



WHEELSPIN

July 2016

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Rex n Len in the mighty Legacy at Naenae Rd

Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3rd Wednesday of the month, 1841 Disraeli Street Johnsonville, 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.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 6th July 2016 @7:30



Thanks to Jilly for the two articles, and Len for the article that went into the last magazine :)

Well, to make up for the bumper dose of events I had to write about last time, this month, I've done not a single one!

I missed the HVMC autocross, because I was instead spending a fairly boring weekend trapped at the MotorSport NZ AGCM.

Though I can report that the food at the Mac's Brewery function centre is pretty good stuff.

There was some discussion about safety gear requirements during the meetings, but it was pretty confusing, because only the people on the commissions had actually seen the suggested changes to safety gear equipment. So we (the delegates) were blindly discussing a set of discussion documents that we hadn't seen, but that the people at the front of the room running the meeting had seen. This was rife for confusion to say the very least. There were various contradictions and confusions as we were supplied occasionally contradictory information.

They are discussing if it is appropriate to allow cotton overalls + woollen underwear to be used at National Race / Rally level. I agree that it probably is a very low standard of safety at that level of event, given that cotton overalls are merely declared as being fire resistant, and they really are not flash at all for that purpose from the demonstrations I've seen. So I don't think a change to requiring "real" overalls at that level of event is too onerous. I don't recall having seen anyone wearing cotton overalls at a rally, so chances are that the majority are already conforming to a higher standard now anyway.

At that same level of event, they are discussing adding the requirement for balaclava and gloves. Again, we're probably talking a starting investment of about \$150 if you just grabbed entry level stuff, so probably not a deal breaker.

Clubsport basic I believe no change is proposed.

Clubsport advanced they had suggested an increase in minimum overalls from cotton, up to treated cotton. I spoke against that, as around this area, there are some Clubsport Advanced events that are actually some of the easiest ones to get started in (Port Road x 2, Mt Vic, the various flavours of dual sprints at Manfeild). So we'd be adding maybe \$200 (ish) to the starting bill, for somebody about to try racing stuff for the very first time.

I know at Mt Vic, every year there are a raft of first time competitors. They're already having trouble even with the basics, like securing a battery or extinguisher. So we'd be also telling them that to have a go, they need almost race overalls too (not actual race overalls, but treated cotton ones, which aren't cheap).

Plus of course, heaps of competitors who are already in the sport have upgraded to better overalls, but keep their cotton ones around for passengers to use. So we'd be cutting down on the number of potential silly seat passengers that can come for rides.

So I'm hoping that discussion point doesn't gain any traction. I followed up my comments at the meeting, with emails to MSNZ too.

There haven't actually been any sightings of the documents under discussion, at the date of writing this article. So this is all based on slightly educated guesswork.

In theory, during the last month Puketiro Road Gravel sprint was supposed to happen, but that has been postponed.

Wairarapa replaced that with a grass autocross, which I got the Corolla ready to have a crack at, but then the paddock was suffering from soggy, so that meant the event was a no go.

I mentioned last article that I'd finally sold the Vitz RS, and that I didn't know what was next ... well three days after the Vitz departed, I won an auction on an Altezza. So it looks as though I will be having a bit of a go at rear drive stuff on tarmac, but in a rather cheaper to repair car than the 86!

The Altezza is just a road car, so no cage or anything. But I figure might be interesting to have a go at the HVMC sealed Autocross series in, along with the Manawatu Car Club Manfeild Backtrack autocross events.

It is now on adjustable suspension, which makes it uncomfortable, but hopefully a lot better handling.

Next step, get the sticky tyres that I have been putting on the 86 for events, onto a set of wheels that will go onto either of the 86 or the Altezza.

Also, I need to seriously quieten it down, as the exhaust volume is beyond obnoxious.

So that might be a bit of a project to muck around with as time goes by.

I've not done anything about tracking down why the Corolla is still puffing smoke after a rebuild ... but I probably need to get onto that sooner rather than later! It's just that the poor car has only been dragged out of the garage to put petrol in it, and juggle all the wheels and tyres around.

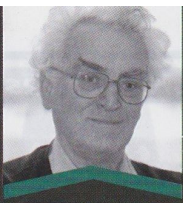
Levin Car Club has swapped their Wairongomai and Mangahao gravel sprint dates due to road issues. So that means that July will bring you the ever popular "there and back" Wairongomai Road event. Always a good starting-out point on gravel.

Anyway, as I've actually done no racing, that's it from me!

Let's hope next month means more skids!

Leon

A little five year old girl was usually driven to school in the mornings by her Grandad, but one day he had a bad cold so her Grandmother took her. That night the little girl told her parents that the ride to school with Granny was very different. What made it different? asked her parents. Well, she replied, Gran and I didn't see a single tosser, blind bastard, foreign prick or wanker on the whole journey



When **CO-DRIVERS** WERE CALLED **NAVIGATORS...**

55 years ago, a major new initiative in British rallying was launched, writes Martin Holmes.

Under the inspiration of their rallies editor, Stuart Turner, the weekly newspaper Motoring News (MN) set up a championship of rallies specifically intended for the club driver, who was typically a member of the five days a week working classes!

This concept sat neatly beneath the national rally championship which brought together both national and international rallies and occasionally events counted for both series. The MN concept was a great success and formed the nucleus of a burgeoning sport, setting new standards of organisation. Not only was there a competition for the drivers and their navigators, there was rivalry amongst organisers vying for the chance to be

included in the MN calendar of events.

The series was a success not only for the club crews but it often attracted top class British crews. The first MN event was the Yorkshire Rally in 1961 which, notwithstanding its Friday event start, attracted 150 crews.

Seeded number one was the works Ford driver Anne Hall who had recently won the Coupe des Dames on the Monte Carlo Rally. The Yorkshire Rally was an unusually grand event, with 363 miles and more than 14 hours long, it was conceived in an imaginative way.

The locations of nearly all the time controls were known a long time in advance because they did not change each year, being placed close to available (private or public)

telephones, although details of the route to be taken was only declared at Signing On.

The rally headquarters at the Crescent Hotel in Ilkley (still standing today) could run an instant up-to-date results service and also allowed the control points to confirm the accuracy of their clocks. Unfortunately, the results of the 1961 event were disturbed by one marshal's clock which was inaccurate and caused many crews to be unfairly penalised.

There was only one other flaw. The date for the event was chosen to coincide with statistically the most inclement conditions of the winter on the Yorkshire Moors, only this year the weather was clear and three crews finished the event without penalty. >>>



Seeded number one was the works Ford driver Anne Hall who had recently won the Coupe des Dames on the Monte Carlo Rally.



TONY REED-GIBB & KEITH EUSTACE
THEIR FORD ANGLIA



THE CHALLENGE

It was a style which became the norm for road rallying for a generation. The challenge was to visit roadside controls at specific times ordained so that an overall 30mph average speed was maintained. This was notwithstanding having to stop at very frequent intervals for time-absorbing control point formalities and getting out to open and then close gates across the road.

For a long time the competing cars were in pretty much production performance specification. There was little point in spending quantities of money on tuning parts when the value could be lost by a navigator error!

The rallies chosen for the championship were all held in challenging terrain which enabled 'no nonsense' events to be held, free of the artificial route defining techniques used in less demanding territory. There was an abundance of clubs keen to run their events in the series, with a large number of them run in Wales. In some years, there were more events than current day Formula 1 races, and these events met the standards for the sport.

It wasn't long before certain crews became the championship experts and the cars chosen by the successful drivers were already forming a regular pattern. Gone were the days of orthodox cars, like Ken Piper's four-wheel-drive tandem seat Messerschmidt and the screaming two-stroke DKW Junior cars, which were only occasionally seen in the '60s.

By 1961, sports cars like Sprites and TRs

started to drop out of favour and the new increasingly sporting saloon cars like the Mini and Anglia began to be popular. In 1962, Mini Coopers arrived, crews dashing from showrooms straight to the next rally after fitting extra spotlights, maybe also a sumpguard but always a map light inside the car.

A strange car called the Allardette (in reality a special version Anglia which was even internationally homologated) was now popular. In 1963, Cooper S and Cortina GT cars came on stream in increasing numbers.

Anglias were the first cars which attracted the attention of the specialist tuners for road rallying, but not so much for engine development, more because engines and other components from other alternative Ford models could be installed in the basic 105E version. (Curiously, a policy which the FIA adopted fifty years later when they devised the Group R rules!)

TUNING...

Tuned cars however were gradually coming into vogue, particularly in the case of the Minis, encouraged by an enthusiastic competition parts service from BMC. One of the first drivers to gain consistent results in the early years of the series was Reg McBride. He was not only a central figure in the sport for driving modified cars but he became one of the first drivers to team up with a regular navigator. This was Don Barrow, who himself went on to become the most successful navigator in the series, claiming wins on 26

MN rallies.

Gradually road event drivers became associated with the cars they drove, often because the drivers were the proprietor of an important dealership in their area. So Phil Simister and Eric Jackson drove Fords, Cyril Corbishley drove Standard-Triumphs, Jack Tordoff originally rallied Saabs.

Yorkshire, Lancashire and Cheshire were where most of the top road rallyists lived. Competitors around the rest of Britain had to join motor clubs in those areas in order to be eligible to compete on the top events in the country.

While the preferred car of choice was constantly evolving, the work of the navigators also needed to adjust with the times. Traditionally the challenge for navigators was deciding direction to travel. The location of controls and the times at which arrivals were due was one hour in advance.

Discovering the right road to take however was an art form. In the early '60s, even good solid roads were extensively showed without colouring on maps. These were called "White roads". Navigators had to measure the lengths of the alternative routes to see which route was the exact length in order to be covered at the 30mph scheduled average.

For example, a four minute section would have to be two miles long. The wrong route would have been in poor or impassable condition. Collecting information to build one's knowledge of which white roads were 'goers' and which were 'non-goers' increasingly >>>



Len (Driving with the mustache) and Reg Fisher back in the day.....

>>> became essential work for navigators.

As maps improved and a lot of the tarmac white roads became marked as yellow roads, gradually the navigator emphasis turned to more precise requirements, like knowing exactly where there were mistakes or at least confusions on the maps. Knowledge of 'not as map' junctions could win seconds if not minutes.

Suddenly discovering a 'not as map' bends can lead to unpleasant accidents. But even when your map reading was perfect there remained the challenge of getting the best out of the timing opportunities. Here there was scope for gamesmanship.

TIMING

The original system of relying on the official clocks held by the marshals was superseded by a system in which competitors carried their own watches which were in transparent containers sealed to prevent manipulation. Even when the watches were not tampered with, there was available gamesmanship by confusing the marshal into recording a time that had already passed, or by holding the clock at such an angle so that a parallax error could cause a wrong time to be recorded.

This was replaced by a system using marshals clocks. Each watch had been set at different times so that a competitor achieving the required schedule would find the centre

watch saying the same time. This simplified the calculation of results immensely and also enabled organisers surreptitiously to increase the speed of the event. This 'Targa Timing' system was excellent.

In fair conditions, when few errors were made by navigators, controls could usually all be correctly visited in order within the specified time limits. The less experienced crews however had trouble and fell behind, especially where conditions were challenging.

There was a provision so that controls could deliberately be missed, enabling crews to short-cut the route and visit the subsequent control points more comfortably within time limits. How to select which controls to miss in a way which incurred the least penalty was another art form, especially deciding whether to start missing controls early in the event or leaving this until when it would be unavoidable.

Staying up all night, and often for two nights in a row (competitors frequently competed on all-night events on a Friday night and then another event on the Saturday night not to mention travelling to and front events) demanded a lot of energy.

TOUGHEST TASK

The rallies themselves were not the toughest part for navigators. The hardest test came in the hours after the events finished. While their

drivers rested, the navigators had to wait for the results to be announced.

First problem was staying alert waiting for the provisional list to be posted. It might take hours! Second task was not only to check that your results were correct but also the results given to your rivals. And if there were an error, being able to work out how the error could have occurred and then lucidly and concisely convincing the organisers what had happened. How the error should be corrected was the next art form.

Truly the successful exponents of the sport in the early days were really dedicated specialists. Graham Robson, himself a six times event winner in the Golden Days, said:

"We were not as amateur as you might think. We were unpaid and lucky if we received just our expenses, but we were as dedicated as our normal professional time and life allowed. All our spare time was spent preparing for the next event."

Find out more about the Golden Days in the three editions of Memory Lanes books. The third edition covering the Golden Days (1961-1965) is currently being prepared by Peter Robinson and is scheduled for release in early 2017. Check out www.photohistoric.com.



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Wellington Motorsport Association Calendar 2016

As at : 16th June 2016

Month	Date	Steward	Event Type	Club	Venue	Status	
July	2		Rally Test Day (Winter Series)	Manawatu	Gisborne Manfeild		
	3	MC/RB	Race (Winter series)	Manawatu	Manfeild		
	10	PT	Gravel Sprint The Surgery Sprint Motorkhana	Levin Hawkes Bay	Wairongomai Road Manfeild ?	GS IM	
	17		Autocross (sealed) Autocross Seal Hillclimb	Manawatu Wanganui Taranaki	Manfeild (back track) Loaders Quarry, Maxwell Mana Rd, Stratford		
	22		Test Day (NI Endurance series)	Manawatu	Manfeild		
	23		Race (NI Endurance series) Gravel Sprint	Manawatu Hawkes Bay	Manfeild Mokamoka Road		
	24		Tarmac Sprint	Hawkes Bay	Waikoau Road		
	31		Autocross Autocross (sealed)	Hawkes Bay Hutt Valley	Bridge Pa Trentham	KN	
	August	6		Test Day (Winter Series)	Manawatu	Manfeild	
		7	WG/AD	Race (Winter Series) Rally (Tarmac)	Manawatu Taupo	Manfeild Taupo	
14			Gravel Hillclimb The Surgery Sprint Street Sprint	Wanganui South Taranaki	Tokomaru West Road (5km) Manfeild Stratford	IM	
20			Rally		Coromandel		
21			Rally Autocross Autocross	Manawatu Wanganui	Coromandel Manfeild (back track) Loaders Quarry, Maxwell		
22			WMSA AGM / Quarterly Meeting		HVMC Clubrooms		
27			Tarmac Sprint	Hawkes Bay	Moteo Pa		
28			Tarmac Sprint Autocross (sealed)	Hawkes Bay Hutt Valley	Glengary Road Trentham	KN	
September		3		Test Day (Winter Series)	Manawatu	Manfeild	
		4	MC/AD	Race (Winter Series)	Manawatu	Manfeild	
	10		Rallysprint (Round 1)	Hawkes Bay	Mokamoka Rd, Hawkes Bay		
	11		The Surgery Sprint		Manfeild	IM	
	18		Track Day series (round 3) ¼ Mile Sprint (Round 2) Autocross	Manawatu Hawkes Bay Wanganui	Manfeild Otene Road Loaders Quarry, Maxwell		
	25		Autocross (sealed)	Hutt Valley	Trentham	KN	
	October	2		Sealed Sprint	Wellington	Shelly Bay	DM/Sc
		16		Rallysprint (Round 2)	Hawkes Bay	Tangoio Road	
21			Public test day (cars and bikes)	Manawatu	Manfeild		
22			Race	IRC	Manfeild		
23			Race Sealed Sprint Blossom Trial	IRC Hutt Valley Hawkes Bay	Manfeild Port Road Hawkes Bay	DM/Sc	
Labour Day		24					
November	30		Gravel Sprint	Levin	Mangahao Dam	GS	
	5		Multi event weekend & Track day	Manawatu	Manfeild		
	6		Multi Event weekend Sealed Sprint	Manawatu Wairarapa	Manfeild etc Admiral Road	DM/Sc	
	12		Sealed Sprint Race – MG Classic	Dannevirke MG	Blairgowrie Road Manfeild		
	13		Race – MG Classic	MG	Manfeild		
	20		¼ Mile Sprint (round 3)	Hawkes Bay	Otene Road		
	21		WMSA Meeting		HVMC Clubrooms		
	26		Speed Weekend– Sealed Hillclimb	Wanganui	? (2km)		
	27		Speed Weekend- Sealed Hillclimb Gravel Sprint The Surgery Sprint	Wanganui Wairarapa	? (3.7km) Dorsets Road Manfeild	GS IM	
		27 Nov		Silver Fern Rally			

Sealed Autocross - William Durant Drive, Trentham

No	Driver	Car	Club	Class	Practi ce	Run 1	Run 2	Run 3	FTD	OA Pla ce	Clas s EOD	Clas s EN	Clas s
5	Vivian	Eden	WRX	HVMC	4WD	1.08.15	1.12.10	1.04.75	1.03.06	1.03.06	1		1
15	Tim	Steeneken	MR2	HVMC	EOD	1.10.72	1.08.47	1.11.87	1.05.27	1.05.27	2	1	
10	Geoff	Warren	WRX	HVMC	4WD	1.13.13	1.08.06	1.07.25	1.06.25	1.06.25	3		2
31	Webster	Gough	Impreza	HCCC	4WD	1.14.47	1.11.28	1.07.47	1.06.72	1.06.72	4		3
27	Alan	Groves	Impreza	HCCC	4WD	1.10.97	1.07.81	1.07.16	1.07.03	1.07.03	5		4
12	Neil	Rush	Integra	HVMC	EOD	1.33.75	1.11.09	1.10.30	1.07.62	1.07.62	6	2	
6	Kerry	Fackney	Silvia	HVMC	ENOD	1.15.65	1.08.87	1.07.75	1.09.43	1.07.75	7		1
37	Loren	Brookes	WRX	HCCC	4WD	1.13.19	1.08.62	1.08.15	dnf	1.08.15	8		5
28	Neil	Roots	City	HCCC	EOD	1.11.66	1.09.43	1.08.87	1.08.71	1.08.71	9	3	
9	Josh	Donohue	Mirage	HVMC	EOD	1.25.38	1.15.22	1.10.91	1.09.38	1.09.38	10	4	
35	Dan	Binet	MR2	HCCC	EOD	1.15.60	1.12.75	1.10.25	1.09.50	1.09.50	11	5	
32	Stephen	Samueli	Corolla T	HCCC	EOD	1.15.19	1.11.40	1.10.13	1.10.53	1.10.13	12	6	
20	Graeme	Wall	Corolla	HVMC	EOD	1.14.91	1.11.62	1.10.96	1.10.66	1.10.66	13	7	
13	Rob	Birch	Civic	HVMC	EOD	ww	1.19.36	1.10.81	1.11.65	1.10.81	14	8	
25	Corey	Smith	Legacy	HVMC	4WD	1.16.10	1.11.90	1.15.78 *	1.11.53	1.11.53	15		6
30	Hamish	McClurg	MR2	HCCC	EOD	1.21..28	1.13.97	1.12.66	1.13.03	1.12.66	16	9	
22	Nick	Bentley	Corolla	HVMC	EOD	1.16.06	1.14.13	1.20.25 *	1.13.37	1.13.37	17	10	
24	Stephen	Gray	Skyline		ENOD	1.16.82	1.14.85	1.13.75	1.13.65	1.13.65	18		2
7	Cathy	Reid	Mirage	HVMC	EOD	1.20.82	1.13.88	dns	dns	1.13.88	19	11	
33	Ben	Mealings	Silvia	KCC	ENOD	1.27.60	1.15.04	dns	dns	1.15.04	20		3
2	Thomas	Walls	MR2		EOD	1.20.84	1.18.41	1.16.47	1.16.22	1.16.22	21	12	
23	Mark	Congdon	Skyline	Triump	ENOD	1.28.47	1.20.93	1.16.63	1.16.43	1.16.43	22		4
19	James	Horner	Legacy	HVMC	4WD	1.18.03	1.16.44	1.22.53	1.19.76	1.16.44	23		7
1	Hayden	Wood	Metro		EOD	1.31.41	1.20.35	1.18.07	1.16.75	1.16.75	24	13	



Summer Gravel Sprints

After not doing any events in March I got to do two in April. The first was Round 3 of the DCC Gravel Sprint Series at Tararua Road (8km west of Pahiatua). As it was the longest of the series at 4.9km it attracted a large field of 44 drivers.



Photo –Jeff Wells

The morning dawned with thick fog but had cleared by 10am as we completed documentation.

The format for the day started with our observation run (tiki tour) to look at the course. This was difficult as visibility was poor with lots of metal on the road and dust. Then we had three timed runs with a 9km return loop back to the pits.

The first group was mostly 2WD cars followed by the 4WDs in the second group. My runs went well and I improved each time. However my 3rd official time was wrong. It showed I had improved 18sec when we thought it was only 2sec faster. We pointed this out but it was not changed and I got a very good placing of 29th according to the official results.

As I had some time between runs I went for a ride with Geoff Warren on his second run in his Subaru WRX. Most enjoyable. Unfortunately he had the worst of the afternoon conditions with sun strike. As the event went right up to the 5pm road closure I got to use my lights for the two hour trip home.

The second event in April was Gladstone Road, Levin. As Leon said in his magazine report we used a new format for this road. It was a little shorter, much faster at the start with the best corners after the finish line. This road always catch's someone and this year was no different with three hitting banks. One was at the end of the long straight, one in the middle and the one after the finish line being the worst. I completed my runs ok but almost hit the side of the bridge on my last run so ended up being slower. However having changed my tyres and loaded up I was happy to drive home ready for another day.

So it was onto round 5 of the Dannervirke Summer Gravel Series. The venue was a new piece of road (never rallied before) Nae Nae Road, southwest of Pahiatua. There was a lot of rain Friday and overnight but we got only a few showers Saturday. The 2km length of road was in good condition. It started off flat & fast before climbing up the hill in a series of nice tight corners then downhill to the finish. The format was a tiki tour and 3 runs (depending on road conditions)



Photo –Jeff Wells

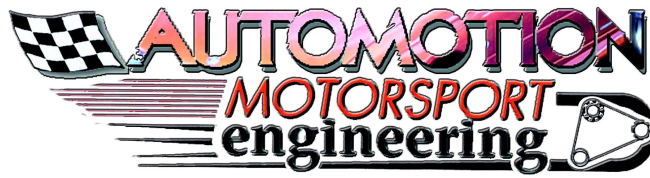
It had been a while since I have had to use my wipers during an event. It seemed none of the 23 drivers (split into 2 groups) had any problem either. So with some of the road under trees the road held up and we got our 3 runs. Therefore we were finished by 2pm. Once again I improved my time each run and would have liked another run.

Prize giving was the Weirs Motorsport Workshop about 3km up the road. Gareth McLaughlan (VR4) won just ahead of Daniel Hole (Evo3). Daniel Feck FTO taking out fastest 2WD ahead of Robin Feck in the mighty Imp. The overall series winner was Daniel Feck from Robin 2nd and 3rd.

Another enjoyable day. Well organised, good people and a great way to end the series. DCC plan to run a similar series next year. I recommend you have a go.

Brian Craig





Corner of Hokio & Hamaria Roads, Levin

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Why we shouldn't lie – a great story

We were dressed and ready to go out for a dinner and theatre evening. We turned on a 'night light', turned the answering machine on, covered our pet parrot and put the cat in the backyard. We phoned the local taxi company and requested a cab.

The taxi arrived, and we opened the front door to leave the house. As we walked out the door, the cat we had put out in the yard scooted back into the house. We didn't want the cat shut in the house because she always tries to get at the parrot. My wife walked on out to the taxi, while I went back inside to get the cat.

The cat ran upstairs, with me in hot pursuit. Waiting in the cab, my wife didn't want the driver to know that the house would be empty for the night, so she explained to the taxi driver that I would be out soon. "He's just going upstairs to say good-bye to my mother".

A few minutes later, I got into the cab. "Sorry I took so long", I said, as we drove away. "That stupid bitch was hiding under the bed and I had to poke her ass with a coat hanger to get her to come out. She tried to take off, so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked, so I hauled her downstairs and threw her out into the backyard. She'd better not shit in the vegetable garden"!

The silence in the taxi was deafening.

FOR SALE

Terraphone Intercom.

Includes amplifier, spare amp that has had cables extended (looks odd but works fine) two open face headsets (one genuine and one homemade) and two Terraphone touring headsets. \$250

Brantz rally trip meter. Has Japanese style speedo probe but missing the drive pin. \$220

AE82 front adjustable camber plates. Cusco, never used. \$180

Racepro seats Two fibreglass race seats in reasonable condition with mounting brackets. \$450 pr

Wheels x5. 15 inch 4x100 offset 42. Nice strong rally wheels but won't fit over my brakes, have worn but usable Dunlop rally tyres on them. \$180

Wheels x5 TSW 14 inch, 4x100. Three have Silverstone 505 rally tyres with lots of tread and two have throw away road tyres. These will fit over the two pot AE101 brakes \$160

Wheels x4 14 inch 4x100 minilite-style in average condition, two have Silverstone 505 rally tyres with lots of tread. \$120

Fuel tank. Alloy endurance racing type tank about 60 litres, explosafe. Has flanges for dry break fittings. This has been sitting in a shed for a long time, is scruffy and will need a bit of work if it can be used. \$60

Rally tyres x2 14 inch Kumho. About 80% tread. \$40

Steel wheels x2 13 inch with radials. \$10

Toyota E58 gearbox from AE101 4age. Cusco LSD set up fairly tight so more for competition use. Right hand axle only. Includes brand new exedy 5 puck 212mm clutch plate and pressure plate. \$1200

4age starter motor \$40

KP Starlet four door, front door skins left and right. Brand new. \$60

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JAMEX race seats (2)

A little bit sun faded but in good physical condition.

Base mounted

Contact Adam Fisher on 0274577149

\$80 the pair.

WINTER SERIES

Following on from the MG Classic meeting on 15 May, my next event was the first round of the Manfeild Winter Series on Queens Birthday weekend. With over 100 cars entered, plus about 30 Super Karts, the pit area resembled Wellington Stadium on Finals night - full to overflowing. So much so that we were parked out in the Equestrian Stadium car park.

The Karts were on track first, man they are fast - and noisy! They really are seriously quick, and with your backside only inches off the ground, they must be such an adrenalin rush. The Winter series is a great format for new drivers to get into racing, or for guys like me who are happy just to race at this club level. There are multiple classes Classics, which is split into groups for classics and a second group for cars which meet the age criteria but have later model engines (so Mk 1 Escort with Ford Zetec engine) then four speed groups for modified saloons and GT cars - the GT Cup for cars faster than 1.18 sec the IB Cup for 1.19 to 1.24, SF Cup for 1.15 to 1.30, and RS Cup for cars slower than 1.30. Each class attracts large fields. A separate group this year for the Taxi Cup - here we see the Super Six sedans (Holdens and Falcons, and which are surprisingly quick) and a separate grid for the Mazda MX5 group. Finally there is Formula First / Formula Libre. Most classes get qualifying, one grid start race and then two handicap races. Add four races for the Karts and that was quite some programme to run in one day!

Qualifying for Classics was first up after the Karts, so being 9.15 am on a fine cool morning, the track was still very cold. I was quite happy with a qualifying time of 1.25.821, ninth overall and fourth in Classics in a field of twenty. Also racing in our group this year is Dave Graham of Classic Panel & Paint in Newlands - his little Datsun 1200 was looking immaculate as you would expect. Dave had a few problems in qualifying and did not record a time.

In our first race, I was off grid 9, and had a pretty uneventful race through to 8th overall and third in classics, whereas Dave had a storming run through the field, passing car after car and finishing right on my tail.

Race two was a handicap start with me off grid 13 and Dave further back and actually failing to finish. I managed to get through the more speed challenged cars in front, the last one being a Corolla FXGT which most obligingly spun off as I appeared in their mirror! Luckily he spun left as I was pulling right...

On the last lap two of the faster Escorts managed to blow past me on the back straight, but I was able to hang on for third overall and first Classic. Happy days!

Race three saw some minor adjustments to the handicaps, we me off grid 14 and one of the faster cars beside me a Datsun 1600 with a later motor. I managed to get ahead of him into the first corner thereafter he filled my mirrors for six laps. One of the secrets of success in handicap races is to be able to repeat your fastest lap times throughout, and in this race, the slower cars ahead just seemed to fall at awkward moments. However on my one clear lap I managed to record my fastest lap of the day (1.23 091, personal best!) and by the finish only our friend in the FXGT was ahead, so second overall, first in Classics again and a fast time - so I was pretty happy about that! Dave did finish this race but was further down the field.

For relatively low level club racing, some of the cars in the GT class have to be seen to be believed. Two Crawford endurance race cars, one Porsche powered, one Pontiac - these look like Le Mans race cars. And go nearly as hard too. Add Cameron Jones in his quad rotor Chev Camaro, a very fast Mustang, and a very popular field with some very good racing.

Next Winter Series round is 3rd July, and the following week is the second round of the Surgery Sprints - hope to catch you at one of these events.

Stephen Marks

I was at an ATM yesterday when a little old lady asked if I could check her balance, so I pushed her over.

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Stephen Marks exciting May

So I promised Leon I would write an article on my motor sports events for May. Leon sets a high standard but here we go. Luckily May was actually a busier month for me Motorsport wise, so it gravies me a bit more material to work with.

May started for me by attending two events as Motorsport New Zealand Steward. The first of these was a Competitor Coaching day held on the Manfeild back track organised by the Wellington Car Club. These events are perfect for young (or young at heart) people who want learn about motor racing or even those who just want to have a hoon in their car in a relatively safe environment. There were about 25 entries in cars ranging from Leon's Toyota 86 to the usual hot Subaru, Nissan and Toyota derivatives- about a 50 - 50 split of road cars and competition cars.

The early morning session saw the newbies driven around the circuit at moderate speeds by coaches, who were able to impart sage advice on where to place the car, where to brake, where to turn in, where to exit. Next up was a series of tests among the cones, the ever popular moose test included of course, Next up was my personal highlight of the day, lunch! Actually, the bacon and egg butties for breakfast may have just shaded lunch for player of the day! Thanks ladies. After lunch entrants were given a brief tutorial on car preparation and set up, and then do timed laps. All were able to improve their times throughout the afternoon. From memory, only one incident of note. There were cones placed to mark the turn in point, apex and exit point for each corner. So when one car ran a little wide at the exit of the infield sweeper, several lessons were learned.

Lesson one: don't go round the Outside of the cone Lesson two: the car will Not slow down on the grass (Wet grass is even better at this - your car will accelerate faster than a dragster). Lesson three: the tyre walls Do do an effective job of slowing a car...

My next event as Steward was just six days later, again at Manfeild- the front track this time where the Alfa Romeo car club were running their "May Madness" race meeting. This was again a very low key meeting which included races for Alfa Trofeo race series, plus a driver tuition session, single and dual car sprints, and a track experience session for newbies. Added to the mix was a one hour race for the Luftwaffe, aka Formula First. Now I know what you are thinking - how could this possibly be interesting? Well let me count the ways! There were about ten entries, and in qualifying the pace was set by the next Max Verstappen - you know the story, young fella, dad buys the car during the week, first time out in the car he sets pole. Then the race had a compulsory pit stop, in some cases to change drivers, in all cases to add fuel. And then, we found the race was to have a handicap start - and this is a one hour race remember. Young would-be Max only lasted only ten laps or so before the track took a different direction to the car at the hairpin. The concrete wall put the car back in the right direction, but his race was over. After that, every one behaved, completed their pit stops, drove their laps and I am pretty

sure someone won. The chequered flag was waved at them all anyway, and one guy waved back.

After this race, the Alfa guys did their thing, quickly losing one competitor when the engine in his incy wincy (spider) went bang. Later in the day, a rather tidy Alfa Montreal suffered a similar fate. The day ended when they ran out of competitors. There was a great variety of cars doing the sprints, including a very nice Ford GT40 replica. I have some photos which may make it to publication.

My third event was the MG Charity Classic on 15 May. Here I was competing in my trusty BMW E30 race car, and full of hope for a trouble free day. Just add fuel... Yeah right! I knew something was amiss in qualifying, my best time of 1.30.0 being somewhat slower than the 1.23 I was expecting! The car was sounding like a V8 Supercar on six cylinders and was running like a Morris Minor on the straights. During the week before I had modified the throttle linkage to better mount the second return spring. Check for full throttle? Tick. But actually, it was only getting about half! Races one and two proved full of incidents for others, including a safety car intervention while I was still trying to sort out the linkage set up. My third race, a handicap, saw me start near the front, but the car was by now performing better, and I managed to burgle a race win!

Again the meeting saw a wide variety of cars, with historic single seaters, modern sports racing cars, Allcomers, and three grids of classic saloons, about 90 odd entries in all. If you have a classic race car, this is an excellent event, with friendly easy going officials, plenty of races - I could have entered five!

Rounding out my month of May should be the first Surgery Sprints event of the year, but sadly I will not be there, a prior family matter taking precedence. But the Surgery Sprints are another great, low key way to get into motorsports- if you have been through the Competitor Coaching events, this is your next step. What is holding you back?

1953 Alfa Romeo BAT 5





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