



# WHEELSPIN

October 2019

[www.hccc.org.nz](http://www.hccc.org.nz)

# WHO'S WHO & WHAT'S WHAT

|                               | Home   | Work                     | Email  |
|-------------------------------|--|--------------------------|--|
| PRESIDENT                     | Leon Cast  | 027 699 6838             | <a href="mailto:mowogeditor@yahoo.com">mowogeditor@yahoo.com</a>         |
| CLUB CAPTAIN<br>POINTS KEEPER | Webster Gough  | 233-8030                 | <a href="mailto:webstergough23@gmail.com">webstergough23@gmail.com</a>   |
| SOCIAL<br>CONVENOR            | Mark Rutherford                                      | 027 706 9143             |  |
| SECRETARY                     | Brian Craig  | 239 9542 471 7746        | <a href="mailto:brian.craig@WSP.com">brian.craig@WSP.com</a>             |
| TREASURER                     | Jilly Fisher   | 475 5599 027 230 5801    | <a href="mailto:4jilly.hu@gmail.com">4jilly.hu@gmail.com</a>             |
| COMMITTEE                     | John Tennent   | 021-058 9807             | <a href="mailto:johntennent.45@gmail.com">johntennent.45@gmail.com</a>   |
|                               | Adam Fisher  | 027 457 7149             | <a href="mailto:flyingfish.adam@gmail.com">flyingfish.adam@gmail.com</a> |
|                               | Alan Groves  | 021 249 8617             | <a href="mailto:alan.biddy@xtra.co.nz">alan.biddy@xtra.co.nz</a>         |
|                               | Dave Wilce   | 233 9757 027 533 9757    |  |
|                               | Paul Tapper  | 021 900171.              | <a href="mailto:paul.a.tapper@gmail.com">paul.a.tapper@gmail.com</a>     |
| WMSA Rep                      | Dave Wilce   | 233 9757 0275 339 757    |  |
| WHEELSPIN                     | Len Fisher   | 06 364 5336 027 4390 308 | <a href="mailto:elfish9@gmail.com">elfish9@gmail.com</a>                 |
| CLUB SCRUTINEERS              |  |                          |  |
| Leon Cast                     | 027 699 6838   |                          |  |
| Alan Groves                   | 021 249 8617   |                          |  |
| Neil Roots                    | 526 7510   | 027 248 3979             |  |
| Adam Fisher                   | 027 457 7149   |                          |  |
| WEBSITE:                      | <a href="http://www.hccc.org.nz">www.hccc.org.nz</a> |                          |  |

---

## COVER PHOTO

The Ideal Rally Family

Committee : 3<sup>rd</sup> TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1<sup>st</sup> 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 20<sup>th</sup> of the month approx.

# CLUB NIGHT

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**TUESDAY 1st October 2019 @ 7:30**



If you're wondering if you imagined that you didn't get a bulletin last month, rest assured, you didn't imagine it. Ye old editore was away travelling, possibly to celebrate his having achieved his next quarter of a century. Only one more quarter to go, and he will have the full set. Wonder if it will come with a set of steak knives, as well as a telegram from the reigning monarch?

Actually it is quite lucky there wasn't a magazine last month from my point of view, given that I'd done no actual eventing.

We had intended to run the third round of the autocross trilogy, but the weather gods decided to not play along at all, and provided great quantities of water. Which is probably great for ducks, and possibly some forms of growing plant things (my only relationship with growing plants involves applying weed killer angrily to everything, and wishing that it was a permanent feature).

So we're again looking ahead into the future, to find a new date that works for the venue, and doesn't clash with events already on the calendar.

At the time of springing into publication, we're still at "TBA" on that third date.

On the car front, I've bought another car. This one mainly intended for the purposes of being cheap and manual enough to teach a couple of inlaws the art of driving.

I'd been keeping a watch out for something small and manual, and of a suitable variety that it's not likely to just randomly explode on a Tuesday. Because I'm me, I'm sure you're all \*amazed\* that I've ended up with another Toyota, with an older Vitz RS.

I picked it up for slightly more than half the sellers asking price, and it just has all of the awful. All. Of. It. On purchase it had a silly chrome fart cannon on the exhaust, which made it sound like a grumpy person with digestive issues, armed with a trombone. Weirdly, the second RS Vitz in a row that I've bought with an offensive loud exhaust. So the car now has an actual muffler on the back, and is quiet again. The wiring is an utter shambles, with everything fixed with twisted together wires, and tape. The stereo is just wedged vaguely in place, and is actually not attached in any way to the vehicle. So that's awesome. Though it's actually proving useful, because sometimes it has a cow and refuses to switch off, even when you turn the car off. As the stereo is just sitting there, you just pull it out of the hole in the dash, and take the fuse out. The synchro's

back down to second and third are awfully tired, which might make it interesting for learner drivers. It had a brake pad down to 2mm of pad left, so that got replaced. Since the steering wheel was sitting at about 1pm, it got an alignment too.

So yeah, definitely a wise purchase. [sarcasm font].

The old 1500 Vitz's are actually a lot of fun to drive, with a reasonable amount of torque. The last one I had, I bought accidentally, drove for six months without really noticing, and then after selling it to a friend, immediately regretted it a lot. The 1300cc Vitz / Echo range is frustratingly gutless, so while I've tried driving a few of them, but I don't think I could actually live with owning one again (yes, I've owned one). While the newer 1500's have an utterly awful drive by wire throttle, that gives them absolutely zero throttle response, completely ruining what could have been a decent car. I'm fairly sure that Ross & Calumn McKenzie can confirm that diagnosis, both having owned the same newer 1500 RS.

So the newly purchased Vitz has been named Schitz, due to the quality of all the repairs that have been previously carried out, and the general appearance.

It's pretty low, so I'm not too sure if it will get out on the paddock for an autocross or not, and I'm a bit reluctant to venture near the autocross of the many kerbs out in Trentham. But I've had it out (today) at the Constructors / MG Car Club competitor coaching day.

That event has seriously taken off, I don't know how many entries they had today, but sufficient that they were running three full grids all afternoon (the morning was corners and slaloms and stuff).

The contrast of cars was mind blowing. From a 1930's Chev Coupe, to a VW Beetle (real, not the new thing), a couple of Corvettes, lots of BMW's, lots of Civics, even a Cappucino. Then because it was a bit of a different event (from the safety point of view), allowing a couple of Tesla's, and a BMW I3 out to experience the track. Which was pretty cool, although incredibly disconcerting when you get an LS powered Corvette running open pipes at the back, and then a Tesla going past near silently.

I helped out with the cone events in the morning, but didn't get out in any passenger seats during the laps, which was a bit of a change of pace.

So I took the Schitz out for a couple of runs.

I went out in the mid speed group for part of a session, but I was getting carved up a bit much, so I ducked back to the pits, and waited for the slow speed group.

The car was kind of terrible, but also quite amusing.

The brakes are just awful, and clearly at the very least the front rotors are well knackered. Under braking it does the whole vibrating your eyeballs out of their sockets thing, which is a bit disconcerting. Then as you're coming into a corner with some brakes on, particularly the esses, the back is extremely unsettled, and feels like it is wandering around something shocking. I don't know if this is how they all are on track, or I've got something like an uneven rear braking, or if there's actually something walking around in the back axle.

But it was still a chance to get out there and do some laps.

The slow group was much more fun, with drivers showing good courtesy on track.

I gave the Schitz a really good thrashing for 15 minutes, and nothing fell off or exploded.

I mean, it wasn't "good", but nothing was worse at the end of the session than it was at the start of the session.

However, for a completely lazy day, the car far exceeded expectations (other than the brakes). Quite literally, the only race prep, was to tape the stereo in place, so it didn't fall out. I rolled up with the road tyres (which was a cheap mag & tyre purchase from the interwebs) which are as I recall, of the black and round variety, didn't touch the tyre pressures, basically just put petrol in it.

Don't know that I'd rush out there again in the Schitz, because 1500cc road cars and the three straights of Manfeild don't really go hand in hand. Maybe if there's a Manawatu backtrack event, and I've got working brakes, that could be worth a nosey.

Looking ahead, other than our phantom autocross, I'm going to head up to the Waitomo Rally late in October, armed with a camera. Go stand on some corners and get some rocks thrown at the lens.

I'm figuring that considering how amazingly strong the top end of the rally field is at the moment, now is a really good time to be actually getting off my arse and getting out to a rally or two or three. Get some pics, and file away some memories, as I think that when we look back on it, this is going to be an era of rallying that we think back on fondly.

I would have liked to get up to Coromandel, but I think that's maybe a next year plan.

My plane tickets and accommodation are already booked for Otago 2020.

There's a lot of discussion going on about WRC returning to these shores, which would be absolutely incredible, but I'm not going to count chickens. Though, if it comes back, I might need to invest in a somewhat less rubbish camera ... what with my camera investment being something like \$250 at this point.

Thanks to John Rapley for running a quiz for us last month, he lulled us into a false sense of security with an easy first half, and then utterly slayed our brains in the second half.

This coming month, we have Jilly and Adam giving us a wrap up from the Indonesia motorkhana mission.

That's enough from me, better get this article emailed away, as I can practically hear Len twitching impatiently.

See you somewhere with burgers or cones.

Leon



What a weekend at Ashley Forest - winning and with a new record time of 52.7! This was a MASSIVE team effort after the curve ball we were thrown before the event and their 'never give-up' attitude really showed. Amazing to see so many people here at the event and a great atmosphere. Congrats to Matt Summerfield on a great 2nd and commiserations to Sloan who had mechanical issues before the final. Heydon Paddon





## Flying Fish Enterprises Ltd

103 Atkinson Ave, Otaki Beach, Otaki  
 Len Fisher : -Phone 0274 390 308  
 Adam Fisher Phone 0274 577 149  
 Email [elfish9@gmail.com](mailto:elfish9@gmail.com)

For All Household maintenance & building, including General repairs, Painting, Water blasting, Glazing etc

I have just spent two weeks in China - what an awesome place, no coolies or rickshaws; everything really modern, few cars older than 5 years, all new infrastructure (roads, railway, apartments etc). Many luxury cars, people obviously very middle class and wealthy (we covered nearly 500km). We were so Impressed and compared with a recent visit to San Francisco, I think the US is in decline.

No bicycles apart from the free ones around the cities. All scooters & mopeds are electric. (govt buys back the petrol ones, probably sells them on to Vietnam). Many cars are electric too, with Govt incentives.

Here are a few cars I spotted, no idea of the make. All the usual makes are there, many Mercs, BM's Lexus etc. and the American brands, and I even saw a Borgward - plus the brands we get here plus these:







Buick



Borgward



Some must be re-badged names we all know, but this sample is small compared with those I saw. I have more photos if you are interested.

Len

A New Zealand winter and, as is our want, the warmth and sunshine of a Pacific island beckoned. This year, Vanuatu. For our first few days in Port Vila we relied on shank's pony and the local buses to make our way around. Buses do not run to a schedule, it's more a case of they turn up. With a 'B' prefix on the number plate they're easy to spot. You stand at the roadside and signal the driver and they'll pick you up from anywhere. The same with a set down, anywhere you like. Buses were mostly Hyundai mini vans and the quality of them varied. From those in a pristine state to others that could well struggle to meet warrant requirements on NZ roads belching clouds of choking diesel smoke.

As with elsewhere in the world most vehicles are of SUV/ute variety. And they are expensive, both to buy to hire. Our steed of choice was a Kia Picanto, with an designated plate. Three cylinders and one litre of outrageous power – yeah right! I referred to it as “a pisspot on wheels”. It came with a slushmatic gearbox three gears, a box of total nothingness. Put in two tourists and two suitcases and this thing struggled on steeper inclines necessitating the use of first gear. At which stage it became a screaming harridan with minimal forward momentum. While the gear shift was chunky, overall the mechanism was clunky. Go looking for a kickdown gear and wait a couple of weeks. Yes, it was designated a city car and while very economical at 18.6 kilometers per litre, there were massive costs in respect of comfort and driveability.



the  
and  
'H'  
of  
tubby  
the

Within the main part of Port Vila the roads are generally in good condition. And certainly as you head out on the round island circuit this remains the case. However head down Pango Road, only five kilometres from the city centre, and the bumps, potholes and ruts start to form. While this possibly reflects the greater traffic volumes in Port Vila compared with other parts of the island of Efate, it does not explain the condition of Pango Road.

Our driving destination was Emua at the north of the island of Efate. Being on 'island time' we set off with intention of exploring some side roads. And we soon found one which we crawled along at about 20 kph. Lurching from one giant pothole to another we heard the occasional graunching from the underbody as the car bottomed out. At one point the road was undergoing maintenance. The grader had been through. This didn't necessarily improve the surface as all the rocks were pushed to the road's centre which required careful navigation.



Back to the main road you couldn't possibly allow any lapse of concentration. Coming into villages there was a slow down zone punctuated with speed humps. Fine, except that half the time the speed humps were missing. The locals had taken matters into their own hands and dug trenches to replace them. Hitting those at any speed sure rattled the fillings. And if that wasn't enough grey speed humps would suddenly emerge from the tarmac surface. Totally impossible to see until you'd jolted both driver and passenger into awareness. Oh for a pot of paint to mark them more clearly. Surely there couldn't be any more road hazards. Wrong. There was still the never ending range of potholes that you'd only see at the last moment. And if you did see them you'd find yourself negotiating between them like a chicane. Fortunately the amount of traffic on these roads was light so you could take liberties with the road rules, remembering that in Vanuatu you are driving left hook.

Our reason for taking a car north is that while the buses do run up there, they are infrequent so you can't rely on them, especially if you're wanting to catch a plane. Indeed it worked in our favour as one day we had to head back to Port Vila to get cash after the local ATM would not accept our NZ eftpos cards. There was one day where we covered 240 k's. This can only best be described as exhausting. I likened it to driving to Auckland and back in 10 hours without a break. Add to this the potholes, speed humps and poorly surfaced roads and you can understand why I say this. Currently it is the dry season in Vanuatu and a number of bridges and culverts are being replaced. This meant more potholes as we navigated the detours. Much of the work is being undertaken by the China Civil Engineering Construction Corporation.

Having negotiated the potholes and speed humps there are other things the driver needs to be aware of. Given that the vegetation comes right down to the road edge, the road also becomes the footpath. This seems particularly so after school when you need to negotiate kids, dogs and bikes. The other disconcerting thing is machete and knife-wielding men and women walking along the roads. All pretty vicious looking stuff, although of no malicious intent. And then you get groups suddenly emerge from the bush or forest tracks. The noise they made I can only best describe as ululating. They could hear you coming and you only knew they were there when you heard or saw them. Talk about unnerving!

Generally we found the drivers most courteous. Drivers would allow you to merge and cross lanes of traffic to complete turns. They also allowed pedestrians to cross in front of them without any concerns that you'd become a target. The only exception to the behaviour was the taxi driver on our last day. Clearly he did not appreciate being stuck in a line of traffic and pulled out to pass, into oncoming traffic that had to take evasive action. Oh if only I'd caught up with him and had a tek screw handy!

Overall an interesting driving experience that I probably do not need to repeat. Over four days we covered 530 k's. Petrol was 158 Vatu a litre, which equates to something just over \$2. Would a bigger car have been advisable? Probably not as you were never going to travel at more than a maximum of 80 kph at the best of times. And then you were into ute territory. Just best to embrace the notion of 'island time'.

An Irish painter by the name of Murphy, while not a brilliant scholar, was a gifted portrait artist.

Over a short number of years, his fame grew and soon people from all over Ireland were coming to the town of Miltown in County Clare, to get him to paint their likenesses.

One day, a beautiful young English woman arrived at his house in a stretch limo and asked if he would paint her in the nude.

This being the first time anyone had made such a request he was a bit perturbed, particularly when the woman told him that money was no object; in fact, and she was willing to pay up to 10,000 pounds.

Not wanting to get into any marital strife, he asked her to wait while he went into the house to confer with Mary, his wife.

They talked much about the Rightness and Wrongness of it. It was hard to make the decision but finally his wife agreed, on one condition.

In a few minutes he returned.


"T'would be me pleasure to paint yer portrait, missus," he said "The wife says it's okay.

"I'll paint you in the nude all right; but I have to at least leave me socks on, so I have a place to wipe me brushes."



# FOR SALE

## 2001 Renault Sport Clio 172 Rally / Targa race car

|   |   |
|---|---|
| <p><b>Engine</b></p> <ul style="list-style-type: none"><li>• Renault F4R 2 litre twin cam, 16V naturally aspirated. Replacement engine fitted Jan 2012; 1-piece Supertech valves, CAT uprated valve springs and head bolts, re-profiled cams (Catcam 421 profile)</li><li>• K-Tec individual throttle bodies with optimised filter positioning</li><li>• Link G4 ECU</li><li>• Pure Motorsport 4-2-1 stainless exhaust manifold with heat wraps</li><li>• Pure Motorsport stainless race exhaust</li><li>• A/C delete kit</li><li>• Additional oil cooler with thermostat</li><li>• K-Tec Group N mounts (engine, gearbox, etc)</li><li>• Samco Sport water hoses</li><li>• Magnecor competition leads</li><li>• K-Tec front strut brace</li><li>• Aluminium radiator (new)</li></ul> | <p><b>Transmission</b></p> <ul style="list-style-type: none"><li>• JC5-129 Cup gearbox (32k miles)</li><li>• K-Tec lightened flywheel</li><li>• Quaife ATB differential</li><li>• Uprated clutch plate</li></ul>    |
| <p><b>Suspension, brakes and wheels</b></p> <ul style="list-style-type: none"><li>• GAZ Gold coilovers with 2 sets springs;<ul style="list-style-type: none"><li>○ 275# front and 225# rear – tarmac/gravel rally</li><li>○ 350# front and 300# rear - circuit</li></ul></li><li>• Alloy top suspension mounts</li><li>• DBA grooved front rotors</li><li>• K-Tec uprated rear rotors</li><li>• Whiteline rear anti-roll bar</li><li>• New lower suspension arms</li><li>• Powerflex suspension and ARB bushes</li><li>• Carbon Lorraine RC5+ race pads front/rear</li><li>• 6 x 15"x7" white Speedline Corsa competition rims, +38 offset</li><li>• 4 x 15" x 6.5" Black Motor Sports competition rims; +30 offset</li><li>• Spare (new) Carbon Lorraine RC5+ front pads</li></ul>   | <p><b>Body &amp; interior</b></p> <ul style="list-style-type: none"><li>• K-Tec rear carbon fibre wing</li><li>• Front bumper modified for improved air flow</li><li>• Front and rear tow hooks</li><li>• Strengthened jacking points</li><li>• Front brake ducts</li><li>• Aero bonnet catches</li><li>• MSNZ homologated cage with side intrusion bars; cage &amp; interior painted factory Iceberg Silver</li><li>• Sabelt Taurus competition seats (FIA1999 rated) with side brackets and Clio seat bases</li><li>• Sabelt 5 pt camlock harnesses (FIA rated)</li><li>• Brantz Pro2S rally tripmeter with remote zeroing</li><li>• Rallysafe fitting kit installed (including antenna)</li><li>• Trackit VT30 vehicle tracker; sharkfin antenna</li><li>• Graytronics intercom system</li><li>• Racetech helmet hammock</li><li>• Co-driver footrest</li><li>• Sequential shift light</li><li>• Oil pressure, oil temp and water temp gauges</li><li>• First aid kit; safety triangle</li><li>• MSNZ log book</li><li>• LVV certification</li></ul> |
| <p><b>Contact Brendan on: 0274164134</b></p>  | <p><a href="mailto:brendonayoung85@gmail.com">brendonayoung85@gmail.com</a></p>   |



“Be decisive. Right or wrong,  
make a decision. The road of  
life is paved with flat squirrels  
who couldn't make a  
decision.”

~Unknown~

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

A woman brought a very limp duck into a veterinary surgeon.

As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest. After a moment or two, the vet shook his head and sadly said, "I'm sorry, your duck, Cuddles, has passed away."

The distressed woman wailed, "Are you sure?" "Yes, I am sure. Your duck is dead," replied the vet. "How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned around and left the room. He returned a few minutes later with a black Labrador Retriever. As the duck's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the vet with sad eyes and shook his head.

The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also delicately sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room. The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck."

The vet turned to his computer terminal, hit a few keys and produced a bill, which he handed to the woman. The duck's owner, still in shock, took the bill. "\$450!" she cried, "\$450 just to tell me my duck is dead!"

The vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been \$20, but with the Lab Report and the Cat Scan, it's now \$450."

## Neil's Wheels Rubber Duck Autocross Series



Welcome to the third in our trilogy, featuring a shiny new sponsor, but still terrible movie title play on words

Watch Facebook for a fine date  
Duck Fiction  
Kim Naylor Series Round

After having dug to a depth of 10 feet last year, British scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.

Not to be outdone by the British, in the weeks that followed, an American archaeologist dug to a depth of 20 feet, and shortly after, a story was published in the New York Times: "American archaeologists, finding traces of 250-year-old copper wire, have concluded that their ancestors already had an advanced high-tech communications network 50 years earlier than the British". One week later, "Australia's Northern Territory Times", reported the following:

After digging as deep as 30 feet in his backyard in Tennant Creek, Northern Territory, aboriginal Billi Bunji, a self-taught archaeologist, reported that he found absolutely bugger all. Bill has therefore concluded that more than 250 years ago, Australia had already gone wireless..."

# Wellington Motorsport Association Calendar 2019

| Month     | Date | Steward | Event Type                   | Club        | Venue                            | Status |
|-----------|------|---------|------------------------------|-------------|----------------------------------|--------|
| 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 Bathurst       | 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     |

| 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_pperformance@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   |    |                 |  |

## Clubnight September 3rd

This coming month, we have Jilly and Adam giving us a wrap up from the Indonesia motorkhana mission.

Frank always looked on the bright side. He would constantly irritate his friends with his eternal optimism. No matter how horrible the circumstance, he would always reply, "It could have been worse."

To cure him of his annoying habit, his friends decided to invent a situation so completely bad, so terrible, that even Frank could find no hope in it. On the golf course one day, one of them said, "Frank, did you hear about Tom? He came home last night, found his wife in bed with another man, shot them both and then turned the gun on himself!"

"That`s awful," said Frank, "But it could have been worse."

"How in the hell," asked his angry friend, "Could it have been worse?" .....

"Well," replied Frank, "If it happened the night before, I`d be dead now!"





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

|                                      |  |                       |  |
|--------------------------------------|--|-----------------------|--|
| <b>First Name/s</b>                  |  | <b>Surname</b>        |  |
| <b>Other family Members name</b>     |  |                       |  |
|                                      |  |                       |  |
|                                      |  |                       |  |
| <b>Address: Residential</b>          |  |                       |  |
| <b>Postal address (if different)</b> |  |                       |  |
| <b>Home Phone</b>                    |  | <b>Business Phone</b> |  |
| <b>Mobile</b>                        |  |                       |  |
| <b>Email</b>                         |  |                       |  |
| <b>Occupation</b>                    |  |                       |  |

**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 |
|--------|-------------|-------|---------|

**Annual Subscription:**

Make cheques payable to: Harbour Capital Car Club

Family: Normal Member: \$ 45.00 p.a.  
 \$ 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](http://www.hccc.org.nz)

Leon's photos

