



WHEELSPIN

October 2009

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	463 0461	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	lohntennent@xtra.co.nz
	Andrew Thomson	0272 605 830		
	Pete Collins	0292 535 945		collinpe@clear.net.nz
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
WEB SITE	Aaron Tasker			gurutasker1@yahoo.co.nz
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	021 304253	

WEBSITE: www.hccc.org.nz

COVER PHOTO

Adam catching Webster at Kahinau Road Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St
Petone, 7:30 pm. Note:— Anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.
Opinions expressed are not necessarily those of the Club or Committee.
To other Car Club Editors: While we do not object to other magazines using articles or
material from our Wheelspin, we do appreciate recognition of the source of said material.
Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

October Clubnight

**The Fireman's Arms
Jackson Street, Petone**

October 7th

Words from the Boss:

Another fun month has rushed past, with some motoring nonsense along the way.

We've had another round of the Photoworks Autocross Challenge up at Slipway, which was again slightly on the damp side.

Al(baru) took out the win again, with Peter Tomlinson again hot on his heels! So four wheel drive, then front drive. Perhaps in the dry, the positions will reverse? Although Al is a mean pilot and not to be underestimated.

Pete Collins brought the mighty red AE82 Corolla home in third place, the always unexpected Brian Worboys in the Roadrat braving the elements in the open top (and sideless) special to take out fourth place. Loren Brooks rounded out the top five, redeeming his cone hitting runs from the first round.

Novice Sam Duncan from HVMC was the first non HCCC car home, with the Honda's of Adrian and Gary. Definitely a low key day out for Gary, as he has been campaigning the very well used black Civic in SS2000 series racing, and getting tyre marks down the side of his car from other people.

Adam Fisher is proving a fast adapter to front drive Starlets, and mercilessly thrashed Jilly's Starlet to within an inch of it's life, and was one of the relatively few competitors to set his fastest time in the rain. Certainly there's more smoke coming out the back of the car with Adam driving than Jilly.

I won the Pulsar battle being the first of the five N14 Pulsars. Clearly these are a very popular car in our club. Graham Heath must have started a trend by demonstrating all the various horrible things you can do to a Pulsar without them dying too often.

Neil had the City way up on three wheels all day, and we're fairly sure that it was in two wheel bicycle mode in the dry. Definitely it is a demonstration of what happens when you put sticky race rubber onto a small outhouse on wheels.

We ran a BBQ (and by we, I mean Jilly and Adam) on the day, which was well attended. Probably because they were in the container, so therefore out of the wind and rain, and beside a source of heat.

The wind was so strong that we had the big cones go walkabout, and Kathy Reid was actually blown over.

An astonishing 43 people entered, which was a higher number than we ever hoped for in the first season of the Challenge series. So we're making some moves towards making things go more smoothly and quickly for the next round.

In 2010, we are thinking of running a six round series, since it seems to be well received. Also with so many events, we might help motivate people into getting a car to do the series in!

Ben (Mr Slipway) seems to be open to the suggestion of a twilight event there as well, so we might be able to run a day/night event there during non daylight saving season.

Jody Seabright organised a car show outside Te Papa over Fathers Day Weekend, and we got a good selection of HCCC cars there on both days.

Dave Wilce's \$100 Charade attracted loads of attention, as people couldn't figure out what it was doing amongst the 'real' race cars. Precisely the sort of question we want people to ask, as the most fun cars to race are often the most improbable ones.

As always the Roadrat attracted the 'what is it?' questions, and I think he even ended up taking a curious onlooker out for a drive!

Brendon and Stacey had the newly caged FXGT there to show the average club car, I had my MR2 there to show a road car, and Glenn had the mega horsepower Skyline there to frighten small children.

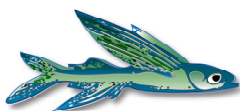
Jake Evans-Scott has swapped his drivers seat role for the other side of the car, having navigated in the Hugh Baird Rally. It was an eventful day for him, as not only did his driver reverse off the road at very high speed, but also his lunch reversed at very high speed just after the final stage. Still, good timing if you save the throwing up until after the important timed sections.

Stacey is running a fund raising movie afternoon on October 10th. We *need* a good turnout to raise money for the Cancer Society. There are 86 tickets to be sold, and at the time of writing there are 82 seats left.

Clearly that's not going to raise any money at all. So, please please please dig into your pocket, ring or email Stacey (see the ad elsewhere in the magazine) and let's make this a bloody good event.

We've deliberately chosen a family movie, so those of you with children can bring them too.

Leon



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington
Len Fisher : -Phone 64 6 364 5336 Mobile 0274 390 308
Adam Fisher Phone 0274 577 149
Fax 64 6 364 5331
Email elfish@farmside.co.nz

For All Household maintenance & building,
including General repairs,
Painting,
Water blasting,
Glazing
etc

Hi Len,
in case anyone is interested in just being involved at Manfeild, or Taupo, or even
Hampton Downs....

Keith

Keith Heginbotham
ECOsystems Limited
Saving Energy & the Environment
PO Box 44-121
Lower Hutt 5040
New Zealand
Ph: +64 4 566 3666 ext 804
www.eco.co.nz

Drive NZ Classic Update 22/09/09

Motorsport Special event Permit Number 7197 now issued, last 5,500km route check completed, road closure signage erected and notices issued, and the paperwork war continues. If you are a paid up entrant you will by now have received the Supp regs, with route books being printed and issued at scrutineering. We have an excellent quality field of entrants, but as with all this years events, we are rather short on quantity.

However, having spent the budget and completed the 12 month infrastructure requirements, we are committed to running this years event, and with judicious use of an economic paring knife, the financial pain should be bearable.

In order to encourage those potential entrants who have requested individual event entry, and give a taste of the event to potential 2010 entrants, we have decided to open up the track days for "the day only" clubsport licensed car club members. This means that you can now participate in the timed regularity trials.. To do this you need to email me your request and car description to enter individual track days which include

- A Pukekohe, (Fri 9th Oct \$175 — 8.30am-3pm)
- B Taupo (Sun 11th Oct \$175 — 8.30am-3pm)
- C Manfield (Mon 12th Oct \$175 — 9am-4pm)
- D Ruapuna (Wed 14th Oct \$100 — 9am-12noon))
- E Terretonga (Fri 16th Oct — \$100 10am-4pm)
- F Manukau Flying50 (Sat 24th — Oct \$500 7.30am-5pm)
- G Hampton Downs (Sun 25th Oct — \$300 9am-3pm)

The different track prices reflect the cost of each track and basically cover MSNZ levies
If accepted, after the Sept 30th entry cut-off date you will be sent supp regs and car number and requested to present your car for scrutineering at the above entry time. Your car must be road legal with MSNZ approved fire extinguisher, Numbers, approved helmet and fire suit., Acceptance is not automatic, and may not be for all track days requested. This does not include any DNZC closed road stages or other DNZ event/activities/accommodation.

roger@drivenzclassic.com 021 512 568, Further details in NZ Classic Car magazine.

Never say to a cop:

I can't reach my license unless you hold my beer.

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

2nd HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

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

A DIVISION OF RAPTURE LTD

How's This For Nostalgia?

It seems only the other day.

All the girls had ugly gym slips?

It took five minutes for the TV to warm up?

Nearly everyone's Mum was at home when the kids got home from school?

Nobody owned a purebred dog?

When 3d was a decent allowance?

You'd reach into a muddy gutter for a penny?

Your Mum wore nylons that came in two pieces?

All your male teachers wore neckties and female teachers had their hair done every day and wore high heels?

You got your windscreen cleaned, oil checked, and fuel pumped, without asking, all for free, every time? And you didn't pay for air?

Laundry detergent had free glasses, dishes or towels hidden inside the box?

It was considered a great privilege to be taken out to dinner at a real restaurant with your parents?

They threatened to keep kids back a year if they failed and they did it!

When a Ford Zephyr was everyone's dream car to cruise, lay rubber or watch the girls and people went steady?

No one ever asked where the car keys were because they were always in the car, in the ignition, and the doors were never locked?

Lying on your back in the grass with your friends? And saying things like, 'That cloud looks like a... '?

Playing cricket with no adults to help kids with the rules of the game?

Stuff from the store came without safety caps and hermetic seals because no one had yet tried to poison a perfect stranger?

And with all our progress, don't you just wish, just once, you could slip back in time and savour the slower pace, and share it with the children of today.

When being sent to the head teacher's office was nothing compared to the fate that awaited the student at home?

Basically we were in fear for our lives, but it wasn't because of drive-by shootings, drugs, gangs, etc. Our parents and grandparents were a much bigger threat! But we survived because their love was greater than the threat.

As well as summers filled with bike rides, hula hoops, visits to the lido, sherbert dips, lemonade powder.

Didn't that feel good, just to go back and say, 'Yeah, I remember that'?

I am sharing this with you today because it ended with a Double Dare to pass it on. To remember what a Double Dare is, read on. And remember that the perfect age is somewhere between old enough to know better and too young to care.

Show this on to someone who can still remember the Coronation, Mr Pastry, The Six Five Special, The Army Game, Sunday Night at the London Palladium, Emergency Ward 10, Sergeant Bilko, Hancock's Half Hour the Lone Ranger, Trigger...

How Many Of These Do You Remember?

Sweet cigarettes

Coke in bottles.

You're never alone with a Strand .

Coffee shops with Table Side Jukeboxes.

Blackjacks and bubblegum.

Home milk delivery in glass bottles with cardboard stoppers.

Newsreels before the movie.

Telephone numbers with a word prefix.(Mayfair 3489). Party lines.

Peashooters.

Andy Pandey.

Hi-Fi's & 45 RPM records.

78 RPM records!

Green Shield Stamps.

Comptometers.

Scalextric.

Do You Remember a time when...

Decisions were made by going 'eeny-meeny-miny-moe'?

'Race issue' meant arguing about who ran the fastest?

Catching tiddlers could happily occupy an entire day?

It wasn't odd to have two or three 'Best Friends'?

The worst thing you could catch from the opposite sex was chickenpox'?

Having a Weapon in School meant being caught with a catapult?

Saturday morning television wasn't 30-minute commercials for action figures?

Spinning around, getting dizzy, and falling down was cause for giggles?

The Worst Embarrassment was being picked last for a team?

War was a card game?

Cigarette cards in the spokes transformed any bike into a motorcycle?

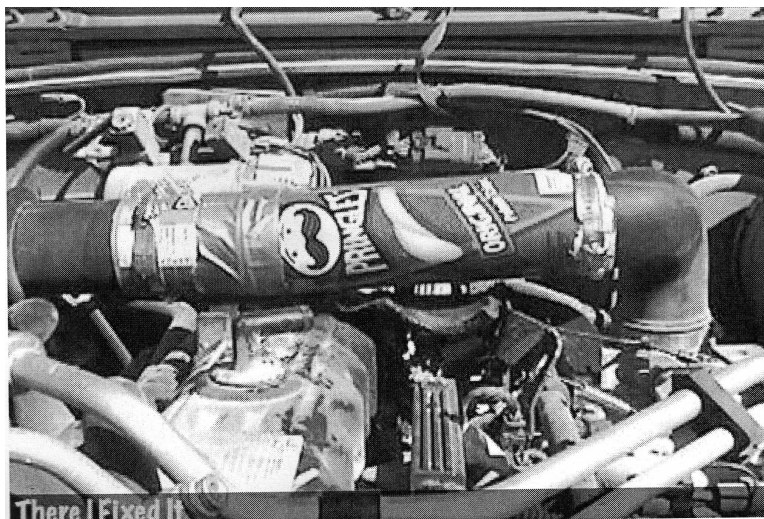
Taking drugs meant orange – flavoured chewable aspirin?

Water balloons were the ultimate weapon?

If you can remember most or all of these, Then You Have Lived!!!!!!

Show this to anyone who may need a break from their 'Grown-Up' Life .

I Double-Dare You !



FOR SALE

RACEGEAR

FLAMEPROOF UNDIES, long johns and skivvy, size large, \$100 (worn once)
Len Fisher 0274 390 308

Trailer & Rally Car - Awesome package for \$16500.00 ono!

TRAILER-

2008 TANDEM, New tyres, Hot-dipped, Braked TRAILER with tyre rack..

RALLY CAR-

Class Winner 2008 North Island Championships
2nd Overall 2008 North Island Championships
Very reliable vehicle.

1989 SUBARU LEGACY RS Rally Car has-

- WRX Motor
- Possum Link
- Quick Rack
- Albins Gear Box
- 20kg viscous centre diff
- Plate front & rear LSDs
- 4 Pot front brakes & 2 Pot rear brakes
- RacetechW Co-Driver's seat
- 8 x OZ Racing rims
- Excellent Modern Cage
- SPARES: door, Bonnet, boots, panels, 2x spare shells, engine, gearbox & electrical and mechanical parts
- Sill stands
- 50+ rally tyres (seconds- all usable, mostly Dunlop all 15" x 215)
- AVGas storage tank
- Ready to Rally or for Clubsport



Len Fisher 0274 390 308

Never say to a cop:

Sorry, Officer, I didn't realize my radar detector wasn't plugged in.

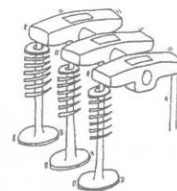
New Members for 2009

A big welcome to some new members who have joined the car club in 2009. We hope to see you out at the upcoming events.

Dave Ramsay Sam Murphy David Thomsen Tim Steeneken Jason Young
Troy Taylor Eva Monk

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!

Never believe rumours:

I was told: "Keith Heginbotham has got rid of the Mrs"
Then I heard that Keith's Mrs misses her Mrs now that its been sold.

Webster is unintentionally getting some exercise. After 15 years above the road and parking his car at the top of a driveway, he has learnt the pitfall of living below the road and parking it at the bottom of a steep driveway. He left the lights on and flattened the battery. He got to carry a very heavy battery pack all the way up Kiriwi Rd.

He must have enjoyed the exercise as a week later he walked home from half way round the inlet when the Barina ran out of petrol.

Pete Collins has splashed out on his dream car. After looking for a long time and a failed trip to Tauranga to buy one, he finally bought his Blue Evo6. He brought it along to the Committee meeting and spent the night going to the back door and opening it to check on his baby every 5 minutes. Can we say Paranoia?

Adam Fisher is a slow learner, when they bought the Starlet 10 years ago, Len showed him how to roll it at Bartons Line, it's taken ten years to learn that lesson, finally at Kahinau Rd he got it right. (wrong!))

Slipway Sealed Venue (beyond the Brooklyn Wind Turbine)

Now available, FREE, for HCCC members
who wish to carry out testing on their vehicles.

Please contact Ben Watson on
027 3375620 or 04 4762020
benkelly_watson@hotmail.com

Watch also, for an upcoming sealed autocross
trophy series which HCCC will be running.

Never say to a cop:

Aren't you the guy from the Village People?

This Month's Photos — Slipway



Viv Eden – Photo Iain Hibbard



Al Groves – Photo Iain Hibbard



Brad White – Photo Iain Hibbard



Gary Maddock – Photo Iain Hibbard



Cam — Photos Leon



Stacey



Neil Tapp



Chelles



Brendon



Andrew Thompson



Never say to a cop:

Are You Andy or Barney?

Photoworks Autocross Round Two, August 30th 2009									
Number and Driver	Car	Club	Run 1	Run 2	Run 3	Run 4	Fastest	Overall Place	Round Points
26 Al Groves	Sti	HCCC	01:35.71	01:44.79			01:35.71	1	25
10 Peter Tomlinson	Mirage	HCCC	01:36.02	01:41.65	01:47.02	01:39.78	01:36.02	2	24
35 Pete Collins	Corolla	HCCC	01:36.46	01:41.47			01:36.46	3	23
18 Brian Worboys	Roadrat	HCCC	01:39.50	01:43.55	01:44.19	01:45.00	01:39.50	4	22
34 Loren Brookes	Sti	HCCC	01:39.53	01:45.83			01:39.53	5	21
15 Sam Duncan	Sti	HVMC	01:41.89	01:42.02	01:44.90	01:39.67	01:39.67	6	20
8 Adrian Marsden	Integra	HCCC	01:43.51	01:40.09	01:47.36		01:40.09	7	19
39 Gary Maddock	Civic	HCCC	01:41.06	02:05.36			01:41.06	8	18
40 Adam Fisher	Starlet	HCCC	01:43.68	01:51.29	01:46.66	01:41.32	01:41.32	9	17
28 Viv Eden	Legacy	HVMC	01:44.38	01:51.28	01:43.09	01:41.98	01:41.98	10	16
17 Leon Cast	Pulsar	HCCC	01:42.29	01:43.62	01:44.57	01:44.83	01:42.29	11	15
7 Graham Heath	Pulsar	HCCC	01:42.50	02:10.08	01:51.10		01:42.50	12	14
24 Brendon Glendinning	Corolla	HCCC	01:53.45	01:46.60	01:43.84	01:43.21	01:43.21	13	13
23 Webster Gough	Starlet	HCCC	01:49.14	01:46.99	01:44.83	01:43.54	01:43.54	14	12
13 Geoff Warren	Legacy	HVMC	01:59.75	01:57.72	01:45.48	01:44.48	01:44.48	15	11
68 Neil Roots	City	HCCC	01:47.87	01:46.15	01:55.07	01:50.97	01:46.15	16	10
12 Stephen Heskey	Starlet	HVMC	01:47.22	ww	01:51.63		01:47.22	17	9
31 Mike Reid	Charade	HVMC	01:48.45	01:55.94	02:02.85	01:53.32	01:48.45	18	8
21 Cathy Reid	Charade	HVMC	01:48.54	01:50.01	01:50.55	01:49.09	01:48.54	19	7
2 Victor Yuen	Corolla	HVMC	02:37.99	01:48.70	01:50.73	01:48.74	01:48.70	20	6
25 Kerry Butters	Corolla	HVMC	01:49.32	01:51.49	01:48.70	ww	01:48.70	21	5
30 Jilly Hutson	Starlet	HCCC	01:49.07	01:49.88	01:49.62	01:51.29	01:49.07	22	4
32 Trevor Knowles	Sti	HCCC	01:49.38				01:49.38	23	3
6 Chelles Roberts	Corolla	HCCC	02:14.17	01:49.45	01:51.35	01:50.29	01:49.45	24	2
57 Shane Atkinson	Pulsar	HCCC	01:50.45	01:55.09	01:51.60	01:49.53	01:49.53	25	1
33 Luke Kelly	Civic	new	01:49.64	01:55.03			01:49.64	26	1
16 Mark Anstis	Starlet	WCC	01:53.40	01:49.84	01:54.92	02:04.69	01:49.84	27	1
11 Matt Moynihan	Pulsar	HCCC	01:53.50	01:50.49	01:49.98		01:49.98	28	1
27 Nick Kakouris	Omega	HVMC	01:50.35	01:58.79			01:50.35	29	1
29 Ashton Mealings	Civic	Kapiti	01:50.83	01:54.64	02:00.54		01:50.83	30	1
5 Sean Chia	Silvia	HCCC	01:51.27	01:58.05	01:56.97		01:51.27	31	1
14 Stacey Glendinning	Corolla	HCCC	01:54.76	01:53.79	01:51.59	01:52.10	01:51.59	32	1
45 Steve King	Legacy	MMC	01:52.57	02:05.20	02:05.52		01:52.57	33	1
22 Dick Butters	Pulsar	HCCC	01:54.52	01:52.64	01:54.62		01:52.64	34	1
9 Zac Murray	Civic	Kapiti	02:04.59	01:53.47	01:56.29		01:53.47	35	1
20 Roger Lyon	Starlet	HCCC	01:53.71	01:58.46	02:00.35	02:03.30	01:53.71	36	1
58 Alex Baker	Corolla	HVMC	02:16.12	01:58.00	01:57.07	01:54.05	01:54.05	37	1
19 Blair Murray	Civic	Kapiti	01:57.67	01:54.10	01:54.12		01:54.10	38	1
3 Haydn Perkins	Mirage	MMC	01:56.43	01:55.04	02:00.53		01:55.04	39	1
4 Jake Evans-Scott	Trueno	HCCC	01:56.04	mistime	02:05.91		01:56.04	40	1
36 Andrew Schlup	131	HCCC	02:21.84	02:08.40			02:08.40	41	1
1 Mike Hodgetts	Corolla	WCC	ww	ww	02:16.23	ww	02:16.23	42	1
77 Brad White	Leitch	Kapiti	ww					43	1
Clerks of Course: Andrew Thomson, Leon Cast									
Scrutineering: Aaron Tasker, Brendon Glendinning, Cam Garthwaite, Warwick									
Helpers: Cam Garthwaite, Aaron Tasker, Jake, Jilly, Adam, Racheal.									
ww indicates that the course was not completed correctly									
* cone penalties are included in time recorded here									

www.photoworks.co.nz Autocross Challenge
Round up of Round Two!

Well once again the weather gods had a good dribble on us at the Slipway venue, accompanied by more wind than the day after a vindaloo.

A staggering 43 entries attended the second round of the series, which was excellent to see. Most of the competitors from round one were back for more, along with some more fresh blood.

It was an exceptionally technical course on the day with a lap incorporating two doubleback "S" bends and a rather nifty expanding corkscrew. Early runs occasionally featured a three point turn, when enthusiasm led to too high an entry speed!

There were some familiar names at the pointy end of the field, with Al Groves and Peter Tomlinson from Harbour Capital Car Club coming in first and second once again! 0.31 of a second separated Al in the Sti Coupe, from Peter in the front drive Cyborg. Both set their fastest times during their first runs of the day, due to the rather interesting weather that descended on the venue shortly before noon. Although Peter in another very tidy display of driving did get his times in the wet down to a remarkable 1:39, a time that even in the dry would have been outstanding.

Peter Collins brought his Corolla home in third place 0.44 of a second behind the Cyborg. Brian Worboys was fourth in the Roadrat 'special', with the flying novice Sam Duncan (Hutt Valley Motorsport Club) hot on his heels.

A pair of battling 1800cc track spec Honda's from Harbour Capital driven by Adrian Marsden and Gary Maddock were 7th and 8th. Adam Fisher was driving the Starlet like he'd stolen it (but really he had only borrowed it), setting his fastest time on a track that was practically underwater. Viv Eden did the same to round out the top ten, once again proving that a ton and a half worth of Legacy stationwagon can not only carry all the spares, but also get a good result.

Cathy Reid (Hutt Valley Motorsport) won the battle of the ladies, ahead of series sponsor Chelles Roberts and Stacey Glendinning (Harbour Capital) both driving Corolla's.

Further down the field I have to mention Luke Kelly driving an absolutely immaculate white Civic, and Sean Chia sliding his Silvia around the entire course. Nick Kakouris (Hutt Valley Motorsport) deserves a mention too, with the complicated series of mechanical violence and tyre climbing that he managed in his (remarkably durable) Subaru Omega.

Once again thanks to the marshals and organisers, who got absolutely soaked and frozen during the course of the day.

The third round of the Photoworks Autocross Challenge is on 4th October.

Promoted by Harbour Capital Car Club www.hccc.org.nz

Contact events@hccc.org.nz or

Organisers: Andrew Thomson 0272-605-830, Leon Cast 027-6996-838

Scrutineer: Aaron Tasker 0274-126-582

Want to book Slipway Track yourself? contact Ben Watson 027-337-5620



RACEGEAR – MOMO + RPM RACESUITS, GLOVES
MOMO + RPM RACESUITS + GLOVES + BOOTS +
HELMETS + HARNESSSES

**** NEW MONZA 6PT FIA APP. HARNESSSES****

SUSPENSION – KONI + KYB + KING SPRINGS +
WHITELINE + SUPERPRO

EXHAUST – EXTRACTORS + BIG BORES

BRAKES – EBC PADS & ROTORS – RACE/ROAD

ACCESSORIES – AUTOMETER + TERRATRIP +
REDLINE & MOTUL OILS + TURBOSMART + ALLOY
WHEELS & TYRES



RACE SUIT HIRE
AVAILABLE
RPM – DOUBLE LAYER

Contact Brian Ph: (04) 8015140
E-mail – maclennan.performance@xtra.co.nz

Never say to a cop:

Hey, you must've been doin' about 125 mph to keep up with me. Good job!

LEVIN CAR CLUB INC. KAIHINAU ROAD TARMAC SPRINT 20 SEPTEMBER 2009											
ENTRIES											
No.	NAME	CAR	Class	Club	PRACTISE	1	2	3	FASTEST RUN	Class Placing	Overall Placing
4	Tim Sillay	Nissan 240RS	D	HVMC	02:20.52	02:08.45	02:06.02	02:02.38	02:02.38	1	1
23	Webster Gough	Toyota Starlet	D	HCCC	02:11.85	02:10.74	02:04.05	02:05.95	02:04.05	2	2
35	Peter Collins	Toyota Corolla	B	HCCC	02:22.11	02:10.01	02:11.07	02:08.50	02:08.50	1	3
8	Shane MacKay	Toyota Starlet	D	LEVIN	02:15.13	02:13.09	02:12.13	02:09.81	02:09.81	3	4
10	Brent Sellens	Toyota Levin	B	HCCC	02:17.25	02:14.05	02:10.71	02:10.44	02:10.44	2	5
589	Richard Skilton	Subaru Legacy	E	HVMC	02:20.73	02:15.23	02:11.31	02:11.18	02:11.18	1	6
67	Nick Tollemache	Corolla	B	HCCC	02:21.81	02:17.71	02:11.74	02:11.64	02:11.64	3	7
101	Craig Martin	Toyota Levin	B	WGTM	02:21.66	02:15.99	02:13.22	02:12.15	02:12.15	4	8
798	Dennis Allen	Subaru Impreza	E	KAPITI	02:19.01	02:12.92	02:16.31	02:18.74	02:12.92	2	9
5	Adam Fisher	Toyota Starlet	A	HCCC	02:16.02	02:16.12	02:15.05	02:13.68	02:13.68	1	10
135	Bryan Heathcote	Toyota Celica	E	KAPITI	02:28.20	02:20.31	02:17.31	02:17.13	02:17.13	3	11
9	Brendon Glendinning	Toyota Corolla	B	HCCC	02:26.90	02:20.97	02:19.06	02:20.99	02:19.06	5	12
471	Blair Gray	Ford Escort	C	WANG	02:40.24	02:33.30	02:30.04	02:28.74	02:28.74	1	13
80	Dave Bull	Toyota Starlet	D	KAPITI	08:25.20	02:33.67	02:34.82	02:28.96	02:28.96	4	14
3	Brian Craig	Toyota Corolla	B	HCCC	02:56.03	02:40.71	02:34.26	02:30.61	02:30.61	6	15
19	Stacey Glendinning	Toyota Corolla	B	HCCC	03:03.66	02:34.33	02:32.38	02:30.92	02:30.92	7	16
									00:00.00		
	Loren Brookes	Subaru WRX	E	HCCC	WITHDRAWN				00:00.00		
									00:00.00		

Dave's Dribble

Buying a cheap car

Well eight months unemployed really slowed the motorsport involvement. Finally I had the time, but not the money to compete. The Charade has been sitting in the garage all year, waiting for me to get a job to earn the money required to compete. The loss of my company car meant that I had to use the 3.0V6 Tow Ute as my daily drive. Not the most economical way to get around. I retired the Civic because I let the cancer get away from me. 5 years sitting neglected outside, 800m from the sea is hard on any car, especially a 33 year old one. It was fixable but not worth all the work. Plus I wanted something that would be more comfortable to drive decent distances. I needed a new car. It had to be economical to run and be light and nimble, as it would be doubling as a daily drive and my autocross/Motorkhana car. As I was unemployed it had to be cheapish, so I scoured the roadsides, trademe and T&E site and talked to all my contacts that had trade-ins, only to find that with the demise of the finance companies, the sales of Imports slumped too. This meant that most people were hanging onto their cars longer (unless they were stuffed) creating a stronger demand than supply, thus pushing the prices of cheap cars up. People were asking \$1500-\$2500+ for cars that a year ago were barely worth \$500. The scrap value of cars going up didn't help either, with places like Pick-A-Part, actually paying \$150 for a wreck instead of just accepting them for free. After months of searching and looking at crap that looked okay in the photos, I realised that the market had not changed that much. The only thing that had gone up was the asking price. So many cars were being advertised on trademe with an opening bid way higher than the car is worth and just not selling. I found that you can search expired auctions and see the last 50 auctions for the searched vehicle. A search for "Charade" showed only 7 of the last 50 auctions resulted in a sale. Only 2 of the last 25 sold.

I widened my search criteria. Basically interested in anything 1000cc – 1600cc, preferably hatch, preferably but not restricted to Manual, up to \$3500, leaning at lower

than \$2000. Most interesting cars were in Auckland which makes it hard. I had the time to get a cheap fare and fly up to pick it up and drive it back, but with so many of the great sounding cars turning out to be crap, I wasn't prepared to risk it. I even considered cars in Dunedin and Invercargill.

In the end I gave up when I found a 993cc 3cyl Charade on the T&E site. 1988, 302,000km, no reg, no WOF, four bald tyres, dents, a very clunky starter motor that sometimes wouldn't mesh with the ring gear and a leaking exhaust, but it was only \$250 ono. I looked at it in the dark and drove it. Then Webster and I went back in the twilight. It was all there, the cv's were okay, and it drove okay, even if down on power. I suspected it had a blown head gasket as it is a very common thing on those 3cyl motors (the heads go pourous) and the owner had gone to the trouble of putting a massive alloy radiator and fan permanently wired to keep it cool. I ended up getting it for \$100 working on the theory that being the same model as the rally car, the lamps, bumpers and a few panels, plus the rims etc were worth more than that to me if I wrecked it. A trip to Pick-A-Part netted me 4 good tyres on Honda rims (\$18) so they would bolt straight on. Webster was kind enough to weld the exhaust for me, plus a bit of rust we found while giving it a check over. I took it for a WOF and all it failed for was 3 bulbs. One blown and two just had bad contacts. Now I had a road legal car that would only just get up the gorge at 50kmph with a tail wind. I suspected the timing was out, but had no time to fix it before it was pushed into service at the Silverstream autocross.

Grass roots on a budget

I only had the wheels I had bought to get the car road legal, so had to use them, even though the tyres on the back looked more like slicks. They had 5mm tread depth, just very few 1-1.5mm wide grooves. The WOF guy measured them with a bit of paper as his gauge was too wide to fit. I disconnected the dash as I thought the faulting rev counter may have been affecting the engine and causing it to run rough. This meant no temp gauge which was a bit of a worry in an untried car.

I had no idea what to expect, except that it would be tail happy on the wet grass. It was! I hit more cones in that one event than I have in the last 10 years autocrossing! But it was fun! I managed 8th, which wasn't too bad when you consider that all the runs were added together to get a combined total time. That meant that all my cones were added too.

After the official runs finished I offered the car for others to have a go. Many took me up on the offer more than once. Leon was the only one that managed to get it to understeer. In fact he never got it to oversteer much at all. The quote of the day came from Roger. Stepping out of his rear wheel drive Starlet to have a go in Neil's City, he almost didn't even have a go in the Charade as he claimed that he didn't like front wheel drive. He eventually had a go and came back claiming that it "was the most rear wheel drive front wheel drive car he's ever driven"

Is a cheap car really a cheap car?

After the autocross, it failed to make it up the gorge on a trip home from visiting my mom in hospital. What made it worse was that Sarah was with me at the time, parked up outside the abattoir with the bonnet up in semi darkness trying to work out what was wrong. I found the pig tail lead in the distributor was frayed. I wiggled it and the car started and I got us home. The next day I made a new one. A week later we finally looked at the timing. It turned out to be very retarded. So much so, that the mark was well out of site. Correctly timed, it sounded much better, so I took it for a drive. It doubled the power. I took it up Raiha St to see if it pulled up hills and it did — very well in fact. That was until I turned into Broken Hill Rd, to turn round and head back to the workshop. Then the car suddenly started coughing and spluttering. I barely made it back to the workshop. We checked it out and found that it was only running on two cylinders. I took the plugs out and found that the middle cyl was not firing and the plug was wet. I turned the motor over with the plug earthed to see if it was getting a spark, only to have a jet of water fly out of the plug hole and across the workshop floor. I now

officially had a blown head gasket and a 3cyl water pump. It made it fun getting the car home.

The next day I replaced the H/gasket, cam belt, and tensioner bearing, but had to wait to borrow Webster's torque wrench. It was then that the problems really started.

Torquing the head bolts to 47ftlb, we never got much past the first stage of 20ftlb before snapping a head bolt. Luckily Webster knows a few tricks and the snapped piece of bolt was removed from the block in no time. After unsuccessfully finding any new ones, I headed over to Pick-A-Part to get some off an earlier Charade that had the same motor. While I was there I splashed out on a starter motor as I had pulled the old one off and found that there wasn't much in the way of teeth left on the gear. Back home I had another go, only to snap another bolt and on a third try stopped just short of yet another bolt snapping. These are not stretch bolts so they should not be snapping. I felt that even the first stage of 20ftlb felt very tight and questioned the accuracy of Webster's torque wrench. Even though it had been calibrated when Webster had made it and Webster defended its accuracy, we borrowed a new one and found that the 47ftlb we were aiming for was only just a little bit tighter than the 20ftlb that Webster's wrench was reading. All the problems were caused by an inaccurate wrench. After working that out, it went back together nicely and ran well, so I replaced the plugs, oil and air filter. The idle was too high but it was going much better. I was scared to put a straight edge on the head, but it seems to have held together. Visually all looked good and there was no lip on the bore and no piston slap which surprised me for 302,000km. The car now owes me \$540 including registration and insurance.

I entered the next Silverstream autocross. This time I had slightly better tyres as I had found two more at Pick-A-Part to replace the 'slicks.' I did better this time with 4th place even though the car wasn't running 100%. A few people took it for an unofficial spin. Then Leon took it for a run. He made it about 50m before it died. Towed back to the start, I started it and it seemed to be ok, so Leon had another go. He made it to the finish but it was running very rough and didn't want to idle. All things pointed to fuel, so I took it for a run down the road to try and clear it out, but nothing changed. After a lot of mucking around (by now almost everyone but Webster & I had left) Webster decided to undo the plug at the bottom of the carb float bowl, emptying the bowl. The car started and ran fine, so the next day, I bought a new fuel filter and don't run it below ¼ tank.

Employment at last!

After eight months, I decided I had to go on the Dole. I had been surviving on savings, but they were running low, so I made the call and got an appointment with the lady at WINZ. Half an hour later I had a phone call from Ray Hartley, who I have known for the last 20 years and always gotten on well with. "You got a job yet?" "No" "Good, come in and see me." That led to him to offering me a job, running the office at Ray Hartley Motors. That was at the end of June (I started writing this about then) and I'm still loving it. We get to work in a huge variety of cars from MG and Lotus, all the Jappa's and Euro's from the last 20 or so years, to American 'trucks' with the odd Holden and many race cars as well as a lot of old classics. At the moment (as I write this) we have a 1955 Studebaker truck, a 1948 E93A Ford Prefect, a 1957 Morris Minor, 1956 Daimler Conquest, P6 Rover V8, MG midget, MGB GT V8 and a MkII Escort along side 90's, Subaru Legacy, Toyota MR2 in the workshop. Today we also worked on a WRX, late 323, Mk5 Golf and a 406. The most interesting cars we have had in are a 1935 Type 49 Bugatti and a Lotus Esprit twin turbo V8. Both awesome cars!

Ray is a great guy to work for and he has a good bunch of guys working for him. I am enjoying getting to know the customers, some of whom have been loyal to Ray since he started the business in 1989. They are much friendlier to deal with than I was used to with the Mercedes owners. Ray knows them all and does his best to provide great service. We have some neat customers, including a good number of HCCC members. Ray is a licensed scrutineer and has many years building and setting up race cars, so we get a lot of race cars coming in for anything from an authority card inspection to race preparation.

I am lucky I get a car park, so have been driving the Budget Charade to work every day. It gets over 15L/100km so costs me about \$35 a week in gas and is still going well after 6,000km.

Slipway Autocross

The plan was to video the Slipway event, but things started to go wrong when I found it hard to get a tape for my Hi8 camera before the event so went armed with my HD digital video camera. Then I was late arriving so had to wait for a car to leave so I could get through the gate before it closed. When I got there plans changed when I took one look at the track and entered the mighty 3cyl Charade on the spot (of course I had my helmet and overalls with me!) I did get a fair bit of videoing in too, but a mixture of severe cold and plenty of rain, with the odd hail shower thrown in, made it hard to spend a lot of time holding the camera steady while shivering and keep it dry.

The Charade was not suited to the event, but it was still fun. The 27th o/a was my worst ever result in an autocross, so I wasn't keen to enter again in that car. I didn't go to the second round as the forecast said it was going to be nasty and it was. Not good videoing weather, plus I had other things to do.

I found that I blew the LHR shock at slipway, so it was over to Pick-A-Part to get another, along with some new brakes. When I bought the car, I was told the owner had put new pads in, but when I checked it out after I bought it, they were stuffed. It was because the calliper slides were seized. It took a huge amount of force on the press at Websters work to free them, but the high mileage had worn the calliper and there was a lot of play. This caused shaking under brakes, so I bought some later callipers which required slightly bigger discs.

Back into motorsport?

So far my motorsport has been limited to autocrosses. Ray took me up to Manfeild a couple of weeks ago for a track day where he made me sit in the passengers seat of his 72' 911RS race car while he went round and round trying to break his gearbox (after breaking many boxes, he needed to make sure the issue was fixed) He even bought me lunch. It's a bugger working for someone that appreciates you working for them!

I had planned to enter the Hugh Baird Classic rally in Hawkes Bay, but looking at the fact that I had to register and warrant the rally car, trailer and the Ute as well as replace the front brake pads, cut out switch, oil change and a bit more work on the Charade before I even got to the event costs, it all became too much. Plus Brian was in a little bit of doubt with the recovery from his operation.

I plan to get each vehicle on the road one at a time to lessen the hit on the bank account.

Still looking for a car to replace the budget Charade. Hoping to find a DeTomaso Charade or a Swift Gti, but am leaving my options open. There are many desirable cars for sale in Auckland, but so far none have been good enough to risk the trip up. I keep gravitating to the EB Civics that pop up from time to time, but have to be strong. I want something later model, just pre airbag if I can get it.

Te Papa F1 and budget motorsport

If you have not been to see the F1 exhibit at Te Papa yet, I recommend you hurry up. It is the closest you will ever get to a F1 car and the information is impressive. Webster and I took advantage of the Wellington Car Clubs evening trip which was not only cheaper, but with only 40 odd people there, gave us enough room to see everything. A few weeks later I answered the call from Jody to supply club cars for a display outside Te Papa. I decided that there would be enough race cars there, so took the mighty budget Charade with a sign that explained that it was a \$100 car that I used as a daily driver and for club motorsport, explaining the placings it had achieved (but left out the Slipway placing). Leon had a similar sign on the MR2, Brendan had the Corolla there and Brian had the road rat there. I also took a TV and DVD player showing footage of

autocross and Motorkhana events, but it was too hard to see once the sun came round the building. It was a fantastic sunny Saturday and there was a huge crowd milling around. The Charade turned out to be one of the most popular vehicles there as everyone wanted to know why it was there between Ron's Evo and the road rat. I got to talk to a lot of people, most of whom were not actually interested in motorsport but took a great interest in the cars on display and asked a lot of relevant questions. Hopefully we may see a few of them at the competitor coaching event at Silverstream, giving it a go. I got a ticket to see the exhibit again and went while Chris Amon, Eion Young, and a few other nobodies did a talk on the cars etc. Very interesting to get a first hand experience of the cars and their characteristics from someone that drove them in the day. Not something you get to experience every day.



Hill Specialties

P: (06) 323 3669
M: 0274 979 143
E: contact@hillspecialties.co.nz
www.hillspecialties.co.nz

Hill Specialties Motorsport Engineering

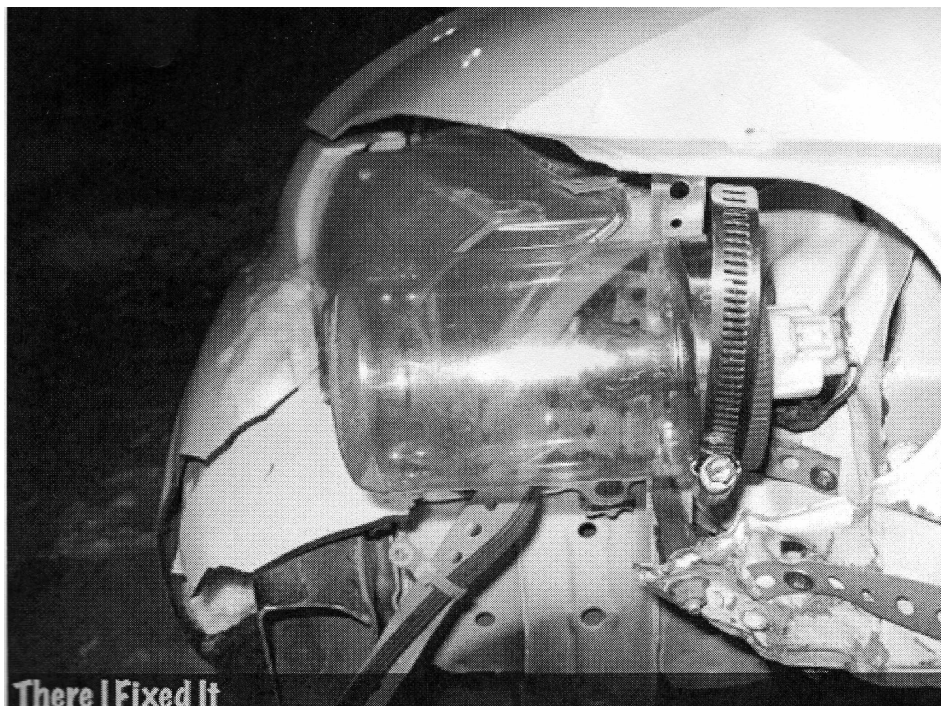
- ⇒ Roll cages built to Motorsport NZ specifications
- ⇒ Manufacturer of dry sump tanks, catch tanks and radiator catch tanks
- ⇒ Specialist brake and suspension set ups
- ⇒ Custom built extractors and pipework
- ⇒ Custom built radiators to any specifications
- ⇒ Specialist in intercooler pipework





Sabert Seat SPECIAL

\$900
+ GST
Plus
Harnesses & full Apparel



Never say to a cop:

I thought you had to be in relatively good physical condition to be a police officer.

TRIALS

Hello folks

Attached are the results of the September car trial, fifth & final round of this year's series.

Thanks to Wayne Gair & Dianne McDonald for organising the event.

I will send out the final official points table when I receive it from the Wellington Motor Sport Association points keeper.

See you next year!
cheers, John

WELLINGTON MOTORSPORT ASSOCIATION

SEPTEMBER NIGHT TRIAL 2009



SUMMARY OF RESULTS

No	Driver	Navigator	Crew	Club	Points	Class	Class Place	O'all Place
1	Ken Douglas	Marcia Haggerty	Greg McCourt, Colleen Tyree	Levin	121	Exp	6	8
2	Sue Gandy	Gordon Gandy	Denise Gandy	Hutt Valley	39	Exp	2	2
3	John Rapley	Carol Weston		Harbour Capital	8	Exp	1 st	1 st
4	Bryan Atkins	Mari Atkins		Sunbeam	323	Int	4	10
5	Bill Peacocke	Murray Milner	James Milner, Robbie Peacocke	Harbour Capital	74	Int	1 st	6
6	Jilly Hutson	Adam Fisher	Len Fisher, John Tennent	Harbour Capital	118	Int	2	7
7	Brian Craig	Barry Craig		Harbour Capital	128	Int	3	9
8	Cathy Reid	Mike Reid	Carol Shand, Warren Burt	Hutt Valley	68	Exp	5	5
9	Mark Jennings	Sam Jennings		Kapiti	53	Exp	4	4
10	Dave Jennings	Jane Austen	Lisa McKeown	Kapiti	43	Exp	3	3

Notes: Our thanks to Neil Roots (and Crackers) for manning the Takapu Road Control on the night – a horrible place to be parked, but somewhat forced on us by the road works at the Tawa Interchange.

The weather was kind to us and so were the locals – we lost absolutely no checks or signs – they were all still in place when we did the pickup – definitely a good night from that point of view!!

We hope to see you all (plus others – spread the word) at the next year's series.

Congratulations to John and Carol for a well deserved win on the night and John's overall win for the series.

Dianne and Wayne



For all your Electrical Installation,
Maintenance & Service needs.
Residential, Commercial & Industrial

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

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100.
Great for tidying up your wiring loom

Never say to a cop:

You're not gonna check the trunk, are you?



MotorSport New Zealand Inc
MotorSport House
69 Hutt Road, Wellington 6015
P O Box 3793, Wellington 6014
Phone: +64-4-801-9559
Fax: +64-4-801-8558
Email: technical@motorsport.org.nz
Website: www.motorsport.org.nz

MEMORANDUM

DATE:	27 September 2009
TO:	Clubs and Scrutineers
FROM:	The Technical Department
SUBJECT:	Scrutineer Training 2009 – dates & venues.

The dates for the 2009 series of Scrutineer training are as follows:

Date	Venue	Time	Finish time
Friday 16 th October	Wellington MotorSport House 69 Hutt Rd, Thorndon	6.30 pm for 7.00 pm start	11.00pm
Monday 19 th October	Palmerston North Manawatu Car Club Rooms Kawakawa Rd, Feilding.	6.30 pm for 7.00 pm start	11.00pm
Tuesday 20 th October	Taupo Taupo Motorsport Park Off Highway Road, Taupo	6.30 pm for 7.00 pm start	11.00pm
Wednesday 21 st October	Hamilton Hamilton Car Club Rooms 116 Vaile Rd, Newstead, Hamilton.	6.30 pm for 7.00 pm start	11.00pm
Thursday 22 nd October	Auckland Northern Sports car club Mt Richmond Domain, Otahuhu, Auckland	6.30 pm for 7.00 pm start	11.00pm
Tuesday 27 th October	Dunedin Otago Sports Car Club Rooms 97 Larnach Road, Waverley.	6.30 pm for 7.00 pm start	11.00pm
Wednesday 28 th October	Christchurch Club Rooms Powerbuilt Raceway, Ruapuna Park, ChCh.	6.30 pm for 7.00 pm start	11.00pm
Thursday 29 th October	Blenheim Marlborough car club	6.30 pm for 7.00 pm start	11.00pm

Arrival 30 minutes prior to commencement would be appreciated but we are aware this is a week night and if you are late it's not a problem.

All interested, and this includes anyone interested in becoming involved with scrutineering are more than welcome to attend. For some, attendance may be necessary in order to maintain your Scrutineers licence and in particular your "A" licence designation.

Also if anyone has any subjects they wish us to cover let us know asap by giving us a call or a quick email.

Confirmation of attendance, individually, or through your club would be appreciated either by e-mail, fax or phone, although just turning up on the night is fine. Email rod@motorsport.org.nz

Contact numbers; Julian Leach 0274 467 582, Rod Taylor 0272 806 522, Kevin Dwyer 0274 475 668

On behalf of the Technical department
Best Regards

Rod Taylor
Technical Assistant

Representing the Federation Internationale de l'Automobile
Comprising over 100 automobile clubs nationwide

Never say to a cop:

I pay your salary!

Club merchandise

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

Wellington Motorsport Association Calendar 2009

Contact the HCCC convenors if you want to find out more about an event (like regs and entry form) for email updates of the WMSA Calendar contact the secretary wayne.gair@kapiticoast.govt.nz

	Day	Club	Competition / Eventing / Autocross	Hutt Valley	Circuit/Stream	
October	3					
	4	AW	Intermarque Sprint Autocross	Harbour Capital	Manfeild Slipway, Brooklyn	IM KN
	10		Race (Bathurst)			
	11		Race (Bathurst)			
	18	JR	Gravel Sprint	Kapiti	Valley View	GS
	25		Sealed Sprint (Triathlon #1)	Hutt Valley	Port Road	DM
	26		Autocross (Triathlon #2) Motorkhana (Triathlon #3)	Hutt Valley Hutt Valley	Silverstream Silverstream	KN ST
	24-31		Targa			
November	1		Gravel Sprint	Levin	Waiorongomai Road	GS
	8	SM	Hillclimb (Sealed)	Wairarapa	Admiral Road	DM
	14		Race (MG Classic)	MG	Manfeild	
	15		Race (MG Classic) Autocross	MG Harbour Capital	Manfeild Slipway, Brooklyn	KN
	16		WMSA Meeting (Calendar)			
	22	PT	Sealed Sprint	Wellington	Shelley Bay	DM
	26	All	Stewards Meeting		Stokes Valley	
December	5					
	6	GM IS	Intermarque Sprint Gravel Sprint	Wairarapa	Manfeild Dorsets Road	IM GS
	13		Autocross	Hutt Valley	Silverstream	
	21??		Sprint???	Hutt Valley	Manfeild???	RT?
	26		Reindeer Barbeque		Well aged (10 yr) steaks a feature	

	Abbreviations:		Stewards:		Organising Club:
KN	Kim Naylor Autocross Series	AW	Alan Wright	HC	Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series	BS	Barry Swanerton	HV	Hutt Valley
ST	Stewards Trophy Motorkhana Series	GG	Gordon Gandy	W	Wairarapa
VB	Vesta Battery round of ST Series	GM	Gus McMillan	K	Kapiti
GS	Gravel Sprint Series	JR	John Rapley	WG	Wellington
RS	Rally Sprint Series	PT	Paul Te Punga	M	MOWOG
CR	Central Region Rally Series	SM	Stephen Marks	T	Triumph
IM	The Surgery Intermarque Sprint Series	WG	Wayne Gair	MG	MG

Sticky Signs

Need numbers, names or signage on your car?

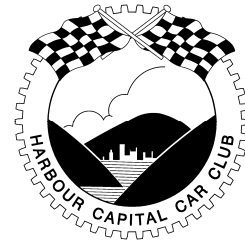
Tow, circuit breaker stickers and Race numbers to Motorsport NZ specs

Give us a call on 04 977 9994

Never say to a cop:

Gee, officer! That's terrific. The last officer only gave me a warning, too!

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

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
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
--------	-------------	-------	---------

Annual Subscription:

Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 35.00 p.a.

Couples: \$ 40.00 p.a. (\$5 for each additional family member)

Student: \$ 25.00 p.a.

Amount enclosed: \$ _____

Or Direct Credit into the Bank Account (Please put your name in the reference)

BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

