

WHEELSPIN

October 2015

www.hccc.org.nz

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COVER PHOTO

Neil ready to go at Trentham!

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)

Wednesday the 7th October 2015 @7:30

Guest speaker this month — Bernie Keith

Talking about organising & running Motorsport events. After many tears Bernie has a lot of great stories to tell!



A remarkably busy month has rushed on past.

I started out heading up to Manfeild to have a play at the Motorkhana and Autocross duet, running on the back track. There was apparently a bit of a foul up in the advertising for this event, which resulted in half the field turning up on Saturday, for a Sunday event. This had a big effect on the Sunday turnout, with only about fifteen cars in attendance. Most of the field were drifters, and had a few difficulties in navigating their way around the slaloms. Either that, or they were just playing, and didn't really care about completing the course or not ... I have my suspicion that from the sounds of cars sitting on the rev cut, that there was quite a lot of play taking place.

The downside of that is that it took several hours to get through four motorkhana courses that should have taken around half that time. This meant that the looming weather had started looming a lot more seriously by the time that we got around to the autocross portion of the day. I came in second in the motorkhana portion of the day, behind Craig in the Mivec Mirage, with Lee Jeneway behind us his 200SX (more commonly seen up at Tauherenikau).

There was a small intermission, whilst they set up the autocross portion of the day, and we got underway in misty rain. It was quite a decent little course, with some good challenging evil late apexes set up with cones, and all made a bit more exciting by the more slippery than usual track. I have to admit, that basically I lucked out and got a relatively dry run on my first run, and didn't hit any cones. This put me in first place on the autocross, and there I was to stay for the day.

My second run was a bit more exciting, if not as successful. I had Lee in the silly seat with me, and it turned out to be a bit sillier than intended. I'd been giving the car a bit of a feint into one of the chicanes to get the back to come around, and set me up for the exit. Right up until that point, this technique had been working pretty well.

Unfortunately it didn't go quite so well on the run where I had an in-car witness (and two cameras). The Corolla rotated nicely the required 10 degrees. Then rotated about another hundred degrees past that point, and we wiped out the chicane good and proper. The in car commentary was "I think we might have hit that", and then some nervous laughter.

So much for my thinking that it was going to be the drifters holding up proceedings ... nope, it was an overly ambitious bit of Leon driving that "adjusted" the course a bit.

I would point out in my defence that Lee cursed us, because he said he felt quite safe in a car with me driving. After him saying that before the run, it's a miracle we actually made it through the run having only hit one chicane.

For some reason, Lee decided rather gleefully that he was going to come out on my third run too! I think he might just have figured that while it might not be a quick run, it could be entertaining. I think I disappointed him by not driving into anything.

If I recall correctly, Craig won the motorkhana, with me second. I won the autocross, with Craig second. So we ended up drawn for the day. Whilst Lee was third in both events, taking out a class win in his class.

One week later, HVMC ran another sealed autocross at Trentham, It started off wet, but thankfully didn't stay that way!

Quite a few different cars there for a change, with Brad busting out the turbo CRX, a widebody N14 Pulsar turbo (front drive), and believe it or not, one of the increasingly rare Pulsar GTiR's. Which isn't quite as extinct as the rumour mill would suggest, along with a very late model Seat Cupra. I think he was being let down by normal road tyres, because you could hear him breaking traction right the way through second gear. Sounded pretty awesome though. There were also a couple of RX7 bats, one very stock, one definitely not stock. Also a father and son combo running two different generations of BRG MX5. Two City's, one turbo, one running Neil Roots power.

There was also a really nice Silvia, which stayed that way for approximately 40 meters, until he stacked it into the footpath and took out the right hand wheels and suspension. I believe their day just went from bad to worse, as while they were putting the car on the trailer, it appears that their tow car (not attached to the trailer) didn't have the hand brake on, and gently rolled away and into a parked ute.

For reasons I can't explain, it didn't seem to be a WRX kind of a course, with Tim taking out first in the MR2, Webster and Pete Collins close behind, with the first WRX driven by Sam Duncan in fourth.

I bought the Corolla home in a rather lowly 9th, which wasn't amazing, but with the big field entered, that was still in the top quarter of the field.

The next week, was our day/night autocross up at Tauherenikau. It was really worrying looking at the weather leading right up to the event, but we got the go-ahead to run from the landowner. As it turned out, it was an absolute stunner of a day up there. When I turned up at the paddock, and saw how incredibly immaculate it looked, I almost felt guilty about the fact that we were going to drive all over it. Almost.

We set up a course with a couple of good turns in it, and a super tight slalom to finish, and let loose the ravaging hordes. Not unlike the Trentham sealed autocross, there were some different cars out there competing, with a Saab, a pair of Commodores, a Mk1 Cortina, a Skyline, an Altezza, and even a Lotus 7 replica!

The Lotus 7 was being run by Pete De Joux, and it was the ex Richard Kelly 7 which he had let me run at Trentham a couple of years earlier. Although now it had the steering rack stops removed, and had a useful turning lock (when I drove it, it had a turning circle similar to that of an oil tanker). Although Pete was still running semi slicks, so it wasn't exactly the ideal paddock racing set up!

With 33 entrants for the day, and the paddock holding up really well, we were able to run the whole field for three runs.

After the first (daylight) course, it was Albaru in 4th front, followed by Neil Roots, myself (driving the

Starlet rather than the Corolla), Adam Fisher, and then Pete in the Lotus 7!

We stopped for a BBQ, and setting up a new course. With the night course, we went for a much simpler and less cone intensive course, because we wanted to make it a lot simpler, to reduce the chance of people getting lost in their runs, and also of the headlights from one competitor blinding another competitor.

Again, the paddock was holding up nicely, as we largely just slid around on top of the grass rather than digging holes (as we had been doing in summer), so the whole field had three runs at the course.

The night runs saw Neil take out first, followed by Albaru, Graham Heath, Adam Fisher, and Pete Collins. Clearly I must have eaten far too much at the BBQ, and slowed down in the night runs!

The final results, which were the fastest day run added to the fastest night run, saw the end results being Albaru, Neil Roots, Adam Fisher, myself, and Graham Heath.

We totally lucked out on the weather, as we had some breeze during the day, but no rain. It didn't get too cold, and of course since it was wet underfoot (under tyre?) we didn't raise the usual clouds of dust. After all the packing up, I headed home around half past ten pm or so. As soon as I hit Featherston, the light rain started! I managed a clear run all the way from the paddock, to the Totara Park traffic lights ... boy did I wish that I was driving a better car than the stock standard 1300cc Starlet, with rock hard Supercat tyres on it. Ah well I would rate that event as probably one of the most genuinely fun day of autocrossing I've done, in a bit over 20 years worth of hooning around in paddocks.

My last driving event for the month was Mangahao Dam gravel sprint, run by Levin Car Club, for which I put the Corolla back on the taller suspension and rally tyres. Fairly small event turnout, with only 21 drivers lined up. However people were determined to make it as interesting as possible ... lots of break downs, and a few whoopsies.

The road was a bit more cut up than usual, so I went into car preservation mode in some of the bumpier places, but still had a decent days racing. It just meant that I took a bit more of a measured approach, and didn't do anything silly (unlike the Manfeild autocross earlier).

It ended up being a really stop-start day, with one Mazda Familia going a long way off the side (and converting his car from a hatchback to a coupe), Norm losing a fuel pump wire, Peter Langdon hitting something (I'm not sure what, but he came back with the front at a bit of a funny angle, and stuck it on a trailer), one of the Tannock brothers knocking a couple of tyres off rims, Adam Bligh busting a gearbox, and Ross McKenzie discovering that his Corolla uses considerably more petrol than his estimates. I ended up getting stopped by red flags twice during runs, and once while I was still on the start line.

I decided that I wasn't going to get a better class placing (the Tannocks were miles ahead of me), and perhaps the multiple stoppages in my attempts at doing a last run were probably a sign. So I flagged a third attempt at doing my last run, just in case it was the world trying to tell me that I shouldn't be driving up the hill. Bryce who was lined up in his Primera with me, also made the same call. I ended up third in class. Taking out first for the second year in a row was Gordon Diggle in the WRX, followed by Adam in the Evo, and then a remarkable drive from Graham Heath to bring his Pulsar home in third overall.

While I was kicking around in the pits, I did a bit of a logbook event tally up, and worked out that the Corolla has entered 106 events! So I'm on my third logbook now in that car.

That's it from me for the month, hopefully next month I will have a write up from my first rally, as I'm entered in Rally Wairarapa next month, along with Brian Craig, Adam & Jilly, Vaughan Majendie, and Len Fisher. Should be quite a social sort of a day, and hopefully not with too much drama!

Leon

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From Manawatu Car Club Magazine:

Manawatu Toolshed Back-Track Autocross-Motorkhana Series Round 2

A damn cold, damn wet and damn windy week led up to the second round of the MTBTAM Series. Maybe some people were damn crook too, because only sixteen drivers turned up and paid their money to have fun on the Back-Track at Manfeild.

Using the same format as last round we set up two Motorkhana tests and split the competitors between them. Once everyone had their three runs we swapped over to the other two tests and did the same. We had eight rookies who had never done cone work at all. Some had a little difficulty finding their way or working out left from right. Kaye and Jacquie were in fits at some of their antics. Only six got clean point-scoring runs and two cars left on trailers. After the motorkhana Craig O'Brien in his MIVECS Mirage emerged as leader, followed closely by Leon Cast in his Corolla GT sedan and Lee Jenaway in his 180SX.

After lunch we set up the autocross course with various chicanes and the finish gate. Competitors got three laps at speed and three runs to set a best time. Leon Cast pipped Craig O'Brien by only 0.58sec to win with Lee Jenaway third. In the end Leon Cast and Craig Obrien tied for first place on points with Lee Jenaway third.

First Name	Surname	Motorkhana Points	Autocross Points	Total Points	
1	Leon	Cast	67	75	142
2	Craig	O'Brien	75	67	142
3	Lee	Jenaway	60	60	120
4	Paddy	Hanna	54	39	93
5	Simon	Monteith	49	42	91
6	Ken	Shaw	45	33	78
7	David	Scott	Incomplete	54	54
8	Aaron	Walker	Incomplete	49	49
9	Bayley	Walker	Incomplete	45	45
10	Bramwell	King	DNS	36	36
11	Jacob	Basley	Incomplete	30	30
12	Brent	McDougall	Incomplete	28	28

The Divorced Barbie Doll

One day a father, on his way home from work suddenly remembers that it's his daughter's birthday. He stops at a toy store and goes in and asks the sales person, 'How much for one of those Barbies in the display window?'

The salesperson answers, 'Which one do you mean, Sir?'

We have: Work Out Barbie for \$19.95, Shopping Barbie for \$19.95, Beach Barbie for \$19.95, Disco Barbie for \$19.95, Astronaut Barbie for \$19.95, Skater Barbie for \$19.95, and Divorced Barbie for \$265.95'.

The amazed father asks: 'It's what? Why is the Divorced Barbie \$265...95 and the others only \$19.95?'

The slightly miffed salesgirl rolls her eyes, sighs, and answers:

'Sir..., Divorced Barbie comes with: Ken's Truck, Ken's House, Ken's Fishing Boat, Ken's Furniture, Ken's Dog, Ken's Computer, one of Ken's Friends, and a key chain made from Ken's testicles.'

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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

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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

Text of a letter from a kid from Eromanga to Mum and Dad. (For those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)

Dear Mum & Dad,

I am well. Hope youse are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the station - tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody horses to get in, no calves to feed, no troughs to clean - nothin'!! Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or goanna stew like wot Mum makes You don't get fed again until noon and by that time all the city boys are buggered because we've been on a 'route march' - geez its only just like walking to the windmill in the bullock paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody dingo's arse and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of p...!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozer.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter,

Susan

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple.
English muffins weren't invented in England or French fries in France .

Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

After last years trip up to this rally, I was always keen to go back so made sure my entry went in early as it was over subscribed again this year. With Callum being in Colombia at the moment, my navigator was Brian Terry who has lots of experience sitting in both sides of the car. I figured he would help with my pace, as last year was just a drive-to-finish type event. Over the past 12 months there have been some suspension changes to make the car more drivable and I was hoping this would help as well along with some bargain second hand but unused Hankook tyres.

The only drama on the trip up was a stay on the trailer breaking coming out of Waikanae but a quick message to Ken Douglas in Levin and he raced down to his workshop, welded it back up and sent us on our way. Legend!

Sunday of the rally was cold and foggy in the forest and rain started falling just before the start, so stage 1 on a twisty technical county road was quite slippery and muddy in places. Car 3 was on it's side a few k's into the stage and had also been hit by car 4 who was able to continue but we had no real dramas apart from the screen fogging a little and Brian getting in my ear all the time about braking too early and not hard enough, turning in too early and not being committed enough. Something I was to hear a lot during the day.

Stage 2 was another county road but a bit more open and flowing. The sun had come out and I did try to take Brian's advice but there was obviously more to come, although at the end of this one I would happily have gone back to the start and had another go, really good fun. The Legacy starting two cars behind us was now right behind us having passed the Evo 2 between us so I did find myself looking in the mirror now and then. The last corner claimed Todd Bawden, returning some years after leaving the NZRC putting his Evo onto it's roof in front of a crowd of photographers.

Stage 3 was into the forest and while roads are slightly rougher they are considerably faster and by listening to Brian I was able to starting pushing a bit harder and turn in faster to discover the car is quite capable of going through corners faster than I thought. A young guy from Rotorua was stopped in here with engine failure in his AE85 after breaking the headers in stage one and pressing on with one branch missing, ended up with a piston missing as well. Another good blast and slightly disappointed to come to the finish.

Stage 4 is nearly 20 km and has some really fast open roads that the top guys were topping 200km/h and other parts 3rd or 4th gear but narrow with vegetation brushing the sides of the car, spooky. I spun and stalled at an intersection half way through just where the big straights start so shortly afterwards the Legacy loomed up behind us, luckily coming up to an intersection where I could let him past easily without losing anything myself. I was finding the car set up much better than before but still quite unstable in the high speed stuff so more to work on there. Brian was still telling me where to get up it harder and I was still braking too early but my turning in was getting better and I could feel how much better it flowed when I was a bit more committed.

A short service with nothing to do but have lunch then into a short blast around the club's sprint circuit in the forest, very tight with lots of earthmover tyres to stop you getting near the edge of the road. With all those tyres out this one didn't flow and odd cambers made it challenging particularly because the friend we were staying with had hit one the day before when taking people for rides and marked most of the side of his car.

Back to a repeat of stage 1 next and we were able to take another 25 seconds off our time and still there were places I know I could have been faster. This stage saw our editor Len Fisher have some problems riding with Roger Goss in the RX3 coming into service with bits of exhaust dragging on the ground, a flat tyre and fencing wire trailing along behind which adds up to an excursion somewhere. Unfortunately because of the lack of exhaust and the amount of noise a rotary makes they were not allowed to leave service and had to withdraw.

The last stage was 14.4km so I figured the Legacy would catch us again but I was determined to make it hard for him and pushed a bit. This stage uses some of the fast stuff from ss3 and ss4 so I was happy to be able to commit more and was definitely faster over some crests and corners I

remembered from earlier in the day. And the Legacy only took 38 seconds from us so was not that close to catching up. We had been starting behind Jim Robb from Kapiti in his Sunny all day and had just managed to get past him in overall times over the last couple of stages but unfortunately he suffered engine failure half a kilometre after the finish of the final stage so registered a dnf.

Phil Campbell won the rally again and we finished down in 33rd, 2 places lower than last year but 5 minutes faster in stage times over the same roads so I was pleased that I had made some progress. A few in front of us were Matt Adams and Rob Scott, sons of famous fathers Paul and Jim who were at the front of rallying in New Zealand a few decades ago. It is a long way to haul the car there and back but I would definitely recommend making the trip up for a well run little rally on great roads.

Ross McKenzie



Corner of Hokio & Hamaria Roads, Levin

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And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index 2 indices? Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?



The expressions on these guy's faces says everything!

Two old boys having a great laugh... Just love this photo!

Two old guys talking:

One said to the other:

"My 85th birthday yesterday. Wife gave me an SUV"

Other guy:

"Wow, that's amazing! Imagine, an SUV! What a great gift!"

First guy:


"Yup. — Socks, Underwear and Viagra!"

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS. - Why doesn't 'Buick' rhyme with 'quick'?

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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

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					Practices	1	2	3	Fastest		A	B	C	D	E	F	G
11	35	E	Gordon Diggie	Wellington	00:05:32.34	00:05:15.92	00:05:20.79	00:05:10.51	00:05:10.51	1					1		
19	17	E	Adam Bligh	Kapiti	00:05:26.73	00:05:15.69			00:05:15.69	2					2		
18	94	C	Graham Heath	HCCC	00:05:49.96	00:05:39.73	00:05:28.15	00:05:23.95	00:05:23.95	3			1				
21	42	D	Shane MacKay	Levin	00:05:57.69	00:05:40.00	00:05:34.95	00:05:28.65	00:05:28.65	4				1			
9	3	B	Campbell Tannock	Dannevirke	00:05:49.39	00:05:39.29	00:05:34.99	00:05:28.98	00:05:28.98	5		1					
14	33	B	Ben Tannock	Dannevirke	00:05:55.63	00:05:37.01	00:05:29.94		00:05:29.94	6		2					
1	88	E	Andrew Lowe	Sth Rangitiki	00:06:23.28	00:05:43.58	00:05:46.43	00:05:34.65	00:05:34.65	7					3		
17	38	E	Bryce Hackett	Wanganui	00:05:59.39	00:05:52.03	00:05:39.06		00:05:39.06	8					4		
8	27	E	Dick Butera	HCCC	00:06:03.78	00:05:52.31	00:05:45.28	00:05:45.79	00:05:45.28	9					5		
6	57	C	Shane Atkinson	HCCC	00:06:13.22	00:05:58.86	00:05:56.46	00:05:45.58	00:05:45.58	10			2				
20	68	B	Leon Cast	HCCC	00:05:59.78	00:05:48.84	00:05:46.87		00:05:46.87	11		3					
3	166	E	Andy Deighton	Tairāpapa	00:06:38.22	00:06:04.33	00:05:49.56	00:05:51.94	00:05:49.56	12					6		
5	46	B	Tony Willemssen	Wanganui	00:06:11.78	00:06:02.46	00:05:57.69	00:05:50.70	00:05:50.70	13			4				
7	43	B	Ross McKenzie	HCCC	00:06:23.19	00:06:06.20	00:05:53.93		00:05:53.93	14			5				
13	74	B	Norman Anthony	Dannevirke	00:06:18.02		00:05:59.64	00:05:55.68	00:05:55.68	15			6				
15	8	D	Chris Clarke	Levin	00:06:24.94	00:06:12.97	00:05:57.30		00:05:57.30	16				2			
4	67	B	Nell Tapp	HCCC	00:06:24.23	00:06:03.24	00:06:05.54	00:05:58.23	00:05:58.23	17			7				
2	40	E	Brad Hislop	Dannevirke	00:06:17.54	00:05:58.25			00:05:58.25	18					7		
16	84	E	Kim Lace	Wairarapa	00:06:07.62	00:06:20.52	00:06:07.15	00:06:04.62	00:06:04.62	19					8		
12	19	B	Brian Craig	HCCC	00:06:29.84	00:06:22.46	00:06:06.38	00:06:06.93	00:06:06.38	20			8				
10	26	D	Peter Langdon	HVMC	00:06:15.08	00:07:53.81			00:07:53.81	21				3			
22																	

I'm not a mechanic but it looks like the lower ball joints have dropped out!





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Trials

Hello folks

Attached are the results of this month's car trial, third and final round of this year's series. Thanks to Dave & Mark Jennings for organising the event.

Congratulations to Julian McMullan for an excellent 1st overall and 1st in the Intermediate class. Congratulations also to Cathy Reid, 2nd overall and 1st in the Expert class; and also to Tim Dempsey, 5th overall and 1st in the Novice class.

I will forward the overall points table for the 2015 series in due course, but it's clear that Cathy & Mike Reid have emerged on top for the year, so congratulations to them as well-deserved champions.

Below is a message to participants from Dave.

Cheers, John Rapley

Apologies for the two typo's with missing or invalid quote marks. They were post checking errors that were not picked up. My fault, it was my job to do the final CRI review, new glasses have been purchased. We allowed 5 minutes claim for each. In our view it should not have taken long to work out that the unintended trap did not work.

We allowed a claim to all competitors for check that had been stolen from Rangoon St. Plus 5 minutes for the time to work out that it didn't work.

We also allowed a 5 minute time claim for competitors that needed it for the other CASHMERE AVE signs that arguably were also clearly visible from the direction or approach. We did debate thus during checking and in hindsight we should have changed it to a unique sign. The time claim allowed was less because at least one competitor worked it out, with limited loss of time.

Overall positions did not change as a results of claims allowed.

Congratulations to team McMullan on their first victory. They missed a couple of easy boards but managed their time well.

And to Cathy and Mike Reid for their second placing.

Regards, Dave for Team Jennings

September Night Trial - Check Schedule					Car 1	Car 2	Car 3	Car 4	Car 5	Car 6	Car 7	Car 8	
Check	Time	location	Reason	Not a Problem	Reid	McMullan	Peacock	Rapley	Bartle	Gandy	Dempsey	Tennent	Check
BEGIN		Fraser ave near	Passage										BEGIN
CHEVY		Punjab st. on tree	Passage				10						CHEVY
ODO		substation Waru st	Passage										ODO
EVO		Jubilee, visible from	Passage			10							EVO
DUCRATI	DUR	on lampost before waru st just before	stop sign not give										DUCRATI
RANGEROVER	RRR	on timber lampost > east on Ganges	Kerb blocks			10	10	10	10		10		RANGEROVER
GMC		on bus stop north	after U			10				10		10	GMC
HSV		tree at start of	confirms										HSV
JENSEN		Station rd.	passage				10						JENSEN
OUTBACK	U	end of Rangoon	Stolen										OUTBACK
JOWETT		Fraser ave near	Passage										JOWETT
	5	5 U Turns											
	2	Arrive at control											
control	14.1	28	35 minutes	facing the	30	3	30	30	30	30	24	29	control
					30	33	60	40	40	40	34	39	
	2	Depart control											
DIESEL	DL	Bould st	left at lights is				10	10	10		10	10	DIESEL
MACK		Helston rd just past	passage				10						MACK
MG		Helston rd just	passage	10				10					MG
MAZDA	D	on Beazley before Catherine	line of least			10	10	10			10	10	MAZDA
MX5		on bracken						10				10	MX5
LEAF	L	top of Trebann	Follow	10			10	10	10			10	LEAF
NOVA		Horokiwi West just	passage				10						NOVA
DB7	D	woodridge on builders safety	can't turn left at										DB7
SCANIA		Baylands Dr before	Passage										SCANIA
TOYOTA		in The Circle before	Passage										TOYOTA
PINTO	P	Somes before bus	roundabout								10		PINTO
XK120		u turn in Blackrock	2 no exit										XK120
V8		Tarawera Rd before	passage										V8
VW		top end of	passage										VW
SUNNY	U	Haumia St before	passage						10		10		SUNNY
JOWETT		Fraser ave near start. Facing south	Moorefield doesn't				10		10				JOWETT
	5	5 U turns											
	2	Arrive at control			18	8	14	8	5		25	27	
Control	19.1	38	45 minutes total		38	18	74	58	45		65	67	Control
CLAIMS			CLAIMS		-20	-11	-20	-20	-20		-20	-20	
Total points					48	40	114	78	65	DNF	79	86	
Overall Place					2nd	1st	7th	4th	3rd			5th	6th
Class Place					1st	1st	4th	2nd	2nd			1st	3rd
CLASS					E	I	I	E	I	E	N	I	
					Car 1	Car 2	Car 3	Car 4	Car 5	Car 6	Car 7	Car 8	
					Reid	McMullan	Peacock	Rapley	Bartle	Gandy	Dempsey	Tennent	
					Not a Problem	Team 51	Vanilla Peacock	Team JRAJ	Team Bartle	Team Gandy	Team Dempsey	Team Jilly	

PROVISIONAL ON THE NIGHT

		2	Arrive at control	18	8	14	8	5		25	27	
Control	19.1	38	45 minutes total	38	18	74	58	45		65	67	Control
			83 minutes overall	78	61	144	108	95	DNF	109	116	
				2	1	7	4	3		5	6	

When a man opens a car door for his wife, it's either a new car or a new wife.
~ Prince Philip

Hi team, well what an amazing day out in the paddock on Saturday, thanks to all the team who helped make it a roaring success. Special thanks to Mark for bringing the light up cones used in the night time runs and to HVMC for the glow sticks. As always we are very grateful to the Donald family for the use of the paddock.

The next event planned is the Women in Motorsport Ladies only Autocross on 11 October. Please get out there and encourage the ladies in your world to come and have a go. Of course we will still need lots of helpers on the day so all you blokes please accept the invitation to be on the helper side and you will also earn valuable helper club points.

Jilly

Harbour Capital Car Club - Results Day / Night Autocross 5 September 2015 Tauherenikau

No	Driver	Car	Class	Club	Daytime runs				Nighttime runs			
					Run 1	Run 2	Run 3	fastest run	Run 4	Run 5	Run 6	fastest run
26	Alan Groves	Impreza	4WD	HCCC	02:16.54	02:11.32	02:09.78	02:09.78	01:46.40	01:40.18	01:49.65**	01:40.18
5	Neil Roots	City	EOD	HCCC	02:25.25	02:13.91	02:11.94	02:11.94	01:44.43	01:40.06	01:40.42	01:40.06
3	Adam Fisher	Starlet	EOD	HCCC	02:17.94	02:17.65	02:15.19	02:15.19	01:47.81	01:44.03	01:50.91*	01:44.03
1	Leon Cast	Starlet	EOD	HCCC	02:17.19	02:19.31	02:14.85	02:14.85	01:45.15	01:46.55	01:45.72	01:45.15
19	Graham Heath	Pulsar	EOD	HCCC	02:37.61**	02:20.50	02:26.04**	02:20.50	01:53.81*	01:43.47	01:40.65	01:40.65
14	Peter Collins	Corolla	EOD	HCCC	02:23.72	02:19.44	02:18.97	02:18.97	01:54.53*	01:47.25	01:44.85	01:44.85
21	Webster Gough	Starlet	EOD	HCCC	02:21.53	02:19.35	02:23.37	02:19.35	01:56.85	01:46.62	01:45.28	01:45.28
7	Lee Herd	Glanza	EOD	HCCC	02:29.75	02:21.78	02:24.75*	02:21.78	01:51.16	01:50.78	01:48.16	01:48.16
2	Peter de Joux	Lotus 7	ENOD	HCCC	02:27.10	02:18.35	02:23.09	02:18.35	01:56.75	01:54.32	01:52.03	01:52.03
8	Geoff Warren	WRX	4WD	HVMC	02:29.10	02:24.25	02:24.34	02:24.25	01:52.37	01:53.10	01:50.06	01:50.06
10	Mark Rutherford	WRX	4WD	HCCC	02:28.00	02:24.65	02:26.41	02:24.65	01:51.00	01:50.60	01:50.09	01:50.09
4	Jilly Hutson	Starlet	EOD	HCCC	02:29.00	02:25.78	02:21.62	02:21.62	02:08.57	01:59.09	01:55.84	01:55.84
12	Stephen Samuelu	Corolla	EOD	HCCC	02:32.69	02:29.00	02:26.13	02:26.13	DNF	01:54.00	01:59.15	01:54.00
11	Mark Congdon	FX GT	EOD	Triumph	02:32.22	02:29.06	02:30.00*	02:29.06	02:05.22**	01:53.87	02:00.00*	01:53.87
18	Hamish McClurg	Saab	EOD	HCCC	02:34.21	02:30.84	02:28.27	02:28.27	01:59.13	01:55.53	01:55.19	01:55.19
13	Max Kempthorne	Pulsar	EOD	HVMC	02:29.93	02:31.22	02:31.90	02:29.93	01:55.50	01:55.47	01:57.00	01:55.47
28	Neil Tapp	Corolla	EOD	HCCC	02:33.78	02:32.53	02:40.12	02:32.53	02:23.50	02:22.03*	02:01.03	02:01.03
22	Cathy Reid	Mirage	EOD	HVMC	02:36.28	02:30.41	02:34.65	02:30.41	02:09.03	02:04.28	02:52.84www	02:04.28
27	Mac Fraser	Escudo	ENOD	HCCC	02:36.75	02:36.82*	02:33.69	02:33.69	02:14.28	02:10.34	02:04.16	02:04.16
20	Daniel Thomson	MX5	ENOD	HCCC	02:43.65	02:37.35	02:36.93	02:36.93	02:02.25	02:01.03	02:03.34	02:01.03
16	Jacob Boyd	350 GT	ENOD	Nil	02:39.94	02:35.31	02:49.56	02:35.31	02:03.82	02:07.35	02:06.75	02:03.82
23	Mike Reid	Mirage	EOD	HVMC	02:38.03*	02:38.50**	02:35.75	02:35.75	02:10.34	02:04.41	02:04.68	02:04.41
9	Sarah Jaggs	WRX	4WD	HVMC	02:44.60	02:41.78	02:44.97	02:41.78	02:06.90	02:07.25	02:03.87	02:03.87
6	Dean Herd	Alteza	ENOD	HCCC	02:42.72	02:40.63	02:41.07	02:40.63	02:08.00*	DNS	DNS	02:08.00
17	Logan Keats	FX GT	EOD	HVMC	02:45.97	02:49.94	02:44.50	02:44.50	02:07.22	02:07.19	DNS	02:07.19
29	Joel Hughes	Cortina	ENOD	Triumph	02:49.82	02:42.44	02:52.63*	02:42.44	02:17.53*	02:11.71	02:15.47	02:11.71
30	Blair Hughes	Commodor	ENOD	Triumph	02:47.03	02:52.03**	02:48.94	02:47.03	02:24.36*	02:10.35	02:24.67	02:10.35
15	Sarah Hinder	350 GT	ENOD	Nil	02:50.72	02:47.47	02:50.50	02:47.47	02:12.18	02:18.75	02:15.80	02:12.18
32	Aaron Whiteman	VK Commod	ENOD	HVMC	02:57.41	03:02.69	03:05.82*	02:57.41	02:26.34	02:20.25	02:34.63	02:20.25
31	Doug Hughes	VK Commod	ENOD	Triumph	03:04.44*	03:04.53	03:07.00*	03:04.44	02:17.00	02:26.38	DNS	02:17.00
33	Kelly Gray	Corolla	EOD	HCCC	03:09.44			03:09.44	02:29.50	02:20.62	02:47.84	02:20.62
24	Luke Keith	Silvia	ENOD	Wgtn	02:37.84	02:48.60***	02:46.19*	02:37.84	02:52.84			02:52.84
25	Lindolfo Collor	Silvia	ENOD	Nil	03:04.41*	02:55.22*	02:53.72**	02:53.72	02:52.84			02:52.84

has a 5 second per cone penalty included.

A computer once beat me at chess, but it was no match for me at kickboxing.
~ Emo Philips.

Driver	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place	Class EOD	
Tim Steeneken	MR2	HVMC	EOD	1.15.31	1.07.04	1.04.41	1.04.96	1.04.41	1	1	
Webster Gough	Starlet	HCCC	EOD	1.14.06	1.06.69	1.05.28	1.05.72	1.05.28	2	2	
Peter Collins	Corolla	HCCC	EOD	1.11.84	1.06.09	1.05.56	1.05.66	1.05.56	3	3	
Sam Duncan	WRX	HVMC	4WD	1.12.16	1.06.94	1.05.87	1.06.97	1.05.87	4		
Brad Doughty	CRX	HVMC	EOD	1.14.59	1.12.63	*	1.06.97	1.06.88	5	4	
Alan Groves	WRX	HCCC	4WD	1.24.78	*	1.07.04	dnf	1.07.00	6		
Sebastian Frances	Pulsar T	HVMC	EOD	1.18.37	1.09.75	1.07.47	1.08.50	1.07.47	7	5	
Geoff Warren	WRX	HVMC	4WD	1.16.10	1.09.56	1.08.69	1.08.00	1.08.00	8		
Leon Cast	Corolla	HCCC	EOD	1.20.12	*	1.08.25	1.09.31	1.08.25	9	6	
Stephen Samuelu	Corolla	HCCC	EOD	1.14.16	1.09.85	1.10.22	1.09.38	1.09.38	10	7	
Nathan Spencer	Skyline	HVMC	ENOD	1.22.38	1.11.66	1.11.00	1.09.75	1.09.75	11		
Neil Roots	City	HCCC	EOD	1.21.57	*	1.17.75	*	1.10.94	12	8	
Dan Binet	Trueno	HCCC	EOD	ww	1.17.43	*	1.10.75	1.11.37	13	9	
Shane Atkinson	Civic	HCCC	EOD	1.26.75	1.13.72	1.11.25	1.11.38	1.11.25	14	10	
Andrew Lamb	Lantis	HVMC	EOD	1.33.87	1.14.03	1.12.63	1.11.32	1.11.32	15	11	
Adrian Marsden	200SX	HCCC	ENOD	1.16.50	1.13.75	1.11.75	1.14.78	1.11.75	16		
Russel Cloughley	BMW 328i	HVMC	ENOD	1..25.20	1.15.40	1.12.31	1.11.87	1.11.87	17		
Allister Weimers	Seat		EOD	1.21.28	1.12.47	1.12.38	1.18.41	*	1.12.38	18	12
Sam Baker	Mazda	HVMC	EOD	1.22.35	1.13.53	1.12.97	1.12.87	1.12.87	19	13	
Joshua Wood	MX5	Wgtn	ENOD	1.18.56	1.15.10	1.13.88	1.12.97	1.12.97	20		
Keith McClure	Civic	HCCC	EOD	ww	ww	1.13.87	1.13.12	1.13.12	21	14	
Dick Butters	Impreza	HCCC	4WD	1.49.47	1.18.45	1.15.91	1.13.41	1.13.41	22		
Hamish McClurg	Trueno	HCCC	EOD	1.28.71	1.16.47	1.13.75	1.13.47	1.13.47	23	15	
Craig Thomas	Fairlady		ENOD	1.25.07	*	ww	1.13.60	1.38.38	1.13.60	24	
Dave Tubb	Starlet	HVMC	ENOD	dq	1.15.78	1.15.53	1.13.86	1.13.86	25		
Alex Douglas	Pulsar GTIR		4WD	1.31.97	1.17.62	1.20.94	*	1.13.87	1.13.87	26	
Cas Parker	Lantis	HVMC	EOD	1.25.97	ww	1.16.68	1.14.19	1.14.19	27	16	
Max Kempthorne	Pulsar	HVMC	EOD	1.29.19	1.21.31	1.14.44	1.24.69	*	1.14.44	28	17
Cathy Reid	Mirage	HVMC	EOD	1.25.50	1.37.03	1.24.34	*	1.15.66	1.15.66	29	18
Kyle McLennan	Silvia		ENOD	1.22.06	1.16.06	ww	ww	1.16.06	30		
Rob Birch	Civic		EOD	1.20.94	1.17.69	1.16.50	1.16.78	1.16.50	31	19	
Kim Tubb	Starlet	HVMC	ENOD	ww	1.16.69	1.47.90	1.21.72	1.16.69	32		
Tony Wood	MX5	Wgtn	ENOD	1.23.94	ww	1.17.38	1.16.72	1.16.72	33		
Darrell Cole	Levin		EOD	1.43.59	1.28.60	1.22.59	1.17.34	1.17.34	34	20	
Isaac Blomfield	City Turbo		EOD	1.27.56	1.20.25	1.23.72	*	1.17.96	1.17.96	35	21
Jenn Reasoner	RX7		ENOD	1.37.31	1.21.63	1.19.35	1.18.91	1.18.91	36		
Michael Cornish	RX7		ENOD	ww	ww	1.19.59	1.30.84	1.19.59	37		
Adan Gay	Skyline		ENOD	1.24.19	dns	1.27.03	1.20.00	1.20.00	38		
Shane Weimers	200SX		ENOD	1.32.47	*	ww	dns	dns	no time		
Ruan Jonker	200SX		ENOD	dnf	dns	dns	dns	dns	no time		
Morgan Andrews	Laurel		ENOD	dnf	dns	dns	dns	dns	no time		
Wade Noedl	Go-kart	Demo only		1.05.28	0.59.84	1.17.60	0.57.47				

(times above include penalties for hitting cones or drums)
 ww = wrong way dq = thru end of garage * = includes 5 sec cone/drum penalty

The best cure for sea sickness is to sit under a tree.
 ~ Spike Milligan

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[Hillary Takes Muslim Name](#)

Terrorist activity has caused Hillary Clinton to take measures in order to protect her candidacy for the 2016 presidency.

For security reasons, Hillary has chosen a Muslim name.

So from now on, please use her new Muslim name:

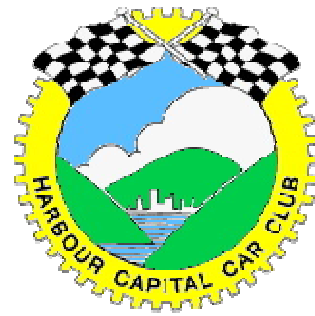


SELDOM BIN LAYED

EDITORS NOTE:

THANK YOU for the great response to last month's moans, plenty provided for this month's mag.

KEEP IT UP!



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

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

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			
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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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 Student: \$ 35.00 p.a.

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Leon's fotos from Trentham

