



WHEELSPIN

March 2023

www.hccc.org.nz

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COVER PHOTO

Graham at Manfeild wondering which is his

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 March 2023 @ 7:30



Presidential Prattling
March Ramblings

Had a few events since we last spoke (read?).

Also got the results in from the December Motorkhana, where we had Adam victorious again in “Jilly’s” Starlet. Can’t recall if he was running the lucky pink wheels, but logic suggests that he must have done if he was winning. Craig down from the Manawatu again to support our event, in the tiny Mitsubishi. Al in his last Masterton appearance, running half a second behind Craig. Followed by myself in the extremely surprised Picanto in fourth place, several seconds adrift.

Next up was the quadrilogy up at Manfeild, with their multi event weekend. Saturday was grass motorkhana in the morning, grass autocross in the afternoon. Then camping and eating. Sunday was a 3 lap track sprint in the morning, followed by a full track reverse direction autocross in the afternoon.

For that event, I went for a slight power increase from the Picanto’s 65hp, to the Yaris’ 257hp. Going with the theory that 65hp might result in fairly slow times around Manfeild.

That said, Craig was circulating Manfeild in his tiny Mitsubishi, along with a Mira, and a Nissan March. Those guys really were the heroes of the event.

It was a bit damp on Saturday morning, I drove North on the day in some pretty decent rain down Wellington way, and the paddock was basically a zero traction zone when we started.

I was hoping that Graham and I (in the matching Yarii twins) would end up in the same group, so that we could run the same courses at the same time and compare notes. Unfortunately we ended up in different groups. Still, I landed up in a friendly group, with a properly random assortment of dudes and cars, ranging from a Falcon burnout car with no rear brakes or rear springs, an RVR turbo being driven with utmost violence at all times, an Altezza with the owner

doing his first event, a couple of BMW's (one drift spec, one cruiser spec), a Commodore of some large engine variety, and assorted other characters.

Most of the morning I ran the GR in mostly rear drive mode, just for fun, because sliding the back of the car around cones is never a bad way to spend a morning. I definitely like that the car releases the rear diff when I tag the handbrake, although I still drove it like it was a rear drive car, and would dip the clutch when I hit the handbrake. My faith in technology only goes so far ...

There were only three cars in the four wheel drive class (who were doing the full weekend), and I achieved a top three place (third). The wee Nissan Pulsar thumped both of us in the GR's, courtesy of combining no power with the no traction available on grass. I was pretty happy though, as I didn't cock up any tests, or kick over any cones.

The second event was post lunchtime on Saturday, where we used the same paddock (honestly it was so nice and flat that it was more like a playing field than a paddock). They set up a course using about 1/4 of the available paddock, which should tell you just how big it was.

It was a good course, with a straight where you got into third gear for a fraction of a second, if you were so inclined, a couple of slower corners where you considered if first gear was a good plan, and a few bits that linked together nicely if you managed to get a tidy approach.

The available traction on grass with four wheel drive was just ridiculous, which I guess is why all those rally cars went that way from the mid 80's. It has just taken me a while to catch up with that particular development. I was getting just a little bit of slip off the line, and then the car just pissed off toward the horizon.

It does rather make me wonder why I bother with a two wheel drive Corolla really!

Graham and I were running pretty close in times to each other, and a guy running a Subaru Sti (who was just doing Saturday's events, not Sunday's). The final result was that the two GR's managed to just sneak ahead of the Subaru, with Graham first, and myself close behind him in second.

Neil and Ian were both running Ian's MPS, and having a grand time of it. Neil starting his clean sweep of his class, winning class in both the motorkhana and the autocross. Ian coming home third in class in the same events.

That ended the day for us, the campers worked out their nylon lodgings, while I headed away to the AirBNB that I booked (I need all the help I can get to sleep, and that includes solid walls to keep noise and light down). We then regathered at a pub, where burgers and pizzas were consumed.

Sunday was good and warm, and I popped the GR onto some Goodride tyres which are semi-slick adjacent, with a treadwear factor of 240 (regs stated 200 was the minimum to get points). They have the advantage of being comfortably under half the price of the road tyres fitted to the car, which at Manfeild is quite a desirable feature.

The three lap sprints passed reasonably uneventfully, which is an achievement given that the GR's were down into the 1:23's, that being quite a bit quicker than I'm used to travelling around Manfeild. There was nothing in it between Graham and I in that event, with me finishing 4/100ths of a second ahead. There was only one road car going quicker on the day, with a BMW 135 travelling rather rapidly around the track.

Neil was fair boogying along at a 1:26, which isn't shabby for a borrowed road car on fairly worn out road tyres. Ian was back at a 1:32, and Craig circulating gradually at the 1:44 mark (as one could expect in a 1000cc of fury).

Unfortunately time was rather marching on, so they cut the autocross down to only two runs, which was quite disappointing for me, as that was the bit of the weekend I was looking forward to the most.

It was reverse of the traditional direction of travel, with a number of chicanes set up to keep the speeds under control, and using the back-track extension too. My favourite bit of tarmac is the track extension in the traditional direction, but the backtrack in reverse direction is still pretty good.

It has to be said that the GR does things rapidly and without too much drama. I really only had one sideways moment from getting on the power a bit early, but I kept the throttle pinned and the car just quietly sorted it out for me.

Having air con made it all quite civilised too, given that it was a fairly warm day. I was being pretty careful to try to avoid the traditional migraine that likes to visit me during warm weather, and was powering down pills (medicinal not recreational) and fluids all weekend. It paid off though, as I managed to have a nice weekend, without spending a day shut into a pitch black room while my brain tries to climb out through my right eye. So that's useful, as it means from time to time, I can actually manage to motorsport without seriously paying for it for the next couple of days.

The new tyres certainly took a bit of wear and tear on the front axle, so I will be going through rubber in the GR rather more quickly than I would have been in the previous Altezza's or the Toyota 86.

Neil took out the event, having achieved a clean sweep of all four events in the borrowed Mazda. Which means he has managed first overall two years in a row now!

The next bit of competition was the long long long long long delayed Rubber Duck round (rained off since June 2022... come on weather gods, seriously??!!).

We had a pretty solid turnout, which was good, 38 drivers started the day. Interestingly though, of the 38, we had 8 juniors, which is absolutely outstanding. We definitely need the next generation coming through, or our events will end up looking like a grey power meeting.

Unfortunately we were down quite a few of the usual helpers, so everything took a little bit longer to get underway in the morning.

But we did three runs of the first course, and two official runs (and a few unofficials) of the seconds course.

Course one was pretty technical and tight, basically because I set the course myself without my usual adult supervision. Luckily for the afternoon, Neil made me widen all the course markers, and we ended up with a quicker, and vastly more entertaining course to play on.

It was what can only be described as a stinking hot day, with temperatures sitting pretty steadily from 27 to 30 degrees.

The paddock held up pretty well, starting off insanely slippery, before gripping up and allowing a lot of "enthusiasm" to be used as the day went on.

This was my first time out on grass with the new gearbox and diff upgrade, so was a bit of a learning process. First gear is still far too tall, but made life easier, in that I basically didn't need to change gear at any point in the event. The diff was helpful though, giving pretty good drive out of corners, and not too much extra push on the way in.

It was an absolute death-match at the front of the field, with Adam in the Starlet, and Graham in the GR trading times all day. They took out one course each, and ended up 1/10th of a second apart in total combined course times.

Lee was third overall in the MX5, meaning that the podium was one four, one front, and one rear drive vehicle! Which is a pretty unusual result.

In an act of enthusiasm over talent, I took myself nicely out of contention by clobbering the first cone on the course during my quick run on the second course. I'll try to work on some form of excuse as to why that happened, but I certainly clobbered it good. Let's hope that I manage to learn from that, and don't manage to cock up my chances next round!

Talking of next round, March 5th (Sunday) is our next scheduled event. Which hopefully isn't the next scheduled cyclone, or one in a hundred years rain event. But looking at our luck, that's probably exactly what will happen.

During April we're not running an event, as all the organisers are busy doing other stuff. But we're trying for May / June events, weather willing. At the time of writing this article though, we don't have any dates.

For the gravel folk, note that Levin is running Mangahao Dam as a rallysprint this year, and on a Saturday. So that's two different things to be aware of. Navigator, big extinguisher, first aid kit etc, and not the "normal" day of the weekend where you're used to running.

That's it for me, hopefully see you at a non-raining event!
Leon

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Hello, this is your South Island reporter here.

It's time to put pen to paper and let you know what's been going on. During December and January, we sold the house, emptied it, cleaned it, stored (or gave away or threw out) a lifetime's supply of non-surplus car parts and family and house stuff, arranged pet storage, booked much travel, found a 2br rental online, and finally, moved down here to Darfield, near Christchurch. We needed 3 trips to get all down here, 1 trip to drive the Detomaso down, 1 trip for Bid and me to convoy down in Albaru and Lizzy, and 1 final flight for me to go back up to Welly to retrieve the cats from Miss Lily's.

We've bought some land and will be building a house. My favourite part is the upgrade from 1 skody garage to a 3 car garage.



Anyway, Bid and I caught the ferry on the Saturday afternoon of Welly Anniversary weekend and had a good sailing. We convoyed down on a Saturday afternoon and, small world, found out later that travelling the other way was Duane Novis, and he saw us parked up as we let a truck pass by us.

Got to our place 11pm, and son Robbie and daughter in law Lucy had set up an airbed for us, which was really appreciated. We emptied both cars quickly and crashed for the night. Next morning the Autosport Club ran a grass autocross at Auchenflower Road. The event was 9 minutes from (new) home so of course I went. When I first saw the event posted I thought it was necessary/vital/a sign from the car gods that I needed to enter. This was the view from the pits:



It was the best day you could imagine – hot, sunny, blue skies, massive paddock with internal rolling hills, good people. Only had road tyres but the surface was firm and I was out for fun and meeting these South Island people. Car people everywhere are friendly so I got to talk to many of them. It was a relaxed event, and the number of organised helpers who knew what to do was very impressive. They probably had a crew of 10-12 people doing only marshaling/organising. There are a lot of Subarus down here. In this pic there are

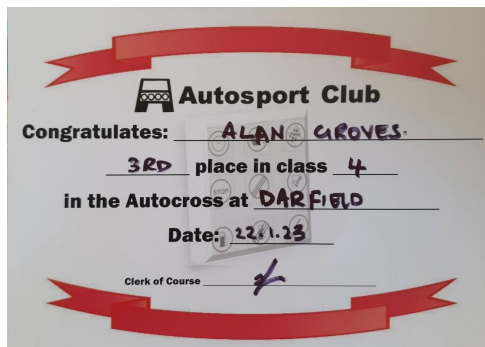


6.

7.

The course was massively long and reminded me of some of the large Jack-Jack's paddocks in Manawatu. The first half was flat but the second half was down a steep hill (very safely coned), around a bit, then screaming straight up the hill again. (View here <https://youtu.be/GQar2-ZL7WM> – a sedate run. Later I got 4 wheels off the ground.) If you went too slow up the hill you stalled or fell down backwards. Great fun.

It was an awesome day and I got a result. Turns out the farmer was going to plow the paddock so RALLY TYRES WERE ACCEPTABLE! Unfortunately, I forgot that due to everything that was going on in my head at the time, but had an awesome time on quality Neil's Wheels' road tyres. By the way, there were 40+ entrants. Motorsport in Canterbury is well popular.



The following Sunday was a grass Motorkhana at Rangiora run by Canterbury Car Club. It was at Les Hunter's paddock. The Les Hunter Automotive guy. They set up 2 courses at a time and we done them. They had some weird rotation things for us, where we were in strict order, and they rotated the start guy, but they also missed out a person sometimes – all to be fair for all with ground conditions. I'm for the idea, but don't yet understand how it works.

This was a day for the Detomaso:



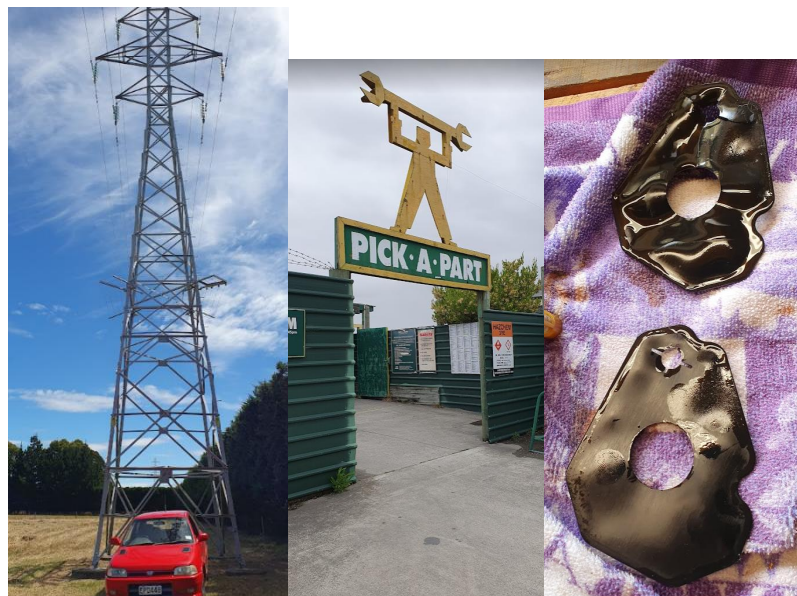
You can see many MX5s and an MRS in the photo, being led by the Detomaso, I like to think. There were somewhere near 19 MX5s here, and a total field of 30+ cars, for a motorkhana! Isn't that amazing?



Some of the courses were new, so I really enjoyed that. Unfortunately I didn't keep the layout, but you can view attempts at these courses here, <https://www.youtube.com/@mral356/videos>.



There was a power pylon in the field, which was good, because I am now working out of Transpower's NGOC (South) – National Grid Operating Centre (South), at Islington Substation.



The Detomaso and me came 8th, also on road tyres, also supplied by tyre sponsor Neil's Wheels. My time was beaten by Steve Hall (who has won national motorkhanas) in a mini, and by at least 3 other minis some dual driven, and a mini moke.

Again, this day was very well organised, with a large number (maybe 8-10) helpers/entrants. Very impressive.

I have found pick-a-part, where they only had Subaru 1 version 4 motor. I needed a new power steering top tank gasket because mine gave up at the hot and very turny grass autocross. It sprayed hot power steering fluid into many places, mainly the open ventilation holes of the alternator. With advice from my new Subaru friends I nipped up the bolts on a 25 year old abused

and hard-as-rocks gasket to finish the day. Found an identical ps pump (there are 3 I think?) in the same-ish year so was hard to find. Replaced the old gasket with one of same age, but only semi-rock-hard. So all good. That gave me mobility, and drive-ability, and capability to go to events, while I ordered one from Japan. It came within 2 weeks and it's now on the car. Tightening torque was 1ft-lb I think, so Loren gave advice to tighten it 'snug' with a spanner, since my torque wrench did not go that low.

The next weekend was the Scope Classic weekend but I had loads of family commitments, and work was getting in the way, so had a breather, as much as you can.

Which brings me to this weekend. Going to see my new friends at Ashburton Car Club who are running a 9km gravel bent sprint at Upper Downs Road, inland from Ashburton. Turns out Rod and Joy and Jared Bracegirdle are now down in Ashburton. (I knew that but forgot.) And it's their 50th wedding anniversary, so they wont be at this event. It's a very fast event with fast flowing roads. Now I'm a little bit shaky above 160kph on gravel, so will be learning to go faster this weekend. Good news is that I brought the rally tyres down in the Detomaso. I knew and hoped there would be a lot of gravel events so these tyres were top priority.

Next weekend is a grass Motorkhana in the morning at Rangiora and grass autocross in the afternoon. Will take Albaru I think for some fun.

The next event that I've entered is the Ashburton Street Sprint. Always looked like one to try. Turns out they limit entries to 65 entrants. It's a 2-day event and I calculated you get a run every 2½-3 hours. Asked a guy there if that was correct and he said that time goes quickly – you end up talking to everyone! That works for me. I had only had room for one more set of tyres which I could fit (along with essential living stuff) so brought down my new semi-slicks supplied by who? I hear you say?

Other events I'm looking to do are some sealed autocrosses at Ruapuna, Ashley Forest hill-climb, Coronet Peak Hill Climb and Hawkeswood Sealed Sprint, as well as a lot of local gravel sprints. Most events are within 1-1½ hours of here.

Don't know how the clubs organise events between themselves but they obviously do. There's not one main calendar but the 3 local clubs have all the combined events on their local calendars generally.

Had some visitors the other day - Jilly Adam Webster Neil Dave and Duane popped in to say hey on their way back from Gibbston Valley concert. fed them some chocolate birthday cake.

Al



Harbour Capital Car Club Calendar 2023 Confirmed dates in RED, traditional dates left in place as indicators

Provisional dates in BLUE

Month	Date	Event Type	Club	Venue
March	19	Autocross	Levin	Levin KN
	4	Paroorangi Rd Gravel sprint	Dannevirke	hawkes Bay
	5	Riubber Duck Ac	HCCC	Masterton KN
	11	Westland rally Mangahao dam - Gravel Sprint	Levin	Shannon
	11-12	Extreme E Saudi		
	16-19	WRC Mexico		
	19	Sealed Sprint	Wellington	Alexandra Road, Wellington
April	30-2	Otago Rally		
Easter				
	7-11			
	15	Whariti -Gravel sprint	Dannevirke	Palmerston
	25	Anzac Day		
	20-23	WRC Rally Croatia		
	16	Sealed Sprint	Levin	Kaihinau Road
May	30	Tangaoio Rd Gravel sprint	Dawkes Bay	Hawkes Bay
	10-12	Whangarei Rally		
	13-14	Extreme E Scotland		
	11-14	WRC Rally Portugal		
	22	Gravel Sprint	Dannevirke	Speedy Rd
	26	Autocross	Hutt Valley	Upper Hutt
June	27	Far North Rally		

	5	Kings Birthday		
		Fordell Gravel Sprint Day/night	Wanganui	Wanganui
	1-4	WRC Rally Italy		
	22-25	WRC Rally Safari Kenya		
July	26	Autocross	Hutt Valley	Upper Hutt
	8-9	Extreme E Sardinia		
	14	Matarili		
	20-23	WRC Rally Estonia		
	25	Taranaki Rally		
	31	Autocross	Hutt Valley	Upper Hutt
August	3-6	WRC Rally Finland		
	13	Taupo gravel Rally		
September	21	Gravel Sprint	Wairarapa	Puketiro Road
	27	Gravel Sprint	Wanganui	Mini Pikes Peak, Rangitautau rd
	7-10	WRC Rally Greece		
	16-17	Extreme E Brazil/US/Chile		
October	25	Autocross Gravel Sprint	Hutt Valley Levin	Upper Hutt Wairongamai Rd
	28-1	WRC Rally Chile		
	8 or 29	RallySprint	Levin	Akatarawa
	13-14	BOP Rally		
	16	Sealed Sprint	Wairarapa	Admiral Road
	23	Labour Day		
November	23	Sealed Sprint	Hutt Valley	Port Road
	26-29	WRC Rally Passau		
	5	Sealed Sprint	Wtn	Shelly Bay

	12	Atiamuri rally	Taupo	
	13	Atiamuri Gravel Sprint (MG Classic)	Taupo	
	16-19	WRC Rally Japan		
December	20	Gravel Sprint	Wairarapa	Dorsets Road
	25	Christmas Day		

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North island Rally Series



Describe rallying in only three words:

Mark - Fun, Scary, Fun

Sarah - Fun, hectic, tiring

Funniest rally moment?

Mark - I'm not sure, I've not been doing it too long, there's been a few times we've come out of a big slide or almost had an off and we just started laughing so much for the next kilometre or so!

Sarah - Last year Mark and I did the Taupo 2WD rally, and in the road book there was a note for a "rock" on a corner. Whoever wrote the note was a master of understatement as this "rock" was a massive boulder, which I'm pretty sure was bigger and heavier than the mighty wee Rally Ka.

Most embarrassing rally moment?

Mark - Trying to get out of the car with the intercom still attached.

Sarah - I don't really have an embarrassing rally moment I don't think! Or I've erased it from my memory...

Rally/motorsport idols?

Mark - Carlos Sainz Sr, mainly because when I was getting into cars I loved the later model Escorts, especially the Cosworth he drove in 1996, that was about when I started to following the WRC on TV. Ken Block is another, RIP. His Gymkhana videos was was one of the main influences that got me into taking part in Motorsport. There's a couple of people on two wheels, Guy Martin & Valentino Rossi, I was into motorbikes when I lived in the UK and regularly used to follow Moto GP around Europe during the mid 2000s.

Sarah - I have a soft spot for Craig Breen (it's the accent, what can I say?) A shout out (think sponsors, crew, family etc.)

Mark - My amazing wife Natalie and daughter Alba, friends from the local Motorsport community; Jilly & Adam Fisher who lend me a trailer quite a lot, Geoff Warren who again has offered to be a part of or actually be my crew, Leon Cast for all of his technical advice, Neil Roots who sorts me out with all my tyre needs and Sarah who has offered to co-drive for me in this series. We don't really have any official sponsors, so if anybody out there is interested please get in touch. The car does get quite a lot of attention, just for being a bit different, (I think).

Sarah - Probably the first shout-out would have to go to Geoff for getting me into motorsport in the first place, Mark for being willing to help me expand my co-driver horizons, and the crew at Harbour Capital Car Club for having me in the club. And a shout-out to the crew at Racetech who managed to find me booster cushions for the race seats!

If you could rally at any event in the world, which would it be and why?

Mark - Rally GB Wales, just so I can have a "home" rally, or Rally Sweden in the snow; I loved driving

in the snow when I lived in the UK so to have a proper go on snow in a more "controlled" environment would be great fun.

Sarah - Other than Rally New Zealand, probably either Rally Finland or Rally Japan, partially for the rallies, partially for the host countries!

Which NIRS round are you most looking forward to and why?

Mark - The last one, Waitomo. It was supposed to be my first ever rally a couple of years ago, then

COVID came back to NZ for a second round. I've heard great things about the roads that are used, so I'm looking forward to having a go on those.
Sarah - I think probably the last two rounds – Maramarua Forest and the Waitomo rally. I haven't done either of these and it's always fun to rally on new roads!

How long have you been rallying together?

Mark - We've only done one rally together and a few rounds of the Central Region Sprint Series, last year was my (Mark's) first ever and only rally to date at the Taupo 2WD Forest Rally.
Sarah - As Mark said, not long! The series will be a good base for us – Mark to learn how to use notes while driving, and me to learn how to work with another driver.

What's your primary goal for the series?

Mark - To have fun, it's as simple as that. The car wasn't supposed to be entering anything this year. I had a rebuild planned with a more modern and more powerful engine, but then this series was announced and I knew I had to be a part of it. So we've put that on hold until the end of the year.
Sarah - To have fun, stay on the road, and build my co-driving experience up.

Cool fact/s about your rally car?

Mark - I don't know if this qualifies as cool, but the engine is totally stock and I'm guessing that it's possibly the lowest powered rally car in NZ at only 60 something horsepower, but as the photos show, it's still a fun car to be in. I bought it as an Autocross car originally, but then I had a go at a gravel sprint and I was instantly hooked, so I went a cage and we went on from there.

Sarah - The only rally car I own is a Lego one, otherwise it's just me jumping in random cars with strange men! My Lego rally car got built over the first lockdown to help stave off both boredom and missing motorsport events. It has over 1000 pieces and features working steering and suspension, large rear spoiler, 6-spoke red rims with low-profile tires, detailed grill, opening hood, 2-fan engine cooling system, opening rear hatch, V6 engine with moving pistons and a well-equipped cockpit with opening doors, racing seats and roll cage.



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