



WHEELSPIN

December 2010

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

A Very Happy Christmas to you all

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 1st December 7:30

Presidential Pointlessness

Despite having no car, I still managed to have a lot of fun over the last month!

Hutt Valley Motorsport Club had their Labour Weekend Triathlon, with the Port Road Sprint, Autocross and Motorkhana results all being added together in the style of the Clubsport Nationals.

I was offered a couple of cars for Port Road, but I'm not comfortable racing a borrowed car with that much solid scenery that close to where I'm driving. I'll happily risk my own car there (and have entered there quite a few times), but as my car is still a bit warped, there is no way I'm going to risk facing two repair bills by bending a borrowed car too.

So my involvement with that day was merely that of a scrutineer, thus I can't actually tell you what happened! Adam Bligh got the massive Understeer going and said "howdy" to a kerb and some shrubbery, and Webster's engine was visited by a little man with a big hammer somewhere in the big end area.

For the Motorkhana and Autocross sections of the weekend I was lucky enough to be able to beg and borrow cars, which was fun.

I nicked Neil's Honda City "Sparrow" for the Motorkhana, which was a good giggle. It only has a few horses powering it, but to make up for that, it is approximately square in dimension, and has a really exceptionally tall seating position, surrounded by lots of glass.

I learned that second gear is rarely a good option, and that accidentally snagging third instead of first after doing a "Hopkirk" turn means that your time in that particular course will not be very good!

However by best efforts were to no avail, and I was soundly thrashed by Neil to the tune of four seconds over the tests. I did manage to bring "Sparrow" home in second place though, ahead of a hard charging Albaru. Geoff took out fourth in the always unlikely Motorkhana car in the 1400kg Legacy, followed by Pete in the Corolla, and Jeremy Aimers back after around a year away from our events in his ever faithful KP Starlet.

Jemima gets the "I'm a drifter" prize though for her very stylish sideways efforts in her very shiny 3 series BMW, during the Cloverleaf test.

For the Autocross section of the day Geoff loaned me the Legacy, which I haven't

driven since it was a standard road car about 300 events ago.

While I wasn't "nervous" about driving it, I was extremely aware that if I let the smoke out of it, I'd be looking at the repair bill that scares all owners of vehicles running Sti engines, and that the bill would probably be higher than the entire purchase price of my Corolla club car.

So caution was the order of the day, with no hand braking, and definitely no sitting it on the rev cut!

It is a big heavy car, and I suspect is very nearly twice the weight of the Honda City I'd been driving all morning (with 27 times the power). So getting my head around the tendency to want to go straight ahead even under trailing throttle was interesting.

My line for the day tended to be along the lines of "oh look, there's the apex of the corner over there, and here I am over here!". Plenty of power on tap to go hurtling past apexes like they were going out of fashion 😊

So I did that quite a lot in my first couple of runs of the day!!

I did settle it back down in the later runs, just concentrating on using the power available to get me out of the corner, buttoning off early, and getting the weight transfer "feint" going to assist the back of the car to turn.

To be honest it wasn't greatly successful, and my times were definitely not quick. It was a heck of a lot of fun though! I like more over steer personally, especially with trailing throttle, as apart from certain corners at Shelly Bay, it tends to be quite good. But with the amount of gravel work that Geoff does, I can see why he wouldn't want a tail wagging Legacy.

Many thanks to Neil and Geoff for lending me cars on the day.

Next event up was the BIG one, as I was navigating for Brian Craig in his rally debut.

I was looking forward to this, as a day in the silly side of a rally car is a heck of a lot of fun, and is just a huge amount of competition miles.

Brian's car is in the transitioning stage between club car and rally car, so we didn't have either an intercom or a rally meter. Neither of us were too sure how that would work out, but as we weren't running notes, we figured it might be ok.

That turned out to be not a major problem as the rally route was fairly straightforward, with only a couple of cautions in the entire day.

Brian had done a couple of upgrades to the car before the event including new front springs and shocks all around. This had the unfortunate effect of making the car very very very tail happy! So we managed to wag the tail to the point of a low speed journey into a small ditch about 5km or so into the first stage, but Brian dropped back into first, gave it a bootful of throttle and we didn't even slow down that much.

As soon as the speeds got up a bit though it became quite apparent that the car was extremely unstable, even trying with great determination to spin under even moderate braking.

So we drove fairly cautiously through the first loop of two stages, just trying to keep out of the way of the variously faster cars mysteriously seeded behind us.

At the first service after consultation with Neil, he and Webster fitted a pair of brand new

tyres to the rear, and dropped the rear pressures down a bit.

The car was more stable, but still a bit twitchy for comfort. We managed to kiss a bank just in front of the rear wheel on one of the tight corners, as the car was still a bit too enthusiastic about turning in. But after a cautious approach to the next corner, we established that the car seemed to be driving fine, and the tyre didn't appear to be flat. So we concluded that we'd got away with it, and kept on going.

Service # 2 Neil and Webster removed the rear sway bar completely. This was definitely the right decision, and the car was much more neutral and easier to drive. Brian's confidence was getting better and better all day, and he was definitely getting into the flow of things. Typical rally driver though, both off road excursions were on MY side of the car!

Well done to Brian for his first rally, finished without too much drama, and the car didn't miss a beat all day. Thanks to Neil and Webster for service crewing on a very very windy day.

Our exercise for the day was picking up Brendon's Corolla unfortunately. We passed Andrew trying to unfold or re-assemble the zetka, and found their Corolla wedged completely across the road. Between Brian and I, Brendon, Mark Anstis, and Milly we managed to pick up the rear end of the Corolla and drag it out of the way. Mark caught the car moving on his in car camera, so if you want to see that, it is up on youtube. As is Brendon's banking.

While Brian and I were up at Daybreaker, Targa came through Wellington and HCCC with some assistance from HVMC were out marshalling the Makara / Ohariu stage. Other than the usual "grumpy that the road is closed" folk and a bride who very nearly missed her own wedding by being late, according to reports all went well there. Thanks to all those who helped out on, and leading up to the day.

At the time of writing this, I still haven't managed to find frontal panels and lights for the Corolla. So if you have a pre-facelift AE92 or EE90 Corolla (not Sprinter or liftback though) wreck or parts, can you let me know? Brendon is also looking for front left parts as well following his rally Wairarapa banking incident. I believe his Corolla is the facelift version though.

That's it from me, see you somewhere motor sporty!

Leon

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Diamonds Hillman Hunters are Forever

The last episode in the 2010 Bond saga. Our main objective here was to finish, and thanks to the trusty Hunter we did!

One of my favourite rallies, this year's Daybreaker was a bit different, since there was no expedition across to the Wairarapa gravel, and no sealed roads or Manfeild stages. In spite of this it turned out to be an excellent rally, based on Apiti and the Pohangina Valley, repeating two excellent stages twice.

Stage one, Pakihikura at 43kms was a nice gentle run to get started on (NOT), we both worked up a sweat here, but all went well though the trusty Hillman was down on power. Then on to McBeth Rd a short 7k blast, and into service. We changed from the new coil back to the old one, but the next two stages were to prove that we had not solved the power problem, nonetheless Steve drove well, maintaining momentum using the torque from the V8 to keep the speed up, it was just that there was no grunt to get you out of trouble when you needed it.

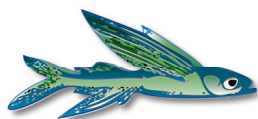
We then repeated these two stages with no drama.



Photo Jody Seabright

Then into the final stage 34ks of Ridge Road. Now this is a tight and twisty stage, which Steve drove brilliantly, we completed it with no "moments" and were 14th fastest so without the usual get-up n go, still a very respectable time.

An excellent rally, I liked the new format, many thanks to Steve for a great run, and to Dan, Antony & Bazza for the support.



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Novice Driver

On Saturday 30th October 2010 I did something I had never been sure would ever happen? I took the start line of my first rally as a driver in my car. After 13 rallies with David W and 1 with Rodger B in the co-driver's seat I had it all before me. Daybreaker 2010 was 7 stages (143km) of challenging roads. While the route was familiar it was like nothing I had done before.

The first stage being the longest at 43km was a marathon when you compare it with a 2km sprint or even a 7km rallysprint. So my approach was to break the stage into pieces and treat each as a sprint. Another challenge was the car. I had new shocks put in a month ago and it was very tail happy. This put me into a drain 5km in. Able to drive out I had to ease up to keep the back from passing the front. With Leon using the rear view mirror I was able to pullover when both Sumo and Brendon caught me before 20km. Then Mark Anstis passed me just before the twisty downhill section (past David's corner) to complete my first stage. What a way to start, one down and six to go.

Stage 2 (8km) had an acute left at junction which my brother was going to be at with his camera. So it was very important not to stuff up this corner and I didn't. Leon had an idea to solve our over steer. Put my new tyres on the back (more grip) and lower the pressures. Also the front wheels had a bad shudder on the touring stage. So it was into service in Apiti with some jobs for the boys to do.



Stage 2 Brian and Leon

With the new tyres on, the crew feed and watered we headed for stages 3 & 4. Even though the car felt better Brendon was motoring so we pulled over again. As stage 4 was 20km we let Brendon start ahead of us. After a fast uphill start to the stage it changed to twisty stuff. About 4km in at the end of a straight, we found Andrew with his safety triangle held out. We slowed down on an off camber right hander and stopped when we found their car perpendicular to the road with no drive (broken bits). We needed the extra help from the next car to lift the car to the side of the road. We then decided to let the other faster cars through before heading for the finish.

At service Neil decided to remove the rear sway bar to help the car track straight. This made the car better on stages 5 & 6 as shown in our improved times. I even started to attack some corners, over doing it on a left, slapping the bank with the left rear. Another 2 cars stopped in stage.

So it was into service to look at the damage on the car, only a scrape on the paint and a couple of broken plugs that hold the plastic moulding on. Nothing more to do than put some fuel in and we were good to go.

Stage 7 was Ridge Road (34km) the duel in the crown for this event. The stage you had to treat with respect as many a car had not made it to the end. No matter how careful you try to drive a blind rally route there will always be a corner to catch you out somewhere. A right hander mid stage almost had my name on it as I mounted the grass verge but as usual Leon was there to add his words of wisdom "Gas it". Then finally the finish board appeared and the competition was all over. When we arrived at the square the boys were there to meet us, great stuff.

I have to thank Webster for helping prepare the car. Neil for the use of the trailer and service vehicle. Both of them for there time and efforts servicing the car. Also to Leon for coming along, keeping me in check and sharing this experience with me. I have to say the driving was not easy, but it was a very enjoyable day. So if the car is good next year I may just have to do it again somewhere.

Brian Craig



Daniel Baines (Wanganui CC)

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian .

Chris West Wins Daybreaker Rally

Manawatu Daybreaker Rally - 30 October 2010



The seven stage Manawatu Rally was held on Saturday 30 October 2010 around the Apiti area north of Palmerston North. The competition attracted 43 drivers of which 31 cars finished the entire event. The day was fine with quite a strong wind at times. However the wind kept the dust created by the very dry conditions from settling over the event. There was an exceptionally strong field of very talented drivers who had entered the event but this was to be a day of surprises and a lot of the bigger names stumbled along the way.



Stage 1 was a 40km plus starter to the event but three cars missing on the first stage as well as many cars coming through well out of order indicated that it wasn't that easy out there. The leader after the first stage was NZ National Rally Champion Dean Sumner who fought off a determined second placed Neil Marshall with

Robbie Leicester third (all in Mitsubishi Lancer EVO's). Fourth was another EVO driven by Andrew Spier with the Subaru Impreza WRX of Richard Mason fifth. Carl Davis drove his Mitsubishi Galant into an excellent 12th place and the first two wheel drive car was Rhys Musson (Toyota Levin) in 15th place. Dean Sumner didn't start Stage 2 (transmission failure) and it was the Mitsubishi Lancer EVO of Grant Blackberry who took the stage win from Neil Marshall and Robbie Leicester who were again second and third. Fourth was the EVO of Brett Martin who just edged out Chris West who now had the bit between his teeth and was going to make his mark on the event. Other drivers who looked good were Tony Dixon (Subaru Impreza WRX), Robin Feck (Nissan Pulsar GTi-R), Andrew Keighley (Ford Fiesta S2000), and Mark Antis (Toyota Starlet).



Stage 3 saw Chris West start to make his break on the field with the first of his four stage wins and Richard Mason scored his first Top 5 time with a second on this stage. Third was Grant Blackberry with Brett Martin fourth. Stage 4 saw a disaster for Tony Dixon who did not compete in the stage due to suspension problems.

With a string of excellent Top 10 times in all the other stages he would have been well

placed overall had this stage been completed at his normal pace. But it was not to be! The stage was taken by Chris West from Brett Martin with Grant Blackberry third. Neil Marshall was still running well as was Andrew Spier. In the smaller classes it was Greg Ordish (Toyota Starlet) leading Class A and Rhys Musson leading Class B. Class C was a great battle between Jason Timmins (Mitsubishi Lancer EX) and Kevin Blackley (Ford Escort BDA) and Graham Featherstone (Mitsubishi Lancer EVO 1) was leading Class E which were the older 4WD cars.



The final three stages saw a big change in the rally. Chris West now firmly took hold of the proceedings with another two wins and a second on the final stage. Frontrunners Neil Marshall (turbo), Richard Mason (broken front suspension) and Andrew Keighley (electrics) were all sidelined while other well known drivers were still going but had problems along the way eg Adam Bligh (Mitsubishi Lancer EVO 6). Grant Blackberry was still going strong with a third, second and a six, while Andrew Spier produced a third and a fourth. In the end it was Chris West's rally by a very comfortable 46.8 seconds from Grant Blackberry who was himself 34 seconds ahead of third place getter Andrew Spier. The Top 10 was completed by Brett Martin 4th, Robbie Leicester 5th, Glenn Pollard (Mitsubishi Lancer EVO) - an excellent result from Glenn -6th, Graham Featherstone 7th, Robin Feck 8th, Rhys Musson 9th and Jason Timmins 10th. The first two wheel drive car was a brilliant run from Rhys Musson who edged out Jason Timmins by 33 seconds. In the classes it was Greg Ordish Class A, Rhys Musson, Sean Bryce (Toyota Starlet) second and Mark Anstis third in Class B, Jason Timmins, Kevin Blackley second and Steve Bond (Hillman Hunter V8) third in Class C and Graham Featherstone, Robin Feck second and Marty Smith (Subaru Legacy) third in Class E. Class D was the same result as the overall winners Chris West, Grant Blackberry and Andrew Spier.



And we have to mention the brilliant driving of the 00 and 0 cars who were quite simply superb. The 0 car was a Mazda RX3 driven by the well known Euan Fuge (I would have loved to know what his times were) and the 00 UTE was driven in spectacular fashion by a driver (identity unknown) who looked as though he would have been a front runner had he been competing. Very entertaining.

Article courtesy of MotorsportCentral

WHAT DO MOST PEOPLE DO ON A DATE?

(1) Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.

- Lynnette, age 8 (isn't she a treasure)

(2) On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.

- Martin, age 10

This Month's Photos Targa, Brian Worboys, Daybreaker Brian Craig



Jilly & Bernie, Targa - Marton



Iain & Richard At Marton



Richard arriving @Woodville



Brian & Leon at Wairarapa



Steve Millen



Brent Sellens



Brent & Julie at Mangatinoka



And at Daybreaker



Brendon Glendinning and Andrew Thompson



Steve Bond and Len Fisher

A hole has been found in the nudist camp wall. The police are looking into it.

Ron Scanlan's Admirable Win

Admiral Road Sealed Hillclimb - 7th November 2010



The Wairarapa Car Club held their final sealed surface event for the year at Admiral Road on Sunday 7th November 2010. Twenty drivers were at the drivers brief on a pleasant Wairarapa afternoon for an event which was also the final round of the WMSA Duncan McKenzie Sealed Series. There were only two drivers who could possibly win the series, Ron Scanlan and Webster Gough, and as Webster didn't put in an appearance Ron Scanlan was the new Duncan McKenzie Sealed Series champion, without even starting his motor. However Ron did start his EVO 3 and did quite well! It was great to see Tim Sillay back in action after destroying his 240RS at Upper Hutt earlier in the year (although he wasn't in his "premium" race car) and we were extremely impressed with the beautifully presented KE25 Toyota Corolla coupe of Stu Andrews. Harvey Kibble was also back in his Subaru Omega and John MacDougall showed up in the very interesting 1100cc Star Car having given his normal 1300cc Datsun Sunny to Mel Jesson to compete on the hill. The competing length of Admiral Road is 900 metres, all uphill and so there is no chance of recovering from a bit of a "whoops". On this road you have to get it all right and nail it the whole run or your time will not be competitive. After a practice, the three official runs were under way.



Ron Scanlan (Mitsubishi Lancer EVO 3) aimed to prove he was a worthy Duncan McKenzie champion when he sprinted passed the finish line on the first run in a shattering time of 37.31 seconds. The time on his first run was so quick that he had the winning of the event right there and then. Second placed after the first run was Don McLean (Datsun 240K) in a time of 40.24 seconds and third was a great run from Peter Collins (Toyota Corolla) in a time of 40.68. There was then a bunch of cars on variations of 41 seconds - Harvey Kibble (Subaru Omega), John MacDougall (Star Car), Alan Groves (Subaru Impreza WRX), Anthony Futter (Toyota Corolla Turbo), and Mike van Ansem (Subaru Legacy) which showed that it was going to be close at the top.



Run two followed much the same pattern as Ron Scanlan lowered his time to 36.59 seconds, his quickest time of the day. There were now three other cars that had broken the 40 second barrier - Harvey Kibble (39.21), Don McLean (39.83)

and Alan Groves (39.86). Peter Collins and John MacDougall were close behind. Stu Andrews's Corolla was leading Class A (0-1300cc), and Peter Collins, Kevin George (Toyota Levin) and Les Edwards (Datsun 1200SSS) were battling it out in Class B (1301-1600cc). Tim Sillay was leading Class C (1601-2500cc) from Dick Butters (Nissan Pulsar) and the leaders in Class D (over 2500cc) and the Sports Classes were the top drivers already mentioned .

The final official run of the day saw another spirited run from Ron Scanlan to deservedly win the event and the WMSA championship overall. Second on this event was Harvey Kibble who had a great day to just edge out Don McLean who was third. Mike van Ansem had a big spin on this run but fortunately the car was ok. The rest of the top 10 were -



4th Peter Collins, 5th Alan Groves, 6th John MacDougall, 7th Mike van Ansem, 8th Anthony Futter, 9th Kevin George and 10th Les Edwards. Stu Andrews won Class A from Mel Jesson, Peter Collins won Class B from Kevin George and Les Edwards, Tim Sillay won Class C from Dick Butters and Geoff Denovan (Presso), Ron Scanlan, Harvey Kibble and Don McLean won Class D and the Sports class was won by John MacDougall.



It was also good to see local Wairarapians out there competing and there was a real battle between John Esler (Ford Escort), Norm Anthony (Toyota Starlet) and Elwyn Priday (Toyota Starlet) during the day which eventually fell in John Esler's favour. As there was some time to spare until road closure there were unofficial runs which followed Run 3 and Elwyn Priday put his Starlet off the road coming out of the hairpin slightly damaging the car. Another good event from the Wairarapa Car Club with only one event left for the year - the Gravel Sprint at Dorset Road on 12 December 2010.

Article courtesy of MotorsportCentral

Hasta Luego England & thank you Bristol Council!!!!

From The London Times: A Well-Planned Retirement A perfect example of government mismanagement.

Outside England 's Bristol Zoo there is a parking lot for 150 cars and 8 buses. For 25 years, it's parking fees were managed by a very pleasant attendant. The fees were for cars (£1.40), for buses (about £7).

Then, one day, after 25 solid years of never missing a day off work, he just didn't show up; so the Zoo Management called the City Council and asked it to send them another parking agent.

The Council did some research and replied that the parking lot was the Zoo's own responsibility.

The Zoo advised the Council that the attendant was a City employee.

The City Council responded that the lot attendant had never been on the City payroll.

Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy ... is a man who'd apparently had a ticket machine installed completely on his own, and then, had simply begun to show up every day, to collect and keep the parking fees, estimated at about £560 per day -- for 25 years.

Assuming 7 days a week, this amounts to just over 7 million pounds ... and no one even knows his name.

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Sill stands	AVGas storage tank

Ready to Rally or for Clubsport



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1998 R33 Skyline GTS25T - \$10,500 – Manual!

Cambelt (and idler/tensioner) done at 104K's (when purchased) and new Battery fitted.

All coils done approx 10 months ago along with all new spark plugs. New rear pads fitted Jan, new front pads fitted Sep.

Aftermarket 17" rims (fitted in Japan) with good tread on tyres. Alarm fitted is Mongoose 3 star - with dual immobiliser (required for insurance).

This car is pretty much factory standard, which is hard to find. No Motor modifications made at all! The only car mod was the suspension lowered and has a 3" pipe from manifold plus after market muffler, done in Japan.

Have since also removed cat converter. Car is silver and has done 130K's.

refer Trademe listing for further information - 316023611

A dog gave birth to puppies near the road and was cited for littering.



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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

December	5	12	Intermarque Sprint	IMC/Fiat	Manfeild	IM
			Gravel Sprint	Wairarapa	Dorsets Road	GS

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

Club merchandise

It is great to see the club shirts at events as they are quite striking; Navy blue and yellow with the club logo on the front and 'HARBOUR CAPITAL CAR CLUB' in yellow on the back. If you would like one of these shirts they are only \$45 each. I will be bringing them to events so come and see me or you can order via the website. We have hats too; they are \$20 each in navy blue with the club logo on the front.

Two hats were hanging on a hat rack in the hallway. One hat said to the other: 'You stay

here; I'll go on a head.'



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Port Road triathlon Results Overall											
Car No	Driver	Vehicle	CC	Class	Club	Triathlon	Sprint points	Autocross points	Motorkhana points	Total points	Triathlon Placing
15	ALAN GROVES	WRX		D	HCCC	Y	100.00	96.25	96.75	293.00	1
8	PETER COLLINS	COROLLA		B	HCCC	Y	97.27	99.13	91.26	287.66	2
13	GEOFF WARREN	LEGACY		D	HVMC	Y	97.27	96.40	93.43	287.11	3
22	NEIL ROOTS	CITY		A	HCCC	Y	85.00	100.00	100.00	285.00	4
28	BRIAN WORBOYS	ROADRAT		D	HCCC	Y	94.47	94.82	86.12	275.40	5
12	NICK KACOURIS	OMEGA COUPE		D	HVMC	Y	95.12	92.26	87.71	275.09	6
30	NEIL RUSH	PULSAR 1800		C	HVMC	Y	91.83	90.35	85.24	267.41	7
42	CATHY REID	CHARADE		C	HVMC	Y	85.03	94.94	86.88	266.85	8
46	CRAIG BARTOSH	CAPRI		D	HVMC	Y	90.10	92.70	82.07	264.87	9
2	GLEN BAKER CLEMAS	COROLLA GT		B	HVMC	Y	88.20	89.51	78.47	256.18	10
6	COLIN TUBB	VIVA GT		D	HVMC	Y	89.17	86.55	76.68	252.40	11
7	GARETH COOPER	ESCORT		B	HCCC	Y	85.71	89.65	72.10	247.46	12
45	GEORGIA BARTOSH	ESCORT		C	HVMC	Y	86.38	86.98	72.78	246.14	13
32	NATHAN SPENCER	COROLLA		B	HCCC	Y	80.92	85.94	75.24	242.11	14
14	MIKE HODGETTS	COROLLA		B	WGTM	Y	84.77	85.98	64.57	235.32	15
31	KATRINA MILLMAN	COROLLA GT		B	HVMC	Y	82.37	85.57	56.39	224.33	16
38	STEPHEN HESKEY	STARLET		A	DAY		85.65				

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There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh. No pun in ten did.



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As an expression of Appreciation from the committee of

Targa New Zealand

for performing official duties as

Stage 33 Marshal Group

for the year

2010

P.S. Martin
Director



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



First Name/s		Surname	
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Make & Model or car / s

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Social Events etc			

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Trials	Motorkhanas	Speed	Rallies
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