

WHEELSPIN

August 2010

www.hccc.org.nz

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COVER PHOTO

1948 Hillman Minx on Monte Carlo 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

The Fireman's Arms Jackson Street, Petone

Wednesday 4th August 7:30

The last month has been very quiet when it comes to doing any actual motor racing, but a fair amount of plotting of events and things motoring related.

Having done a grass autocross, and a sealed autocross in the previous month, it went all a bit quiet on me. The competitor coaching day that HVMC had scheduled had to be called off due to the amount of rain. It would be a bit futile to try to run a coaching day if the paddock is soaked right through, as it makes it very difficult to stop and start.

The day / night autocross will have been and gone by the time the bulletin is published, but that seems to have taken a bit more organization than the usual, with lighting and a different time of day to account for

I did manage to have a practice morning up at Slipway, during which very large amounts of rain arrived and then stayed firmly in place! Once again the inside of the car got utterly soaked through from soggy driver hoping in and out!

It was a good opportunity to jump in a few different cars during the morning though, and I revisited a couple of AE92 Corollas. Being reminded that while the Pulsar has oodles of torque, it is a very nose heavy monster of a car compared to the Corollas.

Graeme managed to investigate the tyres in my Pulsar, fortunately just popping a bumper clip out without putting any damage onto the car! However I have been taking the opportunity to take the mickey out of him just a little bit since ... as we work together, there has been quite a bit of opportunity.

It seems to be the season for looking at new cars. Sarah and Jake have upgraded the Supra to a 4AGE powered rear drive Starlet (previously owned by Gerry Glynn, another HCCC member). Shane Atkinson has sold the racing slater (Pulsar), and is looking to buy another vehicle. I'm missing having a caged car to take passengers out for a scare, so I am looking at buying my Corolla club car back off Aaron and Leela (having sold it to them three and a half years ago).

I did seriously contemplate getting the Pulsar caged but with the price of cages having gone from under \$1000 up towards \$2000, it doesn't seem like a very financially viable decision when compared with the price of buying my old car back. Plus of course if I do get my old club car back, that means I can get more use out of the many many many thousands of dollars that I sunk into that Corolla over the duration of my ownership of it.

However, I need to not concentrate on adding up the folder of receipts that the Pulsar has accumulated in the last 18 months ... so, anyone want to buy a Pulsar with a pile of receipts? Oh well, at least I can use all the same wheels and tyres from the Pulsar, on the Corolla.

There's a bunch of stuff coming up, that should be a lot of fun ...

Levin is running Kaihinau Road Sealed Sprint (minimum half cage) on August 8th. It is an excellent bit of road, and I highly recommend it. We're going to run a Wellington scrutineering at Ray Hartley Motors (thanks Ray) on the Thursday before between 6 and 7pm. So that should make it a little bit easier on the Wellington based competitors.

August 14th (a SATURDAY) HVMC is running a Day / Night autocross at their Silverstream grass venue. We've had one there before, I can't adequately express just how much fun it is hurtling around that paddock with the course laid out in glow sticks. If you're at all able, please do come along to that event.

August 22nd we need YOUR help. That day is the round of the Road and Track Series at Manfeild with our name down as helping.

So, we traditionally take a car pool or two full of folk up there and run the timing for the day. We arm ourselves with large amounts of lollies, and have a good old day generally taking the piss out of everyone and everything, and watching the racing from the best seats in the house.

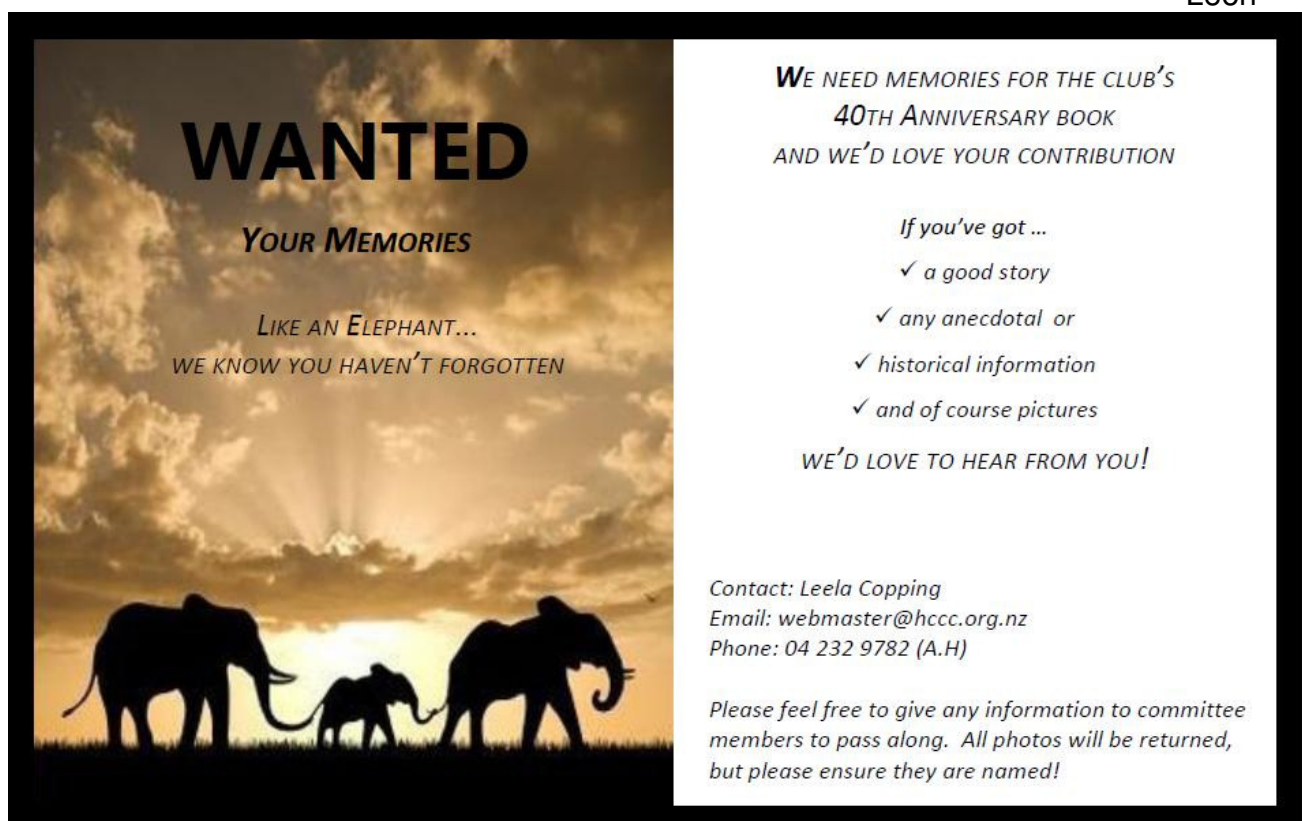
So, if you're able to use a stop watch, or wave a flag (depending on what you are interested in), I want to hear from you as soon as possible, so we can arrange a car pool to make it as cheap as possible.

The start of September is Rally Wairarapa, and while we haven't been asked for helpers, it is quite likely they are going to be grateful for marshals to do road closure duties.

For those competing, hit Seabright forums and see who else is going up to enter the event. It might be possible to save yourselves some money or effort by teaming up with some other local folk.

That's it from me ... hopefully I will see beside a track or closed road somewhere!

Leon



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Contact: Leela Copping
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Phone: 04 232 9782 (A.H)

Please feel free to give any information to committee members to pass along. All photos will be returned, but please ensure they are named!

Latest exploits of Flying Fish Motorsport Adam Fisher & Jilly Hutson

Possum Bourne Memorial Trophy Rally – 8 May 2010

After the success of Rally Otago we were busying ourselves for round 2 of NZRC, the Possum Bourne Memorial Trophy Rally. This one holds a special place for us as it is the first one we did together 2 years ago and also for the special Rally man it commemorates.

This year the organisers were trying to please too many I think and it got all kind of messed up with about 4 + Rallies going at the same time. It was pretty hard to work out just where we fitted in from start to finish. As we were doing only the one day version (Saturday of Rally NZ) we started in Pukekohe township but from here it got interesting. If you were NZRC then you had to finish in Queen's Wharf with the Rally NZ field ???

The whole trip must have had a jinx on it as the first wee hurdle was on the way north where at 11:30pm on Thursday night the passenger side wheel bearing decided to cry enough so we had the task of trying to find emergency accommodation that night as well as either fixing or replacing the trailer at short notice. Luckily on both we found about the only open looking motel in Taupo and the next day managed to rent a trailer to take the car the rest of the way. Our good friend Duane let us leave the broken trailer on his front lawn to sort out on the way home.

Documentation was a challenge as we had make sense of the very confusing books provided (never had this problem before) as again part of the multiple rally in one mode....

Saturday dawned all good and after a good first stage we stopped in to refuel and headed off up the road only to have the fuel pump, which had been making very loud noises and then no noise at all stopped us just 3 kms from the start of Special Stage 2. This effectively ended the points part of the rally for us which was disappointing. Our crew came out and after a bit of discussion, pulled the pump to pieces and cleaned it out put it back in and away it went. Too late for rejoining before lunch so we headed back to Hampton Downs to see if we could rejoin for the afternoon stages.



The setup at the track was amazing and soooo much for the spectators to see and enjoy but the organisers didn't seem to know what to do with us and no CRO's were anywhere in sight until finally by chance we found an official who knew what was happening (well kind of). Our service park area was sooo small that we were on the outside edge in the main car park. We did manage to rejoin and did the remaining 4 stages including 2 laps of Hampton Downs on rally tyres which was an interesting challenge. Issues with wrong time cards and then a pointless trip

into Auckland city to stand round at the scrutineering venue with officials not knowing who we were or what to do with us was very frustrating as it was a 65km trip each way to be mucked around. Anyway, we did finally get back for prizegiving (of which we weren't eligible for as we were NZRC) so was just good to catch up with a few folk we haven't seen for a while. The trip home was a bit less eventful and Adam was able to fix the trailer enough to tow the car home on it which was a blessing after the rest of the trip's challenges. Roll on Whangarei!

Rally Whangarei – 3-4 July 2010

Round 3 of the NZRC experience and we are hoping for none of the drama's that dogged round 2. We decided to do recce this time which meant getting on the road on Tuesday night to be in Whangarei before 5pm on Wednesday.30 June. Our only real challenge of this trip was our crew were not able to make it so we were lucky enough to be able to join up with Dave Burnett's team to help us out.

We set about organising a cheapy rental to do recce in which was a bit of a challenge as Adam didn't want a repeat of the late model Corolla we had in Otago that had too many bells and whistles and spent a lot of the recce time trying to wrestle the car from him when it didn't have traction. Now gravel stages don't have this most of the time so did make for 800km of interesting driving. This time we opted for a much older Hyundai Sonata and after another wee bit of grumbling was heard from the driver we set off. Most of the day of Recce was raining and all of the recce fleet changed into a uniform brown colour within only a few stages. We effectively did the whole rally twice in one day and by the end of the day my brain was absolute mush and the ability to articulate lefts and rights was non existent.

The night before we attended the Mayoral welcome and dinner which was good to be part of. The dinner was a hangi meal followed by a number of team games with balloons, needless to say loads of hilarity was had. It was a fun evening and good to catch up with old friends.

Friday started with about 2 hours of water blasting to remove the quantity of mud from the rental car we had accumulated the day before, and then the rest of the day was a of the ra ra kind with a parade through town at lunch time followed by the downtown display and autograph sessions culminating with the start ramp.

Saturday dawned clear after all the rain and surprisingly the roads had dried quite a bit from a couple of days beforehand. The day consisted of 4 stages done twice including the super special on Pohe Island in Whangarei. At the first service not a lot needed doing just cleaning windows and fuel and I was quite surprised to return to the car to find a very dedicated crew going over the car with a fine toothed comb. Adam had chatted with Ron Davey (another NZRC Historic competitor) the night before and he had offered the help of his crew if we needed it. They were magnificent and we were very appreciative of their help.

The end of day 1 saw us in 3rd spot for NZRC Historic after Miles McElwain had a small issue involving a brake calliper and the rose joint.

Day 2 and the rain returned!!! The overnight forecast was really bad for Sunday with a big weather bomb predicted.. well it lived up to the name. Like day one there were 4 stages repeated, the first two had had rain but was not actually raining when we did them... then the rain started!!!!!!! Lovely wee historic cars like ours aren't that flash at keeping out the rain and also the demisting is challenging at the best of times. Adam's Starlet does have a demister which works, kind of, was a blessing but the amount of water coming through the roof vent (which had to be open to slow down the misting up problem) was not helping. The roads were very heavily cambered and big random patches of clay just chuck you in all directions so was really a drive to survive for the rest of the day. At the end of the first run through the stages we were met by officials sending teams on an alternative route back to Whangarei as there had been a major accident on SH1. Dave Burnetts starlet, which is pretty similar to Adam's doesn't have any kind of heating/demisting so his co-driver had an all important stick with a cloth that he periodically wiped across the screen in between reading the notes so that Dave could see!

We were delayed starting the second round due to the accident, organisers also arranged to divert us back the way we had come to avoid the area involved. Round 2 was challenging as the roads had the been pretty beaten up the first time and with the quantity of rain some were turning into slush/mud holes. The puddles were much bigger and when hit at speed these also made their way inside via that all important roof vent.... thankfully the paper they printed the notes on was pretty tough as I found out as I was forever wiping water off them just to keep reading them out. The only near miss we had was a half spin just before the Hella bridge and thankfully with Adam's good driving, kept his foot in it and put us back on the road without missing a beat. Earlier in the day we had come across Regan Ross parked up in a stage with problems with the rear axle which they were able to fix at lunchtime but had lost quite a bit of time, enough for us to keep 3rd place for the day and also 3rd place overall for the rally. Due to the rain the organisers moved the finish ramp out to the wharf area so after finishing back at the service park we were all sent out that way to collect our trophies. Not quite finished yet as being NZRC we then had to go and park up at Park Ferme and wait until the final results were confirmed just in case the scrutineers wanted to look at your car. This good placing has now put us in 4th place overall in the NZRC Historic challenge so roll on Rally Nelson for the next outing in 21-22 August. Special big thank you to The Burnett clan for your good company and especially for helping us with servicing and also to Ron Davey and Ross Gordon and their crew.



2010 SOUTH ISLAND ENDURANCE SERIES...

The 2010 South Island Endurance Series consists of three 3 rounds, one at each of the three South Island circuits. The 2010 dates are Ruapuna 4th September, Teretonga 18th September & Levels 2nd October.

Our fun series has very easy & open rules, plus we have no modification restrictions on non-spaceframed cars.

For 2010 we are having separate 1 hour and 3 hour races as well as a Motorbike 1 hour race.

If you are interested in competing in our series, or just want to be kept up to date with SI Endurance Series information... Please send an e-mail to us at sierdc@xtra.co.nz and we will be more than happy to keep you in the loop.

Chris Dunn Series secretary – SIERDC, ph 021-107-9293

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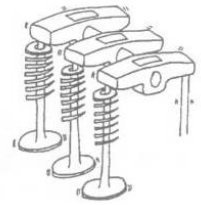
All good except for sun damage to top of rear seats.

I'm not using it enough!
(plate not for sale)

Len Fisher 0274 390 308

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!

New Members for 2009/10

A big welcome to some new members who have joined the car club in 2010. We hope to see you out at the upcoming events.

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Confucius say,

"If you are in a book store and cannot find the book for which you search,
You obviously are in the....."



Photos — Wayne Gair, Valley View, Brian Craig, Taranaki, Graham Swann



Jeff Ward watching his car - Valley View



Warwick Marshall- Valley View



The Bond Beast before



our little excursion



New airless tyres from Michelin!





Skyline



Italian Police Car



Needs driver training!

A married man was having an affair with his secretary.
 One day they went to her place and made love all afternoon.
 Exhausted, they fell asleep and woke up at 8 PM.
 The man hurriedly dressed and told his lover to take his shoes outside and rub them in the grass and dirt. He put on his shoes and drove home.
 'Where have you been?' his wife demanded.
 'I can't lie to you,' he replied, 'I'm having an affair with my secretary. We had sex all afternoon.'

She looked down at his shoes and said: 'You lying bastard! You've been playing golf!'



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New Suzuki Swift from Graham Swann

"As good as this is," said the Scotsman, "I still prefer the pubs back home. In Glasgow, there's a wee place called McTavish's. The landlord goes out of his way for the locals. When you buy four drinks, he'll buy the fifth drink."

"Well, Angus," said the Englishman, "at my local in London, the Red Lion, the barman will buy you your third drink after you buy the first two."

"Ahhh, dat's nothin'," said the Irishman, "back home in my favorite pub, the moment you set foot in the place, they'll buy you a drink, then another, all the drinks you like, actually. Then, when you've had enough drinks, they'll take you upstairs and see dat you gets laid, all on the house!"

The Englishman and Scotsman were suspicious of the claims. The Irishman swore every word was true.

"Did this actually happen to you?"

"Not meself, personally, no," admitted the Irishman, "but it did happen to me sister quite a few times."



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Wellington Motorsport Association Calendar 2010

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

| Month | Date | Steward | Event Type | Club | Venue | Status |
|------------------|-------|-------------|--------------------------------|---------------------|---------------------------|--------|
| August | 1 | | | | | |
| | 7 | | Rally of Gisborne | | | |
| | 8 | IS/RB WG | Race Sealed Sprint | Manawatu Levin | Manfeild Kaihinau Road | DM |
| | 11 | | Night Trial (McDonald/Gair) | Harbour Capital | Titahi Bay | NT |
| | 14 | | Autocross (Day/Night) | Hutt Valley | Silverstream | |
| | 15 | BS | Intermarque Sprint | Alfa | Manfeild | IM |
| | 22 | GG | Gravel Sprint | Kapiti | Valley View | GS |
| | 29 | | Autocross | Levin | | |
| September | 4 | | | | | |
| | 5 | GG/IS | Race | Manawatu | Manfeild | |
| | 8 | | Night Trial (Reid) | Hutt Valley | Petone | NT |
| | 11 | | Rally Wairarapa | | Wairarapa | Nat |
| | 12 | | Rally Wairarapa | | Wairarapa | Nat |
| | 19 | | Autocross | Harbour Capital | Slipway, Brooklyn | |
| | 20 | | WMSA Meeting (AGM) | | | |
| | 26 | JR | Autocross Sealed Sprint | Levin Wellington | Shelley Bay, Wellington | DM |
| October | 2 | | | | | |
| | 3 | | Gravel Sprint | Levin | Waiorongomai Road | GS |
| | 10 | AW | Intermarque Sprint Bathurst | MG | Manfeild Bathurst | IM |
| | 13 | | Night Trial (Jennings) | Kapiti | Paraparaumu | NT |
| | 17 | SM | Gravel Sprint | Wairarapa | Puketiro Road | GS |
| | 24 | WG | Sprint (sealed) | Hutt Valley | Port Road | DM |
| Labour Day | 25 | | Autocross / Motorkhana | Hutt Valley | Silverstream | |
| | 25-31 | | Rally | Targa | | |
| | 30 | | Rally – Manawatu | Manawatu | | Nat |
| | 31 | | Autocross | Levin | | |
| November | 6 | | | | | |
| | 7 | BS? | Sealed Hillclimb | Wairarapa | Admiral Road | DM |
| | 13 | | Classic Race | MG | Manfeild | Nat |
| | 14 | | Classic Race | MG | Manfeild | Nat |
| | 14-20 | | Rally (Marathon) | Marathon Rally | Silver Fern | Nat |
| | 22 | | WMSA Meeting (Calendar) | | | |
| | 25 | All | Stewards Meeting | | Stokes Valley | |
| | 28 | | Autocross | Harbour Capital | Slipway, Brooklyn | |
| December | 4 | | | | | |
| | 5 | GG | Intermarque Sprint | IMC/Fiat | Manfeild | IM |
| | 12 | GM? | Gravel Sprint | Wairarapa | Dorsets Road | GS |
| | 19 | | Autocross | Hutt Valley | Silverstream | |
| | 25 | | Too much food to eat day. | | | |

| | 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 |



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Taranaki Tarmac Rally

Over the last few years I've been lucky enough to carve a small niche for myself in motorsport by being able to read a book in a car travelling at speed through the countryside. Every rally event I have competed in up to now has been on gravel though; and I was always keen to see what it was like to have a go on tarmac.

Tarmac rallying in this country is severely limited. There are four Targa events; but these don't have pace notes. That leaves me feeling far too much like ballast rather than a co-driver. The Taranaki Tarmac Rally is the only one that lets the co-driver be a fully functioning member of the crew (my own opinion of course; I fully respect how hard it is to be in any rally car's left hand seat pace notes or not).

I was very keen to take up the challenge of the one-day Taranaki event with fellow CCC and HCCC member Iain Atkinson in his rally prepared and Targa blooded Porsche 944 S1 2.5.

This is the second 944 rally car owned by Iain and usual co-driver Don Guthrie. The first ended its career as a large doorstop somewhere between Pongaroa and Ekatahuna (sky, bank, sky, river, sky; you get the idea...) during Targa NZ a couple of years ago, when a tank slapper got away on Don.



The engine fights on in the new car along with quite a few other pieces of the original car. The car has been very well prepared to take on the marathon challenge that is special stage rallying. Iain did a great job making sure all was as good as possible before heading away to the event. That was great news to our service crew Brian Worboys and Peter Skarratt I'm sure. The goal was to limit their hard work over the weekend to making sure that we had a pit close to amenities, wash the windscreen, check the oil and pour in some fuel along the way.

The 379km Taranaki events winds over, under and through the hilly and native forest covered slopes of Mount Taranaki and ranges further inland. Through? Yes there are two tunnels; something I'd never had to worry about before in fifteen years of co-driving. Iain had done this event once before, so had faced the darkness of the tunnels before. New to him though was having a pace note spouting navigator force-feeding him information. And on a tarmac rally through winding roads there is a lot of information! Iain did a good job, and by stage three was able to make good use of the notes.

Like every good story, we did have a little twist of drama. Special Stage Three was a particularly challenging stage. Which is definitely saying something when I consider how many cars were already littering the countryside after the first two competitive stages. Ouch! Iain was on song with the pace notes for the first time. The stage was the first one to have a rhythm to it letting his under-pressure brain make good use of the instruction and approaching every curve and crest with a good level of intent and dedication. Part way through the stage Iain lost all the gears and we were forced to look for a safe spot to pull over and assess the situation. Despite the frantic repairs going on we both had time to notice that it was over two minutes before the next car came past. Bugger. We were on a flyer!



After only six minutes on the sidelines Iain had repaired the gear selector and we were off. Thankfully I was back on the pace notes straight away given the tricky nature of the road. A few corners later we came on the first of the two BMW's running in front of us. The first, a 5 series was backwards off the road. A kilometre later we spotted the other; an E30 323 upside down in a stream a very long way off the road. In both cases the crew were out of the cars and fine, and the 5 series was able to rejoin later in the day. The unscheduled stop and a ten second penalty ended any hope of a good placing in the event overall, but Iain and I were glad to be out there still going and having a huge amount of fun.

Stage eight of the rally takes the battle-scarred cars and weary competitors over the (in)famous yumps (jumps with a Finnish accent). Three in a row; if you get them wrong, you head quickly into orbit at worst; or off to the repair shop for a long visit at best. Add in a jump over the railway line from an earlier stage and there were good chances to earn your pilots license during the day!

Iain and I finished the event with car and reputations intact. I am definitely looking forward to competing alongside him again. There are some videos posted from the event at www.youtube.com/richard7k.

Rallying at any level is a team sport, and Iain and I couldn't have gone and indulged our taste for speed without the assistance of our service crew, Brian Worboys and Peter Skarratt. We'd also be unable to compete without the fantastic support of our sponsors: Actrix Networks, Atomise Limited and UPS Power Solutions.

Richard Kelly



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In conjunction with Pan Pac Forests

Esk Forest Rallysprint.

Sunday August 15th 2010

SUPPLEMENTARY REGULATIONS.

1. JURISDICTION;

This event is a Clubsport Advanced Rallysprint, promoted by the HAWKES BAY CAR CLUB Inc. and will

take place on Sunday 15th August 2010 in Esk Forest, Te Pohue. It will be held under the provisions of the National Sporting Code of Motorsport New Zealand and any relevant regulations, prescriptions or specifications relating thereto as contained in the current Motorsport NZ Manual and amendments, HBCC Speed Regulations and these Supplementary Regulations.

2. MAJOR OFFICIALS;

| | | Home | Mobile | E-mail |
|---------------------|--|-------------|---------------|---------------|
| Motorsport Steward; | TBA | | | |
| Clerk of Course | Graham Buchanan | 06 329 6919 | 027 497 5675 | |
| | g.buch@xtra.co.nz | | | |
| Event Organisers; | Andrew Elder | 06 877 3358 | 027-439 6082 | |
| | delder@xtra.co.nz | | | |
| | Darren Fulton | | 027-4668272 | |
| Scrutineer; | Stu Moore | | | |
| First Aid; | St John Ambulance. | | | |

3. EVENT VENUE;

Esk Forest, Te Pohue, Hawkes Bay. Approximately 8.9kms, all Gravel forestry roads.

NOTE: This is a repeat of the course used previously in 2004 and 2006

The venue will be signposted from the forest HQ on Ohurakura Rd off SH5 just south of Te Pohue.

4. ENTRIES.

These open with the publication of these Regulations. Entries to be made on the HAWKES BAY CAR CLUB

Clubsport Entry Form and to be deemed valid **must be complete in all detail** and accompanied by the entry fee. The Organiser reserves the right to accept or refuse any entry in accordance with the prescribed provisions of the Motorsport NZ National Sporting Code.

Entries close Thursday August 12th 2010 and must be received by 9 pm that day.

Entry Fee will be **\$120.00** incl. GST.

LATE ENTRIES MAY BE ACCEPTED AT THE DISCRETION OF THE ORGANISERS

LATE ENTRY FEE WILL BE \$140.00 INCL GST

All entries, accompanied by the appropriate fee, and any correspondence must be forwarded to; Esk Forest Rallysprint, P.O. Box 323, Hastings 4156. Make Cheques payable to "Hawkes Bay Car Club Inc."

Entries may be Faxed (06 876 2041) or Emailed (delder@xtra.co.nz) and payment made electronically to our Westpac Bank Account No **030642-0733660-01** but these deposits will need to be made one day earlier so money is credited to our Account on the evening of the 11th August 2010.

5. NUMBER OF STARTERS.

The Organisers reserve the right to abandon the Event if less than **20** Entries are received by the closing date. The maximum number of Entries will be **40**. A waiting list in entry receipt order will be used if the maximum number is exceeded.

6. COMPETITOR REQUIREMENTS.

In signing the Entry Form Competitors are deemed to fully understand the relevant articles as contained in the current Motorsport Manual and/or any relevant amendments

All Drivers must hold a current CLUBSPORT LICENCE, or higher and be a current Financial Member of a Motorsport NZ Affiliated Club.

All Competitors must attend the Prizegiving to be eligible to receive any prizes All Cars must carry a passenger who must sign the indemnity form.

Passengers do not need to be licensed but must be 15 years of age or over.

7. ELIGIBLE VEHICLES.

Vehicles are not required to comply with the requirement for Turbocharger and Supercharger restrictor(s) but shall comply in all other aspects with Appendix 2, Schedule A including all additional requirements for Rally Vehicles specified in that Schedule. Vehicles may be unregistered for this Event.

Vehicles will be divided into the following classes;

| | |
|-----------------------------|-----------------------------|
| Class 1: 0000 – 1400cc 2WD: | Class 2: 1401 - 1800cc 2WD: |
| Class 3: 1801 and over 2WD: | Class 4: 4WD - Open: |
| | Class 5: 4WD - Pre 1996: |

8. DOCUMENTATION & SCRUTINEERING.

Documentation and Audit Scrutineering will be held at

the Event venue between 8.30am and 9.30am prior to Drivers Briefing.

Scrutineering will be as per Schedule A of the current Motorsport Manual and/or any relevant amendments.

9. ROAD CLOSURE IN FOREST AND PARKING AREAS

The access to the forest along Waitoto Road off the end of Claymore Road is open to competitors and any interested spectators but they must remain on Waitoto Rd and not detour down any other forest roads.

The organisers request that no trailers be taken into the pits area. A designated trailer parking area will be sign posted on Waitoto Rd at the intersection of Panting Rd approximately 0.5km before the pits. NO TRAILERS WILL BE PERMITTED PAST THIS POINT.

Parking for visitors and spectators will be allowed on Waitoto Rd before the area in which any competing cars are situated as space is limited in the pits area.

10. DRIVERS BRIEFING.

Drivers Briefing will be at 10.00 am and is compulsory for all Drivers. All Passengers / Navigators and new Drivers **WILL** be given a special briefing on the Safety procedures required by the Event Organiser.

It is the responsibility of Drivers to ensure that their passengers are fully aware of all safety procedures.

Passengers must be carried in this Event. It is compulsory for them to know all safety procedures before they can ride. Appendix 5, Schedule C, Part One, Article 6 must be adhered to.

11. METHOD FOR COMPILATION OF RESULTS.

Practice for all vehicles will commence after Drivers Briefing. Each Competitor will have one compulsory practice run followed by three official timed runs. Each competitor must complete the practice and a minimum of one timed run to be eligible for the elimination runs. Any competitor who chooses not to run in a timed run must notify an official prior to the posting of the next stage start times. The fastest eight competitors in each 2WD and 4WD from any of the official timed runs will determine those eligible for the "Top 16 elimination run".

The fastest 4 competitors in each 2WD and 4WD are eligible for the "top 8 elimination run".

The fastest 2 competitors in each 2WD and 4WD are eligible for the "Final elimination run".

If a competitor starts, but does not finish elimination run he or she will be placed in front of any competitor who fails to start, but behind any competitor who completes the elimination run.

Dual Drivers will be allowed to run right through. Dual Drivers must start in their seeded position.

In the Top 16, 8, 4 elimination runs the second Driver must report to the start time control no more that five minutes after the first driver has finished his/her run to be allowed to run. If a competitor fails to start in a round he/she has qualified for, the next car is unable to move up into their place. The only time there will be more cars in a round would be if there were more than one car with exactly the same time. If for some unforeseen circumstance all the runs are unable to be completed then the results will be classified on the last completed round.

12. SEEDING will be at the discretion of the organisers. The seeding list will be posted at the venue.

13. DAMAGE. Drivers must report any damage of fences or property to the Clerk of the Course. Any breach of this requirement may result in exclusion of the competitor concerned and the competitor will be required to pay for the repair of the damage.

14. WITHDRAWAL FROM THE EVENT. Competitors are reminded that if they are unable to front up for a run for which they have qualified, they must advise the Clerk of the Course.

15. NO RECOVERY of vehicles stopped in the stage will be allowed unless approved by the Clerk of the Course for safety reasons and then only the official recovery vehicle will carry it out.

16. COMPETITION NUMBERS issued must be handed back in to the caravan before cars leave the venue.

17. PRIZEGIVING will be held at the Hawkes Bay Car Club hall as soon as practical after the finish of the event where snacks and meals will be available.

GET YOUR ENTRY IN QUICK. ENTRIES ARE STRICTLY LIMITED TO 40

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| Other family Members name | | | |
| | | | |
| | | | |
| Address: Residential | | | |
| Postal address (if different) | | | |
| Home Phone | | Business Phone | |
| Mobile | | | |
| Email | | | |
| Occupation | | | |

Make & Model or car / s

| |
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How did you find out about us

| |
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My interests are in – (Mark relevant areas)

| | Not much | Some | Lots |
|-------------------|----------|------|------|
| Speed Events | | | |
| Rallies | | | |
| Motorkhanas | | | |
| Car Trials | | | |
| Social Events etc | | | |

I am prepared to help on: - (You may be contacted if help is required)

| | | | |
|--------|-------------|-------|---------|
| Trials | Motorkhanas | Speed | Rallies |
|--------|-------------|-------|---------|

Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 35.00 p.a.
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Student: \$ 25.00 p.a.

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