



# WHEELSPIN

October 2021

[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 POINTS KEEPER	Webster Gough	233-8030	<a href="mailto:webstergough23@gmail.com">webstergough23@gmail.com</a>
SOCIAL 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	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>		

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## COVER PHOTO

### Mark - giving it heaps!

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.

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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.

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## 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 5th October 2021 @ 7:30**



Presidential October ramblings

Far quieter month this one (thanks Covid). So, the clip version looks like, did an autocross in the Altezza, sold the Windy.

As I suspected in last month's article, the Ashley Forest hillclimb has been cancelled for 2021, so I'm not sure when my chance to get a ride in the Hayden Paddon hillclimb beast will be. Also, the Kerbocross at the end of August was cancelled. Rally Coromandel is gone, and the final of the NZRC has now been moved to the Tauranga based event.

Our October Rubber Duck / Kim Naylor autocross is postponed, as the Covid lockdown has meant that a drag meeting at the Motoplex has been moved onto the date that we had booked.

We are trying to get November 14<sup>th</sup> if we can. Although that's a date clash (from the spectating point of view anyway) with the Jack's Ridge event up Auckland way.

However, there's only so many actual weekend days, so we're always going to be running up against some event somewhere.

That said, I'm parked on the sofa today, watching the Goodwood Revival race meeting (that's the racetrack not the hillclimb one) coverage, with no actual racing to do.

The Goodwood footage I think I enjoy partly because of the phenomenal field of vehicles entered. Some of those grids have a truly mind exploding value of cars. Also, I think part of the fun, is that they're all running vintage appropriate tyre compounds. So, they actually slide around on the track.

Sure, the various muscle / historic cars that are enjoying a multiple hundreds of thousand dollar build trend here in NZ right now are incredibly fast and sophisticated. They're not running far off the sort of times that the Aussie Plastic Taxi's can run, which is stupid quick. Buuuuuuuuuuuut, they're running a squillion (rounded up slightly) horse, and proper race rubber.

Makes them fast, but means they're only historic looking, while being just a rocket ship, that go around corners, and stop like real race cars.

Personally, I would be twice as happy to watch a bunch of Mini's, Anglia's, Cortina's and whatnot, circulate at half the speed, but with half the traction available to them.

So they'd be lapping slowly, and just slithering around on the tracks at nice drift angles.

Plus, potentially it might even up some of the racing, so that the car with the most power isn't automatically the odds-on favourite.

However, I may be in the minority here, judging from the lack of such racing in NZ.

Note: I'm not dissing the car builds going on at the moment, that are meaning that there are some of the most impressive muscle / classic car grids I've seen. It's just that I'm glued to the screen watching cars sliding around for the weekend (and have been each year this event has run, and been putting content on YouTube), while I get to maybe one race meeting a year, and I spend a decent amount of time at that one race meeting I get to, trundling around the pits, rather than watching the on track action.

On an infinitely more humble note, I've had the Windy for sale through the whole lockdown (brilliant timing), since it has been replaced by the Altezza now.

After what I can describe as an unceasing series of idiot enquiries, a person actually showed up to look at the car, and that first person paid asking price and took it away.

So' the Windy experiment has come to an end, having sunk a decent amount of money into it with upgrades, and done about half a dozen events in it. Not to mention having tried out every single new car polishing product that I have laid my hands on. So, the value of the labour and product in grooming probably exceeded the actual cost of the car. It did however look ridiculously shiny at time of sale.

That now means I've dropped down to the Kia as a daily, Corolla for gravel, and Altezza for grass / tarmac / weekend nice drives.

The Altezza is entirely capable of daily driver duties, but since it likes 95 or higher-octane petrol, isn't the cheapest car in the driveway to use.

Has to be said, the less cars in the driveway, the easier it is to actually do anything to the cars, and get access to everything. Plus it reduces the odds of my having to ditch excess cars over at Brendon and Stacey's front lawn.

The Altezza has had the first competitive outing, with the grass autocross up and over the hill at Masterton.

The rear-wheel drive skids were real, and I had a great old time sliding the car around the paddock, especially setting up the course(s) where there was an abundance of zero traction available.

Being able to proceed around the track at a 45 degree angle, at fairly low speeds was rather good fun.

Not that the Windy wasn't fun, but you couldn't achieve complete sideways on demand just by using the gas pedal.

At Ian Stewart's request I made a more slow and thoughtful course layout, rather than a fast blast track.

The upside is that it suits the smaller cars a bit better, the downsides are that it can chew corners a bit harder, and of course from my point of view, I set an MX5 course, and turned up in an Altezza.

Neil has straightened the steering on the Golf, following the "incident" a couple of months ago in Trentham. It seems however, that the down side of having that car off the road for a couple of months, is that it escaped Neil's recollection, that 1/2 on the gas gauge is in fact empty. So clearly his slow times in the first couple of runs can be blamed on the centre diff setting, which he solved by adding petrol. This meant he could fight his way back to second in class.

George has traded in his usual drive, being Paul Stent's 3 series BMW, for a slightly later model Corolla 2 variation from my old one. He tells me that it is sourced from police impound. Presumably from the severely "lowered" suspension arrangement, and malfunctioning exhaust. He absolutely drove the pants off it though, and my spine was hurting in sympathy.

Neil and Bart who we usually see in a somewhat seedy EP Starlet have taken a forward and slightly lateral step, and have a Vitz RS. Though this one appears to be supercharged from what I am told. It did seem a lot louder than I'd expect, and was absolutely POURING black smoke out the back at launch.

PC has put a slippery diff into my old Toyota Schitz, and continued to generally upgrade all the things. This paid off nicely for him, getting up to third in class, and meaning he could attack things more, and momentum less.

Mark has upgraded the Ka in terms of both of a personalised plate, and actual rally suspension. So, the suspension was in the car the same week as the event, and is now in the fettling process. However, it seems to be paying benefits, bringing that home fourth in class.

Adam put on an excellent performance in the Starlet, driving the wheels off it, and sneaking ahead of Neil to take out the class win.

Tim Savage was proceeding gently around the paddock in the retro Pulsar AD. There is no other way to describe the majestic manner in which a station wagon on bicycle tyres progresses around cones.

The Carver family Fiesta has added another new driver, as Ella turned 12 on the Saturday, so was of course straight into the car to race on Sunday! Hat tip to that family, with four of them behind the wheel. The car did protest a little bit, splitting a radiator hose. So now it's a Ford, running a Holden water line, courtesy of Repco.

Heading over to the rear drivers, Dean, Lee, and Peter were having a very good day in their long-suffering white NA MX5.

They brought it home in first, second, and fifth in class, in the order mentioned above.

Brendon was throwing the Blue/Black Altezza around the paddock with a mix of enthusiasm and violence. Though he's not convinced that the new tyres are the most effective thing around for getting the power to the ground.

I came in fourth in class in the silver Altezza, having stayed away from the cones pretty well. I didn't hear any acts of aggression of bits of car dragging on the ground during the day, just a few rocks being displaced.

Boxy in the later model MX5 rounded out the rear skidder class, in a highly impractically modified vehicle for the job. Because if there's a couple of things you don't want in a car around the paddock, it's low, big tyres, and a bit more power. Tim decided to tick all three of those boxes, in his very track focused Mazda.

Over in the Jeep wheel drive class, we had a few of the usual HCCC faces, albeit it one of them in a different car.



Al sorted out his car last minute, which meant he came along to the autocross here, rather than his intended plan of heading to Tauranga to do a day night event there. This paid off well for him, with a win in class, and the fastest of the production cars.

Rather to my confusion, Graham Heath arrived in a late model Sti. So I don't know where that sprung from. When I saw he had changed his entry from the EOD, to the 4WD class, my assumption was that the Pulsar hadn't had a new supercharger belt fitted, so he was going to run the Legacy tow wagon. However in fact, something quite a bit newer, faster and shinier turned up. So there's going to be a story there.

Dick rounded out the top three in the Gravel Express. He does seem to be getting quicker and quicker in that car at our grass events. Decent amount of traction, and reasonable ground clearance means he can push it along pretty well.

We had a three Cross Car entry, with Matt Gaskin, leading home Matty Rule (driving Matt's car), and then Warren Tunley. They were leagues ahead of the production cars on the day when it came to pace! That's the difference between a car created to be a race vehicle, and a production road car, that has been attacked with a range of modifications.

We're still watching the Covid levels, what dates we can book, what events will run, and what will end up being re-arranged. So we're not sure about Clubnight, and the November Autocross date still isn't concrete.

That's it from me for now, please keep one eye on the Facebook page for event notifications or updates, or touch base with one of the committee if you're not on the old BookFace.

Leon



## Flying Fish Enterprises Ltd

46a MacLean St, Paraparaumu Beach  
Len Fisher : -Phone 0274 390 308  
Adam Fisher Phone 0274 577 149  
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## SCOTTISH WEDDING

At a Scottish wedding reception the D.J. yelled...

"Would all married men please stand next to the one person who has made your life worth living."

The bartender was almost crushed to death.

## Harbour Capital Car Club Calendar 2021

Confirmed dates in **RED**, traditional dates left in place as indicators

Month	Date	Event Type	Club	Venue
<b>October</b>	<b>14-17</b>	<b>WRC Rally Spain</b>		
	19	Waitomo rally		
	<b>17</b>	<b>Sealed Sprint</b>	<b>Wairarapa</b>	<b>Admiral Road</b>
	<b>26</b>	<b>Labour Day</b>		
	<b>24</b>	<b>Sealed Sprint</b>	<b>Hutt Valley</b>	<b>Port Road</b>
	<b>31</b>	<b>Gravel Sprint</b>	<b>Levin</b>	<b>Wairongamai Rd</b>
<b>November</b>	9	Race (MG Classic)	MG	Manfeild
	10	Race (MG Classic)	MG	Manfeild
	<b>11-14</b>	<b>WRC Rally Japan</b>		
	<b>21</b>	<b>Gravel Sprint</b>	<b>Wairarapa</b>	<b>Dorsets Road</b>
	28	<b>The Surgery Sprint Rd5</b>		<b>Manfeild</b>
<b>December</b>	<b>7</b>	<b>India Rally</b>		
	<b>25</b>	<b>Christmas Day</b>		
February21		<b>Sealed Sprint</b>	<b>HVMC</b>	<b>Wallaceville</b>

Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 4397616 (John)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
Dannevirke	j_pperformance@hotmail.com
Manawatu	manawatucarclub@xtra.co.nz
Wanganui	barbaramgray@gmail.com
Hawkes Bay	donna_elder@clear.net.nz

HCCC Grass Autocross was a sort of trial for the WRX.

Over the last few years, I have concentrated more on seal events and stiffened the suspension to improve cornering and reduce tri-podding. Also installed MCA coil-overs and stiffer white line anti-roll bars. They have been awesome, and I've enjoyed getting the balance right enough to be confidence with the car's handling. It's been a lot of fun and the car's got enough power to get into trouble...

So not long ago I realised it was time to install a roll cage. A bonus was I could do more seal events but also; I could do many many many more of the gravel events - so many of which demanded cages. I have always been wary of gravel due to falling off a gravel road years ago so thought it was time to do something about that.

So, I signed up for the Central Region Sprint Series and did the events with the most inappropriate suspension possible - the car had poor ground clearance, very stiff corners, wrong balance and no droop. Anyway, the events were enjoyable even if the car was super-twitchy, way out of control, super-scary, too low, and graded gravel at most every event.

I learned at the CRSS Academy (which you'll all know by now was run by Peter Weir, Daniel Feck, Richard and Sarah Mason) that my car setup was wrong. Just plain wrong. So, I got a smaller rear sway bar from Peter, a smaller front sway bar from Dick Butters, munted up some wrong sized sway bar bushes and mounted them together. Then I bought 2 sets of standard suspension from Auckland and Nelson, kept the springs and biffed the struts because they were all shot, bought new struts from RockAuto because they were 1/2 the price of the local parts stores, put them together using Webster's awesome full-height spring compressor and stuck them in the car. Then got a wheel alignment just to see how far out I could make things. Turns out not too bad.

So, by now the gravel sprint series was well over, but the car was set up for gravel, but any loose surface would be fine. As luck and good planning would have it, a Grass Autocross came up last

Sunday. It was time to trial the car and test the changes. Well - good news - it passed its trial. It accelerated, turned, dug in, slid well. Even slid sideways with very small opposite lock past some cones.

Now that the trail is passed, it will be going up north for its first gravel sprint with sensible gravel suspension in just over a month. I have just one more minor change to make to the suspension and it's completely ready. Really looking forward to trying the car out.

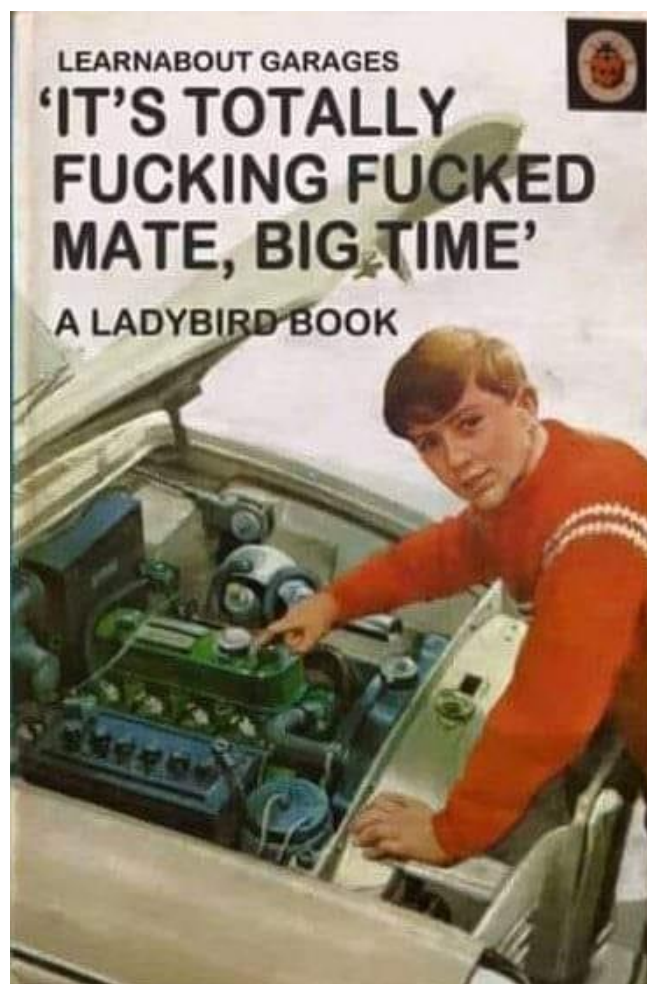
Alan

# Be a Co driver, they said.



# It'll be fun, they said.





The following are results from an OZ-words Competition where entrants were asked to take an Australian word, alter it by one letter only, and supply a witty definition.

Clearly, you need to be an Aussie to understand.

**Billabonk:** to make passionate love beside a waterhole

**Bludgie:** a partner who doesn't work, but is kept as a pet

**Dodgeridoo:** a fake indigenous artefact

**Fair drinkum:** good-quality Aussie wine

**Flatypus:** a cat that has been run over by a vehicle

**Mateshit:** all your flat mate's belongings, lying strewn around the floor

**Yabble:** the unintelligible language of Australian freshwater crustaceans

**Bushwanker:** a pretentious drongo, who reckons he's above average when it comes to handling himself in the scrub

**Crackie-daks:** 'hipster' tracksuit pants.

## The Little Ford Ka update.

Hello readers! It's been a while, I know, I'm sorry. Work has picked up the pace a few notches in the last year or so. Anyway, The Ford Ka. It's going great!



A year has passed since I took it out for its first outing since the build began. Mangahao Dam Road was the venue and the final round of the 2020 Central Region Sprint Series. It was a good test of the Ka's durability; from memory it was 4.5-5km of really rough road, and I mean rough - sections of the road was washed out and was down to the bare rock. It also had something like 75-80 corners and was quite the work out. On my practice run, I got into a good groove, but then got cocky and I managed to spin out little over halfway up and I was pretty lucky not to slide down a huge bank. The rest of that day went well though, Leon came with me for my first official run and point out the trickier corners and then I was alone for the final two runs. I was faster each run, which was (and still is) my goal.

Also, in 2020 I entered Dorsets Road in the sunny Wairarapa. Slightly shorter than the last event, but such a good piece of road, and very scenic (which I noticed on the way back down). I remember backing out on a few corners, thinking they were tighter than they were. It was annoying and I found it difficult to remember each corner, some of them looked the same and I remember immediately regretting lifting off about halfway around a few corners. Still, I managed to again go quicker each run, and on my last run of the day shaving over 8 seconds from my fastest run.

Late in 2020, myself and the Ka did Wairongomai Road in Otaki. Which, because of Covid turned out to be the third and final round of the 2020 WMSA Gravel Sprint series. The previous two events mentioned above were the other two rounds and as it turned out I was sitting top of the WMSA leader board on points, and in this round, I was the only one in my class, meaning that all I had to do was get in one official time to take out the 2020 Gravel Sprint Series. I can't remember the length of the road; it wasn't long, and it had a turnaround point at the far end. It was wet, really, really wet. This made the road very slippery. The worst part was the turnaround point, I couldn't get it right in the mud, but it sounds like most people couldn't either. Correction, the worst part was the rain. We all had to sit in our cars all day to stay dry. I discovered my car had a hole somewhere letting in a lot of rainwater and causing a huge puddle in the passenger footwell, so my spare time was spent soaking up water with a microfiber cloth. Other than that the day ran well, I collected maximum points and the sun even came out for the final run.

Onto 2021. I decided to sign up for the 2021 Central Region Sprint Series. Round One took place in Napier, Tangaio Road. It was a typically very hot Hawkes Bay day, which turn out to be the



events down fall for me. The road and event itself was awesome, running on my own again and on the practice run I struggled to remember how tight the corners were. My first timed run was cut short, getting stopped at the first marshall point after someone ahead of me crash through a fence. I was turned around and I got to restart the run again. I had asked before the event if I could run at the back of a group - I feared being caught up by another competitor, but as I returned to the start-line I noticed a Impreza STi waiting behind me. This gave me a push and as it turned out I had nothing to fear, they didn't catch up with me which was a confidence booster. Onto my eventful 2<sup>nd</sup> run, this time I was stopped at the second marshall point. In the distance I noticed smoke up ahead and upon seeing the marshall scrambling for his extinguisher and getting in his car, I decided to go ahead of him to the base of the smoke. I arrived to the site of a dry grassy hillside on fire and a RX7 parked down the bottom of a huge hill. A few other marshall's and I managed to get the fire under control, and waited for the arrival of the local fire brigade. Apparently the RX7 crashed through the fence and parked up on the grass. The hot exhaust quickly set fire to the grass and the RX7 escaped to the bottom of a steep valley. To this day I don't know how they managed to get the car down there without causing any further damage. Subsequently, because of the fire and the long wait for the fire brigade to arrive the event was called off. I was gutted I didn't get any more runs, but the right decision was made. Hawkes Bay Car Club have offered me a free entry to another event, which is very nice. I jokingly enquired about Hawkes Bay Rally. I think you can guess what the answer was.



Round Two. Pararorangi Road, Manawatu. This was classed as a rally sprint, meaning I needed a codriver. I stepped Jared Mulinder, a friend who I've met through cars, namely Subaru's. We decided that since he was coming for a ride, I'd make him work for it and call out some notes. Using notes, I felt a lot more confident, it makes such a difference. This was also another great bit of road that hasn't been used in a long time. I really hope we get to use it again next year. The new land owners seemed keen, so we'll see how that goes. It was at this event I noticed my car was far too low, the sump guard got a very good workout on the long straights, I think the drag was actually slowing me down! We went faster each run again, so we were happy!

Round Three. Matarawa Valley Road, Wanganui - My first Day/Night experience. This round started later in the day than usual and consisted of two daylight runs, dinner break followed by two night time runs. I made two changes to the car setup, a light bar for the night runs and a new codriver, James Watts. A fellow Brit experienced in rally - driving and codriving. James really pushed me along, even when we couldn't see, driving into the low sunset and hanging dust that



was left by the Lancia 037 before us. We got to use the intercom system for the first time, and I was very impressed with the quality of it. I managed to get the Ka sideways through a corner or two. At the dinner break we overheard someone asking if that Ford Ka was RWD. It was nice to hear! After dinner, darkness had fallen, and we were onto the next two runs. I've found that I love rallying at night, I went consistently quicker on those runs, even with what felt like a huge moment when the back end stepped out over a crest, pointing us towards the hedgerows! I kept my foot down, and with what little power we had, managed to straighten up and get over the finish line.



Round Four. Tararua Road, Pahiatua. I had heard great thing about this road and was already looking forward to it long before entries were open. In fact, I got my entry in 6 mins after they opened. It's a good job I did it then too because the entry list was full in just a few hours. The day started eventful; along the way, in fact when I was almost there, I noticed a missed call from Paul Tapper. He was bringing my brand-new gravel tyres for me in his van. Unfortunately, his van's battery died in Masterton and had to wait for Repco to open. I turned around and headed back to Masterton. I arrived at the Z garage where Paul was ready and waiting. We changed over my wheels on the forecourt in very quick time and I was on my way again and arrived with plenty of time to spare. Paul made it just in time for his practice run too! Jared was back in the codriver seat for this round, it was local for him and James has since moved down to the South Island - my driving may of scared him off, Lol! The ground was very wet to start with, but the new tyres helped. I wasn't sure what to expect of the new tyres, but they seemed to keep the back end from sliding around this time. I was still waiting for my new rally suspension to arrive from the UK, so I used spring assistors for this round to give the car some more ground clearance. It raised the car by about 30mm and seemed to do the trick. I wouldn't recommend them as a long-term solution though, I had to make sure they were still in after each run. This is my favourite road to date. If they did a day/night event here it would hands-down be my favourite event. This round became the final round of the series as the 5ht round at Mangahao Dam was cancelled due to slips and a damaged road.

Overall, I managed to win the Rookie Championship after a close battle with Bevan Parker. I'm pleased with this result. Next year I would like to be closer to the others in my class, there's quite some talent in there.

My rally suspension finally arrived just before we went into the recent lockdown. I gave it a little test at our most recent autocross, but the real test will be at the next event - Rally Waitomo! The aim for my first ever rally is just to finish and not get caught by the sweeper car!

Thanks for reading the update,

Mark



**OH GOD, I'VE MADE CONTACT WITH  
A BLADE OF GRASS. IT'S ALL OVER.**



**OH, THAT? I DIDN'T NEED THAT ANYWAY.**

I [love](#) this Doctor!

**Q: Doctor, I've heard that cardiovascular exercise can prolong life. Is this true?**

A: Your heart only good for so many beats, and that it...don't waste on exercise. Everything wear out eventually. Speeding up heart not make you live longer; it like saying you extend life of car by driving faster. Want to live longer? Take nap.

**Q: Should I cut down on meat and eat more fruits and vegetables?**

A: You must grasp logistical efficiency. What does cow eat? Hay and corn. And what are these? Vegetables. So steak is nothing more than efficient mechanism of delivering vegetables to your system. Need grain? Eat chicken. Beef also good source of field grass (green leafy vegetable). And pork chop can give you 100% of recommended daily allowance of vegetable product.

**Q: Should I reduce my alcohol intake?**

A: No, not at all. Wine made from fruit. Brandy is distilled wine, that mean they take water out of fruity bit so you get even more of goodness that way. Beer also made of grain. Bottom up!

**Q: How can I calculate my body/fat ratio?**

A: Well, if you have body and you have fat, your ratio one to one. If you have two bodies, your ratio two to one, etc.

**Q: What are some of the advantages of participating in a regular exercise program?**

A: Can't think of single one, sorry. My philosophy is: No pain...good!

**Q: Aren't fried foods bad for you?**

A: YOU NOT LISTENING! Food are fried these day in vegetable oil. In fact, they permeated by it. How could getting more vegetable be bad for you?!?

**Q: Will sit-ups help prevent me from getting a little soft around the middle?**

A: Definitely not! When you exercise muscle, it get bigger. You should only be doing sit-up if you want bigger stomach.

**Q: Is chocolate bad for me?**

A: Are you crazy?!? HEL-LO-O!! Cocoa bean! Another vegetable! It best feel-good food around!

**Q: Is swimming good for your figure?**

A: If swimming good for your figure, explain whale to me..

**Q: Is getting in shape important for my lifestyle?**

A: Hey! 'Round' a shape!

Well, I hope this has cleared up any misconceptions you may have had about food and diets. And remember:

**Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well-preserved body, but rather to skid in sideways - Chardonnay in one hand - chocolate in the other - body thoroughly used up, totally worn out and screaming "WOO-HOO, what a ride!!"**

AND.....

For those of you who watch what you eat, here's the final word on nutrition and health. It's a relief to know the truth after all those conflicting nutritional studies.

1. The Japanese eat very little fat and suffer fewer heart attacks than us.
2. The Mexicans eat a lot of fat and suffer fewer heart attacks than us.
3. The Chinese drink very little red wine and suffer fewer heart attacks than us.
4. The Italians drink a lot of red wine and suffer fewer heart attacks than us.
5. The Germans drink a lot of beer and eat lots of sausages and fat and suffer fewer heart attacks than us.

CONCLUSION:

**Eat and drink what you like. Speaking English is apparently what kills you.**



**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
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**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)
