



WHEELSPIN

February 2019

www.hccc.org.nz

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COVER PHOTO

Noddy having fun!

Committee : 3rd TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1st TUESDAY of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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)

TUESDAY 5th February 2019 @ 7:30

Remember THIS MEETING is the AGM



Having had a non racing month for my December article, there has been a bit of progress since! Which is good, otherwise my brain gets a bit (more) weird!

In the not driving, but watching department, Geoff Warren and I both took a day off work, and headed over into the Wairarapa to spectate the Silver Fern Rally. We knew from looking at the entry list, that for such a major event, the numbers were to be tactful about it, rather depleted at about 30 or so cars.

However, even with that in mind, a day watching a small rally, is still far better than a day at work! Something I am sure most of you would agree with.

We piled into Geoff's Ford ute sort of a thing, and headed over the hill. Though, some would suggest that I'm already over the hill, and that Geoff is only a few years behind me. We got as far as Carterton before the day became more interesting, as just ahead of us we saw a small cloud of smoke rising. This turned out to be a Honda Accord having just driven into (well, actually, nearly onto) a brick wall border to somebodies house. The smoke rising was the deployed airbags. There wasn't a lot we could do, having checked that there were no fluids leaking from the vehicle of concern, and the battery wasn't in any danger of arcing.

The passenger was injured, and the driver wasn't making a whole lot of sense. So out of respect for their situation, I didn't take any photos of the incident. First aid was being applied, and emergency services were on their way, so we departed the scene.

The spectating was pretty good, as we found some decent corners, met some decent folk, managed to fluke avoidance of all the rain that was hanging about. We drove into a couple of stages to get into good spots, and fluked an utterly brilliant spot in the second to last stage, with a couple of good corners to view, a driveway to get the ute right off the road, and even a long-drop toilet!

Three stages worth of photos were taken, and we drove the entire second to last stage first ahead of, and then behind the field.

The road was utterly brutal in places, even in a high 4wd ute, it was spleen bashing. I think if I'd been in the

Corolla, I'd be going at walking speed (literally) in a couple of the places that we drove through. Looking at it, I'd say that the bank had fallen over on the road, and they just smashed bits of the rocky bank flat enough to kind of get cars over.

We met tail end Charles (because this is too highbrow an event to have a tail end Charlie) extracting an Escort from a drain, only to discover that it had a snapped tie rod end once extracted.

Using the tools and spares in the car, they and we basically cobbled it together with a hose clamp, and they crept through the rest of the stage behind us until we met their service crew heading the other way. Which wrapped up a rather interesting day.

Financially, I can't really see how this will remain a viable event, at only 30 cars in the field, because the logistics and manpower involved must be just as big as a 70 car rally, but with half the entry fee money to pay for things. It's a really expensive lump of money to come up with for one event, because it is by name and nature, a Marathon (capital M) rally. So it will never be within my budget, but maybe some serious marketing to the English and Irish rallying communities might drum up some better numbers?

On a far more humble level (both in terms of event status, and driver ability), I did my last gravel sprint of the season, at Wairarapa Car Club's Dorsets Road.

It was a popular event this year, with a sell-out crowd (of drivers of course), which is pleasing to see at a gravel event.

Really warm day, and once again I regret not reinstating the air con in the Corolla after I wiped it out at Shelly Bay all those years back.

Because I've been having some sun or heat related migraine issues at events during last year (I've been pretty badly crook a few times the day after events in 2018), I spent a lot of the day appearing to be very anti-social, by hiding away in my car to stay out of the sun, along with chugging back buckets of fluids. So if you see me drinking electrolyte drinks at events, it's not because I'm hung over, it's just me trying to stay functional.

I had navigators all day, which I've not had in a while, either Sarah Jaggs (Geoff's rally navigator), or our esteemed editor Len on board.

Have to say, it served as a really useful reminder of how valuable a navigator can be! I reckon with their assistance, I was more on the pace that day than I've been all year. Once you've got confidence in the notes, it discourages precautionary braking when you're not 100% confident which of the corners you're arriving into. At Dorsets there's a couple of corners that I can never quite recall which part of the sequence they're at, so knowing it's a 5 5 3, rather than a 5 3 3 makes a lot of difference to the speed you can hit the first corner in the sequence at.

After the second official timed run, I wasn't sure how I was going in the 1600 class results, so I figured if I was miles adrift, I'd flag the third run and save my tyres (as it was pretty hard underfoot, and my front tyres were starting to look like they'd be nibbled by rodents) for 2019 events. But I was only a second behind Gary in the Escort (who I always try to catch, but can't actually seem to get past unless he has had a truly bad day), though he'd had a bit of a look up a bank on his quickest run, so he reckoned there was more in it for him.

Given that I was still in contention, I decided that yup, I would have a go at the third run. Gary had a clean run, so while we both went quicker, he managed to pull away up to 2 seconds quicker than me. I'm pretty happy with that, as we were both well clear of the rest of the class. So the old Corolla can still do it, but I need more than my usual dose of brave pills to stay in the top 3 in class! Given that I can't afford to go chasing more power, my alternative is to find either more brave, or more talent.

Then with my last gravel out of the way for the year, it was time for two rounds of the Rubber Duck Challenge, on Wairarapa's Motorplex paddock. With some sort of pesky seasonal holiday sort of a thing in between the two grass autocrosses.

I believe it might have involved reindeer and sleighs or something? But yeah no engines, not keen on it it-).

For the December round, I ended up "racing" my workmate's Citroen turbo diesel stationwagon. Purely because he was about to scrap it, because of an ABS fault, but it was still registered, warranted, and fine to drive. So I thought, this an excellent very bad idea, let's enter a completely unsuitable car, for no good reason.

No good reason, is an excellent reason to do a thing.

The Citroen, which I immediately named Sh*t Ron, was very comfortable, because of hydraulic suspension, and functional air conditioning. These are the only positives I can come up with.

It had power in about a 1000rpm range, then it fell off the curve, while not being anywhere near the curve in the next gear. So there was a vast gap between second and third that was big enough to drive, well, a Citroen station wagon through.

Handling was negotiable at best, probably not helped by running 36psi to ensure that I didn't roll a tyre off the rim, so my levels of understeer were quite significant. In between my areas of having no power available.

That said, it was amusing, and totally confused anyone who knows my taste in vehicles.

I wasn't the only diesel "racing" there that day either, as Chelles was there in her Hilux. Though with hers being rear drive, and mine being front drive and front handbrake, her level of drift points was considerably higher than mine.

We had a couple of utes, and a Commodore running, as well as some sort of American land whale being driven (carefully) by Ian Stewart, so I was in good company for the "bringing a knife to a gunfight" category.

There was a great turnout of entrants, with 44 entries, a good number of them being new competitors. Which is excellent given that it's only our second event at the venue, and also that Masterton is more of a commute than Tauherenikau.

I don't have the results at hand as I type this, but the Sh*t Ron wasn't last, which I'm reasonably happy about.

The car wasn't as happy by the end of the day, as a very loud "clonk" noise suggests that an engine mount had self destructed nicely. However, I got the car back home again, driving very gently and slowly, and it was sent to the car graveyard in the sky later on.

Certainly with the floaty floaty suspension and good air con, it is the most comfortable that I've been on my way to and from an event in a car that I've raced. But I wouldn't be in any hurry to do it again.

We headed back to Masterton again in January, for the final round of the Rubber Duck series.

Another good day out, with 44 entries, in a good range of vehicles.

It was a stinking hot day, and had the wind blowing in exactly the right direction to totally bury us in the timing gazebo all day. So despite some serious face washing twice during the day, on my drive home, literal lumps of mud were falling out of my eyes.

If you've not headed over to our Facebook page, Dave has put up a video from the day, showing just how serious the dust situation was out there.

I busted out the Corolla for the first time at this paddock, so was driving a far more suitable weapon than the previous two rounds (Swift was a bit low, Citroen was just all the no). It's certainly nice being back in

something with a limited slip diff, because the one-wheeler peeler out of corners is frustrating when you're used to better.

Again, I was missing my air con on that day. Running with the fan on full blast just meant that I filled the car with dust, while having hot air circulated past me. However, hey, it's supposed to be a race car right?

In the four wheel drive class (and overall), Geoff Warren pulled out a couple of really good runs, beating Albaru to the top of the podium, with Loren third in class (10th overall), in a non-turbo Legacy wagon.

Adam put on a storming run in his Starlet rally car, to finish a very convincing first in rear drive class (9th overall), followed by John Keen (running Mort's old AE86), and then Brendon Norling (last seen behind the wheel, rolling his KE70 at Dorset's road about three years ago) in an Altezza.

Front drive was a hot battle, with the first six cars within three seconds. Graham in the supercharged Pulsar, only two tenths of a second ahead of Webster in his daily driver MPS, then Craig O'Brien having brought his Mirage all way the way from the Manawatu to compete in our series.

In the overall series points, Albaru took out four wheel drive, Neil front drive, and John rear drive. Some of the class points went right down to the wire, with only a handful of points separating the podiums in all classes.

Fantastic to see people travelling to support these events, and running highly improbable vehicles (and enjoying themselves regardless).

I think we're done in that paddock until after the Clubsport Championships are done, so as to give the paddock a bit of recovery time. Once the Champs are out of the way, we'll see how the state of the paddock is, as typically that will end up carving some serious tracks into the ground, due to a competitive field, and plenty of power.

But watch this space for further Rubber Duck series dates, which will be brought to us by Neil's Wheels, who has come on board as the naming rights sponsor. Have a chat to Neil about your tyre needs, as he does rally, race, and road tyres.

That's probably enough of an encyclopaedia from me.

Hopefully we'll see many of you at AGM (February Clubnight) and thereafter at various events with cones and grins.

Leon

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A couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember .. Later that night, while watching TV the old man gets up from his chair 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice-cream?'

'Sure.'

'Don't you think you should write it down so you can remember it?' she asks.

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes, the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

'Where's my toast?'

Wellington Motorsport Association Calendar 2019

As at : 26 November, 2018

Month	Date	Steward	Event Type	Club	Venue	Status
February	2		Leadfoot Festival			
	3		Leadfoot Festival			
	14		Rally Sweden			
	17		Sealed Sprint	Levin	Kaihinau Road	DM/Sc
	18		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24	GG	Sealed Sprint	Hutt Valley	Wallaceville Hill	DM/Sc
March	7		Rally Mexico			
	16	SM	Clubsport Nationals	Wairarapa		
	17	SM	Clubsport Nationals	Wairarapa		
	24	AW	Sealed Sprint	Wellington	Alexandra Road, Wellington	DM/Sc
	28		Rally France			
April	4	All	Stewards Meeting			
	7		Race (Summer Series Rd 3)	Manawatu	Manfeild	
	13		Otago Rally			
	14	JR	Bent Sprint	Wairarapa	Masterton Motorplex	
Easter	19	WG	Sealed Sprint (Race to Dump)	Hutt Valley	Silverstream	
Easter	20					
Easter	21					
Easter	22					
	25		Rally Argentina			
	28	AW	The Surgery Sprint		Manfeild	IM
May	4		Whangarei Rally			
	5	SM	Gravel Sprint	Wairarapa	Puketiro Road	GS
	9		Rally Chile			
	19		Gravel Sprint	Levin	Heights Road	GS
	20		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Motorsport AGM			
	25		Motorsport AGM			
	26		Autocross	Hutt Valley	Upper Hutt	KN
	30		Rally Portugal			
June	2		Canterbury Rally			
	13		Rally Italy			
	22		Sth Canterbury Rally			
	23		The Surgery Sprint		Manfeild	IM
	30		Autocross	Hutt Valley	Upper Hutt	KN
July	6		Indonesia Rally			
	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	28		Autocross	Hutt Valley	Upper Hutt	KN
August	3		Malaysia Rally Finland Rally			
	11		The Surgery Sprint		Manfeild	IM
	17		Goldrush rally			
	20		WMSA Meeting/WMSA AGM		Hutt Valley Motorsport Clubrooms	
	22		Rally Germany			
	25		Autocross	Hutt Valley	Upper Hutt	KN
September	12		Rally Turkey			
	21		Japan Rally			
	29		The Surgery Sprint Autocross	Hutt Valley	Manfeild Upper Hutt	IM KN
October	3		Rally Gt Britain			
	13		Gravel Sprint	Levin	Mangahao Dam	GS
	19		Waitomo rally			
	20		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	24		Rally Spain			
	28		Sealed Sprint	Hutt Valley	Port Road	DM/Sc
November	9		Race (MG Classic)	MG	Manfeild	
	10		Race (MG Classic)	MG	Manfeild	
	14		Rally Australia			
	18		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Gravel Sprint	Wairarapa	Dorsets Road	GS
December	1		The Surgery Sprint		Manfeild	IM
	7		India Rally			
	25		Reindeer Pie Eating contest		Rudolph sold out, sorry	

Abbreviations		Club Contacts		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 4397616 (John)	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_ppformance@hotmail.com		
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz		
Sc	Ron Scanlan Trophy Series	Wanganui	barbaramgray@gmail.com		
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz		



This actually happened to an Englishman in France who was totally drunk.

A French policeman stops the Englishman's car and asks if he has been drinking.

With great difficulty, the Englishman admits that he has been drinking all day, that his daughter got married that morning, and that he drank champagne and a few bottles of wine at the reception, and many single malts scotches thereafter.

Quite upset, the policeman proceeds to alcohol-test (breath test) the Englishman and verifies that he is indeed totally sloshed.

He asks the Englishman if he knows why, under French Law, he is going to be arrested?

The Englishman answers with a bit of humour, "No sir, I do not! But while we're asking questions, do you realize that this is a British car and that my wife is driving . . . on the other side?"

Swanning about, in Las Vegas

Last year I was fortunate enough to be able to attend the SEMA Show in Las Vegas, no if you aren't aware of SEMA, it is the world's largest aftermarket parts expo for the automotive industry. This year there were 2,400 exhibitors and 1,500 vehicles on display under cover at the one million square foot Las Vegas Convention Centre. The parking lots are filled with additional vehicles on display as well as driving demonstrations from Ford, KTM Crossbow's and Continental tyres drifters. On the final evening there is a parade of all of the vehicles that have been on display and then a large car park party. Over the 4 days of the show, there was a total of 160,000 individual attendees.

The show is divided into several different halls, covering collision repair, wheels & tyres, performance modification, 4 wheel driving and off road, new exhibitors and featured products.

Whilst there was a lot of big American V8's on display (as you would expect), I was surprised with the number of European super cars and classic Japanese vehicles on display. The Yanks have a real passion for the Datsun 240Z and Toyota FJ40 Land Cruiser, with most on display having been repowered with modern running gear.

One of the highlights of the show is the battle of the builders, where people from all across America modify vehicles and compete in regional events hoping to qualify for the finals at SEMA. This year there was everything from F350 trucks with monster lift kits and Cummings diesel truck engines fitted to Subaru Impreza's with Nissan Skyline engines to Jeep Wranglers running on tracks and even a 1970's Honda Accord with Tesla running gear done in the style of a 1950's gasser drag car.



Teslonda the Tesla powered Honda Accord, look it up on You Tube!

You could easily build a car from the items on display; there was everything from a reproduction Camaro or Mustang body shells, complete reproduction wiring looms, crate engines, aftermarket brakes and suspension components, numerous wheel and tire manufacturers and even reproduction instrument clusters with digital gauges.

Toyota had a good selection of their current racing vehicles on display with a NASCAR Camry, a couple of Corolla drift cars and a concept GTE spec Supra, but the best vehicle on their stand was a Toyota Tundra pick-up with a fully functioning robotic Pizza Hut oven in the tray.



Prototype Toyota Supra GTE

Ford had a massive display with several NASCAR's and GT's on display and MOPAR had drag race simulator where you actually sat in a Dodge Demon and used the vehicle steering and pedals as controls. Ford, Mopar and GM all had numerous crate engines on display, everything from stock standard V8's to 800 plus horsepower NASCAR style motors, all with a warranty offered if you have them installed for street use by an authorized dealer.

Several of Ken Block's Hoonigan vehicles were on display at various stands, I managed to see the RS200, Mustang Hoonicorn RTR, Mk2 Escort and F150 Hoonitruck, that guy sure likes his modified Fords. There were a lot of celebrity appearances, I didn't bother with the wrestling or football stars and I didn't know who most of the YouTube or Discovery Channel stars were, but I did manage to get autographs from Richard Petty, Chip Foote and Charlie Hutton but couldn't be bothered waiting in the line to meet John Force or Mike Finnegan and David Freiburger from Roadkill.



Blasphemi from Roadkill

Hot Wheels had been running a build competition across the USA for people to build a Hot Wheels style vehicle with the winner getting their vehicle made into a toy, they also had several life size models on display.

The attention to detail and build quality on all of the vehicles on display is truly amazing and it is quite an

honor to be able to say that your vehicle has been on display at SEMA and even more so if you win one of the many awards on offer.



This insane Camaro build created a lot of attention



Game of Thrones spanner chair

Regards
Graeme Swan

An old physician, Doctor Gordon Geezer, became very bored in retirement and decided to re-open a medical clinic.

He put a sign up outside that said: "Dr. Geezer's clinic. Get your treatment for \$500 - if not cured, get back \$1,000."

Doctor Digger Young, who was positive that this old geezer didn't know beans about medicine, thought this would be a great opportunity to get \$1,000. So he went to Dr. Geezer's clinic.

Dr. Young: "Dr. Geezer, I have lost all taste in my mouth. Can you please help me?"

Dr. Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in Dr. Young's mouth."

Dr. Young: "Aaagh! -- This is gasoline!"

Dr. Geezer: "Congratulations! You've got your taste back. That will be \$500."

Dr. Young gets annoyed and goes back after a couple of days figuring to recover his money.

Dr. Young: "I have lost my memory, I cannot remember anything."

Dr. Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in the patient's mouth."

Dr. Young: "Oh, no you don't -- that is gasoline!"

Dr. Geezer: "Congratulations! You've got your memory back. That will be \$500."

Dr. Young (after having lost \$1000) leaves angrily and comes back after several more days.

Dr. Young: "My eyesight has become weak --- I can hardly see anything!"

Dr. Geezer: "Well, I don't have any medicine for that so, "Here's your \$1000 back" (giving him a \$10 bill).

Dr. Young: "But this is only \$10!"

Dr. Geezer: "Congratulations! You got your vision back! That will be \$500."

Moral of story -- Just because you're "Young" doesn't mean that you can outsmart an "old Geezer"



Harbour Capital Car Club - Results Round 3 Rubber Duck challenge Autocross 13 January 2019

No	Driver	Car	Class	Club	Run 1	Run 2	fastest	Run 3	Run 4	fastest	Total	Over	Over	Ove
9	Geoff Warren	WRX	4WD	HVMC	01:20.50	01:12.40	01:12.40	01:02.50	01:00.25	01:00.25	02:12.65	1	1	1
4	Alan Groves	WRX	4WD	HCCC	01:27.10	01:13.80	01:13.80	01:03.10	01:00.34	01:00.34	02:14.14	2	2	2
10	Graham Heath	Pulsar	EOO	HCCC	01:20.40	01:15.20	01:15.20	01:04.30	01:02.28	01:02.28	02:17.48	3	5	4
27	Webster Gough	MPS	EOO	HCCC	01:21.90	01:14.50	01:14.50	01:04.80	01:03.15	01:03.15	02:17.65	4	3	5
7	Craig O'Brien	Merige	EOO	MANAWATU	01:21.90	01:15.80	01:15.80	01:06.50	01:02.27	01:02.27	02:18.07	5	7	3
2	Mark Rutherford	Ka	EOO	HCCC	01:17.10	01:14.70	01:14.70	01:06.00	01:05.40	01:05.40	02:20.10	6	4	8
21	Nel Roots	City	EOO	HCCC	01:17.00	01:15.20	01:15.20	01:05.47	01:05.47	01:05.47	02:20.67	7	5	9
15	Leon Cast	Corolla	EOO	HCCC	01:27.20	01:16.30	01:16.30	01:07.10	01:04.65	01:04.65	02:20.95	8	8	6
3	Adam Fisher	Shariet	ENOD	HCCC	01:20.30	01:16.70	01:16.70	01:05.50	01:05.00	01:05.00	02:21.70	9	9	7
42	Loren Brookes	Legacy	4WD	HCCC	01:18.70	01:17.40	01:17.40	01:06.80	01:05.69	01:05.69	02:23.09	10	10	10
44	Peter Petterson	Shariet	EOO	Nil	01:22.50	01:18.70	01:18.70	01:08.60	01:06.94	01:06.94	02:25.64	11	13	11
28	Hugo Black	Imprezza	4WD	HVMC	01:24.30	01:18.50	01:18.50	01:08.60	01:08.22	01:08.22	02:26.72	12	12	15
14	Lee Herd	Shariet	EOO	HCCC	01:20.40	01:19.80	01:19.80	01:07.00	01:12.40*	01:07.00	02:26.80	13	17	12
13	John Keen	Levin	ENOD	WAI	01:25.30	01:19.50	01:19.50	01:18.30*	01:07.50	01:07.50	02:27.00	14	14	13
19	Keith Christmas	Mazda 121	EOO	HCCC	01:26.50	01:17.40	01:17.40	01:09.60	01:27.40	01:09.60	02:27.00	15	10	23
24	Brendon Worling	Altezza	ENOD	HCCC	01:38.50	01:19.80	01:19.80	01:11.10	01:09.40	01:09.40	02:29.00	16	15	21
23	Dave Wilce	Corolla	EOO	HCCC	01:22.90	01:20.50	01:20.50	01:11.80	01:08.62	01:08.62	02:29.12	17	18	18
26	Ross McKenzie	Vitz	EOO	HCCC	WW	01:21.10	01:21.10	01:10.50	01:08.40	01:08.40	02:29.50	18	20	16
8	Dean Herd	Altezza	ENOD	HCCC	01:28.80	01:20.50	01:20.50	WW	01:09.00	01:09.00	02:29.50	19	18	20
22	Dick Butlers	Merige	EOO	HCCC	01:21.50	01:19.70	01:19.70	01:12.50	01:10.00	01:10.00	02:29.70	20	16	27
6	Mike Reid	Merige	EOO	HVMC	01:24.50	01:32.00*	01:24.50	01:08.80	01:07.50	01:07.50	02:32.00	21	26	13
12	Jilly Fisher	Shariet	EOO	HCCC	01:24.60	01:27.00*	01:24.60	01:13.80	01:08.78	01:08.78	02:33.38	22	28	19
1	Barry Cuthill	Fraser	ENOD	MANAWATU	01:27.80	01:24.20	01:24.20	01:12.65	01:09.60	01:09.60	02:33.80	23	23	23
11	Haydn Perkins	Mirage	EOO	HCCC	01:26.30	01:22.50	01:22.50	01:11.80	01:11.60	01:11.60	02:34.10	24	21	30
16	Paul Tapper	Levin	EOO	HCCC	01:25.70	01:36.60*	01:25.70	01:15.30	01:08.40	01:08.40	02:34.10	25	33	16
5	Cathy Reid	Merige	EOO	HVMC	WW	01:24.80	01:24.80	01:11.90	01:09.53	01:09.53	02:34.13	26	29	22
17	Sarah Jaggs	WRX	4WD	HVMC	01:30.40	01:24.50	01:24.50	01:10.60	01:09.90	01:09.90	02:34.40	27	26	25
37	Jamiee Ahe	Corolla	EOO	HCCC	01:45.40*	01:24.30	01:24.30	01:11.60	01:10.40	01:10.40	02:34.70	28	25	28
38	Brian Craig	Corolla	EOO	HCCC	01:26.50	01:23.90	01:23.90	01:14.70	01:10.80	01:10.80	02:34.70	29	22	29
29	David Coe	Corolla	EOO	HVMC	WW	01:24.90	01:24.90	01:14.60	01:09.90	01:09.90	02:34.90	30	30	25
41	Ian Stewart	Escudo	4WD	HCCC	01:35.30	01:24.20	01:24.20	01:12.40	01:12.00	01:12.00	02:36.20	31	23	31
39	Alexander Wright	Peugot	EOO	HVMC	01:32.30	01:25.90	01:25.90	01:12.40	01:20.90*	01:12.40	02:38.30	32	34	33
20	Jonathan Tate-Rushworth	Mazda 121	EOO	Nil	01:25.50	01:36.50*	01:25.50	01:13.60	01:13.80*	01:13.60	02:39.10	33	32	35
36	Nel Morrison	Shariet	EOO	HCCC	01:48.90	01:27.60	01:27.60	01:14.30	01:12.00	01:12.00	02:39.60	34	35	31
40	Hayden Wright	Peugot	EOO	HVMC	01:40.40	01:25.20	01:25.20	01:16.20	01:14.70	01:14.70	02:39.90	35	31	37
32	Len Fisher	Copen	EOO	HCCC	01:41.20	01:29.40	01:29.40	01:17.10	01:12.40	01:12.40	02:41.80	36	37	33
33	Charles Lloyd	Copen	EOO	Nil	01:40.00	01:28.60	01:28.60	01:22.20	01:17.00	01:17.00	02:45.60	37	36	41
25	Donna Wright	Altezza	EOO	HCCC	01:38.80	01:31.10	01:31.10	01:22.20	01:16.30	01:16.30	02:47.40	38	38	40
18	Richard Leggett	Corolla	EOO	HVMC	01:38.00	01:34.00*	01:34.00	01:20.00	01:15.50	01:15.50	02:49.50	39	39	38
34	Hayden Knowles	Falcon	ENOD	Nil	01:40.40	01:41.70	01:40.40	01:14.40	DNS	01:14.40	02:54.80	40	41	36
30	James Alexander	Imprezza	4WD	Nil	01:43.00	01:35.40	01:35.40	01:22.50	01:25.90*	01:22.50	02:57.90	41	40	42
35	Nathan Manning	re	ENOD	Nil	02:05.30**	01:48.10	01:48.10	01:30.70	01:25.20	01:25.20	03:13.30	42	42	43
31	Blair Hughes	Commodore	ENOD	Wigin Triump	02:12.20*	WW	02:12.20	01:32.90**	01:15.60	01:15.60	03:27.80	43	44	39
43	Alya Bookes	Legacy	4WD	HCCC	02:05.10	01:56.30	01:56.30	01:34.70	01:34.50	01:34.50	03:30.80	44	43	44
1	Cone													
2	Cone													

1 Cone has a 5 second per cone penalty included.
2 Cone has a 10 second per cone penalty included.

Big thanks go to the organising team and helpers on the day
Leon Cast, Adam & Jilly Fisher, Vern Biggs, Greene Swan and to all those who helped out during the day with BBQ and Cone recovery
and our scrutineers for the day, Alan Groves & Nel Roots
Special thanks to Jeff Ward from Nationwide Fire Protection Ltd. Jeff's business loans us the Fire Extinguishers for our events.

By all means marry. If you get a good wife, you'll be happy.
If you get a bad one, you'll become a philosopher.
Socrates



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Dave Wilce's rubber duck:

