



# WHEELSPIN

August 2015

[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

The end of our Gisborne rally. We rolled from point photo take — 3 times!  
(See Youtube 16.9k for live action)

### 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 5th August 2015 @7:30**



Right, first things first .... please please please, can a few of you put down a few words, and fire in a few photos to the magazine?

We can't just have a magazine that's "what Leon did this month" There's well over 100 other people in the mag, and if you all put in just a couple of paragraphs, that would make for a really well rounded report on what's going on around our region, in the world of petrol heads.

Also, a bunch of you would be eligible for trophies if you put some magazine articles, as all the trophies bar the Novice trophy eligibility relies on you getting some helper points. Most every year I've been in the club, people would be getting certificates or trophies if only they had gotten some helper points. The easiest way bar none to accumulate a few of those points, is put some words in to Len. It doesn't have to be the multi page bollocks I put together every month. So there's something in it for you too, as well as of course, you getting a magazine with less of Len's awful jokes ;-).

So, as to "what Leon did this month" ....

Heading into Winter it tends to go a bit quiet for me, as our paddock keeps getting underwater, so I suddenly end up with a spare Sunday when I'd normally be doing the autocross "organise and compete" double act (incidentally, we're always keen for helpers at Tauherenikau, for timing, cones, scrutineering, helping with the BBQ, helping repair the paddock post skids). Plus there's now no gravel until September (Mangahao rescheduled, one week before Shelly Bay).

HVMC has their Trentham subdivision again for another few rounds, so I headed along to their first 2015 Autocross.

Not a huge turnout, so there wasn't a big wait between runs. Oh my god it was freezing when I first arrived though. That area takes a while to get the sun, and until it does, I reckon the air temp would be sitting at around 2 degrees (the measure of warmth, not the cell service provider). So I shivered my way around the pits, and took a walk around the course.

They've gone back to the first junction that they used to use. Fair bit of a straight from the start, and then left into a right bastard "S" section where you can't see the apex as you're setting up the car. Then hairpin around a barrel, and back home again.

I absolutely couldn't find any rhythm all day (I know, a white man with no rhythm ... who'd have thought it?), so I was pretty well just grabbing the car by the scruff and throwing it at cones and corners. I'm running the Starspec tyres still, having well and truly worn out my old Kumho C03's. The Starspecs are pretty good, but they are a whole lot harder than the real semi slicks, so while you can get a fair bit of grip out of them, it comes with quite a lot of drama, with tyre squeal, and brake lock ups. Good for spectators, but doesn't always make for the neatest runs.

There was a bit of a collection of the drift contingent who were out there going slowly, but very sideways on all occasions.

At the fast end of the field, Tim was unleashing a world of hurt on the opposition in his supercharged V6 MR2, he went one second faster during his practice run than I managed to achieve all day, and nobody even got within TWO SECONDS of him all day. So we're talking a serious case of world domination here. Not just a light spanking.

Al Grove's Albaru 2 was getting quite a workout, because Loren and Webster were both driving it too. So it hardly got switched off all day. Loren was driving it because his grey Sti coupe has been stolen, and Webster's Starlet I think has done something expensive and mechanical again. So Al's car got second, third, and fifth places. With Loren, Webster, and Al in that order.

Brian Worboys in the Roadrat was sixth, with myself behind him in the Corolla, and Dan Binet eighth in the Levin.  
Great HCCC turnout, with I think 14 entrants,

One of the more interesting cars there on the day was a new competitor in a little Autozam AZ-1, which Wikipedia tells me is a 660cc turbo Kei car, using a Suzuki engine.

My eyeballs told me that when he was lined up behind Stephen in the Falcon, it looked hilarious.

For the sharper eyed folk out there, the Glanza V (Starlet) that Lee and Dean Herd are now competing in, is actually my ex-Donna's old road car. Small world indeed!

My second event for the month was a bit more hard work, as it involved driving to Hastings. Neil Roots had mentioned that the Hawkes Bay Car Club were running an autocross and motorkhana up at their limestone autocross track.

Since there was nothing on down here I thought it sounded like a good plan. In typical timing, Neil wasn't actually able to make it, which was a bit of bad luck.

So Jilly, Adam, myself and Geoff Warren (HVMC) headed up from Wellington, whilst Mac Fraser made a shorter trip (he's Bay based, but he heads down to our Tauherenikau autocross events).

I had a 94 Starlet that I'm tidying up and selling on, to give a shakedown, so I figured I'd take that up the line. If it can cope with a trip to Hastings and back, and an Autocross, it's definitely capable of being somebody's learner driver car.

The Starlet is hilarious to drive, because it makes lots of noises as though you are going fast, but doesn't go at all fast. The suspension is stock, and feels 240,000km old, so she's fair old rock and roll at corners, but the little 4EFE is a very willing little engine. I filled it up with 98 and figured I'd give it a good dose of revs, and blow some of the carbon out of the engine.

Geoff and I had a pretty low key convoy up the line, with a brief stop at the top of the Rimutaka's to look at the snow (along with a huge amount of other people).

Hastings on a Saturday night really doesn't go off ... it's a bit of a ghost town. But we eventually found their version of the working mans club, and had a good solid roast dinner for not much money. After a few hours of solving the problems of the world (as you do) we called it a night, in preparation for the day of racing.

Well they definitely operate at a pretty casual <sup>4</sup>pace up there, we rolled in at about half eight,

and I think there was one other car there (interestingly a genuine S4 Lotus 7).

Pretty much everything there seemed to be turbo, or four wheel drive, or rally car, or all of the above. So the wee Starlet's that Adam, Jilly and I were running looked a bit out of place (although there was also a standard 1000cc Fiat Uno). Geoff's WRX fitted in reasonably well, although unlike Tauherenikau, they actually had a bunch of Mitsubishi's up there too). Mac's Escudo also looked a bit out of place, but at least he trucked his Escudo there, so he fitted in with the general "everything arrives on a trailer" theme.

They had a good turnout for one of their autocrosses, according to driver's briefing, at 26 this was their best number in a while. Obviously bolstered up by the five out of town entrants.

It is a really good track, some challenging winding bits, a tight corner, a long straight (I was just getting to third on a fast run), long sweeper, a chicane. So fairly well a bit of everything. Not as quick a top speed as one of the Tauherenikau events, but it was a bit of a power course.

The surface is limestone, which normally gets pretty hard, and stays intact. However unfortunately they'd had a frost after they'd watered the track, and this apparently served to make the limestone base quite fluffed up. So we put down some major grooves in the track, and were getting some big bumps. The bottom sweeper was easy with the ruts if you lined them up ... but if you weren't quite in the line, things could get quite exciting.

The wee Starlet was behaving itself well. Heaps of oversteer on trailing throttle, which meant that you could turn it in nicely. Tended to get a bit floaty at times (refer: 240,000km old shocks), but was certainly willing enough to wind up down the straight.

Adam was putting on a bit of a giant killing performance in Jilly's grey Starlet, ending up in sixth overall (first in class) and only .4 behind Geoff in the WRX.

Now, it's worth mentioning that the .4 gap isn't for one run ... that's .4 over the combined total of all three official timed runs added together. So they get their times by adding the times of all three official runs together. So you needed to be consistent all day long, to be in for a good result.

Geoff was 5th overall, (4th in class), Adam 6th (first in class), Leon 9th (second in class), Jilly 18th (third in class), Mac 19th (fourth in class).

Adam did slightly disgrace himself though, he managed to nerf a tyre bundle, and put the first bit of panel damage in the grey car that it had got in ten years .... uh oh!!

The motorkhana was a bit of an afterthought, so I'm actually not sure what the results were there, or if there were results. Basically just a couple of tests laid out on the grass inside the autocross track, and a bit of confusion over how many tests, and how many runs at them. So I did a couple of runs, and then adjourned back to the paddock to change wheels.

The track there is good fun, I recommend it, and it's worth the trip. It is surrounded by tyres though, so do bear in mind that if you're taking a car up to one of the events there, the damage of going off track might involve tyres, rather than just a cone.

I can't make it to the next one, because it's a clash with the re-scheduled Mangahao Dam, but otherwise I'd be going up again. Though I'd take the Corolla this time, as I think the straight would be more fun with a bit more grunt ...

Anyway, that's it from me. Remember, write something and send it to Len!

Leon

A dentist and a manicurist married. They fought tooth and nail.

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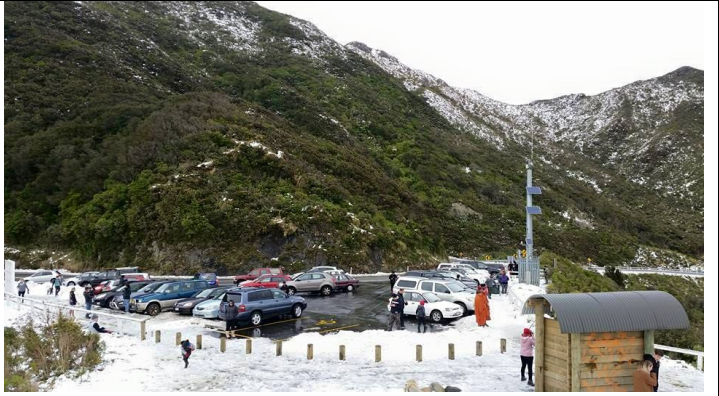
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What bored Canadians do in the winter:



Hawkes Bay event:



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0274390308**

**What bored Canadians do in the winter:**





A couple, both well into their 80's, go to a Sex Therapist's office.

The doctor asks, 'What can I do for you?'

The man says, 'Will you watch us have sexual intercourse?'

The doctor raises both eyebrows, but he is so amazed that such an elderly couple is asking for sexual advice that he agrees.

When the couple finishes, the doctor says, 'There's absolutely nothing wrong with the way you have intercourse.' He thanks them for coming, he wishes them good luck, he charges them \$50 and he says good bye.

The next week, the same couple returns and asks the sex therapist to watch again. The sex therapist is a bit puzzled, but agrees.

This happens several weeks in a row. The couple makes an appointment, has intercourse with no problems, pays the doctor, then leave.

Finally, after 3 months of this routine, the doctor says, 'I'm sorry, but I have to ask. Just what are you trying to find out?'

The man says, 'We're not trying to find out anything. She's married; so we can't go to her house. I'm married; and we can't go to my house. The Holiday Inn charges \$98. The Hilton charges \$139. We do it here for \$50, and best of all...

Medicare pays \$43 of it.

A Senior Citizen enjoying his trike ..... it's nice to see they can still get out to enjoy the sunshine



Shown at  
Watchersweb.com

## FRONTAL HEAD RESTRAINTS - TO PUT YOU IN THE PICTURE

As promised here is a full explanation of the reasons why a Frontal Head Restraint is so important while competing in most forms of motorsport and why I have made sure I wear one for many years now.

Many of you may not realise that HANS (Head and Neck Support) devices, as the original FHR system, celebrated their 25th year in competition - yes, they have been around that long! Developed by IMSA Champion Jim Downing with his brother in law, Professor Robert Hubbard, who is an expert in spinal biomechanics.

Background Understanding of the Rise of HANS as an FHR device

In the days when I was at the peak of my competitive career there were quite a few competitors who suffered a fracture to the base of their skulls, and following research it was discovered that these came about as a consequence of the compulsory protective kit worn. To start with, in a full frontal impact the shoulder belts on harnesses held the torso in place but the forces of the impact resulted in the head carrying its momentum on, forwards and then down to towards the chest. As the straps pulled the shoulders back and down and the head moved forward the neck stretched, and then add to this the added weight of a crash helmet, which adds a good 20% to the overall weight to the head and the increased load between the head and shoulders, so that when the resulting whiplash of the head occurred with the sudden stopping of the body the weakest point gave way - the base of the skull. And as the major blood vessels and spinal cord travel through this region of the body, the potential for serious injury is clear.



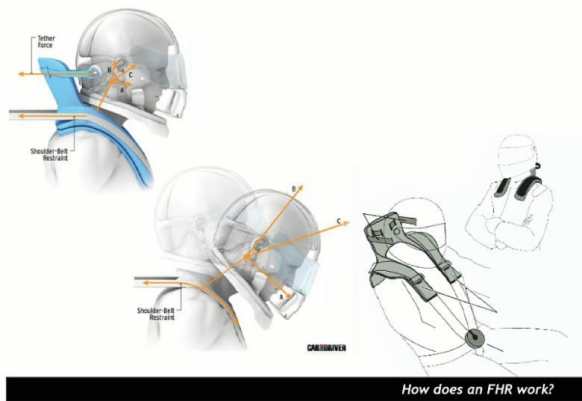
The incidence of basilar skull fractures increased considerably in the late 90's when the stiffening of many car chassis meant that all the impact in a collision went straight to the human frame and so to the neck. When Roland Ratzenberger was killed in '94 it was discovered that he had suffered a base of the skull fracture. But in those days most of us competing had little knowledge of either what happened in an impact or how to overcome the problems. Paul Newman was one of the first 'famous faces' to wear a HANS, but again this was not taken seriously, being famous as an actor and, although respected as a good racer, not considered a serious racer. It did not help that the early HANS made were considered heavy, bulky and uncomfortable and as an optional piece of kit were rejected by most of us.

However, a spate of accidents which culminated first in the death of Gonzalo Rodriguez in the 1999 Laguna Seca and then a number of deaths in the NASCAR, including Dale Earnhardt, all with the cause being fractures to the base of the skull resulted in CART then NASCAR mandating the use of a HANS in their racing championships.

Over the years the use of HANS became more widely accepted, and now we are the last country in Europe to make the use of frontal head restraints compulsory. Today the HANS are lighter, smaller and much easier to use. Also since HANS there are have been a number of different styles of head restraints produced, and so, to differentiate between the original HANS and more recent head restraints the FIA now gives us the generic name of FHR (Frontal Head Restraints).

So how does an FHR work?

It is actually quite a simple process. An FHR device is designed to work with the inertial effect of the seat harnesses on the body, in the event of an impact. It gives an anchor to tether the crash helmet to the wearer's body and so prevent the forward motion of the head during sudden deceleration which in turn limits the forward movement of the neck, thereby protecting the head and neck in the impact.



## Types of FHR.

### HANS

There are a considerable number of FIA 8858-2010 homologated standard HANS devices available and so the process of working out which one is suitable for you may seem complex and frustrating to solve. But it comes down to a few simple questions that dictate the right kit for you and it is imperative that a competitor has the right fit for them, otherwise the function of the HANS is seriously reduced.

It seems a stupid thing to say but the HANS needs to be the right size for the wearer. Often I have heard a user say that their HANS is uncomfortable to wear and when I check it out I find it is totally the wrong size for them. Once this is corrected I find that issues with comfort disappear. HANS come in different sizes to fit different torso's

Having got the size you need to have the correct angle of HANS for the type of vehicle you are competing in. Check with me if you are unsure which angle is correct for you.

Then the fitment of the safety harness shoulder straps is very important to allow the HANS to work correctly in an impact.

Then the seat harness holes must not hinder the use of the device.

All these factors are critical in purchasing the correct HANS, one that fits and will work properly.

To give you a rough idea

Harnesses with straps of 50mm or 75mm can both be used although the narrower 50mm can not be used if a competitor does not have a HANS device.

The angle of the shoulder straps from the point of contact on the HANS must slope downwards to a recommended angle of 20%, although between 20% and horizontal are acceptable.

The shoulder strap adjuster buckles must be positioned approximately at the bottom of the yoke.

The tethers should be or equal length of about 150mm.

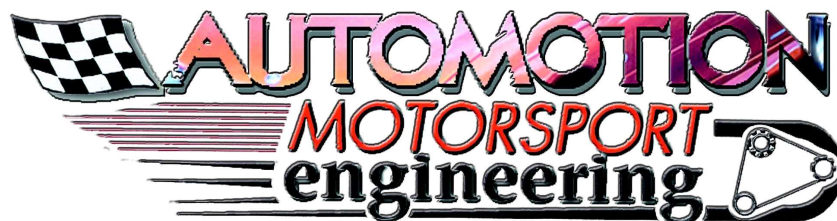
I always recommend that, having bought your HANS, you practice getting in and out of your car with full kit on, so that you are confident of the way to get out of the seat as quickly as possible in the event of an off.

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## Breast Feeding in Public Causing Traffic Jam



Hi Team,

I know it is a bit early, but I am sending you this latest update to the WMSA Calendar which includes one change – that of the rescheduling of the postponed Mangahao Dam event to 13<sup>th</sup> September.

The Annual General Meeting of WMSA is on the 17<sup>th</sup> of August at the Hutt Valley Motorsport Clubrooms, to be followed by the normal quarterly meeting at which updates to the calendar will be considered.

I would also like all clubs to seriously consider nominations for the Wellington Motorsport Person of the Year and whether we need to reinstate a more social celebration (in whatever form) of the various trophy winners. I would also like to see some nominations for the various series coordinator roles,

- Honda Challenge - Trialling,
- Kim Naylor - Autocross,
- Stewards Trophy - Motorkhana,
- Duncan McKenzie – Sealed Sprints;
- PATS Trophy – Gravel Sprints.

I would also like if possible if the coordinators we do have could prepare a short report with recommendations for the next competition season with respect to their respective portfolios.

I will be contactable on my mobile 027 4435 100 or at home on 04 236 7541 or intermittently by email at [diannem@ihug.co.nz](mailto:diannem@ihug.co.nz)

I hope to see a good representation of the clubs and other interested parties at the AGM on August 17<sup>th</sup>.

Wayne Gair Chairman

### Wellington Motorsport Association Calendar 2015 (a few non WMSA items added)

Month	Date	Steward	Event Type	Club	Venue	Status	
<b>August</b>	1		Autocross (Day/Night)	Harbour Capital	Tauherenikau	KN	
	2	CH/DE	Race Winter Series Round 3	Manawatu	Manfeild		
	9	GG	Circuit Sprint (The Surgery)		Manfeild	IM	
	12		Night Trial (Round 4)			NT	
	17		WMSA Meeting (AGM)		HVMC Clubrooms		
	22		Rally		Coromandel	NZRC	
	29		Mini Pikes Peak sprint		Wanganui		
	30		Autocross	Hutt Valley	Trentham (Wil Durrant Drive)	KN	
<b>September</b>	6	GG/MC	Race Winter Series Round 4 Motorkhana	Manawatu Harbour Capital	Manfeild Tauherenikau	ST NT	
	9		Night Trial (Round 5)				
	13		Circuit Sprint (The Surgery) Gravel Sprint	Levin	Manfeild Mangahao Dam	IM GS	
	20		Sealed Sprint Circuit Sprint (Road and Track)	Wellington Manawatu	Shelly Bay Manfeild	DM/Sc	
	27		Autocross	Hutt Valley	Trentham (Wil Durrant Drive)	KN	
<b>October</b>	3		Rally		Wairarapa	NZRC	
	10		Race - Bathurst				
	11		Race - Bathurst				
	18		Gravel Sprint	Wairarapa	Puketiro Road	GS	
<b>November</b>	25		Sealed Sprint	Hutt Valley	Port Road, Seaview	DM/Sc	
	1		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc	
	7	DE	Sprint (Road and Track Series)	Manawatu	Manfeild		
	8		Gravel Sprint	Levin	Waiorongomai Road	GS	
	14		Race – MG Classic	MG	Manfeild		
	15		Race – MG Classic	MG	Manfeild		
	16		WMSA Meeting (Calendar)		HVMC Clubrooms		
	22		Brunswick Rd sprint		Wanganui		
<b>December</b>	29		Gravel Sprint	Wairarapa	Dorsets Road	GS	
	19	PT	Circuit Sprint (Road and Track)	Manawatu	Manfeild		
	25		Elf hurling competition (handicap)		Venue to be advised		
<b>Abbreviations</b>				<b>Club Contacts</b>		<b>Stewards</b>	
KN	Kim Naylor Autocross Series		Levin	027 442 1639 (Chris)		AW	Alan Wright
DM	Duncan McKenzie Sealed Sprint Series		Hutt Valley	027 439 7616 (Neil)		GG	Gordon Gandy
ST	Stewards Trophy Motorkhana Series		Wellington	021 717 676 (Jody)		GM	Gus McMillan
VB	Vesta Battery round of ST series		Harbour Capital	027 6996 838 (Leon)		JR	John Rapley
GS	Gravel Sprint Series		Kapiti	027 446 9986 (Bryan)		PT	Paul Te Punga
RT	Road and Track Sprint Series		Wairarapa	027 627 8005 (Mort)		SM	Stephen Marks
RS	Rallysprint Series		MG	04 970 8644 (Terry)		TS	Tracey Stringer
IM	The Surgery Intermarque Sprint Series		Intermarque	027 232 2523 (Alan)		WG	Wayne Gair
Nat	National meeting						
NT	Night Trial Series						
Sc	Ron Scanlon Trophy Series						

If you don't pay your exorcist you can get repossessed.

Finally, some useful facts are coming out of all those airport full body scans!

## FULL BODY SCANS AT AIRPORTS

CATSA disclosed the following

### Airport Screening Results

December 2013 Statistics On Airport Full Body Screening From CATSA :	
<b>Terrorists Discovered</b>	<b>0</b>
<b>Transvestites</b>	<b>133</b>
<b>Hernias</b>	<b>1,485</b>
<b>Hemorrhoid Cases</b>	<b>3,172</b>
<b>Enlarged Prostates</b>	<b>8,249</b>
<b>Breast Implants</b>	<b>59,350</b>
<b>Natural Blondes</b>	<b>3</b>

**It was also discovered that 308 politicians  
had no balls.**

Thought you'd like to know.

Lawyers don't lie (they're just creative)

A lawyer had a wife and 12 children and needed to move as his rental agreement was coming to an end for the home where he lived but was having difficulty in finding a new home.

When he said he had 12 children, no one would rent a home to him because they knew that the children would destroy the home.

He could not say that he had no children, he could not lie, after all, lawyers cannot and do not lie.

So, he had an idea: he sent his wife for a walk to the cemetery with 11 children.

He took the remaining one with him to see homes with the Real Estate Agent.

He liked one of the homes and the agent asked : "How many children do you have ?"

He answered: "12 children."

The agent asked "Where are the others?"

The lawyer answered, with a sad look, "They are in the cemetery with their mother."

And that's the way he was able to rent a home for his family without lying.

# NEILS WHEELS

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Now, this is for my dog friends and my friends who need to smile!

An older, tired-looking dog wandered into my yard. I could tell from his collar and well-fed belly that he had a home and was well taken care of. He calmly came over to me, I gave him a few pats on his head; he then followed me into my house, slowly walked down the hall, curled up in the corner and fell asleep.



An hour later, he went to the door, and I let him out..

The next day he was back, greeted me in my yard, walked inside and resumed his spot in the hall and again slept for about an hour. This continued off and on for several weeks.

Curious I pinned a note to his collar: 'I would like to find out who the owner of this wonderful sweet dog is and ask if you are aware that almost every afternoon your dog comes to my house for a nap.'

The next day he arrived for his nap, with a different note pinned to his collar: 'He lives in a home with 6 children, 2 under the age of 3 He's trying to catch up on his sleep. Can I come with him tomorrow?'

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What bored Canadians do in the winter:





## Sealed Autocross - William Durant Drive, Trentham

5

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD
21	Tim Steeneken	MR2	HCCC	EOD	1.00.50	0.56.35	0.57.88	0.55.91	0.55.91	1	1
13	Loren Brookes	WRX	HCCC	4WD		ww 0.59.56	1.12.32	* 0.58.69	0.58.69	2	
19	Webster Gough	WRX	HCCC	4WD	1.04.29	1.01.12	0.58.81	1.03.34	* 0.58.81	3	
3	Geoff Warren	WRX	HVMC	4WD	1.01.25	1.05.07	* 1.19.87	** 0.58.91	0.58.91	4	
28	Alan Groves	WRX	HCCC	4WD	1.06.47	1.00.03	0.59.12	1.04.87	0.59.12	5	
4	Brian Worboys	Roadrat	HCCC	EOD	DNF	1.02.81	1.01.22	1.03.34	1.01.22	6	2
27	Leon Cast	Corolla	HCCC	EOD	1.04.12	1.01.44	1.02.50	1.06.59	* 1.01.44	7	3
12	Dan Binet	Trueno		EOD	1.05.56	1.03.44	1.03.35	1.02.75	1.02.75	8	4
24	Cathy Reid	Mirage	HVMC	EOD	1.07.75	1.05.53	1.03.10	1.08.44	1.03.10	9	5
26	Max Kempthorne	Pulsar	HVMC	EOD	1.11.07	1.07.19	1.04.03	1.11.60	1.04.03	10	6
8	Dean Herd	Glanzia	HCCC	EOD	1.05.68	1.05.16	1.05.25	1.04.06	1.04.06	11	7
25	Hamish McClurg	Trueno		EOD	1.10.10	1.06.97	1.05.44	1.04.09	1.04.09	12	8
23	Shane Windley	200SX	HVMC	ENOD	1.06.84	1.04.94	1.09.69	1.04.25	1.04.25	13	
6	Stephen Heise	Falcon	HCCC	ENOD	1.08.63	1.05.63	1.04.65	1.15.33	* 1.04.65	14	
20	Joshua Hayes	300ZX		ENOD	1.09.37	1.04.69	1.07.75	1.06.41	1.04.69	15	
10	Andrew Lamb	Lantis	HVMC	EOD		ww 1.06.13		ww 1.04.75	1.04.75	16	9
17	Lee Herd	Glanzia	HCCC	EOD	1.10.40	1.04.84	1.12.10	* 1.10.40	1.04.84	17	10
1	Dick Butters	WRX	HCCC	4WD	1.07.43	1.10.63	1.05.59	1.04.91	1.04.91	18	
7	Sam Baker	Mazda		EOD	1.08.50	1.05.56	1.05.62	1.05.06	1.05.06	19	11
9	Chris Sands	Skyline		ENOD	1.17.13	1.07.03	1.17.56	1.05.50	1.05.50	20	
5	Nathan Spencer	Skyline	HVMC	ENOD	1.24.34		ww 1.09.06	1.06.18	1.06.18	21	
18	Cas Parker	Lantis	HVMC	EOD	1.09.56	1.07.53	1.08.18	1.06.85	1.06.85	22	12
22	Hayden Perkins	Mirage	HCCC	EOD	1.13.97	1.07.75	1.09.35	1.08.76	1.07.75	23	13
16	Craig Thomas	Fairlady		ENOD	1.07.54	1.14.10	* 1.07.78	* 1.13.46	* 1.07.78	24	
30	Joel Hughes	Cortina	Triumph	ENOD		ww 1.10.00	1.17.74	* 1.10.34	1.10.00	25	
32	Logan O'Sullivan	Skyline		ENOD		ww 1.12.19	1.10.59	1.21.28	1.10.59	26	
2	Tony Paterson	VR4	HVMC	ENOD		ww 1.25.34	* 1.21.18	* 1.11.16	1.11.16	27	
15	Jamie Homer	Skyline	HCCC	ENOD	1.12.87		ww 1.22.06	* 1.28.88	1.22.06	28	
29	Mathew Hawken	Skyline		ENOD		ww 1.22.19	1.52.60	*	ww 1.22.19	29	
11	Daniel Beeke	Silvia		ENOD	1.25.69	*	ww DNS	1.25.00	* 1.25.00	30	
31	Blair Hughes	Commodore		ENOD		ww 1.33.14	** 1.38.68	*** 1.28.41	1.28.41	31	
14	Graham Marshall	Cefiro		ENOD		ww	ww 1.37.75	** 1.36.13	1.36.13	32	

(times above include penalties for hitting cones or drums)

ww = wrong way

\* = includes 5 sec cone/drum penalty

## A Man's Age -- as Determined by a Trip to Bunnings

You are in the middle of some kind of project around the house --.

Mowing the lawn, putting in a new fence, painting the living room or whatever.

You are hot and sweaty, covered in dust, lawn clippings, dirt or paint.

You have your old work clothes on.

You know the outfit -- shorts with the hole in the crotch, old T-shirt with a stain from who-knows-what and an old pair of tennis shoes.

Right in the middle of this great home improvement project you realize you need to run to Bunnings to get something to help complete the job.

Depending on your age you might do the following:

In your 20's:

Stop what you are doing. Shave, take a shower, blow dry your hair, brush your teeth, floss and put on clean clothes.

Check yourself in the mirror and flex.

Add a dab of your favourite cologne because you never know, you just might meet some hot chick while standing in the checkout lane. And you went to school with the pretty girl running the register.

In your 30's:

Stop what you are doing, put on clean shorts and shirt. Change shoes.

You married the hot chick so no need for much else. Wash your hands and comb your hair.

Check yourself in the mirror. Still got it. Add a shot of your favourite cologne to cover the smell.

The cute girl running the register is the kid sister to someone you went to school with.

In your 40's:

Stop what you are doing. Put on a sweatshirt that is long enough to cover the hole in the crotch of your shorts.

Put on different shoes and a hat. Wash your hands.

Your bottle of Brute Cologne is almost empty so you don't want to waste any of it on a trip to Bunnings

Check yourself in the mirror and do more sucking in than flexing.

The hot young thing running the register is your daughter's age and you feel weird thinking she is spicy.

In your 50's:

Stop what you are doing. Put on a hat; wipe the dirt off your hands onto your shirt.

Change shoes because you don't want to get dog crap in your new sports car.

Check yourself in the mirror and you swear not to wear that shirt anymore because it makes you look fat.

The Cutie running the register smiles when she sees you coming and you think you still have it.

Then you remember the hat you have on is from Gold Coast's Bait & Beer Bar and it says, 'I Got Worms.'

In your 60's:

Stop what you are doing. No need for a hat anymore.

Hose the dog crap off your shoes. The mirror was shattered when you were in your 50's.

You hope you have underwear on so nothing hangs out the hole in your pants.

The girl running the register may be cute, but you don't have your glasses on so you are not sure.

In your 70's:

Stop what you are doing. Wait to go to Bunnings until the Chemist has your prescriptions ready, too.

Don't even notice the dog crap on your shoes.

The young thing at the register stares at you and you realize your balls are hanging out the hole in your crotch.

In your 80's:

Stop what you are doing. Start again. Then stop again.

Now you remember you need to go to Bunnings. Go to K-Mart instead and wander around trying to think what it is you are looking for.

Fart out loud and you think someone called out your name.

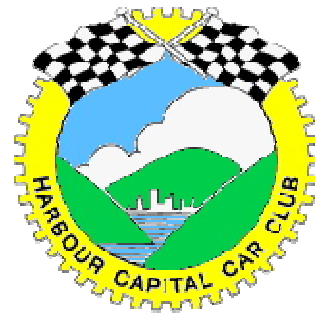
You went to school with the old lady who greeted you at the front door.

In your 90's & beyond:

What's a bundings ? Something for my garden?

Where am I? Who am I? Why am I reading this?

Did I send it? Did you? Who farted?



**SEND THIS TO:** Harbour Capital Car Club (Inc)  
 P.O. Box 4102  
 Wellington  
 New Zealand

<b>First Name/s</b>		<b>Surname</b>	
<b>Other family Members name</b>			
<b>Address: Residential</b>			
<b>Postal address (if different)</b>			
<b>Home Phone</b>		<b>Business Phone</b>	
<b>Mobile</b>			
<b>Email</b>			
<b>Occupation</b>			

**Make & Model or car / s**

--

**How did you find out about us**

--

**My interests are in – (Mark relevant areas)**

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

**I am prepared to help on: - (You may be contacted if help is required)**

Trials	Motorkhanas	Speed	Rallies
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Leon's piccies from Hutt Autocross

