



# WHEELSPIN

June 2014

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

# WHO'S WHO & WHAT'S WHAT

Home Work Email

PRESIDENT Leon Cast 478 3438 0276996 838 mowogeditor@yahoo.com

CLUB CAPTAIN Webster Gough 233-8030 websterg@paradise.net.nz  
POINTS KEEPER

SOCIAL Dave Wilce 233 9757 0275 339 757  
CONVENOR

SECRETARY Brian Craig 239 9542 471 7746 brian.craig@opus.co.nz

TREASURER Jilly Hutson 475 5599 462 8286 4jilly@clear.net.nz

## COMMITTEE

John Tennent 475 9619 johntennent@xtra.co.nz  
Andrew Thomson 027 2605 830  
Adam Fisher 027 4577 149  
Cam Garthwaite 027 7266859

WMSA Rep Dave Wilce 233 9757 0275 339 757

SOCIAL CONVENOR Dave Wilce 233 9757 0275 339 757

WHEELSPIN Len Fisher 06 364 5336 0274 390 308 elfish9@gmail.com  
Or mail to 6, Macalister Pl, Miramar

CLUB SCRUTINEERS Wayne Gair 236 7541  
Neil Roots 526 7510 027 248 3979  
Cy Guest 526 6170 021 304253  
Adam Fisher 027 4577149

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

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## COVER PHOTO

Ray Hartley at MG classic

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 4th June 2014 @7:30**



This last month, I had my second play on gravel, as Wairarapa Car Club put on the Tea Creek "Wobbly weekend", comprising a day/night event on Saturday, and then a completely separate Sunday event (all on the same road).

I made the prudent decision that to make my second ever gravel event, in a night event, with only factory headlights (from 1987) was a terribly bad plan. So I only entered the Sunday sprint.

However as I'd nothing else to do that day, I decided to head over on the Saturday and have a look at the event, and maybe get some rides up the hill.

Despite the dreadful weather in Wellington that weekend, as soon as I cleared the top of the Rimutaka range, it became fairly warm and clear.

I caught a ride up the hill in a Mk1 Escort, which was good fun. The car had insane tall first gear ratios, which meant it seemed to take forever to get off the line, but the other ratios were nicely spaced. There were corners that in my Corolla would be mid second gear, and the Escort driver was going back to first for them! Even fairly early there were some quite deep cuts forming in a couple of corners, and a mighty decent sort of a bump where there seemed to be a big change of rock that the road was cutting through. So I could see that I'd be backing off quite a bit for the sake of car preservation, as there's only so much stock Corolla suspension is going to deal with without becoming unhappy and bendy.

My next ride up the hill was with Marty in the Legacy, which was pretty interesting as you might expect. His gearbox was not well, so he was rarely able to engage third gear on the first attempt, which slowed things down a lot.

The comparison between Escort and Legacy was fairly night and day. The Legacy had a ton of grunt, and just launched off the line and out of corners. The Escort was basically begging to be

backed into the corner at every corner, whilst the Legacy was very stable. More or less get the car pointed in the intended direction of travel, and then apply power to make the tyres dig in.

While I was at the top of the hill, admiring the view, and the various angles at which people were coming around the last few corners, Bryce arrived in the Primera (turbo 4x4), in his usual cloud of oil smoke (he was doing the same thing at Mangahao Dam sprint). Although on this occasion, I noticed flames down by the sump guard. Our conversation was something along the lines of "Did you know your car is on fire?" "Are you sure?" "well I can see flames ..."

A brief dose of extinguisher and it was as good as new.

They stopped for a bbq (yum) and to wait for it to get dark. People put lots of lights on their cars, and chowed down on bbq food and soup. It then got truly impressively dark, and as it was so clear over there, I was then able to enjoy probably the best view of the night sky that I've seen. Other than on documentaries, it is the first decent view I've had of the milky way. I attempted to take photos, but my camera refused due to low light, and as I'm not clever enough to work out how to change everything to manual, the peaceful evening was interrupted by a lot of swearing from me, directed at my camera.

I managed to not throw my camera into a creek (which is what I wanted to do by then), and instead went for a ride up the hill with Mort in his AE86. Definitely a fun ride, as what the car lacked in power was well and truly offset by the lack of visibility even with an array of lights. I think after that experience, I might be getting a set of lights for the Corolla so that I can have a go at events like this in the future. It really does completely change the nature of the event and road! Very fun.

I headed back over the hill at that stage, because I hadn't actually gotten around to packing the car for Sunday, or getting food etc, and I really didn't feel like doing a 5am start on Sunday :)

Confirmed on my drive home, that the new and improved road car suspension is quite good on the Rimutakas, but does really emphasise just how underpowered that car is! Good headlights though on a 2002 Corolla, compared to a 1987 Corolla.

Sunday was another lousy weather day in town, that became glorious as soon as you got to the top of the hill, so that was excellent news for me, as I was thinking that a muddy and well chewed road might prove a bit much for my driving abilities on gravel.

I did practice run on some fairly old rubber on the front, concluded that those tyres were about shot, and swapped onto some slightly less stuffed tyres.

It was a good learning day for me, as I finished in a solid last place. The first runs up the hill were all more or less the same time, and it was only in my last run where I actually started to get into the swing of things, and began to actually drive the car in third gear. At which stage I pulled out another four seconds.

I'd say that I've got first and second gear bravery, but I'm far from being confident about driving the car on gravel in third!

However, plenty of time to get there, as I'd rather not run the car into the scenery quite this early in the learning to gravel process.

I did learn that even with the rear sway bar disconnected, I can still get a lot of oversteer on trailing throttle, also learned that to get grip on gravel, I need a lot more visible tread than would be required for tarmac ;-)

The cable tied bits of chopped up floor mat managed to live another event of pretending to be mudflaps.

My next event was the HVMC tarmac autocross in Trentham, which meant that it was time to dust off the Integra, and blow the cobwebs off the semi slicks (which had enough time to go completely flat since the last time I used them).

The course was the same one as the last two runnings of the event there, so was quite familiar to me, although this was the first time there in the Honda.

Unfortunately the LSD in the Honda seems utterly worn out, so it is just a one wheeler peeler when you get on the gas. Rather frustrating, but requires spending rather a lot of money to get another diff into it, and because I drive it on the road, I'm not prepared to put a plate diff into that car (the plate diff has made the Corolla a bit of a pig on the road). So that tends to cost me a lot of time getting out of any sort of a corner.

On the positive side though, the hand brake actually works in the Honda, unlike the one in the Corolla, which is utterly pathetic.

There was a fairly small turnout at this first round, with a bit under 30 cars entered. Some of the regulars were away (Loren, Al, Webster) up at a double header hillclimb weekend, which if you're on facebook, well you'll know that didn't turn out too well for the two Subaru drivers.

That is a very tough venue with the kerbs, but the first adventure for the day was actually Shane Atkinson arriving at the finish line with a spectacular oil leak, leading to a bit of a fire. There was some surgery on his Civic, but the second run ended with the same level of leak, and another fire. So he called it a day at that point.

One of the Cefiro's managed to collect a footpath while drifting, but that pretty much just goes with the territory of going sideways at the particular venue.

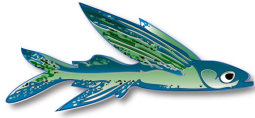
I managed to get the Honda in to seventh in the first part of the event, which I was quite pleased about. Made a hash of a few of my runs as I got the handbrake wrong and ended up having to finish my u-turn extremely cautiously, but nothing fell off, and I didn't drive into anything more solid than a cone.

We got into the shoot out, and I got into my groove a bit more, and started making improvements from the initial event, which I was pleased about. I got into the top 16 easily enough, snuck into the top 8, and got within 0.3 of actually getting into the top 4, which I was absolutely stoked about! Certainly an improvement on where I normally sit (midfield) in the Corolla.

Coming up, we've got a tour of the Traffic control place in J'ville, so if you're not on the Facebook event, can you please fire me a text on 027 6996 838 to let me know you're interested (see ad elsewhere!).

Another event that is around the corner is Kaihinu Road, so if you've got some brave pills and a roll cage, I highly recommend it!

Leon



## Flying Fish Enterprises Ltd

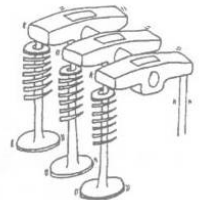
6 Macalister Pl, Miramar, Wellington  
Len Fisher : -Phone 64 6 364 5336 Mobile 0274 390 308  
Adam Fisher Phone 0274 577 149  
Fax 64 6 364 5331  
Email [elfish@farmside.co.nz](mailto:elfish@farmside.co.nz)

For All Household maintenance & building,  
including General repairs,  
Painting,  
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Glazing  
etc

## 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!



For a change Gary Maddock and Webster didn't break their cars this month. The same can't be said for Loren Brooks and Al Groves who both crashed their WRX's at a hill climb in Taranaki, the same weekend that Adam and Jilly broke the Starlet as did Tony Aimers Fiat 131R at the Otago Rally. Ray Hartley broke the gear lever off his Porsche 911RS mid race at the MG Classic and Manfeild, then took a borrowed Porsche 924s out for a race and blew the motor, while Richard Kelly's Radical sprung a leak of the oil kind.



Old Postcards



## Wellington Motorsport Association Calendar 2014

<b>June</b>	1		Rally – Canterbury Rally – Hawkes Bay	Autosport Hawkes Bay CC	Ashley Forest Hastings	
	7	WG, PT,J H	Race – Winter Series	M/S Manawatu	Manfeild	
	11		Night Trial			
	21		Dual Car Sprints – Winter Series R1	Taupo CC	Taupo	
	22		Sealed Sprint Race – Clubmans winter series R1	Levin Taupo CC	Kaihinau Road Taupo	DM/Sc
	28		Rally Wairarapa			
<b>July</b>	6	WG, CH	Race – Winter Series	M/S Manawatu	Manfeild	
	9		Night Trial			
	12		Taranaki Tarmac Rally	Taranaki CC	New Plymouth	
	13	AW	The Surgery Sprint	Capri	Manfeild	SS
	17	All	Stewards Meeting			
	19		Dual Car Sprints – Winter Series R2	Taupo CC	Taupo	
	20		Sealed Autocross Race – Clubmans winter series R2	Hutt Valley Taupo CC	Trentham Taupo	KN
<b>August</b>	3	CH, GG, DE	Race – Winter Series	M/S Manawatu	Manfeild	
	10	WG	The Surgery Sprint	Triumph	Manfeild	SS
	13		Night Trial			
	16		Dual Car Sprints – Winter Series R3	Taupo CC	Taupo	
	17		Race – Clubmans winter series R3	Taupo CC	Taupo	
	19		WMSA AGM / Meeting		HVMC Clubrooms, Petone	
	23		Rally – Gisborne Dual Car Sprints – Road & Track	Rally NZ M/S Manawatu	Gisborne Manfeild	
<b>September</b>	6		Race – V8 SuperTourers		Taupo	
	7	GG, JR, DE	Race – V8 SuperTourers Race – Winter Series Sealed Sprint	MS Manawatu Wellington	Taupo Manfeild Shelly Bay	DM/Sc
	10		Night Trial			
	14		The Surgery Sprint	MG	Manfeild	SS
	20		Dual Car Sprints – Winter Series R4	Taupo CC	Taupo	
	21		Sealed Autocross Race – Clubmans winter series R4	Hutt Valley Taupo CC	Trentham Taupo	KN
	27		Daybreaker Rally	Manawatu		
	28		Sealed Sprint	Wellington	Shelley Bay	DM/Sc
<b>October</b>	5		Gravel Sprint	Wairarapa	Puketiro Road	GS
	11		Rally of the North	NSCC	Paihia	
	18		Gravel Sprint	Hawkes Bay CC	TBC	
	19		Gravel Sprint Gravel Sprint	Hawkes Bay CC Levin	TBC Waibrongomai Road	GS
	25		Race – IRC Series	Taupo CC	Taupo	
	26		Sealed Sprint Race – IRC Series Targa NZ	Hutt Valley Taupo CC Targa	Port Road, Seaview Taupo North & South Islands	DM/Sc
	27 Oct-7 Nov					
<b>November</b>	2		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	8 – 16		Silver Fern Rally	Marathon RC	South Island	
	15		Race (MG Classic)	MG	Manfeild	Nat
	16		Race (MG Classic)	MG	Manfeild	Nat
	17		WMSA Meeting (Calendar)		HVMC Clubrooms, Petone	
	30		Gravel Sprint	Wairarapa	Dorsets Road	GS
<b>December</b>	25		Reindeer Races		Reindeer Pie leftovers from last year – very limited supply	

<b>Abbreviations</b>	
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

<b>Club Contacts</b>	
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)

<b>Stewards</b>	
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

A Chinese man decides to move to Australia after 50 years of living in Shanghai  
He buys a small house in Broken Hill.

A few days after he moves, in the friendly Aussie neighbour decides to go across and welcome the new guy to the region. He goes next door, but on his way up the drive-way he sees the Chinese man running around his front yard chasing about 10 hens.

Not wanting to interrupt these 'Chinese customs', he decides to put the welcome on hold for the day.

The next day, he decides to try again, but just as he is about to knock on the front door, he looks through the window and sees the Chinese man urinate into a glass and then drink it. Not wanting to interrupt another 'Chinese custom', he decides to put the welcome on hold for yet another day.

A day later he decides to give it one last go, but on his way next door, he sees the Chinese man lead a bull down the drive-way, pause, and then put his head next to the bull's bum.

The Aussie bloke can't handle this, so he goes up to the Chinaman and says: "Jeez Mate, what the hell is it with your Chinese customs? I come over to welcome you to the neighbourhood, and see you running around the yard after hens. The next day you are pissing in a glass, and drinking it, and then, today you have your head so close to the bull's bum, it could just about shit on you."

The Chinese man is very taken back and says: "So sorry sir! You not understand. These not Chinese customs I doing: these Australian Customs."

"What do you mean mate", says the Aussie, "Those aren't Australian customs."

"Yes they are. Man at travel agent tell me" replied the Chinese man. "He say, to become true Australian, I must learn to chase chicks, drink piss, and listen to bull-shit".



Old Postcards!





# Clubnight Extra

Wednesday 25th June

7pm

A visit to the Wellington Transport Operations Centre - the folk who watch the cameras, and run the overhead signs in Auckland and Wellington.

Johnsonville. Corner of Helston Road and Arthur Carman Street.

If you are not on the Facebook group and haven't signed up to the event, can you please contact Leon (Text is fine) on 027 6996 838 so that we can confirm numbers.

## SS2000 Part timer.

Here is a question for the readers. How can a circuit racer who has only completed one rally and DNF the next, win the HCCC Rally Driver trophy?

Answer: Write an article about it.

Len is always asking for more articles from people who compete in motorsport events and sometimes it pays off.



Over the last several months there has been little to write about. Back in August Neil and I ended up watching most of the 2WD Taupo Rally after the Harlet broke then deposited the axle on the track in stage 2. We were seeded 7th and this meant everyone had to avoid my missing axle sitting by the entry to the chase at the end of the back straight for the remainder of the stage.

We pack up and slink back to Wellington.

I had new axles made and pulled the Dog box out to try to sort out jumping out of gear issues. This was the first of many gearbox swaps between September and May. I finally got to race in January at Taupo with the IRC Series and in SS2000 class.

At the Taupo meeting I had 1 dry race, 1 slippery with slicks race and 1 wet with wets race. I was dogged with gearbox issues, which was jumping out of second and fourth gear when I would lift off to hit the brakes. I had also installed too hard front springs that were screwing up the handling so I swapped these back before racing on Sunday. My lap times were down by a few seconds. I ended up 9th, 10th and 6th respectively in the races. In race 3 the only things of merit were screwing up the entry into turn 9 in the rain and reaching the corner with back of the car first in a big slide. The rear gripped and I ended up pointing in the right direction so off I trundled losing very little time and no places. I all but ran out of fuel on the last lap only being able to maintain 100 kph along the back straight. I still won the race and then was penalized 15 seconds for breaking out of my time zone. Bugger! back to 6th.

A gearbox change later and it was off to Port Road Street Sprint. I managed a second in class and took a few people for rides. The day was fine and very much a case of staying well away from the curbs and trying to keep the car in one piece. Last run I busted an axle and limped to the finish. More new axles!

Next up was Manfeild Raceway in February for round 4. Another gearbox change in practice and I ended up running the Quaife box for racing. In race 1 I managed 6th. Then I smashed a stub axle on the CV at the start of race 2. At least I managed 3rd in race 3 by 2/100ths. The handling was becoming a common trait and it was costing me time. In good conditions I was 1 second behind my normal best times at the track

This time I dropped the Dog box off to Wellington Automotive Gearbox (WAG) to see what Dave and Co could do. I ordered and installed new XYZ race spec shocks and springs from Speedfactor. These are ordered by listing corner weights and suspension travel for each corner and XYC sort out valving to suit and give you recommendations for steering geometry. WAG ended up rebuilding the front end when they found damaged inner CVs wheel bearings etc and re-installed the Dogbox. I dropped the car up to MacBilt for wheel alignment and corner weighting. Alister managed to get close to 50/50 for diagonal weights.

MG Charity Classic was at Manfeild on May 18th and was a test day for all the modifications.

What an interesting race meeting the MG classic is with a huge diversity of cars. I was put into the Group 1 (fast) cars. The Day gives you qualifying and 4 races in the day with only an hour between races. Any issues and you miss a race, I was lucky with the CV losing grease on the last race. Our group had 2 scratch races where I finished 7th both times and 2 handicap races where I finished 10th and just 5th.

Qualifying: I was timed at 1.17 and 6th, I thought there must have been a fair amount of sandbagging going on. This meant I had V8s or other RWD all around me for race 1. At least I was back to my old pace again.

Race 1 scratch start: There was a traffic jam of cars trying to pass me at the start, managed to throw it sideways before the hairpin, everyone missed me and I lost about 4 places. Over the next 6 laps I managed to get all but one place back for 7th and better my previous best on four of the six laps in the 1.16 bracket.

Race 2: Was the same as race 1 just a little slower the cloud cover was keeping heat off the track. I kept selecting 1st instead of 3rd with massive over revs.

Race 3 handicap: Finished under safety car with some unusual place gaining on the last lap by a

few cars. This was a casual meeting with no prizes, so be it. The pace was about same as race 2 and more over revs.



Richard Kelly (photo Dave Wilce)

Race 4 handicap: Was more of race 3 with fast cars that do not quite corner at my pace but fly down the straight. You need to develop a strategy to either over and under them where you can cut under them when they drift wide at the corner exit. Or get under them at the corner entry which has risks when they swing across the corner. I found that if you could hassle the car in front, into a bit of over steer they lost enough momentum to allow you to sneak in front. At least you could cut inside them under brakes into the next corner. The driving standards were pretty good we could go into Higgins three wide and all come out.

My favourite car of the meeting was a Silver 69 6.7 litre Camaro that was immaculate and driven hard by his owner. Not the fastest car but definitely the smartest.

Go hard go fast and be safe.

Cheers Gary

### Getting Even — the Vet and the Pussycat

One December day we found an old straggly cat at our door. She was a sorry sight -- starving, dirty, smelled terrible, skinny and hair all matted down.

We felt sorry for her so we put her in a carrier and took her to the vet. We didn't know what to call her so we named her Pussycat? The vet decided to keep her for a day or so. He said he would let us know when we could come and get her. My husband (the complainer) said, but don't forget to wash her. She stinks.? He reminded the vet that it was his WIFE (me) who wanted the dirty cat, not him.

My husband and my vet don't see eye to eye. The vet calls my husband Cheap-O and my husband calls the vet Charge-O.? They love to hate each other and constantly snipe at one another, with my husband getting in the last word on this particular occasion.

The next day my husband had an appointment with his doctor, who is located in the same building and next door to the vet. The MD's waiting room was full of people waiting to see the doctor. A side door opened and the vet leaned in. Obviously he had seen my husband arrive.

He looked straight at my husband and in a loud voice said, Your wife's pussy doesn't stink any more. We washed and shaved it and now she smells like a rose. Oh, and by the way, I think she's pregnant. God only knows who the father is!?

Then he closed the door.

Now THAT, my friends, is getting even!

Sealed Autocross - William Durant Drive, Trentham - 11 May 2014

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD
1	Jared Rush	Trueno	HVMC	ENOD	1.12.42	1.09.44	1.04.52	1.04.06	1.04.06	1	
26	Sam Duncan	WRX	HVMC	4WD	1.06.16	1.05.78	1.04.22	1.04.09	1.04.09	2	
8	Peter Collins	Corolla	HCCC	EOD	1.05.13	1.04.62	1.04.35	1.05.16	1.04.35	3	1
19	Tim Steeneken	MR2	HCCC	EOD	ww	ww	1.04.78	1.04.78	1.04.78	4	2
23	Sam Burgess	Legacy	HCCC	4WD	1.14.09	dnf	1.08.40	1.07.60	1.07.60	5	
16	Brian Worboys	Road Rat	HCCC	EOD	ww	1.08.71	dnf	1.07.66	1.07.66	6	3
22	Leon Cast	Integra	HCCC	EOD	1.15.25	1.08.87	1.11.97	1.07.75	1.07.75	7	4
24	Karl Patterson	Lancer Evo	HVMC	4WD	1.20.25	1.12.15	1.09.47	1.16.46	1.09.47	8	
2	Dick Butters	Impreza	HCCC	4WD	1.15.44	1.12.16	1.10.35	1.09.69	1.09.69	9	
7	Vivian Eden	BMW	HVMC	ENOD	1.15.03	1.10.00	1.10.13	1.10.47	1.10.13	10	
25	Peter Scott	TR7	WTSCC	ENOD	ww	1.13.18	1.12.93	1.11.50	1.11.50	11	
5	Jason Price	Accord	HVMC	EOD	1.16.53	1.12.94	1.11.87	1.12.41	1.11.87	12	5
4	Nathan Spencer	Skyline	HVMC	ENOD	1.18.40	1.16.75	1.16.19	1.13.00	1.13.00	13	
6	Kerry Butters	Corolla	HVMC	EOD	ww	1.17.56	1.13.34	1.13.03	1.13.03	14	6
9	Shane Atkinson	Civic	HCCC	EOD	1.12.59	1.13.44	dns	dns	1.13.44	15	7
21	Cathy Reid	Mirage	HVMC	EOD	1.13.90	1.20.50	1.14.37	1.13.50	1.13.50	16	8
15	Jimmy Crombie	Skyline	Wgton	ENOD	1.20.13	1.15.94	1.22.25	1.14.35	1.14.35	17	
27	Neal Cole	Corolla	HVMC	EOD	1.16.47	1.14.63	1.14.40	1.15.37	1.14.40	18	9
3	Stephen Heise	Falcon	HCCC	ENOD	1.15.97	1.17.84	1.14.65	1.14.72	1.14.65	19	
13	Shane Windley	200SX	HVMC	ENOD	1.16.84	ww	ww	1.15.72	1.15.72	20	
17	Matthew Stanley	Cefiro		ENOD	ww	1.19.81	ww	1.16.15	1.16.15	21	
10	Nick Moody	Laurel	HVMC	ENOD	ww	1.28.53	1.28.50	1.24.94	1.24.94	22	
18	Sarah Ward	Bluebird		EOD	3.42.47	3.28.28	2.59.66	2.49.42	2.49.42	23	10
11	Anton Zabelin	200SX	HVMC	ENOD	ww	ww	ww	dnf		24	
20	Rich Tucker	Silvia	HCCC	ENOD	1.16.93	ww	dnf	dnf		25	

(times above include penalties for hitting cones or drums)

ww = wrong way

### When Grandma Goes To Court

**Lawyers should never ask a Mississippi grandma a question if they aren't prepared for the answer.**

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.'



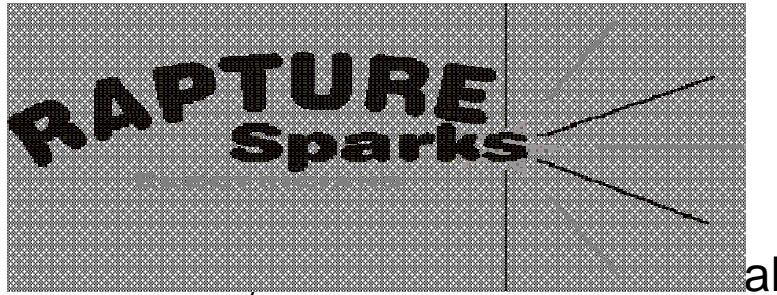
The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones, do you know the defense attorney?'

She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.'

The defense attorney nearly died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said, 'If either of you idiots asks her if she knows me, I'll send you both to the electric chair.'





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Car	Class	Driver	Club	Car	Practice	1	2	3	Fastest	Ranking Overall	Class Place	
90	C	Gorden Diggle	Wellington	Mitsubishi	05:41.70	05:29.46	05:25.28	05:24.30	05:24.30	<b>05:24.30</b>	1	1
43	E	Rex Vizable	Levin	Subaru	05:38.26	DNF	05:30.37	05:24.80	05:24.80	<b>05:24.80</b>	2	1
40	B	Campbell Tannock	Dannevirke	Toyota	05:46.71	05:38.49	05:31.15	05:25.98	05:25.98	<b>05:25.98</b>	3	1
8	C	Kevin Blackley	Dannevirke	Ford	05:50.19	DNF	05:34.84	05:26.33	05:26.33	<b>05:26.33</b>	4	2
33	E	Zach Glenry	Hawkes Bay	Mitsubishi	05:44.94	05:36.89	05:32.04	05:26.69	05:26.69	<b>05:26.69</b>	5	2
50	D	Peter Langdon	Hutt Valley	Toyota	05:52.08	06:16.95	05:38.15	05:28.43	05:28.43	<b>05:28.43</b>	6	1
35	B	Greg Browne	Sth Rangitikei	Honda	05:36.83	05:48.98	05:31.02	05:55.93	05:31.02	<b>05:31.02</b>	7	2
31	C	Graham Heath	Harbour Capital	Nissan	05:47.68	05:34.70			05:34.70	<b>05:34.70</b>	8	3
34	E	Bryce Hackett	Wanganui	Nissan	06:03.56	05:48.98	05:36.89	05:36.85	05:36.85	<b>05:36.85</b>	9	3
38	E	Dick Butters	Harbour Capital	Subaru	06:06.01	05:43.18	05:52.02	05:39.90	05:39.90	<b>05:39.90</b>	10	4
18	D	Tony Aimers	Harbour Capital	Fiat	06:01.19	06:17.98	05:48.23	05:43.81	05:43.81	<b>05:43.81</b>	11	2
89	A	Adam Fisher	Harbour Capital	Toyota	05:57.14	05:51.02	05:52.21	05:46.68	05:46.68	<b>05:46.68</b>	12	1
39	B	Leon Cast	Harbour Capital	Toyota	05:56.41	05:58.36	05:56.70	05:51.47	05:51.47	<b>05:51.47</b>	13	3
24	B	Jim Robb	Kapiti	Datsun	18:14.91	08:59.60	05:58.51	05:58.93	05:58.51	<b>05:58.51</b>	14	4
41	B	Neil Tapp	Harbour Capital	Toyota	06:08.45	06:06.31	06:11.93	06:04.69	06:04.69	<b>06:04.69</b>	15	6
57	D	Kobyn McKay	Dannevirke	Datsun	06:37.46	06:31.96	06:21.92	06:11.81	06:11.81	<b>06:11.81</b>	16	3
26	B	Michael Mortensen	Wairarapa	Toyota	06:45.91	06:18.36	06:17.39	06:15.42	06:15.42	<b>06:15.42</b>	17	6
48	B	Keith Stewart	Manawatu	Ford	06:03.07	DNF			00:00.00			
46	B	Trevor Weir	Dannevirke	Ford	06:07.65	DNF			00:00.00			
42	E	Shaun Terry	Taupo Classic	Subaru	05:18.44	DNF			00:00.00			



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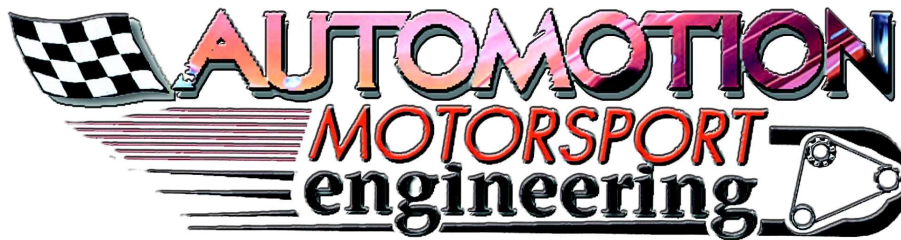
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**An old nun who was living in a convent next to a construction site noticed the coarse language of the workers and decided to spend some time with them to correct their ways.**

**She decided she would take her lunch; sit with the workers; and talk with them.**

**She put her sandwich in a brown bag and walked over to the spot where the men were eating.**

**Sporting a big smile, she walked up to the group and asked: "And do you men know Jesus Christ?"**

**They shook their heads and looked at each other. Very confused.**

**One of the workers looked up into the steelworks and yelled out, "Anybody up there know Jesus Christ?"**

**One of the steelworkers yelled down, "Why?"  
The worker yelled back, 'Cause his Mum's here with his lunch."**



# News from Nicky Grist



This year we all watching the highs and lows of our British contingent in anticipation.

To start the month, there was M-Sport's Elfyn Evans and Daniel Barritt on the Rally Portugal. The pair certainly had the pace and for the first few stages we were given a great spectacle of clean lines but on SS4 whilst running in 10th, on their first run through Almodovar, Elfyn missed his braking point, resulting in the R5 sliding wide on the outside and rolling down a steep embankment. Up to that point I was impressed with the mature driving and skill shown by the pair, and I had no doubt that they were going to give us many more exciting stages in Argentina.



Kris Meeke and Paul Nagle also endured a difficult debut on Rally de Portugal, and their struggles lasted only a day before an accident and roll cage damage forced them out of the rally. So I was keen to see what Argentina and the very challenging environment of the stages would bring for our British lads.

And so the WRC moved across the pond to the lakeside resort of Villa Carlos Paz, 700km north of Buenos Aires. Argentina is one of the most challenging rallies in the WRC calendar, and probably my favourite.

The challenge for the crews and teams is to correctly judge the best car set up for the contrasting stages in the gentle Calamuchita Valley, the rugged roads in the plains of the Punilla Valley and the rocky, narrow mountain tracks of the Traslasierra mountains. The sandy gravel roads can become very heavily rutted and it is so easy for a driver to get caught in the ruts and moving out often pitches the unwary off the road. Then add the numerous river crossings, the unpredictable weather and need to change the ride height, the choice of both hard and soft compound tyres and this is one rally which brings out the true talents of both crew and teams.

This year was particularly intriguing as none of the entry list had actually ever won in Argentina. There was also the brilliant sting in the tail for the climax on Sunday, with the classic Guilo Cesare - Mina Clavero, which was run downhill from the top of the mountain into the Traslasierra valley - a very challenging section, which demands perfect set up as well as total concentration at all times to navigate the rocky narrow roads..I also noted that there were particularly heavy downpours up in the mountains before the rally, and the feedback I got from the Gravel note guys was the hilly stages were littered with rocks and the sandy areas had been swept away to leave some very rough conditions.

I think this was seen with the lead changing hands three times in four stages before Jarri-Matti Latvala finished Friday putting in a super human effort on the final stage, managing to pull out a 17.7 sec advantage before the Friday overnight stop says it all. A cautious drive by Kris Meeke on yet another new rally for the young Irishman, paid dividends and finished the Friday stages in a good solid third. Saturday proved to be an extremely challenging day for all teams with dense fog and the very thick and slippery muddy conditions which meant simply staying on the track was about all the crews could concentrate on, and resulting in the likes of Jari-Matti dropping his 21sec lead over Sebastien Ogier when he spun his VW Polo near the start of SS12, and then stalling his engine trying to regain the track. But Jari-Matti was still the man to set the fastest time when Ogier also spun, finishing with rubber flailing from his delaminated front left tyre. Other comments were from Mads Ostberg was also a victim of the 16.32km El Condor stage, commenting afterwards that conditions were 'appalling'. Robert

Kubica felt the conditions were 'impossible, un-driveable with no control' Kris Meeke also thought the El Condor stage was the most difficult he had ever driven on but managed to hold onto 3rd.



Ultimately the prize went to Jari-Matti and Mikka Anttila who finished 1min 26.9sec ahead of teammate Sebastien Ogier.



Now I have held off with my thoughts on Elfyn Evans and Kris Meeke's attack on Rally Argentina, but now all I can say is WOW. What a great performance the pair put on. Firstly, Kris and Paul - I thought the pair were very intelligent to take the rally with caution, and produce a very composed final day, surviving a brush with the bank and a concerted attack by Andreas Mikkelsen to take a brilliant third place, 5 mins 54secs behind Jari Matti and Mikka. Kris's nearest rival for the rally was Andreas Mikkelsen who had taken a small chunk of time from Kris when the Irishman ran wide after a sixth gear crest and brushed the bank, but Kris took it all back and more when Andreas experienced mechanical troubles on the opening day. And after that Kris and Paul were able to keep the Norwegian at bay to finish on the podium.

Elfyn and Dan also gave magnificent performances and showed their growing maturity contending the 2014 WRC, and justifying the faith Malcolm Wilson and M-Sport has shown in them. Again the pair were out on their first foray of a rally, and Rally Argentina is not a place for novices or the fainthearted. It was clear from the start that Elfyn was determined to gain valuable experience and so drove at a pace that meant he and Dan finished the rally with no real dramas.

Elfyn said: "It's not been easy to display good speed whilst being safe at the same time and, for me, it has definitely been the most difficult event of the year. When you're trying to learn a new rally you tend to settle into a rhythm as the event unfolds, but here, there is something new all the time and you are constantly learning how to tackle each variation. With regards to the first day, the stages were very technical in nature and there was no margin for error. Yesterday was quite high-speed with a really soft surface so it was quite difficult to commit, and today the weather made things very tricky with mixed conditions within the stages themselves."



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## TRIALS

Hello folks

The start of the 2014 car trials season is almost upon us - all we have to do is ensure that we have enough competitors. Each event is a very cheap evening's entertainment, and much better than watching television! Come along for one or two events if you can't do them all. Bring your friends and family, and encourage your clubmates to have a go. Under Motorsport NZ's rules, newcomers can compete in 2 of these events without joining a car club - and even after that, only the driver needs to belong.

Here's a summary of the programme (all events this year start and finish at the Hutt Valley Motorsport Club rooms, Halford Place, Petone):

Round 1 – July 9, organiser AJ Martin (Harbour Capital Car Club) with hindrance from me!

Round 2 – August 13, organisers Steve & Cathie McCallum (Harbour Capital Car Club).

Round 3 – September 10, organisers Julian & Liam McMullan (Wellington Car Club) with guidance from Stephen Marks.

Round 4 – October 8 – Cathy & Mike Reid (Hutt Valley Motorsport Club).

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

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

A (Novice): All members of the crew are competing in their first (approximately) 10 car trials;

B (Intermediate): Crews not in classes A or C;

C (Expert): At least one member of the crew has won a car trial in (approximately) the last 5 years.

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

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

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

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

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

Points for each round are based on overall placings: 1st = 20, 2nd = 16, 3rd = 13, 4th = 11, 5th = 10, 6th = 9, 7th = 8, 8th = 7, 9th = 6, 10th = 5, 11th = 4, 12th = 3, 13th = 2, 14th = 1; organisers = 20, checkers = 15, manned checks & controls = 5. This scale of points is different from previous years, as WMSA (the Wellington Motor Sport Association) has decided to align the points scales for all the local interclub motorsport series for 2014 onwards.

For enquiries, email the series co-ordinator on [john.rapley@mch.govt.nz](mailto:john.rapley@mch.govt.nz) or phone 562 8356 (home).

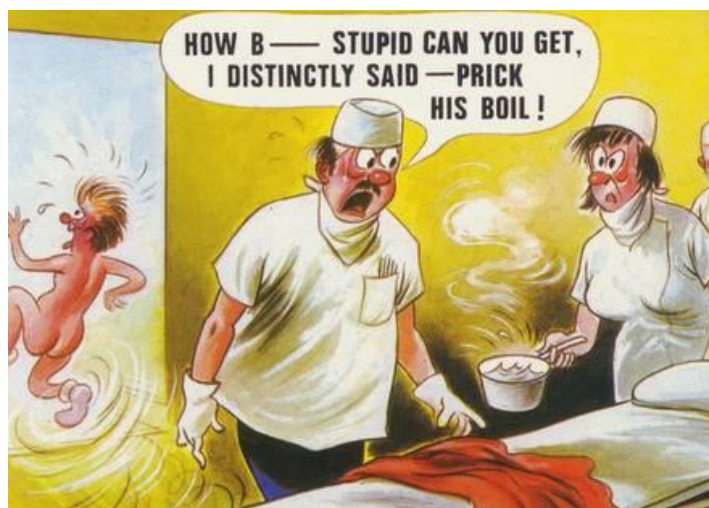
To add a name to our email contacts list (or to take a name off), just email me as above. I'll delete a few of the inactive names anyway.

Please pass the word around your club, and publish something in your club's magazine.

Hope to see you at the first event at 7pm on July 9.

cheers, John

WMSA car trials series co-ordinator



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