



WHEELSPIN

August 2013

www.hccc.org.nz

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COVER PHOTO

Daybreaker by Brian Craig's Brother Phillip (more on last page)

Harbour Capital Car Club Clubnight

First Wednesday of the month : 1841 Disraeli Street Johnsonville

Committee Meeting 3rd Wednesday of the month, 1841 Disraeli Street Johnsonville, 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

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday the 7th August 2013 @7:30



Quite a good month of motoring for me!

I busted out the Corolla a couple of times, and went to Daybreaker with Brian Craig too. Slight correction to my article last month, in which I said Al Groves killed his engine at the Trentham autocross. Apparently the horrible noises were in fact the sounds of some cogs making a bid for freedom from the gearbox.

My first skid of the month was my favourite event, Kaihinau Road sealed sprint North of Shannon. I lovely narrow winding couple of k's with some good ups and downs in it.

The weather was frankly scary, with absolute pea soup low clouds sitting on the ground all the way from about Levin. A few interesting moments driving between Levin and Shannon, with some awfully clever people driving along in the post dawn gloom, in low cloud, with no lights on. Definitely not the most clever decision making that I've seen.

It was absolutely diabolical at the event, with visibility down to maybe two power poles down the road, and incredibly slippery road conditions. I took Chelles out for the practice run so she could get at least one look at the road before she took her Mirage out for the first time. We made it about a km or so down the road before we got red flagged, as Ian Hendra on the road in front of me had done the usual drive through the gate and into the paddock crash, and had to be extracted.

So back to the start we went, and had another go! The road was so sketchy that I was getting second gear wheelspin, not something that will typically happen only on wet grass. My commentary to Chelles about the road at one stage included the phrase "This is the big straight ... I think?". We just couldn't see anything so I backed it off to moderately faster than cruise speed pace, and just toured to the end.

The second run was only fractionally better, with marginal visibility, and next to no traction. The third run had better visibility, but still marginal traction. The final run of the day on the other hand was excellent, and I pushed it along a lot harder. I managed to pull out a heap of time, and snuck the wee Corolla home third in class (thirteenth overall).

Other good results from the HCCC crew were Webster second in class, Dave Graham first in class, Andrew Thomson second in class, and Scott Newlands third in class.



Unfortunately for Dave Graham he adjusted the front of the Datsun a bit in his final run of the day, but it doesn't look too horribly bent. Michael in the Triumph 2500 had a bit more serious a biff, stoving in the front and back, so there's going to be a big rebuild going on there. Ian didn't do much to the Barina when he opened the gate with the front bumper.

Next outing for me was navigating again for Brian in the red AE82 at Daybreaker.

We had a fairly low drama day, which was good. Quite short stages this year on average, so it almost had a sprint feel about it. We started off quite slowly in the first long stage, and got caught by a couple of cars. But the rallysafe GPS thingy worked quite well, alerting us when the Baleno was arriving in the mirror, and doing a reasonable job of flashing up warnings when we were coming up on broken cars.

Considering I'd not clapped eyes on the rallysafe system until I got in the car that day, it was incredibly easy to use and fairly intuitive. Although I did end up with a LOT of technology to look at in the car.



There was one section of road that was triple run, and unfortunately due to the fairly soft road conditions (much rain prior) the triple run section took an absolute hammering through one set of corners. We hit a rut so hard that it took the routebook clear out of my hands.

We had one little adventure on Ridge Road, as we arrived into an off camber downhill corner and had a half spin. But Brian just hooked first and we carried on out of it! We took our usual place

more or less the last on the road, but with a big grin.

My last event for the month was a very under subscribed Kapiti autocross featuring a whopping seven entries, which is a shame, as it is a fun event and if we keep getting tiny turnouts it will get to the point where they just can't afford to run the day.

It rained on the last run, everyone went heaps slower, so I just went out for a bit of a play for the benefit of the video camera. All I did was chuck it sideways through the "S" section, and aim for the REALLY big puddle. Good fun, but not very efficient.

If you go look at the Motorsport Central page on YouTube, you'll see video footage of me trying to be a drifter.

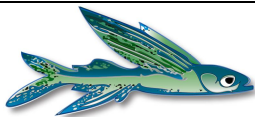
Oh, and Motorsport Central is back in action again, so if you hit their website there's a ton of recent photos and articles.



I've gotten my occasional urge towards trying to race something a bit different, so I've picked up a WRX just like Dick Butters one. So hopefully that can get through a couple of autocross events without running bearings or anything silly like that ☺

See you some place with cones and corners!!

Leon



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I got invited to a party and was told to dress to kill. Apparently a turban, beard and a backpack wasn't what they had in mind.

An interesting and relevant article found in my “Pacenotes” magazine from the UK — Ed:

Now I’m a massive advocate of the internet, having used it extensively since the late 90’s and been a member of many rally forums over the years. I also update three twitter accounts and two Facebook accounts, including those for my motor club, but as the Chairman of a Motor Club I have seen a massive downturn in club night attendance and membership.

Old timers in my club talk about hundreds of people turning up for a club night, before or after a big event so they could discuss what they’re going to do, arrange a navigator or service crew and afterwards discuss what they did and take the mickey and buy a pint or two for those that did them a favour.

They’d also have a Castrol film show when everyone would sit down in silence and watch a film made months before about an event they’d read about in the motoring press weeks before, but still wanted to see, even though it was only a fixed couple of camera’s on the route and probably no in-car.

Thanks to the technological marvel that was invented by Tim Berners-Lee that is the World Wide Web you no longer need to visit a motor club to catch the latest gossip, pick up regs for forthcoming events, talk about past events, share photos or see someone’s video, you just log on from home, or the bus, using your PC or handheld device and it’s there, with no effort required. Because of this, club nights no longer have the buzz they once had.

We now have instant communication, I even tweet on road sections when competing myself, so who needs to visit a club night to find out how I got on when I told you between SS4 and SS5 live from the rally, in 140 characters or less and sent a photo of the cars lined up on the start line!

My in-car will be on YouTube and I’ll be thanking the organisers and marshals and giving some “constructive” criticism via a rally forum before I’ve left the trailer park on the way home. I don’t need to go a club night to bore people I can bore a much bigger audience much quicker thanks to the internet.

So because of all these instant communication methods, people just don’t need to attend their local motor club and meet and support like-minded enthusiasts any more, so they don’t. They stay at home and they use the internet and have a wider group of contacts, but much less personal relationship and I believe because of this marshalling and casual service crews suffer and events will be less about the club and the competitor and more of a commercial operation.

This last statement you might balk at. Surely organisers are talking to thousands of people and as a competitor you can also reach lots more people that may have the skills you require on an event, but these people don’t know you and have no allegiance to an event or a key person who has approached them to marshal, so if they don’t fancy turning up why should they? So less people are committing before an event runs and organisers don’t know how many marshals they’ll really have until AFTER the event has started.

If clubs decline, organisers will stop doing it for themselves and the local motor club they once had an allegiance for and ask what’s in it for me. You will hear, I want expenses or an out and out salary for the time and effort I am putting into this event and this will drive the cost of competition up and the number of competitors down.

What’s the answer to reverse the rot I see in local motor clubs? Well some of it lays with the volunteer officials who run clubs to adapt how the club operates between events, find out what will get people out of their houses and run what people want, traditional weekly “Noggin & Natters” may still suit some, but look at your location and timing or become virtual...

The biggest shift though I think has to come from individuals who have to want to look, to belong and interact again with real people who have the same interests and passion and put down their

internet device and go out the front room and meet other like minded individuals. If you don't there may well be less and less of your sport to talk about and then all we'll have is our memories to talk about and that's something you can do very easily over the internet.

Right I'm now off to tweet about something...

Chairman Craven MC, National Co-driver, member of MSA Rallies Committee II Twitter @bryanhuli



Tom was working in the garden this weekend and his wife was upstairs, about to take a shower. Tom realized that he couldn't find the rake and yelled up to his wife, "Where is the rake?"

She couldn't really hear him and shouted back, "What?"

He pointed to his eye, and then he pointed to his knee and made a raking motion.

His wife was a bit puzzled and again said "What?"

He repeated the gestures. "Eye - Kneed - The Rake"

His wife indicated that she understood and signalled back. She first pointed to her eye, next she pointed to her left breast, then she pointed to her backside and finally to her crotch. Well, there was no way in hell Tom could even come close to that one.

Exasperated, he went upstairs and asked her, "What the hell was that?"

She replied,

"Eye - Left Tit - Behind – The Bush"

2013 Daybreaker

On the 29th June I took part in the 2013 Daybreaker Rally in the Manawatu.



My lead up to the rally was the Tea Creek gravel sprint in early May. However this event did not go to plan as the car stopped on my third run. Not able to get the car going I had to have it trucked back to Wellington. A big thanks to Nick T at Wellington Automotive Electrical for finding the problem which was corroded metal in the driver's foot well fuse box. It proved a hard job finding a replacement part so a big thanks to Andrew Thompson for supplying one from his spare parts bin. While Nick had the car it got a new WOF, some under floor protection added and a Rallysafe Aerial fitted.

This years rally was similar length and format to last year but was a round of the national rally championship and was using the Rallysafe tracking system. For me that meant a one off cost for the unit and for Leon another toy to play with.

There were 65 starters which left Manfeild Park on a dry, calm, cloudy Manawatu morning.

Stage 1 (26km) was different from last year. It ran the reverse direction for the first half before using a new piece of road to me. We had two cars behind us who I thought may catch us. I started slowly on the first twisty uphill section. The Baleno caught me on the seal after 10km and the EVO after 17km. However we had passed six cars which had stopped with problems.

The next three short stages were repeated twice as last year. The first was twisty, the second more open and faster, the third a bit of both. We let the cars behind jump ahead before the start line. However on the second stage we came across the EVO stuck up against a bridge rail. He did get going having smashed a light and damaging his door sill.

I enjoy these stages and went faster than last year. We took a few hits on the sump guard so by service it was tapping the exhaust now and again.

Stage 8 (26km) was next. The first 8km had been used as stages 2/5 run the other way. The second corner had sunk so when we hit it the car jumped and Leon lost the route book. The third corner was well rutted and when we passed over the SS2/5 start line it was like a yump. This is a

very tough stage and one corner caught me out with a half spin. Back into first gear and we were off. It was interesting how the Rallysafe unit worked. It is really a GPS which tells the organisers where we are and if we are moving or not. So when we stopped it flashed up with the green/red panels asking us if we were OK or in need of help. So as we started immediately the unit reset itself. After the spin Leon gave me words of encouragement to get going again.

Stage 9 (8km) was the last of the day. It is fast to start with challenging corners towards the end. We passed Richard Mason (WRX) stopped with gearbox failure. Very sad for Richard as he was leading the rally by a handy 1m.30sec. But as the saying goes "To finish first, first you must finish". We crossed the line in 50th place to retain our 100% finishing rate.

A big thank you to Leon for his encouragement throughout the day. This was invaluable to me. Also many thanks to Webster and Alan for being our service crew again.

And to finish the day we met up with Brent Sellans who invited us to have fish and chips while looking around his many projects in his workshop.

Roll on October. Rally Wairarapa

Brian Craig

I no longer have problems with road rage. You may not have known I had issues with road rage. However, since I picked up my new bike people no longer seem to annoy me any more. Maybe I have mellowed. Just wanted to let you know I'm over all of that now".



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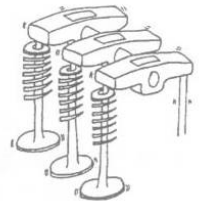
Discount for Club Members

Ph Neil 027 248 3979 (bus.) 04 526 7510 (hm)

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!

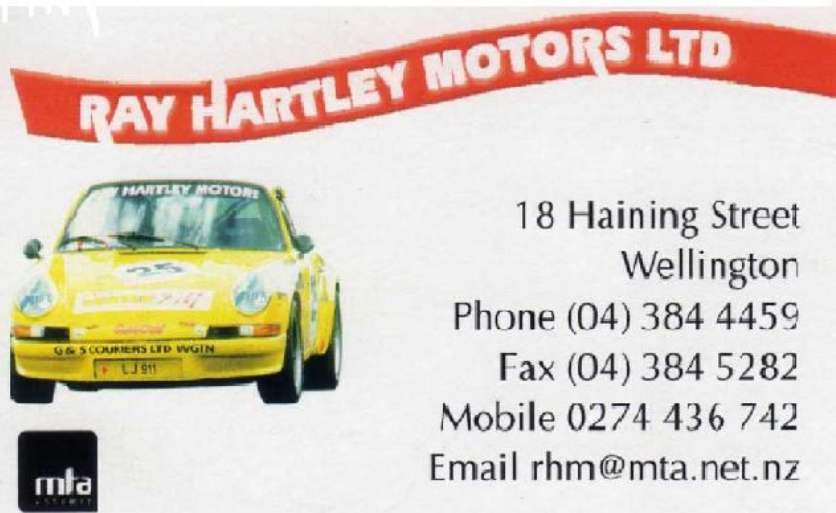


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I've been charged with murder for killing a man with sandpaper. To be honest I only intended to rough him up a bit.

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Hi everyone,

I just figured I'd write in with a few of my thoughts as one of the younger members of the club. I came to the realisation at the club night last week that I was the youngest person there by about 10 years (at a guess).

I think this is a problem that exists in motorsport all over the country. And I think that something needs to be done about it, to ensure that motorsport can survive at its current level in NZ. I've become really interested in this and am thinking of submitting some ideas to the Youth Commission of Motorsport New Zealand, as I know that they themselves are struggling for ideas as to how to buck the trends around the average age of competitors going skywards. Another part of this is why young people should be getting in to motorsport?

When I started to compete, there were 5 or 6 young guys involved, and of those 5 or so, 1 was not there because his father had competed too. One idea I've had is bringing in some junior trophies, because realistically there isn't much chance of a 12 year old winning any other trophies, and if we can encourage them to continue competing, then I say it's worth that initial investiture! I also ask what ways we could be marketing motorsport to the young guys?

Young people seem to have this idea that you need to have a roll-caged rally-car to do an autocross. And even if they don't think that, they think that they need an Evo or WRX to compete! How would you say we can set these people straight, that they could even come out and do an event in Mum's Honda Jazz? So I would like to ask a favour of you, as a competitor in events. If you could send me an email at callum@mckenzie.org.nz telling me why you started competing in motorsport events in the first place, and your thoughts on the issues, it'd be much appreciated, so I can pass some ideas on to the Youth Commission.

Thanks so much everyone

Callum McKenzie

Just had my water bill of £175 drop on my mat. That's a lot. Oxfam can supply a whole African village for just £2 a month: time to change supplier I think.

LEVIN CAR CLUB INC. Quality Keys & Engravers KAIHINAU ROAD TARMAC SPRINT 23 JUNE 2013

ENTRIES

No.	NAME	CAR	Class	Club	PRACTISE	1	2	3	FASTEST RUN	Class Placing	Overall Placing
47	Wade Noedl	Subaru	E	HVMC	2:10.24	2:06.06	1:58.09	1:56.92	1:56.92	1	1
84	Damian Johnson	Mitsubishi	E	Wanganui	2:27.15	2:12.10	2:05.16	2:04.15	2:04.15	2	2
17	Alan Austin	Mazda	D	Wanganui	2:26.06	2:14.16	2:08.71	2:09.91	2:08.71	1	3
31	Webster Gough	Toyota	D	HCCC	2:26.54	2:16.45	2:09.10	2:10.10	2:09.10	2	4
27	Dave Graham	Datsun	B	HCCC	2:29.41	2:17.13	2:09.85	DNF	2:09.85	1	5
69	Andrew Thomson	Toyota	B	HCCC	2:27.63	2:16.59	2:14.44	2:10.29	2:10.29	2	6
26	Anthony Futter	Toyota	E	HVMC	2:30.32	2:17.84	2:11.30	2:10.49	2:10.49	3	7
65	Stu Robertson	Ford	C	Wanganui	2:29.16	2:20.05	2:12.46	2:10.56	2:10.56	1	8
4	Vivian Eden	Subaru	E	HVMC	2:23.89	2:27.12	2:12.40	2:12.86	2:12.40	4	9
44	Mark McGinniss	Subaru	E	Wanganui	2:31.59	2:23.74	2:14.95	2:14.81	2:14.81	5	10
34	Bryan Heathcote	Toyota	E	Kapiti	2:31.43	2:24.19	2:17.47	2:16.26	2:16.26	6	11
67	Matt Rule	Honda	C	HVMC	2:44.08	2:29.31	2:16.63	2:16.83	2:16.63	2	12
19	Leon Cast	Toyota	B	HCCC	2:46.41	2:33.14	2:23.80	2:16.95	2:16.95	3	13
39	Oli Hendra	Honda	B	MOWOG	2:25.06	2:26.20	2:17.09	2:17.72	2:17.09	4	14
46	Scott Newlands	Honda	D	HCCC	2:37.47	2:18.55	2:22.81	DNF	2:18.55	3	15
43	Stephen King	Subaru	C	HVMC	2:38.60	2:27.74	2:20.14	2:19.09	2:19.09	3	16
32	Greg Hart	Toyota	B	HVMC	2:38.94	2:33.59	2:27.59	2:20.16	2:20.16	5	17
24	Bruce Commerer	Ford	C	Taranaki	2:53.33	2:33.81	2:24.73	2:22.09	2:22.09	4	18
74	Malcolm Ward	Holden	D	Wanganui	2:53.34	2:41.02	2:29.21	2:22.93	2:22.93	4	19
88	Tony Willemssen	Toyota	B	Wanganui	DNF	2:39.14	2:29.06	2:24.69	2:24.69	6	20
50	Chelles Roberts	Mitsubishi	B	HCCC	3:02.32	2:36.77	2:31.97	2:27.01	2:27.01	7	21
38	Ian Hendra	Holden	A	MOWOG	DNF	2:46.29	2:35.81	2:27.24	2:27.24	1	22
89	Mike Williams	Toyota	B	Wellington	2:45.18	2:38.12	2:28.54	2:27.41	2:27.41	8	23
35	Tom Heather	Toyota	B	Kapiti	2:39.84	2:37.15	2:29.72	2:28.79	2:28.79	9	24
8	Norman Anthony	Toyota	B	Wairarapa	2:41.27	2:35.20	2:31.40	2:31.59	2:31.40	10	25
49	Haydn Perkins	Mitsubishi	C	HCCC	2:54.61	2:43.10	2:37.74	2:31.45	2:31.45	5	26
68	Nigel Somerfield	Nissan	D	HCCC	2:58.42	2:44.59	2:36.38	2:33.89	2:33.89	5	27
5	Colin Oatway	Toyota	B	Kapiti	2:54.18	2:44.39	2:36.09	2:36.38	2:36.09	11	28
40	Mike Hodgetts	Toyota	B	Wellington	3:10.56	2:56.06	2:49.42	2:50.09	2:49.42	12	29
18	Michael Carrick	Triumph	D	Wgton Triumph Sports CC	DNF					6	30

No more Fix-a-flat, no more air compressors, no more spare tires, no more auto jacks, no more tools rattling in the trunk. Will it reduce the price of cars? Will it reduce the cost of roadside service? Will some businesses go out of business?



Just A Reminder to those who stole Electrical Goods in Last Year's Riots....Your One Year Manufacturer's Warranty Runs Out Soon.

**This car is a Mercedes Maybach
Notice the 'recliner' rear seats, and the 'electrostatic' sunroof.
The sunroof turns from opaque to crystal clear, depending on the passenger's
preference.**



NOW, STOP DREAMING AND GET BACK TO WORK!



Hi Team,

Here is the latest update of the WMSA Calendar with the most recent Stewards appointments added.

Please also note that 19 August at the Hutt Valley Motorsport Clubrooms is the Annual General Meeting of the Wellington Motorsport Association.

It would be really great if we could get a full representation from all WMSA Clubs at this meeting.

I would also appreciate a short summary report from each of the series coordinators - if you could get these to me about a week before the AGM, we can then table them at the meeting as a means of updating the member clubs on your thoughts as to how well each of the series work and potentially what could be done to make them work better.

Any other items you wish to raise at the meeting, please let me know before August 12 so that I can draw up an agenda and circulate it before the meeting.

Wayne Gair
Chairman, WMSA

Wellington Motorsport Association Calendar 2013

Month	Date	Steward	Event Type	Club	Venue	Status
August	3					
	4	RB/CH	Race (Winter Series #3)	Mspt Manawatu	Manfeild	
	10	All	Rally (NZRC Round 4) Stewards Meeting/Training		Canterbury Palmerston North	
	14		Night Trial	Kapiti	Kapiti area	NT
	18	SM	Intermarque Sprint		Manfeild	IM
	19		WMSA Meeting (AGM)		HVMC Clubrooms	
	31		Autocross (gravel)	Kapiti	Otaihanga	
September	1		Race (Winter Series #4))	Mspt Manawatu	Manfeild	
	7		Rally (NZRC Round 5)		Possum Bourne	
	8		Autocross (seal)	Hutt Valley	Trentham	KN
	11		Night Trial	Harbour Capital	Titahi Bay	NT
	15	WG PT?	Sealed Sprint Intermarque Sprint	Wellington	Shelly Bay Manfeild	DM IM
	22		Sprint (Rd & Track #1/2)	Mspt Manawatu	Manfeild	
	28		Rally (Classic)		Taupo	
October	5		Rally (NZRC Round 6)		Wairarapa	
	13		Autocross (gravel)	Kapiti	Otaihanga	
	20		Gravel Sprint	Levin	Waiorongomai Road	GS
	26 th to 3 Nov		Rally (Targa)			
Labour Day	27	JR	Sealed Sprint	Hutt Valley	Port Road	DM
	28		Autocross / Motorkhana (seal)	Hutt Valley	Trentham	KN
November	2		Sprint (Rd & Track #2/2)	Mspt Manawatu	Manfeild	
	3	AW	Sealed Sprint Sprint (Rd & Track #3/2)	Wairarapa Mspt Manawatu	Admiral Road Manfeild	DM
	10		Race (MG Classic)	MG	Manfeild	
	17		Autocross (grass) Sealed Sprint	Hutt Valley Dannevirke C C	Silverstream Blairgowrie Road	KN
	18		WMSA Meeting (Calendar)		HVMC Clubrooms	
	21	All	Stewards Meeting		Stokes Valley	
December	24	GG	Gravel Sprint	Wairarapa	Dorsets Road	GS
	1		Autocross (gravel)	Kapiti	Otaihanga	KN
	22		Sprint (Rd & Track #4/2)	Mspt Manawatu	Manfeild	

Abbreviations

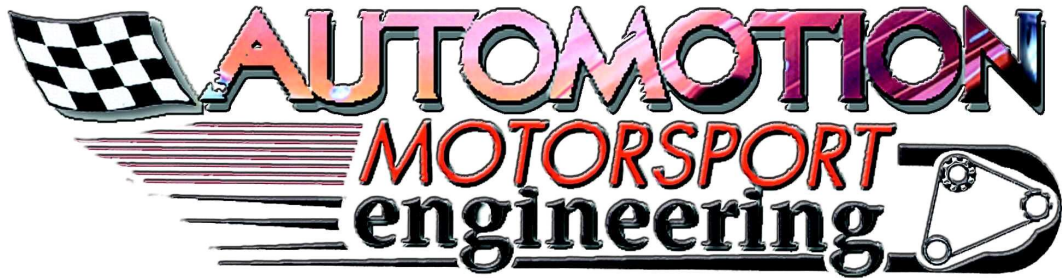
KN	Kim Naylor Autocross Series	Levin	
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	
ST	Stewards Trophy Motorkhana Series	Wellington	
VB	Vesta Battery round of ST series	Harbour Capital	
GS	Gravel Sprint Series	Kapiti	
RT	Road and Track Sprint Series	Wairarapa	
RS	Rallysprint Series	MG	
IM	The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

Club Contacts

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027 627 8005 (Mort)
04 970 8644 (Terry)
027 232 2523 (Alan)

Stewards

AW	Alan Wright
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
PT	Paul Te Punga
SM	Stephen Marks
TS	Tracey Stringer
WG	Wayne Gair



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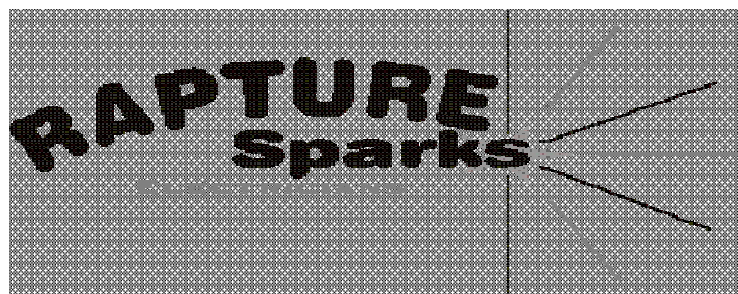
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BLAIRGOWRIE ROAD SEALED SPRINT
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SUNDAY 17TH NOVEMBER 2013

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TRIALS
Hello folks

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

Thanks to Steve & Cathie McCallum (Harbour Capital Car Club) for organising the event, and taking us to some new territory in Silverstream & Upper Hutt.

Congratulations to AJ Martin for navigating me to first place and also 1st in the Expert class.

Congratulations also to Paul & Christina Te Punga, making a rare but welcome appearance to come 3rd overall and 1st in the Intermediate class; and to Julian & Liam McMullan, a new crew this year, 9th overall and 1st in the Novice class.

Seems I made a mistake last month in assuming that Mark Jennings navigated his brother Dave to first place, when in fact Mark was AWOL and it was Diane & Jess Jennings that did the good work, so belated congratulations to them!

The next event is on Wednesday 10 July - round 3 of this year's night trials series. Wellington city area. Organisers are Jilly Hutson & Len Fisher (Harbour Capital Car Club). Start and finish at Wellington Car Club rooms, Russell Terrace, Newtown (note - different venue to that advertised previously). Documentation from 7pm, first car away at 7:30pm. Entry fee \$20 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.

Later rounds this year:

Round 4 - August 14, Mana to Paraparaumu, organisers Dave & Mark Jennings (Kapiti Car Club).

Round 5 - September 11, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

cheers, John

Results WMSA Night Trial Series, Round : Wednesday, 12 June 2013

Overall Place	Car NO	Driver	Team	Club	Class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
						Start Time	BEGIN	XANTIA	THREE	DDUR	DOC	SCANIA	FOUR	GTHO	DURN	VIVA	DUAL	IRL	VAN	VISA	DEE	DUEL	DUIE	
4	1	Andrew Bartle	Team Bartle	MCCC	Int	7:31						10												
1	2	John Rapley	Rappers	HCCC	Expert	7:32						10						10						
8	3	Denise Gandy	Team Gandy	HVMC	Expert	7:33		10	10		10	10	10					10						
7	4	Mike Reid	Not a Problem	HVMC	Expert	7:34			10	10		10	10											
DNF	5	Gareth Cooper	Mike	HCCC	Novice	7:35	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	6	Paul Te Punga	Black Ops	HCCC	Int	7:36						10	10		10			10						
6	7	Diane Jennings	Jennings	Kapiti	Expert	7:37						10	10	10	10									
9	8	Julian McMullan	51	WCCC	Novice	7:38								10		10			10				10	10
10	9	Timothy Dempsey	Mitsi	HVMC	Int	7:39				10	10		10		10						10			10
5	10	Jilly Hutson	Team O'Makinen	HCCC	Expert	7:40							10											
2	11	Wayne Gair	Purgatory	HCCC	Expert	7:42						10												

IT'S A BOY" I shouted "A BOY, I DON'T BELIEVE IT, IT'S A BOY"

And with tears streaming down my face I swore I'd never visit another Thai Brothel!!!

Hello folks

Attached are the results of the July car trial, third round of this year's series.

Thanks to Jilly Hutson, Len Fisher, Brian Craig & John Tennent (Harbour Capital Car Club) for organising the event, and taking us to some territory we haven't used for many years in Wellington city's southern suburbs.

Congratulations to AJ Martin for again navigating me to 1st place and 1st in the Expert class. This puts me in the lead for this year's series, but there are several crews close behind who will be doing their best to change that!

Congratulations also to Steve & Cathie McCallum, 4th overall and 1st in the Intermediate class, and to Julian & Liam McMullan, 7th overall and again 1st in the Novice class.

The next event is on Wednesday 14 August - round 4 of this year's night trials series. Mana to Paraparaumu/Kapiti areas. Organiser is Dave Jennings (Kapiti Car Club). Start at McDonald's Hamburger Restaurant, SH1, Mana (as usual, I assume), and finish at Paraparaumu. Documentation from 7pm, first car away at 7:30pm. Entry fee \$20 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.

Final round this year:

Round 5 - September 11, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

cheers, John

WMSA Night Trial Wednesday 10 July 2013

Organisers:
Jilly Hutson, Len Fisher, Brian Craig and John Tennent

Checkers :
Ben & Diane Stockbridge

Manned Check :
Len & Linda Fisher

Venue :
Wellington Car Club f

Results

Car Number	Start Time	Driver	Class	BEGIN	ESSEX	DLPLLR	TOYOTA	EVO	BOULE	EVO	OUT	OUR	MATE	DRPR	Time A	ASTINA	DEAUER	DOLLPR	DPR	JENSEN	DRAT	GT	GUL	DUAL	LEAR	DLLPR	KIWI	AWAKE	DDRE
															#														
1	7:31	Mike & Cathy Reid Not a Problem	EXP						10	10					30					10				10					10
2	7:32	John Rapley & AJ Martin	EXP								10			10	3														10
3	7:33	Bill Peacocke Team Beam	INT				10				10				17	10	10							10					10
4	7:34	Julian & Liam McMullan Team 51	NOV						10	10	10	10	10	10	18	10	10	10							10	10	10	10	10
5	7:35	Steve & Cathy McCallum Audidoody	INT								10				10		10												10
6	7:36	Denise, Gordon & Sue Gandy Gandy Clan	EXP								10			10	6														10
7	7:40	Tim Dempsey & Bill Percy	NOV						10	10	10	10	10	10	22	10	10	10			10	10	10	10	10	10	10	10	10
8	7:51	Wayne & Dianne Peugotary	EXP				10				10				5														10

The organiser's thank you for competing in our trial. We hope you enjoyed the journey.

See you all at next month's night trial

Two Indian junkies accidentally snorted curry powder instead of cocaine.

Both in hospital...one's in a korma. The other's got a dodgy tikka!



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

First Name/s		Surname	
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
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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
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More Daybreaker photos from Phillip Craig

