



# WHEELSPIN

**May2022**

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

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## COVER PHOTO

### Brian's new Baby

Committee : 3<sup>rd</sup> 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.

# CLUB NIGHT

**1841 Pub** (Upstairs)  
**1 Disraeli St, Johnsonville** (next to the BP)  
**TUESDAY 3rd May 2022 @ 7:30**



Continued Leon Rambling

The theme of spectating rather than competing has continued. Although with more camera. Which is probably at least more useful from the editor point of view, as it means more photos. Albeit, with relatively few local cars featured in some of the photos, since I was at Manfeild, then Rally Otago. Luckily there was also Mt Vic, for some local content.

I headed up the line to Manfeild, for the assorted vehicles, and also truck race meeting. Just because I hadn't seen trucks in a while.

The meeting was spread between Friday to Sunday. I elected to head up on the Saturday just for the mix of classes. Plus of course, the not unreasonable suspicion that a lot of cars would blow up on the Saturday, leaving a smaller entry on the Sunday.

I've been caught out with that a few times at classic meetings, where the commentators kept talking about a multitude of cars that were there the day prior but had either conked out, or crashed out.

Every time I watch track racing, I'm reminded why I don't do it. The amount of cars leaning on each other is way too much for my zero panelbeater budget.

The trucks delivered the predictable truck things, where in the first lap they just gently shoved each other off the side of the track to gain position.

A couple of the Boxsters did some leaning on each other around the last corner too, resulting in a little conjoined rotation.

Certainly a few of the Boxster contingent seemed to be sporting as many door dents as the old Mazda MX5 class cars used to be sporting.

The Porsche group was actually one of the only reasonably full looking grids on the day I was there. I'm going to speculate that the Boxsters have bottomed out in price at some point recently, as there looked like half a grid worth of them. Obviously when you've got GT3's and Boxsters in the same grid, there are races within classes, but overall the grid spreads out and then there's lapping.

Trucks these days aren't as much fun as they used to be, because they're actually far more a race vehicle now, rather than a work truck combined with a massive amount of power, and a certain amount of hopes and prayers when it came to tyres and brakes.

From what I can gather now, the tyres are genuinely race rubber, so the trucks grip and corner, rather than just hang the bum out everywhere. Plus, the brakes seem to keep working, rather than be pretty good for a couple of laps, after which time, it is basically a "participation award" pedal on the floor.

On the way to, and from the event, I got to use Transmission Gully for the first time, as it opened a few days prior. So that was pretty exciting, being able to sit on a steady 100kph (give or take hills) from the J'ville onramp, clear to Pekapeka roadworks zone. Although predictably enough, the chip seal is going bald faster than I am. Good call there road builders, really good call [sarcasm font].

There are definitely some decent hills over TG, when you're in a little 1500cc hybrid. It took through until nearly Otaki before the average fuel economy settled back down again on the way North. So if you're using TG, you're trading off time saved versus hills climbed.

Mt Vic was pretty busy for me, with the usual scrutineering antics to be done, before bludging a ride up to the dipper, and making myself comfortable there until the sun cooked me too much.

Happy to report a lack of drama took place in front of my lens, which makes the day run more smoothly for the competitors. Plus I really don't like it when somebody runs straight ahead through the trees at the dipper. It means that somebody might get hurt, and somebody's wallet definitely is going to get hurt.

Results wise, I don't really recall much of anything (thanks brain), though I do recall Andrew had a good day in the AE82 and took out a class victory. I'm going to assume that Ryan did pretty well overall in the RX7, since it seems to be his favourite bit of road, and that the cross cars also did well, because that's how physics work, and they're all owned by fast pedallers.

Wait, no, I tell a lie, I did get a photo of the results. Wade took our first in the Mazda/Nissan, ahead of Ryan in the RX7.

One of the more surprising results was that Joseph from HVMC was first in the four wheel jeepers class, in a VW Golf road car (with some tuning done on it). He was driving the absolute wheels off the thing, and was going proper fast. They're a pretty decent bit of machinery to start with, running four wheel drive, and a decent amount of power. The anti spin control was still at least partly switched on, and sounded like it was really working for the money.

Jilly busted out the eyelashes, and took the Starlet up the hill too, for a change of scene from the usual paddock antics.

I managed some decent photos of cars with various wheels off the ground, which got me a photo on "Stuff", because MOD (Mike in the Civic R) was racing on the day, and gave it a bit of post event coverage in one of his columns.



Otago is my annual pilgrimage, which tends to cost me a small fortune (for a non driving weekend) with accommodation, rental cars, cat hotel, airport car parking and whatnot. But it's such fun!

This year was very slightly different, because I couldn't get Friday off work and fly down in the morning, then just bodge around in Dunedin for the day. So I flew down in the afternoon, and headed straight in to the start at the Octagon.

Definitely fewer cars were there for that part of the event this time around, but still definitely some good toys. I saw about ten cars on some various flavour of the minilite replica that I like so much, and restrained myself from going on a wheel stealing mission.

Rental car this year was pretty good (thanks Ace rentals), with a Corolla that only had 6000km on the odo, and had all the smarty pants radar cruise, GPS, and even the witchcraft that makes cars steer themselves (well, when they can see white lines to follow anyway).

The self steering stuff gave me the heebie jeebies, so that got switched off again pretty quickly. But the radar cruise was nice, as well as the GPS instructions displaying in the instrument cluster. Went pretty well when you stood on it, and was pretty economical too.

My corner finding didn't go quite as well as I might have hoped, as I was looking for some different places to be, and that resulted in some crappy corners for photography, and also some doubling back and forth because there were some private roads that I didn't know were private until I got there, and found "go away" signs there. That's the risk of trying to get to places that don't have 20 other photographers there already.

I'll get a collection of shots for the magazine, but if you're bored enough to want to see multiple hundred pics, look me up on Facebook, as I've got the albums there.

As I write this, I'm the day prior to heading up to Kaihinau Road (Levin Car Club, tarmac sprint) with the camera, and about a week away from Wairarapa Car Club's running of Tea Creek. Which will be good to use to blow some cobwebs off the Corolla, as it hasn't been used since December now. Sitting around for 5 months of the year is not a good way to remind myself why I have multiple tens of thousands tied up in a slow old car!

June 5<sup>th</sup> is our first Motorplex paddock Autocross scheduled, so I hope to see some of you up there for that. We're also looking into some Levin paddocks that we have been offered, so hopefully there's the possibility of some new venues on the cards for this year.

That's it from me, see you somewhere with cars, or with burgers.  
Leon



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## WMSA Prizegiving

**1841 Bar & Restaurant in Johnsonville on Friday 6th May.**

**It's in the upstairs area which will be available from 6pm for people to have dinner (if you wish) before a 7.30pm prizegiving.**



## The Nugget: First track test



I've been building this car for ages. The objective is a budget sports car with lots of proper racecar feel to it. The engine is from a Honda VTR1000F, a 1000cc V-twin of 110HP. The car uses MX5 suspension bits at the front, and the whole rear axle is made from Honda Civic parts. It weighs in with a full tank of gas at 420kg at the moment. It's not quite finished yet, which is probably how it will always be, but at last the time came where it seemed close enough to try it out at the MG club track day at Manfeild in January. This is the first time the car has done anything more than a sneaky trip up to the end of our road and back so I was prepared for some disappointment as it would be an unreasonable expectation that everything would go well. First off, Ron let me out alone on the track for three laps ahead of the general group running. The car went great and after discussing the run, Ron was happy for me to join one of the groups out running laps. I did a quick check to see if I could find any problems. All seemed OK so I did another run for 5 or 6 laps. The car is great fun to drive. Lots of power and very easy to place on the track. The most fun is the sequential 6 speed gearbox. Slowing down into Higgens and pumping the lever down 4 gears from 6th to second feels so good. There were a few things I noted that needed to be addressed; the clutch is not freeing properly and the seat needs some padding at the sides to hold the driver more firmly, but nothing to stop me from going out to do more laps.

So, I took The Nugget out for another run and it only made it to the first corner when suddenly there was no drive to the wheels. No strange noises. The gears all changed ok but not doing anything. So, I coasted to a pull-off area and waited for a tow. I was anticipating something serious had broken but it turned out that one CV had popped partly out of the diff. They are only held in by a spring clip. Maybe I didn't seat it home properly when I put it together. Ron suggested I bang it back in with a hammer but I was concerned that it'd just pop out again, and cause more problems on the track, so called it a day. I'm quite glad this problem turned up actually. Better now on a test day after I've done a few laps then on the next outing on the first lap. We packed up and made it home in time for tea.

The CV issue turned out to be a very easy fix. The left and right-side inner CV on a Honda Civic are not the same. This had never occurred to me as I was building the chain-drive diff. The right side one ( as on the Civic ) protrudes about 7mm deeper into the diff. I had them in the wrong way and just had to swap them over. The sticky clutch was solved by making a new clutch pedal box using a larger master cylinder, from a Mitsubishi L300. Previously I had used an after-market motorcycle foot-brake master cylinder.

There are of course still other things to be done relating to finishing the build, like body panels that I haven't done yet, a reverse gear, dash instruments, the list goes on. But basically, at this point it has proven itself as a fine little racer and I am looking forward to learning how to drive it and pushing it a bit harder.

Cheers, Brian



## ALEXANDRA ROAD HILLCLIMB 20 MARCH 2022

Running Order	Car No.	Class	Driver	Club	Car	Capacity cc	Timed Runs					Fastest	Ranking Overall	Class Ranking				
							1	2	3	4			A	B	C	D	E	XC
44	747	D	Wade Noedi	HVMC	RX7	4000 T	00:46:45	00:45:44	00:44:44	00:45:76	00:44:44	1						
5	6	D	Ryan Stevens	Wellington	RX7	4000	00:45:06	00:46:62	00:46:39	00:44:72	00:44:72	2						
9	11	XC	Warren Tunley	HVMC	Semog Crosscar	750	00:46:53	00:45:81	00:45:56	00:44:58	00:44:88	3						
31	35	E	Joseph Sutherland	HVMC	Golf	1984 T	00:46:25	00:46:46	00:46:26	00:45:41	00:45:41	4						
19	21	XC	Matt Rule	HVMC	Semog Crosscar	750	00:48:01	00:47:42	00:46:41	00:45:82	00:45:82	5						
36	44	E	Loren Brookes	HVMC	Impreza	2000 T	00:51:00	00:47:85	00:47:38	00:46:08	00:46:08	6						
29	33	C	Ethan Sillay	HVMC	Mallock Mk31	2000	00:46:67	00:46:00	00:46:00	00:46:00	00:46:67	7						
45	30	E	Antz Fitter	HVMC	Corolla 4WD	2000	00:48:69	00:48:13	00:47:43	00:47:17	00:47:17	8						
7	8	E	David Chamberlain	HVMC	Focus	2300 T	00:49:55	00:49:05	00:48:31	00:47:78	00:47:78	9						
4	5	E	Eli Barrington	HVMC	WRX Impreza	2000 T	00:51:19	00:49:77	00:55:39	00:48:57	00:48:57	10						
23	26	C	Hassan Dia	HVMC	Integra	1800	00:50:72	00:49:58	00:48:94	00:50:55	00:48:94	11						
24	27	B	Andrew Thomson	HCCC	Corolla	1587	00:50:59	00:49:68	00:50:26	00:49:27	00:49:27	12						
39	77	E	Tim Butler	HVMC	Lancer Evo 2	2000 T	00:52:33	00:50:56	00:49:95	00:49:31	00:49:31	13						
21	24	D	Tim Steeneken	HVMC	Toyota MR2	2998	00:50:22	00:49:70	00:49:80	00:49:35	00:49:35	14						
35	43	D	Anthony Cuccurullo	HVMC	Silvia	2000 T	00:51:48	00:58:03	00:49:57	00:49:39	00:49:39	15						
28	32	E	Mike Galvin	Wellington	VW Golf R32	3189	00:50:85	00:50:16	00:49:40	00:52:33	00:49:40	16						
37	50	D	Doug Hughes	Triumph	Commodore	4982	00:53:95	00:51:51	00:51:36	00:49:87	00:49:87	17						
43	500	E	Phil Derby	HVMC	Audi S3	3200	00:50:33	00:49:92	00:50:30	00:49:98	00:49:92	18						
25	28	A	James Sillay	HVMC	Hilman Imp	1300	00:51:20	00:51:09	00:49:94	00:49:98	00:49:94	19	1					
2	3	C	Justin Courtier	HVMC	Celica	1796	00:51:63	00:50:81	00:51:29	00:49:95	00:49:95	20						
26	29	A	Tim Gaskin	HVMC	March 12SR	1240	00:52:12	00:52:04	00:50:42	00:50:70	00:50:42	21	2					
27	31	E	Graeme Rudkin	Wellington	Lancer Evo 6	2000 T	00:50:49	00:52:44	00:52:49	00:53:85	00:50:49	22						
30	34	B	Aaron Duncan	HVMC	Trueno	1587	00:53:27	00:52:28	00:51:60	00:51:30	00:51:30	23						
34	42	D	Jamie Horner	HVMC	Skyline	2500 T	00:56:39	00:52:74	00:51:30	00:52:82	00:51:30	23						
42	446	B	Mike O'Donnell	Triumph	Civic	1600	00:53:47	00:53:42	00:53:25	00:51:45	00:51:45	25						
6	7	C	Jeremiah Raine	HVMC	Civic	1800	00:55:53	00:52:97	00:52:26	00:51:59	00:51:59	26						
16	18	D	Johan Soeteman	HVMC	Civic	2300	00:54:73	00:54:49	00:52:42	00:51:70	00:51:70	27						
10	12	C	Neil Rush	HVMC	Integra	1798	00:54:79	00:52:15	00:52:97	00:52:91	00:52:15	28						
13	15	D	Graeme Toomer	Wellington	Escort	2800	00:54:80	00:53:22	00:52:33	00:52:91	00:52:33	29						
3	4	A	Don McLean	Wellington	Barina	1298	00:53:79	00:52:33	00:52:35	00:52:65	00:52:33	30	3					
32	38	B	Hamish McClurg	HVMC	Mirage	1600	00:57:48	00:54:64	00:53:70	00:52:41	00:52:41	31						
1	2	D	Gray Hughson	Porsche	Porsche Cayman	3400	00:54:18	00:53:34	00:53:24	00:53:08	00:53:08	32						
38	73	A	Steve Burgess	Mini HB	Mini	1293	00:57:64	00:56:06	00:53:99	00:53:17	00:53:17	33	4					
20	23	D	Dynes McConnell	Porsche	930/911	3500	00:58:38	00:55:18	00:54:87	00:53:18	00:53:18	34						
14	16	C	Roger Rowse	Wellington	Toyota MR2	1998	00:58:33	00:53:96	00:54:43	00:54:04	00:53:96	35						
40	188	A	Mike Burr	MBOP	Mini	1275	00:57:36	00:56:31	00:54:82	00:54:38	00:54:38	36	5					
17	19	B	Haydn Perkins	HVMC	Mirage	1600	00:54:96	00:55:87	00:56:63	00:54:61	00:54:61	37						
8	10	B	Cathy Reid	HVMC	Mirage	1590	01:00:97	00:58:40	00:56:74	00:55:84	00:55:84	38						
15	17	C	Mike Macready	Levin	Corolla	1794	00:59:96	00:57:98	00:59:10	00:57:46	00:57:46	39						
11	13	C	Mike Reid	HVMC	Escort Mk 2	2000	00:58:49	00:58:15	00:58:34	00:57:50	00:57:50	40						
18	20	B	Quin Carver	HVMC	Pulsar	1840	01:04:40	01:01:67	01:00:34	00:59:31	00:59:31	41						
12	14	A	Justin Wright	HVMC	Starlet	1293	01:01:32	01:00:99	00:59:79	01:00:77	00:59:79	42	6					
33	39	B	Jilly Fisher	HCCC	Starlet	1497	01:06:38	01:05:59	01:03:60	01:03:65	01:03:60	43						
41	201	B	Vinnie Carver	HVMC	Pulsar	1840	01:12:74	01:12:91	01:15:46	01:11:53	01:11:53	44						

2:57pm Mel Kettle

For Sale

### 2020 LDV Maxus RV80 Camper



Manufacturers warranty until August 2023

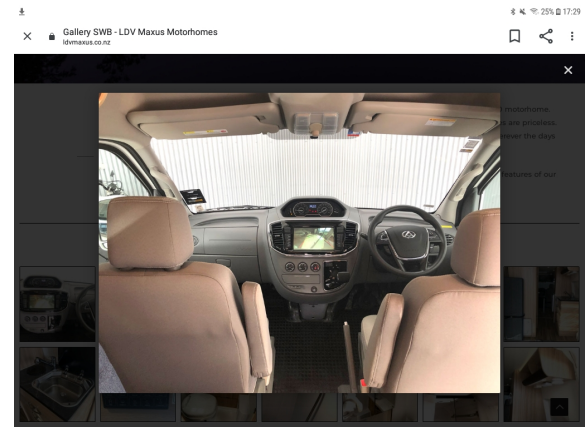
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- ✓ Wall Cupboard
- ✓ Adjustable Table
- ✓ 2 Berth
- ✓ Truma Mute Heater and Airconditioner
- ✓ LED Floodlight
- ✓ Integrated Basin & Rear Rows
- ✓ Water Faucet
- ✓ Induction Cooker
- ✓ Shower
- ✓ Webasto Water Heater System
- ✓ Theftford Pull-Out Cassette Toilet
- ✓ Bathroom Ventilator
- ✓ 1200W Charging Inverter
- ✓ 150AH Deep Cycle Additional Battery
- ✓ Integrated Control System
- ✓ Intelligent Water Pump
- ✓ 84L Clean Water Tank
- ✓ 57L of Grey Water (for waste)





Leon' Manfeild fotos:



shared by silversurfers.com

**Everyone was seated around the table as the food was being served. When little Johnny received his plate, he started eating straight away.**

**"Jonny, wait until we've said our prayer," his mother reminded him.**

**"I don't have to." – the little boy replied.**

**"Of course you do." – his mother insisted. "We say a prayer before eating at our house."**

**"That's at our house," Johnny explained, "but this is Grandma's house and she knows how to cook."**





Leon's Otago Photos:





## Swanning about in Otago

I was asked to crew for Karl Robinson at the recent Otago Rally. Back in the early 2000's I crewed for Karl on his Group N 2 door Impreza when he was competing in the New Zealand Rally Champs and at Rally NZ.

There was a bit of a Classic Team Wellington thing happening with Tony and Jeremy Aimers in their Fiat 131 and Adam and Jilly in the Toyota Starlet. As Tony had previously co-driven for Karl and I had also co-driven and serviced for Tony, it was a bit of a reunion.

Karl's car is a 1983 Nissan Bluebird Turbo, a 910 model with a L20B turbo engine for the geeks out there. It was originally built as a sister car to the Nissan Dealer Team's Bluebird that was driven by Reg Cook. There were a couple of these Bluebirds that competed in the early to mid-80's but they are not a common sight on New Zealand stages these days.

Saturday dawned fine but cold, and started out with a trek from Dunedin to Middlemarch, a very scenic drive with some amazing rock formations along the way. We were servicing at the local domain and were well catered for by the locals with coffee and food stands.

Karl was seeded 8<sup>th</sup> in the classic 2wd section, he promptly set 8<sup>th</sup> fastest time for the classics through the first stage, which was amazing considering his wife Chantelle was co-driving for the first time and calling notes. Unfortunately, some boost creep issues with a new computer and turbo set up led to a blown head gasket during the stage, so it was day done and a slow tour back to service and a trailer ride back to Dunedin.

Tony suffered from some fuelling issues in the Fiat which led to a temporary withdrawal in stage 1, and Adam & Jilly cracked a gearbox housing later in the day, so it wasn't a good day for Classic Team Wellington.

To continue on in day 2 of the rally we needed to remove the cylinder head and check for any damage to the engine. Luckily it was just a blown head gasket, but with the rarity of the car and engine, our only option was to fly a head gasket down from Wellington. Once the head gasket had arrived, we could set about reassembling the engine. Luck didn't seem to be on our side with a timing chain tensioner that wasn't playing ball, so we had to strip the engine further to ensure everything was correctly aligned and in place. This meant that we finally road tested the car at midnight and were in bed by 12.30am.

As the classics were first on the road, a very unwelcoming alarm went off at 5.30am and we repacked the service vehicle and dropped the crew off at the car before we grabbed a coffee and some breakfast and headed out to the service park at Lake Waihola, about 30 minutes south of Dunedin.

If you haven't been to Waihola before, it can be a cold and windy place in the depths of winter, but with the rally being run in early April we were treated to a fine day with sun and light winds, a vastly different place to when I have serviced there in the past.

Day 2 went really well for the three Wellington cars, with all finishing each of the day's stages and Karl & Chantelle featuring in the top 10 stage time for classic 2WD's in 6 out of the day's 7 stages, in fact for day 2 they were 7<sup>th</sup> quickest classic 2WD.

All that was needed from me on the second day of the rally was a couple of tyre changes, refuelling and some spanner checks between stages. I even got out to spectate at a couple of stages.

This was the 6<sup>th</sup> time I have been to Rally Otago, either servicing, competing or spectating and it is always a fantastic event.

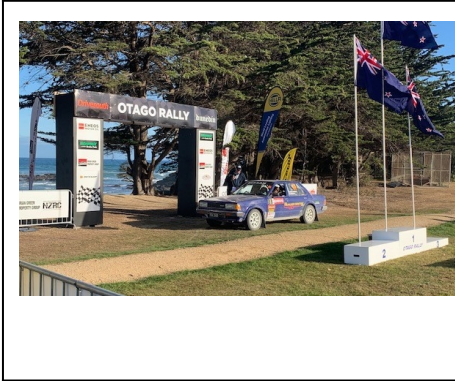
Thanks Karl and Chantelle Robinson and family, Marty Bertelsen, Tony and Jeremy Aimers, Tony and Mikko Johnston, Richard and Jilly & Adam for a great weekend.

Graeme Swan

Karl at finish

Tony

Adam



More of Graeme's photos:



# Harbour Capital Car Club Calendar 2022

Confirmed dates in RED, traditional dates left in place as indicators

## Provisional dates in BLUE

Month	Date	Event Type	Club	Venue
<b>May</b>	1	The Surgery Sprint		Manfeild
	13-15	Whangarei Rally		
	19-22	WRC Rally Portugal		
	22	Gravel Sprint	Dannevirke	Speedy Rd
	24-28	Targa 2021 Postponed	Targa	New plymouth
	26	Autocross	Hutt Valley	Upper Hutt
<b>June</b>	6	Queen's Birthday		
	2-5	WRC Rally Italy		
	12	Gravel Sprint Track Rally	Hawkes Bay CC Taupo	Tongoio Rd
	12	The Surgery Sprint		Manfeild
	18	Sth Canterbury Rally		
	23-25	WRC Rally Safari Kenya		
	26	Autocross	Hutt Valley	Upper Hutt
<b>July</b>	14-17	WRC Rally Estonia		
	23	Hawke's Bay Rally		
	31	Autocross	Hutt Valley	Upper Hutt
	31	The Surgery Sprint		Manfeild
<b>August</b>	4-7	WRC Rally Finland		
	14	Atiamuri Gravel Rally	Taupo	
	21	Gravel Sprint	Wairarapa	Puketiro Road
	27	Gravel Sprint	Wanganui	Mini Pikes Peak, Rangitautau rd
<b>September</b>	8-11	WRC Rally Greece		
	25	The Surgery Sprint Autocross Gravel Sprint	Hutt Valley Levin	Manfeild Upper Hutt Wairongamai Rd
	29-2	WRC Rally NZ		
<b>October</b>	20-23	WRC Rally Spain		
	16	Sealed Sprint	Wairarapa	Admiral Road
	24	Labour Day		
	23	Sealed Sprint	Hutt Valley	Port Road
<b>November</b>	6	Sealed Sprint	Wtn	Shelly Bay
	13	Atiamuri Gravel Sprint (MG Classic)	Taupo	
	10-13	WRC Rally Japan		
	19	Rally BOP	Tauranga	Bay Of Plenty
	20	Gravel Sprint	Wairarapa	Dorsets Road
	27	The Surgery Sprint		Manfeild
<b>December</b>	25	Christmas Day		

Club	Contact
Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Wairarapa	027 4397616 (John)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
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Manawatu	manawatucarclub@xtra.co.nz
Wanganui	barbaramgray@gmail.com
Hawkes Bay	donna_elder@clear.net.nz





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

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

**Make & Model or 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

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



# Leon's Mt Vic Photos

