



WHEELSPIN

September 2016

www.hccc.org.nz

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COVER PHOTO

Congratulations to Adam & Jilly on their engagement

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.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 8th September 2016 @7:30

EDITORS NOTE: There will be no Magazine for OCTOBER, I'm going to IRELAND for a month!

ALSO, read Al's article, so many of you send me nothing! He sent TWO for the same event. Both very interesting!



Somewhat shorter waffling from me this month (shush, I heard the cheers from everyone except Len!), as I've written this article very early in the month.

Why am I writing early, I hear you ask (once you've finished cheering about the shorter waffling), well Len is off to 'yurp (Europe) to do some gallivanting, so he's getting the mag for this month prepared before his departure.

Now, this also means that there won't be an October bulletin at all, as his gallivant is quite extensive, so he won't be back in time for the October mag.

This does mean that you will have to do without my glowing words of wisdom. But I'm pretty sure you'll cope, and for those of you on Facebook, I'll keep the info flowing there about upcoming events and whatnot.

I've only done one event since the last time we met, which was Round #3 of the HVMC sealed autocross series.

The Altezza was still suffering quite a bit of understeer on the day, despite going from neutral toe at the front, to toe out on the front. That was a little bit disappointing, but may possibly just be a reflection of the general lack of traction available that day with my relatively hard tyres. I suspect the Manfeild back-track autocross coming up will tell me if the new alignment has helped with the third gear corner exit "push" that I was experiencing.

Huge turnout on the day, with 46 entries.

Also one of the most diverse entry list that I've seen, with cars ranging from an extremely hammered looking Suzuki Cappucino, to a 1970's Porsche Carrera replica, to a 2000's Porsche, to a mid 80's 626 (stock as a rock, 300,000km on the clock).

The course was very similar to the usual, but seemed to have a few more tightening cone gates in a couple of places, as I found myself having to scrub off a bit of speed in some places where I think I was foot flat last time. I gave up completely on the handbrake approach that I was using last time, and instead adopted the Pete Collins method of attacking the corners by trying to carry speed around the cone with a cleaner entry. Chris Duston in the other silver Altezza did the same, and managed to trim off a bit of time too, finishing about a second behind me.

It was a fairly carnage ridden event, with several cars limping back to the pits with garked wheels, or wheels pointing in funny directions.

The results showed a mix of power, and caution. Viv threw everything at it all day in the WRX, which saw him win the first section of the event. Tim, Al, and Webster followed Viv in the results.

Mike brought the leaning tower of 626 home fractions of a second ahead of the Carrera replica, which is probably appropriate given the height of the kerbs around there, and the fact that the Porsche wheels were probably worth several times the value of the entire 626!

A couple of the other results that jumped out at me, were Stephen in what I can only describe as being something between an AE82 (supercharged, lightened to the max), and Darth Vader on a bad hair day in 5th, Russel in an E36 BMW in sixth, and young Josh (14?) in 9th. That kid is a mean pilot, and is a really tidy driver in the Mirage.

I had a few plays in the Altezza during the day, trying either second or third gear in different sections. In general third was a bit easier to control, but didn't make all of the angry noises, or pick up the speed quite as quickly as using second. No point in running a V8, and not making the angry noises right? Unlike last time out, I had a fairly clean day, only cleaning out one cone, which made a pleasant change. I got into the top 16, which isn't too bad an achievement. Definitely didn't have the pace to get up into the top 8 though! Not too much chance of getting the racing bus quite that fast on my current rubber (or with my current level of being scared of the footpaths!).

The shootout turned into a mighty close battle, with Al(baru) taking it out from Tim in the MR2 by three hundredths of a second. Makes my margin in the gravel sprint last month of eight hundredths look like a big gap ...

Talking of the gravel sprint last month, my mechanic sent me a nice photo of the CV with a cracked outer housing. RIP CV. Mind you, I believe that CV has been in the car for an absolute minimum of ten years, so I definitely can't knock Repco for supplying that particular part, given that we're probably looking at somewhere in the region of 100 events worth of faithful service.

Sounds as though I might have knackered my sump guard mounts a little bit though, which is a bit surprising, as I don't think I've bounced the sump guard off anything lately. So I shall have to get under the car and have a look at that before October and Mangahao Dam gravel sprint rolls around. There are usually some big hits on the underside of the car on that bit of road!

Other than that, I haven't really done anything motorsporty. I did take the Altezza up as far as Ohakune looking for snow ... found some in Waiouru. Ended up doing 19km on a nice gravel road somewhere out the back of Taihape. I had the adjustable shocks backed off to pretty soft, and the car handled the road pretty well. Which surprised me considering that the spring rates in the Altezza are 16kg front and 14 rear. Other than the fuel bill, it's a nice car to do long distances in. But again, you don't run a V8 for the fuel economy, that's the job of a Prius (which I have decided is the Altezza's natural enemy).

Looking ahead, in the near future, Manawatu has round #2 of their back-track autocross, and HVMC is running their fourth round of the sealed autocross series at Trentham.

One thing that might or might not get "in the news" from MotorSport NZ, is that my old boss Julian Leach is being restructured out of his Technical Manager's position, after a marathon 19 years in the job. I am pretty disappointed about that, as he has been an absolute stalwart of the place, having stuck it out through thick and thin, through the mad boom and bust cycle of the top end of our sport. All the way through the V8's being a support class of somewhat battered VK Commodores, to a packed grid of racers with its own travelling circus, back to the post economic downturn phase where there were under ten cars on the grid, through the various legal shenanigans led as always by our sport's most litigious team owner (who has cost our sport probably well into six figures in lawyers bills over the years). Julian isn't really visible at our (Clubsport) level, as his job is necessarily focused at the National Championship level, where the focus is on ensuring that the big boys are playing fair. But I take my hat off to him, and I will definitely miss having an always calm voice at the other end of the phone in the MotorSport NZ office.

I certainly hope that his departure from the sport gets respectful coverage and recognition in the next round of publications from the office.

Anyway, that's it from me, as Len is probably foaming at the mouth waiting for this article to arrive!

See you somewhere with (legal) skids

Leon

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Some guy bought a new fridge for his house.

To get rid of his old fridge, he put it in his front yard and hung a sign on it saying: 'Free to good home. You want it, you take it.'

For three days the fridge sat there without anyone looking twice.

He eventually decided that people were too mistrustful of this deal.

So he changed the sign to read: 'Fridge for sale \$50.'

The next day someone stole it!

They walk amongst us!

Duncan McKenzie and Ron Scanlan Series Update.

At the WMSA AGM on Monday 15th August, the HVMC proposal to change the dates of these series from the calendar year to the summer months (September through to March) was passed unanimously.

The current 2016 series will be still held over this calendar year. There will then be a transition for 2016/17 where the three events in October and November events of this year (Shelly Bay 2 Oct, Port Road 23 Oct and Admirals Road 6 Nov) will double up and be used as the first three events of the new 2016/17 series. The 2017/18 series will then be held over the period September 2017 to March 2018.

So, if you're keen to be involved in either series, there is extra incentive to enter Shelly Bay, Port Road and Admirals Road this year. You have less than two months before the first event to fine tune your engines - go to it!

Cheers,
Neil

This was discussed as a means of condensing the championship over the “summer” months, and keeping the series closer together. Editor.

INNER PEACE

If you can always be cheerful,
ignoring aches and pains,

If you can resist complaining and
boring people with your troubles,

If you can eat the same food
every day and be grateful for it,

If you can understand when your
loved ones are too busy to give
you any time,

If you can take criticism and
blame without resentment,

If you can conquer tension
without medical help,

If you can relax without alcohol,

If you can sleep without the aid of
drugs,

Then You Are Probably The
Family Dog!



Handle every Stressful situation like a dog. If you can't eat it or play with it, Piss on it and walk away.



Not the Wolseley 1500 tested by Clarkson, but the later Italian-styled 16-60. A step too far, obviously.

This week, we go flat-out in a Wolseley. It's what Britain wants, right? By Jeremy Clarkson.

I feel such an idiot. For 20-odd years I have been coming here and – foolishly, as it's turned out – talking about cars from exotic places such as Germany and Japan. I've spoken breathlessly about turbocharging and exciting new lightweight materials. And I've tried to bring to life what it's like to drive a 500kW Ferrari on the Transfagarasan Highway in Romania or the Promenade des Anglais in Nice.

Stupidly, I believed that you might be interested. I thought that, thanks to social media and easyJet and exotic new takeaway restaurants that can deliver exciting dishes to your door in a matter of moments, I was speaking to a British audience that was sophisticated and international. Broad-minded. Global.

But it seems I was wrong. The Brexit vote has shown me and everyone else in the sneering metropolitan elite that, actually, you want to live in a black-and-white world with Terry and June on the television, pints in glasses with handles on the side, prawn cocktail crisps, powdered coffee, pineapple juice for a starter, ruddy-faced police constables, red phone boxes and no one speaking bloody Polish on the bus.

You weren't remotely interested in torque-vectoring differentials or sat-nav systems, because you only go to Bridlington once a year and you know the way already. So you don't need some electronic German barking orders at every roundabout and T-junction. You want it to be the 1950s all over again, because Britain was great then, apart from the lung diseases.

You certainly weren't interested in buying a Renault, because it's

bloody French. And you were never going to buy a Fiat, because you need at least one of the gears in the box to not be reverse. What you've always wanted is the car I've been driving recently. The post-Brexit poster boy. The Wolseley 1500.

Compared with the modern-day equivalents from abroad, it's not very fast. It goes from 0 to 96kmh in a leisurely 24.4 seconds, but the top speed is 125kmh, and that's plenty as that's the fastest you can go on this, our fair and sceptred isle.

Obviously, this kind of performance means the Wolseley would be a bit out of its depth on the German autobahn, but you don't care about that because you aren't going to Germany any time soon. Because you can't stand the buggers. The Blitz. Hitler. Battle of Britain. Best film ever made. And so on.

It must also be said that by modern standards the handling is extremely poor. The steering wheel is connected to the front wheels by what feels like a bucket full of rapidly setting cement, and there are some alarming levels of lean in the bends.

Of course, if you are bothered by such things – and why would you be, because having fun in a car is flamboyant and therefore almost certainly foreign? – you could buy the Riley One Point Five, which is basically the same car but with sportier suspension and two carburettors. Which are French, and therefore disgusting.

I began my journey with the Wolseley in Wales, which is just about all right. Certainly it's better than Scotland, which is full of people who are possibly

communist. I stayed in a hotel that served British poached eggs on toast that had been made from proper bread, which is like a wet vest and not all full of fancy bits.

Opposite, there was a dress shop selling some rather fetching one-piece bathing suits. Seeing them on the mannequins in the window made me a bit aroused, I'm sorry to say.

So I hurried to the car, which was painted in a fetching shade of grey, and climbed aboard. The seats were made from leather and the dashboard from wood, which is entirely right and proper. Around the doors were strips of red velvet, which gave a very regal feel, and that's what you want, of

course, not some plastic, which is republican and therefore untrustworthy.

The car smelt of home. By which I mean it had the aroma of a headmaster's wood-panelled study. There was that familiar fustiness, caused possibly by the carpets gently rotting after they'd soaked up the tears of all those abused pupils. Those were the days. Damp days. Dismal days. Wonderful days.

The visibility all round was excellent, there was space for two children in the back, which is the number parents should have. Not 17, like the bloody Catholics seem to think is sensible. Bloody Pope.

I eased the MG gearbox into first,

and off we set into the Brecon Beacons, which are more beautiful than anywhere else in the world. Apart from Bridlington, obviously. And soon, in my wake, there was a lengthy traffic jam, made up of various foreign vehicles such as Fendt tractors and a dustbin lorry or two.

The Wolseley is not even on nodding terms with speedy, as I've said, but that's okay, because why do you need to get anywhere quickly? That's the language of big business and global activity. Download speeds. Coffee to go.

A third runway. That's not what you want at all.

And, anyway, there's so much to enjoy from behind the enormous

wheel of this fine British motoring car.

There's an indicator stalk with a green blinker light on the end. Not sure that green is the right colour, mind.

It's a bit Muslim.

But the switchgear had that reassuring feel we crave.

The wiper knob, you just know, was attached by a man with a Birmingham accent who was wearing a brown store coat and loved Harry Worth. Which is probably why it came off in my hand.

I was going to say that the 1.5-litre engine pulled well in a high gear (fourth), suggesting that it had good torque. But torque

sounds French and is therefore not a word that we should be using any more.

After a couple of miles I tried to pull over in a layby to admire the view, but the weakness of the brakes – which are basically milk bottle tops – meant I missed it completely and ended up in a Costa Coffee car park several miles further down the road.

There I enjoyed some proper sandwiches and a sausage roll made from proper sausage meat; none of that foreign muck with la-di-bloody-da herbs in it. And then I finished off with a banana that was bent. Like a proper British banana should be.

I wanted to listen to the Jeremy Vine show, because I agree with all its callers, but, sadly, although the Wolseley had a speaker in the middle of the dash, there was no radio. Nor was there much of a heater, come to that.

This is how life's going to be now. It's what more than half the voting public want. The country as it used to be.

And I'm sorry to have to say this, but what I wanted was what the country could have been. Which is why, next week, I shall be reviewing the Alfa Romeo Giulia Quadrifoglio.

If you're not happy about that, buy the bloody *Sunday Express* instead. Apparently it's reviewing the new Hillman.

Sunday Times

Guy goes in an adult store and asks for an inflatable doll.

Guy behind the counter says, 'Male or female?'

Customer says, 'Female.'

Counter guy asks, 'Black or white?'

Customer says, 'White.'

Counter guy asks, 'Christian or Muslim?'

Customer says, 'Hell, what does religion have to do with it?'

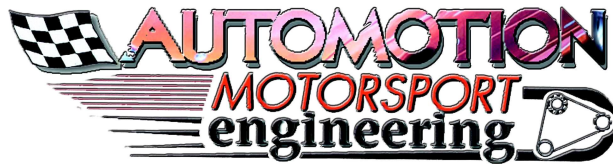
Counter guy says, 'The Muslim one blows itself up.'

Wellington Motorsport Association Calendar 2016

As at : 18th August 2016

Month	Date	Steward	Event Type	Club	Venue	Status
September	3		Test Day (Winter Series)	Manawatu	Manfeild	
	4	MC/AD	Race (Winter Series)	Manawatu	Manfeild	
	10		Rallysprint (Round 1)	Hawkes Bay	Mokamoka Rd, Hawkes Bay	
	11		The Surgery Sprint Gravel Sprint	Wairarapa	Manfeild Puketiro Road	IM GS
	18		Track Day series (round 3) ¼ Mile Sprint (Round 2) Autocross	Manawatu Hawkes Bay Wanganui	Manfeild Otene Road Loaders Quarry, Maxwell	
	25		Autocross (sealed)	Hutt Valley	Trentham	KN
October	1					
	2		Sealed Sprint	Wellington	Shelly Bay	DM/Sc
	16		Rallysprint (Round 2)	Hawkes Bay	Tangoio Road	
	21		Public test day (cars and bikes)	Manawatu	Manfeild	
	22		Race	IRC	Manfeild	
	23		Race Sealed Sprint Blossom Trial	IRC Hutt Valley Hawkes Bay	Manfeild Port Road Hawkes Bay	DM/Sc
Labour Day	24					
	30		Gravel Sprint	Levin	Mangahao Dam	GS
November	5		Multi event weekend & Track day	Manawatu	Manfeild	
	6		Multi Event weekend	Manawatu	Manfeild etc	
	12		Sealed Sprint Race – MG Classic	Dannevirke MG	Blairgowrie Road Manfeild	
	13		Race – MG Classic	MG	Manfeild	
	20	JR	¼ Mile Sprint (round 3) Sealed Sprint	Hawkes Bay Wairarapa	Otene Road Admiral Road	DM/Sc
	21		WMSA Meeting		HVMC Clubrooms	
	26		Speed Weekend–Sealed Hillclimb	Wanganui	? (2km)	
	27		Speed Weekend-Sealed Hillclimb Gravel Sprint The Surgery Sprint	Wanganui Wairarapa	? (3.7km) Dorsets Road Manfeild	GS IM
	27 Nov – 4 Dec		Silver Fem Rally			
December	3		Track Day series (round 5)	Manawatu	Manfeild	
	17		Clubmans Rally (max entry = 50)	Manawatu	Manfeild	
	18		Race (summer series)	Manawatu	Manfeild	
Abbreviations			Club Contacts		Wgtn/Wair Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright	
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy	
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan	
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley	
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga	
RT	Road and Track Sprint Series	Wairarapa	027 627 8005 (Mort)	SM	Stephen Marks	
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer	
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair	
Nat	National meeting	Dannevirke	j_pperformance@hotmail.com			
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz			
Sc	Ron Scanlon Trophy Series	Wanganui	barbaramgray@gmail.com			
DCCGS	Dannevirke CC Gravel Sprint Series	Hawkes Bay	donna_elder@clear.net.nz			





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A noted psychiatrist was a guest speaker at an academic function where Nancy Pelosi happened to appear. Ms Pelosi took the opportunity to schmooze the good doctor a bit and asked him a question with which he was most at ease.

'Would you mind telling me, Doctor,' she asked, 'how you detect a mental deficiency in somebody who appears completely normal?'

'Nothing is easier,' he replied. 'You ask a simple question which anyone should answer with no trouble. If the person hesitates, that puts you on the track.'

'What sort of question?' asked Pelosi.

Well, you might ask, 'Captain Cook made three trips around the world and died during one of them. Which one?'

Pelosi thought a moment, and then said with a nervous laugh, 'You wouldn't happen to have another example would you? I must confess I don't know much about history.'

Sadly, they walk among us!

Stratford Street Sprint

On Saturday afternoon I left Wellington bound for Taranaki to enter the annual Stratford Street Sprint. I had decided a family catch up was in order, so stopped off at my Mum's place for the night in Wanganui. Along with my Sister Sue, we had an entertaining and chatty family dinner at the Cossy club and heard about Sue's four week holiday in France where it was 38 degrees... sounded good to me!

The next morning I left early and did some complicated calculations in my mind to prove that I could top up with gas in Wanganui and then travel to Stratford and back including petrol used for the sprint.



The mountain was in view so I took a photo to prove to the karate guys back in Wellington that I was doing something much more interesting and had a good excuse for missing training that day.

I changed my wheels with my trusty half price rattle gun... that actually hasn't been working due to the charger charging to 17.5v instead of the required 20v! Sometimes I am lucky if the batteries work at all. The battery is a lithium type so I googled all about lithium charging to see what I could do to improve the situation. I got out my Electronics Australia variable power supply, added a multimeter to measure current and another to measure voltage and charged 3 batteries and found 4th is at 15v and broken.

I'm not sure why but drivers briefing was an hour late... there must have been lots of last minute random organisational things for an event in such a public area. There was huge interest from local community and hundreds of people came out to watch. Competing were cars, bikes and drifters. The cars and bikes were good to watch but the drifters were just hitting rev limiters all time for no purpose and driving into things or spinning out and generally going slow. As usually they were also the crowd pleasers... so strange!

I was second to run on a slippery new road that I hadn't done before so took one for the team and swept the road. It was a semi industrial and suburban block with a chicane on each straight. One corner had ditches that completely swallowed a car another year. That corner got the most respect from me!

My practise run went fine but then got bored waiting an hour and forty five minutes for the next run. My first timed run I tried to be a bit more aggressive and hit a cone in my usual way by cutting too close and clipping it with inside rear wheel. I heard a very big thump but hoped that maybe I had just run over base... but unfortunately the next time round I saw that the cone had actually vanished and the pole linking the cones was down and in the way... so just drove around it. I ended up with same time as practise.

Another period of boredom was coming up so I went into town and visited two bakeries. I got some freshly baked yummy stuff and had a coffee fix as well. The bikes were good to watch... there was an old Triumph from the 1970s, a Motoguzzi 1200, a Ducati 749 and a Yamaha r6. The r6 was fast but I was also impressed with the Motoguzzi. The rider and bike had an upright riding style but he was still fast and only just behind the Yamaha. Some guys were obviously relaxed and fluid and used to racing... others were a bit more showy and just wanting to wheel stand and put on a show.

My second run went well and I knocked four seconds off my previous run. I did some good brake lockups going into the first chicane while changing down from fourth to second. The car was going left-right-left-right, under braking but luckily it squirmed to the left just when I needed to turn left into a chicane... that was my win for the day.

I took a ride with Ryan Stevens in his RX7 - that was so good. His car is many levels up on mine, it's faster, it turns in better and the rear end is lively yet controllable. He's also just installed a dog box giving lightning fast changes. I want one just like that. I managed to not throw up, which he was really worried about as I had told him about my previous weekend with Adam.

Back in my car again, I spent a lot of time going round corners so went against all known wisdom and changed second to third mid corner in many corners. The car didn't twitch much and didn't snap out so all good. I spent too much time in second gear high revs so for the third run I attempted to use third gear through all the corners, and some chicanes. I lost 0.18 of a second using a higher gear, but I wanted to beat the time of the next fastest guy by about 0.10 second who was the fastest 4wd, so that was a fail. After the second timed run I was fourth overall and second in the 4wd class.

Because we started an hour late I couldn't stay for the prize giving. When I got back to Wanganui and only needed \$65 gas to top up which meant I had done 224kms there and back plus racing round the streets. Better than I thought. I could do that again and then have an empty tank. Went back into town and picked up Bid. She had some sandwiches and slices to eat on the way back home. We talked about joining a Cossie club.

Stayed almost completely on the speed limit.

Great weekend.

Al Groves

SNAKE

This blonde was selling her pet Python on eBay.

A bloke just rang up and asked if it was big.

She said, "It's massive."

He said, "How many feet?"

She said "None....it's a fucking Snake"

Motorsport points 2016 (many thanks to Graham Heath

Unofficial 2016 WMSA Gravel sprint Series results – PATS Trophy

Placing	Driver	Club	Car	Class	Westons Road	Glac Road
1st =	Shane Mackay	Levin	Impreza	D	20	20
1st =	Graham Heath	HCCC	Nissan Pulsar	C	20	20
3rd	Leon Cast	HCCC	Toyota	B	20	16
4th	Michael Mortensen	Wai	Toyota Corolla	B	13	11
5th	Dayle Brock	Wai	Barina	A	20	0
6th=	Karl Robinson	Kapiti	Impreza	E	0	20
6th=	Gary Leach	Wai	Escort	C	16	0
6th=	Marty Bertelsen	Levin	Toyota	B	0	20
6th=	Daniel Hole	Wai	Lancer	E	0	0
10th	Geoff Warren	HVMC	WRX	E	0	11
11th=	John Esler	Wai	Ford Escort	D	16	0
11th=	Peter Langdon	HVMC	Corolla	D	0	16
11th=	Chris Hayman	Wai	Escort or Mirage	C	0	0
14th	Rob Hayman	Wai	Chevette	B	0	0
15th	Chris MacIvor	Wgtn	WRX	E	0	13
16th=	Brian Craig	HCCC	Toyota Corolla	B	0	13
16th=	Gordon Diggle	Wgtn	Mirage /Imprezza	C/E	0	0
18th=	Dick Butters	HCCC	Subaru	E	0	9
19th=	Shane Atkinson	HCCC	Honda Civic	C	0	16
19th=	Jeff Ward	Wgtn	Legacy	E	0	16
19th=	Jeremy McLaughlan	WCC	Corolla	A	0	0
22nd=	Chris Steel	Levin	Lancer	D	0	0
22nd=	Stu Andrews	Wai	MR2	C	0	0
22nd=	David Ragen	HCCC	VR4	E	0	0
22nd=	Adam Fisher	HCCC	Starlet	A/B	0	0
22nd=	Paul Taylor	Wgtn	BMW	D	0	0
27th=	Tony Fitzgerald	WCC	RX7	D	0	0
27th=	Kim Lace	Wai	Escort	D	0	0
29th=	Brian Budd	Wgtn	Mitsubishi	E	0	10
29th=	Neil Tapp	HCCC	Toyota Corolla	B	0	0
29th=	Keece Pope	Wai	Commodore	D	0	0
29th=	Brent Miller	Wgtn	Toyota	B	0	0
33rd=	Adam Bligh	Kapiti	Lancer	E	0	0
33rd=	Jim Rob	Kapiti	Datsun	B	0	0
35th	Jilly Huston	HCCC	Starlet	A/B	0	0

Unofficial 2016 WMSA Gravel sprint series results – Rallywoods Trophy

Placing	Club	Westons Road	Glac Road
1st	Harbour Capital Car Club	29	17
2nd	Levin Car Club	20	21
3rd	Wairarapa Car Club	23	10
4th	Hutt Valley Car Club	0	17
5th	Wellington Car Club	0	21

Sealed Autocross - William Durant Drive, Trentham

No	Driver		Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	OA Place
4	Vivian	Eden	WRX	HVMC	4WD	1.06.72	1.10.09 *	1.02.60	1.03.97	1.02.60	1
21	Tim	Steeneken	MR2	HVMC	EOD	1.05.66	1.04.28	1.02.81	1.04.35	1.02.81	2
25	Alan	Groves	WRX	HCCC	4WD	1.05.69	1.03.44	1.08.50 *	1.04.87	1.03.44	3
16	Webster	Gough	Impreza	HCCC	4WD	1.06.34	DNF	1.04.06	1.04.47	1.04.06	4
11	Stephen	Gray	Corolla	HVMC	EOD	1.08.69	1.06.88	1.07.44	1.05.28	1.05.28	5
2	Russell	Cloughley	BMW	HVMC	ENOD	1.06.68	1.06.22	1.05.31	1.06.16	1.05.31	6
8	Geoff	Warren	WRX	HVMC	4WD	1.07.72	1.06.35	1.05.91	1.05.78	1.05.78	7
24	Jared	Rush	Corolla	HVMC	EOD	1.18.84	1.21.44 *	1.08.81	1.06.78	1.06.78	8
7	Josh	Donohue	Mirage	HVMC	EOD	1.10.16	1.09.38	1.07.40	1.07.75	1.07.40	9
10	Hamish	McClurg	MR2	HCCC	EOD	1.09.53	1.08.72	1.07.63	1.08.00	1.07.63	10
23	Stephen	Samueli	Corolla T	HCCC	EOD	1.10.69	1.07.75	1.09.16	1.07.97	1.07.75	11
26	Corey	Smith	Legacy	HVMC	4WD	1.11.03	1.10.97	1.08.25	1.09.87	1.08.25	12
31	Leon	Cast	Altezza	HCCC	ENOD	1.10.35	1.08.97	WW	1.08.28	1.08.28	13
29	Dan	Binet	MR2	HCCC	EOD	1.10.59	1.09.44	1.08.69	1.21.37 **	1.08.69	14
12	Neil	Rush	Integra	HVMC	EOD	1.28.00	1.11.19	1.10.72	1.08.75	1.08.75	15
28	Graeme	Wall	Corolla	HVMC	EOD	1.10.15	DNF	1.09.31	1.08.81	1.08.81	16
33	Brian	Worboys	Roadrat	HCCC	EOD	1.11.13	1.10.00	1.11.19	1.08.84	1.08.84	17
44	Josh	Woods	MX5	Wgtn CC	ENOD	1.11.65	1.08.84	1.09.00	1.09.18	1.08.84	18
1	Chris	Duston	Altezza	HCCC	ENOD	DNF	1.11.44	1.11.53	1.09.43	1.09.43	19
18	Richard	Kelly	Porsche 911	HVMC	EOD	1.13.50	WW	1.09.53	DNF	1.09.53	20
39	Glen	Clemas	Legacy	HVMC	4WD	1.12.72	1.12.37	1.09.78	1.13.82	1.09.78	21
34	James	Horner	Legacy	HVMC	4WD	1.12.47	1.10.46	1.23.68	DNF	1.10.46	22
36	Andrew	Lamb	Cappuccino	HVMC	EOD	1.14.88	WW	1.10.91	1.11.25	1.10.91	23
5	Paddy	Hanna	S2000	HVMC	ENOD	1.16.97	1.17.78	1.13.34	1.11.15	1.11.15	24

Traffic Camera

A man was driving when he saw the flash of a traffic camera. He figured that his picture had been taken for exceeding the limit, even though he knew that he was not speeding. Just to be sure, he went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now he began to think that this was quite funny, so he drove even slower as he passed the area again, but the traffic camera again flashed. He tried a fourth time with the same result. He did this a fifth time and was now laughing when the camera flashed as he rolled past, this time at a snail's pace. Two weeks later, he got five tickets in the mail for driving without a seat belt.

You can't fix stupid.

Seniors Banking. PRICELESS!!

Shown below, is an actual letter that was sent to a bank by an 86 year old woman. The bank manager thought it amusing enough to have it published in the English Times.

Dear Sir:

I am writing to thank you for bouncing my cheque with which I endeavoured to pay my plumber last month.

By my calculations, three nanoseconds must have elapsed between his presenting the cheque and the arrival in my account of the funds needed to honour it..

I refer, of course, to the automatic monthly deposit of my entire pension, an arrangement which, I admit, has been in place for only eight years

You are to be commended for seizing that brief window of opportunity, and also for debiting my account \$30 by way of penalty for the inconvenience caused to your bank.

My thankfulness springs from the manner in which this incident has caused me to rethink my errant financial ways. I noticed that whereas I personally answer your telephone calls and letters, --- when I try to contact you, I am confronted by the impersonal, overcharging, pre-recorded, faceless entity which your bank has become.

From now on, I, like you, choose only to deal with a flesh-and-blood person.

My mortgage and loan repayments will therefore and hereafter no longer be automatic, but will arrive at your bank, by cheque, addressed personally and confidentially to an employee at your bank whom you must nominate.

Be aware that it is an OFFENCE under the Postal Act for any other person to open such an envelope.

Please find attached an Application Contact which I require your chosen employee to complete. I am sorry it runs to eight pages, but in order that I know as much about him or her as your bank knows about me, there is no alternative.

Please note that all copies of his or her medical history must be countersigned by a Notary Public figure, and the mandatory details of his/her financial situation (income, debts, assets and liabilities) must be accompanied by documented proof.

In due course, at MY convenience, I will issue your employee with a PIN number which he/she must quote in dealings with me.

I regret that it cannot be shorter than 28 digits but, again, I have modelled it on the number of button presses required of me to access my account balance on your phone bank service.

As they say, imitation is the sincerest form of flattery.

Let me level the playing field even further.

When you call me, press buttons as follows:

IMMEDIATELY AFTER DIALLING, PRESS THE STAR (*) BUTTON FOR ENGLISH

THEN:-

#1. To make an appointment to see me

#2. To query a missing payment.

#3. To transfer the call to my living room in case I am there.

#4 To transfer the call to my bedroom in case I am sleeping.

#5. To transfer the call to my toilet in case I am attending to nature.

#6. To transfer the call to my mobile phone if I am not at home.

#7. To leave a message on my computer, a password to access my computer is required. Password will be communicated to you at a later date to that Authorized Contact mentioned earlier.

#8. To return to the main menu and to listen to options 1 to 9

#9. To make a general complaint or inquiry.

The contact will then be put on hold, pending the attention of my automated answering service. While this may, on occasion, involve a lengthy wait, uplifting music will play for the duration of the call. Please note all calls will be charged at premium rate as I have decided to restrict my standard geographical number to friends & family only.

Regrettably, but again following your example, I must also levy an establishment fee to cover the setting up of this new arrangement.

May I wish you a happy, if ever so slightly less prosperous New Year?

Your Humble Client...

AND REMEMBER.....

Don't make old people mad.

We don't like being old in the first place, so it doesn't take much to piss us off.

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

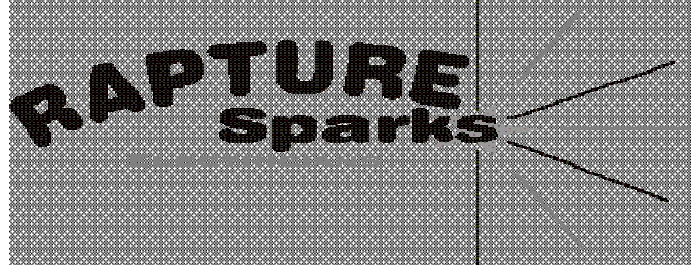
2nd HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

Ph Neil 027 248 3979 (bus.) 04 526 7510 (hm)

For all your Electrical Installation



Residential, Commercial & Industrial

Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (home)

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100. Great for tidying up your wiring loom

FOR SALE

HANS DEVICE



Schroth Hans Device – Little Used
Medium Size In Excellent Condition With Carry Bag.

\$300 O.N.O

Contact Len Fisher 0274 390 308



JAMEX race seats (2)

A little bit sun faded but in good physical condition.

Base mounted

Contact Adam Fisher on 0274577149

\$50 the pair.

While looking at a house, my brother asked the estate agent which direction was north because he didn't want the sun waking him up every morning. She asked, 'Does the sun rise in the north?' My brother explained that the sun rises in the east and has for some time. She shook her head and said, 'Oh, I don't keep up with all that stuff.....'

They Walk Among Us!

HVMC LeMONS Series Autocross

Points by Rounds

Overall

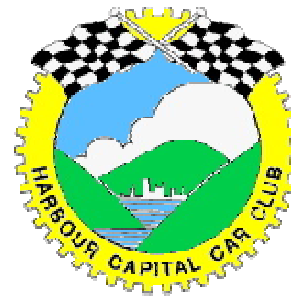
Driver		Car	Club	Class	29-May	26-Jun	31-Jul	Total
Vivian	Eden	WRX	HVMC	4WD	20	20	20	60
Tim	Steeneken	MR2	HVMC	EOD	16	13	16	45
Alan	Groves	Impreza	HCCC	4WD	10	16	13	39
Webster	Gough	Impreza	HCCC	4WD	11	11	11	33
Geoff	Warren	WRX	HVMC	4WD	13	10	8	31
Josh	Donohue	Mirage	HVMC	EOD	5	7	6	18
Russell	Cloughley	BMW	HVMC	ENOD		9	9	18
Stephen	Samueli	Corolla T	HCCC	EOD	3	6	4	13
Hamish	McClurg	MR2	HCCC	EOD		5	5	10
Stephen	Gray	Skyline	HVMC	ENOD			10	10
Neil	Rush	Integra	HVMC	EOD	9			9
Kerry	Fackney	Silvia	HVMC	ENOD	8			8
Max	Kempthorne	Pulsar	HVMC	EOD		8		8
Loren	Brookes	WRX	HCCC	4WD	7			7
Corey	Smith	Legacy	HVMC	4WD		4	3	7
Jared	Rush	Corolla	HVMC	EOD			7	7
Neil	Roots	City	HCCC	EOD	6			6
Graeme	Wall	Corolla	HVMC	EOD	2	3		5
Dan	Binet	MR2	HCCC	EOD	4		1	5
Daniel	Thomson	MX5	HCCC	ENOD		2		2
Leon	Cast	Altezza	HCCC	ENOD			2	2
Rob	Birch	Civic		EOD	1			1
Brian	Worboys	Roadrat	HCCC	EOD		1		1
Nick	Bentley	Corolla	HVMC	EOD				0
Cathy	Reid	Mirage	HVMC	EOD				0
Ben	Mealings	Silvia	KCC	ENOD				0
Thomas	Walls	MR2		EOD				0
Mark	Congdon	Skyline	Triumph CC	ENOD				0
James	Horner	Legacy	HVMC	4WD				0
Hayden	Wood	Metro		EOD				0
Logan	Keats	Corolla	HVMC	EOD				0
Isaac	Blomfield	Peugeot	HVMC	EOD				0
Matt	Beeke	Cressida		ENOD				0
Shane	Windley	200SX	HVMC	ENOD				0
Cameron	Walker	Silvia		ENOD				0
Andrew	Lamb	Peugeot	HVMC	EOD				0
Gareth	Pritchard	Skyline		ENOD				0
Ashton	Mealings	Silvia	KCC	ENOD				0
Daniel	Beeke	Skyline		ENOD				0
James	Jeffries	Skyline	HVMC	ENOD				0
Mike	Reid	Mirage	HVMC	EOD				0

I couldn't find my luggage at the airport baggage area and went to the lost luggage office and reported the loss.

The woman there smiled and told me not to worry because she was a trained professional and said I was in good hands. 'Now,' she asked me, 'Has your plane arrived yet?'

(I work with professionals like this.)

They Walk Among Us!



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	
Mobile			
Email			
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			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

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

Trials	Motorkhanas	Speed	Rallies
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Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 45.00 p.a.
 Family: \$ 55.00 p.a. for a couple plus \$10 for each additional family member
 Student: \$ 35.00 p.a.

Amount enclosed: \$ _____

Or Direct Credit into the Bank Account (Please put your name in the reference)
 BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

The 66 Party & engagement & Len's fotos from Coromandel

