



WHEELSPIN

October 2008
www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Adam & Jilly at the Possum Bourne Rally

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 1st October at the Firemans Arms, Petone

More presidential ramblings.

HCCC 1008

I am very glad to report that it has been a month of much motorsport. This for me, had been long overdue, and was resulting in a certain amount of insanity, more so than usual.

I dragged the MR2 out of seclusion in the garage, to the HVMC sort of sealed Motorkhana out at Todd Park, which was a laugh. It was my first time at such an event in the MR2, and they are a car famous for low speed Understeer. This was likely to be an issue in an event where you tend to not get out of first gear.

The decision was made, that to combat low speed "push", I would run some skinny rubber on the back. So the 205's on the back were replaced by some 175's that could have done with a dose of that stuff that grows hair back, because they were getting a bit bald. I wasn't sure if just putting skinny tyres on the back would be enough to reduce traction at that end, so I took the precaution of pumping them up to 44psi as well.

That did the trick nicely. I believe that over the course of the day, I managed at least one extra 180 or 360 of a unplanned nature during every course that was run. This rather effected my results, but frankly I was having so much fun that I didn't give a damn!

The back tyres were utterly and totally stuffed by the end of the day, but I was happy.

The following weekend, Brendon, Stacey and I went up to watch Rally NZ, which was based out of Mystery Creek in Hamilton. We all took the Friday off work, and headed up as far as Taupo on Thursday night. This meant a relatively short hop to the Friday stages in the morning.

On the Friday we took in Stage 2 and 3 (which were separated by a tour back to service, so plenty of time to get between the stages), then the Super Special that evening.

We got a great viewing point on Stage 2, with a couple of medium pace corners that you could see nicely. Brendon and I both dragged out the camera's and fired off many dozens of photo's. Unfortunately my little point and shoot micro camera really wasn't up

to the differences in light between where I was standing, and where the cars were running so 90% of my photo's there were utter rubbish. Though I did get a great photo of Brendon wearing his Subaru flag like a superman cape, which did look a tad mental.

The WRC cars are fast, but if I had a criticism of them, it would be that they are just too clinically fast and efficient. Plus, other than the Suzuki, they all sounded exactly the same. It is a great advertisement for technology, but a bunch of fairly samey looking hatchbacks all taking the same lines, and driving in a fairly neat and tidy manner around the corners really isn't what I go to see rallying for. I want spectacular, action, adventure, noise, and possibly some mayhem. The WRC cars actually look better on TV than I think they do in person. Although clearly you don't get the same sense of speed from the TV.

The production world rally cars weren't much to look at, as I don't follow that championship, so basically it was just a bunch of interchangeable Evo's and Sti's in a row from that point of view.

It was great watching the NZ drivers though, and of course our own Nathan Thomas and Richard Kelly in the Evo 7. Yet again, running on a shoestring budget and without much in the way of sponsorship on the car.

We toured through to stage three, walked for about half an hour to get to the viewing point because we accidentally took the *very* long way around. We were at the end of a medium length straight, so took the opportunity to tie the HCCC banner onto a gate at the end of the straight. So I must go and have a look at the TV coverage and see if it shows up there, because the cars were pointing straight at us all the way down the straight.

Unfortunately the food and drink caravan had run out of absolutely everything, so it was a bit of a hungry couple of hours for us! However, we did have the experience of being utterly showered in rocks by nearly every car that went past, so that was pretty good.

Also, eventually you'd eaten so much dust, you stopped being so hungry.

We then detoured via Hamilton to get some tickets, then back to the Super Special. The Super Special must be really crap for the drivers, because it is mostly just a series of low speed 90 degree turns with small straights between them, but it's a great thing for spectators who can basically walk 100 meters from a car park, then watch rally cars doing stuff.

The place was pretty damn full, and there was tons to look at (and buy).

Nathan and Richard appeared to have encountered some of the delightful NZ scenery during the day, as the back corner of the Evo was well and truly punted in as they went past us during the super special.

I eventually tracked down the NZ car pits, and caught up with the crew as they were making some minor panel adjustments to the Evo. At one stage they had one of the guys completely in the boot of the car, with the boot shut, while they bashed and slammed things to try to get the boot to stay down. Exactly what they would have done, had the boot actually clicked shut while he was in the boot I am not quite sure. But I got a good photo of somebody only just visible through a gap in the boot.

Race tap was called into play, lots of it, and they charged off to get the car into parc ferme for the night. Sadly, it turned out to be a wasted effort for the Saturday, as the car

dropped a clutch line touring to the first stage on Saturday. They did rejoin on Sunday though.

For ourselves on Saturday, we actually stayed at Mystery Creek the whole day, bought stuff, watched WRC servicing, bought more stuff, watched the Motard racing, RC car racing, and all sorts. Then we watched lots of live coverage, on big screens that were all over the venue. It was great, and quite a painless way to watch the rally.

Around noon the Super Special was run again, including the Possum Bourne memorial rally field, which was lots of National and Club rally cars, as compared to the International field. So there was a hell of a lot of "run what you brung" cars out there, going sideways, making plenty of different noises, and doing different things.

Especially Adam Fisher, and Jilly Hutson in the wee yellow Starlet.

Apparently telling Jilly that Brendon and I were on the first corner, with camera's, wasn't a good plan. They arrived into that corner one gear higher than anyone else had done, just after it had started to drizzle. There was a lot of Understeer, and the mighty Starlet then proceeded to clobber a water filler barrier at quite a good speed.

If it helps, it is probably one of the best photographed crashes you'll ever see, as I had burst shot mode running almost from when they left the starting gate. So there's about 12 photo's of the car arriving into the corner, and then nailing the barrier from my camera, plus however many Brendon took. Whoops.

Anyway, I've rambled on enough, so I'll tell you about timing the HVMC dual / multi sprint in next months edition.

Toodles
Leon

When I got home last night, my wife demanded that I take her someplace expensive... so, I took her to a gas station..... And then the fight started....



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BASIC FUN

It was some time since I had done a motorkhana so when HVMC put on a Stewards Trophy event at Todd Park Porirua I just had to have a go. Normally I would use my corolla but I found the wipers were not functioning on Saturday so decided to bring the Pulsar out of retirement and enter.

Advertised as a tarmac motorkhana I knew this was stretching it a bit. The area had once been sealed but was in disrepair and was really a gravel park. But as a gravel junky I just had to have some fun on the loose surface. Motorkhana's are great in the Pulsar as the power steering makes it so much easier, even the reversing.

A good number of entries keep lining up in the morning drizzle. We each completed two attempts at the six tests run. COC Sandra and helpers ran it so smoothly that we were finished by 12.30pm. An extra test 'Cloverleaf' was setup for those that had not had enough.

A really good basic clubsport event.
Well run.

Close to home.

Good fun. Brian Craig

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's license to verify my age. I looked in my pockets and realized I had left my wallet at home.

I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'.

So I opened my shirt revealing my curly silver hair.

She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

Arriving home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability, too' And then the fight started.....

Hi everyone

If you did not go to Taupo you missed out on an excellent day fun in the sun.
Please find attached the results to date.

Remember to enter before the event.

I have recently purchased carpet cleaning equipment and I can clean your carpets for \$35 per room so if you would like to take up this opportunity ring me on 04 977 9994

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See you at the track,
Gerald

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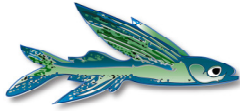
NAME	Club	Class	Event 1	Points	Event 2	Points	Event 3	Points	Event 4	points	Event 5	points	Total	Place
Bruce Dove	HVMC	A	01.25.88	18	01.21.92	20	01.21.94	19					57	1
Brad White		A	01.23.50	19	01.24.70	18	01.24.38	18					55	2
Peter Colins		A	01.26.88	17	01.28.56	15	01.25.30	17					49	3
Adrian Marsden		A	01.22.40	20	01.22.22	19							39	4
Brett Sellans		A			01.25.46	17	01.21.88	20					37	5
Peter Whittington		A	01.30.41	14	01.28.30	16							30	6
Graham Heath	HCCC	A	01.28.58	15	01.29.12	14							29	7
Neal Everitt		A	01.32.97	10	01.32.52	13							23	8
Ashton Mealings		A	01.30.71	13	01.42.00	10							23	9
Terrance Dunn		A	01.32.01	11	01.37.01	11							22	10
Aaron Tasker	HCCC	A	01.33.20	9	01.34.96	12							21	11
Chelles Roberts		A	01.27.22	16									16	12
Jilly Hutson		A	01.40.83	6	01.43.70	9							15	13
Leela Copping	HCCC	A	01.36.92	8	01.49.39	7							15	14
Dave Bond		A	01.31.04	12									12	15
Gerald Watson		A			01.46.32	8							8	16
Mike Hodgetts	WCC	A	01.37.59	7									7	17
Harold Shepherd	MAN	A											0	
Andrew Stewart		A											0	
Jason Sutherland		A											0	
Campbell Wilson		A											0	
Davey Uprichard		B			01.22.64	20	01.29.12	20					40	1
Webster Gough	HCCC	B	01.24.03	20	01.23.65	19							39	2
Terry Bradley	Kapiti	B	01.28.12	19									19	3
Gerald Lee	HCCC	B				01.31.48	19						19	4
Shane Atkinson		B			01.31.33	18							18	5
Iain Atkinson		B	01.28.40	18									18	6
Don Guthrie		B	01.29.67	17									17	7
Brian Worboys		B	01.30.03	16									16	8
Alan Cant		B	01.31.72	15									15	9
Stephen Marks	HCCC	B											0	10
Struan Robertson	Kapiti	B											0	11
Alan Groves	KCC	C	01.23.14	20									20	1
Michael Briggs		C			01.21.41	20							20	2
Kieran Marks	HCCC	C			01.29.03	19							19	3
Kevin Thickett		C	01.32.19	19									19	4
Darren Gledhill	HCCC	C	DNS										0	5

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TOP GEAR

It is a television phenomenon that is set to become Britain's latest lucrative cultural export, a specialist show that reinvented itself as mainstream family entertainment, winning a Sunday-night audience measuring more than eight million.

Top Gear, a programme about three middle-aged men messing around in cars, has already turned its presenters, including Jeremy Clarkson, into household names, and now it has become a vehicle for the BBC's global ambitions, a 'superbrand' executives plan to turn into an international money-spinner.

Last week bosses at the corporation's commercial arm, BBC Worldwide, tasked with dreaming up new ways of making money from programmes, announced plans to take the show on the road, charging fans £105 a ticket to watch Clarkson and fellow presenters Richard Hammond and James May front a live version of the series in Birmingham and London. More exotic locations, including Johannesburg, Sydney and Hong Kong await, and with at least 10 shows planned in each city, TV's most popular trio will bring their trademark brand of self-deprecating humour live to a total audience of more than 300,000.

The overseas push forms part of an aggressive expansion drive by BBC Worldwide, once a small operation that produced videos of the corporation's most popular shows, but now a commercial juggernaut that sells formats overseas, launching magazines and even buying up the travel guide brand Lonely Planet. Worldwide made £118m last year and is now worth more than £1bn, prompting complaints from the BBC's critics that it is using licence-fee money to crush smaller competitors. But like X Factor and Strictly Come Dancing, Top Gear is expected to become a worldwide hit, demonstrating that nowadays no one does popular entertainment quite like the Brits.

Top Gear is already screened in more than 100 countries and a spin-off magazine, the country's best-selling motoring title, publishes 23 editions around the world. Other merchandise, including DVDs, CDs, computer games and a Top Gear toy and gift range, make it one of the BBC's most profitable shows. But exploiting the global market will increase those profits tenfold. American channel NBC has commissioned a pilot that will be made by BBC Worldwide's new Los Angeles production office; and Australians, who already receive the British version of Top Gear, will soon get a domestic equivalent produced by a home-grown company part-owned by BBC Worldwide. Not bad for a BBC2 show created 30 years ago as an early evening mid-week filler fronted by old BBC hands, including newsreader Angela Rippon.

'What's interesting about Top Gear is that everyone thinks it's about cars' says Wayne Garvie, BBC Worldwide's director of content and production. 'It isn't. It's about men and their relationships and that's a universal theme.' The plain-speaking Clarkson describes

it simply as 'ambitious but shit' and his old friend, executive producer Andy Wilman, a former Top Gear presenter, is equally modest. 'It's about men dicking around. It's Last of the Summer Wine with cars,' he says.

'A lot of factual TV is about how to pay off your mortgage or buy a house because there's an obsession with being useful,' he explains. 'We just fuck about. It's a bit of downtime. It's got a Friday evening feel to it on a Sunday evening. It adds another hour to your weekend.'

Top Gear has evolved into a gentle television comedy where the cars are the props, and the presenters 'ad lib' in front of a studio audience of petrolheads. 'There was a point where we wondered if we actually had enough cars on the programme,' admits a former BBC executive who helped to relaunch the show.

Since moving from mid-week to a Sunday-evening slot, it has attracted a new audience - now 42 per cent of viewers are women who feel comfortable watching a show that can be laddish without being overtly aggressive or macho, and the presenters' ability to laugh at themselves has managed to attract a family audience, an impressive feat in an age when kids rarely watch the same shows as their parents.

'It's got that 1950s Ovaltine feel about it,' says Wilman. 'Mothers like it because the kids watch it, and young boys like it because they know they're not going to be David Beckham or Lewis Hamilton, but they could grow up to be an overweight bloke in jeans driving fast cars.'

In the 1990s the show was relatively successful on BBC2, regularly pulling in up to 1.5 million viewers and even continued after Clarkson decided he was bored with cars and wanted to pursue other projects, later recalling that he had test-driven a car and simply couldn't think of anything to say about it. In 2002, when Jane Root, then the controller of BBC2, ordered a radical makeover in the face of falling viewing figures, Clarkson was persuaded to return, partly because his BBC chat show had flopped, and it was moved to a new Sunday-night slot, with two new presenters and an hour-long format.

'I thought we'd die a death,' says one former BBC executive. 'But it immediately doubled its audience.' It continued to grow, and now attracts eight million, well over a third of all available viewers. That was achieved by broadening the show's appeal far beyond its core audience, mainly by wooing women. 'We genuinely thought we could attract a female audience because the show was funny', says the former BBC executive.

As so often in TV, the current line-up, on which much of the show's success rests, owes more to accident than design. Producers wanted to recruit a female presenter, and her agent set up a meeting on the condition they also met another client, Richard Hammond, a former local radio presenter working on an obscure cable channel. 'I thought "you must be joking!"' remembers the former BBC executive; but Hammond was allowed to make some short films for a Top Gear spin-off and when he auditioned for the main show he was an instant hit. 'We interviewed lots of high-profile motoring journalists and half of them were scared shitless of Jeremy,' says the former BBC exec. 'The remarkable thing about Richard is he was naturally funny and he took the piss out of Clarkson, which Jeremy loved.'

Unlike Hammond, May was initially reluctant to return to a show he had briefly hosted before, until he was told he would be free to be himself, perfecting his persona as 'the ale-drinking older man with the classic car in his shed'.

'James had a 14-year-old Bentley at the time,' the ex-BBC man recalls. 'At the audition

he said "I've found out if you spend £50 at Tesco you get £5 of free petrol. Now I can drive anywhere I like; the problem is my house is full of rotting food". Everyone in the room laughed, Jeremy laughed. That landed him the job.'

The decision to record the series in front of a live studio audience also proved to be a masterstroke. Initially they had to pay a company to recruit guests, including women who were placed strategically in front of the cameras. Now there is a three-year waiting list for tickets. 'People look back and say it was bound to be a success, but there was nothing to suggest that in the pilots.'

'I'm just a facilitator,' says Wilman. 'The engine room is Jeremy. I'm not just blowing smoke up his arse. Its rare you get a presenter with that level of involvement and that much editorial nous.'

Clarkson and his co-stars publicised their world tour last week in typically bombastic fashion by driving a tank across Tower Bridge, and they will be rewarded handsomely if the brand travels well overseas. Hammond and James, who negotiated new salaries following a brief ruckus over the amount they were paid, will get extra money; but Clarkson and Wilman stand to make even more.

BBC Worldwide acquired a stake in their company, Bedder 6, last year as part of a ground-breaking deal that will see the duo share half of the profits from the show's international expansion. That has also been criticised by some observers, who fail to see why presenters should line their pockets on the back of a brand built with licence-fee money. The answer, in part, is that it helps the BBC retain key talent, and similar deals could be struck with other presenters. 'It's no secret people were after us to leave and it was one way of us staying,' says Wilman. 'If it's going to be a brand all around the world we get some payment for the work we do on that, but there's no extra strain on BBC resources.'

'None of us saw this coming,' says Wilman. 'We couldn't have dreamed it.' But he admits that maintaining Top Gear's success will be a hard slog. 'People will get bored of us. We'll wear ourselves out. It gets harder and harder to think of new ideas.' The bigger question, as with all shows whose success depends on the popularity of its presenters, is whether it could continue should they decide to leave. Wilman, for one, believes it would. 'The Richard, Jeremy and James line-up is a tour de force but it would survive without them. We are like stewards for a while and then it becomes like Doctor Who. It will regenerate.'

My wife and I were sitting at a table at my high school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.

My wife asked, 'Do you know her?'

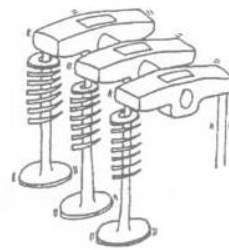
'Yes,' I sighed, 'She's my old girlfriend. I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since.'

'My God!' says my wife, 'Who would think a person could go on celebrating that long?'

And then the fight started.....

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!

Graham Heath would like to point out that yes he can beat Dave and did so by OVER 10 SECONDS at Valley View gravel sprint (the results were right beside the tappet chatter in the September issues showing so)



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TRIALS

Hello folks

Thanks to Cathy & Mike Reid for organising the August event. Congratulations to Carol Weston for navigating me to first place (I find it pays to just go where she tells me!). Congratulations also to Bill Peacocke, Craig Crawford, Wendy Moore & Murray Milner, 2nd place overall and 1st in the intermediate class. There were no crews in the novice class on this event.

The next event is on of this year's night trials series October 8 - round 5. Organiser Dave Jennings. Kapiti. Start McDonald's Mana (next to Shell), finish 114 Main Rd South, Paraparaumu Entry fee \$15 per car. Relax over a coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

cheers, John



No	Driver	Navigator	Crew	Club	Points	Class	Class Place	O'all Place
1	John Rapley	Carol Weston		Harbour Capital	48	Expert	3	3
2	Sue Gandy	Gordon Gandy	Denise Gandy	Hutt Valley	40	Expert	1	1
3	Mike Hodgetts	Graeme Sharpe		Wellington/Canterbury	187	Intermediate	3	10
4	Bill Peacocke	Murray Milner	Robbie Peacocke James Milner	Harbour Capital	79	Intermediate	1	5
5	Brian Craig	Barry Craig		Harbour Capital	134	Expert	6	7
6	Mark Jennings	Sam Jennings	Dave Jennings	Kapiti	60	Expert	4	4
7	Te Aroha Smith	Jane Austen	Lisa McKeown	Kapiti	174	Novice	1	9
8	Jilly Hutson	John Tennent	Webster Gough	Harbour Capital	146	Intermediate	2	8
9	Eddie Conroy	Barry Lakeman		Wellington	42	Expert	2	2
10	Cathy Reid	Mike Reid		Hutt Valley	114	Expert	5	6

Notes: It was really great to see TWO crews from Kapiti competing, let's hope they come back for more.
Our thanks to Leon Cast and Neil Roots (and Crackers) for manning the check cars on the night.
It was the first night trial for years when I got wet putting the boards out, so I guess I have had a lucky run until now. Thanks to the crews for competing and being understanding in relation to the missing boards.
See you all at the next event, which commences at McDonalds Mana – Organiser David Jennings from Kapiti Car CLUB. This will be an opportunity to visit territory that will be new to most crews in the trialling sense and not to be missed.

Dianne and Wayne

The Dannevirke Car Club are running the **Tararua Rallysprint** not far from **Tui HQ**, Mangatainoka on the 19 October. It is a 6.5km, 100% gravel stage, with an open public road touring stage - though we are happy for you to enter a non registered car if you organise a tow rope or trailer to get you back around.

The event is a laid back family day out where every entrant can do the full number of runs. The local school put on probably the best BBQ feed you will ever see, and we finish off the event with prize giving, food and a quiet beer at Tui HQ.

Thanks to sponsorship from the Tararua District Council and Tui HQ, we have been able to keep entry fees down to **\$65 for cars** and **\$60 for bikes** (running under Bushriders Motorcycle Club) and supply some very cool Tui gear prizes after the event.

Regs and entry form are attached to this email. Please email fecksfx@clear.net.nz if you know of someone who would appreciate us posting them a paper copy, or would like to know anything else.

Night Clubbing

I ended up with an older woman at a club last night. She looked pretty good for a 60-year-old. In fact, she wasn't too bad at all, and I found myself thinking that she probably had a really hot daughter.

We drank a bit, and we had a bit of a snuggle, and she asked if I ever had a 'Sportsman's Double'?

'What's that?' I asked. 'It's a mother and daughter threesome,' she said. 'Oh...' I said as my mind began to embrace the idea, 'No, I haven't.' And I wondered what this daughter of hers might look like.

We drank a bit more, then she says with a wink that tonight was my lucky night. I went back to her place, We walked in. She put on the hall light and shouted upstairs:

'Mom, you still awake'?

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)



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Website: www.motorsport.org.nz

M E M O R A N D U M

DATE:	15 September 2008
TO:	Clubs and Scrutineers
FROM:	The Technical Department
SUBJECT:	Scrutineer Training 2008

The dates for the 2008 series of Scrutineer training are as follows:

Date	Venue	Training Begins!
	<u>October</u>	
Friday 17 th	Wellington, MotorSport House,	7:00pm
	<u>October</u>	
Monday 20 th	Invercargill	7:00pm
Tuesday 21 st	Dunedin	7:00pm
Wednesday 22 nd	Timaru	7:00pm
Thursday 23 rd	Christchurch	7:00pm
Friday 24 th	Nelson	7:00pm
	<u>November</u>	
Tuesday 11 th	Auckland	7:00pm
Monday 17 th	New Plymouth	7:00pm
Tuesday 18 th	Hamilton	7:00pm
Wednesday 19 th	Taupo	7:00pm
Thursday 20 th	Hawkes Bay	7:00pm
Friday 21 st	Palmerston North	7:00pm

Arrival 30 minutes prior to commencement would be appreciated.

All interested, and this includes anyone interested in becoming involved with scrutineering are more than welcome to attend. For some, attendance may be necessary in order to maintain your "A" licence designation. Please bring a pen and your MotorSport manual.

Confirmation of attendance, individually, or through your club would be appreciated either by e-mail, fax or phone. Please identify the training location you wish to attend.

Regards

Rod Taylor

Wellington Motorsport Association Calendar 2007/8

Contact the HCCC convenors if you want to find out more about an event (like regs and entry form) for email updates of the WMSA Calendar contact the secretary wayne.gair@kapiticoast.govt.nz

	20	Autocross	Harb Capital	Donnelly Park	KN	
October	5	WG	Circuit Sprint (Dual Car)	Intermarque	Manfeild (MG)	IM
	8		Night Trial		(D Jennings)	NT
	11		Rally – Day Breaker NIRS/Xtreme	Manawatu	Manawatu	Nat
	12	BS or SM	Circuit Sprint		Manfeild (?)	RT
	19		Autocross	Kapiti	Otaihanga	KN
	16-23		Rally (Silver Fern)	Marathon Rlly Cl		
	25					
	26	GG	Sealed Sprint Auto-x/Motorkhana	Hutt Valley Levin	Port Road Donnelly Park	DM
	26-1/10		Rally – Targa		North Island	
November	2		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	8		Rally – Westland		Westport	
	9		Sealed Sprint	Wairarapa	Admiral Road	DM
	15		Race (Classic)	MG	Manfeild	Nat
	16		Race (Classic) Rallysprint	MG Kapiti	Manfeild ??	Nat RS
	17		WMSA Meeting			
	20	All	Stewards Meeting			
	23		Autocross	Harb Capital	Donnelly Park	
	30	JR	Sealed Sprint	Wellington	Shelley Bay	DM
December	7	BS PT	Gravel Sprint Circuit Sprint (Dual Car)	Wairarapa Intermarque	Dorsets Road Manfeild (Fiat/IMCC)	GS IM
	14		Autocross	Hutt Valley	Todd Park	KN
	21		Circuit Sprint	Manawatu Mspt	Manfeild	RT
	25		Snowmobile Racing		Reindeers are as yet untrained	

	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	Wellington
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

Good Morning All,

With the Far North Rally cancelled due to lack of entries, I have had a plea from the organisers of the Daybreaker Rally to remind you to get your entries in for this event. So if you have forgotten, still thinking, waiting until after Nelson, then please email them and let them know what you are planning to do.

This is the link for the regs if you need it.

<http://www.motorsportmanawatu.org.nz/files/NewsAndUpdates/ALLFormsfor2008DB.pdf>

Cheers, Jill Greenland

Sticky Signs

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A few days ago I was having some work done at my local garage. A blonde came in and asked for a seven-hundred-ten.

We all looked at each other and another customer asked, 'What is a seven-hundred-ten?'

She replied, 'You know, the little piece in the middle of the engine, I have lost it and need a new one.'

She replied that she did not know exactly what it was, but this piece had always been there.

The mechanic gave her a piece of paper and a pen and asked her to draw what the piece looked like.

She drew a circle and in the middle of it wrote 710. He then took her over to another car which had its hood up and asked 'is there a 710 on this car?'

She pointed and said, 'Of course, it's right there.'

If you're not sure what a 710 is, see below:



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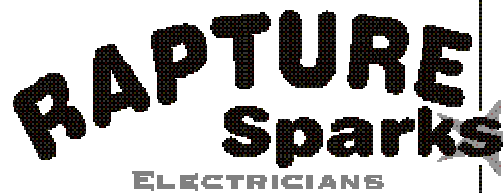


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This Month's Photos from Leon



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