



WheelSpin

April 2026



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Cover Image: by Rob Eland - HCCC Autocross - Masterton Motorplex

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 - 7th April 2026
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,
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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.*

April Foolishness



You're not going to believe this, but for probably the 384th month in a row, I've been quite busy with motorsport related stuff. Astonishing as it sounds.

I was wearing the Steward hat for Wallaceville Hill again this year. One of those events where the pits is a long way from the action, so it's largely yarning with people I know, rather than watching cars in action. Although there was the memorable year (quite some years ago now) where from the pits I

managed to watch Cam yeet the Mirage down a bank.

The Wally hill chalked up another Evo victim this year unfortunately, with Tim having a lock up into a bank, resulting in his viewing the world on a Y axis rather than the X axis, as it tipped onto the side. I think this must be three revolved Evo's in four years? Luckily it does appear to have been a more glancing blow than a direct hit, so repairs are underway.

Andrew was having a bit of a fight with the Corolla, with a combo of some unsettled handling, and a reluctant gearchange. This meant he was taking things much more carefully, as the car wasn't driving as it should. However he got through the day without incident, which is a win when the car is fighting you.

Enough brain cells have departed the premises now that I can't recall a whole lot else about the day. Cam and Chelles got their Mitsi's thru the day, as did David in the Merc. Were I to hazard a guess, it would be Joseph in the Golf R at the pointy end of the field, as he has that thing fair rocketing at the moment. Plus Oli Hendra, having downgrade the Race-1st to a Honda Civic race car was absolutely storming in the overall results, having dragged that car out of semi retirement of a couple of years. Always good to see a front driver car running up toward the top of the results sheet.

The biggest event for me was the Neil's Wheels Rubber Duck autocross in the second weekend in March.

Number wise, we had a cranking entry of 42 drivers (which of course is the number of the meaning of life, for the Hitchikers Guide to the Galaxy fans). Of the 42, 10 were juniors (18 or under), and 13 were women. So we're getting some good "not middle aged men" representation at these events, and hopefully continuing to bring on young people to keep the sport strong. Next mission is getting some of the younguns into some official duties work, to spread



the workload around a bit.

In the Juniors results, we had Jordan Herd with a handy lead in the Swift, followed by Oliver Swan second on that podium, then Ronin Herd in third. Connor who has newly joined the club was fourth in the Focus, Chris Gray in the AE101 FXGT, Aimee in the Starlet, Sacha Herd in another of the fleet of Herd Swifts, Emma Horner in the Demio at her first event, Piper driving Chelles' ute, and the Isobel in the Echo. Four of the Junior drivers finished within a three second window!



In the unofficial battle of the women drivers, Cathy put in a cracking run to finish clear of Jilly, who was herself only 0.14 ahead of Sarah in the Shiny-Ist. So an exceptionally close run thing in the silver medal fight.



For those of you thinking the word Swift keeps being mentioned, we actually had 7 Swift entries, compared to only 4 Ist entries! What is the world coming to?

Graham continued to be the only four wheel drive entrant, and fair whacked the entire rest of the field, to finish a frankly silly 6 seconds clear of second place.

Adam Fisher was shaking down the blue KP Starlet (GR) ahead of running it at Otago, and was second overall, being fastest of the ENOD class. Dean was second in class in the supercharged MX5, and then David third in the KP Starlet that Connor (previously known as 5 door Connor) has just purchased off Marty B. The ENOD was actually a pretty busy class on that day, with 8 competitors.

In the very very busy EOD class of front drive cars that day, I had a good run in the Shiny-Ist, being four seconds ahead of PC in the Schitz, with Graeme Swan a mere 0.02 behind him in third in one of the army of Swift Sports. So there was just nothing to choose from in that result. Second through to fifth in class were contained in a two second gap, so there were some really close fights there.

One of the rarest cars was triple entered, with a very rare Toyota Sera (gullwing!) in manual, being driven by Rob Eland, Shu Run, and the owner Samuel. For those who aren't familiar with the Sera, it's approximately a Cynos / Paseo, but with the entire upper half basically being a glasshouse instead of a steel roof. Can you guess which



particular glasshouse does not have aircon? Yep. That's going to have been a very uncomfortably warm day in the paddock for those three.

While we didn't have Ian Hendra up there running, as his Swift is in pieces while much improvement takes place in the cabin, and in the gearbox, we were joined by other Hendra Matt. He was in, you guessed it, a Swift Sport! We're not far from having a potentially three generation Hendra autocross event, as Oli's son is knocking on the door of 12 years old. I've checked, and Ian's wife who used to own the Shiny-Ist has absolutely no intention of joining the rest of the family in racing.



Kyle of Pogo Logo fame (notoriety?), had an oh no pogo logo no go problem, so instead entered the astonishingly PINK Civic, which he drove very nearly as fiercely as he would have driven the Logo.

Max(imum attack) Petherick has purchased a Ford Laser, and has made a number of questionable fashion decisions while decorating it. He was armed with masking tape, and a number of cans of paint. So each time we saw the car, it had an increasing number of bright artistic renderings on it. Then I was strolling around at lunchtime, I

noted that actually the entire interior of the car other than the drivers seat was sitting on the ground beside the car. So that happened. He also got the Crazy Duck award for the day, for launching the Laser backwards into the chicane lap after lap. While I don't know how efficient a method it was, it was certainly keeping me entertained whilst I was roasting in the paddock.

Unrelated to racing, but related to cars, specifically veteran cars (and motorcycles and fashion). If you're in Masterton while not autocrossing, there's an interesting little collection, <https://www.pointoncollection.co.nz/> So if you've got some time for a small guided tour, and \$20 (if I recall correctly) in your pocket (no eftpos but you can bank transfer), head on over. It's very vintage and veteran cars, nothing even remotely contemporary.



My last event of the month was Mt Vic Hillclimb, which continues to be an iconic event, and probably the one where we get the most spectators.

Whopper start list of 50 competitors headed up the hill for the day. There were a few rota-

tions, and one car parked on a Mountainbike track where it departed the road on his first run of the day.

Included in the accidental rotations club was our own David, who was bum clenchingly close to the fence rails while departing the dipper while over-rotating by 180 degrees. He turned it around with a great deal of zest, having fought the understeer through the dipper, and then unloading the car in the weight transition into the left hander. So semi slicks have mysteriously reached the top of the shopping list on the Mercedes now! Hopefully soon to follow, a limited slip diff! The combo of a great deal of power, an open diff, and traction control will continue to make things exciting in that car.



Half a dozen HCCC cars ventured to Ashburton to the Clubsport Champs too, which is pretty damn cool too. I'll let them write about that though!

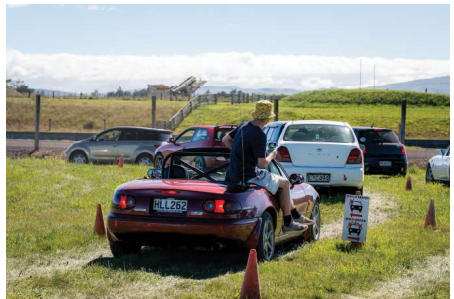
I'm doing some sort of car club duty, be it remote scrutineering, local event scrutineering, authority card / rollcage inspection, Clerk of Coursing, or Stewarding typically one day per week most of the year around now. Last weekend I was carrying three different event scrutineering sheets with me in the car. Which is probably not sustainable, as if I get hit by a bus, it's going to inconvenience quite a few people (not just me). So it's good to be getting fresher blood involved, as that's the way forward, and a way to reduce burn-out. We could possibly do with another licenced scrutineer in the club, and perhaps a third Clerk of the Course to join Neil Tapp and I?



That's it from me, I'm already several days late with this article!

2026 Provisional calendar for the first half of the year:
April 26th. Grass Autocross - May 24th Sealed Autocross
June 21st Sealed Autocross - July 26th Sealed Autocross

Other local events I'm aware of. 3rd April Race to the Dump. 12th April Kaihinau Road. 3rd May Tea Creek and also Surgery Sprints. 14th June Surgery Sprints. 19th July Wairongomai Road.



Thanks to Rob Eland and Leo Cast for the Autocross images.

Editors err... Story

On cone-eating, clutch-slipping, and what happens when you hand a learner driver your keys and walk away.

March 8th, 2026: The day dawned fresh and a little damp in Lower Hutt, which is, let's be honest, exactly what one expected of March this year. But the mission was clear: I had Piper with me, a young woman keen to learn how to drive a manual transmission, and I had just the vehicle for the job. The trusty Hilux!

We hit the road and descended the Rimutaka Hill, where the clouds parted and a clear, glorious morning met us on the other side. A day of clutch control and "where is third again?" was going to go rather well.

We arrived early enough to get some basics sorted before things kicked off. While I helped with scrutineering, Piper did laps of the car park in the ute, getting acquainted with the clutch. There is something genuinely odd about watching a learner driver toddle around in your own vehicle and simply having to trust that everything will be fine. Reader, everything was fine. She stalled three times all day. Three. For a first-time manual driver, I was properly impressed.



Once she had a feel for things, we did a tiki-tour of the course so Piper could see how an autocross actually worked. The cone system was explained, the five-second penalty for a boofed cone duly noted, and I assured her not to stress about it, because the ute eats cones and keeps going regardless.

Racing commenced, and she was off. For a first-ever fang in a paddock, she did pretty well. Over the morning, things progressed nicely, the rhythm of clutch, throttle, and "no, the other third" slowly clicking into place.

Then came lunchtime, and a generous offer from Jilly: her Starlet, for Piper to have a go. The reaction was immediate. "Wow, this is quicker than the ute," accompanied by raised eyebrows. The sensation of feeling the car load up on the clutch and then giving it some welly was suddenly making a lot more sense. Something had clicked.

Which meant that after lunch, heading out on the slightly changed course for her solo run, Piper was ready. And the improvement was real. Around forty seconds dropped over the course of the day, which is the sort of progress that makes a driving coach insufferably pleased with themselves. I was insufferably pleased.

By the end of the day, she was even getting the back end of the trusty old ute a little loose. Nice.

Heading home, the verdict was delivered with the kind of finality that matters: "That was awesome. I'd wanna do it again."

Ahhh. Another young person hooked on racing. The sport is in safe hands.

Have Licence, Will Rally...

On Monday, Khalid turned 16... and passed his driver's licence. By Saturday, he was lining up for his first proper rally - the Possum Bourne Memorial Rally!

Competing on the incredible Waikato roads, K had co-driver mum Sara Mason alongside him calling the notes. Not many can say they've rallied with L plates on the car — and even fewer can say their mum has done it too!

Stage 1 was the legendary Te Akau South — 28km of some of the finest rally roads in New Zealand (arguably the world!). Conditions were tough with heavy dust, and after catching the car in front early on, it became a lesson in patience — keeping calm and bringing the car home.

From there on, the rally just got better and better. Over 135km of flowing, technical, undulating roads, Khalid built confidence with every gear change, finding his rhythm and clawing back the lost time from SS1.

The result? 1st in Class C and 1st Junior home.

An unreal achievement in his very first proper rally.

Massive thanks to Richard Mason for his words of wisdom and helping make it all happen.

Thanks to our service crew — Richard, Hamish, BJ, Tom and Alison — and to all the organisers and volunteers who made this awesome event happen. Khalid never had the opportunity to meet Possum but his legacy lives on and he will forever be a hero and inspiration.

Whats next?



Mt Vic: Gremlins, Glory, and 20psi of Optimism

Mt Vic hillclimb is one of my favourite events on the calendar, sitting alongside Shelly Bay as a genuine highlight of the season. I arrived with high hopes of placing, a freshly prepared car, and perhaps slightly more boost than was strictly sensible.

The week leading up to the event had been well spent. Brakes freshly bled, new diff oil in, the old Evo was ready to roll. I'd also managed to find time with my tuner to revisit the boost map, and with limited time available we made a targeted change: third gear onwards would now run at 20psi. Spicy enough, as it turned out, to make the day very exciting indeed.

My usual approach is to run the first couple of passes on the low boost setting of 14psi, get a feel for the conditions, and then move to high boost for the later runs. It is a sensible strategy. The day, however, had other ideas.

Run one set the tone. The road was slippery, and at the chicane I introduced the side of the Evo to a cone, which left a permanent mark on the car as a faithful record of my efforts.

Thankfully there are no cone penalties at Mt Vic, though I'm told that is coming. Through

the Dipper, the car was behaving more like a drift car than a tarmac machine, which was a little unnecessary. I kept my foot in it, and the problem resolved itself promptly.

Run two was, without question, my cleanest run of the day. It is always a little frustrating when you cannot string it all together across every pass, but that is hillclimbing.

Run three was the first high boost run, and things unravelled quickly. Just past the chicane, an intercooler pipe came off, which made the rest of that run something of a non-event. There is not much to be done when the boost simply has nowhere to go.

Run four brought a different problem. Coming through the sweeping corners before the Dipper, the ECU detected a boost spike to around 22psi and did exactly what it is programmed to do: it said no. The technical reason is worth explaining. We had set the boost up in open loop, quick and easy for the time we had, but open loop means the ECU cannot compensate if conditions change unexpectedly. Rolling on from part throttle, the throttle plate restricts airflow, so the ECU commands more duty cycle from the boost solenoid to hit the target. Then you go to full throttle, the restriction disappears, all that extra pressure floods the system at once, and you sail past your boost target. Ta-da: boost cut. The drivetrain unloaded sharply, which produced a rather enthusiastic tank slap. I imagine it made for good viewing from the marshal post. We do what we can for our volunteers.



With four runs complete and a catalogue of mechanical misadventures behind me, the results nonetheless told a reasonable story. Third in Class E (4WD) was a fair reward given the gremlins, and sixth overall was an excellent result considering the caliber of cars at the front of the field.

Any day you are racing is a good day. This one just kept things interesting.

By Cam Garthwaite Thank you to DB Photography for the use of their image - Left

Harbour Capital Car Club - Results Round 1 Neil Autocross 08 March 2026 - T

No	Driver <i>(in Red are Juniors under 19)</i>	Car	Class	Club	Run 1	Run 2
27	Graham Heath	Yaris GR	4WD	HCCC	01:44.37	01:37.84
41	Adam Fisher	Starlet	ENOD	HCCC	01:47.63 *	01:42.13
30	Dean Herd	MX5	ENOD	HCCC	01:46.94	01:45.75
32	David Kennedy	Starlet	ENOD	HVMC	02:14.43 **	01:48.82
1	Tom Adamson	MX5	ENOD	HCCC	02:11.88	01:56.13
12	Peter Whittington	MX5	ENOD	HCCC	01:57.41	01:58.93 *
33	Connor Pitkethley	Starlet	ENOD	HVMC	02:08.25	02:05.97 **
36	Chelles Roberts	Hilux 2wd	ENOD	HCCC	02:11.44	02:06.31
11	Piper Berry	Hilux 2wd	ENOD	Nil	03:10.81	02:42.99
21	Leon Cast	Shiny-IST	EOD	HCCC	01:45.18	01:42.31
13	Peter Collins	Vitz	EOD	HCCC	01:52.88 *	01:46.38
28	Graeme Swan	Swift	EOD	HCCC	01:45.94	01:42.75
10	Richard Haines	Corolla	EOD	HCCC	01:45.31	01:44.31
15	Oli Hendra	Race-IST	EOD	HVMC	02:01.96	01:45.47
38	Brian Craig	Starlet	EOD	HCCC	01:45.40	01:49.86 *
23	Jordan Herd	Swift	EOD	HCCC	01:55.80	01:45.95
37	Cathy Reid	Mirage	EOD	HVMC	01:51.99	01:48.82
9	Rob Eland	Sera	EOD	HCCC	01:51.22	01:47.19
22	Kyle Bell	Civic Pinkybar	EOD	Nil	01:57.78	01:51.21
17	Mike Duston	Swift GTI	EOD	MOWOG	01:50.59	01:48.72
24	Jilly Fisher	Starlet	EOD	HCCC	01:52.03	01:48.86
4	Sarah Jaggs	Shiny-IST	EOD	HCCC	01:57.10	01:50.56
20	Matt Hendra	Swift Sport	EOD	HVMC	01:59.12	01:51.38
31	David Kerr	Mini	EOD	MOWOG	01:52.87	01:46.56
18	Michael Whitelock	Corolla	EOD	HCCC	01:57.65 *	01:54.15 *
2	Tim Butler	Race-IST	EOD	HVMC	02:04.22	01:53.84
14	Oliver Swan	Swift	EOD	HCCC	01:58.40	01:53.60
16	Neil Tapp	Corolla	EOD	HCCC	02:03.50 *	1:45.78 WW
7	Ronin Herd	Swift	EOD	HCCC	02:02.47 *	01:55.37
8	Rochelle Kerr	Mini	EOD	MOWOG	02:01.32	01:55.94
19	Max Petherick	Laser	EOD	HCCC	02:26.19 *	01:55.22
3	Shu Run Yap	Sera	EOD	HCCC	02:06.12 *	01:59.40
39	Alana Haines	Starlet	EOD	HCCC	02:06.07	02:01.34
42	Rohan Molloy	Mazda2	EOD	Nil	02:07.68	02:05.88 *
34	Connor Bleakley	Focus	EOD	HCCC	02:14.59	02:05.75
26	Ian Stewart	Astra LTZ	EOD	HCCC	02:23.84 *	02:18.85
35	Chris Gray	Corolla	EOD	HCCC	02:24.60	02:20.29
40	Aimee Haines	Starlet	EOD	HCCC	02:27.04 *	02:18.96
6	Sacha Herd	Swift	EOD	HCCC	02:22.19	02:19.56
29	Emma Horner	Demio	EOD	HVMC	02:37.37	02:19.78
5	Samuel Rees-Thomas	Sera	EOD	Nil	02:05.22	02:02.25
25	Isobel Todd	Platz	EOD	MOWOG	02:40.50	02:36.53

* indicates number of cones hit

Cones hit in run, has a 5 second penalty included for each cone

Big thanks go to the organising team and helpers on the day

Leon Cast, Emma Shaw, Adam & Jilly Fisher, Neil Roots, Neil Tapp, Chelles Roberts, Webster Gough, Graham Heath, Ian Stewart, Cathy Reid and our scrutineer for the day, Neil Roots and Chelles Roberts

Special thanks to Neil Roots from Neils Wheels who is our naming sponsor for this trilogy and is providing the drinks, lollies and pens

5 Wheels Rubber Duck challenge 2026

The Goblet of Ducks

fastest run	Run 4	Run 5	Run 6	fastest run	Total both runs	Class Place	Class Course 1	Overall Course 2	Overall Place
01:37.84	01:16.75	01:16.78	01:13.78	01:13.78	02:51.62	1	1	1	1
01:42.13	01:18.34	01:15.57	01:15.59	01:15.57	02:57.70	1	1	1	2
01:45.75	01:20.58	01:21.96	01:18.78	01:18.78	03:04.53	2	2	2	8
01:48.82	01:32.62 *	01:25.28	01:29.69	01:25.28	03:13.90	3	3	5	17
01:56.13	01:31.15	01:32.22 *	01:22.03	01:22.03	03:18.16	4	4	3	22
01:57.41	01:31.50	01:27.83	01:22.34	01:22.34	03:19.75	5	5	4	24
02:05.97	01:33.09	01:33.09 *	01:34.19 *	01:33.09	03:39.06	6	6	6	31
02:06.31	01:38.15	01:34.62	01:34.22	01:34.22	03:40.53	7	7	7	32
02:42.69	2:02.50 WW	02:02.13	01:53.00	01:53.00	04:35.69	8	8	8	41
01:42.31	01:17.07	01:16.06	01:15.91	01:15.91	02:58.22	1	1	1	3
01:46.38	01:18.16	01:17.32	01:15.91	01:15.91	03:02.29	2	7	1	4
01:42.75	01:23.59	01:20.96	01:19.56	01:19.56	03:02.31	3	2	6	5
01:44.31	01:22.81	01:41.99 **	01:18.82	01:18.82	03:03.13	4	3	5	6
01:45.47	01:23.43	01:22.31	01:18.81	01:18.81	03:04.28	5	5	4	7
01:45.40	01:25.66	01:22.57	01:20.57	01:20.57	03:05.97	6	4	9	9
01:45.96	01:24.60	01:24.15	01:21.75	01:21.75	03:07.71	7	6	10	10
01:46.62	01:27.85	01:22.41	01:20.28	01:20.28	03:09.10	8	12	7	11
01:47.19	01:28.22	01:24.34	01:24.84	01:24.34	03:11.53	9	9	15	12
01:51.21	01:27.31 *	01:20.44	01:28.72 **	01:20.44	03:11.65	10	14	8	13
01:48.72	1:22.59 WW	01:24.15	01:24.87 *	01:24.15	03:12.87	11	11	14	14
01:48.66	01:27.22	01:26.34	01:24.91	01:24.91	03:13.57	12	10	17	15
01:50.56	01:31.81	01:27.37	01:23.15	01:23.15	03:13.71	13	13	12	16
01:51.38	01:28.00	01:25.34	01:24.78	01:24.78	03:16.16	14	15	16	18
01:46.56	01:31.62	01:29.91	01:35.83	01:29.91	03:16.47	15	8	21	19
01:54.15	01:28.85 *	01:29.88 *	01:23.07	01:23.07	03:17.22	16	18	11	20
01:53.84	01:25.90	01:25.18	01:23.91	01:23.91	03:17.75	17	17	13	21
01:53.60	01:32.34	01:29.85	01:25.66	01:25.66	03:19.29	18	16	18	23
02:03.50	01:24.18	01:20.62	01:18.69	01:18.69	03:22.19	19	25	3	25
01:56.37	01:33.31	01:30.21	01:28.50	01:28.50	03:23.87	20	20	20	26
01:55.94	01:33.31	01:33.75	01:28.28	01:28.28	03:24.22	21	21	19	27
01:55.22	01:35.00 *	01:34.00 *	01:30.68 *	01:30.68	03:25.90	22	19	22	28
01:59.40	01:36.78	01:35.90	01:35.00	01:35.00	03:34.40	23	22	24	29
02:01.34	01:40.85	01:34.00	01:37.31	01:34.00	03:35.34	24	23	23	30
02:05.68	01:40.25	1:38.03 ww	01:35.81	01:35.81	03:41.49	25	26	25	33
02:05.75	01:42.78	01:37.44	01:38.91 *	01:37.44	03:43.19	26	27	27	34
02:18.85	01:42.03	01:36.19	01:37.75	01:36.19	03:55.04	27	28	26	35
02:20.29	01:43.07	01:42.72 *	01:44.06	01:42.72	04:03.01	28	32	28	36
02:18.98	01:54.75	01:46.91	01:47.34 *	01:46.91	04:05.87	29	29	30	37
02:19.58	01:57.62	01:51.03	01:46.56 *	01:46.56	04:06.12	30	30	29	38
02:19.78	01:54.69	01:47.90	1:47.06 WW	01:47.90	04:07.68	31	31	31	39
02:02.25	DNS	DNS	02:08.68	02:08.68	04:10.93	32	24	33	40
02:36.53	02:08.28	02:12.43	02:03.68	02:03.68	04:40.21	33	33	32	42

Default time being slowest time + 5 seconds

Wrong way on the Course

to all those who helped out during the day with Timing, Lunch and Cone recovery

Our Sponsors

This month we throw a special thanks out to our sponsors,
without them our events would be a little less shiny.

Neil Roots from

Neil's Wheels

Who is our naming sponsor for the
Neil's Wheels Rubber Duck Trilogy
providing the drinks, lollies and pens

Jeff Ward from

Nationwide Fire Protection Ltd.

Jeff's business loans us the Fire Extinguishers
for our events.

We appreciate you!

Please support Neil and Jeff in the businesses.

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 Events			
Rallies			
Motorkhana			
Autocross			
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 \$60 for a couple, add \$15 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.