



WHEELSPIN

September 2011

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Martin Sheffield's Cleo, Kahinau Rd, awesome photo from MotorsportCentral

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 the 7th September 7:30**



Ah well, it has not been a great month of motoring success for me, thus the pointless ramble will be a bit shorter today [sounds of distant cheering]

I did have ambitions that my first event back in the Corolla was to be Kaihinau Road, however it was not to be. I was giving the car an oil change, and general check up on the Saturday afternoon before the event, and discovered that the coolant level was low.

There weren't any obvious reasons why, so I got under the car with a nice bright light, and lay there scowling at the underneath of the car for a while. As it turns out, the pipe that runs through the base of the radiator that would run auto trans fluid through it (if one had an automatic car) had started to corrode. So water was leaking into that pipe and then dribbling out both fittings onto the cross member.

Due to the engine transplant in the car, I am actually running an AE82 Corolla radiator in my AE92, for the double reason that the hoses line up relatively well, and when the engine transplant was being done, a friend offered me a free AE82 radiator. I did an afternoon mission out to Pick a Part, but was met with no success.

Yup, fairly peeved that I missed K road, which is probably my most favouritest sprint in the area because of the narrow road and the ups and downs in the road. However, I guess if I hadn't seen that the fluid was low on Saturday, I'd have got to about Mana at early o'clock on Sunday and then overheated the car. So in that sense, it wasn't a total Murphy's Law moment.

I wasn't going to completely miss the event though, as I headed up the line with Geoff to have a play with a newly purchased (but fairly old) digital camera with the plan to get Geoff to show me how to use it.

We cruised up in my station wagon at a slightly more civilised hour, arriving just after driver briefing was dispersing, and walked in to the second complex of corners. The road was looking exceedingly exciting (scary) with the first corners absolutely covered in lichen, and the second lot of corners being nicely punctuated by a huge burnt patch on the road where some local entrepreneur had held a stolen car BBQ.

It wasn't the world's best day for spectating, as it kept pissing down with rain, so I much of the morning was spent hiding in a relatively dry bit under some trees, rather than standing in a great

position to take photos.



Very loud Sti lurking through the low clouds

Webster was fair flying, although there was a late model Evo (7 perhaps?) that was going for spectacular points. I think the Evo managed to spin or half spin in front of Geoff and I four times during the day.



Evocopter

After lunchtime I headed in further and did some watching around the series of downhill corners at the end of the long straight. That there were a series of holes punched in the fenceline suggested that the left hander at the bottom of the hill had proved a bit challenging.

I'd seen that Hayden's Mirage was sporting some very uncharacteristic damage on the front, as was a Clio that had crashed on practice. "Luckily" they at least both did so right in front of

Motorsport Central (who were back at their second event, following a long hiatus) so there was a nice series of photos of how the cars got damaged. They weren't the only cars with some scars, as there was also a six cylinder Capri there with some crunches on the front. It turned out to be an interesting place to watch, as a very immaculate Pulsar promptly did the high speed lock up + understeer combo right through the fence.



Not too many cars later the previously pictured Evocopter did a lovely grab it by the scruff of the neck and flick it left move. Only to be let down by lack of traction, when the back of the car kept on going left. They didn't actually hit anything, but facing sharply downhill in very wet grass meant that once again the landcruiser was called into action for fetching duties. Bryan was out in his first event in the first generation CRX (previously belonging to Zac Murray). He did a half spin, in one of his first runs of the day, and then got bogged in. This led to a bit of confusion and a temporary halt to proceedings as they went looking for him.



Bryan the audio junkie, driving the car without "doof doof"

Gareth was having a tough old morning in the newly caged Escort, he fouled a plug on the line while getting ready for his first run, and spent much of the day coughing and farting until he diagnosed and fixed the issue. I suspect if I'd been able to lip read, there would have been

some colourful language going on in that car during the morning runs!



Brian Craig seemed to be having a trouble free day in the Corolla, and it certainly sounded like he was pedalling it fairly keenly through the day.



Might have been a bit of a shock to the system for Brian being back on tarmac again, after a LOT of gravel miles.

Graham was having a tough time in the Pulsar, with a throttle position sensor issue slowing him down a bit.



Only Dick was at the sprint in the mighty minty (green) Pulsar, so I'm not sure where the other half of Team Fossil Racing (Shayne Atkinson) had got to.



Webster utterly dominated the event, and nearly dominated his bladder control on the final run of the day when the car made an extremely determined attempt to loop him into the scenery. Truly the skid marks (beside the road) were going in interesting directions. If you add Webster (Gough) on facebook, or visit Seabrightmotorsport.co.nz forums, he has the in car of that slide.



So that was as near as I got to doing any racing, although as I write this, I should in fact be down in the garage putting the sump guard onto the Corolla, as I'm due to do the HVMC Silverstream autocross tomorrow. However, in fear of the wrath of Len the editor, here I sit, typing madly!

We still have no useful progress to report in the battle between the bird sanctuary, and Slipway (Long Gully Farm), so we continue to twiddle thumbs and get progressively more frustrated following a hold up that has so far dragged on since Easter, and cost the club any income and members that we could have gained in the three lost events. The last update from Long Gully Farm is that their sound expert, and the sanctuary sound expert are supposed to be getting their heads together to form some agreement. I would mention however that the Council sound expert did in fact measure the noise from our event (while we deliberately put the noisiest car out there) and measured it as compliant at the boundary with the sanctuary. So our frustration is fairly well justified we think, as the council has in fact measured and found that we comply with the requirements. So we do feel rather like we are being held to hostage despite in fact complying. I'll wrap it up there, as whenever I dwell on the issue my blood pressure goes through the roof and I spend the rest of the day as a very very angry man.

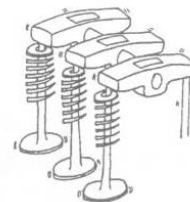
So, see you at an event somewhere! Having a damn good time too.

Leon

Once you've seen one shopping centre, you've seen a mall.

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!

Hawkes Bay Rally reminiscences from the Flying Fish:

Final insult from Kingsley Jones, he shouted me my 67th birthday lunch, a carton of chips. He loves me really!

Kingsley was proudly telling other drivers that he was sponsored by the government all he had to do, was take the old folk from the home for ride in the country – I thumped him!

I have shallow pockets in my race overalls, and constantly lose the cash I stash there, so this rally I decided to stick some notes down my budgie smugglers. Trouble is when I needed the cash, I couldn't find it without stripping off and frightening the crew. Still unsuccessful, I borrowed cash from Brendon and Pete, our crew, and they both refused to be paid back from notes that had been down my trou. Good strategy must do that again!

Kingsley has changed his diet of eating ONLY chips. Before we started each day, we drove through Mac's and he daringly ordered 2 hash browns!?

Sorry folks, no real forward progress to report on Slipway.

We're still on hold, with the next step being for the Long Gully Farm sound expert, and the Zealandia sound expert to try to hammer out some sort of agreement.

If we get any progress I'll report it to the list, I'm just as keen as anyone to get out there again and do some events!

Leon

Kahinau Road sealed sprint 2011

I entered Kahinau Rd as it is one of my favourite sprints and I hoped to continue on from my win last year.

First off I needed to get a WOF for the starlet as it is much easier to drive to the event than to arrange a trailer / sort out tow car etc so I booked it in on the Friday (last minute like normal) and luckily there were no issues.

I packed the car on Saturday afternoon, gassed it up and took it home for the early start Sunday. I woke on Sunday to the sound of rain and thought @\$%##, oh well it should improve and low and behold by just south of Shannon it was blue sky. I did notice a fog bank in the distance and sure enough it started 500 metres before Kahinau rd so tyre changing and doco / scrutineering was done in damp fog.

There were 25 cars entered and they covered a wide range , from Datsun 1200's to Evo / STI rally cars , full on track cars to a late model Renault 2wd rally car , and lots of corolla's and Civic's etc.

I took practice fairly easy as I know from past events here that there are some bits that can catch you out and so it proved for two competitors one of whom had to retire due to damage unfortunately.

Having figured out the nasty bits in practice I decided to try for a good time in the 1st timed run as the weather looked like it would only get worse later, I pushed to about 8.5/10 and was

rewarded with a 2.09 which was only 6 seconds off my time last year in the dry.

I was surprised to find I was 6 seconds faster than 2nd place and 9 ahead of 3rd , I got red flagged on my 2nd timed run due to someone having an off , and in the rerun I was 2 seconds down on my 1st run due to the rain which had come in.

On my 3rd timed run I was accelerating up the main straight when I saw someone waving a handful of rally tape at me and I thought “who the hell is that?, well it’s not a red flag so keep going” so I flew past him at around 160 Km/hr only to see the red flag at the end of the straight where I stopped to be told the Evo7 had gone off course just down the hill. I waved to the radio guy who had waved the tape at me as I drove back to do the run again. Cool I thought , I made a couple of mistakes in that run so I now have a chance to not make them this time and improve my time. Wrong..... at the 3rd corner in, after a short straight as I turned in like I had all the other runs , the back started to come around and I steered into it .

I knew I had to catch it and not over shoot with the correction and I almost did, the in-car video shows me sliding towards / along the bank still going 30ish km/hr and I remember thinking as it seemed that all was lost “Sh#t I hope I can still drive it home after the hit” . I think I missed the bank by maybe 25mm judging by the tyre marks I left in the grass and the next corner wasn’t the best either so I figured just cruise to the finish and be able to drive home.

As prize giving was held you could feel the temp dropping , I was last to leave due to talking rather than tyre changing / packing , I left about 10 minutes after Jilly and stopped in at my Mum’s place in Pram beach around 5pm. I left at 7pm with slightly under 1/8 of a tank of gas and figured that should be enough to get me to Tawa and it would have been no problem except that the traffic came to a complete stop at QE2 park!.

I sat there for ¾ of an hour during which I got a txt from Jilly to say that she had almost made it to the bottom of Pukerua bay hill , and she hadn’t stopped anywhere on the way!!(Apart from in the traffic jam)

She rang a bit later to say there was a lot of snow at the top of the hill by Brian Craig’s place, when I got there; there was 4” of snow, on the ground, on the trees etc. I was amazed when I got to Plimmerton that there was around 2” of snow there, having lived in the area since I was 7 and never even seen snow let alone on the ground.

After dropping the race car off at the workshop with the needle sitting on E I drove home and discovered I had to walk through a tunnel due to the snow making the hedge collapse in toward the house.

Thanks to Levin car club for running a great event, I recommend it to everyone. You can see my fastest run and the slide on youtube <http://youtu.be/i1Pc3ocCd0w>

Webster Gough



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Webster Gough in Brilliant Tarmac Victory (Thanks to MotorsportCentral)

Kaihinau Road Tarmac Sprint - 14th August 2011



The Kaihinau Road Tarmac Sprint was organised by the Levin Car Club on Sunday 14th August 2011. Sunday was the day the big snowstorm was supposed to hit New Zealand and so it took Andrew and a bit of a push to get me up and under way. But I'm glad I made the effort as the snow didn't arrive until Sunday night. The day started very foggy but this cleared by about 9 o'clock. The fog was replaced by a light rain which also cleared after about 15 minutes. It rained a couple of more times during the day but overall, apart from it being a little chilly it wasn't too bad. However the weather made the road a bit of a challenge for the contestants. Early in the day the surface was a bit greasy although later the drivers had to contend with rain but finally, when the rain stopped, the road dried out. So, a bit of everything made the surface a challenge for everyone.

Twenty five drivers turned up to this great piece of New Zealand sealed rural road. The surface was in good condition but the road is quite narrow and twisty in parts and could punish anyone with an over-exuberance with the loud pedal, particularly when the surface was slippery earlier in the day. The event was divided into four classes - Class B (1301-1600cc), Class C (1601-2000cc), Class D (over 2001cc) and Class E (4WD cars). There were no Class A cars (0-1300cc) present. The event was to feature the traditional practice and three official runs. A practice is normally pretty low key but the road conditions threw a couple of drivers off their stride at the hairpin at the bottom of the road after it drops in to the valley. First was Hayden Perkins (Mitsubishi Mirage) who was a little wide into the corner and suffered brake lock up which beached his car on the fence post he knocked over. Amazingly after the tow truck pulled the car off the fence it sprung back into shape! A bigger moment from Martin Sheffield in his very neat Renault RS put him out for the day when he did a nice nose stand before the car fell back onto its wheels. And so with practice out of the way the event was officially under way.

It was unsurprising that the 2009 Sealed Series champion Webster Gough (Toyota Starlet Turbo) took off into the distance on his first run (although his speed was exceptionally quick considering the conditions) and his time of 2.09.90 was six seconds faster than the second placed driver Glenn Pollard (Mitsubishi Lancer EVO 7) who was three seconds ahead of Wade Noedl (Subaru Impreza WRX).

We were also impressed with the turn of speed shown by Anthony Futter (Toyota Corolla) and Bryan Heathcote (Toyota Celica). David Graham (Datsun 1200) and Bruce Graham (Nissan Pulsar) both in immaculately prepared cars also got away to a good start in the classes.





Run 2 and Webster Gough was still at the top of the scoreboard. His time on the second run was 2.11.86 and was the fastest time on Run 2 but not as fast as his time in Run 1. Wade Noedl forced his way into second place with a time of 2.12.57 with Glenn Pollards time on Run 1 still giving him third place, even though Glenn visited the grass on Run 2 which destroyed any chance of a decent time. Anthony Futter continued on his brilliant run by holding 4th place in a time of 2.17.16.

The revelation on run 2 was the great time from Blair Murray (Honda CRX) of 2.17.61 and it really looked like that on the road too! Bruce Graham was still doing well in the classes in a time of 2.18.00 which was the same time scored by Les Edwards (Datsun 1200) who now led Class B.



And so to the final run. Webster Gough had stamped his mark on the event from the very first run and everyone knew the 2009 WMSA Champion was going to be hard to beat. And so it was to be! Even though Webster's final run of 2.14.91 was beaten by both Wade Noedl (2.12.77) and Anthony Futter (2.14.53), Webster had done enough with that staggering first run to win the event overall. Second was Wade Noedl in his great sounding WRX and third was a great

event from Anthony Futter whose final run was a superb one. Fourth overall was Bryan Heathcote who also scored a great time on his final run and thoroughly deserved his position. The rest of the Top 10 places were filled by Les Edwards (great day Les) 5th, Glenn Pollard 6th, Blair Murray 7th, Bruce Graham 8th, Mark Kibble (Subaru Omega) 9th and Graham Heath (Nissan Pulsar), usually more at home on gravel, 10th.

Les Edwards took Class B from Dave Graham with Rob Vibert (Toyota Corolla) 3rd, Class C was won by Blair Murray from Bruce Graham seconded and Graham Heath 3rd, Class D was won by Webster Gough with Wayne Bouzaid (Ford Escort) 2nd and Class E was won by Wade Noedl with Anthony Futter second and Bryan Heathcote 3rd.



Congratulations to all competitors who performed admirably on a day in which conditions were constantly changing. Well done to the Levin Car Club for a great event.

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She was engaged to a boyfriend with a wooden leg but broke it off.

A new Priest at his first mass was so nervous he could hardly speak. After mass he asked the Monsignor how he had done.

The Monsignor replied, "When I am worried about getting nervous on the pulpit, I put a glass of vodka next to the water glass. If I start to get nervous, I take a sip."

So next Sunday he took the Monsignor's advice. At the beginning of the sermon, he got nervous and took a drink. He proceeded to talk up a storm.

Upon his return to his office after the mass, he found the following note on the door:

- 1) Sip the vodka, don't gulp.
- 2) There are 10 commandments, not 12.
- 3) There are 12 disciples, not 10.
- 4) Jesus was consecrated, not constipated.
- 5) Jacob wagered his donkey, he did not bet his ass.
- 6) We do not refer to Jesus Christ as the late J.C..
- 7) The Father, Son, and Holy Ghost are not referred to as Daddy, Junior and the Spook.
- 8) David slew Goliath; he did not kick the shit out of him.
- 9) When David was hit by a rock and was knocked off his donkey, don't say he was stoned off his ass.
- 10) We do not refer to the cross as the 'Big T.'
- 11) When Jesus broke the bread at the last supper he said, "Take this and eat it for this is my body." He did not say, "Eat me."
- 12) The Virgin Mary is not called 'Mary with the Cherry'.
- 13) The recommended grace before a meal is not: Rub-A-Dub-Dub thanks for the grub, Yeah God.
- 14) Next Sunday there will be a taffy pulling contest at St. Peter's not a peter pulling contest at St. Taffy's.

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TRIALS

Hello folks

Attached are the results of this July's car trial, third round of this year's series. No change from provisional placings on the night. Apologies for the delay.

Congratulations to Wayne Gair & Dianne McDonald, 1st overall and 1st in the Expert class, and getting all the unmanned checks. Congratulations also to Paul & Christina Te Punga, 3rd overall and 1st in the Intermediate class (might have to think about moving up a class, Paul, now that Christina is getting the hang of it!). Special mention to Dave & Mark Jennings for zeroing time at all the Controls!

Looks like Mike Reid (2nd on this event) is now tied with Wayne & Dianne for the series lead, with 2 rounds to go.

Great to see 13 cars on this event - probably 3 years since we had that many. Thanks to Mike Hodgetts for manning the Controls at Avalon. Thanks also to the weather gods for granting us a dry, warmish and not too breezy evening, which didn't look too likely in the midst of the recent stormy weather.

The next event is September 14, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over tea or coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

Round 5 - cheers, John

TEAM SMILEY'S JULY NIGHT TRIAL

			OVERALL PLACE	CLASS PLACE
1	Ken Douglas Marcia Douglas	E	4	3
2.	Cathy Reid Mike Reid	E	2	2
3.	Bill Peacock Murray Milner	I	12	7
4.	Miles Jackson AJ Martin	I	13	8
5.	Sue Gandy Gordon Gandy Denise Gandy	E	5	4
6.	Dianne Stockbridge Ben Stockbridge Sam Bothamley	E	8	4
7.	Steve McCallum Cathie McCallum	I	6	2
8.	Brian Craig Barry Craig	I	11	6
9.	Mark Jennings Dave Jennings	E	9	5
10.	Andrew Bartle Marjorie McKee	I	7	3
11.	Paul Te Punga Christina Te Punga	I	3	1
12.	Adam Fisher Jilly Hutson Matt Irwin-Fisher John Tennent	I	10	5
13.	Wayne Gair Dianne McDonald	E	1	1

Organisers: John Rapley and Carol Weston
Manned Control: Mike Hodgetts

Hello folks

Attached are the results of last week's car trial, fourth round of this year's series. Thanks to Bill Peacocke & Murray Milner for running a good event, their first as organisers.

Comments from Bill:

John Rapley and Carol Weston were 1st overall and 1st in the Expert class, missing just two unmanned checks, so congratulations. Congratulations also to Miles Jackson and AJ Martin, 3rd overall and 1st in the Intermediate class. Welcome too to Peter Peterson and his team – we hope you had fun and are able to join us again next time.

We had a grand total of 12 cars on this event. Thanks to Gail Milner and Bev Boyes for manning the Control at Johnsonville. We also managed to beat the cold change, which made the event more pleasant as well.

Bill has also sent me the annotated CRIs with check codes and explanations for the traps. Sing out if you'd like me to forward it to you.

Wayne Gair and Dianne McDonald, second on this event, now have the series lead with one round to go. Defending champion Mike Reid is next, followed by John Rapley & Carol Weston. As Wayne & Dianne will collect organisers' points from the final round, they can't be beaten - so congratulations to them!

The next event is on Wednesday 14 September - round 5 of this year's night trials series. Organisers are Wayne Gair & Dianne McDonald (Harbour Capital Car Club). Titahi Bay & Porirua areas. Start and finish at 2 Wright Street, Titahi Bay (note - not our usual Petone venue). Documentation from 7pm, first car away at 7:30pm. Entry fee \$15 per car. Duration about 90 minutes. Relax over tea or coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

cheers, John

Name/s	Class	OVERALL Place	CLASS Place
Mark Jennings Dave Jennings	E	5	4
Miles Jackson AJ Martin	I	3	1
John Rapley Carol Weston	E	1	1
Steve McCallum Cathie McCallum	I	6	2
Eddie Conroy Paul Taylor	E	11	6
Wayne Gair Dianne McDonald	E	2	2
Jilly Hutson Len Fisher John Tennent	I	8	4
Brian Craig Barry Craig	I	10	5
Peter Peterson Tracey Whale Adam Fisher	B	12	1
Cathy Reid Mike Reid	E	4	3
Andrew Bartle Marjorie McKee	I	7	3
Sue Gandy Gordon Gandy Denise Gandy	E	9	5

Organisers: Bill Peacocke & Murray Milner

Manned Control: Gail Milner & Bev Boyes

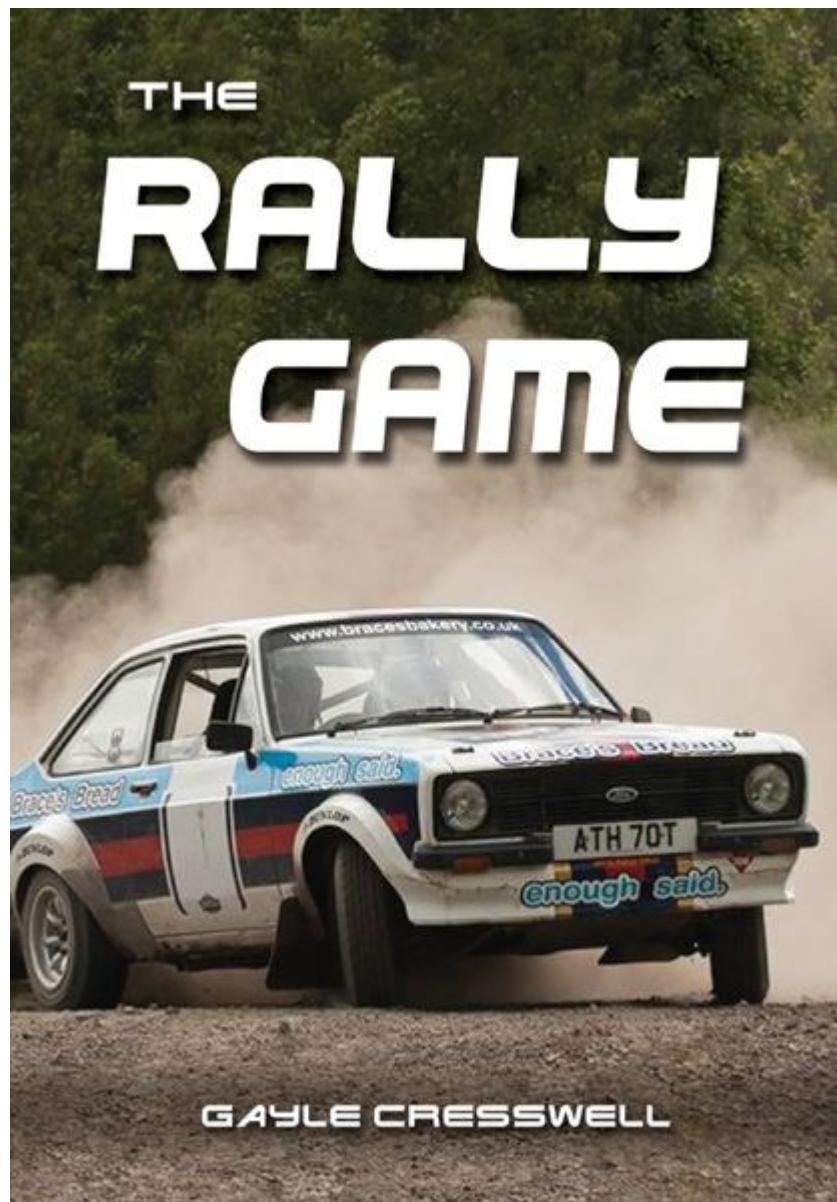
Acknowledgements: Stephen Marks (Setup),
Darryl & Sandy Monk (Checking),
Mike & Cathy Reid (on the night)

Gayle Cresswell is a long time supporter and volunteer at many gravel and rally events, and she has written a novel set around Rallying, a young driver's first season trying to get serious about the sport and make a name for himself.

It has been well read and well reviewed by a number of rally competitors and supporters.

To find out more info or to order a copy, please contact Gayle direct on gaylecresswell@gmail.com or 027 644 5014. The price is \$30, plus \$5 for postage.

If you want to save on postage then meet up with Gayle at the next gravel event.



Friends are like undies...

Some crawl up your arse...

Some are full of shit...

Some snap under pressure...

Some don't have the strength to hold you up...

Some get a little twisted...

Some are your favourites...

Some are holey...

Some are cheap & just plain nasty...

And some actually do cover your arse when u need them too :-)

September	3					
	4		Race (Winter Series) Sealed Sprint	Manawatu Wellington	Manfeild Shelly Bay, Wellington	Nat DM
	10		Rally Gisborne	Gisborne		CRRS
	11		Auto-x	Harbour Capital	Slipway (?)	
	14		Night Trial (Gair/McDonald)	Harbour Capital	Porirua	NT
	17	AW	Auto-x (gravel) Competitor Coaching	Kapiti MG	Otaihanga Manfeild	
	18		Sealed Sprint	Dannevirke	Blairgowrie Road	
	19		WMSA AGM / WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24					
	25	GG	The Surgery Intermarque Sprint	Intermarque	Manfeild	IM
October	1					
	2		Gravel Sprint	Levin	Wairongomai Road	GS
	8					
	9		Auto-x	Harbour Capital	Slipway (?)	KN
	15					
	16	WG	Gravel sprint	Wairarapa	Puketiro Road	GS
	22					
	23	GG	Street Sprint	Hutt Valley	Port Road	DM
	24		Auto-x/Motorkhana	Hutt Valley	Silverstream	KN/ST
	23-29		Rally (Targa)			
	29		Rally – Manawatu Daybreaker	Manawatu		
	30					
November	5		Rally – Manawatu Daybreaker	Manawatu		
	6		Hillclimb	Wairarapa	Admiral Hill	DM
	12	GM/AW	Race (MG Classic)	MG	Manfeild	Nat
	13	GM/AW	Race (MG Classic) Auto-x	MG Harbour Capital	Manfeild Slipway (?)	Nat KN
	19					
	20		Auto-x (gravel)	Kapiti	Otaihanga	
	21		WMSA Meeting (Calendar)			
	26					
	27		Gravel Sprint Auto-x	Wairarapa Hutt Valley	Dorsets Road Silverstream	GS
December	1	All	Stewards Meeting		Stokes Valley	
	3					
	4	PT	The Surgery Intermarque Sprint	Intermarque	Manfeild	IM
	10					
	11					
	17					
	18					
	24					
	25		Annual Reindeer Race		Now trained for night events	

Abbreviations

KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rallysprint Series
IM	The Surgery Intermarque Sprint Series
Nat	National meeting
NT	Night Trial Series

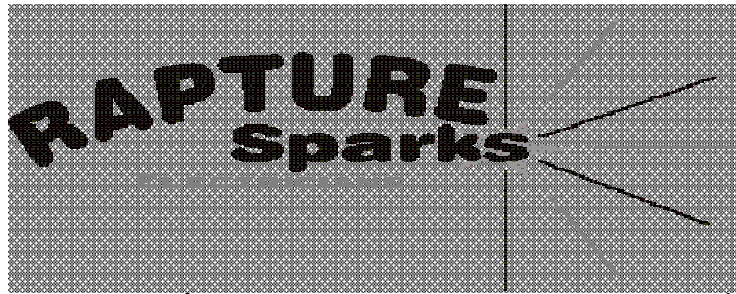
Club Contacts

Levin	027 442 1639 (Chris)
Hutt Valley	021 515 642 (Geoff)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 627 8005 (Mort)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
MOWOG	

Stewards

AW	Alan Wright
BS	Barry Swanerton
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
IS	Ian Snellgrove
PT	Paul Te Punga
SM	Stephen Marks
WG	Wayne Gair

A backward poet writes inverse.



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RallyNZ have released info on Rally Gisborne:

Date | Saturday 10 September.

Special Stages | 6 x SS total 173.86km.

Base | Gisborne Cosmopolitan Club.

Entry Fee | \$645 inc. 2 x Dinner Tickets – extra dinner tickets \$35 each.

Supplementary Regulations | available from this **Friday 29 July**.

Where | keep an eye on <http://www.rallynz.org.nz> and select the Rally Gisborne link.

Cheers

Jill Greenland and Simon Bell

A bloke starts his new job at the zoo and is given three tasks. First is to clear the exotic fish pool of weeds.

As he does this a huge fish jumps out and bites him. To show who is boss, he beats it to death with a spade.

Realizing his employer won't be best pleased he disposes of the fish by feeding it to the lions, as lions will eat anything.

Moving on to the second job of clearing out the Chimp house, he is attacked by the chimps who pelt him with coconuts.

He swipes at two chimps with a spade killing them both.

What can he do? Feed them to the lions, he says to himself, because lions eat anything..

He hurls the corpses into the lion enclosure.

He moves on to the last job which is to collect honey from the South American Bees. As soon as he starts he is attacked by the bees. He grabs the spade and smashes the bees to a pulp.

By now he knows what to do and shovels them into the lions cage because lions eat anything.

Later that day a new lion arrives at the zoo.

He wanders up to another lion and says "What's the food like here?"

The lions say: "Absolutely brilliant, today we had Fish and Chimps with Mushy Bees."



10th - 17th November 2012.
New route - North Island - New Zealand.
1000+ kms (625+miles) of special stages.
Seven day marathon rallying adventure.
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PRELIMINARY INFORMATION



www.silverfernally.co.nz

Photo - Geoff Ridder

In a democracy it's your vote that counts. In feudalism it's your count that votes.

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.

Rally Hawkes Bay 2011

Since my mate Bondy couldn't make it, I was in need of a ride, since I was leading both Class C and overall co-drivers champs. So remembering that Kingsley had asked me to do Wairarapa with him in his new RX7, (in the same class) I gave him a ring.

He still has the RZX7 but not usable, however he had purchased Lee-Anne Barnes' EVO8, which had sat in a shed for a couple of years unused and at a bargain price, so that had to be my mount for the weekend. What a shame!

As usual K was on a limited budget so we shared service and motels with Jilly and Adam. The EVO is awesome, all the tricky bits – big brakes, dog box etc etc. Only problem for me was the seat, I dunno how Waverley gets into it but I struggled for two days getting in and out. Obviously doesn't worry Waverley since she guided him to victory on the Possum Bourne rally earlier this year.

The rally was run over two days (being Nat Champs), but day one looked to be disappointing, though turned out to be quite good, since originally there was to be lots of touring back and forth to the 3 Bridges stage near Hastings. This stage was fortunately cancelled so we did not have to tour and they re-ran two awesome stages near Porangahau. Nonetheless the time schedule was shot to pieces without the long tours so we spent many happy hours standing around chatting. (one 20 minute service stretched to 1¾ hours)

Day 2 was much more like a rally, great stages and no delays. Only downside being co driver brain fade at Darky's Spur. We ran it twice, and twice I got lost at the same point, first time it took quite a while to get back in sync. I remember I had the same problem a couple of years back when sitting next to Tony Burrows. I'd like to blame the notes, but nobody else had a problem!

Any how we had a great rally, finished 10th overall, just 2 secs behind Brian Green, and we were 3rd o/a and in class in the Hugh Baird Memorial rally.

We also took time out to rescue a lamb that wandered onto our route. Rally drivers are all heart!

Kingsley as always drove brilliantly, but I still want a ride in that RX7.

Flying Fish



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A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, 'I'm sorry, sir, only one carrion allowed per passenger.'

Pictures from the FishFone:



The beast

What coulda been!



My nenesis –Darky's Spur

Top three



All heart

Me at work in the office



Adam n Jilly - resting

Urgent prep!

Did you hear about the Buddhist who refused Novocain during a root canal? His goal: transcendental medication



ruin
some
rubber!!

Saturday 15th October 2011

Rally of the North... it's on October 15th 2011

Entry fee - \$695.00 incl. GST and **payment plans are available.**

For more information please check out the event website

www.rallyofthenorth.co.nz



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Rallies			
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Car Trials			
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