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WHEELSPIN

July 2007

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	801 9559	leoncast@xtra.co.nz
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
EVENTS CO-ORDINATOR	Gerald Lee	9779994		gerald.lisa@paradise.net.nz
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	460 3004	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	johntennent@xtra.co.nz
WMSA Rep	Dave Wilce	233 9757	384 3484	dave@wellingtonstar.co.nz
WEB SITE	Aaron Tasker			gurutasker1@yahoo.co.nz
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish@farmside.co.nz Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	801 5540	021 304253

WEBSITE: www.hccc.org.nz

COVER PHOTO

Adam & Len Fisher at Wairarapa – Photo Jody Seabright

Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St
Petone, 7:30 pm. Note: Anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.
Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or
material from our Wheelspin, we do appreciate recognition of the source of said material.
Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

Clubnight

Wed 4th July at the Firemans Arms, Petone

Note: new website now open- same address!

El presidente:

Glad to be able to report that another month of great busy-ness has passed, with what is for me, a relatively quiet month to follow on.

The showing of Pirates of the Caribbean went down very well, with a full house, and a fairly full café leading up to the showing. Pity the café was out of stock of pretty much everything by the time we got there! Oh well, I needed to go on a diet anyway.

By the time you get this, we will have had another DVD night at MotorSport house too!

We had a packed house for the Amanda McLaren visit to our club night, which was very good to see. I am guessing that this month's night with the guest speaker from the Alfa car club, along with being joined by the Alfa club will see another very full room. Talking of the room, they've narrowed it a bit, and we appear to have less disturbance now from the Pokie room next door, which has to be a good thing.

I must say, that after hearing from Amanda and one of the Producers of the film, I am thoroughly looking forward to seeing the film, and hearing about the production leading up to it. They certainly impressed me as a team that wanted to have an accurate film.

Plus, you have to admire a group of people that blew up some of the best recording gear in the world, just to record one of the cars being driven around Taupo race track in anger. On hearing about that, several of us have requested that recording (prior to the blowing up) as a cell phone ring!

Once again, I saw Rally Wairarapa from the volunteer point of view this year. I had signed up again to assist Geoff as a back up marshal, with a side dish of knowing how to set up the timing equipment. I also ended up helping out at Scrutineering on the Friday as well, which was mightily interesting. This year, instead of navigating for Geoff, I was driving the mighty Starlet, with Aaron navigating / along for the ride.

We both attended some training for the timing gear set up, and got to play with the mighty new timing toys that Rally NZ has supplied for use by the sport. They're definitely some cool toys, and we even got to play with lasers (but no sharks with lasers).

I borrowed some rally tyres off Dave Wilce, checked the oil and water, and the Starlet was ready for a weekend of gravel. What a neat weekend it was! Aaron picked up on the Tulip diagrams as used in the rally route books immediately, and we didn't have a navigational issue all weekend.

I have to say, the roads over there are superb, and rally tyres make an enormous difference to the whole gravel experience. Much nicer ability to brake with rally tyres on the car, although the lateral grip isn't exactly what you'd call good! Well, not with the soggy old suspension in the Starlet anyway. I was glad for the ground clearance on the stages that were used more than once, as those rally cars do dig some awfully big holes out of corners when you're driving along in a little Starlet.

At the end of each day, we took the opportunity to go back and spectate the last stage. On day one, we walked about two corners in, and got a good view of a couple of fairly sweeping corners from our position in a paddock beside the road. It was short and sweet, as there were only in the mid 30's of cars running towards the end of Saturday.

In one of the gaps between cars, we heard an astonishing cow noise. It sounded like a cow that was right on the verge of that awkward voice breaking stage of puberty, having just bashed its shins on something sharp. That was a cause for some hilarity, and assorted off colour jokes.

On our way out, Aaron discovered an extremely high voltage electric fence as he climbed over it. Interestingly, he made almost exactly the cow noise we had just heard.

It must have been a very grunty fence, as it left scorch marks on Aarons trousers in the "inside leg" area, and we nearly had to make a phone call to Leela (Aarons other half) to break some bad news to her about Aaron! A very near miss indeed.

At the end of day two, we stopped a couple of km from the end of the last stage, and walked down into a nice valley with some downhill corners positioning ourselves up a bank that not even the most off course rally car would be likely to climb.

It proved to be a really good (if incredibly cold) place to view the field, as quite a few of the cars running on the more populated Sunday leg of the event were getting quite sideways. Mark Tapper gets bonus points for style, as he really does do an excellent job of getting the little front drive Fiesta utterly sideways. One of the Subaru's managed to overcorrect, and drive enthusiastically into the bank. We thought that might have been the end of the event for him, but he kept on going with minor bodywork alterations to the front end!

Aaron got some very good pictures, while I cunningly left my camera in the hotel room, which meant I could keep my hands in my pockets where it was rather a lot warmer.

Unfortunately due to organisational bloopers the scheduled round of the Stewards Trophy series didn't run, which is a pity, but does happen from time to time. Now we just need to hope that our Stewards Trophy round doesn't get rained out later in the year, otherwise it might be a one round championship.

Looking ahead a little further, we're running a Competitor Coaching Autocross day on our July Autocross date at Levin, so if you know somebody who might be interested in getting involved, please bring them along!

Looking even further ahead, we are looking to run a "ClubSport Locals" challenge where we run a short motorkhana and an autocross in conjunction with HVMC's Labour weekend Port Road event.

As with the ClubSport Nationals, each person's points will be earned in relation to their

time as a percentage of the fastest competitors time. This can often mean for really interesting results, as the faster cars in the Port Road Sprint won't be as competitive in the precision driving of the Motorkhana. So has the potential to be a fun event to compete in.

That's about enough from me; see you out in a paddock somewhere!

Leon

PS: Please see Gerald if you are after a Harbour Capital Car Club shirt, or hat, as he's just done a re-order, and last time he sold all the hats in about ten minutes.

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Made up of 5 events, held at Manfeild Park

***The series will be made up of events are run by the following
Committees on the following dates.***

The Surgery Intermarque 19th August 2007

The Surgery Intermarque 30th September 2007

N.B. Due to the clash on the 3rd June with another event. We are looking into
adding a 6th event. maybe (October/November)

This will not affect the four counting rounds

Registration is compulsory 24hr prior to second event

Regs and registration forms are available on

www.seabrightmotorsport.co.nz or you can e-mail Gerald at

carriagecartage@paradise.net.nz

This series is brought to you by

Road and Track Lower Hutt ph 04 566 4515

Sticky Signs Upper Hutt ph 04 977 9994

Neil's Wheels Upper Hutt ph 04 526 7510

Men are like Bananas . The older they get, the less firm they are.

A Volunteer's Weekend

It was on our way back from helping at the Harbour Capital Dual Car sprint day at Manfeild that Leon first told me about the possibility of him requiring a navigator and emergency block marshal for the Rally of Wairarapa. An interesting title, and a brief description were enough to have me signed up for another great weekend of motor sport.

On Friday, after a dubious late night train ride up to Solway, and an even more daunting walk from the train station, I finally arrived at Solway Park, the base camp of operations for the Rally. Leon had arrived earlier in the day, and many others earlier in the week, so the place was already alive with competitors and officials alike walking the halls. After some organising and a quick bite, we had another refresher course on the timing gear that we were to be checking over the next few days, Leon gave me a quick run down on how the route books worked, and then it was off to bed to get some good rest before the 6a.m. start the next day.



Brian & Jilly

After breakfast we started out on the hour-long tour to stage 1, trailing behind our chief marshal Geoff Warren, in his Subaru legacy, and another car coming with us as emergency block marshals as well. As it would be for the whole weekend, the rain was light and patchy, and didn't provide too many problems. It didn't take long for our 'officials' sticker to blast off the windscreen, probably because of Leon's addiction to using Rainex! Holding a route book in one hand, timing instructions in another, and maps & notes a plenty underneath we stopped at the start of stage 1, checked they had their gear set up correctly, and entered the stage. With the safety car only 10 minutes behind us, Geoff set off at pace, diving into the gravel roads. Leon and I were in his latest purchase of many; the white Toyota Starlet, and the first few corners were looking very daunting in a standard road car. Thankfully, Leon had borrowed some rally tyres for the weekend, and performed fantastically on the gravel surfaces.

We soon learned that even though a road is closed, it does not mean that it is empty. During the day we managed to meet a number of vehicles, a few sheep, and even an adventurous cow staring down the bonnet as we approached. Luckily there were no accidents or breakages, and we made it through the entire day with only having one marshal point unattended. This allowed Leon and I to double back to the start of the final stage of the day, and pick a spot to watch. It didn't take long to realise that quite a few competitors were not as fortunate as we were, with many cars already missing from the line-up due to breakages or accidents. There was still an impressive grouping to snap my camera at, and after an hour (and a brief incident with an electric fence!), we were back to base camp for another good nights sleep.

Sunday was another early start, but a shorter tour through to the start of stage 7. With 8 stages to go through there were more teams to check, but around the same bout of distance to travel. It was on this day we went through my favourite stage for the weekend, stage 11. A long stage with many tight & windy roads, and a large hill climb made for an amazing ride. We managed to get past the Land Cruiser that was heading

the other way to get to his radio point, but the Toyota MR2 safety car behind us wasn't as fortunate. In an amazing twist it was the Land Cruiser that had to be towed out, not the MR2. Sunday was obviously sleep in day, as quite a few marshal points were missing their teams, but after some re-arranging we managed to get through the entire day again to watch the final stage. This time we avoided the electric fences, and picked a fantastic spot near the middle of the stage. There were more cars running this day as the one-day rally competitors were out in full force. With more practice on my camera work, and some excitement on the sweeping corners we overlooked, we managed to make it back to base camp just to catch Harbour Capital members Brian Rowe and Jilly Hutson in their Suzuki Ignis go over the finishers podium.

Overall we had a fantastic weekend, and drove almost the entire rally. It was a great example of how volunteering to help out at events like this is a great way to enjoy your weekend, and experience it in a way that a normal spectator wouldn't. I've already got my hand up for next year...

Aaron Tasker



Tony Burrowes & Graham Swann - Wairarapa

Men are like Weather . Nothing can be done to change them.

DANNEVIRKE CAR CLUB

RUANUI ROAD RALLYSPRINT – ORMONDVILLE 15th July

Approx. 2.5km timed sprint at 1 minute intervals on smooth gravel to finish line.

Competitors will then start again and run the course in reverse.

This is a new course – smooth metal, reasonably fast but with some tricky corners.

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ENTRY FEE FOR CARS - \$60.00

Cars must comply with Schedule RS.

For more information please email us or call Rod 06 3741535 after 6pm.

rjbracegirdle@xtra.co.nz

Rod Bracegirdle
Dannevirke Car Club

A new innovation for Kiwi Speed. You can read the latest issue online every month.

<http://www.kiwispeed.co.nz>

The latest issue is out NOW : Trusthouse/Racetech Rally Wairarapa (Maps/Driver List, etc) Plus much more.

Cheers Mike Beauchamp



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Nathan Thomas - Wairarapa

Men are likeBlenders You need One, but you're not quite sure why.



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Wellington Motorsport Association Calendar 2007

Contact the HCCC convenors if you want to find out more about an event (like getting regs and entry form)

for email updates of the WMSA Calendar contact the secretary wayne.gair@kapiticoast.govt.nz

As at Apr17th 2007

Month	Date	Steward	Event Type	Club	Venue	Status
July	1		Autocross Circuit Sprint	K HV	Otaihunga Manfeild	
	7		Rally		TARANAKI	
	8		Gravel Sprint Race winter series	Lvn	Gladstone Rd Manfeild	
	11		Night Trial	HV		
	15		Gravel Sprint	K		
	22		Intermarque Sprint	?	Manfeild	IM
	29		Auto-x	HC	Donnelly Park, Levin	
August	4		Rally		HAWKES BAY	
	8		Night Trial			
	12		Auto-x Race winter series	HV	Todd Park Manfeild	
	19		Intermarque Sprint	Alfa	Manfeild	IM
	25		Rally		MANAWATU	
September	26		Auto-x	HC	Donnelly Park, Levin	
	1		Rally		Rally NEW ZEALAND	
	2		Autocross	K		
	12		Night trial	HC		
	16		Gravel Sprint Race winter series	K	Manfeild	
	23		Auto-x	HC	Donnelly Park, Levin	KN
	29		Rally		NELSON	
	30		Intermarque Sprint	?	Manfeild	IM
October	7		BATHURST			
	13		Rally 50 th Anniversary	W	FAR NORTH	
	14		50 th Anniversary Gravel Sprint Race winter series	W Lvn	Wairongamai Rd Manfeild	
	20		Mini Nationals	M		
	21		Mini Nationals Sealed Sprint	M HV	Port Road, Seaview	DM
	22		Mini Nationals	M		
	28		Auto-x	HC	Donnelly Park, Levin	

November	4		? TBA	W	TBA ? Admiral?	
	10		Race Whittakers	MG	Manfeild	
	11		Race Whittakers Autocross	MG K	Manfeild	
	18		Motorkhana	HV	Todd Park	ST
	25		Motorkhana/Auto-x	HC	Donnelly Park, Levin	
December	2		Gravel Sprint Intermarque Sprint	W ?	Dorsets Road Manfeild	GS IM
	9		Autocross	K		
	16		Auto-x	HV	Todd Park	KN
	Abbreviations:			Stewards:		Organising Club:
KN	Kim Naylor Autocross Series		AW	Alan Wright		HC Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series		BS	Barry Swanerton		HV Hutt Valley
ST	Stewards Trophy Motorkhana Series		GG	Gordon Gandy		W Wairarapa
VB	Vesta Battery round of ST Series		GM	Gus McMillan		K Kapiti
GS	Gravel Sprint Series		JR	John Rapley		WG Wellinfgton
RS	Rally Sprint Series		PT	Paul Te Punga		M MOWOG
CR	Central Region Rally Series		SM	Stephen Marks		T Triumph
IM	The Surgery Intermarque Sprint Series		WG	Wayne Gair		MG MG
Nat	National Meeting		KN			
NT	Night Trial Series		VB			
WT	Wall Trophy Trial					

Sticky Signs

Need numbers, names or signage on your car?

Tow, circuit breaker stickers and Race numbers to Motorsport NZ specs

Give us a call on 04 977 9994

Night Trials

Hello folks

Attached are the results of last Wednesday's car trial, second round of this year's series.

Thanks to Eddie Conroy & Barry Lakeman for organising the event.

Congratulations to Denise & Sue & Gordon Gandy (first in the Expert class & first overall), Brian & Barry Craig and Carlo de Guzman (first in the Intermediate class and 4th overall), and David & Lynn Glover (first in the Novice class and 10th overall). Different winners from round 1 in all 3 classes, which is good. Wayne Gair & Dianne McDonald, 2nd= in this round, continue to lead the series overall.

The next event is on Wednesday 11 July - round 3 of this year's night trials series. Organisers are Cathy & Mike Reid. Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes.

Relax over a coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

Later rounds this year:

August 8 - round 4. Organiser Geoff Warren. Hutt Valley Motorsport Club rooms, Halford Place, Petone.

September 12 - round 5. Organisers Wayne Gair & Dianne McDonald. 2 Wright Street, Titahi Bay.

cheers, John

MSA SERIES		JUNE NIGHT TRIAL										13 June 2007 RESULTS					Page 2 of 2			
Number	Sub-section 4					Sub-section 5					O'all	O'all	Class	Class	Car no.					
	EDDIE	EDDIE	LOST	Z	KA	MINI	Time	OUT	EDDIE	DURL						FINISH	Time			
Name (Team or driver)	Wright	Peirte	Peirte	Moohan	Short	Fraser	Prwyay	Tunnel	Hautonga	Marine	Halford	Conro:	Points	Place	Place	Place	Crew			
Dazed & Confused PC	-	-	-	-	-	-	1	L	-	-	-	1	L	107	8	E	7	1	Donna Campbell, Leon Cast, Brendon Glendinning, Stacey Wilton.	
O'Makinen	-	10	10	10	10	10	4	E	10	10	10	-	4	E	148	12	N	2	2	Bill Peacocke, Craig Crawford, Wendy Moore, Marianne Peacocke.
Glover	-	-	-	-	-	-	5	L	10	-	-	-	0	L	131	11	E	9	3	Len Fisher, Leanna Fisher, Hannah Fisher.
Sunbeam	-	-	-	-	10	-	2	L	10	10	10	10	4	E	200	13	N	3	5	Bryan Atkins, Mari Atkins.
Lost	-	-	-	-	10	-	30	M	10	10	10	10	13	E	225	14	N	4	6	Julie Sellens, Brent Sellens, Hayden Dahm.
Craig	-	-	-	-	-	-	1	L	-	-	-	-	2	L	45	4	I	1	7	Brian Craig, Barry Craig, Carlo de Guzman.
Peugeotary	-	-	-	-	-	-	2	L	-	-	-	-	0	L	30	2=	E	2=	8	Wayne Gair, Dianne McDonald.
Zemblebin	-	-	-	-	-	-	1	L	-	-	-	-	0	L	60	6	E	5	9	Danielle Reese, Sarah Fouhy, Carla van Ansem, Geoff Warren.
Marks	-	-	-	-	-	-	0	L	-	-	10	-	13	L	49	5	E	4	10	Stephen Marks, Donna Marks.
Gandy	-	-	-	-	-	-	0	L	-	-	-	-	7	L	19	1	E	1	11	Denise Gandy, Sue Gandy, Gordon Gandy.
Rapley	-	-	-	-	-	-	1	L	10	-	-	-	3	L	30	2=	E	2=	12	John Rapley, Roger Barnes.
Connor	-	-	-	-	-	-	1	L	-	-	-	-	3	L	115	9	E	8	13	Matthew Connor, John Tennant.
Not A Problem	-	-	-	-	-	-	2	L	-	-	-	-	9	L	73	7	E	6	14	Cathy Reid, Mike Reid, Bill Pottinger.

From: Tim Martin [mailto:tim.martin@xtra.co.nz]

Sent: 8 June 2007 12:34 a.m.

To: Tim Martin

Subject: Kiwi Team Nurburgring 2007 #01

FINALLY, the countdown is well and truly underway for the 2007 installment of the 24 hours of Nurbürgring, scheduled to take place this weekend. We can't wait to get into the race and get things going. It's now Thursday German time, with the first time on the track in the race car tomorrow. As it was last year, the first time we drive the race car is in Qualifying, so it's always a challenge to get on the pace straight away.

You may already be aware of the, but we have two cars entered in the race this year. The car I am driving is shared with Team Owner Dr Greg Taylor, Bridgestone Porsche Champion Brian McGovern, and NZV8 Champion John McIntyre. The second car we have will be driven by Rhys McKay, Michael Eden, Gene Rollinson and Stu Owers.

We arrived almost 2 weeks before the start of the race, to allow time to drive the track in our rental cars. I have a Renault Megane – all I can say about this is SCARY CAR IN THE WET! All it does is understeer as you would expect; yet it is so twitchy in the rain that it gives a horrible feeling that it is constantly about to oversteer. We thought we

were coming to summer however the first two days of practice were in rain, with temperatures in the middle of the day hovering around 6 degrees. These were my first laps of the track in the wet, and proved how much respect the track deserves. None of the team had any off track moments, but others on the track weren't so lucky, including a Mazda RX8 driver that managed to position his car with the rear wheels hooked OVER the metal guardrail around the track (about 1 metre off the ground) and his front wheels on the ground.

After 3 days on the track, it was closed Wednesday last week for the 'Rock am Ring' rock concert with 250,000 drunken Germans. Since then I have traveled to the Aston Martin factory in the UK, Paris, then Le Mans to take in the official test day for the Le Mans 24 hour race that takes place the weekend after the Nurburgring. As this was my first visit to Le Mans, it really confirmed to me that this is my ultimate goal in Motorsport, to race and WIN in the Le Mans 24 Hour race. Nurburgring is an ideal step in the ladder to achieving this goal.

Back in Germany, our understanding of the race from last year has made life some what easier. However the organizers still love to throw challenges to us – we had to put special film on the inside of the race cars' windows, as there is a new German rule that was not in the race rules. Other than this, things are going smoothly, and today will be a day of final system checks and strategy meetings before the race.

Friday has a morning qualifying session with approx 240 cars on track at once, as well as a night time session that runs until 11.30pm.

Race start on Saturday is 3pm, and finish time 24 hours after this. In our car we are planning that Johnny Mac will start the car, and most likely I will be in second.

Last year we painted an orange Kiwi onto the track, as per our team logo below. By the way this is a perfectly acceptable thing to do, as there are all manner of signs painted all over the track. Over the course of the year, it had been partially painted over. So after mixing the exact amount of red and yellow paint together, the existing logo has been repainted, as well as a new Kiwi logo on the track that stretches the entire width of it.

The lineup of competitor cars is as impressive as ever. On the entry list there are around 40 Porsches, including an Alzen Motorsport Porsche Cayman with over 500 horsepower, and approx 6 997 GT3 RSR's! There are more than 60 BMW's and a whole heap of other exotics, including Aston Martin, Lamborghini and more.

During the race, you can follow our progress at www.ktn.co.nz. We have our media man with us, Lance Hastie, and he will update the site every few hours with news of our progress. The site also has a link to the ADAC site which is the race organizers. This will have live timing and positions on it. Our car number is 220, and our sister car is number 221.

I will be focused for the race, so won't always have my cell phone with me. However I will check it from time to time. You can text my normal NZ number, or if you need to call for any reason, my German number is +49 152 04 21 56 22.

Kind Regards,

Tim

Men are likeChocolate Bars ... Sweet, smooth, & they usually head right for your hips.



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There is a dangerous virus being passed around electronically, orally, and by hand.

This virus is called Worm-Overload-Recreational-Killer (WORK).

If you receive WORK from any of your colleagues, your boss, or anyone else via any means DO NOT TOUCH IT. This virus will wipe out your private life completely.

If you should come into contact with WORK; put your jacket on and take two good friends to the nearest off licence. Purchase the antidote known as Work-Isolating-Neutralizer-Extract (WINE) or Bothersome-Employer-Elimination-Rebooter (BEER).

Take the antidote repeatedly until WORK has been completely eliminated from your system.

You should forward this warning to 5 friends. If you do not have 5 friends, you have already been infected and WORK is controlling your life.

Men are like Popcorn They satisfy you, but only for a little while.

CLUBNIGHTS

First Wednesday February to December 7:30

Clubnight venue:

Fireman's Arms, 313 Jackson Street, Petone

(North End of Jackson Street, just South of Cuba St intersection,
West side of street)

Road & Track Dual Car Sprint Series 2007

ENTRIES

No.	NAME	CAR	Club	Class	Event 1	Points	Event 2	Points	Total	Class Place
6	Gary Maddock	Honda Civic R	HCCC	A	01:24.31	19	01:23.29	20	39	1
8	Graham Heath	Nissan Pulsar GTi	HCCC	A	01:27.14	16	01:27.40	19	35	2
82	Brent Sellens	Toyota Corolla GT	HCCC	A	01:27.39	15	01:28.27	18	33	3
14	Paul Olson	BMW 318i E30	BMW	A	01:29.83	14	01:28.83	17	31	4
9	Neil Tapp	Toyota Corolla	HCCC	A	01:30.96	13	01:29.99	16	29	5
86	Blair Murray	Holden Barina GTi	Kapiti	A	01:35.01	11	01:32.93	13	24	6
861	Zak Murray	Holden Barina GTi	Kapiti	A	01:35.36	10	01:32.09	14	24	7
59	Mike Hodgetts	Toyota Corolla GT	WCC	A	01:36.17	9	01:38.14	12	21	8
28	Bruce Dove	Toyota Trueno	HVMC	A	01:23.62	20			20	9
22	Michael Jane	Toyota Levin	HBCC	A	01:25.38	18			18	10
91	Harold Shepherd	Fraser Clubman	MAN	A	01:26.04	17			17	11
	Garth Hickings	RM classic 7		A			01:30.15	15	15	12
16	Simon Wellum	Ford Laser TX3	HVMC	A	01:34.87	12			12	13
47	Brian Craig	Toyota Corolla GT	HCCC	A	01:37.09	8			8	14
38	Jilly Hutson	Suzuki Ignis	HCCC	A	01:43.38	7			7	15
138	Brian Rowe	Suzuki Ignis	HCCC	A					0	16
23	Webster Gough	Toyota Starlet	HCCC	B	01:22.84	20	01:22.80	20	40	1
313	Nik James	Mazda MX5	HVMC	B	01:25.29	19	01:24.93	19	38	2
320	Stephen Marks	BMW 320i	HCCC	B	01:27.26	17	01:27.78	18	35	3
007	Gerald Lee	Corvette	HCCC	B	01:33.25	16	01:30.81	16	32	4
84	Adam James	Toyota Starlet	HVMC	B	01:25.61	18			18	5
25	Terry Bradley	Porsche 944		B			01:28.13	17	17	6
26	Ron Dewsnap	Ford Mustang	Kapiti	B			01:31.18	15	15	7
11	Neil Roots	Mitz V3000	HCCC	B	01:35.19	15			15	8
	Kevin Thickett	Toyota Starlet		B			01:35.65	14	15	9
928	Struan Robertson	Porsche 928	Kapiti	B	01:41.96	14			14	10
898	Darren Gledhill	Nissan Skyline GTR	HCCC	C	01:19.97	20	01:17.06	20	40	1
330	Kieran Marks	Toyota Celica	HCCC	C	01:28.08	15	01:25.56	19	34	2
607	Darryl Forbes	Mitsubishi Evo 9	BMW	C	01:21.12	19			19	3
1	Alan Groves	Subaru Impreza	KCC	C	01:21.53	18			18	4
3	Craig Brady	Subaru WRX	HCCC	C	01:23.26	16			16	5
5	Len Fisher	Toyota Celica GT4	HCCC	C	00:00.00				0	6

Aging Aunt Mildred

Aging Aunt Mildred was a 93-year-old woman who was particularly despondent over the recent death of her husband. She decided that she would just kill herself and join him in death.

Thinking that it would be best to get it over with quickly, she took out his old Army pistol and made the decision to shoot herself in the heart, since it was badly broken in the first place.

Not wanting to miss the vital organ and become a vegetable and a burden to someone, she called her doctor's office to inquire as to just exactly where the heart would be on a woman. The doctor said, "Your heart would be just below your left breast".

Later that night..... Mildred was admitted to the hospital with a gunshot wound to her knee..

Men are like Snowstorms You never know when they're coming, how many inches you'll get or how long it will last.

The Surgery Intermarque Sprints - Round Two

Run by RotorMotorSport & Wgtn Triumph Sports CC on June 3, 2007

FASTEST LAPS - OFFICIAL RUNS ONLY

Number	Name	Class	Club	Vehicle	Run	Lap	Time	Av Kph
898	Darren Gledhill	XC	Harbour Capital	Nissan Skyline GTR	R01	2	1.17.06	141.692
27	Steve Hardie	M4	RotorMotorSport	Mazda RX7 Turbo	R02	3	1.18.86	138.458
111	Bill Young	M4	Porsche	Porsche 911	R02	3	1.20.03	136.434
116	Andy Oakley	M4	Capri	Ford Capri 3000	R03	3	1.20.44	135.738
401	John Richardson	XX	MG	Mazda RX7 2L Turbo	R02	3	1.21.39	134.154
49	Webster Gough	XB	Harbour Capital	Toyota Starlet	R03	1	1.22.80	131.87
281	Bruce Goodwin	XX	Taihape	Chev Camaro	R02	2	1.22.89	131.726
2	John Fendall	XX	Triumph	Toyota MR2 Turbo	R03	1	1.22.94	131.647
71	Bradley Lauder	XX	Levin	Toyota Corolla	R03	3	1.23.09	131.409
39	Gary Maddock	XA	Harbour Capital	Honda Civic	R01	2	1.23.29	131.094
47	Bruno Haag	XX	Porsche	Porsche 911E	R02	3	1.23.84	130.234
771	Brad White	XX	Kapiti	Leitch SuperSprint	R01	2	1.23.96	130.048
284	Ernie Greenwell	XX	Wanganui	Honda Civic	R03	3	1.24.07	129.877
722	Stephen Jones	M3	RotorMotorSport	Mazda RX2	R02	3	1.24.17	129.723
134	Andrew Ivory	M3	FIAT	Fiat 125	R01	3	1.24.84	128.699
313	Nik James	XX	Hutt Valley	Mazda MX5 s/c	R02	3	1.24.93	128.562
1340	Eric Heycoop	XX	MG	Fiat 125	R02	3	1.25.04	128.396
7	Ian Vaughn	U4	RotorMotorSport	Mazda RX7 Turbo	R01	3	1.25.30	128.005
105	Malcolm Glen	XX	MG	Ford Anglia Turbo	R01	3	1.25.37	127.9
330	Kieran Marks	XX	Harbour Capital	Toyota Celica GT4	R02	2	1.25.56	127.616
1	Russell Fitzgerald	U3	RotorMotorSport	Mazda RX8	R02	3	1.25.87	127.155
48	Richard Skilton	XX	RotorMotorSport	Subaru Legacy RS	R03	3	1.25.96	127.022
6	Jeremy Smyth	M3	BMW	BMW 325i	R02	3	1.26.06	126.874
1277	Grant Rivers	XX	Wanganui	Vauxhall Viva GT	R01	1	1.26.06	126.874
666	Naomi Bray	M5	Triumph	Triumph TR7V8	R03	2	1.26.40	126.375
204	Peter Clarke	M4	MG	MGBGTV8	R01	2	1.26.83	125.749
21	Ron Stirk	M2	Alfa Romeo	Alfa Sud Sprint	R03	2	1.27.22	125.187
73	Alistair Ax	M2	Minis Manawatu	Mini Clubman	R03	2	1.27.22	125.187
560	Bill Robson	XX	Minis Manawatu	Morris Mini	R01	2	1.27.22	125.187
312	Kevin Harris	XX	South Taranaki	Ford Capri V6	R03	1	1.27.25	125.144
40	Graham Heath	XA	Harbour Capital	Nissan Pulsar	R01	3	1.27.40	124.929
28	Neil King	XX	Wanganui	Honda Civic	R03	3	1.27.41	124.915
77	Laurence Gooding	M3	RotorMotorSport	Mazda RX3	R03	3	1.27.48	124.815
23	Duncan Scotland	M4	RotorMotorSport	Mazda MX5 Turbo	R03	2	1.27.49	124.801
100	Marvyn Towers	M5	MG	MGBGT V8	R01	2	1.27.50	124.786
320	Stephen Marks	M4	BMW	BMW 320i 2.7L	R03	2	1.27.78	124.388
270	Murray Craig	M3	BMW	BMW 325i	R01	2	1.27.82	124.332
5	Ian Tjeerd	U4	BMW	BMW M3	R02	3	1.27.97	124.12
4	Philip McPhail	XX	Kapiti	Holden Commodore	R02	2	1.27.98	124.105
415	Miles Udy	XX	Hutt Valley	Toyota Sprinter	R02	2	1.28.04	124.021
75	Albert Barron	XX	Wanganui	Ford Escort	R02	1	1.28.12	123.908
25	Terry Bradley	M4	Porsche	Porsche 944	R01	3	1.28.13	123.894
82	Brent Sellens	XA	Harbour Capital	Toyota Corolla	R03	2	1.28.27	123.698
271	Ian Thomson	XX	Kapiti	Jaguar Mk2 3.8	R03	3	1.28.41	123.502
278	Graeme Tulloch	XX	RotorMotorSport	Mazda RX7	R03	3	1.28.58	123.265
14	Paul Olson	M2	BMW	BMW 318i	R02	2	1.28.83	122.918
358	Anthony Christenhusz	M4	MG	MGBGTV8	R01	3	1.28.90	122.821
98	Conrad Healy	M4	Capri	Ford Capri 2.8i	R03	2	1.29.15	122.477
34	Craig Wilson	XX	Triumph	Toyota Supra	R02	2	1.29.40	122.134
321	Garry Price	XX	Central Districts	Holden Commodore	R02	3	1.29.89	121.468
35	Neil Tapp	XA	Harbour Capital	Toyota Corolla	R03	3	1.29.99	121.333
78	Greg Joy	M3	RotorMotorSport	Mazda RX7	R02	2	1.30.01	121.307
142	Garth Hickling	XX	Central Districts	RM Classics 7	R01	2	1.30.15	121.118
410	Peter O'Connell	XX	Hawkes Bay	Toyota Starlet	R01	3	1.30.18	121.078
277	Blair Gray	XX	Wanganui	Vauxhall Viva GT	R03	3	1.30.35	120.85
57	Shane Atkinson	XX	Wairarapa	Nissan Pulsar	R03	3	1.30.37	120.823
345	John Rapley	XX	Manawatu	Datsun 1600	R01	2	1.30.41	120.77
32	Mike Price	XX	Manawatu	Holden Commodore	R03	3	1.30.57	120.556
1007	Gerald Lee	XB	Harbour Capital	Almac Corvette	R01	3	1.30.81	120.238
1358	Robert Christenhusz	M4	MG	MGBGTV8	R01	3	1.30.92	120.092
26	Ron Dewsnap	XX	Kapiti	Ford Mustang	R02	3	1.31.18	119.75
41	Dennis Mackley	XX	MG	Ford Escort	R01	2	1.31.54	119.279
127	Bill Denize	M1	Minis o' Wellington	Mini Cooper S	R03	3	1.31.66	119.123
550	Mike Lovell	XX	Porsche	Porsche 550RS rep	R03	3	1.31.76	118.993
861	Zak Murray	XX	Kapiti	Holden Barina GTi	R02	2	1.32.09	118.567
94	Stephen Fraser	XX	Kapiti	Holden Commodore	R03	2	1.32.28	118.322

Men are likeCommercials You can't believe a word they say.

Autocross 27th May

Greetings all, thank you for attending our little play in the paddock.

From the look of it, there was a lot of fun to be had, unless you were a cone. If you were a cone today, you were in for a very bad day.

Thank you to all the people who helped out during the day, with timing, picking up cones, scrutineering, and all those other things that make my day so much easier.

I think the top four, then top two elimination made for quite an exciting finish for the day. As per driver briefing, it doesn't count towards the results, but was just for the glory of being the fastest cowpat thrower in the west.

The course being very tight and technical leant itself to the front drive cars, but with both Al and Geoff (four wheel skidder cars) hitting cones on their fastest runs, it knocked them out of their deserved place in the top five.

Levin Autocross 27 May 2007

Name	Car	Club	Class	Practice	Run 1	Run 2	Run 3	Fastest	Class Placing	Overall Placing
Alan Groves	WRX	Kapiti	4WD	2:10.47*	01:59.05	2:09.46(lots)	1:47.61*	01:52.61	1	9
Geoff Warren	Legacy	HVMC	4WD	2:26.66(lots)	2:0.13*	1:50.33(lots)	1:47.73*	01:52.73	2	10
Roger Barnes	GT4	MMC	4WD	02:25.40	2:09.42**	2:00.04(lots)	1:52.84*	01:57.84	3	14
Nick Kacouris	Omega	HVMC	4WD	2:16.14**	2:05.51****	1:54.02*	wrongway	01:59.02	4	16
Leon Cast	Starlet	HCCC	EOD	02:00.39	01:50.60	01:47.73	01:42.07	01:42.07	1	1
Webster Gough	Ignis	HCCC	EOD	2:15.44**	01:57.76	01:52.21	01:42.80	01:42.80	2	2
Peter Collins	Corolla	HCCC	EOD	2:11.58**	1:54.76*	01:51.59	01:43.67	01:43.67	3	3
Adrian Curtis	Starlet	Marborough	EOD	2:04.20**	01:59.64	01:48.49	01:43.96	01:48.49	4	4
Duane Novis	Starlet	Marborough	EOD	2:09.61*	2:05.83*	02:01.77	01:49.53	01:49.33	5	5
Viv Eden	CRX	MMC	EOD	02:11.21	02:00.61	01:53.65	01:49.34	01:49.34	6	6
Brian Craig	Corolla	HCCC	EOD	2:08.31(lots)	2:03.17*	1:55.33*	01:50.05	01:50.05	7	7
Jilly Hutson	Starlet	HCCC	EOD	02:19.43	02:05.26	01:57.23	01:50.85	01:50.85	8	8
Dave Glover	Mini	MOWOG	EOD	02:16.00	02:05.39	02:00.00	01:54.25	01:54.25	9	11
Bill Peacocke	Barina	HCCC	EOD	2:2.18*	01:59.43	01:54.92	1:49.17**	01:54.92	10	12
Andrew Wellum	Barina	HCCC	EOD	02:24.35	02:10.40	02:01.03	01:56.89	01:56.89	11	13
Winston Hallsworth	CRX	MMC	EOD	2:27.90**	02:14.06	02:02.59	01:58.55	01:58.55	12	15
Carlo De Guzman	Accord	HCCC	EOD	2:47.77*	2:18.06(lots)	2:08.17(lots)	2:07.22(lots)	02:33.17	13	18
Chris Milner	Anglia	new	ENOD	2:28.31**	2:08.31(lots)	2:01.79*	1:53.48****	02:06.79	1	17

Clerk of Course: Leon Cast

Scrutineering: Geoff Warren, Roger Barnes

Timing: Gerald (the man) Lee, Donna Campbell

* indicates that a 5 second penalty applies to the time shown, for cone displacement

(lots) indicates that somebody hit so many cones that I ran out of space to tell you how many they hit

Our top four shootout was

Peter Collins 1:41.44

Webster Gough 1:41.50

Leon Cast 1:42.91

Adrian Curtis 1:39.00

This saw a mega pressure top two shootout between Peter Collins, and our guest from Marlborough, Adrian Curtis. Pete clipped a couple of cones, which meant that Adrian was able to romp home with the fastest time of the day with 1:38.91!

Adrian, you can come back and visit us any time. Truly, you showed some great pace under pressure, driving a borrowed car! We can see how you won the Clubsport Nationals.

If you want to buy a CD of photo's of your car from the action today, please contact

geoffw@paradise.net.nz He filled up all his memory cards today, so there are some good photo's to be had.

Men are like Department Stores Their clothes are always ½ off!

What the @#)(@#)(is an Autocross?

Keen to find out...

If so, please join us at the Competitor Coaching Autocross day at Donnelly Park in Levin, on **July 24th**.

A more leisurely start time than usual, with a gathering at **half past ten**.

Please bring yourself, crash helmet and overalls, along with **\$20**.

We don't guarantee anything other than you'll get your car covered in cow poop, but it could very well be a good opportunity to improve your times and driving abilities, as a competitor coaching day means that we have the ability to put an instructor in the passenger seat of your car to give you some handy hints.



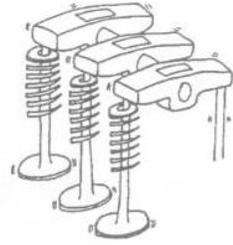
If you have any questions, please contact Leon on 027 6996 838

Men are likeGovernment Bonds They take soooooooo long to mature.

Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

Note: We trust our informants' 100% and would never question their reliability!



Men are likeLava Lamps ... Fun to look at, but not very bright.

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MY CLASSIC EXPERIENCE Brian Craig

This was my sixth start at Wairarapa rally but this time I was to have an experience from the classic side of rallying.

I have had a great run at Wairarapa with Dave Wilce and the Daihatsu Charade. Five starts for five finishes with a best of second in class last year but in 2007 Dave was going to be away. So did anyone out there need a co-driver? I had an idea that Graham Heath might like to do the one day event. After considering my proposal Graham decided that the car wasn't ready.

So with entries closed and my race car out of action I went to Puketiro Road gravel sprint with the intention of having a ride or two with Graham. On arrival he said that Roger Brader (Wairarapa CC) was looking for a co-driver in his Mazda RX3. I thought maybe. I have been in rear drivers before and they are a lot of fun. After a run or two with Roger my first impressions of the car were, this is an assume machine. This man knows how to peddle this car and I feel good in the car so let's go for it. The next day Roger sorted out our entry into the one day event on Sunday.

Upon telling Dave of my ride he kindly lent me his copy of 'Mazda Rotary Down Under' (30 years of motorsport) which had a photo of Roger's car and a lot more. The RX3 has just had a

rebuild after not been out for a few years. (New engine, gearbox and sign writing) It looked great.

SPEC'S : one lady owner till 49000miles before being built into a rally car, run by Howard Collier. 13B PPort engine, lightened flywheel, close ratio Charlie Evans gearbox, hilux limited slip diff, 4 linked watts linkage, 4 wheel disc brakes.

The weekend started early Saturday as I travelled to Pongaroa to service for Brian/Jilly in the Ignis. Roger spent his day navigating for Gordon Diggle in the safety car. It was funny as neither had navigated before. I think Roger learnt a lot as he said he had both feet on the brake several times.

Come Sunday both Roger and I were eager to go. I meet Len in the carpark where he said I hope you have your earplugs. No I said what for. I have been in a RX7 and they are bloody loud. So it was funny when we started off Roger offered me some earmuffs for the touring stages which were brilliant at killing the drone of the rotary which does not like being off the throttle.

On arrival at stage 7 (day 2) start Roger decided to check the tyre pressures as I went around the corner to control. When you clock in you must have your car also in control. Roger was taking his time coming up and when our minute arrived he was still out of control and I had to go back and call him up fast to avoid a time penalty. We made it with a few seconds to spare. A lesson learnt here drivers, always keep moving up as time never stops.

This year the starts were done with digital clock count down just like WRC very cool. On our minute we were off with Roger settling into a good rhythm. Up and down, tight and opening at the end Daggs Road (14km) is a good test of man and machine with both passing the test and I felt comfortable in the car.

The second stage Barton's Line (23km) is a favourite of Dave's and mine. Roger had said to call the instructions and stages as I had done before. I have a good recall of the nature and sections of the stages from previous years. This one has various parts, firstly the rallysprint run in reverse direction, then fast sweeping sections, tight up/down sections onto a wide open section with crests to the finish. Four cars stopped in there Nathan Thomas (HCCC) after damaging his oil cooler on a fence, a WRX facing the wrong way blocking over half the road almost put us into the drain. The car was humming and besides a half spin at a ninety right at junction we had a good stage.



Photo Wayne Gair

As we passed through Eketahuna (service park) on the way to stage 9 we were able to give the thumbs up to the service crew, nice. With a few minutes between stages there is time for co-drivers to compare times, incidents and moments. Some like Rob Scott keep a log of times of all competitors around him.

Into the 15km stage, tight sections, 900m of seal in the middle and long straights at the end. The EVO behind us was on notes and made up 45 sec through here. Four cars stopped in stage the worst an EVO that was damaged all round, rollover maybe, he was still sitting blocking the road around a corner, another tight squeeze. We toured back to Eketahuna for a regroup before our first service break. The crew were eager to get their hands on the car. With no reported problems it was a quick check over and refuel as the gauge was nearly empty after 54km of racing plus 70km of touring.

After the service we headed out for another three stages. The first at only 7.5km started uphill with a ninety right at the top. I told Roger this always catches someone. Sure enough we saw a safety triangle and a WRX over the bank. This stage has a spectator point mid stage, sweeping curves lead to an acute right at junction with a 'Don't Cut Apex' in the road book. We didn't nail the junction but put up a good stage time 4 sec faster than the other RX3 who we think was on notes. We also passed Emma Gilmour (4WD) over the bank in the trees. This was officially reported as a mechanical problem. Perhaps all wheels off the road is considered 'No Wheel Drive'.

Touring to the next stage was when I had to concentrate the most on my navigating as we were going to a new stage to me. Dave and I have tried to do this stage for the last two 'Daybreakers' but both times cancelled due to fallen trees and bridge washouts. It was 14km of good flowing road and Roger really enjoyed it. The EVO behind came out with a bumper hit after arguing with a fence post. So onto stage 12 which was a rerun of stage 9. Half way through we passed the NZRC 2WD Lancer beached in the mud unable to get back on without a good tow. Generally the second time through a stage you should go faster and we did by 3sec. Not as much of an improvement as we had hoped as we had nailed the two junctions, the fast kinks and the final corner after the finish. There is a short cut across a corner which is rough and rocky but when Roger took it the car took a hit underneath. This was the main checking point on returning to service.

With the car refuelled we headed off for the final two stages. Stage 10 (15km) uses the second half of stage 8 run in reverse before going right to finish down a new piece of road. It starts off fast and flowing before tightening up and over the hill to a more sweeping finish. Stage 11 (14km) is similar with fast and flowing corners, with a section of seal in the middle. Roger was now on full song and we were flying along (average speed 110kmh).

And then it was all over, the end. We toured back to Masterton to go over the finish ramp and complete the event. What a day it had been. The car had run faultlessly, the driver had done everything right and I thought my efforts were OK.

Firstly I have to thank Roger for a great ride and his crew for making me so welcome. It was just one hell of a weekend. This will be a rally I will remember for sometime as it isn't every day or year you get to experience a ride in such an assume vehicle, a real classic.

Men are likeMascara . They usually run at the first sign of emotion.

Hitch Hiking

John Bradford, a Sydney University student, was on the side of the road hitch hiking on a very dark night and in the midst of a storm.

The night was rolling on and no car went by.

The storm was so strong he could hardly see a few feet ahead of him.

Suddenly he saw a car slowly coming towards him and stopped.

John, desperate for shelter and without thinking about it, got in the car and closed the door, just to realise there was nobody behind the wheel and the engine wasn't on!

The car started moving slowly. John looked at the road and saw a curve approaching. Scared, he started to pray, begging for his life.

Then, just before he hit the curve, a hand appeared through the window and turned the wheel.

John, paralysed with terror, watched how the hand repeatedly came through the window but never harmed him. Shortly thereafter John saw the lights of a pub down the road so, gathering strength, jumped out of the car and ran to it.

Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had.

A silence enveloped the pub when everybody realised he was crying and..... wasn't drunk.

Suddenly two other people walked into the same pub. They, like John, were also wet and out of breath. Looking around and seeing John Bradford sobbing at the bar, one said to the other, 'Look, Brucethere's that f*cking idiot that got in the car while we were pushing it.'

Men are like Parking Spots All the good ones are taken, the rest are handicapped

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