



# WHEELSPIN

April 2018

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

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## COVER PHOTO

The Clubsports Team

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

Club night 1<sup>st</sup> Tuesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.  
Opinions expressed are not necessarily those of the Club or Committee.

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

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## DEADLINE

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

# Major Change Clubnight now on 1<sup>st</sup> TUESDAY each month

## CLUB NIGHT

**1841 Pub** (Upstairs)  
**1 Disraeli St, Johnsonville** (next to the BP)  
**TUESDAY 3rd Apr 2018 @7:30**



Busy month again for me, after a comparatively quiet one through from mid December, to late in January.

The "might" (not mighty) Honda City, following the baptism of tarmac at the Wallaceville Hill sprint, was due for either another two or three events depending on my level of motivation.

First up, was the long awaited return to Tauherenikau, and a grass autocross. I believe that the City is the 5th car that I've raced at that farm now (86, Commodore, Starlet, Corolla, City), all with a fair degree of success, so the City was a teeny tiny car, with large boots to fill. Which is funny, because the boot in the City is far from large.

Talking of a small City boot, I had the wee beast loaded up pretty solidly on the way to the Wairarapa, as I had my grass wheels & tyres, a small trolley jack, and a vast amount of drinks for the lunchtime BBQ.



It turns out, that if you load a car up, when it has very kaput shock absorbers, the handling is less than ideal. While I did manage to pass a Corolla wagon on the way up the Rimutaka's, it was catching me up again on the downhill section. Meantime, the City was trying to throw me at various sections of armco. To the point where I was actually reading out the last rites on a couple of corners. That was new and different. The Corolla is generally a lot of fun over the Rimutaka's, even when it's on rally tyres, and with wheels and tyres in the boot too. The City, not so much.

Once we got to the paddock, we chased the sheep into a side-paddock, and started setting up the track.

While we were doing that, more and more (and more and more) people kept turning up. Apparently it isn't just me who has been seriously looking forward to our next paddock event, as we had a whopping 50 entries.

Also, I've seen a very diverse collection of cars at events before, but this one took not only the cake, but also the coffee, and the cheese platter.

As well as the normal array (Corolla's, Starlet's, WRX'en) we had a Cappucino, Commodore ute, two Commodore sedan's, a Mk1 Cortina, a Falcon Ute, a Hilux, a Mini, and two generations of Nissan March. So for the first time I've seen, we probably had enough utes for a class comprised only of utes.

Best of all, we had a really good number of junior drivers there. I think we had maybe 5 drivers under 18 (although to be fair, I'm antique, so everyone under 30 looks like a junior to me). We'd sought permission in advance for the juniors to have an experienced driver in the car with them, if they wished to do so. Which is a really good allowance given, to help bring the newbies up to speed (figuratively speaking). As well as the young racers, we also had Kelly's daughter Chas out there getting her second ever driving lesson while lunch was being served.

It was super cool to see so many people out there having hoonies in the paddock, and feasting at the BBQ.

Courtesy of HEAPS of the competitors stepping in during the day to help out with stopwatch, cone, and BBQ duties (for which we're always incredibly grateful) we got through everyone's official runs in pretty good time, and were able to have some bonus runs at the end of the day, and some very low speed runs where some of the young spectators were driven around the paddock at more sensible speeds.

The results were almost secondary to the fun, but Al took out first, followed by Brendon (in his daily commuter car), me in the City, Loren (in Al's car), Bill in the MR2 turbo, Adam in the Cynos (RIP Cynos, you died too young), Stephen in a borrowed triple driver Corolla, John showing a really good turn of speed in the Ignis (technically a Swift), Brian in the Roadrat, and Graham in his work station wagon!

But the "Engine not over driving wheels" class was where the weirdness truly could be found. How many results are you going to see that go Cappucino, Holden Ute, Cappucino, Falcon Ute, Commodore, MX5, Cortina, Hilux?

Webster was having a bit of a bad run of mechanical misadventures. First the "big block" Starlet engine ran a bearing on the dyno, then the alternator quit on the Starlet during his first run, and then he jumped into the Cynos, and promptly had that engine expire on him too!

In theory, the following weekend I could have gone up to the Manawatu grass autocross, but with the shocks in the City being knackered, and the clutch showing signs of unhappiness too, I decided to flag that, and have a rest weekend.

Then it was time for the big mission down to Christchurch for the Clubsport Championship.

We had from Wellington, Adam, Jilly, Webster, Neil, myself, Albaru, Mike and Cathy Reid from HVMC, and spectators John and Duane.

I was using a set of wheels and tyres borrowed from Neil of Neil's wheels, and my own grass tyres, so I was travelling light (refer previous comment about laden City handling quirks). Adam and Jilly had a van load of wheels, while Al and Neil both had their cars loaded pretty much to the roof.

We did the journey to Christchurch in two stages, breaking it up overnight in Kaikoura. That was a real sanity saver, as the roads around Kaikoura (particularly the 25km South of the town) were under heavy road-works. So it was quite a painfully slow (albeit scenic) drive south. It actually took an hour to get 30km on the Friday morning. So there was a certain amount of photo taking, and running around cars while at the stop/go sections, just to keep some semblance of sanity.

Scrutineering at Christchurch was a little bit difficult, as they had quite a literal minded scrutineer, who wasn't familiar with the background of the tyre regulations formulation over the years. So we're going to need to get the wording tidied up a little bit, particularly around the difference between and all season tyre (which can be used), and a winter tyre (which can't be used). Unfortunately for us, we were really promptly to scrutineering, so it was the Wellington cars who were the ones whose various normal road tyres looked like being thrown out. That wasn't a great start to the weekend, but after some discussions the road tyres got the tick of approval.

The grass venue on the Saturday was some 50km or so South of Ruapuna, so it was a fair old commute down there in the morning.

They'd set up an approximation of the Bathurst track in the paddock, and the 26 or so cars lined up in their various groups to have a crack at it.

The class of cars there was really high, with some pretty serious machinery. Cameron has his N14 Pulsar down under 700kg, and with what I'm assuming is an SR20VE engine onboard, was going to be very hard to beat. Brent's Vtec City was back again, along with a couple of old Swift Gti's (one turbo'd too), a fairly serious Mirage, and Karl (ex Wellingtonian) in a very hot little Mini.

I was praying for rain, as the City would have done nicely on a zero traction surface. Unfortunately it wasn't to be, as I got one run on a fairly slippery grass surface, and then two runs on very badly rutted corners. This saw both Neil and I struggling badly, as we weren't able to take the more momentum focused lines that would help out the low power cars, and there was a



quick straight section that helped out the cars with some grunt.

My clutch was basically cooked by this stage, so I was having to take it very easy, as it was slipping as I changed into second. I threw everything at it in my last run, but over-cooked a slalom section and had a half spin.

Albaru was having a better day of it, and I think he ended up fourth in the Autocross.

The paddock unfortunately chewed out pretty horribly, and we were basically just doing slot car driving for the last two runs.

We moved into the paddock next door for the motorkhana tests. Well, other than the Swift turbo, which lunched some bearings, and had to be put back on the trailer.

The motorkhana was very much suited to me, as it was almost zero traction, and super tight. Which is definitely Honda City territory. Having a bit of a chat to Neil, I dropped the tyre pressures down to 10-12psi on the front, and had a very pleasing slide around the paddock.

Most of us got seriously taken on the scenic route back from the paddock, with the GPS sending us down very long sections of gravel road.

I chucked 20l of petrol into the City, as I was still running on the same tank of gas from Johnsonville, and it only has a little gas tank. So while the City might be slow, it is very economical! So I'm trying to take all the positives I can, given that I had in fact turned up in very much the wrong vehicle.

With only a 5 minute to drive from the accommodation to Ruapuna, Sunday morning was a bit easier. Talking of accommodation, there was a paddock full of very expensive cars out the front. Couple of Aston's, a Maserati, and a handful of Audi's. So that was odd. The main house that our lodgings were on the same property as, had a very late model Ferrari in the garage.

The sealed motorkhana tests on the track were a little tricky, and super tight. By this stage unfortunately the City's clutch was completely cabbaged, so it was drive to survive, as I could slip it in first by now.

I think I managed to touch both wing mirrors on the ground during a test with a hopkirk turn in it.

Though Adam and Jilly had a worse morning of it, as the heater core let go after their first run at the first test. So there was a fast return to the pits, and some improvised plugging. They managed to do this, and only miss one run at one test. So that was a pretty solid effort.

Neil managed to nail a cone in one run, and get a wrong way in the other run at their "custom" test. So that put his campaign 5 seconds down on where it should have been.

Weirdly, the most fun event for me, was actually the last event. Being a sprint around a variation on Ruapuna track.

I'd actually have guessed that this would have been painfully boring in a low power car with a sick clutch, however the art of trying to figure out where the course went, while trying to carry momentum made it really satisfying.

Despite only about 60hp I managed to out-brake myself twice, while slowing from my whopping top speed of about 110k.

Local knowledge was king here, with some really outstanding speed shown by some of the drivers familiar with the track.

I mentioned that the Swift turbo expired on Saturday, well the driver of that car (Adrian Curtis) ran his BMW X5 SUV around Ruapuna on Sunday.

I've never seen anything like it. It's a modern and expensive car (North of \$60k), with a twin turbo diesel engine. Probably must weigh around two ton on the road. But it launches like a race car, and was fast enough to actually get 5th place on the sprint. Had I not seen it, I would never in a million years have believed that it was possible.

Socially it was an excellent journey, even if I wasn't able to get a decent result anywhere in the weekend. But I had a lot of good meals and good yarns, with good people. Roll on the 2019 event.

Al and Webster got 3rd and 4th in the Sprint, whilst Al was the fastest Wellington car at 6th overall for the weekend.

Jilly got third in the Women in Motorsport challenge, and HCCC got the second and third prizes in the teams challenge.



But I think the smiles on the Sunday show a truer story than our placings :)

Anyway, I've written a lot of words, so now I will stop.

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

Leon



Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he went to Paris to see what he could find.

After arriving in Paris, he visited some manufacturers and selected a line that he thought would sell well back home.

To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful youngish Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language.

After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her.

She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded.

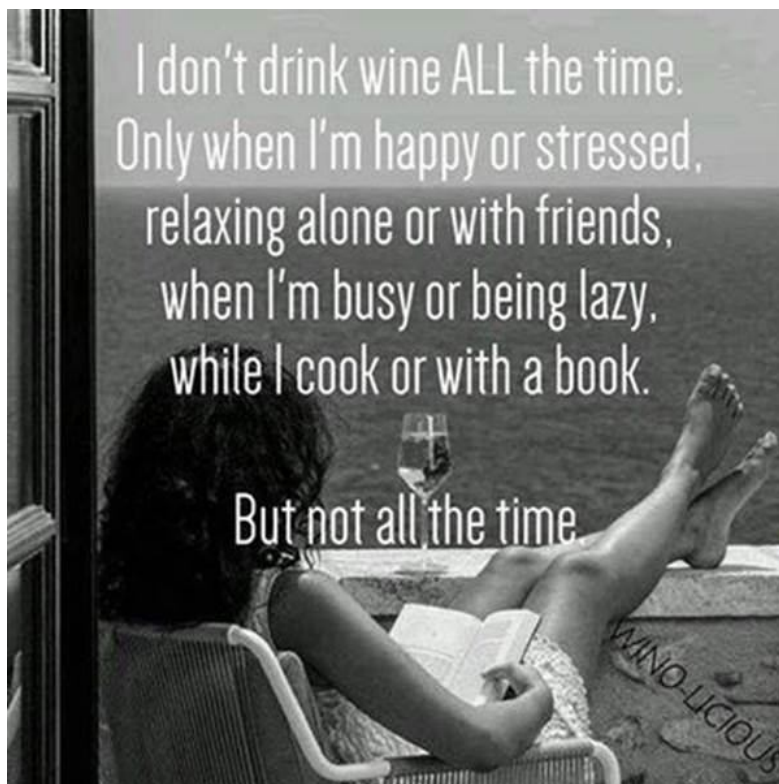
They left the bistro and found a quiet cafe that featured a small group playing romantic music.

They ordered dinner, after which he took another napkin and drew a picture of a couple dancing.

She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business!





## Some of Jilly's Clubsport Pix:



## CLUBSPORTS

Another National Clubsports has been completed. This my 11th one and each has its memorable moments. We finally had the new version Starlet EP71 with a 1500cc 5EFHE motor... finished and on the trailer very late wednesday night for a Thursday 9am sailing! Massive effort by Adam with lots of help from Brendon and Richard and many others.

This year the Canterbury car club took on the challenge of running this event and did a really good job too. Saturday was the Autocross followed by the first 3 of the Motorkhana tests on grass. The paddocks were out east from Leeston so this meant an early start. The Autocross layout was the Bathurst track and proved to be as challenging. The 3 motorkhana tests were great but a bit

slippery on the first run. A tad chilly all day and had to turn the heater in at the lodge we all stayed at. Dinner at Joes Garage then an early night.

Sunday dawned with blue sky and was much warmer. We were based on Ruapuna Racetrack with the remaining 3 sealed motorkhana tests followed by the Bent Sprint.

I was pretty slow on the sprint this year, probably the new car but the team did pretty well. Well done to Brent Redington for taking out the Autocross, Karl Celeste for the Motorkhana and Cameron Morrison for the Sprint and the Overall Championship. Jordon Grant retained the Junior Trophy and Rachael Lawrie for winning the Women in motorsport Trophy, Cathy Reid 2nd and I was 3rd.

Alan, Webster and Adam were 2nd in the teams trophy with Neil, Leon and I were 3rd.

A great weekend with a great bunch of folk including Duane Novis who arranged to host us all on Thursday night in Kaikoura and John Tennent who came in support as well as Adams mum Isobel who came to cheer us on. Mike and Cathy Reid also joined in our annual trip away.

Now on the ferry home and looking forward to our own bed.

If you want a great place to stay in Christchurch look up the Spires Barn Lodge which was a cool place to stay and just a short few minutes to Ruapuna. Sleeps up to 14 with 7 bedrooms and 4 bathrooms.

Overall Results for the HCCC team:

Alan Groves 6th, Webster Gough 9th, Adam Fisher 13th, Neil Roots 14th, Leon Cast 15th and Jilly Fisher 23rd. For HVMC Cathy Reid 20th and Mike Reid 21st.

Jilly

A man in Newcastle walked into the produce section of his local supermarket and asked to buy half a head of lettuce.

The boy working in that department told him that they only sold whole heads of lettuce.

The man was insistent that the boy ask the manager about the matter.

Walking into the back room, the boy said to the manager,

"Some old bastard outside wants to buy half a head of lettuce."

As he finished his sentence, he turned around to find that the man had followed and was standing right behind him, so the boy quickly added, "and this gentleman kindly offered to buy the other half."

The manager approved the deal and the man went on his way.

Later, the manager said to the boy: "I was impressed with the way you got yourself out of that situation earlier, we like people who can think on their feet here, where are you from son?"

"New Zealand, sir," the boy replied.

"Why did you leave New Zealand?" the manager asked.

The boy said, "Sir, there's nothing but prostitutes and rugby players there."

"Is that right?" replied the manager, "My wife is from New Zealand!"

"Really?" replied the boy, "Who did she play for?"

The Alexandra Road Hillclimb proved to be an interesting, challenging and entertaining event. Assembling for the driver's briefing, the weather looked like it was going to be a cracker. Pre-event nerves were eased by a conversation with Mark Rutherford. Being typical Poms, it was barely five minutes before we got stuck into the toilet humour!

I was first on the road and had a cunning plan to go at the tail end of the tiki tour and then go straight to the line-up for the practice run. I didn't get to far into the tiki tour before I realised that I'd been a bit over-enthusiastic with lowering the Levin since Wallaceville. The main area of concern being the left rear wheel, which was rubbing against the guard on right-handers. At the line-up point, I grabbed a large wrench and tried to get a bit of clearance. Part of the issue was that one of the car's previous owners had damaged the rear guard at some point, so the metal edge was further in than it should be. After removing a large lump of filler and pulling the underlying metal back roughly to its original shape, I hoped for the best.

The practice run went well. I followed the advice that Danny Picard had posted on the HVMC Facebook page, it worked – helped by the Levin taking being thrown into corners in its stride. There were still disturbing rubbing noises from the wheel arches but I knew I had a bit of time to sort it out before the first timed run.

Back at the pit area, I took a large hammer to the rear guards and raised the rear suspension slightly. I didn't have time to check the times before heading up for the first timed run. Raising the rear of the car seemed to make it feel a bit looser at the rear this time. I managed to lock the rears braking at the entry of the left-hander before the Dipper. I went around the left-hander sideways, scrubbing off a lot of precious speed but managed to get a clean line through the Dipper. At the final right-hander, I hit a bump and at the same time I hit the rev limiter, which I wasn't expecting. As I was thinking about changing up, the car pitched sideways going into the final-left hander which meant that I exited with two wheels on the grass. I'll put the aversion of disaster down to the car knowing where it was going rather than any skill on my behalf!

Back in the pits again, I made some final surgery on the guards and tweaked the brake bias more to the front. Then I headed up to the start to look at the times. I was surprised that both my runs were in the 51s and the first official run was faster than the practice despite my clumsiness. I was even more surprised to see that I was heading Class B but with Andrew Thompson and Josh Donohue in the second group of cars, that was likely to be short-lived and I had Patrick Davy and Cam Garthwaite not far behind me.

Word was going around that Andrew Thompson had gone off but that the damage was minimal. While lining up for the 2<sup>nd</sup> timed run, it was good to see the little blue Corolla making its way to the pits largely unscathed.

I decided to treat that run as another practice to try and cut out the sloppiness and see if the brake bias change worked. The run was tidy and the brakes felt more positive. The only drama being a member of public deciding to cross the road in front of me as I was just about to start my run, giving me an extra minute of mental preparation. It didn't feel that fast but it certainly wasn't slow either. As it turned out, the timer hadn't started, so I'll never know. Jody asked if I wanted another run but I was mindful of the fact that I was still having some tyre clearance issue and it would have felt like poor sportsmanship to have sacrificed that run for practice and then be given it back!

The final run was good. Reasonably tidy but plenty of time with the right pedal planted. It could have been quicker but then everyone says that! At the bottom, I found that I had knocked half a second off to end up with a 50.69. I was third in class B but with the second group of cars on the road that could change – and it did, with Cam Garthwaite recording a 50.58. So, I ended up 4<sup>th</sup> in class B and 23<sup>rd</sup> overall out of 55. Given that this same event, two years ago, was my first after a break of 22 years and I was last finisher then puts this into some perspective. Class B was close run for first as well, with Andrew Thompson recovering to win with Josh Donohue 0.2 seconds



behind – very impressive drives from both. Class B was a good result for the club with three drivers in the top four places.

One advantage of being first on the road was being able to see most of the rest of the group at the finish. Standouts from the first group were the, always impressive, Alan Austin and Euan Beattie – both ending up finishing first and second respectively.

All in all, a very good event. The general feeling being that everyone was trying their absolute best. There were a few unfortunate incidents but not too much damage and everyone went home in one piece. It was another great piece of organisation from Wellington Car Club and a great effort from the usual group of marshals.

Next week it's Kahinau Road. My first time there and I've heard it bites, so maybe time to swap the horns and a tail for some grandpa slippers!

Cheers, Paul Tapper



# Wellington Motorsport Association Calendar 2018

As at February 2018

Month	Date	Steward	Event Type	Club	Venue	Status
<b>April</b>	1					
	Easter Mon 2					
	5		WMSA Prizegiving		Hutt Valley Clubrooms	
	7		Circuit Sprints	Manawatu	Manfeild	
	8		Race (Summer Series)	Manawatu	Manfeild	
	14	TS	Gravel Sprint (day/night)	Wairarapa	Tea Creek	
	15	TS	Gravel Sprint	Wairarapa	Tea Creek	GS
	21					
	22		The Surgery Sprints (Round 1)		Manfeild	IM
	28					
	29		Sealed Sprint	Manawatu	Otara Road, Ohingaiti	
	5					
<b>May</b>	6		Race (Charity Classic)	MG	Manfeild	
	12					
	13		Gravel Sprint	Wairarapa	Puketiro Road	GS
	19					
	20					
	21		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	26		Race/Single/Dual Sprints	Triumph	Taupo Tack 3	
	27		Autocross	Hutt Valley	Trentham	
<b>June</b>	3		Race (Winter series)	Manawatu	Manfeild	
	Queens B'day 4					
	17		Sealed Autocross	Manawatu	Manfeild (4.5 km circuit)	
	24		The Surgery Sprints (Round 2) Autocross	Hutt Valley	Manfeild Trentham	IM
<b>July</b>	8		Gravel Sprint Race (Winter series)	Levin Manawatu	Waiorongomai Road Manfeild	GS
	15		Autocross	Manawatu	Manfeild (back track)	
	29		Autocross	Hutt Valley	Trentham	
<b>August</b>	5		Race (Winter series)	Manawatu	Manfeild	
	12		The Surgery Sprints (Round 3)		Manfeild	IM
	19		Autocross	Manawatu	Manfeild (back track)	
	20		WMSA AGM/Quarterly Meeting		Hutt Valley Motorsport Clubrooms	
	26		Autocross	Hutt Valley	Trentham	
<b>September</b>	2		Race (Winter series)	Manawatu	Manfeild	
	16		Circuit Sprints	Manawatu	Manfeild	
	30		The Surgery Sprints (Round 4) Autocross	Hutt Valley	Manfeild Trentham	IM
<b>October</b>	14		Gravel Sprint Sealed Sprint	Levin Triumph	Mangahao Dam Wainuiomata Coast Road	GS
	20		Race	Manawatu	Manfeild	
	21		Race Sealed Sprint	Manawatu Hutt Valley	Manfeild Port Road	Nat DM/Sc
	28		Sealed Hillclimb	Wairarapa	Admiral Hill	DM/Sc
<b>November</b>	3		Circuit Sprints (Multi event)	Manawatu	Manfeild	
	4		Autocross/Motorkhana (Multi)	Manawatu	Manfeild	
	10		Race (MG Classic)	MG	Manfeild	
	11		Race (MG Classic)	MG	Manfeild	
	19		WMSA Meeting (Calendar)		Hutt Valley Motorsport Clubrooms	
	24		Drift tutoring	Manawatu	Manfeild	
	25		Gravel Hillclimb The Surgery Sprints (Round 5)	Wairarapa	Dorsets Road Manfeild	GS IM
<b>December</b>	8		Circuit Sprints	Manawatu	Manfeild	
	9		Race (Summer series)	Manawatu	Manfeild	

Abbreviations		Club Contacts		Wgtn/Wair Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga
RT	Road and Track Sprint Series	Wairarapa	027 4397616 (John_	SM	Stephen Marks
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair
Nat	National meeting	Dannevirke	j_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		





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Rallies			
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Trials	Motorkhanas	Speed	Rallies
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