



WHEELSPIN

July - August 2017

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Dick Butters at Wairongomai Rd

Committee is third TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club night 1st Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 2nd August 2017 @7:30



JULY

A relatively quiet month for me, as our third Rubber Duck round had to be called off as the poor drainage in that paddock meant that the farmer advised us that it was just too soft underfoot. We've "called" the series at two rounds, as the chance of getting a solid surface before the next season rolls around is slim to none.

So that means that Al(baru) has taken out the four wheel drive class, followed by Dean Herd (Altezza) in Engine Not Over Driven, and then myself in the Corolla in the front tug class.

We're hoping to return again perhaps towards September or October, depending on the weather, with some more rounds of autocross goodness.

Dave Wilce was particularly crushed by the cancellation, as he has (after many carless years) finally lashed out and spent almost \$200 on a new car. With that sort of investment involved, he's really keen to get out there and do some events.

This left me with only one (gasp) event to get to in the last month, which was the Manawatu Car Club 4.5km circuit autocross.

While I know I'm trying to reduce the number of tarmac events that I'm doing, the full course autocross gets you a fair amount of driving for your money. So I went to retrieve the Altezza from Dean's driveway where it had been sitting quietly since I went down South with the Legacy, gave it a quick groom, and put the "sticky" tyres on it.

Although calling them sticky tyres is probably a bit of a stretch now, given that they're a couple of years old, weren't really all that sticky to start with, and they've done a few events now. They're getting a bit well worn now too, which isn't helping my cause a lot.

There was a *huge* Wellington presence up at Manfeild. I know I'll forgot people here, but there were both Dean and Lee Herd (MR2), Webster (Panda), Al (Albaru), Nigel (Pulsar), Tim (MR2), Viv (BMW), Joel (Commodore), Mark (WRX), Stephen (FXGT), Hamish (BMW), Mike and Cathy Reid (Mirage), Richard (BMW), Keith (MX5 rather than Corolla wagon), and myself in the Altezza. So that's a pretty good percentage of Wellingtonians from various clubs, in among the whopper 49 entry field.

They had an impressive cross section of cars entered too, from fairly flash BMW's, a brand new Focus RS, heaps of MX5's, a few drifters with various levels of talent, through to the more traditional club cars.

We were running transponders, which made things pretty smooth from the timing side of things, as they set the course so that you crossed the start line once (flying) to start, and then once again (flying) to finish. Something has gone amiss with the results though, so I don't know who was where in the end.

I believe Webster conducted somewhat of a one man massacre though, winning both the clockwise and anticlockwise courses. But that's unofficial.

The course was really tight compared to most of the previous events I've run in up at the track. Really narrow chicanes were the order of the day, which kept the speeds relatively speaking pretty low, with about the only place where you could string some corners together without chicanis-interruptus was between Corner #1 and the hairpin. Running in the reverse direction saw me heading into corner #1 at about 140 or so, which is plenty exciting given that in that direction, the corner tightens up a bunch on the exit.

There were some pretty scary chicanes set up. When you came from the new extension back onto the old back straight, you were lined up fair and square pointing at a concrete wall, which reduced my levels of bravery by quite a margin. There was also a chicane that had you braking hard while aimed at the pit wall, and I'm pretty sure that caused some serious puckering in the afternoon runs.

The Altezza was actually behaving itself really well on the day, with only a couple of sideways moments, all of which were caused by me getting a little bit too enthusiastic out of slow corners (I tend to forget that you shouldn't just plant boot in a rear drive car with some power), other than a moment of getting two wheels on the grass out of a chicane on Higgins. I got off the gas, and drove it as carefully as I could as straight as I could until all wheels got back on the grey stuff, but I had a big moment of wondering if I was going to be helicoptering down the grass beside the intermediate straight.

The day wasn't without some mechanical difficulties for others though. Stephen's Corolla quit running entirely between the track and the Mobil station, and refused to come back to life. So you have to suspect that something needing 12v suddenly didn't have 12v any more.

The Herd's split an oil pressure line, and then snapped off an ezi-out while trying to remove the fitting. There was much swearing, and waiting for the car to cool down a bit, and then some bush mechanic efforts stopped the oil from escaping for the rest of the day. I don't know that chewing gum, and a hammer was involved, but I suspect that there might have been something like that going on.

Mark got his new front brakes hot enough on his first run to let the smoke out of them when he got back to the pits. Although they settled down again, so that might just have

been the running in process that they needed.

I had a pretty low key day, which is what you need when you've got the car for sale while racing it. Time will tell if I do further rounds of their sealed autocross series in that car or not, as it really just comes down to if it sells. It's a fairly niche car to sell, so might end up sticking around a bit longer until the right buyer arrives.

Kicking around in my garage, is a pretty good set of tarmac rubber for the Corolla, so I could always have a go with that car using a combination of rally suspension and tarmac tyres. I'm not convinced that that's a winning combination by any stretch of the imagination, but it might be an amusing day out. Plus I've hardly put any wear on those tyres, and they're three years old now!

But that's probably it for my racing, until July 9th, and Wairongomai Road gravel sprint. Always a fun day out up there, although I still run massively out of bravery on the fast corner at the end of the long straight

AUGUST

So this is Part 2, as a lack of articles or photos provided to El Editoro resulted in him holding off the bulletin for July ..(I only had 6 pages including ads, and zero photos! — ed).. so, since writing that article, I've had a another couple of events in the Corolla, one on gravel and one on Tarmac. Also I've sold the Altezz8, which is now headed to Taranaki to become a Clubsport / Targa Tour car, so we might see it appear in results elsewhere from time to time.

First up was Levin Car Club's Wairongomai Road event, which is always a fun bit of road. Well, other than the straight, where it is always very obvious just how few ponies the Corolla actually has under the front.



The road was already really swept off, which is a big change. Normally the first couple of runs up there are really scary, as there is deep gravel, and the cars all tend to want to wander around all over the road even down the straights. But not this year it would seem.

I was a little bit worried, as the 1600cc class entries were a bit intimidating, with seven in class, four of which were KP Starlet's with 4AGE power. At 1080kg, my Corolla is probably around 300kg or more heavier than the typical KP, which makes quite a difference in performance.

Unluckily for one car (with two drivers) their KP was only able to do a couple of runs, as it was

pouring out a lot of gearbox oil. Shane McKay's day was also very short, as his rear drive Subaru expired almost immediately, with an unknown electrical fault. Rex's day didn't even start, as his Legacy had a seized turbo, so that went back on the trailer, and Rex helped out with the timing instead. Karl Robinson put in a couple of really fast times, but then came back in pouring out water, and followed by a cloud of smoke in the Bluebird turbo. Given how fast he went in his only official timed run, it would have been really interesting to see the results if he'd got in all his runs. Mind you, you could probably put Karl into a Hyundai Pony, and he'd still be fast as hell.

Despite a collection of mechanical gremlins, I'm not aware of any driving into scenery indiscretions.

Brent Miller also re-appeared, but not in the AE111 front drive Corolla that he has been running the last couple of years, but in a KE70 Corolla. I'm not sure what engine he is running, or where the car has appeared from, but it must be running a reasonably large engine, as he was in the over 2000cc class. So either a bigger than expected engine, or one with boost.

Also in an unexpected car, was Euan Beattie, driving Gordon's Mirage. Gordon meanwhile was double entered in his Subaru, trying to get some miles to dial into some upgrades on his car.



A surprising absence for the second event running, was Graham Heath, who is still awaiting work on his car for a change in suspension. So that will drop Graham out of points contention for the gravel trophy this year. I'm sure he'll be back with a vengeance next year though.

As well as piloting the Corolla, I was also doing co-pilot duties with Paul Taylor in the hilariously loud and powerful V12 BMW. This time though, Paul has gotten a Stilo Trophy intercom, so that conversation is actually possible while the car is moving. My attempts at calling notes via hand signals had not worked at all well in the past. So I was encouraging Paul to stay on the gas as much as possible, as there's a few bits on Wairongomai Road where it looks like you should be slowing down, but really the corner isn't that scary. Paul was pretty stoked, as this was his first event last year, so he had some times to compare with. He was I think 1 second slower in his slowest run this year, than in his fastest 2016 run, and was a full 8 seconds faster this year when comparing fastest times. So even taking into account the improved road surface this year, he has picked up a lot of speed in the past 12 months (and done a huge number of events too).

One scary bit on the run with Paul, was that a large square of bricks had appeared in the middle of the road between runs. Which fortunately we were able to see, and drive around. But I can't see any way that such a large obstacle can have made it's way onto the road, other than having been placed there. So that kind of sucks.

My own runs during the day were fairly low drama thankfully, the sump guard took a couple of good sized blows, just with large round stones being dragged to the surface of the road, and a

couple of corners ended up with a fairly solid groove through them, which was okay if you stayed in the lines, but a bit exciting when you didn't.

The difference in speed down the straight between the Corolla, and the BMW was pretty hilarious. Even though my overall time was in the 1:43's in the Corolla, while Paul got down to 1:45's in the BMW, the BMW was easily 20k faster on the straight. We got over 150 in the BMW on the final run, which got quite exciting as Paul then tried to pull up a couple of ton worth of German steel before the corner back to the start. Big back end lock up meant for some entertaining sideways and tyre smoke.

I had a pretty steady day, only improving 3 seconds between practice and my final run. I'm not sure if that means I'm not trying hard enough, or if I just know that road fairly well (plus the previously mentioned pre-swept condition of the road, meaning that it didn't change as much as usual during the day).

The Starlet that took out the class managed a 1:36, which would have taken out the 1601-2000cc class by three seconds, or one second slower than Peter in the V8 Corolla, or half a second behind Dan Hole in the Evo. So for a 1600cc two wheel drive car, that's rather seriously hauling along.



At the front of the field (by a considerable margin) was Adam Bligh, now running a newer Evo (7-8?). He lowered the official record by two or three seconds, and unofficially went almost another three seconds under that new record (in one of his extra runs). So we're talking a complete massacre. I'm not sure who the Evo used to belong to, but it looks fairly well campaigned, rather than a new build.



As ever, a well run event by Levin Car Club.

My next event was the Manawatu Car Club backtrack autocross, as an experiment to see what the Corolla drives like, on rally suspension, while running tarmac tyres.

This was basically to see if I can run the Corolla at some of the tarmac events like Kaihinou Road, and Shelly Bay, without doing the full suspension change (and re-align) mission.

Long story short. Nope. It was absolutely awful. I couldn't carry any speed through corners, it was wildly unstable under turn in, and transitions, and the inside rear wheel didn't really touch the ground for very long at all.

So that was something I'd rather find out in an area with plenty of run off areas, unlike Kaihinou or Shelly Bay.

There's a complete lack of WMSA gravel events now until late October (Mangahao Dam), so I'm contemplating going back to tarmac suspension for a couple of months, so that I can do a couple of Manfeild backtracks, and Shelly Bay. With so long between gravels, I think it's worth the time and money.

Right, that's it for me for this episode, as I'm not too sure how many pages my ramblings has run to, with the double episode!

See you at a place with cones and lunatics.

Leon



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Gravel Sprint Series

The final round of the 'Engine Room' Gravel Sprint Series was hosted by Dannervirke Car Club at Tararua Road (west of Paihiatua) on Saturday 10th June. This was three months later than last year but that did not stop a good field of 37 entries turning up.

Following a few wet days we were pleased to arrive to a sunny day. Fortunately the organisers had put some metal at the pit paddock gate as getting in/out of the wet paddock was going to be tricky.

Bernie K (Wgtn) was to be COC until he and his family were involved in a car crash up north. So it was a pleasant surprise to see his smiling face (with neck brace) at the event. He assured us his daughter was on the mend after 2 broken vertebrae. He is a real trouper and his family are dedicated motorsport helpers.

The format for the day was a convoy run followed by three timed runs with extra runs if time and road conditions allowed. We were told the road was in good condition, but were warned to take care over of a short section of fresh metal.

Tararua Road is 4.9km, starting with a nice twisty section, then onto the rough section, along a 400m straight, then right onto another fast section before then climbing up the twisty hill section. This was a fast course with a bit of everything. And after finishing you could do a 10km loop around the local roads back to the start. This is much nicer than waiting to return down the road which non registered cars could do.

I was in group 1 so got to do my first run early. This was good except for the rough section of big metal which felt horrible. On the way back to the start I went through a shower. Luckily it did not follow us back to the pit paddock which was now drying out.

Between runs I helped with processing the times. Each car has a start time (1min apart) then a hand recorded finish time. The sweeper car returns the paperwork back to us at the start where it is input into the computer spreadsheet. Interestingly some competitors think their times are all done electronically and should be available instantly; One day maybe.

For run 2 Gayle joined me. I started off through those neat curves before reaching that rough section which just wanted to throw the car off the road. From there on it was smooth sailing up the hill to record a five second improvement; Very happy.

The day was going well so we lined up for our third run by 1.30pm. My aim on any sprint is to improve on each run of the day. It is strange that when you think you have gone well it is disappointing to find that you have gone slower. This is what happened on my last run, going two seconds slower. That's life. But it was still great FUN.

As the road was cutting up in a few corners I did not do an extra run. A few did but most packed up and headed for the prize giving at the Balance Hall just down the road. I went to the parking area next door to change my tyres on firm ground. Just as I finished it started to rain. Also I had a father and son come over and ask me about my day, my car and motorsport before going back to mowing the lawns. Country people!

The Balance School parents put on some food before prize giving commenced. The winner on the day was Geoff Argyle (EVO). But the real winner was the Series which was well put together by Peter Weir. He was supported by all the car clubs who organised a round and the series sponsor "The Engine Room". The series was decided by collecting points from your best 6 rounds. I think Geoff Warren was the only one to do all 7 rounds. The overall series winner was Daniel Feck (GTO). All the top three placing in each class got certificates and sponsors prizes. I had managed to do 6 events so was very pleased to come third in class B. (See neat certificate – design by Rex Visible) I also got one of the special prizes for being the only competitor to drive my car to and from every event.



So that's it — all over. Let's hope the series continues next year as all who took part enjoyed the events and the camaraderie.

Brian Craig

It was April and the Aboriginals in a remote part of Northern Australia asked their new elder if the coming winter was going to be cold or mild.

Since he was an elder in a modern community he had never been taught the old secrets. When he looked at the sky he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the tribe should collect firewood to be prepared.

But being a practical leader, after several days he had an idea. — He walked out to the telephone booth on the highway, called the Bureau of Meteorology and asked, 'Is the coming winter in this area going to be cold?'

The meteorologist responded, 'It looks like this winter is going to be quite cold.'

So the elder went back to his people and told them to collect even more wood in order to be prepared. A week later he called the Bureau of Meteorology again. 'Does it still look like it is going to be a very cold winter?'

The meteorologist again replied, 'Yes, it's going to be a very cold winter.'

The elder again went back to his community and ordered them to collect every scrap of firewood they could find. Two weeks later the elder called the Bureau again. 'Are you absolutely sure that the winter is going to be very cold?' he asked.

'Absolutely,' the man replied. 'It's looking more and more like it is going to be one of the coldest winters ever.'

'How can you be so sure?' the elder asked.

The weatherman replied, 'Our satellites have reported that the Aboriginals in the north are collecting firewood like crazy, and that's always a sure sign.'

Swanning about, on the Gold Coast.

Recently I had a 2 week family vacation to the Gold Coast, and what is a car guy to do when you have already visited every theme park twice, track down some car collections to go and have a look at of course.

The first was the Peter Brock Collection located at Dream World. This collection was previously located in the Northern Queensland town of Rockhampton, and was called Champion' Brock Experience, but after they went bust the entire collection of 40 cars was purchased by Dream World and shifted south to the Gold Coast.

This collection has a huge variety of cars, including the car he learnt to drive on the family farm, to a replica of the last vehicle he competed in and ultimately dies in, a Daytona Coupe. Also in the collection were 3 vehicles that he use on Targa Tasmania, the Round Australia Trial Commodore from 1995, a replica of his first Bathurst Monaro and winning Torana and a super saloon Chevy Monza. There were also couple of Holden Dealer Team XU1, A9X & SLR Torana's. The vehicles that caught my eye were the "Big Banger" Group C Commodores, which includes an unrestored VB Commodore and the last of the Day-Glo orange VK Commodores. There was also a number of Group A VK Commodores and a VP Commodore, and tucked down the back was the Ford Sierra that he used in 1989 & 1990. Lastly there were a couple of V8 supercars that Peter drove at the end of his professional career. There was also the replica he built with his son of his first race car, an Austin A35.

There is a shop next to the museum where you can by retro HDT t-shirts and even race your mates around Bathurst on a V8 Supercar on a simulator.

Next up was a visit to the DJR Team Penske headquarters in Yalata. There were only 4 cars on display, Penske Indy car, EB Falcon, Ford Laser that was used by his wife in a celebrity race and a current model Supercar. Whilst the number of cars on display was a little disappointing, the amount of memorabilia wasn't. There were a few sets of overalls and helmets, but lots of trophies, photos and models etc. on display, and of course plenty of merchandise to purchase.

There was also a good view of the workshop so you can see what happens on a day-to-day basis at a top level race shop. I was there in the 2 week gap between the Darwin and Townsville rounds. They had 3 cars on the hoist (2 race and one spare,) plus a new car being built. The race cars were stripped back to a shell, as every part was being checked and where necessary rebuilt or replaced. For a fee you can even get a tour of the workshop.



1984 VK Commodore



Line up of Group A and early V8 Supercars



1994 EB Falcon

This morning, around 7:00 am, I went for my stroll around the Marina.

I noticed a man shouting "Allah be praised!" and "Death to all Infidels!", when suddenly he tripped and fell into the water.

He was struggling to stay afloat because of all the explosives he was carrying. If he didn't get help he would surely drown!

Being a responsible citizen, and abiding by the law of the land that requires you help those in distress, I contacted the Police, the Coast Guard, Homeland Security and even the Fire Department!

It is now 11:00 am, none of the authorities has responded and I presume the terrorist has drowned. I'm beginning to think that I just wasted four stamps.

Wellington Motorsport Association Calendar 2017

As at : 13 April, 2017

| | | | | | | |
|------------------|----|----|---|-------------------------|-------------------------------------|-------------|
| | 30 | | Sealed Autocross | Hutt Valley | Trentham | KN |
| August | 6 | | Race (Winter series round 3) | Manawatu | Manfeild | |
| | 13 | WG | The Surgery Sprint (Intermarque) | | Manfeild | IM |
| | 20 | | Autocross | Manawatu | Manfeild (back track) | |
| | 21 | | WMSA AGM / quarterly meeting | | | |
| | 26 | | Rally Coromandel | | | |
| | 27 | | Sealed Autocross Autocross | Hutt Valley Wanganui | Trentham Loaders Quarry, Maxwell | KN |
| September | 3 | | Race (Winter series round 4) | Manawatu | Manfeild | |
| | 10 | PT | The Surgery Sprint (Intermarque) | | Manfeild | IM |
| | 16 | | Mini Pikes event (gravel) | Wanganui | Rangitatau East Road | |
| | 17 | | Track Day Series round 2 | Manawatu | Manfeild | |
| | 24 | | Sealed Autocross Autocross | Hutt Valley Wanganui | Trentham Loaders Quarry, Maxwell | KN |
| October | 1 | | Sealed Sprint | Wellington | Shelly Bay | DM/Sc |
| | 6 | | Wellington CC 75 th Anniversary | Wellington | | |
| | 7 | | Wellington CC 75 th Anniversary | Wellington | | |
| | 14 | | Rally Waitomo | | | |
| | 21 | | Race (Octoberfast) | Manawatu | Manfeild | |
| | 22 | | Race (Octoberfast) Sealed Sprint | Manawatu Hutt Valley | Manfeild Port Road, Seaview | DM/Sc |
| Labour Day | 23 | | | | | |
| | 29 | | Sealed Sprint (Hillclimb) Gravel Sprint | Wairarapa Levin | Admiral Road Mangahao Dam | DM/Sc GS |
| November | 4 | | Track Day round 3/Multi event | Manawatu | Manfeild | |
| | 5 | | Multi Event | Manawatu | Manfeild | |
| | 11 | | Race (MG Classic) | MG | Manfeild | |
| | 12 | | Race (MG Classic) | MG | Manfeild | |
| | 20 | | WMSA Meeting (Calendar) | | | |
| | 25 | | Speed weekend (sealed) Rally NZ - Tauranga | Wanganui | Western Line | |
| | 26 | | Rally NZ - Tauranga Speed weekend (sealed) The Surgery Sprint (Intermarque) | Wanganui | Brunswick Road Manfeild | IM |
| December | 3 | | Gravel Sprint | Wairarapa | Dorsets Road | GS |
| | 9 | | Track Day round 4 | Manawatu | Manfeild | |
| | 10 | | Race (Summer series round 1) | Manawatu | Manfeild | |

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



ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

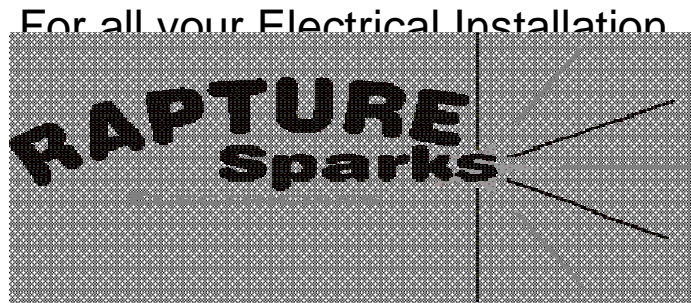
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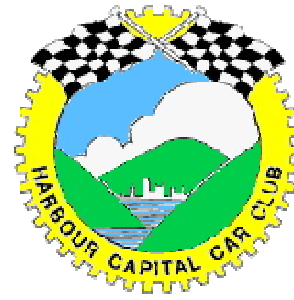
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The Washington Post has also published the winning submissions to its yearly contest, in which readers are asked to supply alternate meanings for common words.

And the winners are:

1. Coffee, n. The person upon whom one coughs.
2. Flabbergasted, adj. Appalled by discovering how much weight one has gained.
3. Abdicate, v. To give up all hope of ever having a flat stomach.
4. Esplanade, v. To attempt an explanation while drunk.
5. Willy-nilly, adj. Impotent.
6. Negligent, adj. Absent mindedly answering the door when wearing only a nightgown.
7. Lymph, v. To walk with a lisp.
8. Gargoyle, n. Olive-flavored mouthwash.
9. Flatulence, n. Emergency vehicle that picks up someone who has been run over by a steamroller.
10. Balderdash, n. A rapidly receding hairline.
11. Testicle, n. A humorous question on an exam.
12. Rectitude, n. The formal, dignified bearing adopted by proctologists.
13. Pokemon, n. A Rastafarian proctologist.
14. Oyster, n. A person who sprinkles his conversation with Yiddishisms.
15. Frisbeetarianism, n. The belief that, after death, the soul flies up onto the roof and gets stuck there.
16. Circumvent, n. An opening in the front of boxer shorts worn by Jewish men.

SEND THIS TO: Harbour Capital Car Club (Inc)
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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: \$ 45.00 p.a.
Family: \$ 55.00 p.a. for a couple plus \$10 for each additional family member
Student: \$ 35.00 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

Leon's piccies from Manfeild

