



Photo: Jody Seabright

WHEELSPIN

November 2015

www.hccc.org.nz

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COVER PHOTO

The Phoenix rises from the ashes at Wairarapa

Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

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

Note: — anyone is welcome to attend committee meetings.

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

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

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

DEADLINE

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

Clubnight

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

TUESDAY

due to the 1841 having a big double booking on our normal Wednesday night Bonus being Tuesday is Steak night so
\$20 for steak includes a free drink

the 3rd November 2015 @7:30

**Guest speaker this month — Brent Sellens.
Toyota 86 racing series and his project build 86.**



Kind of a "one hit wonder" month for me this last month. I've officiated at an event, but not entered, and only actually entered one event (Rally Wairarapa).

I was chief scrutineer for Shelly Bay, but decided not to enter it this year, as the Corolla was at gravel height, and I wasn't game enough to risk entering Shelly Bay on what would be potentially quite a wobbly Corolla, and just before Rally Wairarapa. Having spent so much time and money getting ready for the rally, I'd feel a bit stupid if I nerfed a bank at Shelly Bay only two weeks out from the event that I'd been getting the car ready for, for so many months.

Although Cam didn't have the same willpower, as he came along on Saturday to help with scrutineering, and then decided to enter at the last minute!

The weather was seriously not tropical, such high winds on the Sunday that I had to strategically park my car, so that the doors didn't get blown off when I opened them. As well as quite a bit of rain.

Somewhat stupidly, I decided to head around to take some photos at the lighthouse.

That worked for practice run, and then my camera decided that it had had enough of the rain, packed a little sad and stopped working. Luckily after a week in the hot water cupboard, it came back to life again. This type of use is however, why I buy second hand camera's for about \$200 or so. That way, if something horrible happens to them, I don't really lose any sleep over it. With the amount of photos I've taken at dusty gravel events, and events in the rain, it really isn't worth my having a decent camera.

I believe the drama at Shelly Bay may have been limited to Alan Austin ending up perched on the side of the road, having been saved from becoming a Beach Boy, by a fortunately placed flax bush. Webster reported that he was emptying the contents of the radiator out of the flying panda throughout the day, so it sounds as though he might have done a head gasket.

For the same reasons as Shelly Bay (tall suspension, not wanting to risk the car) I also sat out the final HVMC Trentham Autocross for the year.

So my focus, and main event has been Rally Wairarapa, since about the point where Graeme Swan volunteered himself for the silly seat duties.

I had a whole bunch of heavy duty plastic riveted to the underside of the car, to reduce further gravel rash, as the floor of the car has taken a good old hammering over all the years of racing on various surfaces. I don't want to get to the point where I'm going to have to start replacing the floorpan to get through a WOF, so the extra protection was well overdue already.

The Rallysafe unit went in, so now I've got a little plastic box on the roof, and yet more wiring running around the rollcage! It is starting to look quite technological around the inside of the car, with wiring for one intercom, a completely different intercom fitted, and now a collection of rallysafe wiring.

Pretty much every other part of the car ended up with something cable tied, taped, bungie corded, or some combination of all of the above attaching things to the car. Cos you need tools, jack, first aid kit, tow rope, safety triangle, wheelbrace, and a spare wheel when you're rallying. Not to mention somewhere to put the helmets during touring stages. All of which makes the inside of a Corolla a very busy place.

Graeme and I both took the Friday of the rally off work, so that we could get doco out of the way nice and early in Masterton, as with the event starting on Saturday morning in Manawatu this time, we were going to end up driving all the way to Palmerston North, from Masterton straight after doco.

The Paihiatua Track is less fun than usual when you're in a very loaded up Corolla, on rally tyres.

But we eventually got to Palmerston, gassed up the car, filled up the spare petrol containers, and then caught up with a couple of the Manawatu Car club guys for a pub dinner.

I had my usual issues sleeping, so started off Saturday having had a whopping two or three hours sleep, scoffed down a small handful of Panadol, and bravely ventured forth in the rain to the rally start. We arrived miles early (just in case) so had a wander around, looked at the cars lining up, and caught up with Adam and Jilly.

We were seeded second to last on the road, with Brian Craig and Gayle behind us, and an unknown crew in a Datsun 1200 in front of us. Had a bit of a chat to the guy in the Datsun before the start, and he said that if we caught him, he'd just get out of our way. I re-assured him that as I was only there on my first rally, if by some miracle we did catch him, I wasn't in any panic about getting past, so he didn't need to feel under any obligation to put himself in harms way for our benefit.

Did I mention the rain? Well, there was still quite a bit of that. Graeme had warned me that traction would be a bit variable on a wet road, which was good to know, as I've never driven on wet gravel before.

Man, he was not kidding.

The Corolla was behaving excellently, with brand new rubber on the front, and quite well worn rubber on the back. I could get a good oversteer going at will, which meant that you could set it up nicely, and tuck into corners pretty well. But there were some absolutely heart stopping moments in that stage where we'd hit sections of clay, and just keep it on the gas, while hoping that some sort of traction was eventually going to turn up.

To my great surprise, we caught the Datsun less than 10km in to the 19km stage. We could smell him before we saw him, as it seemed to be burning quite a bit of oil! Being behind the Datsun on one particular corner was probably lucky, as it was like a nice big stretch of lino with vaseline on it! He hopped out of the way (thanks Rallysafe Push to Pass feature), and we carried on.

I have to say that I was really struggling to get my head around doing a 19km stage, as that is typically the entire race-on-gravel duration that I will be doing at an event, much less just the first stage of the day. So when Graeme told me how (actually how few) km we were into the stage, I didn't believe what I'd heard, and had him repeat it back to me.

Then the second stage was a whopper at 30km! Man, that took some getting my head around. It was Ridge Road, which I knew some of from having been in the silly seat with Brian for the previous couple of years. This meant I knew how big some of the drop offs were. I definitely didn't attack this stage all that hard, as I was trying to keep in mind the whole day, that the goal was to complete the entire event, not to get too worried about being competitive my first time out on gravel. Plus, just to help throw me off balance a bit, I'd forgotten to plug in my intercom again. So that was a bit of an act of genius. Luckily the Corolla is actually really quiet inside, so there were no worries hearing Graeme in the stage.



The mud on this stage near the start was pretty bad, so we were slip sliding around most of the time, even with my fairly conservative approach. We had some intermittent showers through the stage, so it really wasn't drying out at all. We were about four km from the end of the stage, when there was a bit of a tightening left, after a decent third gear section. So I made the typical rookie front wheel drive pilot mistake of hitting the brakes and trying to steer at the same time. Since we were on a surface composed mostly of "glug", that didn't go at all well. We slid into a bit of a drain on the outside of the corner before I came to my senses and remember "if in doubt power out" got off the brakes, and just turned to get us out of the muck. We got away with it, and it really was just a 10kph spludge into mud moment, and then carried on with the driver side wheels full of mud, after losing a couple of seconds coming to a halt and carrying on.

Definitely a bit of a different experience to a gravel sprint, where you do all the corners slowly to learn them, and then attack them as you get familiar with the course. You had to take your best guess, at every corner, for the entire day. Not all of your guesses are right!

We returned to service, chucked 20l of gas in (50km of stage distance = lots of fuel drunk), Neil

pulled the driver side front wheel off, to empty the mud out, and we got ready to run those two stages again.

The second run through each stage, it had chewed out quite badly, so we were grading with the sump guard a lot of the time, and having to do our best to not get dragged into the badly dug out slow corners (of which there were a few). The rain had stopped, so at least it was drying out a bit.

I found a little bit more speed on each stage, as I was learning to drive downhill on gravel for the first time that day, so my level of paranoia was dropping from "all of the fear" down to "quite seriously nervous". Because pretty much all the events that I've done on gravel (which is only in the last year) have been uphill! There are a couple of bits of up and down on Gladstone Road, but everything else is basically a hill climb. The only "WTF" (doesn't stand for Wednesday Thursday Friday by the way) was during the second run of Ridge Road, where we encountered a large turkey in the middle of the road. I took evasive action, as I am pretty sure that a turkey while it would be delicious, would not play nicely with a radiator.

Back to service again, and put about 19l of petrol in the car. At this point, I was starting to get my head around the idea that I had a service crew, so I should get out of the damn way, and let them get on with their job, because they know exactly what they need to do, and go and get some food and water into myself (along with more Panadol). We didn't seem to be chewing up the tyres, so we just kept the same rubber on the car. Despite this being only the first four stages of eight, it was about 2/3 of the competitive distance done already. So we did the tour back over Paihiatua Track again, and back over into the sun of the Wairarapa. Sunglasses went on, and stayed on for the rest of the day.

The two double-run Wairarapa stages were almost like a completely different event. Warm, dry, fast, and very heavily gravelled.

This was where I was no longer learning about rallying downhill, this was where I was learning about going fast on gravel. I've hardly got into third during a gravel sprint, and suddenly we're hauling down a road at full noise in fourth, and actually attacking corners while in third gear with the back wandering around. Just about every other event I've done, corners are something that you do in second gear.

The first few minutes of stages 5 and 7 (same road repeated) are basically as fast as you can find the brave pills and the power. So we were hauling over brows at full noise in fourth gear (or at least, on the brows where Graeme was telling me that it was straight over brow). To say that this is a new concept to me, is rather an understatement. That stage (if I recall correctly) had one particular heart attack moment in it, where there's one medium paced corner after a long fast section. It sneaks up on you quite a lot, as there was a car stuck in the scenery a good distance from the road on that corner (their Rallysafe had come to a bad end, so we didn't get an alert). When we arrived into that corner the first time, I didn't realise quite how much we actually needed to slow down, so we went around that corner a bit quicker than was sensible, and I had one hand resting lightly on the hydraulic handbrake, just in case the corner tightened any further, and we needed to hit the scenery backwards (because that's cheaper).

Stages 6 and 8 (same road repeated) at North Road are a bit of fun. There's a mix of tarmac and gravel through the stage, and it finishes on a high speed tarmac section. We crossed the finish line at full noise in fifth gear. Goodness only knows how fast the cars that actually have power are going by that point.

We finished the rally intact, ahead of a couple of cars, and with a whole lot of extra gravel experience under the belt.

Thanks to Graeme for silly seat duties, John Raptis for car prep / building duties. Then of course on the day, Neil, Al and Webster who were performing service duties for both Brian's car and mine.

Now I just need to panel beat my sump guard straight again! Then figure out when we can do it again, as apparently there's no Wairarapa in 2016, which is a major bummer. Might consider

running on notes next time, as I think there's some more speed to be had when you know what is coming up around the corner.

Unfortunately due to a problem getting the paddock in Tauherenikau for the Women in Motorsport autocross, we had to postpone that.

Next autocross is November 22nd, and we'll be running a competition within a competition there for couples.

Don't forget, November Clubnight is TUESDAY, not Wednesday, because 1841 took a big booking that evening, and forgot about us. So we're going to be a day early this month. Then on the Wednesday that would normally be Clubnight, we're going to the Go-Karts instead.

That's me signing off for another month. See you somewhere with cones, and high vis vests.

Leon

Wednesday 4th November is a Go Karting session at the new Daytona in Porirua.

Daytona Raceway, 6 Mohuia Cres, Elsdon

(Note: this is not the place we've been before, it's a new venue, and a new company to the area).

\$40 for a 40 lap (per driver) teams race.

We need 14 people to run a teams race.

Start gathering at 7pm for a 7:30 start time.

This is the day of our usual Clubnight, as we've shifted our usual Clubnight to Tuesday 3rd of November as a one-off.

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Shelly Bay 2015							Timed Runs					Ranking Overall	Class Ranking						
Order	Car No.	Class	Driver	Club	Car	Capacity cc	Practice	1	2	3	Fastest		A	B	C	D	E	F	G
14	28	E	Danny Pleard	HVMC	Mirage 4WD	2000 T	00:01:32.32	00:01:17.90	00:01:19.45	00:01:52.77	00:01:17.90	1							
7	7	D	Ryan Stevens	Wellington	RX7	3978	00:01:28.62	00:01:24.62	00:01:21.16	00:01:20.07	00:01:20.07	2			1				
15	63	B	Andrew Thomas	HVMC	Corolla Gti	1600	00:01:25.73	00:01:22.60	00:01:23.52	00:01:20.21	00:01:20.21	3	1						
9	22	D	Alan Austin	South Taranaki	RX7	4000	00:01:30.04	00:01:26.07	00:01:21.63	00:01:20.36	00:01:20.36	4			2				
1	1	E	Dave Ross	Wellington	Lancer Evo 3 RS	2000 T	00:01:25.79	00:01:21.17	00:01:22.50	00:01:20.48	00:01:20.48	5				2			
13	23	D	Webster Gough	HCCC	Starlet GT	1331 T	00:01:34.55	00:01:30.09	00:01:26.60	00:01:21.97	00:01:21.97	6			3				
10	12	B	Dave Graham	Wellington	Datsun 1200	1500	00:01:32.31	00:01:25.81	00:01:24.63	00:01:22.81	00:01:22.81	7		2					
17	181	A	Don McLean	Wellington	Barina	1298	00:01:31.05	00:01:28.02	00:01:27.57	00:01:24.08	00:01:24.08	8	1						
3	3	E	Geoff Warren	HVMC	Subaru WRX	2000 T	00:01:34.20	00:01:25.54	00:01:25.91	00:01:24.23	00:01:24.23	9				3			
12	17	D	Tim Sillay	HVMC	RX7	3978	00:01:31.28	00:01:28.05	00:01:26.41	00:01:24.55	00:01:24.55	10			4				
4	4	D	Nigel Sommerfield	HCCC	Pulsar VZ-R	1596 T	00:01:39.30	00:01:30.45	00:01:28.05	00:01:28.85	00:01:28.05	11				5			
8	8	B	Greg Hart	HVMC	Toyota Levin	1600	00:01:38.62	00:01:30.85	00:01:30.91	00:01:28.27	00:01:28.27	12		3					
11	14	D	Seb Francoe	HVMC	N14 Pulsar	3397	00:01:45.57	00:01:39.02	00:01:34.02	00:01:29.71	00:01:29.71	13				6			
16	30	E	Cam Garthwaite	HCCC	Mitsubishi	3400	00:01:45.57	00:01:33.14	00:01:33.79	00:01:29.91	00:01:29.91	14					4		
18	240	D	Rob Cuttle	Wellington	Datsun 240Z	2800	00:01:40.06	00:01:35.90	00:01:32.84	00:01:32.10	00:01:32.10	15				7			
2	2	B	Haydn Perkins	HCCC	Mirage	1590	00:01:48.52	00:01:38.23	00:01:35.68	00:01:35.03	00:01:35.03	16		4					
6	8	C	Richard Leggett	Hamilton	BMW 320i	1999	00:02:07.07	00:01:43.44	00:01:36.62	00:01:36.52	00:01:36.52	17			1				
5	6	D	Stephen Heise	HCCC	Falcon	3984	00:01:45.84	00:01:42.04	00:01:41.02	00:01:41.66	00:01:41.02	18				8			
19																			
20																			

DAYBREAKER RALLY WAIRARAPA

Daybreaker Rally Wairarapa 2015

Our planning for this rally started about a week after the 2014 Daybreaker had finished. Leon had e-mailed me asking what I was up to and was dropping a couple of subtle hints (yes Leon can be subtle!). Now I haven't held a rally licence for 8 years, hadn't been a club member for a couple of years and had sold all of my race gear (it shrunk in the wardrobe, honest), but I wasn't going to let that stand in the way of me competing in a rally again. Leon and I had talked about entering a rally a couple of times, a few years ago we even went to look at a N12 Nissan Pulsar (early 1980's model), unfortunately the floor was made of Swiss cheese and there was a monkey with a hammer in the engine (it had run a bearing), so we went no further. Leon had been converting the Corolla to a gravel set up and competing in local gravel sprints with some success, so the major focus was not letting him sell the car over the next 12 months. With this achieved we need to make a few small modifications to the car in order to enter a rally. We needed a new fire extinguisher (2kg with twin straps), first aid kit and had to fit a mount and wire in the RallySafe system. Luckily this unit also has a trip meter function so we didn't need to purchase an expensive dedicated tip meter. Leon decided to add a couple of go fast bits like a WRC style hydraulic hand brake and fit the 6 speed gear box as it had closer ratios and would give us better acceleration out of the corners. Throw in some new front shocks, a fresh set of rally tyres and some under floor protection and we were ready to go.



This was the 5th time I had entered Rally Wairarapa, the first being in 2003 as a driver, then co-driving in 2004, 2005 & 2007, and this was my first rally in a front wheel drive vehicle. For Leon it was the other way around, co-driving in 2004, 2011, 2012, 2013 & 2014 but 2015 being the first time he had driven the rally. This year's rally was a one day event run over 8 special stages, 4 stages each used twice. With documentation taking place in Masterton on Friday afternoon and the actual start in Pohangina, just north of Ashurst, on Saturday morning, we decided to overnight in Palmerston North rather than drive to the start at sparrows fart.

Also a first for this rally was use of the RallySafe system to clock in and out of controls, this meant that you didn't need to hand your time card over at the start of the stage, the system knew when you were in a control zone and you simply entered your time onto the card. At the end of the stage there was no need to hand the card over either, the RallySafe computer displayed your stage time on the screen. This means a little more work for the co-driver but the event organisers need less people to run the event.

Our aim for this rally was to to have some fun and get to the finish, times and placing were irrelevant, as long as we finished in one piece and had a smile on the dial. We also decided not to use stage notes, but to rather drive blind and rely on the route book.

We were seeded at 72 on the road so had a leisurely start time of 8.47am, it had rained over night, but the forecast was for it to clear up as the day went on.

SS1 Utuwai was 19km in length and started with an uphill section before working its way along a ridge top then ran down through a twisty gorge before opening to a fast finish. Despite a lack of grip due to the wet conditions Leon got into the swing of things early on in the stage and at 8.5km we caught and passed the Datsun 1200 Coupe that started in front of us.

The SS2, Ridge Rd, was the longest of the rally at 31km, tight and twisty along a ridge line then dropping back down to the finish at Pohangina. Leon once again got into the groove and started to read the road really well, looking out for braking marks. Things were going well till we hit the downhill section near the end of the stage and locked the brakes going into a left hander, we under steered into the bank but luckily gently bounced back on to the road with only dented pride and some mud in the wheels.

Stages 3 & 4 were a repeat of 1 & 2, except this time they had dried out a little, this was offset by the fact that 140 vehicles had now been over them so they were badly cut up. Much of SS4 was spent grading the road with the sump guard. Leon was really in the swing of things by now, taking a whopping 30 and 50 seconds off his stage times respectively.

The next group of stages were back in the Wairarapa, where it appeared that the sun had been shining all day as the roads were dry and dusty. Once again it was a loop of 2 stages repeated twice,

SS5 & 6 were in complete contrast to the mornings stages, they were both dry and dusty and very very fast, or as Leon would say "medium in the Corolla". SS5 starts out very fast and flowing with a few blind crests and fast open corners to test your commitment. We were now starting to swap stage times with an AE86 and a B310 Datsun, all very encouraging stuff.

SS6 was a mixture of tarmac and gravel, the finish was a flat out stretch of tarmac, we now know that when you are on the rev limiter in 4th gear you are doing 150kp/h in the Corolla, it took a very brave Leon to grab 5th and keep his foot up it across the finish line.

With stages 7 & 8 being a repeat of 5 & 6, we know what we were in for, Leon must have taken some more brave pills as he up the speed and attacked the stages. We only had one small moment in the afternoon where we came over a crest and into a tight right hander a little too hot, Leon went for the hand brake but we managed to drag ourselves around the corner without incident. Once again he improved his stage times and this time we were well above 160pk/h across the finish line of the last stage.

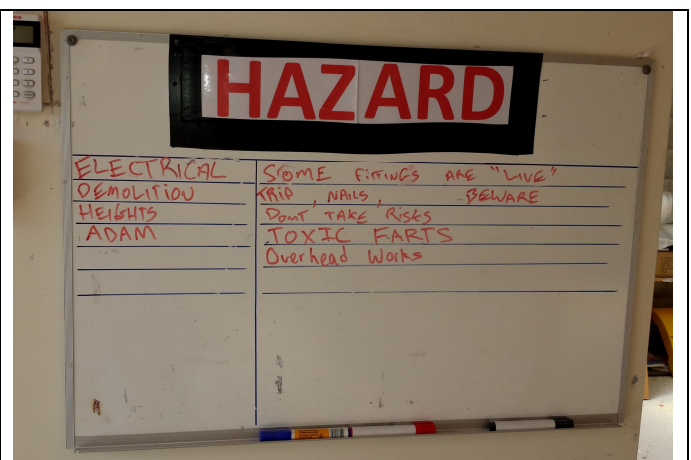
We ended up finishing in 53rd place overall and 5th in class B, a very satisfying result. Leon drove an excellent rally in what is a fairly standard car.

All in all a great day, thanks to Leon for getting me off the couch and back into a rally car, Albaru, Neil & Webster for servicing, and all of the organisers, officials and volunteers for making the event happen, and to Jilly and Adam for the loan of some overalls and helmet.

Cheers

Graeme Swan

(now semi-retired co-driver)



A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time....

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

October	3		Rally		Wairarapa	NZRC
	10		Race - Bathurst			
	11		Race - Bathurst Autocross (Female entries only)	Harbour Capital	Tauherenikau	
	25	WG/JR	Sealed Sprint	Hutt Valley	Port Road, Seaview	DM/Sc
November	1		Sealed Sprint Sealed Sprint	Wairarapa Dannevirke	Admiral Road Blairgowrie Road	DM/Sc
	7	DE	Sprint (Road and Track Series)	Manawatu	Manfeld	
	8		Gravel Sprint	Levin	Waiorongomai Road	GS
	14		Race - MG Classic	MG	Manfeld	
	15		Race - MG Classic	MG	Manfeld	
	16		WMSA Meeting (Calendar)		HVMC Clubrooms	
	19	All	Stewards Meeting		Stokes Valley	
	22		Autocross	Harbour Capital	Tauherenikau	KN
	29		Gravel Sprint	Wairarapa	Dorsets Road	GS
December			Circuit Sprint (The Surgery)	Alfa	Manfeld	IM
	19	PT	Circuit Sprint (Road and Track) Xmas Autocross	Manawatu Dannevirke	Manfeld Weir property	
2016						
January	16		Gravel Sprint (Rd 1)	Dannevirke	Millstream Road, Weber	DCCGS
February	13		Gravel Sprint (Rd 2)	Dannevirke	Pahaheke Road, Kumeroa	DCCGS
March	19		Gravel Sprint (Rd 3)	Dannevirke	Otaria Road, Dannevirke	DCCGS
April	16		Gravel Sprint (Rd 4)	Dannevirke	Tararua Road, Pahiatua	DCCGS
May	21		Gravel Sprint (Rd 5)	Dannevirke	Nae Nae Road, Mangamaire	DCCGS

Abbreviations

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

Levin

Levin
Hutt Valley
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Kapiti
Wairarapa
MG
Intermarque
Dannevirke

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Stewards

AW	Alan Wright
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
PT	Paul Te Punga
SM	Stephen Marks
TS	Tracey Stringer
WG	Wayne Gair

I went to the cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed 4 grave diggers walking about with a coffin, 3 hours later and they're still walking about with it. I thought to myself, they've lost the plot!!

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	Waioromgomai 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

Ban on use of aftermarket aluminium wheel nuts

With effect from 1 November 2015 have been banned from use on road vehicles. The NZTA has amended the in-service VIRM (WoF inspection manual) to include aftermarket wheel nuts made from aluminium as a reason for rejection .

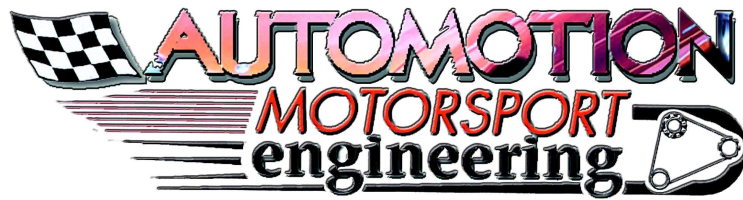


Low Volume Certified vehicles have been prevented from having aftermarket aluminium wheel nuts since 2014, this ban is the result of a fatal accident in 2014 where aftermarket aluminium wheel nuts failed allowing a wheel to part company with the vehicle causing it to veer into the path of an oncoming truck.

Graeme Swan

Sector Specialist – Repair

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Hard to argue with this:

A German's View on Islam – well worth reading.

This is one of the best explanations of the Muslim terrorist situation I have ever read. His references to past history are accurate and clear. Not long, easy to understand, and well worth the read. The author of this email is Dr. Emanuel Tanya, a well-known and well-respected psychiatrist. A man, whose family was German aristocracy prior to World War II, he owned a number of large industries and estates. When asked how many German people were true Nazis, the answer he gave can guide our attitude toward fanaticism.

'Very few people were true Nazis,' he said, 'but many enjoyed the return of German pride, and many more were too busy to care. I was one of those who just thought the Nazis were a bunch of fools. So, the majority just sat back and let it all happen. Then, before we knew it, they owned us, and we had lost control, and the end of the world had come.'

'My family lost everything. I ended up in a concentration camp and the Allies destroyed my factories.'

'We are told again and again by 'experts' and 'talking heads' that Islam is a religion of peace and

that the vast majority of Muslims just want to live in peace. Although this unqualified assertion may be true, it is entirely irrelevant. It is meaningless fluff meant to make us feel better, and meant to somehow diminish the spectre of fanatics rampaging across the globe in the name of Islam.'

'The fact is that the fanatics rule Islam at this moment in history. It is the fanatics who march. It is the fanatics who wage any one of 50 shooting wars worldwide. It is the fanatics who systematically slaughter Christian or tribal groups throughout Africa and are gradually taking over the entire continent in an Islamic wave. It is the fanatics who bomb, behead, murder, or honour-kill. It is the fanatics who take over mosque after mosque. It is the fanatics who zealously spread the stoning and hanging of rape victims and homosexuals. It is the fanatics who teach their young to kill and to become suicide bombers.'

'The hard, quantifiable fact is that the peaceful majority, the 'silent majority,' is cowed and extraneous. Communist Russia was comprised of Russians who just wanted to live in peace, yet the Russian Communists were responsible for the murder of about 20 million people. The peaceful majority were irrelevant. China's huge population was peaceful as well, but Chinese Communists managed to kill a staggering 70 million people.'

'The average Japanese individual prior to World War II was not a warmongering sadist. Yet, Japan murdered and slaughtered its way across South East Asia in an orgy of killing that included the systematic murder of 12 million Chinese civilians; most killed by sword, shovel, and bayonet. And who can forget Rwanda, which collapsed into butchery? Could it not be said that the majority of Rwandans were 'peace loving'?

'History lessons are often incredibly simple and blunt, yet for all our powers of reason, we often miss the most basic and uncomplicated of points: peace-loving Muslims have been made irrelevant by their silence. Peace-loving Muslims will become our enemy if they don't speak up, because like my friend from Germany, they will awaken one day and find that the fanatics own them, and the end of their world will have begun.'

'Peace-loving Germans, Japanese, Chinese, Russians, Rwandans, Serbs, Afghans, Iraqis, Palestinians, Somalis, Nigerians, Algerians, and many others have died because the peaceful majority did not speak up until it was too late.'

'Now Islamic prayers have been introduced in Toronto and other public schools in Ontario , and, yes, in Ottawa , too, while the Lord's Prayer was removed (due to being so offensive?). The Islamic way may be peaceful for the time being in our country until the fanatics move in.'

'In Australia, and indeed in many countries around the world, many of the most commonly consumed food items have the halal emblem on them. Just look at the back of some of the most popular chocolate bars, and at other food items in your local supermarket. Food on aircraft have the halal emblem just to appease the privileged minority who are now rapidly expanding within the nation's shores.'

'In the U.K, the Muslim communities refuse to integrate and there are now dozens of "no-go" zones within major cities across the country that the police force dare not intrude upon. Sharia law prevails there, because the Muslim community in those areas refuse to acknowledge British law.'

'As for us who watch it all unfold, we must pay attention to the only group that counts - the fanatics who threaten our way of life.'

Lastly, anyone who doubts that the issue is serious and just deletes this email without sending it on, is contributing to the passiveness that allows the problems to expand.

Extend yourself a bit and pass this on. Let us hope that thousands world-wide read this, think about it, and pass it on before it's too late, and we are silenced because we were silent!!!

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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

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4age starter motor \$40

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

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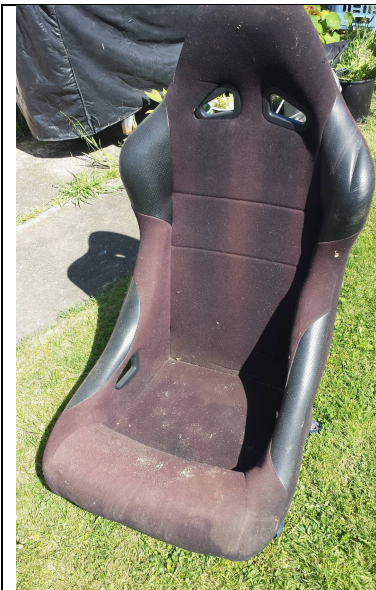
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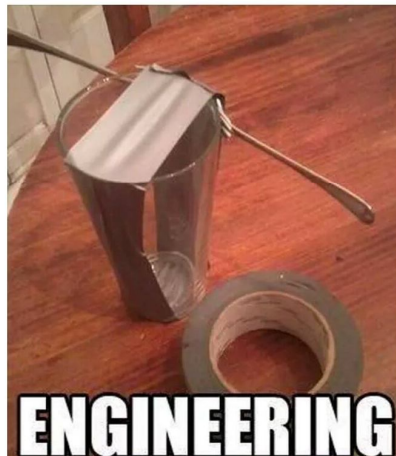
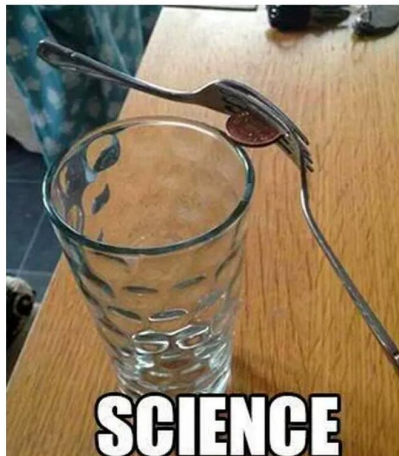
A little bit sun faded but in good physical condition.

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\$100 the pair.

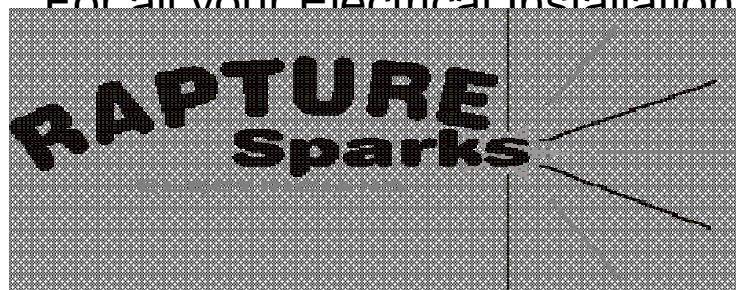
Science vs. Engineering



Sealed Autocross - William Durant Drive, Trentham

No	Driver	Car	Club	Class	Practice	Run 1	Run 2	R un 3	FTD	OA Place	Class EOD	Class ENOD	Class 4WD
3	Tim Steeneken	MR2	HVMC	EOD	1.12.72 *	.03.43	1.01.75	1.02.03		1.01.75	1	1	
20	Brad Doughty	CRX	HVMC	EOD	1.09.00	1.11.78	1.07.88 *	03.03		1.03.03	2	2	
16	Sam Duncan	WRX	HVMC	4WD	1.04.44	1.03.53	1.03.22	dq		1.03.22	3		1
5	Geoff Warren	WRX	HVMC	4WD	1.06.16	1.04.25	1.03.53	1.04.41		1.03.53	4		2
10	Shane Atkinson	Civic	HCCC	EOD	1.18.97	1.08.81	1.05.90	ww		1.05.90	5	3	
11	Max Kempthorne	Pulsar	HVMC	EOD	1.10.06	1.07.28	1.07.13	1.06.28		1.06.28	6	4	
14	Andrew Lamb	Lantis	HVMC	EOD	1.07.59	1.07.97	1.06.47	1.07.28		1.06.47	7	5	
35	Kyle McLennan	Silvia		ENOD	1.16.53	1.08.75	1.08.47	1.06.97		1.06.97	8		1
23	Stephen Samuelu	Corolla	HCCC	EOD	1.09.37	dq	1.07.10	1.14.56		1.07.10	9	6	
33	Russel Cloughley	BMW 328i	HVMC	ENOD	1.11.66	1.08.57	1.13.32	1.08.25		1.08.25	10		2
7	Cathy Reid	Mirage	HVMC	EOD	1.13.87	1.10.91	1.09.66	1.08.75		1.08.75	11	7	
28	Dave Tubb	Starlet	HVMC	ENOD	1.11.22	1.09.72	1.09.16	1.09.41		1.09.16	12		3
30	Nathan Spencer	Skyline	HVMC	ENOD	1.19.75 *	.09.22	1.09.94	1.09.34		1.09.22	13		4
6	Bill Peacock	MR2	HCCC	EOD	1.19.43	1.11.47	ww	1.09.50		1.09.50	14	9	
26	Cas Parker	Lantis	HVMC	EOD	1.13.66	1.15.19	1.10.06	1.09.50		1.09.50	15	9	
44	Tony Paterson	VR4	HVMC	4WD	1.20.12	1.12.18	1.14.16	1.09.62		1.09.62	16		3
19	Joshua Wood	MX5	Wgtn	EOD	1.15.40	1.10.78	1.10.00	1.10.66		1.10.00	17	10	
17	Jared Rush	City Turbo	HVMC	EOD	1.12.75	1.11.56	1.10.19	1.10.31		1.10.19	18	11	
42	Stephen Heise	Falcon	HCCC	ENOD	1.18.69 *	.16.2	* 1.10.34	1.12.82		1.10.34	19		5
15	Dick Butters	Impreza	HCCC	4WD	1.13.29	1.12.62	1.10.56	1.10.38		1.10.38	20		4
2	Sam Baker	Mazda	HVMC	EOD	1.15.00	dnf	1.13.28	1.10.97		1.10.97	21	12	
36	Tony Wood	MX5	Wgtn	EOD	1.14.72	1.16.59	ww	1.12.40		1.12.40	22	13	
29	Jenn Reasoner	RX7		ENOD	1.16.87	1.31.4	* 1.13.07	1.13.16		1.13.07	23		6
1	Isaac Blomfield	City Turbo		EOD	1.20.25	1.15.87	1.13.84	1.13.22		1.13.22	24	14	

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Trials

Hello folks

Below is the points table for the WMSA (Wellington Motor Sport Association) 2015 car trials series. Congratulations again to the 2015 champions, Cathy & Mike Reid of Hutt Valley Motorsport Club.

This is my last email as trials series co-ordinator. Fifteen years is long enough – time for someone else to pick up this baton & run with it.

I'm pleased to have been able to make a small contribution to the survival of car trialling as a branch of motorsport in the Wellington region. Thanks to all of you (and many others) who have participated over this time, as organisers and competitors and helpers.

I'm happy to talk with anyone who might be willing to take over as co-ordinator, and to hand over the contacts list and other information that might be useful. It's not an onerous job, but it could benefit from some fresh enthusiasm & ideas.

I look forward to continuing to take part in events. See you next year (I hope!).
Over out! Cheers, John

		May	August	September	Total
1=	Cathy Reid	20	20	16	56
1=	Mike Reid	20	20	16	56
3=	Dave Jennings	13	16	20	49
3=	Mark Jennings	13	16	20	49
5=	John Tennent	9	20	9	38
5=	Brian Craig	9	20	9	38
5=	AJ Martin	16	11	11	38
5=	John Rapley	16	11	11	38
9=	Gordon Gandy	20	13		33
9=	Sue Gandy	20	13		33
9=	Denise Gandy	20	13		33
12=	Julian McMullan	11		20	31
12=	Liam McMullan	11		20	31
14	Jilly Hutson		20	9	29
15=	Tim Dempsey	7	8	10	25
15=	Bill Pearce	7	8	10	25
17=	Marjorie McKee		9	13	22
17=	Andrew Bartle		9	13	22
17=	Cameron Bartle		9	13	22
17=	Max Bartle		9	13	22
21	Hilary Gandy	20			20
22=	Bill Peacocke		10	8	18
22=	Murray Milner		10	8	18
24	Jessie Jennings		16		16
25=	Ben Stockbridge		15		15
25=	Diane Stockbridge		15		15
27	Marika Allen-Jennings	13			13
28	Lauren Harris	11			11
29=	Josh Keith	10			10
29=	Bernie Keith	10			10
31=	Max Kempthorne	8			8
31=	Glen Clemas	8			8
33=	Neil Gandy	5			5
33=	Bruce McHardy	5			5

A North Island police station received this question from a resident through the feedback section of a local Police website:

“I would like to know how it is possible for police officers to continually harass people and get away with it?”

In response, a sergeant posted this reply:

First of all, let me tell you this ... it's not easy. In the Palmerston North and rural area we average one cop for every 505 people. Only about 60 per cent of those cops are on general duty (or what you might refer to as “general patrols”) where we do most of our harassing.

The rest are in non-harassing units that do not allow them contact with the day to day innocents. At any given moment, only one-fifth of the 60 per cent of general patrols are on duty and available for harassing people while the rest are off duty. So, roughly, one cop is responsible for harassing about 6000 residents.

When you toss in the commercial business and tourist locations that attract people from other areas, sometimes you have a situation where a single cop is responsible for harassing 15,000 or more people a day.

Now, your average eight-hour shift runs 28,800 seconds long. This gives a cop two-thirds of a second to harass a person, and then only another third of a second to drink a Massey iced coffee AND then find a new person to harass. This is not an easy task. To be honest, most cops are not up to the challenge day in and day out. It is just too tiring. What we do is utilise some tools to help us narrow down those people we can realistically harass.

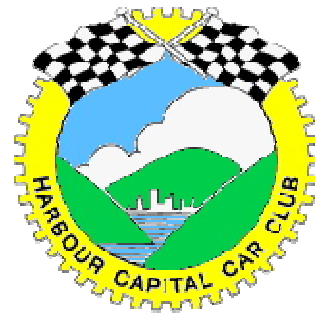
PHONE: People will call us up and point out things that cause us to focus on a person for special harassment. “My neighbour is beating his wife” is a code phrase used often. This means we'll come out and give somebody some special harassment. Another popular one is, “There's a guy breaking into a house.” The harassment team is then put into action.

CARS: We have special cops assigned to harass people who drive. They like to harass the drivers of fast cars, cars with no insurance or drivers with no licences and the like. It's lots of fun when you pick them out of traffic for nothing more obvious than running a red light. Sometimes you get to really heap the harassment on when you find they have drugs in the car, they are drunk, or have an outstanding warrant on file.

LAWS: When we don't have phone or cars, and have nothing better to do, there are actually books that give us ideas for reasons to harass folks. They are called “statutes”. These include the Crimes Act, Summary Offences Act, Land Transport Act and a whole bunch of others... They spell out all sorts of things for which you can really mess with people. After you read the law, you can just drive around for a while until you find someone violating one of these listed offences and harass them. Just last week I saw a guy trying to steal a car. Well, the book says that's not allowed. That meant I had permission to harass this guy.

It is a really cool system that we have set up, and it works pretty well. We seem to have a never-ending supply of folks to harass. And we get away with it. Why? Because, for the good citizens who pay the tab, we try to keep the streets safe for them, and they pay us to “harass” some people.

Next time you are in Palmerston North, give me the old “single finger wave”. That's another one of those codes. It means, “You can harass me.” It's one of our favourites.



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Leon's fotos from Shelley Bay



Geoff Warren's from Wairarapa

