

WHEELSPIN

December 2015

www.hccc.org.nz

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COVER PHOTO

Neil & Al at Hawke's Bay Rally

Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

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

Note: — anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

HAPPY CHRISTMAS TO YOU ALL

**Sorry I'm too late with the mag for Clubnight –
Len**

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 2nd December 2015 @7:30



I think I'd be being excessively kind to describe my last month of motoring to be a good one! A couple of slightly frustrating days partly my own doing, partly a small malfunction with the mighty Corolla.

First skid of the month was a road trip up to Hawkes Bay, to have another go at the autocross track up there. Only this time I took the Corolla, rather than the Starlet, as while the Starlet was quite amusing (and very economical), it really does handle like a pig on roller skates. Plus of course, with 1330cc of fury, you don't get a whole lot of speed up down the straights on that track.

Though, it turns out that rather importantly, in a Starlet you can get more sideways without encountering the scenery!!

It was a relatively smaller turnout at the autocross this time out, although Geoff and I added to their numbers, having made the trek up from Wellington again. But there were only 17 entrants, compared to the 30 or so the last time we went up there.

Their events are a bit different, because they work on a cumulative total time (like a rally), not on your single fastest run. So you really need to keep on your game all day, because one spin or overshoot could potentially stuff your result for the day. That said, the flip side is that it is the same for your opposition too, so if you put in a good set of runs, and somebody quicker in your class makes a hash of one of their runs, it means you might have a bit more of a fighting chance.

The surface there is limestone, which can grip up relatively well as the day goes by, so you get a real assortment of tyres being used out there (but not rally tyres, they're not allowed). So I went with my good road tyres, and just took a chance by not taking any other options up there with me. There were cars on road rubber, retreads, and even snow tyres running.

Practice and the first timed run went okay, and with them running two cars at once, along with the small entry, meant that we were back on the start line again without much delay.

After the finish of the first timed run, they were getting a bit of dust being thrown into the air, so they put the water truck out, and soaked hell out of the track.



Limestone and water makes for a rather challenging surface to get traction on, and I was one of the first cars out on the wet track (as I was running #3 for the day).

Coming into the hairpin I got a mad understeer on, and climbed a bank a little bit, showering a good collection of dirt and rocks over the bonnet. So that was a bit exciting. Each lap, as I came around past the start/finish the Corolla would just spin up the front wheels and sit on the rev cut, while a bank got progressively closer.

Right up until the last lap anyway, where I was thinking more about how I was going to have to turn hard left immediately after the finish line, and tour over the infield to get back to the pits. Turns out that the line I chose, to attempt to get onto the escape road was quite a bit more slippery than the already slippery normal line — the back of the car started to come around on me, and even full throttle wasn't enough to fix it. So I put a dent in the driver side rear quarter, bumper, and removed the mud-flap from the car.

Oh well ... it has been probably five years since the last dent I put in the car, and I've had a bunch of near misses. So I can't really complain too much.

I climbed into the boot, and kicked some of the dent out, and borrowed some cable ties from Geoff to hang the rear bumper back up again (rookie mistake, I had race tape, but no cable ties).

On the positive side though, I did nerf the bank right in front of the event photographer. So I've got a nice motordrive shot sequence of me punting the bank with the side of the car, and a nice shower of clay being thrown off the front tyres as proof that at least I crashed on full throttle.

Other than the minor indiscretion, it was actually a damn good event. I won my class by a handy margin, and bought the Corolla home in sixth overall.

Geoff's return on investment was even better, as he came home second in class, and second

overall.

Mac was up there in the always unlikely Escudo (he lives up in the Hawkes Bay, even though he is flying HCCC colours) and brought that home third in class. Proving that just because it looks as though he's racing an outhouse with wheels, it's still a decent little car to pedal around.

I enjoy the Hawkes Bay events, and I reckon if you're keen on your loose surface autocross events, while it is a hell of a long way to drive for the purposes of six minutes worth of racing, it is not a bad day out at all. I reckon I will head up for a few next year, depending on the dates. At least SH2 is a bit more fun than SH1.

My next event for the month was Levin Car Club's Wairongomai Road, which is an excellent bit of road, with a couple of fast bits to scare yourself on.

Practice went pretty well for me, but that unfortunately turned out to be my only clean run the whole day!

The car was more settled this year than last, as I was running 185's last year, and it turns out that everyone who says Corolla's are better on 175's were right. So this year I was on 175 rubber albeit, fairly worn 175's!

As always, really thick gravel at the start of the day, so everyone was coming back to the pits with eyes like saucers, saying how much the cars were wandering around on the straights.

My first timed run of the day I had Brian Craig in the silly seat with me, and that went really well, up until just under half way, when the bonnet popped up from closed, to up on the secondary catch. I know that in theory the secondary catch is pretty strong, but I figured no point in being silly and risking the bonnet ending up wrapped over the windscreen, so we dropped back to cruise mode and toured back to the pits.

My second timed run, again all well up to the hairpin, I had a bit of an overshoot into the hairpin, as I got a bit optimistic on the speed I was carrying from the previous corner. So that was a bit messy, and then I couldn't find first or second gear. That was a damned nuisance, and pretty strange. So I had a fish around in the gearbox, kept getting third and fourth. Turns out, Corolla's don't really start too well in third gear, so some clutch smells escaped. I eventually found a low gear, and we finished the run fairly smoothly (apart from one big pothole, which I managed to find on every single run, and liked to bounce me clear to the outside of the tracks).

Third timed run, accelerated away in first no second. Swore loudly, jumped to third, which again resulted in some "awesome" acceleration, and dropped my speed way down on the first straight. Got around the corner, went for fourth, and it felt as though I hadn't actually found the gear. Though when I came off the clutch it was indeed in fourth. So there was some serious "WFT" wonderings going on. Careful gear changes and ensuring I had a cog there was the name of the game for the rest of that run. I did manage to find second out of the hairpin thankfully.

A nervous drive home then ensued, as I wasn't sure if I was going to be able to keep getting gears to get home with.

Turned out that the selector cable had escaped from the bracket off the shifter inside the cabin.

Luckily that's a nothing fix, and John has cable tied the bastard in place, so ought not do it again (refer previous: cable ties make race cars work). But the end result was that I had a right bastard of a day, and was absolutely nowhere in the results. This is a bit disappointing as up until then I was doing reasonably well in the gravel sprint points.

Hats off to Graham Heath though, he bought the Pulsar home in second place overall. That's a heck of an achievement in a front drive car on gravel.

Luckily my last day out for the month helped make up for the two previous not-so-good events.

Levin Car Club was running a Competitor Coaching / Sprints day on the Manfeild backtrack.

I decided that it was probably time that I used the 86 in anger again, so I put the good tyres back on it, and invested in some new hotter "Endless" brake pads for the front (having overheated the OE pads very badly a year ago at Port Road in only 90 seconds worth of sprints). Bedding in hot brake pads is quite fun, results in quite a lot of hot brakes smells. Probably not too good if you're inclined to get car sick, as I found even while I was driving, I started to feel a bit second hand after 12 really hard stops in a row.

There was probably the most eclectic selection of cars that I've seen at an event that day!

There were a Mini (old), a Mini Diesel Clubman (new), a Mini Jem (tiny kit car from the 60's running Mini running gear), a 60's Mustang, Supra, 5 series BMW (running the craziest fattest wheels I've seen), Mustang shaped Nascar style race car (which refused to start under its own power all day), BMW 135, Skyline, Type R Integra, Datsun Sunny, a Suzuki turbo powered Starlet, RX8, Commodore etc etc.

It was a *super* low key day. They set out some apex cones for the newbies to aim for, and mixed up the newbies with some more experienced passengers, and then let us out there for ten minute coaching / practice sessions.

I absolutely love the backtrack at Manfeild it's one of my favourite bits of road. No camber in the corners, tricky apexes, no long straights, an endless sweeper, and a right bastard of a hairpin.

I was asked if I could do some newbie training, so I kept really busy all morning!

Ended up taking four people out in the silly seat of the 86 for a blast, and doing some lapping sessions in the passenger seat with a young guy (no licence yet) in a non turbo Skyline, and then another guy with a Type R Integra.



The new brakes were hanging on pretty well in the 86, although to respect the front rotors, and of course the engine oil temperatures, I didn't stay out for full ten minute sessions. Have to say though, hells bells the 86 is just a stupidly capable car to take around a track in stock standard condition. Really nice balance, super predictable, lots of grip, even if the power isn't too exciting. I think my old Type R Integra was quicker in a straight line, but when it comes to going around corners, the 86 would have stolen its lunch money.

We stopped for a lunch break, and hid in the shelter of one of the big covered car trailers, as it was blowing seven bastards all day.

For the afternoon, there were groups of dual car sprinters, and single car sprinters (depending on the person's race licence status).

I did three runs, all of which I enjoyed immensely.

First run I was out with my old mate Tim, who was running the little Mini Jem based kit car that I mentioned earlier. I made a bit of a balls-up with the excitement on the start line though, and completely forgot to turn the traction control (fun police) off. This of course I remembered just after I started, and once you're over 40kph it won't let you turn off the fun police. The traction control can actually make life a bit tricky for you in the heat of the moment (in fact it can do its best to throw you at the scenery), so I just treated that run as being a chase camera for Tim (as I was running the go-pro stuck to the passenger window for the sprints). I just kept the 86 planted on Tim's back bumper for the three laps, and got him some good footage to share.

Second run I remembered to turn the traction control off thankfully, for all the good it did me! I was lined up against Euan in his Swift turbo powered Starlet race car. So he sat behind me for a little bit, before he got bored, and absolutely annihilated me. Maaaaaan that thing has some serious fast under it! That was the run where I probably pushed the hardest, as I did my best to keep the Starlet in sight, and I had the back of the 86 wandering about a bit on a few corners. It is nice to drive it like that though, as even though I was foot to the floor in third, you could just give it a little bit of correction and keep the throttle pinned.

Third run I was against the 60's Mustang race car, which was a bit David and Goliath. With him running twice the power mine is, he stomped me off the line. What the 86 lacks in power, it makes up for in handling though (particularly versus a 1960's car). So I had a great fun time. I wound him back in again after a couple of corners, and then stuck with him. He could grunt away in one section, but he was hitting the brakes while I was still on full noise. I had a little look up the inside of him each time we exited the hairpin, but at the end of the day it is my daily driver, and I'm damned if I want to have to pay for panel beating an expensive car, so I wasn't going to do anything silly. On the second lap though, just before the start finish line very tight corner, the pressure of being chased closely got to the Mustang driver. He locked the back up under brakes, and looped it off the side of the track. That left me to my own devices for the rest of the sprint, and I cruised home.

Brilliant day out on the back track though It's a very good course for relatively low powered cars, as unlike the main track, there aren't any big long straights to get bored on!

Anyway, that's it for me, as I'm already quite a few hours late with this article (sorry Len!!)

See you some place with cones, and fun hoonies. Hopefully at our December 13th Autocross up at Tauherenikau!

Leon



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Art for art's sake



The original [Citroen DS](#) changed perceptions around what a car looked like and how it should operate. With its unsettling hydropneumatic suspension and revolutionary use of disc brakes, this Frenchie really caused a stir. [Here's the best DS Super](#) I've seen in a long time.

"Stewardesses" Is the longest word typed with only the left hand

We need to keep ourselves occupied with small projects like this guy!



I know, I know, I saw it right away, too....

No hard hat, safety glasses or hearing protection or high viz jacket!

And I caught something else that is really important:

He has no gloves on.

I might be up in age but I am still sharp as a tack!

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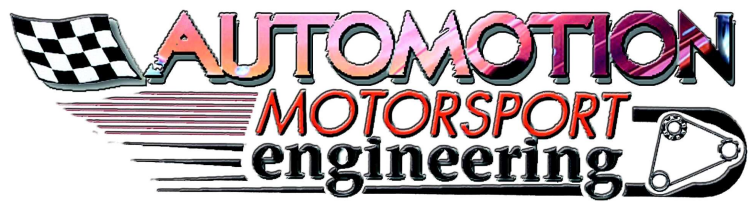
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Contact Adam 0274577149 or Len Fisher 0274390308

Wellington Motorsport Association Calendar 2016 (a few non WMSA items added)

Month	Date	Steward	Event Type	Club	Venue	Status
January	16		Gravel Sprint	Dannevirke	Millstream Road, Weber	DCCGS
	17		Race	Manawatu	Manfeild	
Wgtn Ann	19					
February	13		Gravel Sprint	Dannevirke	Pahaheke Road, Kumeroa	DCCGS
	20		Race	IRC	Manfeild	Nat
	21		Race	IRC	Manfeild	Nat
	6		Sealed Sprint	Levin	Kaihinau Road	DM/Sc
March	13		Gravel Sprint	Wairarapa	Puketiro Road	GS
	19		Gravel Sprint	Dannevirke	Otaria Road, Dannevirke	DCCGS
	20		Sealed Sprint	Wellington	Alexandra Road	DM/Sc
Good Fri	25					
Easter Mon	28					
April	16		Gravel Sprint	Dannevirke	Tararua Road, Pahiatua	DCCGS
	17					
	23		Gravel Sprint (Day/Night)	Wairarapa	Tea Creek	
	24		Gravel Sprint	Wairarapa	Tea Creek	GS
Anzac Day	25					
May	8		Gravel Sprint	Levin	Gladstone Road	GS
	14		Targa Bambina			
	15		Targa Bambina			
	21		Gravel Sprint	Dannevirke	Nae Nae Road, Mangamarie	DCCGS
	29		Rally (Tarmac)	Taupo	Taupo	
June	4					
Queens B'day	6					
	18		Rally (Tarmac)	Taranaki	Taranaki	
July	2		Rally		Gisborne	
	10		Gravel Sprint	Levin	Mangahao Dam	GS
August	7		Rally (Tarmac)	Taupo	Taupo	
	20		Rally		Coromandel	
	21		Rally		Coromandel	
September	10		Rally		Hawkes Bay	
	11		Rally		Hawkes Bay	
October	1					
Labour Day	24					
	30		Gravel Sprint	Levin	Waiorongomai Rd	GS
November	6		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	19		Silver Fern Rally			
	20		Silver Fern Rally			
	27		Gravel Sprint	Wairarapa	Dorsets Road	GS

And "lollipop"
Is the longest word typed with your right hand.



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Car No	Driver	Vehicle	Class	Club	Run 1	Run 2	Run 3	Run 4	Fastest	Overall
168	Tim Sillay	Mallock	S	HVMC	83.71	84.51	86.05	83.06	83.06	1
197	Barry Cutelli	Radical	S	HVMC	86.11	86.01	98.47	88.69	86.01	2
39	Alan Austin	RX7	D	Sth Taranaki	89.44	89.50	87.17	86.74	86.74	3
5	Nick Chong	Integra	C	HVMC	90.00	90.01	89.42	88.67	88.67	4
4	Alan Groves	Impreza	E	HCCC	90.82	88.84	89.77	90.43	88.84	5
38	Dave Ross	Evo 3	E	Wellington	97.74	89.76	89.08	89.83	89.08	6
500	Phil Derby	BMW 540	D	HVMC	92.27	90.26	90.03	89.14	89.14	7
26	Tim Steeneken	MR2	S	HVMC	93.51	92.18	90.05	89.91	89.91	8
23	Webster Gough	Starlet T	D	HCCC	93.30	93.09	91.00	90.19	90.19	9
34	Sam Duncan	WRX	E	HVMC	92.20	90.93	90.35	90.45	90.35	10
29	Daniel Picard	RX7	D	HVMC	95.68	92.97	93.50	90.89	90.89	11
9	Bradley Doughty	Honda CRX	D	HVMC	97.20	92.41	91.30	92.12	91.30	12
11	Neil Rush	Integra	C	HVMC	95.41	93.30	92.66	91.40	91.40	13
28	Nigel Somerfield	Pulsar VZ-R	D	HCCC	92.53	95.33	91.51	91.79	91.51	14
18	Steve Jopson	Escort	C	HVMC	92.75	94.05	93.12	91.57	91.57	15
35	Cam Garthwaite	Mirage	B	HCCC	95.64	94.34	93.97	92.08	92.08	16
17	James Sillay	Imp	A	HVMC	94.05	93.32	92.29	93.70	92.29	17
3	Steve Gaskin	Escort	D	HVMC	DNF	96.07	92.80	92.50	92.50	18
1	Jared Rush	Integra	C	HVMC	93.57	92.73	101.67	92.51	92.51	19
6	Geoff Warren	Subaru WRX	E	HVMC	94.18	92.85	92.66	92.61	92.61	20
40	Tim O'Connor	Ferrari 458	S	HVMC	95.36	92.75	DNF	DNS	92.75	21
32	Oli Hendra	Civic	B	HVMC	93.30	93.54	94.24	94.46	93.30	22
419	Jordan McMaster	Lancer Evo	E	HVMC	93.76	97.86	DNS	DNS	93.76	23
48	Justin Wright	Mini	A	HVMC	96.47	94.03	94.30	94.84	94.03	24
41	Don McLean	Barina	A	Wellington	97.33	94.86	95.82	94.27	94.27	25
30	Keith McClure	Civic	C	HCCC	97.74	95.30	95.53	96.76	95.30	26
57	Shane Atkinson	Civic	C	HCCC	100.53	97.22	95.97	95.44	95.44	27
37	Blair Hughes	Commodore	D	Triumph	99.46	99.54	103.74	95.52	95.52	28
13	Tony Paterson	Galant	E	HVMC	98.66	97.30	103.71	95.94	95.94	29
12	David Graham	Datsun 1200	B	Wellington	96.35	98.39	DNS	DNS	96.35	30
22	Max Kempthorne	Pulsar	C	HVMC	97.29	97.78	97.23	98.67	97.23	31
27	Joel Hughes	Commodore	D	Triumph	99.55	100.59	98.59	97.34	97.34	32
16	Chelles Roberts	Mirage	B	HCCC	101.97	98.60	97.38	WW	97.38	33
31	Ben Price	Pulsar	C	HVMC	102.51	100.68	100.42	97.74	97.74	34
10	Nathan Spencer	Skyline	D	HVMC	100.19	98.25	98.12	97.80	97.80	35
21	Brian Worboys	Road Rat	S	HCCC	100.74	98.93	100.23	105.37	98.93	36
7	Cathy Reid	Mirage	B	HVMC	102.54	100.76	99.45	99.26	99.26	37
33	Gary Innes	Lancer Evo	E	HVMC	102.42	99.51	DNS	DNS	99.51	38
15	Stephen Heise	Falcon	D	HCCC	102.83	100.02	99.92	104.14	99.92	39
99	Peter Scott	TR7	S	Triumph	102.62	100.07	100.32	99.94	99.94	40
20	Kyle McLennan	Silvia	D	HVMC	103.41	101.97	100.05	106.93	100.05	41
36	Tony Fitzgerald	RX7	D	Wairarapa	103.88	101.32	100.21	101.42	100.21	42
24	Rob Cuttle	Datsun 240Z	S	Wellington	102.39	101.72	100.85	106.85	100.85	43
19	Malcolm Harrison	Lotus Elise	S	HVMC	103.18	101.18	102.45	104.02	101.18	44
100	Paddy Hanna	S2000	S	HVMC	107.45	103.04	101.52	101.42	101.42	45
25	Hayden Perkins	Mirage	B	HCCC	109.46	105.75	104.53	103.14	103.14	46
2	Georgia Bartosh	Capri	D	HVMC	115.93	110.17	108.19	104.80	104.80	47
49	Daniel Whittington	MR2	S	HCCC	115.56	109.18	106.30	105.79	105.79	48
95	Logan Keats	Corolla	B	HVMC	113.64	110.60	112.14	109.30	109.30	49
14	Sarah Ward	Datsun 120Y	A	HVMC	144.08	136.52	DNF	136.73	136.52	50

The words 'racecar,' 'kayak', and 'level' Are the same whether they are read left to right or right to left (palindromes).

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Brantz rally trip meter. Has Japanese style speedo probe but missing the drive pin. \$220

AE82 front adjustable camber plates. Cusco, never used. \$180

Racepro seats Two fibreglass race seats in reasonable condition with mounting brackets. \$450 pr

Wheels x5. 15 inch 4x100 offset 42. Nice strong rally wheels but won't fit over my brakes, have worn but usable Dunlop rally tyres on them. \$180

Wheels x5 TSW 14 inch, 4x100. Three have Silverstone 505 rally tyres with lots of tread and two have throw away road tyres. These will fit over the two pot AE101 brakes \$160

Wheels x4 14 inch 4x100 minilite style in average condition, two have Silverstone 505 rally tyres with lots of tread. \$120

Fuel tank. Alloy endurance racing type tank about 60 litres, explosafe. Has flanges for dry break fittings. This has been sitting in a shed for a long time, is scruffy and will need a bit of work if it can be used. \$60

Rally tyres x2 14 inch Kumho. About 80% tread. \$40

Steel wheels x2 13 inch with radials. \$10

Toyota E58 gearbox from AE101 4age. Cusco LSD set up fairly tight so more for competition use. Right hand axle only. Includes brand new exedy 5 puck 212mm clutch plate and pressure plate. \$1200

4age starter motor \$40

Kp Starlet four door, front door skins left and right. Brand new. \$60

022 4383088 or ross@mckenzie.org.nz



Beautifully ugly or awfully nice?

Criticised at launch for being severe and sterile, the original [Saab 900 convertibles](#) were seriously innovative cars, with safety features galore and a soft top that never leaked. These days, they're sought by the style masters. [Here's the desirable 2-litre petrol in screaming yellow](#)



There are only four words in the English language which end in "dous": tremendous, horrendous, stupendous, and hazardous

There are two words in the English language that have all five vowels in order: "abstemious" and "facetious."

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WAIRARAPA CAR CLUB =Admiral Road Sealed Hillclimb - Sun 1st November 2015

Car #	Name		Club	Car	CC	Prac 2	Run 1	Run 2	Run 3		Class	Overall
Class A: 0 - 1300cc												
191	Don	McLean	Wgtn	Barina	1298	43.44	42.80	42.94	44.14		1	
Class B: 1301 - 1600cc												
12	David	Graham	Wgtn	Datsun	134	43.64	41.86	41.42	41.36		1	
36	James	Barlow	Wgtn	Civic	1500	48.99	48.21	47.71	47.17		2	
7	Michael	Mortensen	WCC	Corolla	1587	51.92	52.53	52.45	51.17		3	
Class C: 1601 - 2500cc												
27	Stu	Andrews	WCC	RX3	2354	44.68	43.22	44.88	45.50		1	
891	Blair	Cole	WCC	RX7	2354	46.61	46.21	45.51	45.72		2	
5	Rhys	Severn	WCC	Mazda 323	2340	48.84	47.66	47.23	45.92		3	
Class D: 2501cc & Over												
381	Anthony	Futter	HVMC	Corolla	3400	42.79	41.87	42.41	41.88		2	
26	Tim	Steeneken	HCCC	MR2	3000	41.52	42.02	41.99	41.17		1	2
38	Dick	Butters	HCCC	Impreza	3400	45.73	45.39	46.37	45.27			
240	Rob	Cottle	Wgtn	240Z	2800	44.67	46.69	45.82	43.95		3	
20	Scott	Miller	WCC	Lancer	3400	47.22	51.77	47.29	DNS			
Class: Sports												
197	Barry	Cutelli	HVMC	SR3	1340	42.95	44.92	41.76	41.23		2	3
168	Tim	Sillay	HVMC	MK31	1998	37.49	38.11	39.23	38.28		1	1
6	Terry	Leighton	LotusNZ	Elise	1800	43.82	44.29	42.63	43.14		3	

FOR SALE:



JAMEX race seats (2)

A little bit sun faded but in good physical condition.

Base mounted

Contact Adam Fisher on 0274577149

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ENTRIES											
No.	NAME	CAR	Class	Club	PRACTISE	1	2	3	FASTEST RUN	Class Placing	Overall Placing
88	Adam Bligh	Mitsubishi Lancer	E	Kapiti	1.39.49	1.35.29	1.41.60	1.33.47	1.33.47		1st
19	Graham Heath	Nissan Pulsar	C	HCCC	1.43.94	1.36.36	1.36.12	1.35.64	1.35.64		2nd
70	Daniel Hole	Mitsubishi	E	Wairarapa	1.47.17	1.37.74	1.40.60	1.35.75	1.35.75		3rd
55	Jeff Ward	Subaru Legacy	E	Wellington	1.47.52	2.12.20	1.38.75	1.35.99	1.35.99		4th
45	Murray O'Neill	Nissan Almera	B	Wellington	1.41.84	1.40.62	1.44.94	1.36.33	1.36.33		5th
3	Gordon Diggle	Subaru WRX	E	Wellington	1.47.18	1.47.70	1.37.24	1.39.48	1.37.24		6th
94	Shane MacKay	Subaru Impreza	D	Levin	1.43.66	1.38.99	1.37.58	1.38.70	1.37.58		7th
6	Chris Hayman	Ford Escort	C	Wairarapa	1.45.69	1.42.26	1.41.13	1.38.29	1.38.29		8th
82	Brendon Norling	Toyota Corolla	B	HCCC	1.43.43	1.38.84	1.45.44	1.40.26	1.38.84		9th
134	Pat Dillon	Ford Escort	C	Pre 65 Wanganui	1.56.94	1.43.44	1.40.64	1.40.03	1.40.03		10th
8	Geoff Warren	Subaru WRX	E	HVMC	1.59.21	1.48.45	1.45.68	1.40.59	1.40.59		11th
33	Bryce Hackett	Nissan Primera	E	Wanganui	2.00.66	1.48.07	1.43.73	1.42.66	1.42.66		12th
9	Kim Lace	Mitsubishi	E	Wairarapa	1.52.59	1.47.36	1.46.48	1.43.41	1.43.41		13th
60	Gary Leach	Ford Escort	B	Wairarapa	1.56.56	1.47.61	1.44.96	1.44.22	1.44.22		14th
27	Piran Pigneguy	Mitsubishi Evo 2	E	Kapiti	1.52.53	1.44.51	2.08.67	1.46.19	1.44.51		15th
35	Tony Willemssen	Toyota	B	Wanganui	1.58.56	1.49.01	1.50.45	1.46.52	1.46.52		16th
43	Norman Anthony	Toyota Starlet	B	Dannevirke	1.54.70	1.50.16	1.49.00	1.47.32	1.47.32		17th
68	Leon Cast	Toyota Corolla	B	HCCC	1.58.32	2.07.20	1.50.17	1.47.87	1.47.87		18th
13	Rob Hayman	Vauxhall Chevette	B	Wairarapa	2.01.69	1.53.37	1.48.92	1.48.40	1.48.40		19th
67	Peter Collins	Toyota Corolla	B	HCCC	1.58.73	1.50.22	1.52.49	1.50.11	1.50.11		20th
38	Dick Butters	Subaru Impreza	E	HCCC	2.00.97	1.54.84	1.55.31	1.52.35	1.52.35		21st
42	Michael Mortensen	Toyota Corolla Levin	B	Wairarapa	2.08.91	1.59.93	1.53.63	1.54.18	1.53.63		22nd
71	Brian Craig	Toyota Corolla	B	HCCC	2.07.29	1.58.47	1.54.68	1.53.75	1.53.75		23rd



A gynaecologist had become so fed up with malpractice insurance and health insurance paperwork and was burned out.

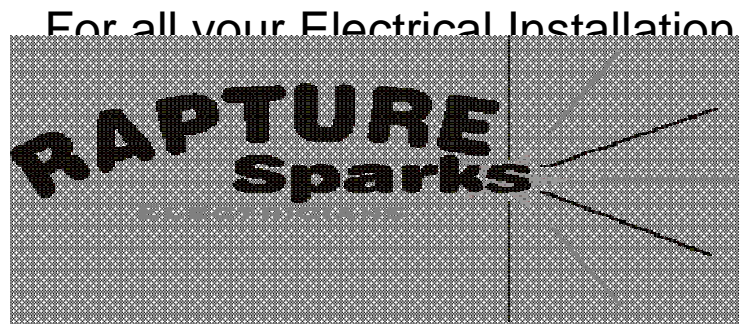
Hoping to try another career where skilful hands would be beneficial, he decided to become an auto mechanic. He went to the local technical college, signed up for classes, attended diligently, and learned all he could.

When the time for the practical exam approached, the gynaecologist prepared carefully for weeks and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade?"

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark. This equalled an A". After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career."



My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were \$70!!! Blow this, I thought, I can get one cheaper off the web.



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Volkswagen quick fix

Volkswagen have been working furiously to rectify their emissions problem. This new model should be in the dealers soon:



During a visit to my doctor, I asked him, "How do you determine whether or not an older person should be put in an old age home?"

"Well," he said, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the person to empty the bathtub."

"Oh, I understand," I said. "A normal person would use the bucket because it is bigger than the spoon or the teacup.."

"No" he said. "A normal person would pull the plug. Do you want a bed near the window?"



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