

WHEELSPIN

November 2014

www.hccc.org.nz

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COVER PHOTO

Our President at Wairongomai Rd. (Photo Motorsportcentral)
Harbour Capital Car Club Clubnight
First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3rd Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Note: — anyone is welcome to attend committee meetings.

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

DEADLINE

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

Clubnight

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday the 5th November 2014 @7:30



Another pleasant motoring month has passed by, although none of the motoring was actually done on the tarmac for me.

First up, was another crack at Daybreaker Rally, navigating for Brian Craig in the trusty AE82.

This year though, Daybreaker had headed in the direction towards "the good old days", with a remarkably early start time, and about a 12 hour running time for the event. This meant that our alarm was set for 3:30am. Our start time was an eye watering time just a fraction before 5am, and we were right at the absolute tail end of the field. So the first cars would have been departing Palmerston North around half four ... youch.

We ran lights, as it was going to be a bit touch and go how light it was going to be for us on the first stage, even with the huge tour from Palmerston, heading up and over Vinegar Hill, and then on up SH1. Through Vinegar Hill was a good time to try out the lights to make sure they weren't going to upset the alternator or battery. As you can imagine, the traffic was pretty non existent at that hour of a Saturday morning.

Brian and I had what I think was our first navigation miscommunication on the way to the first stage, with Brian thinking he knew where we were going, so not listening to me. Never allow drivers to think on their own ;-), it starts giving them the idea that navigators are only ballast to slow them down. So there was a bit of a u-turn, and he headed back to go the way I'd told him to!

The first stage was a good long one, and I think we only really needed the lights on the first half. We got caught by a KE20 Corolla in stage, and moved out of the way to let him past. Then a couple of minutes later we then passed him again as an electrical malfunction decided to let all the smoke out of his wiring, which looked fairly impressive.

The morning stages I would rate as having some of the best roads I've ever seen rallying, and we were getting into a pretty good flow. One confusing thing about the crazy start time, was that we were getting into our first service, having done (I think) three stages, and it still wasn't even breakfast time! So even after the second loop, when it was feeling like mid to late afternoon, it was barely even lunch time. Talk about totally throwing your brain out for the day.

We had a very low drama day, a couple of big rocks had a good go at the sump guard, but that was

about our issues for the day. Surprisingly, I think that was actually the case for most of the field, as we hardly climbed any positions through the day. Generally we "pass" up to four cars broken down in the first stage, but that day the vast majority of the field was running well, and the level of mayhem and carnage seemed very low.

There was a good HCCC contingent, with ourselves, Len and Rex in the WRX, Jilly and Neil in the Starlet, and Vaughan in his VR4. Rex finished the rally with his gearbox in an advanced state of mayhem, and went straight onto a trailer once he got to the finish line. I gather than he and Len were listening incredibly nervously to the terminal noises that were coming out of the cogs from the end of the last stage, back to The Square in Palmerston.

Jilly was thrilled to bits by her clean rally finish, as that was her first rally behind the wheel (having done many rallies in the silly seat). I tried to do a Mexican wave when she came into control at the start of stage two, but a one man Mexican wave basically just looks like an idiot waving his arms.

We finished up about four minutes behind Sumo Rallying, in the Nissan powered E30 BMW, and ahead of the two 1300cc Starlets. One of which we caught up to while they were stuck in a fence, and we had a go at towing them out, but I think all we managed to do was break their tow rope. However, down our end of the field with the slow cars, I reckon it is always worth a go at pulling somebody out. It isn't as though we are in any real place to contend for results, so help out wherever you can.

Hopefully in 2015, I can have a go at Daybreaker from the driver seat. But that will require a few Corolla upgrades!

My second (and final) event of the month was Wairongomai Road, in Otaki. I've passengered at this event, and I've taken photos there, but I've never driven it.



(Photo Motorsportcentral)

No great surprise that I was a little bit nervous, as this is only my third play at a gravelsprint. Practice I took it fairly gently, although the Corolla is quite tail happy at the best of times.

My first timed run was to put it politely, rather untidy. I carried far too much speed into the cutting on the way there, got caught out by the tightening apex over the brow, hung the back out into the scenery around the right hander, lifted off a bit and chucked it into the left hander. Applied lots of throttle, and just hoped for the best. Eventually I did make my way back into the wheel marks on the road, but managed to leave an alternative set of tracks at about 45 degrees to everyone else's line ... oh well.

The hairpin was bloody awful, as the Corolla handbrake is pretty much non existent, so I had to take it slow, wide, and drive up the bank to get around the cone. Not particularly tidy or fast, but I didn't

actually have to do a three point turn.

I hopped into the passenger seat of Mort's AE86, to see how he approached the road. He was very tidy, and through much of the course, up in third gear, whilst I was going through second gear up to third.

So for my second timed run, I did that. Held third through pretty much the whole course, and kept it tidy. I thought that it seemed really slow, but tidy.

Turns out that I was right, I'd gone three seconds slower when holding third. So I guess Mort's car has a very different set of gear ratios compared to mine!

This left only my final run to pull some time out. I'd been asked to take one of the timekeepers out for a ride, so I was conscious that I didn't want to get particularly silly. This rather offset the urges to try anything adventurous.

I rowed the poor little Corolla between second and third, took a very careful approach to the cutting so as not to lose any speed spending a couple of corners trying to find the road again.

I was very pleased at the end of the run, to have trimmed four seconds off my previous fastest, and seven seconds off my tidy run.

Finished up second in class, a country mile behind Brendon Norling in the KE70, but it earned me a trophy and some chocolates,

Excellent event and I will definitely be a starter again next year.

Apparently Levin is trying to get Gladstone Road back again for next year. Though that's a bit of a scary road, so I might see how confident I am feeling about gravel roads by then!

That's it from me for another month, hope to see you somewhere that has sideways cars.

Leon



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AUTOCROSS FANS

For all the club sport competitors looking for a new autocross venue to try out.

SRCC autocrosses run the second Sunday of every month at a venue beside the river at Kakariki (about 10 minutes drive from Feilding and Sanson)

They are gravel, usually about 2km in length at a purpose built venue with lots of different courses that can be made in with the tracks around the clumps of lupin etc.

Be there by 10am. These are great events; most competitors are using old unregistered cars as it is sometimes a bit rough.

Contact for South Rangitikei Car Club autocrosses is Wayne Evans 06 3572204

The dates for the rest of 2014 are

9 November	14 December	11 January 2015 etc
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Email kgstewart@xtra.co.nz or ring Wayne if you have any questions.

Passwords for a Senior trying to Set A Password

WINDOWS: Please enter your new password.

USER: cabbage

WINDOWS: Sorry, the password must be more than 8 characters.

USER: boiled cabbage

WINDOWS: Sorry, the password must contain 1 numerical character.

USER: 1 boiled cabbage

WINDOWS: Sorry, the password cannot have blank spaces.

USER: 50bloodyboiledcabbages

WINDOWS: Sorry, the password must contain at least one upper case character.

USER: 50BLOODYboiledcabbages

WINDOWS Sorry, the password cannot use more than one upper case character consecutively.

USER: 50BloodyBoiledCabbagesShovedUpYourAssIfYouDon'tGiveMeAccessNow!

WINDOWS: Sorry, the password cannot contain punctuation.

USER:

ReallyPissedOff50BloodyBoiledCabbagesShovedUpYourAssIfYouDontGiveMeAccessNow

WINDOWS: Sorry, that password is already in use.

Thanks to Motorsport Central for this:

PHIL BEALE WINS AGAIN

Waiorongomai - 19th October 2014



The Waiorongomai Gravel Sprint was held on the 19th of October alongside the Otaki Golf course. The sprint is run by the Levin Car Club. The event starts with a flying-start and runs up the road around a hairpin and back to the start. Two of the biggest challenges of this event is getting the hairpin right, and driving blind on the way back through the dust-cloud you just created.



There were 20 entrants for the event, and 19 were from WMSA clubs. The largest Class was Class B, (1301-1600cc) with 6 cars, all powered by 4AGEs. There was a large amount of gravel on the road, so it is expected that the time would drop sharply during the day.

The practice run was won by Phil Beale (WRX) from Murray O'Neil (EVO) by a half a second. 1:37.10 versus 1:37.60. Third was Gordon Diggle (WRX) further back on 1:43.13. The next group of drivers (fourth to eighth) were close together, with Chris Hayman - fourth, Brendon Norling - fifth and both Graham Heath and Peter Langdon sixth on 1:46.37, with Rex Vizible eighth.

The first official run of the day was won by Murray O'Neil who led the event; his time of 1:34.17, was over 2 seconds quicker than second-placed Diggle on 1:36.20. Very close behind was Beale on 1:36.23 and Rex Vizible (WRX) 1:36.77. Piran Pigneguy (EVO) was next followed by the first 2WD, Chris Hayman (Mirage) in sixth. All six drivers had gone under 1:40, compared with only 2 in practice.

On the second run O'Neil continued to lead, dropping his time to 1:33.80. Beale moved to second with a 1:34.62 and Vizible took over third place with a time of 1:35.28. Diggle was fourth, carrying forward his time from the first run. First 2WD was Graham Heath in his Pulsar, who was sitting in fifth place with a time just behind Diggle on 1:36.27. Hayman was further back on 1:37.93.



On to the final run of the day. Phil Beale threw everything at it and snatched the win with a time of 1:32.65. O'Neil went faster than his previous times, but it wasn't enough, as he finished 0.46 seconds behind Beale. Third was Vizible who also went faster, dropping his time down to 1:34.05.

Gordon Diggle was fourth, with Graham Heath behind in fifth (and first 2WD) on 1:36.27, 0.28 seconds behind Diggle. Sixth was Langdon only marginally behind Heath on 1:36.76. Seventh through ninth were all in the 1:37s. Brendon Norling - 1:37.37, Piran Pigneguy - 1:37.47 and Chris Hayman - 1:37.93.

Rounding out the top 10, was Brendon Glendinning on 1:38.59. No other driver went under 1:40. In Class A Adam Fisher won, followed by Daniel Hole and Jilly Hutson. Class B winner was Brendon Norling, with Leon Cast second and Michael Mortensen third. Class C was won by Heath from Hayman. Class D was a solo affair, with Peter Langdon the only one in his class. And Class E was a copy of the overall results, Beale, O'Neil and Vizible.

Thanks to Levin Car Club for a great event.

Wellington Motorsport Association Calendar 2014

November	-7 Nov 2	Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	8 - 16	Silver Fern Rally	Marathon RC	South Island	
	15	Race (MG Classic)	MG	Manfeild	Nat
	16	Race (MG Classic)	MG	Manfeild	Nat
	17	WMSA Meeting (Calendar)		HVMC Clubrooms, Petone	
	30	Gravel Sprint Sealed Sprint	Wairarapa Dannevirke	Dorsets Road Blairgowrie Road	GS

Abbreviations

KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rallysprint Series
IM	The Surgery Intermarque Sprint Series
Nat	National meeting
NT	Night Trial Series
Sc	Ron Scanlon Trophy Series

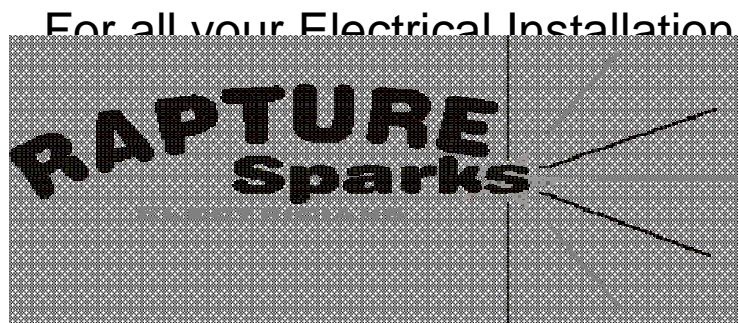
Club Contacts

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Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 627 8005 (Mort)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)

Stewards

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





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A woman was at her hairdresser's getting her hair styled for a trip to Rome with her husband.

She mentioned the trip to the hairdresser, who responded: "Rome? Why would anyone want to go there? It's crowded and dirty. You're crazy to go to Rome. So, how are you getting there?"

"We're taking Continental," was the reply. "We got a great rate!"

"Continental?" exclaimed the hairdresser. "That's a terrible airline. Their planes are old, their flight attendants are ugly, and they're always late. So, where are you staying in Rome?"

"We'll be at this exclusive little place over on Rome's Tiber River called Teste."

"Don't go any further. I know that place. Everybody thinks it's going to be something special and exclusive, but it's really a dump."

"We're going to go to see the Vatican and maybe get to see the Pope."

"That's rich," laughed the hairdresser. "You and a million other people trying to see him He'll look the size of an ant. Boy, good luck on this lousy trip of yours. You're going to need it."

A month later, the woman again came in for a hairdo. The hairdresser asked her about her trip to Rome.

"It was wonderful," explained the woman, "not only were we on time in one of Continental's brand new planes, but it was overbooked, and they bumped us up to first class. The food and wine were wonderful, and I had a handsome 28-year-old steward who waited on me hand and foot.. And the hotel was great! They'd just finished a \$5 million re-modelling job, and now it's a jewel, the finest hotel in the city. They, too, were overbooked, so they apologized and gave us their owner's suite at no extra charge!"

"Well," muttered the hairdresser, "that's all well and good, but I know you didn't get to see the Pope."

"Actually, we were quite lucky, because as we toured the Vatican, a Swiss Guard tapped me on the shoulder, and explained that the Pope likes to meet some of the visitors, and if I'd be so kind as to step into his private room and wait, the Pope would personally greet me. Sure enough, five minutes later, the Pope walked through the door and shook my hand! I knelt down and he spoke a few words to me."

"Oh, really! What'd he say?"

He said: "Who fucked up your hair?"

TRIALS

Hello folks

Here are the results of this week's car trial, fourth and final round of this year's series. Thanks to Cathy & Mike Reid for organising the event, and Darryl & Sandra Monk for checking the trial

Congratulations to Mark & Kyla & Dave & Jessie Jennings, 1st overall and 1st in the Expert class. Congratulations also to Andrew & Cameron Bartle & Marjorie McKee, 4th overall and 1st in the Intermediate class; and also to Luke & Josh & Bernie Keith, 7th overall and 1st in the Novice class. Good to see a new crew, Brad Doughty & Max Kempthorne, on this event – we hope to see them (and everyone else) again next year.

I will forward the results of round 3 as soon as I receive them from the organisers of the event. In due course I'll also forward the points table for the 2014 series.

Cheers, John

WMSA Night Trial Series - Round 4

Wednesday 8th October 2014

Summary of RESULTS

<u>CAR</u>	<u>TEAM</u>	<u>CLUB</u>	<u>POINTS</u>	<u>CLASS</u>	<u>OVERALL PLACE</u>
6	Mark, Kyla, Dave & Jessie Jennings	Kapiti	21	1st Expert	1 st
2	Sue & Gordon Gandy	HVMC	25	2nd Expert	2 nd
8	Wayne Gair & Dianne McDonald	HCCC	26	3rd Expert	3 rd
1	Andrew & Cameron Bartle & Marjorie McKee	Wgtn	27	1st Intermediate	4 th
4	Ben Stockbridge & Jim Stark	HCCC	34	4th Expert	5 th
5	John Rapley & Sharon Stark	HCCC	51	5th Expert	6 th
11	Luke, Josh & Bernie Keith	Wgtn	103	1st Novice	7 th
7	Karin & Melissa Keith	Wgtn	116	2nd Novice	8 th
9	Brian Craig & John Tennent	HCCC	117	2nd Intermediate	9 th
3	Bill Pearce & Tim Dempsey	HVMC	123	3rd Novice	10 th
10	Brad Doughty & Max Kempthorne	HVMC	135	4th Novice	11 th

Thanks to Nicky Grist for this:



Rally France

With VW having already secured the manufacturers it was down to Ogier to secure the driver's title in Alsace Lorraine; and it seemed to be all over for this year so I was delighted when Jarri-Matti and Jarmo Lehtinen came through to a win as the championship is now very much alive with only two rounds to go. I knew Jarri Matti was in great form and very focussed on the title win, but he had never beaten demon luck on tarmac, sorry asphalt and so was not looking good for the top podium spot.



Instead it was Ogier and Ingrassia who were the ones who had to deal with the challenges - firstly with Ogier spinning and commenting later he was struggling with understeer problems, then having a gearbox sensor go pop, losing them 4½ minutes to Jarri Matti and Jarmo. Then Ingrassia made a very rare error, by not taking note of a delay given to the rally and booking the pair into Stage 3 resulting in a 4 minute penalty. I can only think that Julien was concentrating on the fixing of the gearbox sensor stage two so much he overlooked the official delay. But really from that point on it was all over for the VW pair, and all they could do was ensure they captured as many points as possible to keep their contention strong as the championship moves to Spain. With a 13th place they gained 3 points.



Jarri Matti had pretty much a perfect rally and drove masterfully, winning all but one stage and holding off Andreas Mikkelsen, controlling the rally from the front to achieve his dream of beating his duck on asphalt. Even when the Jarri Matti and Jarmo were put under a little more pressure on the final day every interview showed Jarri Matti in the calmest state I have seen him all season. He now enters Rally Spain with a serious physiological advantage over Ogier. Now boys, let keep the championship open and give us a gripping finish at Wales Rally GB!

But what made the rally even more thrilling for me was our British lads. Firstly, Elfyn and Dan - I was so impressed with the pair and full marks to them both. Haven't they developed and grown this year? They have consistently shown that Malcolm's faith in them is well deserved, but at Rallye de France they really pulled it out. I wonder whether they would have been pushing for the last podium spot if that

dodgy alternator had not stopped them just outside Friday's mid-leg service. But I was reminded of Nigel Mansell pushing his F1 car over the line when the pair gave their all and pushed the car into the time control. That 1 minute 40 sec penalty makes so much difference. But to be unfazed and carry on for the rest of the rally to snatch a sixth after a real tussle with Mads Ostberg and Jonas Andersson on the final stage. Rallye de France seems to have become a lucky rally for the pair, having won the WRC Academy here two years ago...

Now what can those guys pull out at Wales Rally GB? Home territory and with the fans behind them it should be exciting.



And as for Kris Meeke and Paul Nagle I was on the edge of my seat listening to their times come in. Rarely out of the top four on stage the pair were clearly the fastest non VW runner I was delighted when they made the podium behind Andreas Mikkelsen, Kris and Pal's fourth of the championship. I have always said consistency pays off and that is exactly what Kris and Paul chose to do in France with a comfortable cushion over Dani Sordo behind them. Their mature approach also kept Citroen second in the manufacturer's contest and must give them a very strong position in keeping their seats for 2015, which is still under consideration. Their approach clearly showed they had the ability to make the 1 minute gap between them and Jarri Matti and 20 secs behind Andreas a lot less, but that would have been at the risk of an off. They must have been so tempted to push that bit harder to attack for second, so they showed a very intelligent attitude.

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Two female teachers took a group of students from grades 1, 2 and 3 for a field trip to Flemington Racecourse. When it was time to take the children to the 'bathroom', it was decided that the girls would go with one teacher and the boys would go with the other.

The teacher assigned to the boys was waiting outside the men's toilet when one of the boys came out and told her that none of them could reach the urinal. Having no choice, she went inside, helped the little boys with their pants, and began hoisting them up one by one, holding on to their 'wee-wees' to direct the flow away from their clothes and shake them dry.

As she lifted one boy up, she couldn't help but notice that he was unusually well endowed. Trying not to show that she was staring at his equipment the teacher said, 'You must be in Grade 3?'

'No ma'am', he replied. 'I'm riding Black Caviar in the next race, but I really appreciate your help.'

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The big change is we will need to charge \$10 per additional person as the MSNZ levy is now this amount per person so we need to cover this cost.

Fees for 2015

Single	\$45
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Each additional person	\$10 - (must be at the same address)

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