



Wheelspin

April 2024



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Roll cage and authority card sign off

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Cover Image: Jilly Fisher at Mt Vic, by Leon Cast

Committee Meetings

are held on the third Tuesday of each month
Location: 1841 Bar, Disraeli Street, Johnsonville
7:30pm, everybody welcome

Club-night

first Tuesday of each month

This month - 2nd April

Location: 1841 Bar, Disraeli Street, Johnsonville

7:30 pm

All members and friends welcome

WheelSpin is the official magazine of the
Harbour Capital Car Club, C/o 13 Gray Street,
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The views and opinions expressed are not necessarily
those of the Club, its members or the committee.

You're welcome to share the content of this magazine,
please remember to recognise the source,
writers or photographers of the material.
Original photographs are usually available upon request.

Magazine content deadline

The **Deadline** for ***WheelSpin*** articles is the
14th of the month

*If you'd like to submit a story but feel you need
some editorial assistance please reach out to the Editor
as we can help.*



Digital Wheelspin

***Wheelspin** magazine will change to
email delivery by June 2024*

We've received great feedback so far regarding the move to digital and we're looking forward to the changes for June. HCCC is dedicated to doing a limited run of physical copies each month, so if you'd prefer to receive a paper copy, please let either Leon or Chelles know by email or phone (*contact details on page 2*) and we'll keep you on the mailing list.

Updated your email with us if you have changed your address.
Please email Jilly at 4jilly.hu@gmail.com

If you have any questions, please contact Chelles to discuss

April Ramblings

By Leon Cast



We're looking ahead to our next couple of Rubber Duck events, April 1st (Easter Monday, to dodge other events already in place), and then a Sealed Duck on May 5th.

The mix of surfaces between the Duck rounds might shake up the results a bit, with some of the cars that are quick on one surface being slow on another surface. Ditto the drivers. So we might yet end up with some of the midfielders

rushing up the results by doing averagely okay on both surfaces. Plus we don't know for sure if all the drivers who are zoom zoom on grass, will even be running on the seal [arf arf].

We've had another Rubber Duck round on the dirt, back on February 18th. Dry and dusty day, and we only ended up with 20 entries. That made for a really quick day for getting everyone through, which was great, and we had time for three runs at each course. Always good when we get six competition runs during the day.

We were missing a couple of the families, with both the Herd Horde, and the Carver Clan having other commitments that day.

This gave Khalid Mason a chance to shine in the Junior competition, bringing the Corolla home first in class, followed by newcomer Felix Smith in a Demio. Felix was having a ball in the Demio, and he got some extra runs in after the event finished. The only real issue seemed to be a battery terminal coming off during one of his runs, and I suspect the car starting to run out of gas toward the end of the day. I'm told that the Demio has a sporting heritage, having been previously owned by the Rush family.

Graham showed everyone how to do it, bringing the GR home a couple of seconds clear of the Starlet GR Adjacent driven by Adam. I was a few seconds behind in the Corolla not GR, with Brendon 9 hundredths of a second off me in the not at all GR Altezza. So the top four was all Toyota (which I've only just noticed while writing this) but all three different classes.

Aaron Duncan interrupted the Toyota Clan, bringing the Evo home in 5th place with some extremely "spirited" driving (like a loonie). It might be interesting if Aaron brings out the Starion rally car to the paddock some time, for a go in the rear skidders class.

PC followed up, in the Formerly Known as The Schitz Vitz, with Jamo, who seems to be enjoying the more grunt available to him in the 1800 Corolla. Another two Toyotas I feel I should mention.

Baden was the fastest of Team Euro Cars in his Puglet, and then Marty B driving a very late model Honda Civic.

We actually had a collection of Euro's on the day, none of which broke, despite my constant dissing of Euro cars. Baden as mentioned with the Pug, Shane in BBW Golf (refer the March magazine article), and Ben in a Renault Migraine out there for his first skids with us.



With a general lack of wind, the dust was getting pretty challenging, and got to the point a few times where we could only run one car at a time, and sometimes actually no cars, because the course was under a solid wall of dust.

Many thanks to Neil for Sponsoring, scrutineering, and marshalling! I'm guessing it probably took him a solid hour to get the sand out of his ears after that day in the paddock.

Next up for me was behind the scenes at the Wallaceville Hill event.

That was a delicious day, because they do an excellent cheese scone at the Clay Target shooting club. Although I passed on the chance to shoot at some clay targets at the end of the day, quite a few of the competitors and officials took that opportunity.

The day started off a bit challenging, with Jason (apologies if I've spelled that wrongly, as I think possibly he might be a Jayson or a Jaysen) inverting his Evo 9 road car on his first run. Wet road down at the Wallaceville Hill part of the course, only a few corners from the start, plus Evo power didn't mix too well.

There was then a certain amount of fence, and then a dirt berm, which tipped the thing on it's lid. They put it back right side up, but left it where it landed, as it was sufficiently far off the road that it was unlikely to be hit again.

End of the day saw Cam do a cut in the super Subaru, and clean out a wheel and brakes. However he managed to bring it to a stop without collecting anything else. So I'm going to guess if he is back again in 2025 with notes, there will be a firmly underlined "don't cut" for that corner.



I thought I had the results somewhere, but I can't lay my hands on them now that I'm writing up the article.

My recollection is that Lee Herd flew up from mid-racetrack-tour in the Swift(s) and took out Class B in the Toyota. Also that Justin in the Celica pulled off a remarkable third overall (behind two cross cars). Toyota's ... just saying.

Image by Leon Olsen

Mt Vic I was doing my usual double of scrutineering and then taking photos. Packed field this year with 60 entries (although two were no shows, and then one competitors car was playing silly buggers so he didn't start).

From scrutineering the event, if you're getting a new first time logbook, absolutely do not accept a digital only one!! Contact the office and get them to provide a paper logbook too.

The app just isn't reliable enough to go paperless. We had three cars where we couldn't find the logbook on the system (all three had previously been findable) during scrutineering. We had two cars with digital only logbooks. One of which couldn't be found, and one of which didn't show the scrutineering that was carried out at the previous event.

So right now, the app is not an adequate replacement for a physical logbook, regardless of what you're told. So the digital and paper systems will be running side by side for some time now.

I bludged a lift up to the dipper with my camera, and parked up there the whole day, while trying to drink enough so I didn't dehydrate, but not so much that I'd need to go find a secluded tree. The relatively cool weather definitely helped me out there, so I only ended up with a moderate rather than a bad headache.

Was a bit of a crunchy day unfortunately.

Chris Janes lost the back of the Starlet leaving the chicane, and vanished down a bank, to encounter a substantial tree. Fortunately Chris was okay other than some sore ribs. Unfortunately the Starlet

has probably turned its last wheel in anger, as the cage is wrecked, along with the body. It's never nice when a car that has had over 20 years of history and development with the same family comes to a crunchy halt. Racetech seat, and HANS device did a good job though, given the substantial car damage.



Joel backed the Hughes Family Racing Commodore through the barriers and then a fence at the dipper. This is the second time I've photographed that particular Commodore visiting the scenery on the dipper. At least this lot of damage appears smaller, with the passenger rear being disarranged. But not so badly that Doug wasn't able to do his run in the car after the incident.

Both incidents were without injury, other than to vehicles, which is always a relief.

Aaron (refer enthusiastically driven Evo) managed to rotate the Evo at the dipper right in front of me.

Even managed to get a Tesla oversteering in my direction (don't worry, I was standing on the top of a substantial earth mound at the time), which isn't something I thought I'd ever say at a motorsport event. However

Mt Vic had two Tesla, and one Leaf racing. They definitely sneak up compared to the traditional petrol powered vehicle.



As far as results go, Lee Herd took out class B, with Dean in third (Dean was only able to complete one run, so third in class on a first run of the day is solid).

Graham was the fastest running under HCCC, in the GR Yaris, coming home 16th overall.

Lee 23rd (and as above, first in class).

Richard in the Impreza 33rd, Dean in 38th,

Brian Worboys in the Nugget (motorbike powered open wheeler special) in 41st, Chelles 44th (fastest of the women racing on the day), Shane 48th the Golf BBQ, then Dick Butters and Jilly bringing up the tail of the field.

In a result I'd not have expected five years ago, the top five was three cross cars, and two turbo 4wd Golfs. None of which I would have anticipated back in the day. I'd have assumed that the Sti's and Evo's would still be top of the pack.

Looking in at what other people have been doing, Dean and Lee went around the South Island doing all the racetracks with a gang of Swifts (TayTay Tour?), along with Rob Eland. Although I'm extremely disappointed in Rob for taking the big power Lexus, rather than the Probox. The Lexus ended up being rescued by a tow truck, after the rear brakes decided they had had enough. This would never have happened if you'd taken the Probox. Just saying.

Lee has taken the jetset lifestyle to heart though, as he flew up from the South Island, to race at Wallaceville Hill, then back again to keep thrashing TayTay's around the race tracks. Perhaps he might be getting a private jet soon?

Jilly and Adam are heading up to Taranaki to do the hillclimb champs up there, which is a double header tarmac and gravel weekend. Though unlike Lee, they will be driving there rather than jetting up and back. Possibly due to a lack of jets flying into South Taranaki.

Emma's mum is going to be in Wellington over Easter, so I've enquired how she feels about holding a stopwatch in a really dusty paddock on Easter Sunday.

That's probably sufficient words from me, but hopefully we will meet somewhere with cars (probably knocking down cones).

Leon.

In article images by Leon Cast

Following images from Mt Vic by Leon Olsen, if you wish to see more images by Leon, they can be found on Facebook at Leon Olsen - O.L_Cars



*You can find Video's on Leon O's
Facebook pages of the Mt Vic
fun and games, worth taking a look!*

Transpec GT Oil Multi Event Weekend
Overall Result

No	Name	Surname	Class	Make	Model	Colour	Red	Motorcross	Enduro	Autocross	Motorcross	Autocross	Total Points
	Adam	Fisher	NAFWD	Starlet	EP71	White	20	20		20	20	20	80
	Graham	Heath	F14WD	Toyota	GR Yaris	Red	19	19		20	20	20	78
	Callum	Hickford	NARWD	Toyota	MR-S	Red	19	20		20	19	20	78
7	Leon	Cast	F14WD	Toyota	GR Yaris	Red	20	20		20	19	17	76
	Harvey	Carew	NARWD	Toyota	MR-S	Silver	18	18		20	20	18	74
	Keith	Stewart	F14WD	Subaru	WRX	White	16	18		18	18	19	71
	Anna	Stewart	F14WD	Subaru	WRX	White	18	17		17	17	18	70
83	Andrew	Lowe	NAFWD	Lambikini	Mini	Grey	19	16		16	18	17	70
283	Jilly	Fisher	NAFWD	Starlet	EP71	White	18	15		17	19	19	69
47	Max	Newman	NAFWD	Mazda	Lantis	White	16	18		15	15	18	67
	Tim	Savage	NAFWD	Mazda	Familia	Purple	17	17		16	16	15	65
7	Grace	Newman	NAFWD	Toyota	Corolla	Red	13	19		12	13	13	57
	Vincent	Barker	NARWD	BMW	325i	GREEN	20	0		18	18	19	57
	Clive	Newman	NAFWD	Mazda	Mx6	Silver	15	13		14	14	14	56
321	Rose	Sinclair	NAFWD	Toyota	Echo	Green	14	14		13	13	12	53
12	Chris	Newman	F12WD+	Ford	Falcon ED XR8	Red	20	20		20	20	20	80

Sole Competitor in Class

Lady in the (timing) Van reports: Thunderducks are... struggling to see?

Competitors woke to clear, still conditions for round one of the Neil's Wheels Rubber Duck Challenge at the Masterton Motorplex on Sunday 18 February. All those familiar with the venue will have arrived knowing that meant the added complication of dust, in addition to two challenging course configurations involving straights, fast sweepers, technical corners and a slalom to the finish line.

For those in the timing van, this resulted in a lot of edge of the seat moments, very close times, and the occasional comment "can you see where they are on the course?" and "should we let them go ... I can't see the starting box?" and (with a worried tone) "do you think Adam and Jilly mind getting so much dust in their van?".

It was clear early on that our four-wheel duck competitors had an advantage in the dry conditions. Grahame Heath in the hummingbird-agile Yaris GR and Aaron Duncan in the legendary Evo7 led the day with both fast times, and dramatic dust clouds. Four wheels better than two, in this case. With Aaron within seconds of him, a timing error, flirtation with a large rock and a tyre deciding to go home early could all have spelled trouble for Grahame, who kept his nerve and came home first in class and overall for the day, with a combined time of 2.29.04, followed by Aaron on 2.36.55. Were the timing van able to award points for style, Aaron might just have come out on top ...



Drivers hoping to gain advantage by getting their runs in early were disappointed in the morning session, when the combination of small cones, long grass and optimism resulted in a number of cones being hit and wrong ways recorded. Cue, a re-signposting of the course and relief that results were based on a 'best of three' for each course. Remarkably, despite the added complication of the morning's tracks to contend with, there were no wrong ways in the afternoon. Unless, of course, they were under the cover of an increasing cloud of dust...



The engines-over-ducks field was particularly varied for this event, and a special mention must be made to the European contingent - Baden Smith in the 206, Ben Hutchinson in the Megane, and Shane Atkinson in the Golf – who bought panache to the field along with some very solid times. Baden came out tops in the battle of the Euros, with a final combined time of 2.41.97 and 8th place.



Adam Fisher and Leon Cast were engaged in their traditional battle at the top of the field, with Adam exerting maximum duress on the little Starlet to extract a winning time of 2.31.71, pipping Leon and the Corolla to the post by 3 seconds. Pete Collins was a close third on 2.37.22, completing each run with his usual understated, efficient and effective style in the Vitz (once owned by Leon, and one of his few regrets when it comes to exes ... cars at least!).

Consistency was the name of the game for the mid-fielders, who almost without exception improved on their times in each run. Led by Jamiel Allie in the Corolla, competition was fierce and a number of identical times were recorded, catnip for the timers in the van! Marty Bertelsen teasingly told us he was driving a 'shopping cart' in his Civic, so must be pleased to have finished 6th. Don't worry Marty, we won't tell Woolworths they're going to get a speeding ticket.



There was an audible sigh of relief from the Starlet as it enjoyed a much more sympathetic ride at the hands of the quick and accurate Jilly Fisher, 7th overall in the class. When Felix allowed him a drive, Corey Smith got the Demio humming to come in 8th. Owen Todd in the Platz, Tim Savage in the Neo, Cathy Reid in the Mirage and Ian Stewart in the MPS made up the group, and looked to be having some of the most fun of all competitors. Much excitement was created in the timing van when Ian stopped on course at the end of a run to check cones – prompting a discussion about the merits of points for diligence.

The enthusiasm from our junior ducks was palpable from the timing van, with both Khalid



Mason in the Corolla and first time competitor Felix Smith in the Demio impressing with quick and mature drives in technical conditions. Khalid continues to go from strength to strength finishing with an overall time of 2.45.40. Felix was super-fast on the straight and handled the unexpected – a suddenly disconnected battery – with professionalism to finish that run unscathed, and

with respectable times throughout the day.



In the engine-not-over-ducks class, the timing van suspects competition was particularly high stakes, with Brendon

Norling and Donna Wright competing for house honours. While Brendon came in first with a time of 2.34.72, the lady in the timing van complements Donna, whose smooth style belies her speed, particularly through the tricky last slalom.



The overall results for the day were:

Class: 4-wheel ducks

Graham Heath, Yaris GR
Aaron Duncan, Lancer Evo7

Class: Engine-not-over-ducks

Brendon Norling, Altezza
Donna Wright, Altezza

Class: Engine-over-ducks

Adam Fisher, Starlet
Leon Cast, Corolla
Peter Collins, Vitz



Well done to all competitors, see you at the next autocrosses – Monday, 1 April (grass) and Sunday, 5 May (sealed – arf arf)

By Emma Shaw



Driver Profile... Jilly, aka HCCC Treasure(r)



Hi, I am Jilly Fisher and I am a member of the Harbour Capital Car Club in Wellington. I am also Treasurer and Membership secretary for the car club.

I am a regular competitor in Clubsport events including Trials, Auto-cross, Motorkhana's and Sprints on Gravel and Tarmac. I am also a Co-Driver and Driver for Gravel and Tarmac Rally.

I started my involvement with Motorsport as a Medic with New Zealand Red Cross doing first aid at the start lines for Rally NZ from 1986 through to 1995. It was a chance encounter with a friend's brother who introduced me to the Car Club following the loss of one of my rally idols, Possum Bourne.

I started competing in early 2005 at a Motorkhana up in Levin and haven't looked back. The guys in the Club said, "here give it a go in this little Starlet and we can guarantee you will have fun!" They were correct. I haven't looked back from that day and continue to enjoy just getting out and there and being able to have a skid whenever possible. I do think I am a better driver on the road now that I have experienced a lack of traction, most drivers don't get to learn what to do until this happens for real out on the road.

Clubsport Nationals

I entered my first Clubsport Nationals in Auckland in 2007. I have only missed 2 of the National events since then, so have just chalked up my 11th Clubsport Nationals! It has become an annual trip away for our club to attend the Nationals where ever they are being held. Invercargill, Tauranga, Waimate, Hawkes Bay to name just a few. My other role for these trips is usually travel co-ordinator for the group (or is that camp mother...)

This year, 10 members of our Car Club were helping the Wairarapa Car club to run the event, providing timing, marshalling and stewards for both days. This along with the 10 club competitors meant a big presence from our club for the event. It did feel a bit strange not having the big road trip before and afterwards but equally was good to just have a short trip back as it was close to home.

For Harbour Capital Car Club, I am part of the organising team for clubsport level events. This is where we put quite a lot of effort to get folk to come and give these club level events a go.

The last three events we have run have been in the Wairarapa Car Clubs new Motorsport park venue.

My favourite event is Auto-cross but Motorkhana comes a close second. I do prefer them on a loose surface rather than sealed. It was doing these events where I learned, at the age of 40 to do a handbrake turn!

The Mighty starlet.

My first club car was an EP71 FWD Starlet of which I shared costs with Duane



in the early days. When he moved south, I eventually ended up buying the car from him making me the 5th club owner of this Starlet in its over 20+ year history as a Clubsport car. This car has sadly just been retired due to extensive rust.

We now have a new version of the EP71 Starlet. This one I found on the damaged list at Turners Auction for \$500. The damage

turned out to be just a bent front guard, missing bumper and grill, everything else mechanically was ok. My husband Adam has been "gifting" me parts for this car for the last 5 years or so and this year was its second outing at a Clubsport Nationals. It has taken up the mantle from the original "Grey Beast" as a brilliantly fun little car that is a bit of a giant killer. The new Starlet has inherited the good parts from the old one and has front and back sway bars, better suspension along with a 5EFHE 1500cc motor which helps give us good speed and handling. It is just fun to drive, just like its predecessor I originally started this journey in.



You really don't need a super expensive, big horsepower car to enjoy motorsport. Although I do get told that you can't have too much power, I am happy with the Starlet as it is cheap to run and lots of fun. Adam gave me a set of hot pink rims a few years ago. These seem to be a bit of lucky charm as they led him to win the National Autocross trophy in Taupo a couple of years ago and have now helped me to put my name on the National Women's Trophy. Wow! What an amazing opportunity I have been offered by the Motorsport NZ team. I was quite blown away by The CEO of Motorsport NZ Brian Budd, who announced that this year, as



there was no Junior championship, the trip to Indonesia to compete in the first round of the Asia Auto Gymkhana series would go to the Women's champion. What a fantastic opportunity to meet like minded folk from another country, in our chosen sport and to be an ambassador for the NZ Clubsport scene.

Big thanks firstly to my husband Adam, who is a great supporter and who does most of the work on keeping the car ticking along with the help of a few friends. The other group to thank is the Harbour Capital Car Club folk who made me feel very welcome and encouraged me to get

into this sport. They continue to be supportive in upskilling my driving, affectionately known as developing the "inner Mongrel". The wider Clubsport team are a great family to be a part of too. A number of the same people travel around the country to compete at the Nationals each year, so is a good social gathering as well.



My other Passion....

Rally – Co-Driving

I was introduced to Co-Driving via a workmate whose brother was needing a Co-Driver for the Targa Rotorua Event in June 2006 in a RWD Starlet with a Suzuki 1300 turbo. I was just sitting my Motorsport licence so agreed and had a ball. I then Co-Drove the Daybreaker rally in a Suzuki Ignis with Brian Rowe and we continued in this car for the next two years. In 2008 I was introduced to my now husband Adam who has a KP60 RWD 1300cc Starlet. He was looking for a Co-Driver for the Possum Bourne Memorial Rally and we have been rallying together now for the last 11 years. A few highlights of which are the NZRC Historic class in 2010 and the Silverfern Rally in 2012. I also regularly Co-Drive in the Targa with Bernie Hiestand in a 1983 Ford Capri 2.8i and Bernie and I have now completed 17 Targa events in this car to date. Adam has been a big part of the Targa events as our Service Crew Chief along with a Murray a good friend of Bernie's.



Overall I have competed in nearly 70 Gravel and Tarmac rally events to date and still thoroughly enjoy the experience.

Rally – Driving

I wanted to give Driving a go in a gravel rally so for 2013 I entered most of the local Gravel

sprints and in 2014 I drove the Daybreaker Rally with Neil Roots from our club in the Co-Drivers seat and Adam as Service Crew Chief. This was a very full on rally with 200km of special stages and 450kms of touring in one day! What an amazing experience and all the support from everyone made it a fabulous event. I have now driven in the Taupo 2WD classic Rally based on the Taupo racetrack since 2015 but looking forward to entering a few more Gravel events soon.



Editors note

Hi everyone, welcome to the April edition of the Wheelspin. I hope March treated you well and you were able to get out and about to your favourite events. We have the change to the magazine with 'going digital' coming up shortly and I must say it's been met with a good amount of enthusiasm. There are still a few of you who love a paper copy to read over your morning cuppa, or to add to your archive so as previously mentioned we'll be still printing a few for those who would like to still receive a copy. Remember to let me (or Leon) know so we can keep you on the mailing list.

This month was Mt Vic hill climb, I was part of the team of scrutineers and of course I enter the Mirage as I do like this event. The day treated us all with sunshine and a dry road, however, on the first run it was a slow tattle to try and remember where the corners were and what they had done with the chicane this year. Apparently, the chicane had moved a bit from last year, I didn't notice though. But what we all

did notice was the nice bit of landscaping and retaining the Wellington Council had done at the dipper. To the left there was a solid rail fence and to the right... well, I don't tend to look right (over the bank) and only saw the orange cones out the side window so assumed I better keep 'not looking right' and head up the hill instead.

On my second run I had a passenger, this is a novelty for me as I don't tend to attract too many punters for the spare seat. It was great to have Angela along for the ride, she enjoyed the run and we joked about our 'Ladies Sunday drive' up the hill.



After a chat with a fellow 'Team Mirage' member I was given a couple of tips on how to get through the chicane faster. This meant the third and fourth runs were pretty good, and I knew I was going a little harder as a bit of bottoming out was discovered with scraping on the left rear tyre... I'll have to investigate, a bit of guard rolling might be required as the new race tyres seem a little wider than the old Nitto NT01's.

I managed to get a 54.66 and a fifth in class, which is a second better than my previous PB, still plenty of room for improvement though!

The Mirage had a bit of a birthday after the event as it was discovered the rumbling noise was not the very average road tyres, but the inner right rear wheel bearing signalling it was almost ready to retire. Thankfully there was one hub unit in the country, so it was a quick fix (thanks Cam!). I wish I could say the same for the gearbox build. The race box is going to be a lot longer than I hoped. It seems the box has one bearing that is as rear and as different as a unicorn. I have a couple of bearing places on the job to see if something will fit up as it's the last part I need. As they say, 'first world problems.'

Until next month Team! *Chelles*

Image by Leon Olsen



HCCC Auto Cross Dates:

1st April (*Easter Monday*) - Grass \$45
Sunday 5 May - Sealed \$60

Kaihinau Rd Seal Sprint

Sunday, 28 Apr 2024 - Shannon
This seal sprint is a round of both the
WMSA Duncan Mackenzie series and t
he Central Region Sprint Series

Motorkhana

Sunday, 28 Apr 2024 - Trentham
MG Car Club

Bent Sprint

Toko Road, Taranaki
14 April 2024
Taranaki Car Club

Enter via the Motorsport Online App

Membership Application & Renewal

Post completed form to: Harbour Capital Car Club, C/o 13 Gray Street, Pukerua Bay 5026, New Zealand

First name: _____ Surname: _____ DoB: _____

Other family members names and date of birth:

Name: _____ DoB: _____

Name: _____ DoB: _____

Name: _____ DoB: _____

Residential address: _____

Postal address (if differs): _____

Phone number: HM _____ Cell: _____

Email: _____

Occupation: _____

Make and Model of car: _____

How did you find out about us: _____

Events I'd like to compete in

	Not Many	Some	Lots
Speed Event			
Rallies			
Motorkhana			
Car Trials			
Social Events			

I'd like to volunteer: Speed \ Rallies \ Motorkhana \AutoX\ Social Events (please circle)

Annual subscriptions paid to: Harbour Capital Car Club

Per year: Single membership \$45.00 - Student \$35.00 - Family \$55 for a couple, add \$10 per additional person.

Bank details: BNZ 02-0500-0351392-02

Reference: your name

The information you provide in this form is used and held by the Harbour Capital Car Club Committee for matters relating to your membership and participation in events. Your date of birth is requested to enable us to register you with Motorsport New Zealand.