



# WHEELSPIN

July 2018

[www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

**John Rapley has been a MotorSport NZ Steward for 33 years and has been the Permit Issuing Steward in the Wellington area for a very long time. He has officiated at all levels and types of events and is always happy to give his time to the sport when required.**

**John's contribution to the sport is to be commended.**

Committee is third TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome  
Club night 1<sup>st</sup> Tuesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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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.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# CLUB NIGHT

**1841 Pub (Upstairs)**  
**1 Disraeli St, Johnsonville** (next to the BP)

**TUESDAY 3rd July 2018 @7:30**

CLUB NIGHT July 3rd,



We are being joined by father / daughter guest speakers, Richard and Alicia Kelly.

Richard has continued to campaign his sports racing car, since the last time we had him at clubnight, and has moved up in in the world, with his purchase of a Juno race car.

Alicia has begun her race career, stepping into Karts.



Despite an event drought, I seem to be managing to keep busy, and ensuring that the bank account balance at no stage starts to look mysteriously more healthy.

We've had Tracey Stringer as our June guest speaker. Coming up this month at July Clubnight, we have Richard and Alicia Kelly joining us. Richard is running a Juno this year in the sports car racing series, and Alicia has started dipping her toes in motorsport, with some karting. Next month at our August clubnight, we will be getting some tall tales from Ray Hartley.

The MotorSport NZ AGCM has been and gone, with an interesting talk on the subject of volunteering in general, as well as the usual elections and discussions. As ever, there were a couple of people there entirely to push their own barrow (or grind their axe maybe?), who the meeting got to hear a huge amount from in terms of quantity rather than quality. But that's the nature of democratic representation in the sport, and has no doubt been the case since the first group of cave-men gathered to discuss their hunting and gathering strategy.

Our own Callum McKenzie has joined the Clubsport Commission, having completed several years on the Youth Commission.

It was good to see that volunteers were well represented this year, as without our volunteers, there would be a sum total of zero motorsport happening here in NZ.

Though we could definitely use some younger representation in general at the AGCM, with one person there under the age of 25.

Jilly, Adam, and I headed over to Masterton to have a look at Wairarapa Car Club's paddock (and office/cabin) within the Masterton Motorplex venue, for the purposes of investigating running some autocross events. The venue is excellent, with a massive area for pits, an office should we need to hide from the elements, and a toilet block (at a bit of a distance, but easy enough to get to).

So watch the Facebook page for the announcement of some event dates, and get ready to unleash the Rubber Ducks.

The event I made it to, was the Manawatu full track autocross, which is generally a fun little event, and I do like it when we get to play on the full track, and the normal track in reverse direction. I kind of feel I've had my share of driving the 3.03km track in normal direction over the years, so I rarely do that now, and instead grab every chance I can to do the different variations.

Leading up to the event, Dean Herd sent me a text to see if I was entering the event, and what car I was going to enter.

Being in a smart arse frame of mind (I know, shocking isn't it), I replied back to him, "I'm using your car. Thanks".

To my total surprise, he actually agreed, conditional to my not being faster than him.

This then resulted in some seriously "fun" times on the new MotorSport NZ website, trying to get my online entry in.

I'd managed to enter Puketiro Road online, without too much drama.

However, it was not going to be the case for Manfeild.

Things were going reasonably well, until I got to the point where the entry form asked me for my transponder. But of course, I don't have a transponder. I couldn't progress without the transponder number that I didn't have. So it turns out that the solution to this (note, I had this explained to me, I didn't find it for myself), is to exit the event entry form. Go into your cars tab, go into the vehicle logbook to search for the car you're entering (which in this case, isn't a car I own), then in that "tab", go into a type of transponder in the

transponder tab, and enter the word "borrowed". Well, of course, why didn't \*I\* think of that ... it's so logical. Said nobody ever.

Mind you, at least I then didn't get the surprise Webster did, which was an inability to submit an entry form, because somebody at the Motorsport Office (or as just a database glitch) had double entered the logbook number from his project Starlet into the sport's database (note: not entered the car in the event under discussion, it was a double record of the actual logbook on the database). This meant that Webster "owed" Motorsport NZ for a replacement logbook he doesn't have, on a car that has never been used.

Yup yup yup yup yup. I think we might be in for some fun times ahead.

So once I managed to deal with that little issue, an entry was submitted.

I drove the Altezza briefly the Sunday before the event, to bed in the new brakes, and also so I had at least the faintest idea how to drive the car before making a racetrack debut in the vehicle. All seemed well, as it felt like my V8 Altezza did, only completely different. I let the smoke out of the brakes in a big way, and made myself fairly car sick. However the brakes were good and bedded in.

I met Dean up at the track on the day, having enjoyed a glorious sleep in, until leaving for the track at about 6:30 of the AM.

Luckily having no car to put through scrutineering, I had only the one queue to get the transponder. Which made things a bit nicer.

We got underway I think somewhere close to 11am, as with a bumper crop of entries (45?) there was a heck of a lot of cars to get checked, and people to get signed in.

Luckily for Dean and I, we were able to stay in the pits, as with a dual driver vehicle, we needed to be slotted in among the other cars, which meant we didn't need to push a car in a queue that ran from the dummy grid, clear around the back of the scrutineering and pit sheds.

Being in a not a V8 Altezza was pretty weird and new.

The V8 used to rev cut at something like 6250, while the four cylinder 3SGE just wakes up at 5,500rpm. So it became apparent that considerably more gear changing was going to be required, and the ability to just use the wall of torque away from the chicanes was going to be a touch limited.

Dean's car is lighter than mine was, and was for the first time running a higher number diff ratio, fitted with a plate diff. So it was locking up the diff under both braking and acceleration, which made the car pretty lively in the tail. My Altezza was running super heavy spring rates, whilst Dean's is running more normal rates, and shocks that he utterly killed fatally to death until they were no longer alive, during the South Island racetrack adventure week (as her his article a few magazines earlier). My tarmac tyres are a Dunlop Z2 (or Star Spec, depending on what branding you want to go with) which are fairly hard, but work pretty well from cold. Dean's rubber was Westlake, which takes a bit of warming up, and didn't seem to turn in quite as well.

Both our first runs (full track, conventional direction, many chicanes) were pretty timid. The wet track, plate diff, and green rubber meant that she was a very nervous little Altezza through the first corner and the esses.

We both came back in after our first run, comparing how much like our late Grandmother's we had been driving, and that a plate diff is a rather different thing to be driving.

My second run saw a much drier track, and I got into a good groove with the car. So I arrived back to the pits with a big grin, and a certain amount of enthusiastic variety of swearing.

Run three I got a bit too excited, so I fell into the same trap as I had encountered a couple of times with my Altezza, which was to "overshoot" the 1-2 gate on the downshift to second (as the six speed has reverse up by first, so back beside second there is a big nothing area, and there's no lockout on the reverse gate). This meant that I'd get a gearbox full of nothing, and just be coasting until I could sort my act out enough to stop pushing the gear lever too far to the left.

This unfortunately happened three times on that run, and on one of them there was a protracted coast in neutral, which was accompanied by a rather enthusiastic bad word. So I pretty much cooked that run as far as I was concerned.

I was watching Dean's third run, and it all seemed pretty well under control. But when he came in, the Altezza was decidedly green and brown, rather than silver. Apparently the track had leapt out from underneath him at the very far end of the track (for those who know the backtrack, it was the corner with the Dunlop sign, that is before the backtrack hairpin). This had something complicated to do with the spin of the earth according to Dean. Or maybe it was the centre diff? The explanation got all very confusing and esoteric, so I might not have correctly followed his logic ;-). Actually, if he hadn't mentioned non-Euclidean particles, and string theory, I'd just have thought he arrived into the corner too fast.

Weirdly, we both recorded our fastest times on that course, on our fouled up third runs. Which means we both could have pulled out a better time. This of course being an important part of telling a load of bollocks about how much better we could have done, if it wasn't for the third run mistakes.

A lunch break later, and we were ready to have a crack at the reverse direction track. This was a bit better in the sense that you weren't driving directly towards the wall during one chicane, but did offer the exciting prospect of potentially glancing off a wall while in third gear. This would I suspect be quite expensive, not to mention slowing your results quite badly.

I actually really enjoy the track in reverse direction, as the corners tend to tighten up quite excitingly, so you have to take quite a different approach. Plus I've done the track in reverse a few times now, which gives me a bit more confidence than some.

We only had two runs at the track in the other way, as sadly the running late caught up with us, and we ran out of track permit time.

The last run was actually pretty exciting, as the level of sun strike was brutal.

It actually caught out Albaru quite badly, as he ended up arriving to the hairpin (reverse) about one gear higher than it is possible to deal with the physics involved in that corner.

Luckily off track was soft, so he didn't get to the wall.

Unluckily off track was soft, so he then sunk, and it took the two rescue vehicles tied together to retrieve him.

Overall though, it was a brilliant day.

Webster took out first overall, and in class. Albaru was third in class. I was third in class behind a Fraser Lotus 7 replica, and a Radical. Which isn't a bad showing in nearly 1400kg of family sedan. Dean and Lee both had a good day out, with no damage other than some mud accumulation. Neil gave the GREEN! City a good thrashing around the track, and surprised a few people. Mike and Cathy looked to be having a blast, and put in a good showing in the Mirage. John T popped up for a visit during the day too. So plenty of Wellington people to catch up with.

Many thanks go to Dean, who let me thrash the pants off his car (it does good slides!).

Due to a contractual agreement, I can't comment who was quicker though :-P.

Manawatu are running a couple of Motorkhana + Autocross events just on the backtrack over the next couple of months (the next one is July 15th I believe). They're a lot of fun, and I'm hoping to swap the Corolla back to tarmac trim for those two events, while the gravel drought continues. Facebook tells me that my tarmac rubber has just celebrated it's fourth birthday, which tells me that I'm clearly not giving that set of tyres as much of a hard time as I ought to be doing.

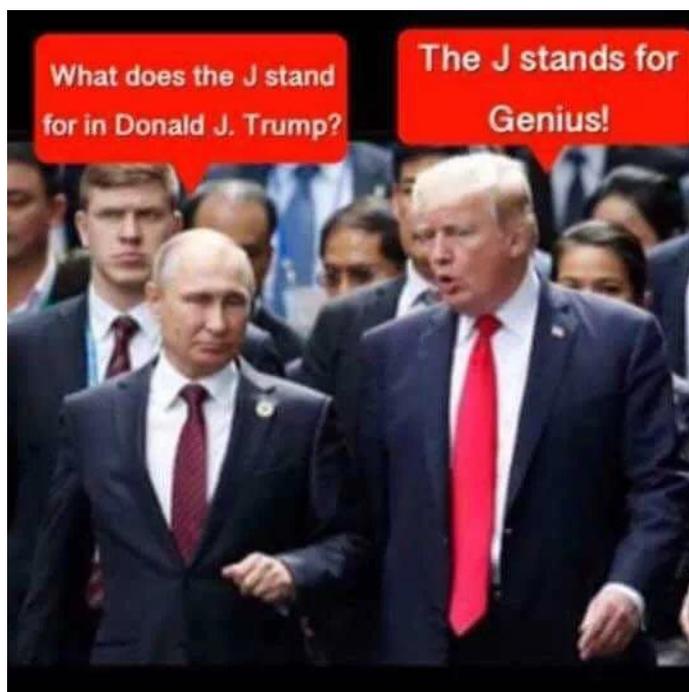
Watch this space for some grass autocross announcements though.

See you somewhere with cones and grids (or burgers and lies if it's Clubnight)

Cheers

Leon

Looking ahead to August 7th, we will be joined by Ray Harley, with stories that might encompass anything from Porsche's, to Nissan's, to MGF's ..



Transpec GT Oil Manfeild 4.5km Autocross  
17th June 2018

s Winners

Class Place	No.	Name	Class	Town	Best Clock wise	Best anti clock wise	Best Combined	Diff.
1	23	Webster Gough	R&T FI2WD	Paremata	02:27.5	02:27.7	04:55.2	00:00.3
2	102	Damian Johnson	R&T FI2WD	Whanganui	02:27.3	02:30.4	04:57.7	00:03.2
3	153	Alan Groves	R&T FI2WD	Porirua	02:32.2	02:34.1	05:06.3	00:01.9
4	114	Russell Byne	R&T FI2WD	Foxton	02:36.4	02:33.8	05:10.2	00:02.6
5	0	Joshua Wood	R&T FI2WD	Upper Hutt	02:39.6	02:35.5	05:15.1	00:04.2
6	0	Lee Herd	R&T FI2WD	Upper Hutt	02:42.0	02:41.8	05:23.7	00:00.2
7	0	Greg Murison	R&T FI2WD	Wellington	02:44.4	02:44.6	05:29.0	00:00.3
8	19	Marcel Burgers	R&T FI2WD	New Plymouth	02:46.7	02:53.1	05:39.9	00:06.4
1	50	Andrew Wasley	R&T NAFWD	Palmerston North	02:30.4	02:32.6	05:03.0	00:02.2
2	0	Phil Derby	R&T NAFWD	Upper Hutt	02:34.9	02:35.9	05:10.8	00:01.0
3	181	Ian Thompson	R&T NAFWD	Whanganui	02:45.7	02:51.9	05:37.6	00:06.2
4	7	Gareith Stanley	R&T NAFWD	Palmerston North	02:52.7	02:45.7	05:38.5	00:07.0
5	90	Liam How	R&T NAFWD	Palmerston North	02:49.7	02:49.1	05:38.8	00:00.6
6	33	Mike Reid	R&T NAFWD	Petone	02:50.7	02:56.0	05:46.6	00:05.3
7	0	Neil Roots	R&T NAFWD	Upper Hutt	02:54.3	02:54.1	05:48.4	00:00.3
8	0	Neil King	R&T NAFWD	Whanganui	02:56.4	02:54.0	05:50.3	00:02.4
9	0	Cathy Reid	R&T NAFWD	Petone	02:57.2	03:02.1	05:59.3	00:04.8
10	88	Samantha Stanley	R&T NAFWD	Palmerston North	03:02.1	03:01.1	06:03.3	00:01.0
11	8	Simon Manthel	R&T NAFWD	Feilding	02:52.4	No Time	#VALUE!	#####
12	31	Tony Allpress	R&T NAFWD	Palmerston North	02:54.4	No Time	#VALUE!	#####
1	198	Mackenzie Kirk	R&T NARWD	Totara Park	02:38.1	02:36.7	05:14.8	00:01.4
2	39	Barry Cutelli	R&T NARWD	Upper Hutt	02:37.3	02:41.8	05:19.2	00:04.5
3	0	Leon Cast	R&T NARWD	Wellington	02:44.4	02:40.4	05:24.7	00:04.0
4	0	Dean Heard	R&T NARWD	Porirua	02:49.6	02:45.5	05:35.2	00:04.1
5	58	Rod McCardle	R&T NARWD	Feilding	02:48.2	02:50.2	05:38.4	00:02.0
6	0	Malcolm Fleming	R&T NARWD	Wellington	02:47.9	02:59.7	05:47.6	00:11.8
7	0	Curtis Rutland	R&T NARWD	Palmerston North	02:57.8	02:55.9	05:53.7	00:01.9
8	0	Mark Sayers	R&T NARWD	Carterton	03:09.6	No Time	#VALUE!	#####
1	105	Antonin Marcank	R&T ROOKIE	Johnsonville	02:38.1	02:37.0	05:15.1	00:01.1
2	228	Josh Theurillat	R&T ROOKIE	Masterton	02:36.7	02:38.7	05:15.4	00:02.0
3	666	Shane Smith	R&T ROOKIE	New Plymouth	02:37.7	02:39.2	05:16.9	00:01.5
4	0	Aaron Russell	R&T ROOKIE	Upper Hutt	02:40.3	02:36.9	05:17.2	00:03.4
5	105	Thomas Rumball	R&T ROOKIE	Lower Hutt	02:42.4	02:44.6	05:27.0	00:02.1
6	0	Scott Taylor	R&T ROOKIE	Wellington	02:52.7	02:48.7	05:41.4	00:04.1
7	0	Keith Blackie	R&T ROOKIE	Palmerston North	02:46.3	03:01.9	05:48.2	00:15.6
8	0	Wessam Bessada	R&T ROOKIE	Upper Hutt	02:56.4	03:02.0	05:58.3	00:05.6
9	54	Steve Bromley	R&T ROOKIE	Kiwitea	03:04.6	03:00.6	06:05.2	00:04.0

Transpec GT Oil Manfeild 4.5km Autocross  
17th June 2018

10	0	Bradley Roberts	R&T ROOKIE	Napier	03:02.2	03:05.1	06:07.3	00:02.9
11	0	Hailey Sinkinson	R&T ROOKIE	Feilding	03:01.6	03:14.7	06:16.2	00:13.1
12	0	Tony Blackburn	R&T ROOKIE	Hastings	03:07.1	03:11.3	06:18.3	00:04.2
13	47	Jack Cleland	R&T ROOKIE	Palmerston North	03:08.8	03:11.9	06:20.7	00:03.1
14	0	Oliver Bromley	R&T ROOKIE	Feilding	03:07.0	03:14.0	06:21.0	00:07.0
15	0	Carl Fransen	R&T ROOKIE	Lower Hutt	03:09.7	03:14.6	06:24.3	00:04.8
16	0	Dom Fransen	R&T ROOKIE	Lower Hutt	03:14.4	03:14.5	06:28.9	00:00.0
17	88	Melanie Anstis	R&T ROOKIE	Palmerston North	03:20.8	03:27.3	06:48.0	00:06.5
18	0	Sam Williams	R&T ROOKIE	Feilding	03:27.9	03:23.4	06:51.3	00:04.5
19	969	Gina Jones	R&T ROOKIE	Wellington	03:37.4	No Time	#VALUE!	#####

An exasperated mother, whose son was always getting into mischief, finally asked him "How do you expect to get into Heaven?"

The boy thought it over and said, "Well, I'll run in and out and in and out and keep slamming the door until St Peter says, 'For Heaven's sake, Dylan, come in or stay out!'"

Leons' Autocross fotos:



# Wellington Motorsport Association Calendar 2018

As at June 2018

<b>July</b>	8	WG	Gravel Sprint Race (Winter Series)	Levin Manawatu	Waiorongomai Road Manfeild	GS
	12	All	Stewards Meeting		Stokes Valley	
	15		Autocross	Manawatu	Manfeild (back track)	
	21	WG/GR	Race (Endurance series)	Manfeild	Manfeild	
	29		Autocross	Hutt Valley	Trentham	KN
<b>August</b>	5	TS/CF	Race (Winter series)	Manawatu	Manfeild	
	12	PT	The Surgery Sprints (Round 3)		Manfeild	IM
	19		Autocross	Manawatu	Manfeild (back track)	
	20		WMSA AGM/Quarterly Meeting		Hutt Valley Motorsport Clubrooms	
	25					
	26		Autocross	Hutt Valley	Trentham	KN
<b>September</b>	2		Race (Winter series)	Manawatu	Manfeild	
	16		Circuit Sprints	Manawatu	Manfeild	
	23		¼ mile sprints (tentative date)	Triumph	Masterton Motorplex	
	30		The Surgery Sprints (Round 4) Autocross	Hutt Valley	Manfeild Trentham	IM KN
<b>October</b>	14		Gravel Sprint Sealed Sprint	Levin Triumph	Mangahao Dam Wainuiomata Coast Road	GS Sc
	20		Race	Manawatu	Manfeild	
	21		Race Sealed Sprint	Manawatu Hutt Valley	Manfeild Port Road	Nat DM/Sc
	28		Sealed Hillclimb	Wairarapa	Admiral Hill	DM/Sc
<b>November</b>	3		Circuit Sprints (Multi event)	Manawatu	Manfeild	
	4		Autocross/Motorkhana (Multi)	Manawatu	Manfeild	
	10		Race (MG Classic)	MG	Manfeild	
	11		Race (MG Classic)	MG	Manfeild	
	19		WMSA Meeting (Calendar)		Hutt Valley Motorsport Clubrooms	
	24		Drift tutoring	Manawatu	Manfeild	
	25		Gravel Hillclimb The Surgery Sprints (Round 5)	Wairarapa	Dorsets Road Manfeild	GS IM
<b>December</b>	8		Circuit Sprints	Manawatu	Manfeild	
	9		Race (Summer series)	Manawatu	Manfeild	

Abbreviations		Club Contacts		Wgtn/Wair Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga
RT	Road and Track Sprint Series	Wairarapa	027 4397616 (John_)	SM	Stephen Marks
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair
Nat	National meeting	Dannevirke	j_performance@hotmail.com		
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz		
Sc	Ron Scanlon Trophy Series	Wanganui	barbaramgray@gmail.com		
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz		

**A little girl goes to the barber shop with her father.  
She stands next to the barber chair, while her dad gets his hair cut, eating a snack cake.**

**The barber says to her, "Sweetheart, you're gonna get hair on your Twinkie."  
She says, "Yes, I know, and I'm gonna get boobs too."**



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For All Household maintenance &  
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Glazing  
etc

Two old men had been friends most of their lives. When it was clear that Frank was dying, Leonard visited him every day. One day Leonard said, "Frank, we both loved playing golf all our lives, and we started playing soon after high school. Please do me one favour: when you get to heaven, somehow you must let me know if there's golf there."

Frank looked up at Leonard from his deathbed and said, "Leonard, you've been my best friend for many years. If it's at all possible, I'll do this favour for you."

Shortly after that, Frank died.

A few weeks later, Leonard was awakened from a sound sleep by a blinding flash of white light and a voice calling out to him, "Leonard!"

"Who is it?" asked Leonard, sitting up suddenly. "Who is it?"

"Leonard -- it's me, Frank."

"You're not Frank. Frank just died."

"I'm telling you, it's me, Frank," insisted the voice.

"Frank! Where are you?"

"In heaven," replied Frank. "I have some really good news and a little bad news."

"Tell me the good news first," said Leonard.

"The good news," Frank said with joy and enthusiasm, "is that there is golf in heaven. Better yet, all of our old buddies who died before me are here too. Even better than that, we're all young again. Better still, it's always summertime and it never rains. And best of all, we can play golf all we want, and we never get tired. And we get to play with all the great golfers of the past."

"That's fantastic," said Leonard. "It's beyond my wildest dreams! So what's the bad news?"

"You're in my foursome this Saturday."

# Dodging the potholes of Niue

David Reid – [05holdenman@gmail.com](mailto:05holdenman@gmail.com)

This year my “significant other” had a “significant event” in her life. So we packed up the family and a few friends and alighted in Niue for a “significant celebration”. Arriving at Hanan International Airport (there are two flights a week and both from New Zealand) we exited to the Arrivals Hall to collect our rental car. None of the brightly lit, clean and sparkling surfaces here. The ‘office’ was more of a lectern that, if heavily leant on, looked ready to collapse.

Our car arrived, a Toyota Passo. Not quite what I’d ordered and insufficient for seven passengers and sundry luggage. This was replaced with a Voxy that we quickly loaded – an enervating task in 28 degrees with us dressed more appropriately for the cool climes of Wellington. Only a further problem struck as one of the door locks was inoperable. So another one was brought up. An unload and a reload job later we were on our way along with the delectable fragrance of “cat pee”. I’m sure in some places you might pay for such a feature. No wonder windows were left open at every opportunity.

The trip to our accommodation in Namukulu was all of 12 kilometres. The speed limit is 40 kph and through Alofi, the capital, feels too slow. But think again. Not much further on the road deteriorated to into potholes of crater-like proportions and hillocks in the road surface. Added to that the road is narrow meaning drivers are pulling well left as cars pass in opposite directions. By the time we’d completed our tripping on the first day our fillings were well and truly rattled and the car’s suspension was knocking out a merry tune.

Life in Niue feels really relaxed. From the local dogs who adopted us to the chooks scuttling across the road. One of the things we noticed was local drivers always waved, so we reciprocated. Can’t say the same for the tourists. On our second day we went to a village show at Haukupu. While the trip there was uneventful, the road conditions grew more challenging.



Fred

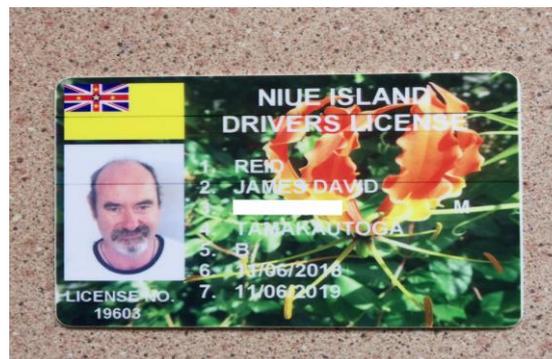
George

Potholes got bigger and more frequent.

Eventually I cottoned on to the local driving style. Drive the left side wheels off the road edge and through the grasses. This allowed the car to straddle many of the potholes and generated a slightly more comfortable ride. Only that brought passengers into the firing line of long grasses through those open windows. The show featured many stalls, most of which sold chocolate. Local fruit and vegetables were scarce and expensive. Nothing much grows here as the island is all rock. Although we did secure fresh limes for the gin. Entertainment was provided by local school kids and social groups. From the show we continued our drive around the island. More lurching from pothole to pothole before deciding on a refreshing swim in the spectacular Limu Pools.



Limu pools



Drivers license

Tourists are required to obtain a local drivers license. Only when you arrive on Friday the Police Station is closed and is only open Monday to Thursday. So, as in my case, you might only get your licence the day before you depart. While mine was issued very promptly, by 10am there was a queue of tourists waiting for theirs. Monday must also be a busy day for road maintenance. Imagine a truck two blokes on the back hurling shingle into holes and another smoothing the surface with a rake. No heavy machinery in sight and clearly any compaction was provided by the passing traffic. Cue Tuesday and a large loader with scoop was sent out to smooth the undulations. Three swipes of the road and the shingled section is the smoothest it’s

ever been. And it looked likely to remain in that state for a few days – barest essentials only the approach to road maintenance here.

Returning to the airport for our departure most traffic we'd seen so far, even to the point for petrol. It also became clear why the Police closed on Friday. Police provide the Aviation Service as well as general police duties and management. Containers were also being Customs shed. Clearly a multi-purpose, multi-force. Thus Friday is their busiest day.

Travelling in Niue does require a vehicle. public transport and there are many wonderful spots to get to. While there are sections of the allow 60 kph, maintaining such a speed is impossible. I drove through the middle of the

Sections of this road were under a thick forest canopy such that the road surface was covered in moss. Not something you'd expect and another hazard to contend with.

Vehicles are sourced ex-New Zealand. Ours was definitely a Japanese second hand import, as are many of the others on the road. I did find three Commodores and one Falcon. Not that anyone was able to test their capabilities. Petrol was \$2.60 a litre with only a single outlet in town.

So an enjoyable few days at the start of a New winter that left us thirsty for more. Not that something we suffered from as we drank in the sunsets and the “significant celebration” was all.

June 2018.



Rush hour

generated the of queueing Station is Security border opened in the talented

There is no swimming roads that almost island.

Niuea



Zealand thirst was Niuean enjoyed by

**Two Irishmen walk into a pet shop in Dingle, they walk over to the bird section and Gerry says to Paddy, 'Dat's dem.'**

**The owner comes over and asks if he can help them.**

**'Yeah, we'll take four of dem dere little budgies in dat cage up dere,' says Gerry..**

**The owner puts the budgies in a cardboard box.**

**Paddy and Gerry pay for the birds, leave the shop and get into Gerry's truck to drive to the top of the Connor Pass. .**

**At the Connor Pass , Gerry looks down at the 1000 foot drop and says, 'Dis looks like a grand place..'**

**He takes two birds out of the box, puts one on each shoulder and jumps off the cliff.**

**Paddy watches as the budgies fly off and Gerry falls all the way to the bottom, killing himself stone dead.**

**Looking down at the remains of his best pal, Paddy shakes his head and says, 'Feck dat.**

**Dis budgie jumping is too feck'n dangerous for me!'**

**THERE'S MORE. ...**

**Moment's later; Seamus arrives up at Connor Pass.**

**He's been to the pet shop too and walks up to the edge of the cliff carrying another cardboard box in one hand and a shotgun in the other..**

**'Hi, Paddy, watch dis,' Seamus says.**

**He takes a parrot from the box and lets him fly free.**

**He then throws himself over the edge of the cliff with the gun.**

**Paddy watches as half way down, Seamus takes the gun and shoots the parrot.**

**Seamus continues to plummet down and down until he hits the bottom and breaks every bone in his body.**

**Paddy shakes his head and says, 'And I'm never trying dat parrotshooting either!'**

**IT IS NOT OVER YET....**

**Paddy is just getting over the shock of losing two friends when Sean appears.**

**He's also been to the pet shop and is carrying a cardboard box out of which he pulls a chicken.**

**Sean then takes the chicken by its legs and hurls himself off the cliff and disappears down and down until he hits a rock and breaks his spine.**

**Once more Paddy shakes his head. 'Feck dat, lads. First dere was Gerry with his budgie jumping, den Seamus parrotshooting....**

**And now Sean and his feck'n hengliding!'**

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Photos from Tararua Rd

