



WHEELSPIN

September 2012

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Neil giving the RoadRat a workout at Trentham

Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street

(North End of Jackson Street, just South of Cuba St intersection) Petone

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

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

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

Clubnight

The Fireman's Arms Jackson Street, Petone

Wednesday the 5th September 2012 @7:30



A remarkably busy month has rushed past expensively! Which while it makes Mr Wallet into Sadpanda, does give me quite a bit more to report on.

First up was my favourite sealed sprint of the year, Kaihinau Road just north of Shannon. Unlike last year when my Corolla decided to self-destruct the radiator, my lead up to the event was actually quite smooth.

I picked up a couple of new tyres from Neil's Wheels, and other than a tiny seep on one hose clamp the car was ready to go. I managed to keep really busy the entire day, as when I wasn't driving my car in group #1, I was co-driving with Stacey who was running on group #2. It has to be said that this made the day go very quickly! Pretty much a couple of minutes between runs to hop from one car to the other, other than that, completely non stop.

Poor Webster didn't have too flash a day though, he was stopped during his practice run by a red flag while they extracted a Porsche 924 from a fence. Webster was then cleared to continue his run, and promptly achieved a vast speed and then went through the same fence (only far faster) and was then stopped by the second fence (after which I gather there was a large drop into a swamp!). It was probably a bit of an interesting experience for Duane in the passenger seat, seeing fence wires whizzing over the roof of the car.

Anthony Futter gave himself an interesting challenge for the day, running road tyres on some recently acquired (very very wide) wheels. This resulted in a lovely set of tank-slapper marks down a straight, resulting in a Corolla / GT4 hybrid parked beside the road with not enough wheels on the ground to actually move anyway (whilst we drove past on the return run and tooted and waved helpfully).

The quickest Harbour Capital pilot was Bruce Graham in a Nissan (I'm guessing Skyline?) who came in second overall for the day behind Wade in the monster power Subaru Sti. Second HCCC driver was Pete Collins who brought his ever faithful red AE82 home first in class and ninth overall. To my surprise and great pleasure I brought my Corolla home in second in class (and fourteenth overall) a mere three tenths of a second (which was three places) in front of Graham in his Pulsar.

I absolutely love this bit of road, because there are a couple of sections of road where it's all about carrying momentum (which I can do) rather than about high power (which let's face it, my Corolla

definitely doesn't do!). There's basically no other event on tarmac where I'm likely to ever see a result like that – probably why I like the road so much.

Shane McKay might not be so keen on the road though after he rolled his Starlet into oblivion on his final run of the day. He wasn't the only one bouncing off the walls, as there was an AE111 Trueno that I think cleaned a corner of his car out on one of the first corners of the event. Webster seized his turbo once he extracted the car from a fence and made large adjustments until the wheels faced forward again. Andrew Thomson didn't have a great run either, setting some quick times and then snapping his exhaust system off.

The next bit of tarmac was a mere one week later, with the new HVMC venue in Upper Hutt (just a couple of blocks up Alexander Road from the old GM Carpark autocross venue). Clearly we were all desperately looking forward to trying out a new bit of seal, because the event was full several days prior to the event and even a waitlist...

It is a very tight bit of road, with three hairpin turns around a barrel per lap! There were a few oops moments on the day, Cathy Reid took out a kerb in her Charade, as did a BMW three series, and to a lesser degree also a Skyline GTR, Citroen AXGT, and a Fiat Strada (I think). So a couple of cars did limp home under tow, which is never nice to see.

The viewing there is fantastic, as you can wander up to the corner and see basically the entire course quite clearly. There are several other events due to run there through the rest of Winter, so I'd suggest that if you're feeling confident about keeping the car nice and carefully on the road, do give it a go.

They also had quite a fun format for the day with the usual practice plus three runs, and then down to an elimination format of 32, 16, 8, 4, 2. Which is often good to mix up the results a bit, as it means that you have to put down a great run in the elimination runs, and none of your previous fast runs count for anything at all.

As it turned out, that was definitely the case, as Wade fluffed his final shoot out with Jared, which meant that the AE86 actually won in a shootout versus a bazillion horsepower Sti. Our best result was Pete Collins who got his Corolla into the final four shootout. Clearly it was a good couple of weeks for Pete!

Not far behind this event was the Taupo Classic Rally club rally-on-a-track held up at Taupo. I decided that I really couldn't afford to run my Corolla at the event as it would likely melt another couple of tyres. However I was still keen to be involved, and courtesy of Brendon not being keen to navigate for Andrew (stomach apparently not compatible with navigating) I ended up with the navigator role in Andrew's Corolla.

We headed up on the Friday at a nice leisurely pace on a road trip with Andrew, myself, Nat (in charge of providing baked goods), and Webster (the trusty service crew). The Friday drive up was a bit of a worry due to plenty of rain, which didn't exactly tie in too well with Andrew's plan of running his slicks on the Saturday.

However our fears were for nothing, as although it was utterly freezing cold, there was no sign of rain!

It was a brilliant social day, because there was a good HCCC contingent there either racing, servicing, or just visiting. Adam Muldoon was running his Lancia, Andrew in the Corolla, Brent and Julie in their Corolla, Adam and Jilly in the Starlet, and Richard and Ian both entered in Ian's 944. Along with Brendon, John T, and Webster.

CLARKSONISM'S

"Tonight, the new Viper, which is the American equivalent of a sports car... in the same way, I guess, that George Bush was the equivalent of a President."



Andrew and I had a bit of an amusing start to the day as we exited the pits and then instantly spun the car onto the infield. Turns out that stone cold slicks on a freezing cold day does make it a fairly low traction experience for the first lap.

I was absolutely blown away by the difference between Andrew's car and mine. Although both are Corolla's with a 20 valve repower, Andrew's car has had a whole extra league of development put into it.

The six speed gearbox meant that the car wasn't constantly falling into the frustrating gap between second and third that the 4AGE engine is notorious for falling into. Once the slicks had some temperature in them, they just gripped and kept right on gripping even in the 20km stages.



The wilwood brakes were tons of fun, although did result in my gentleman's area getting smashed

against the anti submarine belt every time Andrew hit the picks. My suggestion to Andrew was that if there was a footrest for me to brace against, this would result in a far less high pitched set of comments from the passenger side of the car.

We had a brilliant result too, bringing the Corolla home in 26th out of the field of 50 entries (just behind Adam in the Lancia). Brent and Julie finished quite a bit further up the field, and I think were third in class after a day featuring a spin, and a series of stages with brakes that weren't up to the job until well bedded in. Richard and Ian had a bit of a rubbish day though unfortunately, as the Porsche alternator spat the dummy mid day, and they couldn't get enough volts into the car to get to the finish line, despite hooking the Porsche up to their tow car between stages.

Brendon was having far too much fun during the day, asking me after every stage if I was feeling unwell, poking me in the stomach, and offering to buy me greasy food. So there was a bit of payback dealt out, as Jilly was kind enough to offer Brendon a barf bag just in case watching cars was making him feel unwell.



As you can see from the expression, apparently it was just only us who found this hilarious. They put a brilliant event on for us, and if you have a tarmac spec car, I highly recommend it! My next event was definitely NOT tarmac, which was a bit of a chuckle. I've kind of "inherited" an on demand four wheel drive 1200cc Justy off a friend, who had given up on the car. In the previous 2.5 years, the Justy had travelled the sum total of 50km. Which meant that the petrol in the tank was somewhat antique. To my utter amazement, the Justy actually started, ran, and only needed minor repairs to get a shiny new warrant.

So after 2.5 years of zero use, and another year before that since it was actually moved on a regular basis, the Justy was actually back on the road again. So I wasn't greatly confident that all was going to be well, considering that the car had been used for one day before I was dragging it up to Kapiti and throwing it around their track.

Armed with half a tank of 2.5 year old petrol and half a tank of new petrol, I was punting a very surprised Justy around an utterly slippery autocross track. The practice run was fairly decent underfoot, but the rest of the runs were just unspeakably slippy! Even the 66hp four wheel drive was snaking down the straight.

I expected the Justy to be an understeer machine, however I was actually oversteering wildly out of the corners under throttle. Although with practically zero power on hand, I definitely could not hold the slide as soon as the corner finished.

Being super short wheelbase, and non power steering it was a battle and a half through the

“S” section as soon as the car started kicking the back out. I kept it on the track (barely), and was definitely chanting to myself “drive straight drive straight drive straight” in attempts to get a tidy run in.



I've not seen the results yet, so I can't tell you if I did actually get in a quick run! At the fast end of the field though, it was a straight battle between Graham and Ashton again in their SR20VE powered Pulsars.

Although Ashton did require a bit of towing out, as he sunk his Pulsar just after the finish line when things got a bit out of hand on the long sweeper.

That's about enough from me, catch you some place where there are cars!
Leon.



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Grins and Snickers

I was in the 'Six Item Express' lane at the supermarket, quietly fuming. Completely ignoring the sign, the woman ahead of me had slipped into the check-out line pushing a cart piled high with groceries. Imagine my delight when the cashier beckoned the woman to come forward, looked into the cart and asked sweetly, "So - which six items would you like to buy?"

Wouldn't it be great if that happened more often?

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All eyes were on the radiant bride as her father escorted her down the aisle. They reached the altar and the waiting groom, the bride kissed her father and placed something in his hand.

The guests in the front pews responded with ripples of laughter. Even the priest smiled broadly.

As her father gave her away in marriage, the bride gave him back his credit card.

TRIALS

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

Thanks to Cathy & Mike Reid (Hutt Valley Motorsport Club) for organising the event.

Congratulations to Wayne Gair & Dianne McDonald, 1st place overall and also 1st in the Expert class.

Congratulations also to Steve & Cathie McCallum, 2nd overall and 1st in the Intermediate class (yet again!), and to Natalie Gray & Gareth Cooper with Brian Craig providing guidance, 4th overall and 1st in the Novice class. Some very close points scores on this event.

The next event is on Wednesday 12 September - round 4 of this year's night trials series. Mana to Paraparaumu/Kapiti areas. Organisers are Dave & Mark Jennings (Kapiti Car Club). Start at McDonald's Hamburger Restaurant, SH1, Mana, and finish at Paraparaumu. Documentation from 7pm, first car away at 7:30pm. Entry fee \$20 per car. Duration about 90 minutes. Relax over tea or coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

Round 5 - October 10, Titahi Bay & Porirua, organisers Wayne Gair & Dianne McDonald (Harbour Capital Car Club).

cheers, John

For those who appreciate a bit of UK humour - the following is an actual exchange of correspondence between a customer and ScotRail.

Gentlemen,

I have been riding your trains daily for the last two years, and the service on your line seems to be getting worse every day. I am tired of standing in the aisle all the time on a 14-mile trip. I think the transportation system is worse than that enjoyed... by people 2,000 years ago.

Yours truly,

Angus MacDougal

Dear Mr MacDougal,

We received your letter with reference to the shortcomings of our service and believe you are somewhat confused in your history. The only mode of transportation 2,000 years ago was by foot.

Sincerely,

ScotRail

Gentlemen,

I am in receipt of your letter, and I think you are the ones who are confused in your history. If you will refer to the Bible and the Book of David, 9th Chapter, you will find that Balaam rode to town on his ass.

That, Gentlemen, is something I have not been able to do on your train in the last two years!

Yours truly,

Angus MacDougal.

WMSA Night Trial Night Series - Round 3

Wednesday 8th August 2012

Summary of RESULTS

<u>CAR</u>	<u>TEAM</u>	<u>CLUB</u>	<u>POINTS</u>	<u>CLASS</u>	<u>OVERALL PLACE</u>
6	Wayne Gair & Dianne McDonald	HCCC	33	1st Expert	1 st
8	Steve & Cathie McCallum	HCCC	45	1st Intermediate	2 nd
4	Dave Jennings & Mark Jennings	Kapiti	51	2nd Expert	3 rd
9	Natalie Gray, Gareth Cooper & Brian Craig	HCCC	55	1st Novice	4 th
5	Len Fisher, Jilly Hutson, Adam & Matthew Fisher	HCCC	58	2nd Intermediate	5 th
1	John Rapley & AJ Martin	HCCC	59	3rd Expert	6 th
2	Andrew & Cameron Bartle & Marjorie McKee	HCCC	60	3rd Intermediate	7 th
10	Gordon Gandy & Denise Gandy	HVMC	72	4th Expert	8 th
3	Tim Dempsey & Bill Pearce	HVMC	131	2nd Novice	9 th
7	Bryan & Mari Atkins	Sunbeam	148	4th Intermediate	10 th

There were several changes in placings - sorry for those affected (you'll know who you are)!
Some crews went up, up the leader board & some went down, down!

Thanks to everyone for coming out to play & we'll see you all (and more) next month

Organisers: Cathy & Mike Reid - Hutt Valley Motorsport Club

Thanks to:- Darryl & Sandra Monk for checking the trial

and Adam Bewley who was our very lonely manned passage check!

A man goes to a shrink and says, "Doctor, my wife is unfaithful to me. Every evening, she goes to Larry's bar and picks up men. In fact, she sleeps with anybody who asks her! I'm going crazy. What do you think I should do?"

"Relax," says the Doctor, "take a deep breath and calm down. Now, tell me, exactly where is Larry's bar?"

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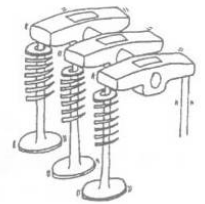
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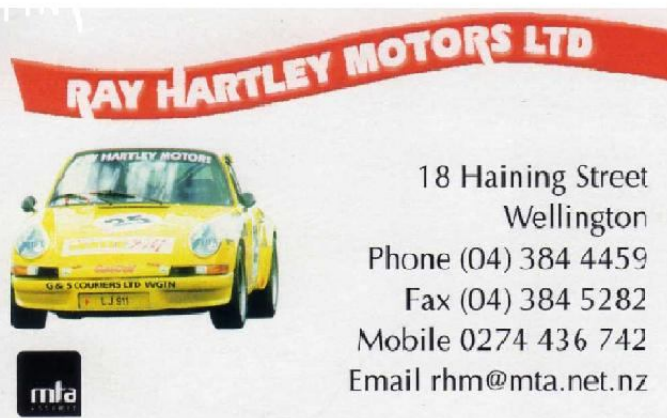
Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

Note: We trust our informants' 100% and would never question their reliability!



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John was on his deathbed and gasped pitifully, "Give me one last request, dear," he said.
"Of course, John," his wife said softly.
"Six months after I die," he said, "I want you to marry Bob.."
"But I thought you hated Bob," she said.
With his last breath John said, "I do!"

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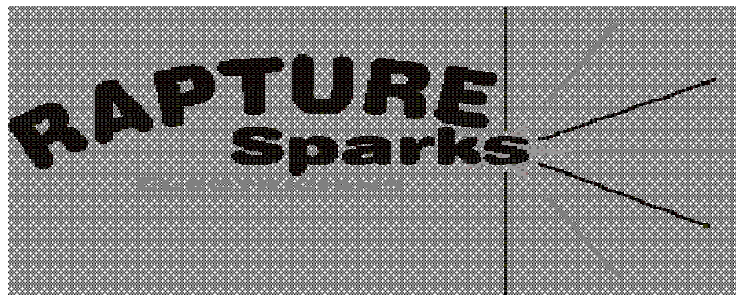
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The reason Politicians try so hard to get re-elected is that they would "hate" to have to make a living under the laws they've passed.

Flying Fish Fotos from Taupo





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Wellington Motorsport Association Calendar 2012

September	1				
	2	CF/GM	Race (Winter Series)	Manawatu	Manfeild
	12		Night Trial	Kapiti	NT
	16		Motorkhana	Harbour Capital	Silverstream ST/VB
	23	GG	Intermarque Sprint	IM(?)	Manfeild IM
	30	WG	Sealed Sprint	Wellington	Shelley Bay DM
October	6				
	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki GS
	10		Night Trial	Harbour Capital	Titahi Bay NT
	14	WG	Gravel Sprint	Wairarapa	Puketiro Road GS
	21	SM	Sealed Sprint (Triathlon)	Hutt Valley	Port Road DM
	22		Autocross/Motorkhana (Triathlon)	Hutt Valley	Trentham/Silverstream(?) KN/ST
	21-28		Targa Rally	Targa	
November	3				
	4	SM	Hillclimb	Wairarapa	Admiral Road DM
	10		Race (Classic)	MG	Manfeild
	11		Race (Classic)	MG	Manfeild
	10-18		Silver Fern Rally	Marathon RC	North Island Nat
	18		Autocross (Gravel)	Kapiti	Otaihanga
	19		WMSA Meeting		HVMC Clubrooms, Petone
	22	All	Stewards Meeting		
	25	GG	Gravel Sprint	Wairarapa	Dorsets Road GS
December	1				
	2		Sealed Sprint Autocross	Dannevirke Hutt Valley	Blairgowrie Road Silverstream KN
	9	AW	Intermarque Sprint	IM	Manfeild IM

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

Levin
Hutt Valley
Wellington
Harbour Capital
Kapiti
Wairarapa
MG
Intermarque
MOWOG

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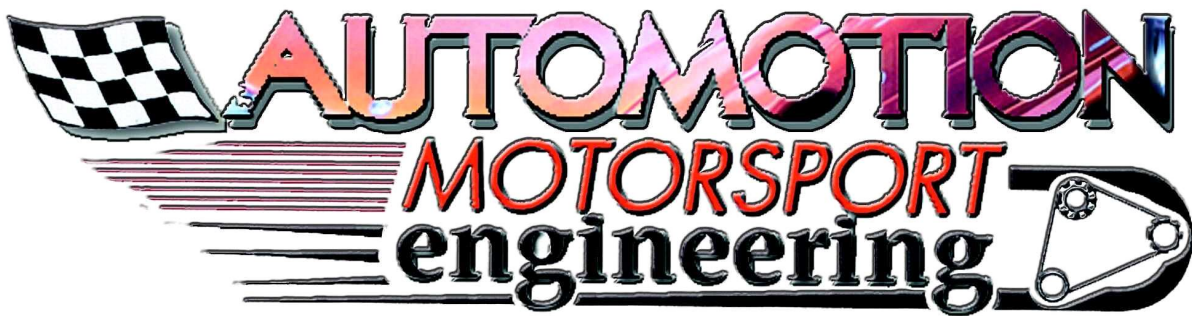
Stewards

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

More photos from Trentham Aug19th



Because they had no reservations at a busy restaurant, my elderly neighbour and his wife were told there would be a 45-minute wait for a table. "Young man, we're both 90 years old," the husband said. "We may not have 45 minutes." They were seated immediately.



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Women and cats will do as they please; and men and dogs should relax and get used to the idea.

Wade Noedl wins Kaihinau (article from Motorsport Central)

Kaihinau Road - 22nd July 2012



Kaihinau Road was held on 22nd of July. As we all know the weather can be pretty terrible at this time of year; last year's event at Kaihinau Road took place in horrible weather conditions, even going on to snow later that night! So it was a nice change when the forecast was fine.

Although the weather was better and the roads were dry this did nothing to stem the flow of cars flying off the road at the rate of knots. During the practice Mike Williams understeered into a tricky righthander and into a fence. After he was untangled from the fence the racing restarted, and Webster Gough, who was next on the line, also overcooked the same corner, locked his brakes and finished off the rest of the fence.

Wade Noedl set the pace on the practice with a time of 2:05.81 in his Subaru Impreza. He was significantly faster than the rest of the field. Bruce Graham, Shane Mackay, Jeff Ward and Anthony Futter were next, all with times in the mid 2:10s.



Wade Noedl was quickest again on the first official run with a time of 2:03.46. Seventeen other drivers were under 2:20, which shows that everyone was getting more confident as only six went under 2:20 in practice. The big movers were Craig Bartosh, who was 6 seconds faster than his practice time, and Stu Robertson in another Mark I Escort who was a huge 9.5 seconds faster than practice. Shane Mackay had a 270 degree spin on the Williams/Gough corner but was lucky to get away with it this time.

On Run 2 Wade Noedl almost matched his Run 1 time only 0.16 seconds slower. Shane Mackay made up for his previous run's spin to go second fastest with a time of 2:07.01, this being only marginally quicker than Bruce Graham's time of 2:07.27.

On to the final run, Wade Noedl continued to dominate the event by going even faster, with a time of 2:02.11.

Shane Mackay was the biggest talking point of the day after he rolled his supercharged Starlet. After coming out of the dip the road flattened before sweeping to the left for the drop down into the valley. Shane lost traction in his rear wheel before the turn, pushing the car sideways where it dug into the grass and flipped him over. What makes the situation worse is that he buckled the roll cage so the chassis is no longer salvageable.



The day also got worse for Webster Gough as his turbo seized.

All in all the day was a good day for some, lucky for others and horrible for a few.

Thanks to the Levin Car Club for a great event.

An Aboriginal elder, sat in his humpy eyeing two government officials sent to interview him.

One official said to him, "You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and the damage he has done."

The elder nodded in agreement.

The official continued, "Considering all these events, in your opinion, where did the white man go wrong?"

The Elder stared at the two government officials for over a minute, and then he calmly replied:

"When white man found the land, Aboriginals were running it.

No taxes,

No debt,

Plenty kangaroo,

Plenty fish,

Women did all the work,

Medicine man free,

Aboriginal man spent all day hunting and fishing,

All night having sex."

Then the elder leaned back and smiled,

"Only white man bloody stupid enough to think he could improve system like that."

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Graham Heath at Trentham Aug19