



Photos: Leon

WHEELSPIN

April 2019

www.hccc.org.nz

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COVER PHOTO

Frank Kelly – Doing it the Irish way!

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 7th May 2019 @ 7:30



Upcoming we have a new trilogy of Rubber Duck Autocross events, brought to you now by Neil's Wheels, but remaining in the same paddock in Masterton. The first one will be arriving (weather willing of course) on May 12th.

Also, Clubnight which may, or may not have happened by the time NZ Post actually delivers the magazine, is our prizegiving.

I've had a couple of motoring adventures in the last month, but only one motorsporting adventure.

The reduction in the Leon's vehicle fleet back to only the 86 and the Corolla rally car, meant that all my daily driving duties when not divided among three cars caused me to travel 500km a week in the 86. While that was kind of fun, probably isn't ideal for depreciation.

Given that the majority of my running is relatively short distance, I thought I'd give this electric car business a crack, and bought myself a Nissan Leaf as a runabout. I've managed to put over 2000km on it so far, and money-wise it seems to be stacking up the savings pretty well, although with a range of maybe 100km on a good day, and relatively slow charging from a wall socket, trip planning has taken a slightly higher role in my life.

It really couldn't be my only car, but as a daily, with a petrol car as a backup, it seems to be a good way to go.

The next lot of motoring was what is becoming my regular mission down to Rally Otago.

This year, it was myself, Brendon, and a blast from the past, previous club president, Brian Rowe.

Brian hasn't been in motorsport for maybe the last ten years, but he is looking to get images for a photo portfolio or project that he is working on. So he became a last minute addition to the travelling show.

The trip started with a couple of little adventures, apparently I've managed to badly reset the charge timer on the Leaf, so early on the Friday morning is when I discovered that actually the car wasn't charged, so in fact we'd be taking a different car to the airport. Then what I knew, but Brendon did not know, is that my girlfriend's sister works for airport security, and has an explosive sniffing dog. So Brendon got explosive dog inspected at the airport, much to his surprise. Then after that happened, I introduced him to the other half's sister. I suspect that the return prank he will be planning might be quite evil.

The fates were not smiling on us, as the flight was delayed. Apparently on arrival, the plane went through a collection of birds, so presumably they were hosing seagull out of the landing gear of the plane before we took off. So I guess the fates were really not being kind to seagulls that day.

On arrival to Dunedin, we picked up some sort of Hyundai rental car. Which was considerably larger, and more difficult to make fun of than the Nissan Tedious that I rented last year. But it swallowed up all our gear, and provided plenty of legroom. It was white, had four doors, and the same number of wheels.

As we had a day to adventure before we went to the big park-up at the Octagon that evening, we went and visited a colleague of mine's workshop in Dunedin (armed with donuts), and had a look at some really cool cars there, from an astonishing GT40 replica, to a Lamborghini, to an Ultima capable of hitting 100kph in under three seconds.

So we hung out there for a while, ate donuts, patted dogs, and looked at some really cool bits of machinery.

A bit later we tracked down Adam and Jilly, who were doing some last minute alterations to the cardboard time card door pocket, turning it after about five years into something made of metal, and putting all the stickers on the car. Very important talking of rubbish then took place, along with some viewing point planning for Saturday.

The weather totally failed to play ball on Friday night for the mass gathering of cars around the Octagon and surrounding streets, with some very solid downpours. Despite that, there were still tons of cars, and lots of people around. It just meant that the people were tending to hide under balconies, or in nearby eating and drinking establishments.

Having watched the ceremonial start get underway, we then adjourned to the accurately named "Best Cafe", and chowed down on excellent fish and chips. We did exactly the same last year too, and I suspect that so long as we can keep getting a table there, it's going to be an annual dinner destination.

Saturday started at some alarming hour (because it required setting an alarm to wake up in time). It was a smidge on the chilly side, dropping down to 0c from 3c as we headed down to Lake Waiholo.

On the way we stopped to grab a couple of scenic photos for Brian's project, and then headed on in to a viewing point on Stage 2.

It turned out a lot better than I anticipated, in a couple of ways.

There was a big hollow through the corner that meant I was able to get a bunch of wheel(s) off the ground photos, both as cars tipped in to the corner, and then as they bounced out of the hollow towards the exit of the corner.

Brendon on the other hand, went a few km up the road, and lucked out for finding a junction where it seems the route book was a bit deceptive.

Multiple cars fell off on his corner, so he ended up flat out helping drag cars out of a ditch.

He even got a video of a WRX going in hot, going straight ahead, and then having a "ground sky ground" moment as they hit a stump in the paddock and inverted the car.

There was a brilliant video of a Datsun 1200 running wide and into the ditch, knocking one of the roadside signs down.

Unfortunately for Adam and Jilly, the route book distance issues caught them out, and Adam chucked it into the ditch hard (on the navigator side of course).

They got stuck for quite a while, caved in many of the left side panels, and took two tyres off the rim.

As well as the vehicle injuries, Adam ended up with a sore neck, while Jilly's ribs and shoulder took the brunt. She even managed to dent the inside of the door where she hit it.

While they lost a lot of time, and caused the car to have some really exciting wheel alignment issues for the rest of the event, they did limp out on one flat tyre (which died horribly), and recorded a time. So there was no DNF for them.

Adam is getting a bit paranoid now, because it seems like every time he falls off the road, there's one of us club people on that corner.

Paul Taylor had a tougher time in the V12 BMW of loud noises and sideways, getting caught out by a ford (the watery kind, not the English car kind), and sunstrike.

So; two ton of Helga the BMW flew through the air, and backwards into the scenery. Resulting in panel damage, the death of a tyre, and a DNF recorded.

They did get the car straight enough to re-join though, so while there wasn't a result, at least he and Richard didn't drag a car all the way to Dunedin to only do one stage.

Karl Robinson was hauling in the Datsun Bluebird, but my vague recollection is that he ended up having some issues too.

Rex withdrew before the rally, so unfortunately Len didn't get to experience the rally this year.

We headed on down to service, caught up with Jilly and Adam, before heading back into a different point on the same road (now being run as Stage 7).

It was a nice inside of a corner sort of a position.

Ended up eating a fair bit of dust, but got some good phone photos of cars going past at various angles.

Unfortunately one of the pro photographers just kept on getting in the way by walking or standing in front of me, so I ended up with lots of useless photos of a guy in a green vest. However that's the risk of being on a corner in a rally. Sometimes it's great, other times not so much.

A hell of a contrast to the previous corner; where another pro photographer was offering hints and tips, even lending Brian a bit of gear to try out.

We made our gritty way home, driving out behind sweep on the stage, so we got to try out the road at a sensible pace, then had showers until the level of grime was reduced somewhat.

Sunday in theory should have been a late start at 8am, but sadly the room above us had a herd of elephants installed, and they started their tap dancing lessons at 5am. So our wake-up call was again stupidly early.

The Sunday stages are a long way North of Dunedin, so it was a good 90 minutes' drive there.

Brendon and Brian invested in a mutton pie on the way there, while I was merely jealous of their breakfast.

I absolutely lucked out on my photography position, as we had ample time to walk up and down the road before the first car.

Managed to catch about half the field doing dramatic sideways moves; one car losing it down the straight leading up to the corner, and even one Escort making an assault on a fence post.

The downsides were that due to the dusty corner, and the fact that I was standing in a cattle run, made for me getting a dirt coloured suntan, and my boots taking on some interesting character such that they are now banned to the garage.

The positive side was that my photo album went ballistic when I put it on Facebook, and I ended up sending lots of drivers photos of their cars in action. So it was quite an experience to get about 400 reactions from some car photos.

We watched the whole field (somewhat reduced due to attrition, and the number of cars that only entered Saturday), and then drove to Oamaru to have a look at service.

That probably wasn't a great investment in time and driving, as we were there pretty much only long enough to eat lunch (mmmm cold pizza) and then head South again.

The last stage of the day we watched through the Classic 4wd and Classic field, and then had to bolt.

We got to the airport with about ten minutes to spare, which was a bit uncomfortably close ... and then the plane was delayed anyway!

Given how much fun I've had watching Otago the last few years, I'm basically going to be booking plane tickets and accommodation again the moment they release the 2020 date :)

Hopefully before my next gravel outing, the Corolla should be getting a new exhaust system, as the old one is getting a bit hammered and leaky now. Not bad given that I think it was built about 12 years ago by Webster, out of the bits he had sitting around in his workshop at the time!!

That's it from me.

See you at Clubnight, and / or the next autocross.

Leon

Clubnight May 7th



Prizegiving!

1841 Bar in Johnsonville, upstairs meeting room.

See who will be collecting the silverware this year.

Gather ye for burgers, lies, and trophies.

A passenger in a taxi heading for Stafford station leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention.

The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab. The shaking driver said "Are you OK? I'm so sorry, but you scared the daylights out of me."

The badly shaken passenger apologized to the driver and said, "I didn't realize that a mere tap on the shoulder would startle someone so badly."

The driver replied, "No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab; I've been driving a hearse for 25 years."

Organic Farming!



The importance of the space bar:

A secretary got an expensive brand-named pen as a gift from her boss as a Christmas present.

She sent him a 'Thank you note' by e-mail.

The boss's wife read the e-mail and filed for divorce.

The e-mail said:

"Your penis wonderful and I enjoyed using it last night. It has an extraordinary smooth flow and a firm stroke. I loved its perfect size and grip. Felt like I was in heaven when using it.

Thanks a lot."

Swanning about in Melbourne

I was fortunate enough to have a recent work trip to Melbourne in early April to take in the Australian Automotive Aftermarket Expo.

The expo showcased around 400 exhibitors and showcased the latest products, tools and equipment for the automotive industry.

As part of the trip I hosted 17 MTA members as part of a tour and we visited the HSV/Walkinshaw factory where they take left hand drive Chevrolet Camaro and Silverado and Dodge Rams and into right hand drive vehicles.

It takes an astonishingly short two days to convert a vehicle from left to right hand drive and for the Camaro that includes removing and reinstalling the front subframe complete with engine and transmission.

As part of the conversion process there is no chopping or gluing of old components, any copper that needs to be replaced for right hand drive is made new, this includes entire dashboard assemblies, wiring looms, power steering and air conditioning pipe work, even the steering racks have their internals swapped over to a new right hand drive casting.

In all about 400 people are employed at HSV/Walkinshaw from design and production line engineers to vehicle groomers and they are now Australia's larger vehicle production line. In 2018 they produced 500 vehicle and in 2019 they are aiming for 1000 vehicles as sales start to ramp up.

As with most production facilities the taking of photos in the factory was strictly prohibited, but needless to say the walls were lined with memorabilia of the factory Holden Racing Team and HSV vehicles.

Unfortunately we visited during a round of the Supercars championship so couldn't get a tour of the race teams workshop.

Graeme Swan



First and last model Holden Commodores off the HSV production line.



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I am still short of articles, come on you guys, just a page to let people know what you are up to!

I was let down again this year so didn't make it to Otago, but here is the article I wrote after my first rally with Rex in 2001:

Rex Wrecks WRX

This little saga started when I went to withdraw mine and Adam's entry from the Taranaki Rally, since our engine was still in exploded configuration. I got a list of entries without co-drivers from the organisers, and got on the phone. (I finally ended up servicing for Brian Rowe, so still had a great day, but co-driving was not to be). However, I did get talking to a lot of interesting people, and a few days later, got a call from Rex Vizable, from Auckland to see if I would like to co-drive on the first round of the Nat Champs in Otago. Well, do bears shit in the woods? Too bloody right!

Rex only managed 3 stages at Taranaki before being attacked by a fence (or two), but his times on stages 1 and 2 were exactly the same as Marty Roestenberg, so I knew the man had got what it takes!

Taranaki was Rex's first rally, and on a blind date with his co-driver, so by the time Otago came along blind dates were the norm. I met him and Stephen Porter (another blind date) at the ferry terminal, and we all instantly clicked. We spent the next two days getting to know one another, driving to Dunedin, preparing the car, and searching for someone to help Steve service.

The car is ex Rod Valenta, a standard high geared STI, with standard brakes (not a problem, I soon discovered Rex doesn't use them!)

Thursday, on the way down we called at Mark Williams house in Christchurch, he had advertised a WRX RA engine, gearbox and bunch of spares in Trade & Exchange, so we grabbed the bits most likely to be needed, and left the engine for collection on the way back. We also stopped off at Oamaru airport and picked up some Avgas.

On Friday we assembled our spares but it was not until 11pm on Friday night (talk about the eleventh hour!) we found a willing German guy to help service, so we arranged to meet him at the start. His name was Marchek or something like that; we just called him "Magic".

Also on Friday we discovered that we needed protective film on the side window glass, so a few phone calls tracked down Midland Motors where Rex and I became instant experts in fitting film, and we made more friends after buying some spare tyres and more Avgas from them. They were racing an RX7, but it broke on Saturday, so we got two more on our service crew for Sunday, Mark and Jason.

How about that for a "build as you go" or "blind date" rally team?

We were a late entry and ceded 45, but I soon managed to persuade us up to 21st due to our National Champs status and the almost Taranaki result, so we slotted in behind Clinton Anderson and Debbie & Jamie Kibble. We mostly stayed there all rally.



Saturday started with a long run up to Oamaru, for the first 3 stages. We changed out of our road tyres, and I stole a block of wood out of someone's back garden for a footrest.

The first two (Ridges Rd and Tokarihi) were fast and open with lots of small crests, but nobody warned us about the slippery gravel, and we had old tyres on (saving our good ones for SS3, Danseys Pass. Well, the further we went, the faster we went, and the more the back end broke away, but Rex was pretty good at sorting it, and despite me suggesting he cooled it a bit, we pressed on. At 17.2k we had a small crest into a 4l then small crest 250 to a junction. Rex got round the 4l OK, but the back came round just as we straightened up, and we were onto the grass and all over the place. Sods law of course intervened at this point. We were just getting straight when a fence post decided to attack Len. Len leaned out of the way and it hit the rear left corner (almost exactly the same damage as Brian Rowe got at Wanganui last year), except the post spun the car around and firmly planted the front end into and under the fence.

Rex tried to drive off but the fence kept pulling us back, so we both got out to untangle it, before continuing at the same pace — the car was now a bit lighter with the bumper missing. But hard to handle, since the back wheel my side was trying to turn corners while we went straight, we still caught up a car just before the finish. Before stage 2 we inspected the wheel, and decided to cruise through to service. By phoning ahead, the crew were ready to replace the bits, and we lost no time before continuing to SS3 Danseys Pass.

The last time I did Danseys was on the Pall Mall series in 1977, and I always wanted to go back. It was awesome. We had new tyres, straight steering so back into it with a vengeance, we did have a little spin, and crossed a concrete bridge on 3 wheels, but finished the stage with a 21:48 time very respectable (my stopwatch recorded 20:56, but my enquiry was not upheld). (Debbie did a 21:20, so we set our sights on matching Debbie's times)

After an uneventful service at Palmerston, Stage 4 was one to remember. We took off on a brow at a 45% angle, so were both much relieved when we eventually landed in one piece. Brows were the cause of our problems all through the rally, since Rex would say, "straight Len?" — I'd say yes, and we would fly, then I would have a look at the notes! — Not! The problem is that when you look along a fast straight, you can see several brows, but only the "flier" is mentioned in the notes, you can only pick it from the trip mileage, and

usually we were so fast and so busy that we just “winged it”. (in any case the tripmeter was a Jap import — a MoMo, with no instructions, and some of the display missing, I was web searching after midnight before our 6:30 start, trying to get some info on how to work it).

SS4 is where we started flying, we had both settled in and we just pipped Debbie by two seconds, then another 5 seconds on stage 5, and 10 on stage 6. At this point I think Jamie got on to our times and coaxed Debbie to a fast one on 7, the first forest stage where she beat us by 6 seconds. The race was on! We then cruised into a 90 minute service before park ferme back in Dunedin.

As we arrived, Julian Leach was waiting to tell us that we must get the lights legal before we would be allowed to start Leg 2. Easy peasy, we thought! Not! Rex toured Dunedin in the service van, and I walked around the other service crews trying to borrow some lights — No luck! Brian Craig turned up at this point and was very helpful in running me around, I even asked Possum (who was spectating) he didn't see the joke when I said “have you got a light boy?” (Pommy joke — sic).

Brian had just returned me to our car, and I was persuading him to shine his lights on our service scene (we didn't run to such luxuries as light), when Brian says “here comes Cameron Bates' crew, in that bus” So I ran up the road alongside, bashing on the door until they stopped, and — wait for it — they DID have some lights; Soon fixed and into park ferme with 15 minutes to spare.

Leg2 on Sunday was a bit more leisurely, with a later start and fewer stages (one cancelled). It was mostly forest stages south of Dunedin, centred on a service park at Waihola. It started with a longish run out to Waihola, and it was on this run out that the clutch first started slipping. It worsened as the day wore on, to the extent that we really had difficulty getting over the big hill on the main road back to the Dunedin super special. Fortunately the clutch seemed to work if you gave it some boot, but in traffic or gentle uphill, no go!

SS8 was pretty uneventful, apart from the annoying clutch, and 9, was fast until at about 6k, the notes said “Steep drop”, well, I don't usually mention steep drops, since they are usually to the right or left and only tend to slow you down. Well this one was straight ahead, and really bloody steep, just like going over the edge of a cliff. Fortunately they had double cautioned it and I did mention the caution, or we could have been in deep, and I mean deep shit!

10 was cancelled and 11 was awesome, really fast, with tight sections, we hung the back out on one left hander and swiped yet another fence, but I felt reassured now, since this was on the driver's side. All other incidents seemed to have been aimed at me, and I was beginning to wonder if he liked me?

At about 12k in, a 4 left long was immediately followed by a 2 left in junction, we spun, and nosed into the bank and stalled, needless to say, who do you think would have been hit by a following car, you guessed it — Len. We managed to get away before anyone came. Talking to Debbie, it sounds like she was caught out at the same junction, but went wide.

At 22k, we went through a 4right at junction, followed by a narrow gate. I don't need to tell you whose door came close!


Stage 12 was another forest stage, with fords, heaps of fun, and stage 13 was a windy public road. The final thrash around Dunedin streets was short and sweet, and we were just delighted that the clutch held out.

What an awesome rally, with an awesome driver! There is no doubt in my mind that you will hear more and more about Rex Visible. How many people come 17^{th overall} on their first gravel rally? I only hope I can have the pleasure of another ride or two or three or!

The Flying Fish

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"x7" 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>

Neil's Wheels Rubber Duck Autocross Series



Welcome to our next trilogy, now featuring a shiny new sponsor, but still terrible movie title play on words

May 12th
Reservoir Ducks

June 9th
Inglorious Ducks
Kim Naylor Series Round

July 21st
Duck Fiction
Kim Naylor Series Round

A cabbie picks up a Nun. She gets into the cab, and notices that the VERY handsome cab driver won't stop staring at her. She asks him why he is staring.

He replies: "I have a question to ask, but I don't want to offend you."

She answers, "My son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive."

"Well, I've always had a fantasy to have a nun kiss me."

She responds, "Well, let's see what we can do about that..."

1) You have to be single and
2) You must be Catholic."

The cab driver is very excited and says, "Yes, I'm single and Catholic!"

"OK" the nun says. "Pull into the next alley."

The nun fulfills his fantasy with a kiss that would make a hooker blush. But when they get back on the road, the cab driver starts crying.

"My dear child," said the nun, "why are you crying?"

"Forgive me, but I've sinned. I lied and I must confess, I'm married and I'm Jewish."

The nun says, "That's OK. My name is Kevin and I'm going to a Halloween party."

Wellington Motorsport Association Calendar 2019

Month	Date	Steward	Event Type	Club	Venue	Status
May	4		Whangarei Rally			
	9		Rally Chile			
	20		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Motorsport AGM			
	25		Motorsport AGM			
	26		Autocross	Hutt Valley	Upper Hutt	KN
	30		Rally Portugal			
June	2		Gravel Sprint Canterbury Rally	Levin	Heights Road	GS
	13		Rally Italy			
	22		Sth Canterbury Rally			
	23	WG	The Surgery Sprint		Manfeild	IM
	30		Autocross	Hutt Valley	Upper Hutt	KN
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_pperformance@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)
BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

Leon's photos from Otago

