



WHEELSPIN

March 2013

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Adam & Jilly starting the Silver Fern Rally (Photo Nick Buck)

Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street

(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St Petone, 7:30 pm. Note:— anyone is welcome to attend committee meetings.

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.

Clubnight

1841 Pub – (Upstairs) –
1 Disraeli St, Johnsonville (next to the BP)
Wednesday the 6th March 2013 @7:30



Well it has been a month of planning for things rather than actually *getting* to any events!

I wasn't able to have another go at Wallaceville hill this year, as I was up in Taupo and Rotorua for the weekend. Although it was a motorsport themed weekend in a way, as Geoff and Amy from HVMC were getting married, and there were more than a few car club people there. Amusingly enough, also including one of the organisers of the upcoming Clubsport Nationals weekend in Tauranga (so I picked his brains about the event as much as possible).

I did have a bit of motoring while I was away for the weekend though, as a few of us went out quad riding just North of Taupo. It's the same outfit that I've been quadding with a couple of times before, but they've changed their quads from the rather staid and sensible four wheel drive heavy quads, to a rear drive adventure quad. These beasts are a 250, which gives you plenty of go-go, and being rear drive means that it's distinctly possible to hang the back out out of the slower corners.

Definitely an entertaining couple of hours, although it is mildly hazardous to your health! I ended up with a bunch of scrapes on my shoulders and arms from hooning through low hanging branches, and then I managed to come a cropper rather nicely. This involved me going over the side of the quad and being fired into the scenery, whilst the quad ended up slightly upside down.

Whilst I didn't realise it at the time, turned out that in the process of departing the quad bike involuntarily, I ended up with some strained tendons and then spent a week in one of those really awesome wrist braces. So next time I crash a quad, I might try to land on my head, as there's nothing important in there.

Despite the war wounds, it was a lot of fun and now I understand that Brendon is looking at organising a quad bike ride as a car club outing. So watch this space ... expect it to be somewhere around the \$200 mark though, as it's not a cheap thing to do. But it's a heap of fun.

We also discovered where the old jet boat that used to do rides around the aquatrack in the field at "Flat Hills", has gone. It's actually now up in the agrodome collection of activities in Rotorua.

It's a bit more polished experience now, with a gopro camera and stuff on the boat ... which I think does take a little bit of the charm out of it. But the guy driving the boat is an absolute dead ringer for Hayden Paddon, which is a bit freaky.

The next event on the motorsporting calendar after that was an HVMC Autocross (Kim Naylor round) on February 10th.



Unfortunately for me, I was still in the previously mentioned wrist brace, and much too sore to attempt to drive! So the Corolla got to sit in the garage that day and do nothing. I did head up there for a lookie, and took a few hundred photos. To my annoyance even using the camera caused quite a bit of wrist pain, but I guess that did confirm to me that not entering that day was a good idea.

Seemed like a good event with a turnout in the low 20's, and a pretty quick looking track. They were using the same sort of there and back format as in the last event they ran out there.

From the results I saw, it looked like AI was showing a clean pair of heels to the rest of the field, using the Sti. Hopefully a good sign of things to come for the Clubsport Nationals in Tauranga ...

Talking of the Nationals, I believe we've got enough people to have three teams this year, which is not a bad turnout. Myself, Loren, Jilly, Adam, AI, Neil R, two McKenzies, Webster, and PC.

The Corolla has gotten a bit of maintenance stuff done to get it ready for 1000km of road driving, and then the three events up there. The rear wheel bearings have been replaced (first time in nearly ten years of it being a club car), new sway bar links purchased to enable the rear sway bar to be put onto a stiffer setting (something I might possibly yet learn to regret), as well as a heater hose and tap replaced as it has ever so quietly dripping antifreeze for about the last six months. As a random but scary bit of information, the recommended retail price for a rear wheel bearing on my club car for Toyota genuine is closing in on \$500 a side ... wheel bearings were sourced elsewhere.

It must be said, that while my race car is really rather civilised as far as race cars go, I am not looking forward to what will likely be a seven hour drive in each direction in a car with no stereo, no air con, and not exactly the most quiet and comfortable vehicle to travel in. I am slightly jealous of the people with normal road cars, or a tow set up ...

The events might be really short and sweet this year, as if the weather is dry, the "sprint" event is going to be held on the Baypark speedway oval, with chicanes set up around it. It's just a part of accepting what courses clubs have access to, but it is a little bit sad that this year we

didn't get to do a hillclimb on a new and exciting bit of road (like Hawkes Bay). But on the positive side, at least it isn't a set up using a racetrack as a venue, as the poor little Corolla would just be painfully slow on a racetrack.

This does mean though, that all going well the entire event is going to be held at one venue for the weekend, and that the "Sprint" day might be over really really early as the club doesn't have the logistics of road closures or touring the sprint competitors down from the finish line of a hillclimb.

In the event of rain, they aren't able to use the speedway track, which will mean that the sprint is going to be using a gravelled area ... that's going to be a bit exciting in my Corolla (low!!) on road tyres. However I think that if they do use the gravel back up venue, Webster is in for the worst time in his rock solid, billion horsepower Starlet!

Barton's line rallysprint was called off this year due to extreme fire danger, but the bush telegraph is saying that with residents on a nearby rode objecting, it might be difficult to get the venue again. That'd be sad if it was the case, as it is a fairly iconic bit of road (not to mention a really exciting corner for spectating during Rally Wairarapa).

The next events after the Clubsport Nationals are the always popular (and usually completely booked out) Mt Vic hillclimb (March 17th), and then another HVMC grass event on March 24th. I see on the slightly out of date WMSA calendar on my wall that there's also supposed to be a day night gravel sprint at Tea Creek on March 17th, but I've not heard any further info on that one.

That's it from me for now, hopefully in my next article I will have done some driving, and that the wee race car survived the big trip up to Tauranga!

Leon



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Neil Armstrong.....

On July 20, 1969, as commander of the Apollo 11 lunar module, Neil Armstrong was the first person to set foot on the moon.

His first words after stepping on the moon, "that's one small step for man, one giant leap for mankind," were televised to earth and heard by millions.*

But just before he re-entered the lander, he made the enigmatic remark - "good luck, Mr. Gorsky."

Many people at NASA thought it was a casual remark concerning some rival soviet cosmonaut. However, upon checking, there was no Gorsky in either the Russian or American space programs .

Over the years, many people questioned Armstrong as to what the - 'good luck, Mr. Gorsky' statement meant, but Armstrong always just smiled.

On July 5, 1995, in Tampa Bay, Florida, while answering questions following a speech, a reporter brought up the 26-year-old question about Mr Gorsky to Armstrong.

This time he finally responded because Mr. Gorsky had died, so Neil Armstrong felt he could now answer the question.

Here is the answer to "who was Mr Gorsky":

In 1938, when he was a kid in a small mid-western town, he was playing baseball with a friend in the backyard. His friend hit the ball, which landed in his neighbour's yard by their bedroom window.

His neighbours were Mr. and Mrs. Gorsky. As he leaned down to pick up the ball, young Armstrong heard Mrs Gorsky shouting at Mr Gorsky, "Sex! you want sex?! You'll get sex when the kid next door walks on the moon!"

It broke the place up.

Neil Armstrong's family confirmed this is a true story.

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SS2000 Reincarnation.

I was talking with Webster today, while we were trying to sort out options for my Starlets suspension. We could not work out when I had last put pen to paper. I think it has nearly 12 months, and what an interesting 12 months it has been.

My last article referred to my Integra being damaged and the panel beater was not too happy with a rebuild due to chassis and cage damage. A decision had to be made between a new Integra body shell and cage plus mods, or stick the motor into something already built. Walking away from motorsport was not an option.

I decided in May on a Toyota Starlet EP82 that had been set up for the B series Honda motor. The car came with carbon doors, hatch, bonnet and fiberglass bumper. Inside was a chrome moly cage. I got all the moulds with the car. This was never going to be a race winner, though it should be fun. All I had to do was throw my motor, gearbox and wiring into the new body shell and I was away. Boy, was this a Tui moment!

In the end I pulled out the 100 liter fuel cell, installed a new Jaz 8 gallon cell, re-fabricated an exhaust, seat mounts, fuel tank mounts, fuel filling assembly, filled holes in the floor and fuel lines, pump etc. I even had to remake the throttle peddle mount out of steel to stop the plastic one bending with the strain of quad throttle bodies. I ended up with a car with 2 seats and belt sets, weighing in at 815kgs and about 900kgs with me in it.

As any of you who have built or rebuilt a race car know, it is never that easy, there was about 60 hours work by the fabricator alone - thanks Ymre.



Tuning was checked by Speedfactor in Tauranga who are Honda specialists and power was about the same with slightly lower KW reading on the rolling road although the tuner was saying he could hear the wheel slip. I completed all the 100 and 1 small jobs and went to the December IRC round. For once I completed practice, qualifying and 3 races with no really big issues. Race 1 was fine and no complaints. Race 2 was raining and the windscreen fogged up. A safety car spell let me loosen belts and clear a small spot on the windscreen. Race 3 was damp and no issues. Times were a bit slow, I was racing again though. I ended up 6th overall

for the weekend.

Next up was the last Road and Track round on Dec 23rd. I had decided to fit a passenger seat to the car to take friends and family for rides when ever possible. I managed to take 4 people over the day and got my times down to a 1 minute 17 seconds sans passenger. Some clutch and gear box issues appeared through the day and I discovered fuel surge after heavy braking and then hitting the throttle again.

I pulled out the gear box and got Mossrax to check it and Chris found all the synchros stuffed. Chris fitted new synchro hubs supplied by Speedfactor and checked everything. Then I checked the clutch and found the flywheel and cover plate warped. They were only working on the outside edge and had melted some of the ceramic puks on the clutch plate. A new flywheel and clutch assembly were put in and the gear box re-installed. Plus a fuel surge tank (thanks Speedtech) and a new primary fuel pump, fuel lines, and connectors (thanks Road and Track). The thanks are there because the people from these places had sorted the gear I needed over the last week of December and early January where it is near impossible to get anything. The biggest thanks need to go out to my wife Diane who has supported me through all the adventures and disasters that are running a race car. Without her fiscal and physical support I would not have been able to do half of the racing I have done over the past few years.

I made the IRC Round 4 January 25/26. This was the best racing weekend I have ever had with fine weather and good close racing between similar pace cars. The fuel surge issues were fixed and I only had some gear selection issues in the last race. Overall it was another good weekend racing. The cars handling is the next thing to go under the microscope as with a short wheel base, the handling is trying. With reasonable turn that converts to over steer, if I do not keep the power on. This makes for a busy time behind the wheel. I was so focused on keeping the car on the track, I have to admit to only being able to check marshal points towards the end of the second race and I have been doing this type of racing for a few years. The car at one point in race 2 nearly shot me off the track when I hit the gas with too much lock on and it went left real quick. Turn 9 at Taupo is just a big 4 wheel drift with a bounce in the middle and I nearly backed the car into the chase a couple of times. Race 3 saw a safety car when a couple of cars spun at different places. I even caught up with Mr Sellens doing TRS duties.

More information about the racing can be found on the newsletter section of the SS2000 website at SS2000.co.nz

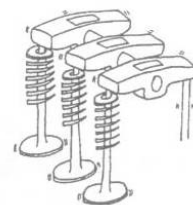
Now I need to reinstall the clutch, master and slave cylinders and throw the rear suspension back in after an epic fail at attempting negative camber. Bleed the brakes and clutch, and complete general checks before Manfield February 23 and 24. Then possibly mount Vic hill climb if the car is still in 1 piece.

Go hard go fast and be safe Gary Maddock

Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

Note: We trust our informants' 100% and would never question their reliability!



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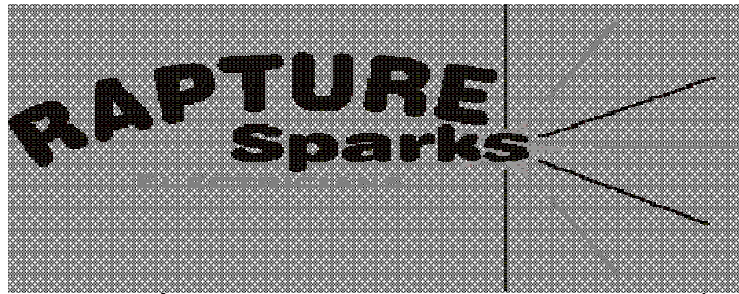
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Radical!

My Radical SR3 arrived into NZ from the UKL in early September in sports car racer Iain Slight's new transporter. It was completely surrounded by bits and pieces including a couple of sets of tyres for David Glasson's new Juno, a set of wheels for another Juno and a collection of fibreglass body panels for one of Phil Bradshaw's projects. Phil Bradshaw and I headed north to pick all the Wellington bound bits up from Iain's place in Hamilton. It made for a very full Commodore on the way home! (Thanks for doing the trip with me Phil.)



Powered by a Suzuki Hyabusa 1340cc motorbike engine with 200 odd HP and weighing in somewhere south of 500kg, the SR3 is a big step up from my 7. Being a motorbike engine; drive is via a sequential six speed box then into a Quaife ATB LSD differential via a bespoke transfer box. The transfer box also handles reverse gear. Throw a lever in the cockpit and you get six reverse gears instead of forwards.

On my first day out in the newly Atomise Limited / Wilford Motorsport liveried SR3 I soon found lots of new thinking is required to deal with the slicks and down force. The tyres it came on were pretty much knackered with only a couple of mm of tread, so good to use to see what happens, but have since been replaced with a set of Dunlop slicks. Unfortunately I haven't

been able to get my hands on soft compound tyres yet, so I am running hard fronts and medium rears. Looking at tyre wear, the combo I have at the moment is perfect for ride days and enduros, but I'm keen to get another set of wheels to mount up with softs for racing.

I am seriously impressed by how drivable and balanced the car is. It just doesn't seem to have any bad habits. Even locking a rear wheel on my first day out when going a bit quick into the hairpin didn't have any disastrous consequences. And the noise.... oh I like it! The awesome thing I have learnt is the faster you go; the better it sticks.



Radical S3 and Ligier JS49

To aid the learning and help make sense of the valuable advice being given by John Mines, Alistair MacClennan and David Glasson (all well experienced in this fast sports car realm); I purchased a QSTARZ LT-6000 GPS based lap timer and data logger. The main plan I had was to review the logs and check the cornering loads being generated to see if I was getting the hang of things. I recorded 2G+ of lateral and 6G under braking; which was a good start.

All the data can be reviewed in software supplied with the data logger, which is very straightforward to drive and understand. Using a piece of software call DashWare I can overlay the data onto my GoPro video to make sense of it all; as well as reviewing key info (check out www.youtube.com/richard7k for some video).

Lessons learnt on the first day (best lap was a 1:16) were brake later, carry more corner speed and use more of the track. On the two further trips I've had to the track I've trimmed times down to 1:14's. Time in the seat and learning more about the setup will help take a bit more off yet. I'm going to need a new helmet too; as mine wants to become airborne at high speed.



The old & the new

Having two seats was a really important factor to me and clients and a few friends have braved the passenger seat and loved it. My clients loved their rides in the SR, and I'll definitely keep doing client events as it has gotten quite a reaction out there. My wife Meredith also had her first ride in the SR3. She found it a bit too intense for her liking and says she'll wait another 10 years before getting in another race car.

Thanks to everyone who helped make the SR3 happen, especially John Mines, Nathan Head and Mike Cripps.

Richard Kelly

Secrets to a long happy marriage



A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."



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The British Way

A fleeing Taliban, desperate for water, was plodding through the Afghan desert when he saw something far off in the distance. Hoping to find water, he hurried toward the oasis only to find a British Fusilier selling regimental ties.

The Taliban asked, "Do you have water?"

The soldier replied, "There is no water, the well is dry. Would you like to buy a tie instead? They are only £5."

The Taliban shouted, "You idiot infidel! I do not need an over-priced tie. I need water! I should kill you, but I must find water first!"

"OK," said the soldier, "It does not matter that you do not want to buy a tie and that you hate me. I will show you that I am bigger than that, and that I am a much better human being than you. If you continue over that hill to the east for about two miles, you will find our Sergeant's Mess. It has all the ice cold water you need. Inshallah."

Cursing him, the Taliban staggered away over the hill.

Several hours later he staggered back, collapsed with dehydration & rasped ... "They won't let me in without a f-----g tie!"



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(for Chelles, hard to find but no more jokes aimed at women – Ed)

Wellington Motorsport Association Calendar 2013

March	9		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo
	10		Hillclimb Race (Championship Round 4)	Dannevirke	Whariti Taupo
	17	WG	Sealed Sprint	Wellington	Alexandra Road
	21	All	Stewards Meeting		
	23	GG	Gravel Sprint (Day/Night)	Wairarapa	Tea Creek
	24		Autocross / Motorkhana (grass)	Hutt Valley	Silverstream
	30		Race (IRC Round 7)		Taupo
	31		Race (IRC Round 7) Autocross (gravel)	Kapiti	Taupo Otaihanga
April	6		Rally (NZRC Round 1)		Otago
	7		Rally (NZRC Round 1) Gravel Sprint Intermarque Sprint	Dannevirke	Otago Taranua Road Manfeild
	20		Race (Championship Round 5)		Pukekohe
	21		Autocross (sealed) Race (Championship Round 5)	Hutt Valley	Trentham Pukekohe
	27	SM	Rally (Racetech 2WD)		Manfeild
	28		Gravel Sprint Trial for beginners (S Marks)	Levin	Mangahao Dam
May	8		Night Trial		
	12		Autocross (gravel)	Kapiti	Otaihanga
	18		Rally (NZRC Round 2)		Whangarei
	19		Rally (NZRC Round 2)		Whangarei
	20		WMSA Meeting		HVMC Clubrooms
	25		MSNZ AGM		
	26		Gravel Sprint Intermarque Sprint	Wairarapa	Puketiro Road Manfeild
June	2		Rally	Hawkes Bay	Hawkes Bay
	9		Autocross (seal)	Hutt Valley	Trentham
	12		Night Trial		
	23		Sealed Sprint	Levin	Kahinai Road
	29		Rally (NZRC Round 3) Daybreaker	Manawatu	Manawatu
July	7		Autocross (gravel)	Kapiti	Otaihanga
	10		Night Trial		
	14		Intermarque Sprint		Manfeild
	28		Autocross (seal)	Hutt Valley	Trentham
August	10		Rally (NZRC Round 4)		Canterbury
	14		Night Trial		
	19		WMSA Meeting (AGM)		HVMC Clubrooms
	25		Intermarque Sprint		Manfeild
	31		Autocross (gravel)	Kapiti	Otaihanga
September	7		Rally (NZRC Round 5)		Possum Bourne
	8		Autocross (seal)	Hutt Valley	Trentham
	11		Night Trial		
	15		Sealed Sprint (date not confirmed) Intermarque Sprint (not confirmed)	Wellington	Shelly Bay Manfeild
	28		Rally (Classic)		Taupo
October	5		Rally (NZRC Round 6)		Wairarapa
	13		Autocross (gravel)	Kapiti	Otaihanga
	20		Gravel Sprint Rally (Targa)	Levin	Wairongomai Road
	26 th to 3 Nov				
	27		Sealed Sprint	Hutt Valley	Port Road
Labour Day	28		Autocross / Motorkhana (seal)	Hutt Valley	Trentham
November	3		Sealed Sprint	Wairarapa	Admiral Road
	10		Race (MG Classic)	MG	Manfeild
	17		Autocross (grass)	Hutt Valley	Silverstream
	18		WMSA Meeting (Calendar)		HVMC Clubrooms
	24		Gravel Sprint	Wairarapa	Dorsets Road
December	1		Autocross (gravel)	Kapiti	Otaihanga

Abbreviations

KN	Kim Naylor Autocross Series
DM	Duncan McKenzie Sealed Sprint Series
ST	Stewards Trophy Motorkhana Series
VB	Vesta Battery round of ST series
GS	Gravel Sprint Series
RT	Road and Track Sprint Series
RS	Rallysprint Series
IM	The Surgery Intermarque Sprint Series
Nat	National meeting
NT	Night Trial Series

Club Contacts

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Hutt Valley	021 515 642 (Geoff)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 627 8005 (Mort)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
MOWOG	

Stewards

AW	Alan Wright
BS	Barry Swanerton
GG	Gordon Gandy
GM	Gus McMillan
JR	John Rapley
IS	Ian Snellgrove
PT	Paul Te Punga
SM	Stephen Marks
WG	Wayne Gair

STUD ROOSTER

A farmer went out one day and bought a brand new stud rooster for his chicken coop.

The new rooster struts over to the old rooster and says, 'OK old fart, time for you to retire.'

The old rooster replies, 'Come on, surely you cannot handle ALL of these chickens. Look what it has done to me. Can't you just let me have the two old hens over in the corner?'

The young rooster says, 'Beat it: You are washed up and I am taking over.'

The old rooster says, 'I tell you what, young stud. I will race you around the farmhouse.

Whoever wins gets the exclusive domain over the entire chicken coop.'

The young rooster laughs. 'You know you don't stand a chance, old man. So, just to be fair, I will give you a head start.'

The old rooster takes off running.

About 15 seconds later the young rooster takes off running after him.

They round the front porch of the farmhouse and the young rooster has closed the gap.

He is only about 5 feet behind the old rooster and gaining fast!

The farmer, meanwhile, is sitting in his usual spot on the front porch when he sees the roosters running by.

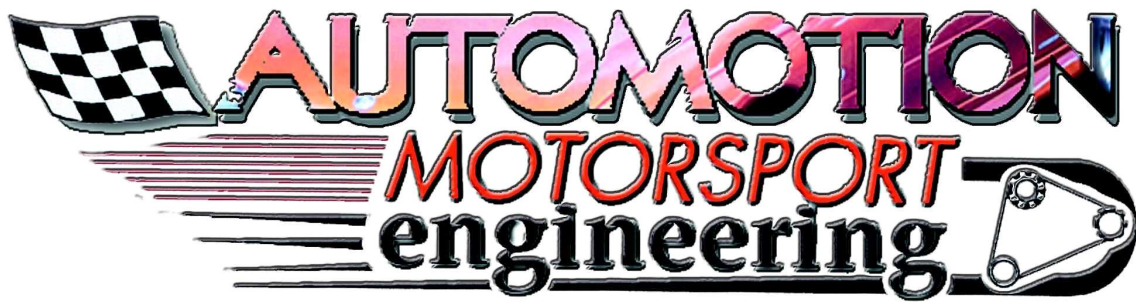
The Old Rooster is squawking and running as hard as he can. The Farmer grabs his shotgun and - BOOM - he blows the young rooster to bits.

The farmer sadly shakes his head and says,

'Dammit... Third gay rooster I bought this month.'

Moral of this story? — Don't mess with the OLD FARTS

Age, skill, wisdom, and a little treachery will always overcome youth and arrogance!



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Dedicated engineer Bob Petersen spent three-years creating the incredible Bentley Meteor - which was featured on Top Gear in March.

The Bentley has been fitted with a 27-litre V12 Rolls-Royce Meteor engine which was derived from the legendary Merlin engine used in the Spitfire and Lancaster bomber

Luxury: James May and Richard Hammond from BBC's Top Gear show are pictured driving the impressive car

It sounds like nothing on the road, is entirely road legal and comes with a price-tag of 'in excess of ?00,000'.

The owner will get a 'once-in-a-lifetime car' which is a 'spectacular example of British engineering'.

As a result, this motoring masterpiece boasts a staggering 850 brake horse power - more than any Bentley ever built by the famous Crewe car maker.

To fire it up, the driver flicks the twin magneto switches, which comes from a Lancaster, and then pushes the ex-Spitfire starter button for the 27-litre V12 engine to burst into life.

With its epic power, it is estimated the 19-foot long machine can accelerate to a top speed of 160mph - but the fuel-hungry machine only does two to three miles per gallon.

However, because of its thirsty engine, Bob fitted the Meteor with a 400-litre fuel tank - meaning a trip to the pump will set its owner back around ?50.

Bob, who runs Bob Petersen Engineering in Devon, used the chassis from a 1930 Rolls-Royce Phantom II to harness the car's awesome power.

He then meticulously designed and built the coachwork to give it the unmistakable feel and look of a vintage Bentley.

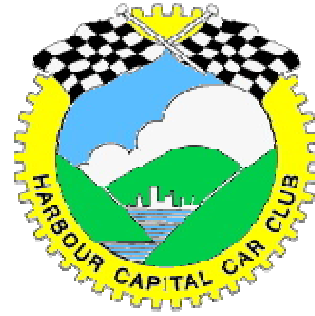


But he also gave the car a modern touch, with the Meteor fitted with power steering and powerful disc brakes which provide awesome stopping power for the behemoth.

RARE PHOTO OF 1940 TOUR DE FRANCE



Because it is Black & White, it is difficult to spot the yellow jumper.....



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