



WHEELSPIN

July 2019

www.hccc.org.nz

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COVER PHOTO

The Pom, making his MARK!

Committee : 3rd TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1st TUESDAY 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)

TUESDAY 2th July 2019 @ 7:30



Seems to be a bit of a drought of racing for me at the moment, partly self- inflicted, partly just due to a lack of gravel sprints at the moment.

I've only had one event since my last article, and that was only from the running the day point of view.

With Round #2 of the Neil's Wheels Rubber Duck Autocross series happening whilst Jilly and Adam are on the big Eurotrip, I decided that there was already going to be far too much going on in my brain already, running the event without those two. So I made the call very early on, that I was not going to attempt to enter the event, I would just be behind the high vis-vest and stopwatch.

Thankfully for the sake of (what remains of) my sanity, there was still a good team of helpers on the day, with Vern being safety officer, Neil and Al scrutineering, Paul bringing a bunch of gear over in the van, Mark setting up the track, Brian there for stop-watching, and Brent Miller setting fire to the lunchtime food.

Having been beaten to the paddock by a few people at the first round, I left at some obscene hour of early, getting to the paddock slightly after dawn, having driven over the hill in the darkness, only to find that even at that hour, Haydn had actually still arrived before me!

Going sleepily through the unlocking all of the things process, Mark set out into the paddock to set up a forest of cones, whilst I fought paperwork in the rather warmer portable cabin (as it was 2c outside, according to the car thermometer).

Seems that the universe was determined to make my morning more interesting, as the pen that we write numbers on windscreens with, decided that on being shaken up, rather than do the traditional thing of mixing the paint, would much rather explode all over me, and the surrounding environments.

Thereafter, followed a fair to moderate amount of swearing, and quite a lot of soaking (water based) paint out of the carpet. Despite considerable washing and soaking, my coat and the cargo pants I was wearing on the day are still giving somewhat of a day glow paint vibe.

Mark had set up a ferocious little course, with no margin for error.

With the ground being fairly slippery underfoot, and a tight course, this was going to be a day for little cars.

Neil and Al were sharing a drive of the Kea Kaka (also known as, the GREEN Honda City), and were showing the rest of the field a clean pair of heels or at least, as clean as can be reasonably expected in a paddock.

They were 5+ seconds clear of the next car, being Mark in the Ford Ka, then an assortment of drivers in Keith's Mazda 121 (three drivers in that car on the day), followed by the first normal sized car, being Graham Heath in the always loud Nissan Pulsar.

In the jeeps class, were Daniel Austin, Geoff, and Barry Cutelli, all in various flavours of Subaru Impreza, all within about a second and a half.

Rear wheel skidders were Dean and Lee Herd in the MX5 separated by less than half a second, then Paul (Viva) and John (AE86) less than a second apart.

So while the City duo were well clear in class, the other class battles were very much neck and neck.

As is appropriate, we stopped for a BBQ, and set up a new course, after everyone had three runs at the first course (apart from the WRX wagon, which was undergoing emergency radiator hose surgery).

The new course was still technical, with plenty of s-bends to be negotiated (or sworn at, depending on your chosen technique), but was more open than the previous.

As an interesting change of scenery, as the temperature started dropping when the sun got lower, the paddock actually got more slippery over time. Generally people are falling over themselves to try to run as late as possible, but on the colder day, it actually started slippery, gripped up a bit, and then got far slower.

So some people actually set their fastest times on their first run, and the majority of the field went slower in their final run.

Neil and Al were carrying on the battle royal, using very different driving styles, to come up with very similar times. Neil was a left foot braker, and Al was chucking it in.

Neil being quickest in the first course, Al quickest in the second course. Their course combined time, 0.08 of a second between them, 13 seconds ahead of third place overall, Josh driving the 121. Josh, Keith, and Mark's times were within 0.53 combined total. Then Graham in the Pulsar behind them.

Rear drive continued being a battle of the Herd brothers, with Dean leading Lee home, followed by Paul and John.

Four wheel drive class ended up being Jnr then Snr Austin's, followed by Geoff, and then Barry.

With it being a pair of technical courses, and a slippery paddock, it wasn't a day to be in a four wheel drive, with only Daniel Austin making it into the top ten overall.

Without actually adding up any points, Neil is looking to be in a strong position for the trilogy in front drive, Geoff in four wheel jeeps, and Dean in the back skidders. But we shall see what surprises the final round has in store for our competitors.

As ever, thanks to Neil of Neil's Wheels, our naming sponsor, Jeff Ward of Nationwide Fire Services for the extinguishers, and Wairarapa Car Club for the use of their venue. As well as all our helpers on the day.

On the rest of the car life front, I've just gone into panic mode, to get a new exhaust on the Corolla in time for Wairongomai Road.

Because of course, it would have been far too easy to get the work actually done further out than two weeks ahead of the event. So I shall see how that pans out.

As well as the exhaust, my sump guard needs some gentle sledgehammer massaging before it will go back on, and I need to get a new WOF too. But hey, last minute motorsport right?

I've been sensible and haven't bought a car in a couple of months, which is an achievement.

I nearly bought a tow van, but then it took two litres of water before I could drive it, so seems safe to assume that it had the 3.0 turbo diesel Toyota cracked head. I was going to look at an Ignis (sometimes called Swift, just to keep John Rapley happy) Sport, but it ended up with a big shopping list at WOF time, so I didn't bother going to have a look at it.

Don't worry though, I'm always thinking about whatever stupid idea car I can buy. So I'm sure something will turn up in the driveway eventually.

Leaf life is going painlessly, and is proving stupidly cheap to run after 6000km in the car so far.

That's it from me for now, hopefully I'll have actually done some driving by the next article!

Leon



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For All Household maintenance &
building, including General repairs,
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etc

July Club Night Movie Night!



This month, after the death of Niki Lauda in May, we're going to watch the 2013 Movie "Rush", about the rivalry between Lauda and James Hunt.

She's a movie length movie, so the goal will be to be hitting "Play" at 7:30.

August Clubnight, we will have another guest speaker, with Seb Frances talking about his electric race car concept.

Venison for dinner again? Oh deer!

The "Rally Ka" files

It's been a relatively quiet month for the Ka, competing in just the one event - you guessed it; grass autocross at Masterton. It was the second round of this winter's Rubber Duck series. Competition is getting tight in the Engine Over Drive class, Neil Roots in his trusty Honda City, this time sharing with Alan Groves - not good news for me. Then there's Graham Heath in his supercharged Nissan Pulsar, Webster Gough in the Mazda 3 MPS, Craig O'Brien in his Mitsubishi Mirage and a trio of drivers sharing a Mazda 121, Keith Christmas being one of them. Myself and Leon arrived to the site at Masterton nice and early to get set up, we were a couple of usual organisers down this time as Jilly and Adam were off gallivanting around Europe.

Usual course set up guy Leon left me in charge of that role so he could take care of the competitors as they arrived. I was pretty nervous about setting up the course, the ground was wet so my plan was to have the first course tight(ish) to slow people down a bit and hope the grass would dry out for a faster course in the afternoon.



With the course set up, cars scrutineered and the drivers briefing done the cars lined up for a tour of the course. It's was wet, and got muddy pretty quickly. Someone even managed to knock a couple of cones over during the tour.

With that done, I decided I would go out there first and gain some experience with wet and slippery conditions. I still managed to set a good time, it even took a few cars before that time was beaten.

After my first run I did my usual walk around the track taking photos. I try to walk all the way around so all the shots are the same boring angle. I also got some video footage which I should be putting together before the next round.

By the time I had walked around taking photos and lined up for my second run, I thought that maybe the track would've dried out a bit. I hadn't dried out much at all, and not even for my third run, it was too cold for that. Driving on the slippery mud was still good fun though, I just seemed to be doing corrective steering most of the way around.

I found myself in 3rd overall at the lunch break.

At the lunch break I set about getting the second course ready, I had some help from Geoff Warren this time and we tried to make it a bit more faster flowing. We tried out the course a few times in the Ka at low speed and it felt smooth and flowing. It wasn't though really though, small

sections were, but we still had some “technical” parts to deal with.

I should point out that I’m still trying master left foot breaking. I should’ve got this right by now but the fact is I haven’t been trying it out at all. So for my first two runs at the afternoon course I gave it a go, My first run was awful, my feet were all over the place and so was the car! My second run was better though. For my final run of the day I decided I would revert to my usual driving style to try and put in a good time, but the sun was going down and the ground got cooler and I actually went slower than my second run. I think most people put in a worse third run time. I ended the day 5th, which has put me joint third in the series, a single point behind 2nd and only another point higher than 4th which makes it tight for the final round. Neil Roots is in first place, I think he just needs to turn up to come away with another series win.

I other news relating to the Ka, I bought a pair of OMP race seats and brackets. One of which is brand new and the other has only done two events. I’m am still yet to get a new steering wheel set up, but once that is done I can get it prepped for the roll cage.



Other than that I’ve got some general maintenance to do before the final round in July; oil change, brake pads etc. and investigate a overheating issue I had after my final autocross run, (it was completely fine for the drive home).

See you out there,

Mark

Oil Change instructions for Women:

- 1) Drive into Ultra Tune when the odometer reaches 10,000 kilometres since the last oil hange.
- 2) Drink a cup of coffee , read free paper.
- 3) 15 minutes later, write a cheque and leave with a properly maintained vehicle.

Money spent:

Oil Change: \$40.00
Coffee: \$2.00
Total: \$42.00

Family fun last month



Oil Change instructions for Men:

- 1) Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a cheque for \$50.00.
- 2) Stop by the Bottle Shop and buy a slab of beer, write a cheque for \$40, drive home.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under caravan.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil: splash hot oil on you in process. Curse and swear.
- 12) Crawl out from under car to wipe hot oil off face and arms. Throw kitty litter on spilled oil.
- 13) Have another beer while watching oil drain.
- 14) Spend 30 minutes looking for oil filter wrench.
- 15) Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
- 16) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly, hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
- 17) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 18) Dump first litre of fresh oil into engine.
- 19) Remember drain plug from step 11.
- 20) Hurry to find drain plug in drain pan.
- 21) Drink beer.
- 22) Discover that first litre of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 23) Get drain plug back in with only a minor spill. Drink beer.
- 24) Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.
- 25) Begin swearing fit.
- 26) Throw stupid crescent wrench.
- 27) Swear for additional 5 minutes because wrench hit bowling trophy.
- 28) Beer.
- 29) Clean up hands and bandage as required to stop blood flow.
- 30) Beer.
- 31) Dump in five fresh litres of oil.
- 32) Beer.
- 33) Lower car from jack stands.
- 34) Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
- 35) Beer.
- 36) Test drive car.
- 37) Get pulled over: arrested for driving under the influence.
- 38) Car is impounded.
- 39) Call loving wife, make bail.
- 40) 12 hours later, get car from impound yard.

Money spent:

Parts: \$50.00

DUI: \$2500.00

Impound fee: \$75.00

Bail: \$1500.00

Beer: \$40.00

Total: \$4,185.00

But you know the job was done right!

Club Member Profile

Name: Stephen Samuelu

Current race car: 1985 Toyota Corolla FX GT



How and when did you get into motorsport?

Got into motorsport when I challenged another HCCC member who I worked with (Cam Garthwaite) to see who would be faster at Port Road, with the loser having to wear a dress at work. Didn't end well for me.

What's for breakfast on race day?

McDonald's.

Do you get nervous before an event and how do you deal with nerves?

Sometimes get a few nerves sitting in the dummy grid at Manfeild but am fine once on track.

Ever had a crash? - Whats the biggest?

Biggest crash was at Taupo at the end of the main straight when the weather took a turn for a worse, ended up aquaplaning into the tyres with about 5 others. Nothing too major, hopefully stays that way.

Who do you see as your nearest rival?

Depends what event I'm doing really but dont really get too much into rivalry stuff, just like being at events with like-minded people and not having to be at home doing chores, Haha.

Where can we see you racing next?

I'll be at round 2 of the manawatu car club winter series trying to keep the car in one piece!



How does Moses make tea? Hebrews it

Neil's Wheels Rubber Duck Autocross Series



Welcome to the third in our trilogy, featuring a shiny new sponsor, but still terrible movie title play on words

July 21st
Duck Fiction
Kim Naylor Series Round

Family fun last month



Me n Rex at Tararua Road 1st in Class again (What do you mean Leon "lack of sprints")

Harbour Capital Car Club - Results Round 2 Rubber Duck Autocross Challenge
Brought to you by Neil's Wheels
9 June 2019

No	Driver	Car	Class	Club	Run 1	Run 2	Run 3	fastest run	Run 4	Run 5	Run 6	fastest run	Total both runs	Overall Place	Overall Course 1	Overall Course 2
13	Neil Roots	City	EOD	HCCC	01:48.94	01:44.18	01:34.44	01:34.44	01:41.31	01:40.88	01:42.85	01:40.88	03:15.32	1	1	2
17	Alan Groves	City	EOD	HCCC	01:55.81	01:46.88	01:35.38	01:35.38	01:40.38	01:40.06	01:41.47	01:40.06	03:15.44	2	2	1
23	Josh Rownicz	Mazda 121	EOD	Nil	01:55.25	01:48.19	01:43.00	01:43.00	01:48.07	01:46.28	01:45.41	01:45.41	03:28.41	3	6	3
19	Keith Christmas	Mazda 121	EOD	HCCC	01:54.56	01:51.94	01:41.88	01:41.88	01:47.11	01:46.87	01:46.62	01:46.62	03:28.50	4	4	4
1	Mark Rutherford	Ka	EOD	HCCC	01:53.22	01:51.03	01:41.37	01:41.37	01:49.15	01:47.57	01:49.00	01:47.57	03:28.94	5	3	5
22	Graham Heath	Pulsar	EOD	HCCC	02:06.78	01:52.41	01:42.90	01:42.90	01:52.47	01:55.15	01:47.85	01:47.85	03:30.75	6	5	6
12	Travis Parry	Mazda 121	EOD	Nil	02:01.66	01:53.31	01:44.47	01:44.47	02:27.36	01:49.37	01:50.29	01:49.37	03:33.84	7	7	7
7	Dean Herd	MX5	ENOD	HCCC	02:27.88	01:53.65	01:48.07	01:48.07	01:56.35	01:52.50	02:01.97	01:52.50	03:40.57	8	9	10
15	Daniel Austin	WRX	4WD	HVMC	02:06.90	01:56.62	01:48.34	01:48.34	02:04.53	01:57.88	01:52.29	01:52.29	03:40.63	9	10	9
10	Lee Herd	MX5	ENOD	HCCC	02:09.47	01:55.06	01:48.50	01:48.50	02:09.03	01:54.59	01:57.03	01:54.59	03:43.09	10	11	11
16	Alan Austin	WRX	4WD	HVMC	01:57.12	01:51.97	02:27.66	01:51.97	02:27.36	01:51.84	02:27.36	01:51.84	03:43.81	11	14	8
6	Craig O'Brien	Mirage	EOD	MCC	02:16.47	01:57.31	01:47.78	01:47.78	02:08.34	01:58.44	02:02.18	01:58.44	03:46.22	12	8	18
8	Geoff Warren	WRX	4WD	HVMC	02:07.47	01:56.53	01:50.66	01:50.66	01:57.72	01:57.78	02:07.84	01:57.72	03:48.38	13	13	16
14	Barry Cutelli	WRX	4WD	HVMC	02:07.56	02:01.00	01:50.09	01:50.09	01:59.72	02:20.25	02:27.36	01:59.72	03:49.81	14	12	20
18	Webster Gough	MPS	EOD	HCCC	02:22.28	02:13.25	01:52.84	01:52.84	02:00.00	02:00.47	02:02.10	02:00.00	03:52.84	15	15	21
21	Paul Tapper	Viva	ENOD	HCCC	02:08.97	02:07.75	01:55.12	01:55.12	01:59.25	02:06.72	02:06.47	01:59.25	03:54.37	16	16	19
28	John Rapley	Swift	EOD	HCCC	02:14.88	02:00.81	01:55.19	01:55.19	02:05.50	02:00.91	02:03.60	02:00.91	03:56.10	17	17	23
27	Cathy Reid	Mirage	EOD	HVMC	02:07.38	02:01.22	02:06.00	02:01.22	01:55.59	01:59.10	02:02.06	01:55.59	03:56.81	18	23	12
29	Bart Morse	Starlet	EOD	HCCC	02:08.47	01:59.59	02:11.22	01:56.59	02:07.15	01:57.84	02:01.25	01:57.84	03:57.43	19	21	17
24	Loren Brookes	Legacy	4WD	HCCC	02:12.75	02:04.87	02:02.80	02:02.80	01:57.75	01:56.00	02:02.06	01:56.00	03:58.80	20	26	13
2	Dick Butters	Mirage	EOD	HCCC	02:08.96	02:04.03	02:01.85	02:01.85	01:59.50	01:57.96	01:57.69	01:57.66	03:59.51	21	24	15
5	Neil Morrison	Starlet	EOD	HCCC	02:06.44	02:08.69	02:03.97	02:03.97	01:57.94	01:56.19	02:04.50	01:56.19	04:00.16	22	27	14
11	John Keen	Levin	ENOD	WAI	02:11.53	02:01.34	01:55.81	01:55.81	02:14.34	02:04.41	02:19.56	02:04.41	04:00.22	23	18	25
4	Toby Miller	Levin	EOD	WCC	02:05.22	02:11.13	02:02.47	02:02.47	02:03.72	02:02.21	02:00.69	02:00.69	04:03.16	24	25	22
3	Haydn Perkins	Mirage	EOD	HCCC	02:14.88	02:03.28	01:59.91	01:59.91	02:03.91	02:03.56	02:06.25	02:03.56	04:03.47	25	22	24
9	Sarah Jaggs	Impreza	4WD	HVMC	02:14.56	02:17.91	01:57.19	01:57.19	02:06.60	02:08.56	02:09.34	02:06.60	04:03.79	26	20	26
30	Jamie Allen	Corolla	EOD	HCCC	02:08.06	02:06.81	01:56.84	01:56.84	02:08.60	02:11.87	02:07.25	02:07.25	04:04.09	27	19	27
20	Michael Brown	Familia	4WD	Nil	02:15.75	02:11.86	02:15.25	02:11.86	02:17.03	02:18.78	02:14.63	02:14.63	04:26.49	28	28	29
26	William Maxwell	Legacy	4WD	Nil	02:29.66	02:35.44	02:22.69	02:22.69	02:15.31	02:14.66	02:14.55	02:14.55	04:37.24	29	30	28
25	Anya Brookes	Legacy	4WD	HCCC	02:44.25	02:32.15	02:17.50	02:17.50	02:27.36	02:23.78	02:22.38	02:22.38	04:39.88	30	29	30
							00:00.00	00:00.00								

WW - Assessed time - Slowest time for the run + 5 secs, or DNS or DNF

has a time penalty included.


Big thanks go to the organising team and helpers on the day
Leon Cast, Vern Biggs, Brian Craig, Paul Tapper, Brent Miller, Dean Herd, Toby Miller, Lee Herd, Mark Rutherford, Geoff Warren, and to all those who helped out during the day with BBQ and Cone recovery
and our scrutineers for the day, Alan Groves & Neil Roots
 Special thanks to Jeff Ward from Nationwide Fire Protection Ltd. Jeff's business loans us the Fire Extinguishers for our events.



England has no kidney bank, but it does have a Liverpool.

FOR SALE

2001 Renault Sport Clio 172 Rally / Targa race car

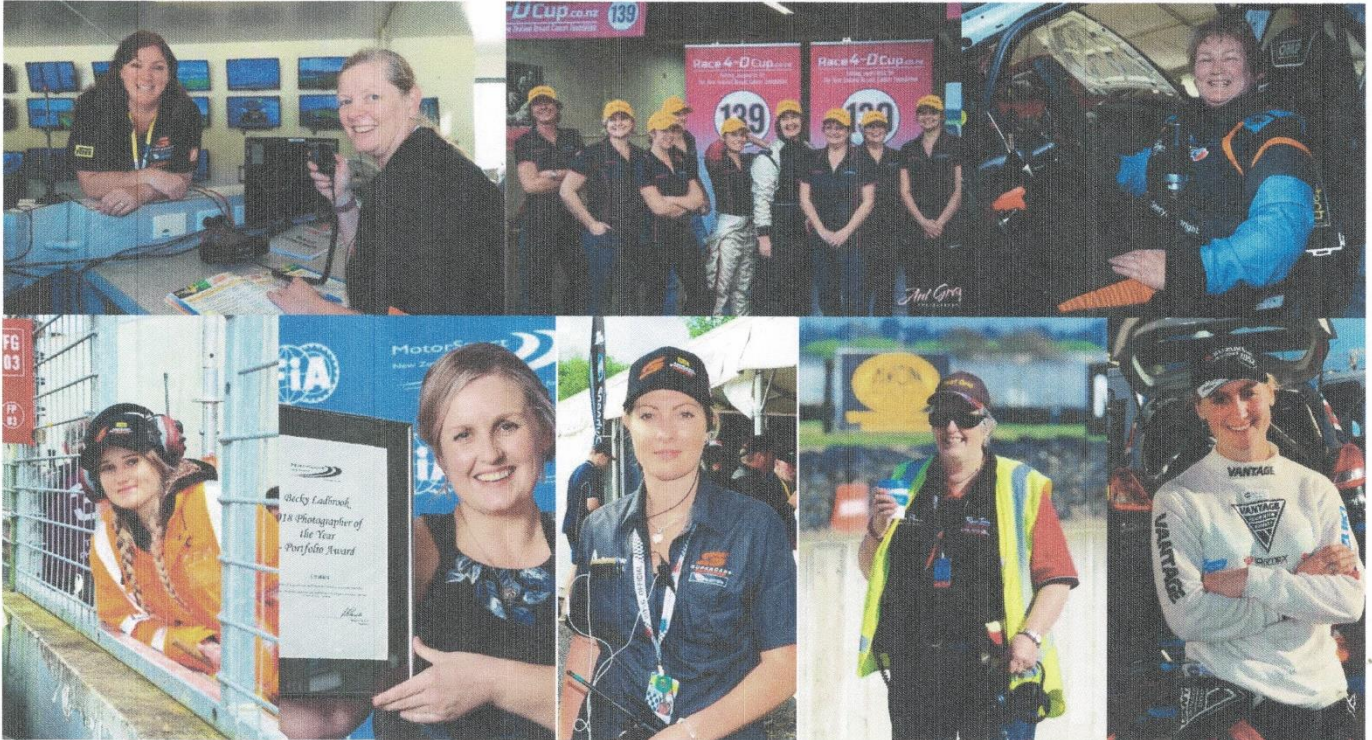
<p>Engine</p> <ul style="list-style-type: none">• Renault F4R 2 litre twin cam, 16V naturally aspirated. Replacement engine fitted Jan 2012; 1-piece Supertech valves, CAT uprated valve springs and head bolts, re-profiled cams (Catcam 421 profile)• K-Tec individual throttle bodies with optimised filter positioning• Link G4 ECU• Pure Motorsport 4-2-1 stainless exhaust manifold with heat wraps• Pure Motorsport stainless race exhaust• A/C delete kit• Additional oil cooler with thermostat• K-Tec Group N mounts (engine, gearbox, etc)• Samco Sport water hoses• Magnecor competition leads• K-Tec front strut brace• Aluminium radiator (new)	<p>Transmission</p> <ul style="list-style-type: none">• JC5-129 Cup gearbox (32k miles)• K-Tec lightened flywheel• Quaife ATB differential• Uprated clutch plate 
<p>Suspension, brakes and wheels</p> <ul style="list-style-type: none">• GAZ Gold coilovers with 2 sets springs;<ul style="list-style-type: none">○ 275# front and 225# rear – tarmac/gravel rally○ 350# front and 300# rear - circuit• Alloy top suspension mounts• DBA grooved front rotors• K-Tec uprated rear rotors• Whiteline rear anti-roll bar• New lower suspension arms• Powerflex suspension and ARB bushes• Carbon Lorraine RC5+ race pads front/rear• 6 x 15" x 7" white Speedline Corsa competition rims, +38 offset• 4 x 15" x 6.5" Black Motor Sports competition rims; +30 offset• Spare (new) Carbon Lorraine RC5+ front pads	<p>Body & interior</p> <ul style="list-style-type: none">• K-Tec rear carbon fibre wing• Front bumper modified for improved air flow• Front and rear tow hooks• Strengthened jacking points• Front brake ducts• Aero bonnet catches• MSNZ homologated cage with side intrusion bars; cage & interior painted factory Iceberg Silver• Sabelt Taurus competition seats (FIA1999 rated) with side brackets and Clio seat bases• Sabelt 5 pt camlock harnesses (FIA rated)• Brantz Pro2S rally tripmeter with remote zeroing• Rallysafe fitting kit installed (including antenna)• Trackit VT30 vehicle tracker; sharkfin antenna• Graytronics intercom system• Racetech helmet hammock• Co-driver footrest• Sequential shift light• Oil pressure, oil temp and water temp gauges• First aid kit; safety triangle• MSNZ log book• LVV certification
<p>Contact Brendan on: 0274164134</p>	<p>brendonayoung85@gmail.com</p>

They told me I had type-A blood, but it was a Typo.

To our female friends and colleagues across NZ!

Would you like to be more involved with motorsport?

**Do you know other women who
want to get involved with motorsport?**



**We are competitors – officials – volunteers – organisers – media
photographers – PR – videographers – team members**

Ask us any question you like about how to get involved.

Connect with us! Look for Women in Motorsport NZ on Facebook, Instagram or Twitter.

Subscribe for newsletters and stories about fantastic NZ women in motorsport!

<https://connect.motorsport.org.nz/wimnz-interest>



#equality #inclusive #support #encouragement

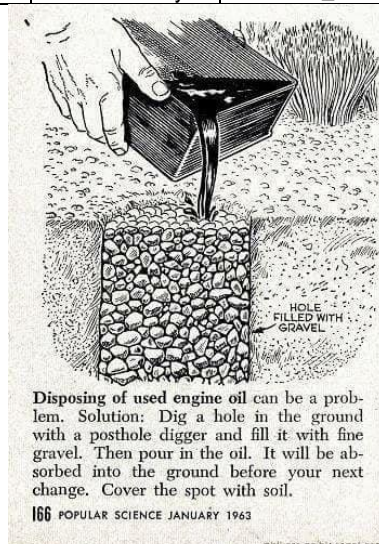
www.womeninmotorsport.co.nz

I changed my iPod's name to Titanic It's syncing now.

Wellington Motorsport Association Calendar 2019

Month	Date	Steward	Event Type	Club	Venue	Status
July	6		Indonesia Rally			
	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	28		Autocross	Hutt Valley	Upper Hutt	KN
August	3		Malaysia Rally Finland Rally			
	11	GG	The Surgery Sprint		Manfeild	IM
	17		Goldrush rally			
	20		WMSA Meeting/WMSA AGM		Hutt Valley Motorsport Clubrooms	
	22		Rally Germany			
	23		Stewards Meeting		Stokes Valley	
	25		Autocross	Hutt Valley	Upper Hutt	KN
September	12		Rally Turkey			
	21		Japan Rally			
	29		The Surgery Sprint Autocross	Hutt Valley	Manfeild Upper Hutt	IM KN
October	3		Rally Gt Britain			
	13		Gravel Sprint Bathurst	Levin	Mangahao Dam	GS
	19		Waitomo rally			
	20		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	24		Rally Spain			
	28		Sealed Sprint	Hutt Valley	Port Road	DM/Sc
November	9		Race (MG Classic)	MG	Manfeild	
	10		Race (MG Classic)	MG	Manfeild	
	14		Rally Australia			
	18		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Gravel Sprint	Wairarapa	Dorsets Road	GS
December	1		The Surgery Sprint		Manfeild	IM

Abbreviations		Club Contacts		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_ppformance@hotmail.com		
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz		
Sc	Ron Scanlan Trophy Series	Wanganui	barbaramgray@gmail.com		
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz		





SEND THIS TO: Harbour Capital Car Club (Inc)
 P.O. Box 4102
 Wellington
 New Zealand

First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
Occupation			

Make & Model of car / s

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How did you find out about us

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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
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Annual Subscription:

Make cheques payable to: Harbour Capital Car Club

Family: Normal Member: \$ 45.00 p.a.
 \$ 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)

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www.hccc.org.nz

June Rubber Duck:

