



WHEELSPIN

May 2014

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Watch & Learn – Mangahao Dam

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 May 2014 @7:30



It has mostly been a month of car preparation and repairs for me, with one event at the absolute end of the month.

In case you've not caught up with my antics of late, I chucked in my job as it was driving me slightly around the bend, as they wouldn't give me any interesting work to do after 9 months in the place. So I decided that I had savings I could get by on, plus I could make use of the time off work (I've not really had much time off work in almost two years) to get my mum's house in Otaki ready to sell, and try to sell it myself. \$11,000 in real estate agent fees which if they can be avoided, makes for a lot of motivation. Plus I also acted as Len's (our bulletin editor) builder's labourer in the renovation of my kitchen (which once again, was about two years overdue, and things were falling to bits). So I'm currently an unemployed bum and general layabout, and am ridiculously busy doing so.

Naturally, all the cars needed stuff done to them, and much money spent, which is of course wonderful timing to be unemployed.

The daily driver Corolla needed a little bit of rust above the screen done, along with a replacement windscreen. So that happened, along with a re-spray of the front, as after 465,000km the front of the car had just a teeny tiny amount of paint chips. Unfortunately that ended up with the car going back to the repairer twice to sort out a leaking windscreen.

The suspension in that car was also horribly soft, and I was fairly sure that the first lot of emergency braking I tried was going to likely see me spear off the road and into the scenery. So I picked up some new shocks, and while I was in there, I got some up-rated springs too. Figured I might as well make the daily a little bit more pleasant to drive, but without going too over the top.

So that car now actually goes around corners, and courtesy of still running 60/65 profile tires, remains quite comfortable.

The Honda needed another engine mount, so rather than keeping on chasing broken standard engine mounts around the place, I got a set of up-rated rubber mounts, and got them fitted. So this should keep things more intact, which is a good thing for a club car.

Unfortunately the side effect of this is that ALL of the noise and vibration from the engine now shakes the car when you're under 3,000rpm. It smooths out when you're doing 100k in top gear luckily, otherwise it'd be bloody awful. However when the car is on cold idle, it is basically like being

on top of a Honda badged vibrator.

So, in conclusion, useful for racing purposes, not so useful for using the car on a daily basis unless you want all your fillings shaken out.

The club car hasn't done all that many miles lately; in fact it appears that until recently I wouldn't even have done 1000km in almost six months.

Since I figured that the old girl could do with a bit of a run, and figuring also that it was a day on which no kitchen work was going to happen (as we were waiting for the bench top joinery guy, who couldn't get there until Monday), I thought I would go to spectate a private track hire at Taupo on a Friday. I vaguely knew a few of the people up there, so it was going to be a relatively social day too, as well as quite a drive. My flatmate had pulled a vanishing act, so there wasn't anyone to feed the cats, which meant that it was going to be easiest to do a "there and back" day.

So I cranked up the race car at some stupid time (5:30am) and headed North armed with a collection of snack foods for the journey.

Typically enough, it was an entire day of persistent rain. I rapidly discovered that whilst the race car is very comfortable to do long journey's in (well, for the first three hours, and then your bum goes to sleep), I found that having quite an enthusiastic plate diff in the car, made things kind of exciting when you hit standing water with one side of the car, as the entire car tried to head in that direction.

So I weaved my way up the Island, and turned up to the track day just before the first run of the day started (still in lots of rain). Interesting collection of cars, including about five late model Porsche's (two of them GT3s), a couple of turbo MX5 running an LS1 V8 in it (somehow).

The first run of the day was eventful, with a 300Z TT clouting a wall after having spun, the organiser put his Sti backwards into a tire wall, and one of the boosted MX5's turned itself into a collection of spare parts by spinning down the wall on the main straight. Standing water is not a friend of the race day.

About twenty minutes later, there is still nothing happening, and the MX5 hasn't appeared in sight. So I headed out onto the track with one of the helpers, and found a collection of about six people standing around looking at the MX5 and wondering how to get it onto the trailer (which has no winch). Eventually (it took quite some doing) I persuaded them that even if the MX5 had wheels pointing off in strange directions, we had sufficient people to simply manhandle the car onto the trailer, as they were about to embark upon getting the car onto the trailer using a tie down as a winch. So twenty seconds later, a very sad looking MX5 was forcibly placed on the trailer and the day could continue (albeit, rather more carefully).



They did then carry on with the day, but it was apparent that the organiser was getting a bit

swamped, and wasn't really confident about how to run a track day, and a few rather dubious safety decisions happened. At that stage I ended up doing a quick training session with him, and did a little bit of helping out. You can definitely tell the difference between experienced organisers at an MSNZ event, and people who have been thrown in the deep end at a private hire.

In the end they called the day short as rain set in, and the standing water situation was making it look like there were two lakes in Taupo.

My drive home turned out to be a bit more eventful than was ideal, as my clutch hydraulics decided that was an excellent time to run low, and decide that it didn't really want to disengage the clutch properly. So I managed to drive from Taupo to home, with only doing about a dozen or two gear changes. Turns out that my race car can pull from 35kph in fifth gear (albeit not very quickly), and that I can use in most instances, only second and fifth gears. Fun times, but it got me home!

Then the race car got some attention, as I wanted to enter Mangahao Dam (run by Levin Car Club) as my first gravel sprint where I was driving.

So the race car got new springs. Then it turned out that the Koni's in the race car are very short stroke, so the taller springs made no difference anyway. Which meant that the race car then got new shocks. Only it seems that the front struts in the AE92 Corolla, are actually from an AE101 rather than an AE92, so the front struts got exchanged.

By the time this scenario finished playing out, it was about Wednesday, and I was due to gravel on Sunday.

Engage panic mode.

I got the car aligned on Thursday, put the gravel tires on (I bought a collection of used tires and wheels off Brendon, as his Corolla has been sold). So I was practically ready to take on gravel other than the minor detail that the suspension in the car is basically standard, oh well.

So I was ready to try my first real gravel event as a driver (other than Kapiti autocross, on street tires). I was pretty nervous, because I wasn't really sure how I'd go. I know the road reasonably well from navigating it the last two years, and I know my Corolla really well. But I don't know it on rally tires, or on the new suspension.

I ended up being first car on the road for the day, which was a little bit worrying in itself.



By about the third corner it was pretty obvious that the Corolla is a massive oversteer machine on gravel, which was quite exciting.

For those of you who don't know the road, it is incredibly steep, a bit rough, and very wiggly. I didn't get higher than second gear all day, and probably didn't even get to 80k. So the massive oversteer feature was not too bad, because it helped me turn into the really tight corners. But for quicker bits of road, I shall be taking the rear sway bar off to try to calm the car down a bit.

First run with Brendon in the car was pretty good, a few slides, some bouncy bits of the road were trying to pogo me around a bit. Brendon reckoned I was over driving the car a bit, because I suspect of all the oversteer.

Second run I did also with Brendon in the car, we actually went a little bit slower, which surprised me.

The last couple of runs I did by myself, which made the car quite a bit quicker out of the corners, because as you know a Corolla isn't what you would call blessed with horsepower. My third run I went into a corner too hot, and ended up understeering towards a fairly decent sort of a drop off, which was a bit of a worry. But as the road is so steep, I managed to stay on the gravel, and didn't lose too much time.

The final run of the day was almost a little too exciting as I got the back wheel off the cleared line as it stepped out, and it then tried quite hard to put the back of the car into the bank. I basically just kept it buried in second gear, and waited for expensive crunchy noises to happen from that back corner of the car.

Luckily the diff dragged me out of the gutter, and I actually managed my fastest run of the day, to end up third in class.

It is amazing to think that the entire day was only 20km of racing on gravel, which in a rally would only be considered to be one stage ... I can definitely see why people go gravel rallying, as the amount of seat time just can't be beaten.

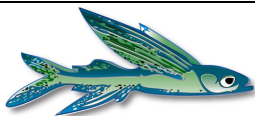
On the other hand, I can also see that the line between going well, and crashing, is a very fine line indeed on gravel. So fingers crossed that the Corolla survives my learner driver status!

There was a bit of carnage at Mangahao, with an Sti rolling near the start. I didn't see what state it was in, as it was gone before I got down to the start line. Rex put his WRX into the ditch a little bit, but once they put enough people on the corner of the car that was off the ground, they got it back onto the road undamaged. A couple of Mk1 Escorts were not so lucky, with Trevor Weir rolling his Escort, and Yeti taking out the front corner of his one.

However it is an excellent bit of road, and I highly recommend it. Once again it is a good event that Levin puts on, but it barely has enough cars to run, which mystifies me.

That's enough from me!! Hope to see you some place with corners and/or cones!

Leon



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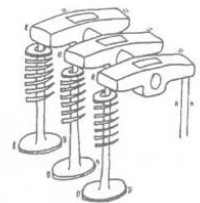
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Levin car club's Quality Keys & Engravers Mangahao Gravel Hillclimb															
				Timed Runs											
Running Order	Car	Class	Driver	Club	Practice	1	2	3	Fastest	Rankin Overall	Class Ranking				
											A	B	C	D	E
1	90	C	Gorden Diggle		05:41.70	05:29.46	05:25.28	05:24.30	05:24.30	1			1		
2	43	E	Rex Vizable	Levin	05:38.26	DNF	05:30.37	05:24.80	05:24.80	2					1
3	40	B	Campbell Tannock		05:46.71	05:38.49	05:31.15	05:25.98	05:25.98	3	1				
4	8	C	Kevin Blackley	Dannevirke	05:50.19	DNF	05:34.84	05:26.33	05:26.33	4			2		
5	33	E	Zach Glenny		05:44.94	05:36.89	05:32.04	05:26.69	05:26.69	5					2
6	50	D	Peter Langdon	Hutt Valley	05:52.08	06:16.95	05:38.15	05:28.43	05:28.43	6				1	
7	35	B	Greg Browne	Sth Rangitikei	05:36.83	05:48.98	05:31.02	05:55.93	05:31.02	7	2				
8	31	C	Graham Heath	Harbour Capital	05:47.68	05:34.70			05:34.70	8			3		
9	34	E	Bryce Hackett	Wanganui	06:03.56	05:48.98	05:36.89	05:36.85	05:36.85	9					3
10	38	E	Dick Butters	Harbour Capital	06:06.01	05:43.18	05:52.02	05:39.90	05:39.90	10					4
11	18	D	Tony Aimers	Harbour Capital	06:01.19	06:17.98	05:48.23	05:43.81	05:43.81	11				2	
12	89	A	Adam Fisher	Harbour Capital	05:57.14	05:51.02	05:52.21	05:46.68	05:46.68	12	1				
13	39	B	Leon Cast	Harbour Capital	05:56.41	05:58.36	05:56.70	05:51.47	05:51.47	13		3			
14	24	B	Jim Robb	Kapiti	18:14.91	08:59.60	05:58.51	05:58.93	05:58.51	14		4			
15	41	B	Neil Tapp		06:08.45	06:06.31	06:11.93	06:04.69	06:04.69	15		5			
16	57	D	Kobyn McKay	Dannevirke	06:37.46	06:31.96	06:21.92	06:11.81	06:11.81	16					3
17	26	B	Michael Mortensen	Wairarapa	06:45.91	06:18.36	06:17.39	06:15.42	06:15.42	17		6			
18	48	B	Keith Stewart		06:03.07	DNF									
19	46	B	Trevor Weir	Dannevirke	06:07.65	DNF									
20	42	E	Shaun Terry	Taupo Classic	05:18.44	DNF									

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!

How about sending me some folks?

Japanese Hotel service

A Canadian salesman checked into a futuristic hotel in Tokyo, Japan .

Realizing he needed a haircut before the next day's meeting, he called down to the desk clerk to ask if there was a barber on the premises.

'I'm afraid not, sir,' the clerk told him apologetically, 'but down the hall from your room is a vending machine that should serve your purposes.'

Skeptical but intrigued, the salesman located the machine, inserted \$15.00, and stuck his head into the opening, at which time the machine started to buzz and whirl. Fifteen seconds later the salesman pulled out his head and surveyed his reflection, which reflected the best haircut of his life.

Two feet away was another machine with a sign that read, 'Manicures, \$20.00'.

'Why not?' thought the salesman. He paid the money, inserted his hands into the slot, and the machine started to buzz and whirl. Fifteen seconds later he pulled out his hands and they were perfectly manicured.

The next machine had a sign that read, 'This Machine Provides a Service Men Need When Away from Their Wives, 50 Cents.' The salesman looked both ways, put fifty cents in the machine, unzipped his fly, and with some anticipation, stuck his manhood into the opening. When the machine started buzzing, the guy let out a shriek of agony and almost passed out. Fifteen seconds later it shut off.

With trembling hands, the salesman was able to withdraw his tender unit which now had a button sewn neatly on the end.

Wellington Motorsport Association Calendar 2014

May	3	WG	Gravel Sprint (day/night)	Wairarapa	Tea Creek	
	4	WG	Gravel Sprint	Wairarapa	Tea Creek	GS
	10		Rally - Otago Race - 6hr Enduro	OSCC NSCC	Dunedin Pukekohe	
	11		Sealed Autocross Rally - Otago	Hutt Valley OSCC	Trentham Dunedin	KN
	14		Night Trial			
	17		Targa Rotorua Hillclimb - Seal	Targa Hawkes Bay CC	Rotorua TBC	
	18		Targa Rotorua Hillclimb - Seal Race - MG Charity Classic	Targa Hawkes Bay CC MG CC	Rotorua TBC Manfeild	
	19		WMSA Meeting		HVMC Clubrooms, Petone	
	23		MSNZ Annual General Meeting		Dunedin	
	24		MSNZ Annual General Meeting		Dunedin	
	25	PT	The Surgery Sprint	Triumph	Manfeild	SS
	31		Rally - Canterbury	Autosport	Ashley Forest	
June	1		Rally - Canterbury Rally - Hawkes Bay	Autosport Hawkes Bay CC	Ashley Forest Hastings	
	7		Race - Winter Series	M/S Manawatu	Manfeild	
	11		Night Trial			
	21		Dual Car Sprints - Winter Series R1	Taupo CC	Taupo	
	22		Sealed Sprint Race - Clubmans winter series R1	Levin Taupo CC	Kaihinau Road Taupo	DM
	28		Rally Wairarapa			
July	5		Race - Winter Series	M/S Manawatu	Manfeild	
	6		Race - Winter Series ??	M/S Manawatu	Manfeild ??	
	9		Night Trial			
	12		Taranaki Tarmac Rally	Taranaki CC	New Plymouth	
	13		The Surgery Sprint	Capri	Manfeild	SS
	17	All	Stewards Meeting			
	19		Dual Car Sprints - Winter Series R2	Taupo CC	Taupo	
	20		Sealed Autocross Race - Clubmans winter series R2	Hutt Valley Taupo CC	Trentham Taupo	KN
August	2		Race - Winter Series	M/S Manawatu	Manfeild	
	3		Race - Winter Series ??	M/S Manawatu	Manfeild ??	
	10	WG	The Surgery Sprint		Manfeild	SS
	13		Night Trial			
	16		Dual Car Sprints - Winter Series	Taupo CC	Taupo	

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
 Sc Ron Scanlon Trophy Series

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 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)

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

Mr. Allen Swift: Born: 1908 – Died: 2010

This man owned and drove the same car for 82 YEARS.

Can you imagine even HAVING the same car for 82 years?

Mr. Allen Swift (Springfield, MA) received this 1928 Rolls-Royce Piccadilly-P 1 Roadster from his father, brand new - as a graduation gift in 1928.

He drove it, up until his death in 2010 at the age of 102.

He was the oldest, living owner of a car that was purchased new.

Just thought you'd like to see it.

It was donated to a Springfield museum after his death.

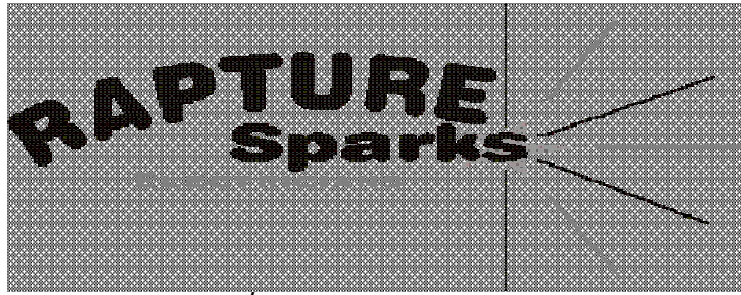
It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect, cosmetic condition at 82 years of age.

That's approximately 13,048 miles per year, 1,087 miles per month.

1,070,000! That's miles not kilometres!

That's British engineering from a bygone era.





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Hampton Downs Sportscar Round

The NZ Sportscar headed to Hampton Downs on 15/16 Feb for the 5th round of the championship series. One of the highlights of a Hampton Downs event is the trackside accommodation. In my younger years that always meant sleeping in a tent, or the back of my car. At HD it means superb trackside luxury apartments. There is something amazingly goo about waking up at 8am and being able to be in the pit garage ready do go within a few minutes. It certainly makes a difference to the 5am starts that mark a Manfeild weekend! An added bonus was watching a good number of drifters hammering their cars on the skid pan and track, all while enjoying a nice steak from the comfort of our balcony. Wow, those guys have no mechanical sympathy at all!



The weekend was a bit of a different format; practice was during the Saturday with a commercial track day making for an interesting mix on track. Lots of track time made for good learning time, and I was lucky enough to have a pro driver on hand to give me some tutoring. The telemetry from the car makes for a great way to see what I am doing, but we had no success getting the pit to car comms working. Cell phone reception is woeful at the track and the CB's were just plain unreliable. Sometimes they worked perfectly at both ends; sometimes I could hear them, sometimes it was only them able to hear me. I can't make heads or tails of thus one, so it might be time to bring in the experts. Comms is going to be really important for the enduro season I have coming up, and I was really hopeful I had it sorted after a lot of success with the system at other tracks.



Missing from this weekend was regular Wellington based competitor and past visitor to the CCC, David Glasson. David had quite a big off while competing at the Bathurst 12 hour race in a Porsche 911 GT3. His left rear tire deflated on Conrod Straight; putting him into the wall at 223km/ph! Best wishes for a speedy recovery to being back to being speedy David.

Qualifying was a twilight affair, and I was very happy with a fifth place in the company of a brace of Juno's, Mark Galvin's TerraFX, a SR3 1500, a Lotus 211 and a couple of NZ specials. Sadly the weekend was to be one of attrition. The other SR3 was only the trailer without completing qualifying. Mark Galvin set a blistering 1:04 but broke his axle in the process; sadly doing quite a bit of damage.



Race one didn't start until after 1pm on Sunday for us. It felt like a lot of standing around, but was good for car watching. I got way too much wheel spin off the start and lost a couple of spots. A great dice with the Lotus 211 went on for a few laps. The Supercharged Toyota powered machine was just as fast as me down the straights; but could not go quite as quickly around the corners. Sadly he broke an axle in race three, just as we were playing some more.

The last race didn't get on track until well after 6pm, so I was very glad we were only heading back as far as Taupo that night. And even more glad I had a mate with me to do the driving!

I came out of the weekend finishing fourth in all my races; which I am very happy with. There's no chance of passing those Juno's on track, but keeping nice and consistent with finishes has seen me end the weekend 2nd place in class. Not too shabby for a car that would be lucky to be the 12th fastest in the series!



I got my times down to 1:09's on race day, and worked out that an eight lap race; so 10 laps all up; uses a tiny 4.5 litres of fuel only! I'm looking forward to fitting my rear diffuser when it arrives, as I was all out of rear end grip on the sweeper. I did have some brake issues after trying a new compound, which was supposed to be better, stronger and faster; but turned out to fail after six laps. With eight lap races, and working on an enduro plan, that is not good at all!

I wrote earlier that we were heading back as far as Taupo on the Sunday night. So here I was back in a town with a great track, on a perfect Summer's day, with an invite to head to the track. One of my mate and mechanic Nathan's mate had hired the track for his birthday, so I had the chance to crank out about 20 laps with the birthday boy on aboard and then Nathan in the passenger seat. Now that's the way to end a racing weekend!

Thanks to Nathan Head, Elton Goonan and Glenn Rooke for their help on the weekend, and to Atomise Limited, JMR Storage and UPS Power Solutions for their support over the season. I can't make the last round, but I'll be there next year and now I move onto planning for a crack at the NI Enduro series.

There's video online at www.youtube.com/richard7k for your enjoyment.

Richard Kelly

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

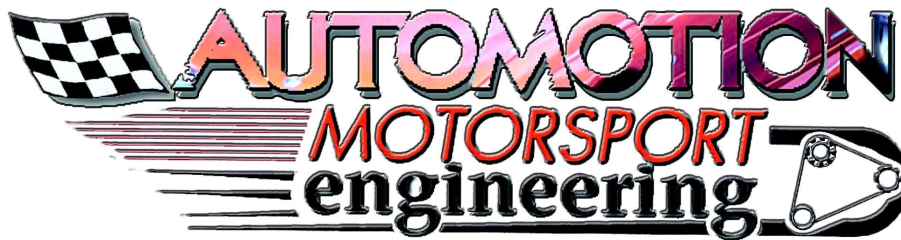
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News from Nicky Grist

Knowing how much competing in national rally events now takes out of me, I wanted to mention an old buddy, who is still competing in selected rounds of the WRC.

John Kennard's co-driving career began in 1985, having entered the sport as a driver in New Zealand in 1979. Three years later he claimed his best WRC result, co-driving fellow Kiwi Malcolm Stewart to third in their home event. In 1990 he switched to a management role, firstly as team co-ordinator for Mitsubishi Japan, from 1995 until the turn of the millennium before taking a similar role with Prodrive's Subaru World Rally Team and then a year managing Mitsubishi's rally programme in the USA.

He returned to New Zealand for what was supposed to be a quieter time but a chance introduction to Hayden Paddon in 2005 changed that. They joined forces and won the New Zealand Rally Championship in 2008 and 2009 before finishing third in the PWRC in 2010. A year later they won the PWRC title after taking four straight wins. For the last two seasons, they have contested the SWRC/WRC2 championships, finishing 3rd in the Super 2000 WRC Championship in 2012. Late in 2013, having earlier won the New Zealand Rally Championship for a third time, while also contesting selected WRC2 rounds, the pair made their WRC car debut on WRC Rallye d'España, coming a very respectable 8th overall.



As we all know Hayden Paddon joined the Hyundai team to support them in their first year at WRC and John came along as co-driver. Aged 55, he certainly brings a tremendous amount of experience and his steady and calm note giving can only do both Haydon and Hyundai a lot of confidence. Although I am watching the Brits in the WRC, I am always keeping my eye on Hayden and John. It takes a lot of stamina to compete at that level of the sport and at 55, it shows, there is still life in us yet. Hmm, it is tempting!

And more:

Rally Portugal

I am so fortunate in having experienced so many rallies around the world and there are certainly a few that stand out in my memory - and some for all the wrong reasons! However, Rallye Portugal has always been a favourite with such a mix of challenges for the team, driver and co-driver. The last time I was out there, it was for the 2011 Rallye de Portugal when Juha and I entered as part of the inaugural Revival series, competing in a brilliantly set up MK11 Escort.

This year we all watched the highs and lows of our British contingent in anticipation.

To start there was M-Sport's Elfyn Evans and Daniel Barritt. The pair certainly had the pace and for the first few stages we were given a great spectacle of clean lines but on SS4 whilst running in 10th, on their first run through Almodovar, Elfyn missed his braking point, resulting in the R5 sliding wide on the outside and rolling down a steep embankment.



"This stage was actually one of the better in terms of conditions during the recce. It was just very

compact and a little damp under the trees into the corner. That, combined with the late braking on my part and my assuming that there was perhaps a little more grip than reality was the reason for the mistake." commented Elfyn when he returned to the M-Sport paddock in the service park."



Magnificently, the team worked throughout Friday night to deliver the car in time for Saturday but the loss of stage finishes meant Elfyn and Daniel started day two with 20 minutes of penalties, five for every stage missed. However the pair showed they could recover well and rather than holding back they drove a faultless rally for the rest of the stages, securing manufacturers points for M-Sport, and ending up 22nd overall. This added to the points secured by team mate, Hirvonen, who drove a far better rally than we have seen from him recently, giving him a second place behind winners Ogier and Julien Ingrassia, who have extended their lead on the driver/co-driver championship. It was Mads Ostberg and

Again it was the tyres that gave the decision between Hirvonen and Ogier with Ogier making the most of the soft compound tyres on the drying roads on day two, while Hirvonen couldn't quite match the pace with his soft rubber tyres wearing badly on the abrasive surface.

"Portugal is a place I love to drive and now I have four wins from five starts in a World Rally Car here," said Ogier. "I had a good battle with Mikko for a big part of the rally, and I had good tyre management on every stage yesterday afternoon and that made the difference. To save my tyres, I didn't push like crazy."

Kris Meeke and Paul Nagle endured a difficult debut on Rally de Portugal, and their struggles lasted only a day before an accident and roll cage damage forced them out of the rally.

Having not competed in Portugal before, the torrential rain during the pre-event reconnaissance made it particularly difficult for the pair to create the notes for themselves and to make matters even more tricky, Paul fell ill during the build-up to the event and his stomach upset hadn't really cleared up by the time the proper action started on Friday morning.

Despite this, Kris and Paul settled into a steady rhythm from the start, focusing on gaining experience on their third 'new' rally this year. They moved towards the top 10 through SS2 and SS3, then ended up in 10th place by SS5. However, in the final stage of the day, SS7 Almodovar, Kris was caught out on the same corner as Elfyn after a crest and their Citroen DS3 slipped off the road and down a bank.

"We braked a bit late into a right-hand corner," Kris said. "It was a spot where there wasn't much grip and where Elfyn Evans went off earlier in the day. The notes just weren't accurate enough."



Initially hopes were high that Kris's Citroen DS3 would be able to be repaired in time for him to restart the event on Saturday morning, under 'Rally 2' rules. However, the Citroen engineers uncovered some damage to the car's roll cage, ruling out a possible return to action.

Another Stilo wearer, Andreas Mikkelsen made a cautious start as he regained confidence after rolling in Mexico on the previous round. However, the Norwegian kept out of trouble, steadily increasing his pace and overhauled Henning Solberg to take fourth in his Polo R.

Irish Virginity Test Kit



*Paddy, one of the little people, is planning to marry,
he is, he is.
So he goes to visit the king of the little people
and asks him how he could tell if his
bride-to-be is still a virgin*

*The king says, "Aye Paddy, to be sure, all Irish humans
use three things for what they call a Do-It-Yourself
...Virginity Test Kit....
A can of red paint, a can of blue paint and a shovel*



Paddy asks, "Aye, and to be sure, what do I do with these things oh King?"



*The king of the fairies replies, "Before ye climb into bed on your
wedding night, you paint one of your balls red and the other blue,
If she says "That's the strangest pair of balls I ever did see....!"
You hit her with the shovel."*

*Sandi V
www.Wackywits.com*

An elderly couple is attending Mass. About halfway through, the wife leans over and says to her husband, 'I just let out a silent fart; what do you think I should do?'

He replies, 'Put a new battery in your hearing aid.'

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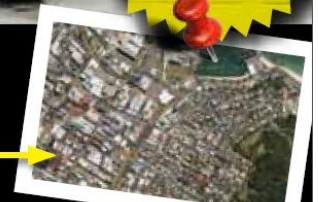
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TRIALS

Hello folks

Welcome to another season of car trialling (I hope!).

It's time to ask for volunteers to organise the events for this year's series.

I hope we can run the usual series of five night trials on the second Wednesday evening of each month. We usually run from May to September – but, since May is almost upon us, I'll make an "executive decision" to push that out by a month. So, the provisional dates are: June 11, July 9, August 13, September 10, October 8.

Please, if you want to organise an event, or help someone organise, or want someone to help you organise, or just find out more about what's involved, let me know (email john.rapley@mch.govt.nz or home phone 562 8356). You don't need to have organised an event before - advice and guidance can be given. And seeing a car trial from an organiser's perspective is a great way to sharpen up your trialling skills as a competitor. I'd like to get a new organiser each year, rather than relying solely on the regulars. We could extend the series beyond five rounds, if enough willing organisers step forward.

Organisers, please contact me ASAP - and say what month you prefer (please don't all pick October!) and your start/finish venue.

Please note that I don't have time to chase prospective organisers or twist their arms. I'm willing to organise one round if four other people step forward. No volunteers equals no events!

And please tell your friends and clubmates about the series - we could always do with a few more entries.

cheers, John

America is the only country where a significant proportion of the population believes that professional wrestling is real but the moon landing was faked.

~ David Letterman

An old prospector shuffled into the town of El Indio, Texas leading a tired old mule.

The old man headed straight for the only saloon in town, to clear his parched throat.

He walked up to the saloon and tied his old mule to the hitch rail.

As he stood there, brushing some of the dust from his face and clothes, a young gunslinger stepped out of the saloon with a gun in one hand and a bottle of whiskey in the other.

The young gunslinger looked at the old man and laughed, saying, "Hey old man, can you dance?"

The old man looked up at the gunslinger and said, "No son, I don't dance never really wanted to"

A crowd had gathered as the gunslinger grinned and said, "Well, you old fool, you're gonna dance now!" and started shooting at the old man's feet.

The old prospector, not wanting to get a toe blown off, started hopping around like a flea on a hot skillet.

Everybody standing around was laughing.

When his last bullet had been fired, the young gunslinger, still laughing, holstered his gun and turned around to go back into the saloon.

The old man turned to his pack mule, pulled out a double-barrelled 12 gauge shotgun and cocked both hammers.

The loud clicks carried clearly through the desert air. The crowd stopped laughing immediately.

The young gunslinger heard the sounds too, and he turned around very slowly.

The silence was deafening. The crowd watched as the young gunman stared at the old timer and the large gaping holes of those twin 12-gauge barrels.

The barrels of the shotgun never wavered in the old man's hands, as he quietly said;

"Son, have you ever kissed a mule's ass?"

The gunslinger swallowed hard and said, "No sir... but.... I've always wanted to"

There are a few lessons for all of us here:

*Don't be arrogant.

*Don't waste ammunition.

*Whiskey makes you think you're smarter than you are.

*Always make sure you know who is in control...

*And finally, Don't screw around with old folks; they didn't get old by being stupid....

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