravel (such as at Wairongomai road) it is just utterly hopeless.

Hopefully now, I will be able to arrive at a barrel or a cone, and get the thing to lock up the rear end and slide around.

I haven't actually been able to try it yet, as I only got the car back yesterday, and I've got tools, wheels, and also a gearbox in the boot of the car. So going out and doing a handbrake turn test session would be something of a bad plan.

Another free plug, my usual mechanic fabricated all the bits up (as the design I had, turned out to be for a different rear hub than that fitted to my car) and made it all work. John Raptis on 021-606-404 actually, maybe I should check what the bill looks like before I give him a free plug ;-)

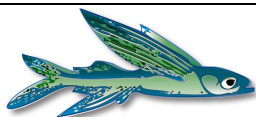
Things to look forward to, we're back into summer mode again, so we've got a grass Autocross on December 7th at Tauherenikau (see the club facebook page for event details). Note though, we're using the No1 Line entrance, NOT the usual entrance that we have used previously from SH2. The No1 entry should be a lot more simple than the maze you go through from SH2.

We are aiming to run a Summer Challenge series at the start of 2015 in that paddock too, with three autocross events in which you can accumulate points towards the Rubber Duck Challenge. At the end of which, each class winner (the usual three autocross classes) can win a Rubber Duck. Yes, a duck, made from rubber. This grand prize could be yours, if you work hard, keep your nose clean, play fair, work in the coal mines, live in a cardboard box at the bottom of a lake, and walk uphill to work both ways, in the snow.

Watch your emails and the Facebook page for updates on this, as it is almost certain that we will be running a January event, and that will end up falling between magazines, so you might decrease your chances of winning the rubber duck.

Please note that subs are up another \$5 per person for 2015, after Motorsport decided to double the "capitation levy" (charge per member of each MSNZ club). Frankly as a committee, we're pretty pissed off about this, because they changed the fees during the middle of this year, and imposed it on our membership level as of this year. We of course had set our 2014 subs to cover our costs based on the original 2014 levy charge. Which means financially we're having to suddenly pay \$750 more in capitation fees than we had budgeted for, courtesy of a mid-year fee change. Not good at all. Had they advised us in 2014 that the fees were going to be up in 2015, then we could have raised our 2015 subs, and covered that cost. Anyway, that's the regime, so we've got no choice other than to come up with that money.

Leon



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**Irish divers were amazed to find that, even after 100 years lying on the sea bed the Titanic's swimming pool was still full!**

# Notice of Annual General Meeting

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**Wednesday the 4th February 2015 @7:30**

## **AUTOCROSS FANS**

For all the club sport competitors looking for a new autocross venue to try out.

SRCC autocrosses run the second Sunday of every month at a venue beside the river at Kakariki (about 10 minutes drive from Feilding and Sanson)

They are gravel, usually about 2km in length at a purpose built venue with lots of different courses that can be made in with the tracks around the clumps of lupin etc.

Be there by 10am. These are great events; most competitors are using old unregistered cars as it is sometimes a bit rough.

Contact for South Rangitikei Car Club autocrosses is Wayne Evans 06 3572204

The dates for the rest of 2014 are

	14 December	11 January 2015 etc
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Email [kgstewart@xtra.co.nz](mailto:kgstewart@xtra.co.nz) or ring Wayne if you have any questions.

### ***Fun with statues:***



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## **Bumble Bee's Big Season.**

The season really started in December 2013, that's when I went to Ch CH (on the ferry with my trailer) to buy the Bumble Bee. I had been looking to get a car that was ready to go as my Legacy was still not back together and well I just had the urge for something new. Originally I wasn't looking for a 4 wheel drive. I had been quite close to looking at a couple of Toyota's thinking it would be fun to get a rear wheeler for a change and look towards classic...but then I happened on a 93 yellow STi Wrx on trade me. She wasn't in the comp cars section just subbies for sale. Cars are weird things.....to me anyway, bumble bee was bloody screaming at me, so I checked out her results and as many events I could find the car had been in and overall he seemed to have gone pretty well with David Clearwater at the helm.

When I got to Ch Ch I was impressed with how straight the car was, she's been racing since 97 so it was good to see a reasonable condition. David had lightly rolled at the Caitlins and the car had new paint and some cage upgrades done while repairing. I was not impressed with the Idea of Tein Suspension and was sure I would have to immediately upgrade nor was I comfortable with the standard front brakes as the south island rules require for pre 96(weirdos). David kept saying "just drive it you'll change your mind" and I have to admit he was right, handled pretty good. Other than that she had been maintained by RDL and seemed to be pretty much all there. David thought I was just looking but it was on the trailer and out of there.

### **1st event Whariti Hillclimb**

Very exciting to take a new (to you) car out for the first time, you want to go hard but you definitely don't want to biff a lovely shiny new toy so its was a mixed bag of thoughts at the first start line. As soon as the clutch dropped though it felt very familiar and I loved getting straight back into it. Whariti is a big climb and tight and technical with a fast start, I was impressed with how driveable BB was. I have had 4 GC8's previously and she felt solid on the road with enough give to get plenty of power down and a fairly nice preset to the corners. I had no idea how we were going, Mr Mason was there close to blowing away the quads. All in all it wasn't a bad start and the car fitted well. It was awesome to have me old mate Len back in the CO seat.



### **2nd event Mangahao Dam**

Bit nervous the night before and being a wrap party for a movie job I was on, had too much fun and got a bit squiffy so was pretty freaken hung over, late and disjointed when I arrived. However as soon as the car was off the trailer I felt pretty excited about getting into it, Len beside me felt strangely normal. Had a very close call with a massive drain, coming to rest with one wheel in and the back of the car off the ground. It was a very big drain so I was a bit worried when Len went to get out that she might just fall in. Len proceeded to skillfully climb on to the boot so we could reverse out. I was pretty happy with the 2nd, but was already amazed at how much I was revving BB to get her in the game. Hadn't really done that with any of my subbies before.

I was keen to do Extreme so was stoked when Len was keen also, we decided to give it a good crack with the addition of Day Breaker for the Central Region Series. 6 Rallies in all so it was ambitious and armed with my credit cards forward we went. We eventually joined Top Half as well there were so many cross over events.

### **1st Rally Hawkes Bay**

Did a bit of work to get BB ready, swapped the 4 pots off the Legacy(even less together now) and got familiar with what held her together. Brendan helped me get a good wheel alignment setup which always calms me and is so bloody important, when I feel we are on track with the basics I am happy to push harder. I also got a good deal on some new Hankook Tyres and while I had mostly used and loved Dunlops, I had nowhere near enough finance to consider them so had to try something different. Adam and Jilly were on for crew so I was ready 'sort of' and we seemed to have a team.





It was so good to be off to a Rally, I love to Rally.... it is such a big effort but so very rewarding. Scrutineering was a breeze and some very cool new cars to ogle at and lots of old faces to say hi to. Amped when we awoke to trailer from Hastings to Wairoa and to the first start line. It was wet, I don't mind the wet, adversity is my friend (mostly). From the moment we started it felt fantastic to be back into it, I knew we weren't any where near on power and on some of the big climbs BB was really struggling, but for what we lacked in grunt we didn't mess around through the bends, I spent a lot of time in Group N and it's made me always keep my corner pace up which has kept me in good stead for a result.

The roads were awesome and I loved feeling the bond and confidence grow with the car and Len. The tyres felt good and were lasting (no power really helps). We didn't have any real close moments and finished 14th overall and 1st in E. Only 5th in our XT1 extreme class, the competition was stiff here and as the class goes to 2000, some of the cars are very well developed and the front runners very fast. Still I was stoked to win class E (pre 96 4wd) which was my ultimate goal.

### **2nd Rally Wairarapa**

Only an oil change and a wheel alignment, spanner check pre this. Hardly slept the night before and the temp dropped to minus 4 so it was freaking freezing in the van (my bedroom) Regardless we started well and caught the car in front a couple of times, I had a bit of a tanty about them not letting us past, and Len told me off good and proper, so with a "yes Dad" I pulled my head in and got down to biz. My confidence was high and we had sorted out our refuelling which was full on for this event. We had a couple of very wide moments especially over the finish line of 4. BB started to make some grinding tones but only noticeable when touring. It was getting louder, but got to lunch and had a look. Nothing we could do to sort it so tried not to worry about it too much. At Lunch we were 19th and 1st in E. Got to the start of the 6th stage and the noise was louder again. Tried not to worry only 4 stages to go. The start of stage 6 Jackson's Line was on Tarmac for a couple of k's, I had new rubber on the front came onto a bridge way too fast with a 3 right off, compressed then lifted and with sweaty rubber went straight ahead and dropped 4 foot into a lovely muddy boggy and luckily soft drain. I had tried to slow us up and in hindsight still think if I had tried to drive it out of trouble would have rolled into the drain. It was a big drop and fast stop and we were well stuck but pleasantly not too damaged. I felt like a dick but soon calmed to it and had a giggle (always giggle when the car survives a big moment). So a big fat DNF, we got pulled out damage free, officially withdrew and drove back to Rally HQ covered in mud and dragging a mass of weeds, we looked a real sight.



Brendan had a good contact to straighten the front chassis rail, paint a new bumper and front passengers door, and put



back together in 4 days. Brendan then had a look at the car and with Adam's help they found we had pulled the rear subframe mount off the chassis in the rear. All the wheel bearings were rooted so changed and put back together. And of course another wheel alignment. Was good to replace some vital bits and could have been so much worse. BB wasn't quite as straight now but hey she is a rally car.....

### 3rd Taranaki Tarmac

Tarmac was a coming, I don't mind Tarmac but if you miss it can be big, Len has had some very big Tarmac moments so he is slightly hesitant but was still keen. I had put the car on the Dyno hoping to get some more oomph but had come up empty handed and now knew it was only pulling around 135 kw's. Didn't have time to try and solve it so hoped for rain. And what do you know it pissed down.



Started with a crazy fogged screen and took a while to realise the heater did actually work. BB wasn't grumpy but kept it hard through the bends with foot up and found some balance. Had a spin in stage 3 while catching the car in front, then passed it. Passed another in 4 so thought we were going ok considering, then came to start of 5 with a farting sound and power dropping. Turns out we had blown the up pipe to the turbo so quickly became a very noisy non turbo WRX. I revved the car so hard to keep it on the go and go it kept on doing. Had it not been for a 30 second penalty for stupid dumbass virtual chicanes (don't get me started) we would have just got into 2nd in E, but still 3rd in E and 22nd overall was pretty pleasing all things considered.

### 4th Rally Coromandel

I had been in touch with Dave Laughlin as he had built the twisted turbo setup and I needed a new up pipe made, he also supplied a rebuilt VF22 as I had sent mine for inspection and it had come up crap. Prior to pulling the motor out to replace the up pipe I checked the Compressions and to my surprise they all came up good, but not convinced and with a few oil leaks to fix I took the motor to Brendan to have a good look at. He looked in the cylinders and confirmed the motor was made with all good bits, he replaced cam seals, all cover seals, put a new water pump and timing belt on, plugs etc as if we had done it up. I got it back in and it ran strange but came sort of right so I rang Dave and said I need you...help. He had already figured I would need help and had put some time aside to have a once over and hopefully on to the dyno for a tune. So I left a day early for Tauranga to get BB sorted. I was so impressed with Mr Laughlin / PF Automotive, fuel pump was stuffed, replaced coil packs, fixed speedo (which talks to the G4, who knew?) tidied up wiring and simplified hosing and then on to the dyno. I stood to the side (freezing) watching the pipe as Dave did the runs. It burned so clean so it was a relief to know all the work had been worth it. Dave got it to just over 206 kw's which was pretty damn exciting. The next morning we set the gear change points for the comp and away I headed to Coromandel a very happy customer.

What awesome weather, it was so lovely like a rally in heaven. The Locals were really inviting and into it and as it was also Lens 70th birthday. I had rented a really cool and good sized batch so we could have family stay.





Right from the first stage it was obvious things had changed and I was loving having the torque back, being able to short shift and really lay down thick power to the road, we started to blow the tyres off so it was obvious we were back on track and the car was now flying and I was ready. The roads were really so good with a mix of surfaces from fast wide (306) to tight rough stuff, I was in rally heaven and BB was a force to be reckoned with. We had a very clean rally and Dave downloaded logs at service to check things were all good, very pro indeed. It was a great day and finishing 22nd overall and 1st in E was a good day in amongst the Nationals.

#### **5th Day Breaker**

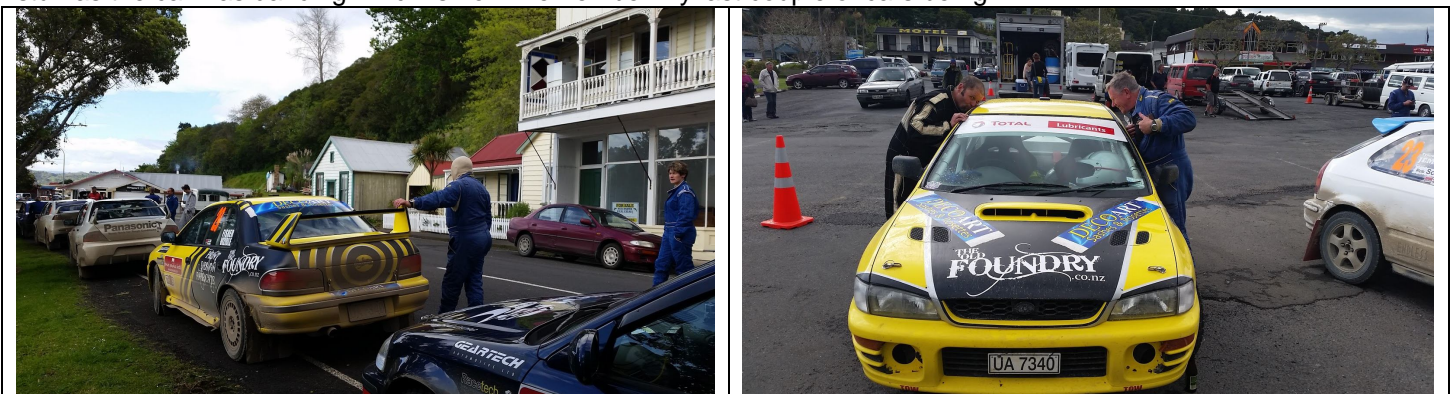
It was a relief to not have to work so hard prior to this event, all I had to do was set up the legacy lights as this year the first stage ran in the dark. And boy was that fun, car was fast and a little wide (see the video [https://www.youtube.com/watch?v=G\\_TxLYD2auU](https://www.youtube.com/watch?v=G_TxLYD2auU)) and while we had lots of little moments nothing to throw us. We had such a great day, awesome roads and once again mixed with the nationals which is always fun, we really started to get our pace up on this event and apart from clipping a bank at the start of stage 5 (no damage) and catching and getting stuck behind Mr Murland in his dust for too long, this event went really well and luck was on our side.



I had a few glitches getting the gearbox into gates but apart from the odd gear miss (see video) it was fast and clean until near the end of the last stage, a right hander with spectators on to a wide dream road for 3 k's or so to the finish. Set the car for the 3 right and it snap spun... backed up and took off but knew straight away we had smashed something. Luckily didn't cost us much competitive time, couldn't see a problem but it sounded like a million hammers smashing to get out of the box, we had to tour about 50k. We couldn't use 5th and the car was on and off the power and hard to try and drive quietly, I think Len and I just mentally kept BB together and we did make it with 1 gear left into the square. We finished 13th overall and 1st in E by 9 minutes so once again a great result in amongst the nationals.

### 6th Rally of the North

I'm a past winner in the north, but that was 10 years ago and in my awesome version 7 which was the bomb at the time. So I had no grand delusions / illusions of winning. I had a bit of work to do getting the box out of the WRX, then getting the box out of the Legacy, then putting that back in BB (the legacy is even less together) and I was a bit worried as I had done a hard and successful season with the legacy in 2008 and as I got the box in, it felt all loose and had a very different breakaway to what had been in previously, but I figured it had always gone really well in the Legacy and that was all I had - so get on with it. I put in some trick new oil and hoped for the best. The new old box was so different, it has a really grinchy front diff as in the wheels jump when slow manoeuvring and tight turning, I also couldn't use the handbrake like the last setup as it would just lock the fronts, well I shouldn't have worried, furthermore I should have put that awesome box in at the start of the season. It was so unbelievable the difference, right from the outset we were so much faster and the car just setup perfect off power for the corners, it was twice the car it had been all year and so exciting to really feel the traction and pace in the bends. We no longer needed the handbrake to get around the tight stuff as the car was dancing which is how I remember my last couple of cars being.



The weather was fab and the roads up north really are so much fun, a dream run and a great way to finish the season with a 9th overall and 1st in E, but also 3rd in XT1.

Overall series results for 2014: 1st equal in the Top Half Series, 4th in Central Region and 11th in Extreme

Bumble Bee has done so well this season and I'm glad it took a while to get the oomph back and I could develop back into the seat. I'm lucky to have done such a full season and my driving is back at the pointy end of the field. I have loved every minute spent with my awesome co driver Mr Len Fisher, and I would have been totally stuffed without fantastic crewing, organising and help from Adam Fisher and Jilly Hutson. Brendan thanks so much for putting in time and effort and resources to keep me going, all while you were close to having your first bubby, Dave Laughlin and PF Automotive you guys rock and I'm so impressed with the awesome work ethic, inspiring. Keith Stewart thanks heaps for your help, Ken Douglas built me an awesome pipe and Richard and Mike thanks for your crewing. A massive thanks to my sponsor's [www.theoldfoundry.co.nz](http://www.theoldfoundry.co.nz) and [www.decoart.co.nz](http://www.decoart.co.nz)

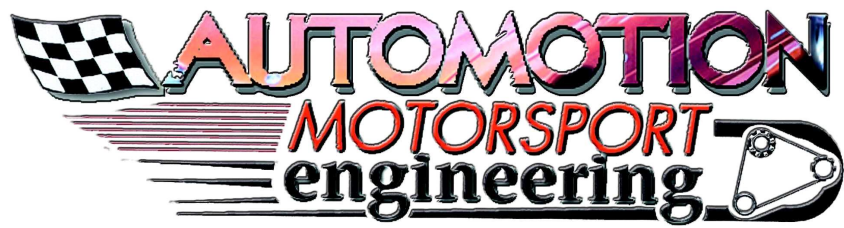
The best things about rallying is the team ethic and the passion of the people involved, you just can't do it on your own and I am humbled by those who pitch in. I'm already looking forward to next season and always keen to hear from anyone who may be able to help out, crew, sponsors, whatever..... please don't hesitate to get in touch.

Have a great Christmas.

Rex Vizible

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Thanks to Motorsport Central for this:

## TIM SILLAY WIN BOTH ADMIRAL ROAD AND DUNCAN MCKENZIE

Admiral Road - 2nd November 2014



Admiral Road Sealed Sprint was held on the 2nd of November by the Wairarapa Car Club. The venue is east of Gladstone. This was the final round of the Duncan McKenzie Sealed Sprint Series.

The nice weather played its part for the event as it was warm and dry, although the wind picked up later in the day.

31 drivers entered the event, with several Duncan McKenzie championship contenders entered such as Wade Noedl, Dave Graham and others vying for both overall and class titles.

Admiral Road was broken into 4 classes 0-1300cc, 1301-1600cc, 1601-2500cc, 2501cc and over. As this was also a round of the Duncan McKenzie series the classes described below follow these classes A: 0-1300cc, B: 1301-1600cc, C: 1601-2000cc, D: 2001cc and over plus E: 4WD.



With the practice run underway, Tim Sillay in his custom-made Mallock took the lead. He led from Wade Noedl (Subaru Impreza) in second place by 1.18 seconds. Both were vying for the overall DMSS so it was certainly all on. Third overall was Bryn Holdaway who set an impressive time for his 1600cc Corolla.

With the practice out of the way, the first official got underway. Sillay's time of 39.82 was the fastest and he took a 2.14 second lead over Noedl who managed a time of 41.96. Third overall was Dave Graham (Datsun 1200) on 42.85 and behind him was a cluster of drivers in the 43s - Ben Young (WRX) in fourth - 43.51, Webster Gough (Starlet Turbo) in fifth - 43.77, Danny Picard (Mirage EVO) in sixth - 43.80 and

Gary Leach (WRX) in seventh - 43.82.

Class leads went to Don McLean (Holden Barina) in Class A, Dave Graham in Class B, followed by Andrew Thomson (Corolla) and Jared Rush (Trueno). Class C was led by Tim Sillay who also held the overall lead. Class D was Webster Gough from Tim Steeneken in his V6 powered MR2. Class E was Wade Noedl from Picard.

To the second official run. There was no change in the top 4 with Tim Sillay going slower than his previous run but still held a commanding lead of 2.09 seconds. Noedl was still second overall with a marginally quicker time of 41.91. Third was Graham followed by Young. Fifth was now Andrew Thomson

with a time of 43.58, with sixth through eighth filled by Gough, Picard and Leach respectively.



In the classes, Don McLean had won Class A as he was the only competitor, Class B was led by Dave Graham then Thomson followed by Jared Rush. Class C was still led by Tim Sillay. Webster Gough held a slender lead his time of 43.72, and was just in front of Tim Steeneken on 44.03. In the 4WD class, Wade Noedl led from Ben Young followed by Danny Picard.

On to the final run of the day and Tim Sillay won the event with his Run 1 time of 39.82. Danny Picard snatched second from Wade Noedl with a time of 41.68 to Noedl's 41.87, only 0.19 second in it. Dave Graham took fourth place with a time of 42.28, with Webster Gough (42.98) fifth. He pipped Ben Young (who finished sixth) by 0.10. Seventh was Thomson with a time of 43.50, with Leach eighth (43.82), Steeneken ninth (44.03) and Jared Rush rounding out the top

10 with a time of 44.44.

Class wins went to Don McLean in Class A, Dave Graham in Class B from Andrew Thomson. Tim Sillay won in Class C followed by Alex Ebbeling. Gough won Class D. While Danny Picard narrowly won Class E from Noedl.

Because of these results Tim Sillay narrowly won the Duncan McKenzie series, with Class winner being Don McLean (Class A), Dave Graham (Class B), Tim Sillay (Class C), Webster Gough (Class D) and Wade Noedl who had already win the Class E title last weekend at Port Road.

Thanks to the Wairarapa Car Club for organizing this event.

A duck walks into a pub and orders a pint of beer and a ham sandwich.

The barman looks at him and says, "Hang on! You're a duck."

"I see your eyes are working," replies the duck.

"And you can talk!" Exclaims the barman.

"I see your ears are working too," Says the duck. "Now if you don't mind, can I have my beer and my sandwich please?"

"Certainly, sorry about that," Says the barman as he pulls the duck's pint. "It's just we don't get many ducks in this pub.. What are you doing round this way?"

"I'm working on the building site across the road," Explains the duck. "I'm a plasterer."

The flabbergasted barman cannot believe the duck and wants to learn more, but takes the hint when the duck pulls out a paper from his bag and proceeds to read it. So, the duck reads his paper, drinks his beer, eats his sandwich, bids the barman good day and leaves.

The same thing happens for two weeks.

Then one day the circus comes to town. The ringmaster comes into the pub for a pint and the barman says to him "You're with the circus, aren't you? Well, I know this duck that could be just brilliant in your circus. He talks, drinks beer, eats sandwiches, reads the newspaper and everything!"

"Sounds marvellous" says the ringmaster, handing over his business card. "Get him to give me a call."

So the next day when the duck comes into the pub the barman says, "Hey Mr. Duck, I reckon I can line you up with a top job, paying really good money."

"I'm always looking for the next job," Says the duck. "Where is it?"

"At the circus," Says the barman.

"The circus?" Repeats the duck.

"That's right," Replies the barman.

"The circus?" The duck asks again. "With the big tent?"

"Yeah," the barman replies.

"With all the animals who live in cages, and performers who live in caravans?" says the duck.

"Of course," the barman replies.

"And the tent has canvas sides and a big canvas roof with a hole in the middle?" persists the duck.

"That's right!" says the barman.

The duck shakes his head in amazement, and says . . .

"What the f.... would they want with a plasterer??!"

## Wellington Motorsport Association Calendar 2015 as at 22 Nov

Month	Date	Steward	Event Type	Club	Venue
<b>January</b>	18	TS	Sealed Sprint	Hutt Valley	Port Road, Seaview
	19	SM	Competitor Coaching (Picnic Day)	MG	Marfeld
<b>February</b>	25	JR	Hillclimb	Triumph	Wallaceville Road
	14		Race (Grand Prix)		Marfeld
	15		Race (Grand Prix)		Marfeld
<b>March</b>	16		WMSA Meeting		HVMC Clubrooms
	22	GG	Gravel Sprint	Wairarapa	Westons Road
	8		Sealed Sprint	Levin	Kaihinau Road
	12	All	Stewards Meeting		
	15	GG	Gravel Sprint (reserve date)	Wairarapa	Westons Road (?)
	22	WG	Sealed Sprint	Wellington	Alexandra Road

### 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
Sc	Ron Scanlon Trophy Series

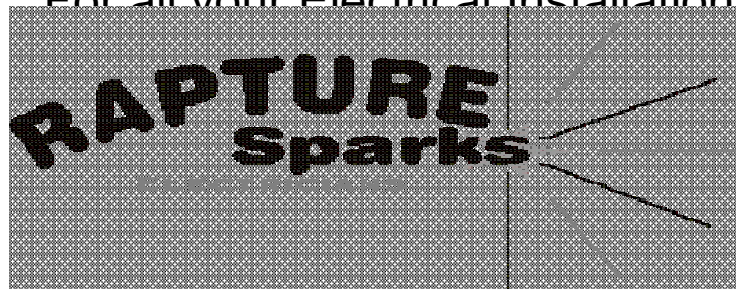
### Club Contacts

Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 627 8005 (Mort)
MG	04 970 8644 (Terry)
Intermarque	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

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### WMSA Points

#### SEALED SPRINTS 0 - 1600cc

RON SCANLAN

	HVMC 18-Jan	WGTVN 16-Mar	LEVIN 22-Jun	WGTVN 07-Sep	HVMC 26-Oct	WAIR 02-Nov	Total
Dave Graham	11	20	20	20	16	20	107
Andrew Thomson	10	16	16	13	13	16	84
Jared Rush	16	11	13	11	20	13	84
Andrew Thomas		10	11	16		11	48
Peter Collins	20						20
Bruce Dove	13						13
Oli Hendra		13					13
John Raptis					11		11
Greg Hart			10				10
James Sillay					10		10
Kevin George						10	10
Les Edwards				10			10

*The Grim Reaper came for me last night, and I beat him off with a vacuum cleaner. Talk about Dyson with death.*

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HCCC Club points (top 30, everything except Dorsets Rd)

2014 name in green = qualified for cups)	(your Rounder	All Overall	Total Speed events	m/khana	trial	organiser (you need 12 pt for cups)	Co-driver	Rally driver	speed- hillclimbs & sprints	Auto X
Leon Cast	103	91	69	12	0	12	10	0	52	17
Webster Gough	93	81	73	8	0	12	0	0	71	2
Graham Heath	75	75	75	0	0	0	0	0	75	0
Rex Vizable	83	71	71	0	0	12	0	59	12	0
Jilly Hutson	95	71	20	7	20	24	24	10	10	0
Dick Butters	71	71	71	0	0	0	0	0	59	12
Andrew Thomson	82	70	70	0	0	12	0	0	70	0
Brian Craig	78	66	27	0	39	12	0	10	17	0
Adam Fisher	76	64	53	11	0	12	0	24	29	0
Len Fisher	71	59	0	0	0	12	59	0	0	0
Tim Steeneken	59	59	59	0	0	0	0	0	34	25
Alan Groves	57	57	45	12	0	0	0	0	25	20
Loren Brookes	48	48	37	11	0	0	0	0	20	17
Peter Collins	45	45	45	0	0	0	0	0	21	24
John Tennent	51	39	0	0	39	12	0	0	0	0
Stephen Heise	38	38	38	0	0	0	0	0	17	21
Brendon Glendinning	37	37	37	0	0	0	0	0	37	0
Ben Stockbridge	35	35	0	0	35	0	0	0	0	0
Neil Roots	34	34	12	10	0	0	12	0	12	0
David Graham	30	30	30	0	0	0	0	0	30	0
Fleur Pederson	26	26	0	0	0	0	26	0	0	0
Shane Atkinson	26	26	26	0	0	0	0	0	19	7
Brian Worboys	24	24	24	0	0	0	0	0	11	13
Callum McKenzie	24	24	18	6	0	0	0	0	18	0
Brendon Norling	24	24	24	0	0	0	0	0	24	0
Nick Chong	21	21	21	0	0	0	0	0	21	0
Corey Smith	21	21	21	0	0	0	0	0	21	0
Bill Peacocke	20	20	0	0	20	0	0	0	0	0
John Rapley	44	20	0	0	20	24	0	0	0	0

### WMSA Points

DUNCAN MACKENZIE		Port Rd	Alex. Rd	Kahinau Rd	Shelly Bay	Port Rd	Admiral Rd	Total
		HVMC 18-Jan	WGTN 16-Mar	LEVIN 22-Jun	WGTN 07-Sep	HVMC 26-Oct	WAIR 02-Nov	
Wade Noedl	HVMC			20	20	20	13	73
Tim Sillay	HVMC	20	13			16	20	69
Danny Picard	HVMC	11				13	16	40
Dave Graham	HCCC			16	11		11	38
Matt Gaskin	HVMC	10	11		13			34
Bruce Graham	HCCC	13		13				26
Ryan Stevens	WGTN				16	10		26
Webster Gough	HCCC					11	10	21
Dave Ross	WGTN		20					20
Alan Groves	HCCC	16						16
John Johnston	HCCC		16					16
Rex Vizable	HCCC			11				11
Andrew Thomas	HVMC				10			10
Anthony Futter	HVMC			10				10
Tim Steeneken	HCCC		10					10



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18 Haining St, Wellington

An Irish priest was transferred to Texas.

Father O'Malley rose from his bed one morning. It was a fine spring day in his new west Texas mission parish. He walked to the window of his bedroom to get a deep breath of the beautiful day outside. He then noticed there was a jackass lying dead in the middle of his front lawn. He promptly called the local police station.

The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day te yerself. This is Father O'Malley at St. Ann's Catholic Church. There's a jackass lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the foreign accent, thought he would have a little fun with the good father, replied, "Well now Father, it was always my impression that you people took care of the last rites!"

There was dead silence on the line for a long moment.....

Father O'Malley then replied: "Aye, 'tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."

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### Membership for 2015

Due to the recent increases of MSNZ membership levy and increased postage costs from NZ Post, we need to increase the Club Membership costs. We have been able to keep the membership cost low for a number of years but other costs just keep going up.

The big change is we will need to charge \$10 per additional person as the MSNZ levy is now this amount per person so we need to cover this cost.

### Fees for 2015

Single	\$45
Student	\$35
Each additional person	\$10 - (must be at the same address)

An Irish man is stumbling through the woods, totally drunk, when he comes upon a preacher baptising people in the river.

He proceeds into the water, subsequently bumping into the preacher.

The preacher turns around and is almost overcome by the smell of alcohol, whereupon, he asks the drunk, "Are you ready to find Jesus?"

The drunk shouts, "Yes, oi am."

So the preacher grabs him and dunks him in the water. He pulls him back and asks, "Brother, have you found Jesus?"

The drunk replies, "No, oi haven't found Jesus!"

The preacher, shocked at the answer, dunks him again but for a little longer. He again pulls him out of the water and asks, "Have you found Jesus, me brother?"

The drunk answers, "No, oi haven't found Jesus!"

By this time, the preacher is at his wits end and dunks the drunk again -- but this time holds him down for about 30 seconds, and when he begins kicking his arms and legs about, he pulls him up. The preacher again asks the drunk, "For the love of God, have you found Jesus?"

The drunk staggers upright, wipes his eyes, coughs up a bit of water, catches his breath, and says to the preacher, "Are you sure this is where he fell in?"

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<b>Occupation</b>			

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