



WHEELSPIN

December 2017

www.hccc.org.nz

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COVER PHOTO

Committee is third TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club night 1st Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 6th Dec 2017 @7:30

Notice of AGM, next meeting
Feb 7th
Be there for 7 PM!



For a chap who is supposed to be focusing on gravel, I seem to have spent all of November on tarmac, and in the road car too!

Manawatu Car Club put on their Multi Event weekend, which comprises a Single / Dual Car sprint on a Saturday, then four motorkhana tests and a full track reverse direction autocross on the Sunday. Last year I only did the Sunday event (thus making me ineligible for overall points), as I was a bit gun shy about putting the 86 in a dual car sprint. But this year I decided to have a go at the full event, partially motivated by the extremely small price difference between doing one day, and doing the whole weekend (\$20 difference).

The 86 is a reasonably well balanced car to punt around the track, although it's not super fast, and the tyres have done three years worth of events on the 86 and the Altezza, so they're not exactly in the prime of life any more!

I didn't have my act sorted out well enough in advance, so I ended up driving to Manfeild and back each day, which was 600km or so of just touring miles, on top of the actual time spent at the racetrack. Not exactly cheap on gas ... but at least I had air con and a stereo.

I met the new owner of Mort's AE86 gravel car up at Manfeild, and I lined up with him for an old vs new 86 race for the first run of the day, but predictably 2013 technology was a bit quicker than 1985 technology. However it was still really good to see the car out again, and to discover that it has continued to be Masterton based. So I wouldn't be surprised if we see a bit more of it around, as the new owner gets a few more miles under his belt (he hasn't raced for about 20 years).

First run of the day showed me that I'd cooked the front rotors somewhat. Probably not too surprisingly, given that my 86 is the one with the smallest brake option, and that I've done a fraction under three years (which is a few events and about 30,000 road kms) with "Endless" brand fairly hot brake pads in the front. As a basis for comparison, my Corolla used to get through three sets of front rotors for one set of hot brake pads worn out.

So this meant no demon braking for me, as I had a good old shimmy under brakes, and it was starting to upset the ABS. However there was no evidence of cracking, so I was comfortable enough to complete the weekend, just backing off the braking zones a bit.

The Z2 / Starspec tyres are still doing reasonably well, given the amount of miles on them, but they're not a very soft compound to start with, so I was able to get the back having a bit of a wander through the "Esses" and out of the hairpin. Nothing too dramatic, but enough to keep me on my toes! Particularly out of the hairpin, where the oversteer was inclined to sneak up on me a little bit.

There was a really good Wellington region turnout, and Duane came down from Taupo to join us for the weekend too. Off the top of my head, we had from HCCC, Neil in the City, Al in the Subaru, Webster in the Starlet, Duane in the Toyota Blade (Corolla with a Camry engine), Stephen in the turbo AE82, and no doubt others whom my memory have sieved. Also I was up for the weekend having a fang with Mike and Cathy in the Mirage, who are great supporters of the Manawatu Car Club events.

Neil was very happy with his new tarmac set up in "Kea" the City, and was able to go around corners with basically no body roll (albeit, at Honda City speeds).

Webster set a new personal best with I think a venture into the 1:19's.

Stephen had an early finish to his weekend, with the Corolla eating a CV relatively early on in the day.

Duane was having fun in the stock standard Blade, on road tyres. Not doing anything silly, and could be found sporting a grin throughout proceedings.

I got the 86 down into the 1:27's, which is faster than I ever got the Corolla, even at my most ruthless, so I'm satisfied with that, given the wobbly brakes, and my general desire to keep the rather expensive road car unblemished.

The next day was the Motorkhana and Autocross day, and went pretty smoothly.

The motorkhana ended up taking quite a long time, as people didn't divide themselves all that equally, so there was one large group, and four runs at four tests, so I think it was well after 1pm before we got to the Autocross.

Holy moly what an autocross though! Relatively open chicanes meant that much of the course was pretty damn quick. Most memorable was one of the chicanes on the start/finish straight, where was changing into fourth just before a chicane, and trying my utmost to have enough brave pills onboard so that I didn't lift. Even in my car, I was crossing the finish line with 150 showing on the speedo.

By this stage, the front rotors were getting pretty irritable with me, so any attempts at heavy braking meant huge shimmy, and eyeballs being rattled. I got a bit optimistic a couple of times

with my braking points, so they were taking a bit of a hammering on the later runs.

I've not seen a full breakdown on the results, but as I recall, Webster took out his class, and overall. Albaru took out his class and got second overall. I took out my class and got fourth overall. I think HCCC took out the top 5 other than 3rd place. This is pretty good, given that overall we're not a club with a huge amount of tarmac competitors.

I had two weeks to figure out what to do about the wibbly wobbly brakes, and decided to upgrade to the bigger spec 86 brakes, as they're easily available for not a lot of money. Handily they use the same front caliper and pad, just on a different mounting bracket, to allow a larger diameter rotor fitment. So the \$400ish front brake pads got to live on to fight another day. If I roast these new rotors too quickly, I might see if I can get some cross drilled or slotted ones, and see how they handle the heat.

Also on my weekend "off" Manfeild, I headed up to Manfeild again, to watch the MG Classic. Watched a few races, and found many people to talk rubbish with.

The F5000's were a nice sounding field in action!

Sadly it rained not long after lunch, and as we were both without rain gear, we gave up and headed back home again.

Then, next weekend, back to Manfeild again!. Although this time it was Back-track (best track!), for the Levin Car Club Coaching and Single Car Sprint event.

As it happened, much less rookies than the previous running of the event, so it was basically all the sprints you felt like doing.

I took a couple of runs in the passenger seat of rookies, and had one rookie in my passenger seat, but I think I might have been the only one.

Quite a fun group of cars though. A trio of new MINI's, a couple of old Datsun's with SR20's in them, Euan Beattie in his Group B 240RS, Mike from Motorsport NZ in his profoundly standard Corolla wagon an Integra, and a rather elderly Falcon station wagon.

The day wasn't without hiccups, with one Datsun cracking a couple of headers in his first run, and the Falcon running out of gears, brakes, tyres, and nearly wheelnuts at one stage (2 left from 5).

I went out for a ride in the silly seat of the 240RS, which was hilarious. Euan is a pretty enthusiastic driver, the suspension isn't super hard, and the tyres are fairly old. So there was some sideways, and a lot of giggling involved.

After that, I played camera car behind him for a run in the 86, which was a lot of fun.

We were surprisingly close in performance. He had the torque to out-grunt me out of corners, and had an advantage on the higher speed corners. But I could stay with him (just), as I was able to brake later, and had much better turn in on the lower speed corners. So I got 5 or 6 minutes of pretty good footage, stuffed up the exhaust pipe of the 240RS.

Luckily for my state of mind, I didn't know until afterwards, that those cars appear to be worth something like \$160,000 on the international market. I think if I'd known that at the time, my following distances might have been quite a bit higher

The 86's new brakes were really good. Although the backtrack isn't a high speed course, so it isn't as challenging on the brakes as the front track, I'm pretty happy with the upgrade, as I didn't get even a hint of hot or bothered out of the brakes.

No event results to report from that event, as it was a no results / untimed event, done just for fun.

Talking of hot and bothered things, Racetech and Chicane clothing put on an interesting evening discussing safety gear. Shane from Chicane set fire to some overalls, which was fairly educational, and showed us a collection of overalls damaged during actual racing fires.

So we're getting better up to speed on the upcoming changes for safety gear, coming in April 1 2018. If you're not sure what you're going to need, hit up one of our scrutineers at Club night, or at an event.

Things upcoming for us, we've got Bernie Keith joining us for the December club night.

Please remember, no club night in January as always.

Then AGM in February! Come along, have your say, and step up for some committee roles! We've lost a couple of people in 2017, either moving to Auckland, or having family commitments to take care of.

That's it from me, as I need to get to bed, so that I can drive up to watch Rally NZ tomorrow!!

See you somewhere with cones, and hopefully gravel.

A happy Christmas to you all, and a Fun New Year

Leon

DECEMBER CLUBNIGHT

Guest Speaker Bernie Keith



The ant can lift 50 times its own weight, can pull 30 times its own weight and always falls over on its right side when intoxicated. (From drinking little bottles of ???)

(Did our government pay for this research??)

Multisport weekend – Results:

Name	Surname	Class	Car	Sprint	Motokhana	Autocross	Total Points	Place
Webster	Gough	FI &NA	Toyota Starlet White/Orange	10	10	10	30	1
Alan	Groves	FI &NA	Subaru White	9	9	9	27	2
Rodney	Penn	FI &NA	Ford Falcon Purple	8	8	8	24	3
Craig	O'Brien	NAFWD	White	9	10	10	29	1
Luke	Nielsen	NAFWD	Toyota Trueno White	7	9	9	25	2
Ernie	Greenwell	NAFWD	Toyota Silver	5	8	8	21	
Ari	Christensen	NAFWD	Honda Red/Silver	8	5	6	19	3
Neil	Roots	NAFWD	Honda City Green	3	7	7	17	4
Duane	Novs	NAFWD	Toyota Blade Silver	4	6	5	15	5
Greg	Browne	NAFWD	Mazda Red	6	4	0	10	6
Sean	Browne	NAFWD	Honda Integra Green	10	0	0	10	7
Leon	Cast	NARWD	Toyota 86 Orange	10	10	10	30	1
Curtis	Rutland	Rookie	Mazda Red	9	10	10	29	1
Regan	Fraser	Rookie	BMW Blue	8	9	9	26	2
Oliver	Bromley	Rookie	Toyota FX GT White	7	8	7	22	3
Craig	Penn	Rookie	Ford Focus Black	10	0	8	18	4

* 2 different vehicles

Name	Surname	Class	Car	Total Points	Place
Webster	Gough	FI &NA	Toyota Starlet White	30	1
Alan	Groves	FI &NA	Subaru White	27	2
Craig	O'Brien	NAFWD	White	23	3
Leon	Cast	NARWD	Toyota 86 Orange	19	4
Luke	Nielsen	NAFWD	Toyota Trueno White	17	5
Ernie	Greenwell	NAFWD	Toyota Vitz Silver	12	
Sean	Browne	NAFWD	Honda Integra Green	8	6
Neil	Roots	NAFWD	Honda City Green	8	7
Curtis	Rutland	Rookie	Mazda Red	6	8
Ari	Christensen	NAFWD	Honda Red/Silver	5	9
Regan	Fraser	Rookie	BMW Blue	4	10
Greg	Browne	NAFWD	Mazda Red	3	11
Craig	Penn	Rookie	Ford Focus Black	2	12
Oliver	Bromley	Rookie	Toyota FX GT White	1	13
Rodney	Penn	FI &NA	Ford Falcon Purple	0	14
Duane	Novs	NAFWD	Toyota Blade Silver	0	15

*2 different cars



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Butterflies taste with their feet..

(Ah, geez.)

Gone, but never forgotten!



PROFILE

NAME: CRAEME PENHET

CONTACT PHONE: 2339 757

OCCUPATION: SALES MAN

MARITAL STATUS: NOT YET

MOTAVATION INTO MOTORSPORT: FUN AND THE CHANGE TO BE POOR FOR THE REST OF MY LIFE!

FIRST COMPETION CAR: TOYOTA CORONA (RUSTY)

CURRENT CAR/S: AVENGER 1600, HOLDEN 1 TON

YEARS IN MOTORSPORT: 3

INVOLVEMENT IN LOCAL, INTER/NATIONAL EVENTS: Racing, flag marshalling, timing Central Regional rallies and service crew rally team

FIRST EVENT: Autocross (Kapiti)

MOST SUCCESSFUL EVENT: A toss up between winning Bens Night trial and coming second at Aotea Sprint

MOST EXCITING INCIDENT: Having Avenger sideways, on two wheels at Manfield Sprint

MOST EMBARRASING MOMENT IN MOTORSPORT: losing bonnet at Aotea Autocross

MOST LIKED TRACK/VENUE: Aotea Autocross + Sprint Venue, Paikakariki Hill

MOST RESPECTED TEAM/DRIVER: Rod Miller - The man will try anything

MOTORSPORT GOALS FOR FUTURE: To race at Pikes Peak, USA - / Central Region rally series

There are men in Guam whose full-time job is to travel the countryside and deflower young virgins, who pay them for the privilege of having sex for the first time

Reason: under Guam law, it is expressly forbidden for virgins to marry. (Let's just think for a minute; is there any job anywhere else in the world that even comes close to this? And no you are not going to Guam.)

NEW SERIES SEND ME YOURS (Please)

MY FIRST CAR:

My first car – 1955 Ford Popular 103E

I bought this car on the day I started university at age 17, for the princely sum of \$175 on tender from the Wellington Hospital Board.



The Ford Popular was the final iteration of the upright Ford 8 & 10 (rated horsepower, nothing to do with actual power output) family of cars. Its mechanical specification can be traced back to the Ford Model Y of 1932, and the body shape dates from the Ford 7Y of 1937. When Ford introduced the new 100E range of Anglias & Prefects in 1953, the former range continued as the Popular – essentially the old 2-door E494A Anglia body with the larger 1172cc engine from the old E493A Prefect. Ford proudly marketed it as the cheapest new car on sale – and it wasn't hard to see why, as pretty much anything non-essential wasn't there! Its specifications were typical of many small cars of the 1930s although not state-of-the art then, never mind 20 years later. It's hard to believe that 155,000 of these antiquated museum-pieces rolled off the Dagenham production line between 1953 and 1959 (which incidentally was the year that BMC introduced the revolutionary new Mini – what a contrast!).

This was the car I owned when I first became involved in motorsport. Car trials (events based on navigation/timekeeping) were still big deal then, and the Popular was an incentive to good navigation, because if you went off-course there was no way it would make up the time lost. The first photo is at the wreck of the Hyderabad on Waitarere Beach near Levin, c1971. I haven't been there in ages, but I'm told the wreck is now almost completely buried in the sand. The second photo is among the "modern" cars at the lunch break of a car trial, c1973. Among its more (or possibly less) endearing features were:

- Sidevalve engine, with no power but reasonable torque (combined with low gearing, skinny tyres and good ground clearance, it would go places – albeit slowly – like fords and muddy stock-routes, that would stop newer cars in their tracks).
- A propensity to burn valves (valve grinds_o were a chore, it had non-adjustable tappets and

there was a special tool to remove the valve guides).

- No oil filter (the oil had to be changed every 1,000 miles, and you wouldn't believe the sediment I scraped from the sump when I took the engine out for a valve grind).
- Three speed gearbox with a propensity to jump out of 2nd gear.
- Transverse leaf springs front & rear (the body leaned alarmingly on tight corners).
- Cable-operated drum brakes (surprisingly effective).
- Vinyl panel on the roof (presumably because it was cheaper than metal, but it perished with age and thus leaked when it rained).
- A single vacuum-operated windscreen wiper (operated by a tube from the inlet manifold, a clever idea in principle, but it went slower as the car went faster, it struggled with heavy rain, and in a strong headwind it would just give up and flop onto the roof).
- A puny 6-volt battery charged by a generator (which could keep up in daylight but slowly discharged when the headlights were on, on longer night trips I took a spare battery with me, and luckily the car was equipped with a crank handle).



There is much more that could be told, especially about the various repairs I had to do to keep it going. We had many adventures together and I recall it fondly.

By the time I finished university I had scraped together enough money for a newer car, so I sold the Popular for \$100 after 4½ years of ownership. I replaced it with a 1969 Skoda 1100MB, one of the early rear-engined models, but that's another story.

John Rapley

Port Road October 2017 - AG

Port Road morning turned up too bright and too early when the alarm woke me. 6am on Sunday morning is a bit early but it was time to get some breakfast and coffee. I'm always a bit concerned about starting up the car so early because it's a bit loud. Especially since the open garage points directly up my driveway at the bedrooms of the neighbours across the road. Much like a megaphone. It's a no rev startup into idle, get up steep driveway with lowest revs, and shortshift the gears to get into 4th as quietly as possible. See, you can use racing skills in your own neighbourhood. Safely. Hopefully they've all gone back to sleep before the echoes have died down off the hills.

Arrived to find Webster had found a good place to park his car and trailer. His gas tank needed attention. Something about E85 and a 30 litre petrol tank. And the power of the car and the way he drives. My car's a little different. It's a 60 litre tank and even with race kilometres I get a fair distance out of it.

The tyres were a bit of an issue. Put the two goodish tyres on the front and the two bad tyres on the rear. The rear ones were a bit worn and needed some care and attention. Or maybe just needed replacing. For the last few Trentham autocrosses, I've lowered the pressures quite a bit and this got some grip but for today with the longer distance I raised them back to normal. After the first run, the rear tyre side markers had been overrun and the rear had been stepping out a fair bit. That means that I should put more air in them and/or let more air out. So I did what I thought was the counter-intuitive thing and put more air in them. No point using the sidewalls for grip. After that initial adjustment I left the tyres alone all day and just drove on or around them. The rears still stepped out heaps more than usual but were dependable and consistent.

The HMVC people had really sped up their setup times recently and drivers' briefing was in quick smart time. We had to get orange wristbands to prove we were drivers and not stand-in drivers. A new scheme they were trialling. We were puzzled what was the problem for the solution they were presenting. Maybe they had a few Schumachers standing in for numpties - I don't know. And if you were a passenger then you put a wristband on the other wrist. I was privileged to have a band on both sides.

I took my good overalls for an outing. I will use them sparingly so they last a long time. Loren and me discussed strategy and decided that you go hard for the first run (no practice, 4 runs) which sets a higher baseline for your later faster runs. There were no arguments from either of us so we went hard. I thought that today would be a good time to try hand-braking the second barrel since my handbrake 180s are starting to work at one barrel at one end of Trentham. What could possibly go wrong? I didn't think through the higher approach speed and lack of grip from the rear tyres so the 180 turned into a 270 and ended up facing both the barrel and the sea. It was a surprise to see the sea when I'd been concentrating on looking at the road up until then. Had time to register the sea was a very nice shade of blue. Anyway, we fishtailed off and got a 90 sec, which is a really good time for my first run. Often, I would be really happy to finish the day with an 89.

In the second run I tried even harder and locked up a few times coming into the first barrel and back from the second barrel out of Port Road into Meachem? St. And washed out the front coming out of the first barrel and then into the next right at frightening speeds near the gutter. Felt like there wasn't much grip for a sunny day but the road was still cold. Got an 88 for that. Unfortunately (for me, not Webster) Webster was beating my time by 0.01s.

The third run improved my time by 0.01s and I matched Webster's time, while he had a nightmare of a run.

For the fourth run I strung it all together good. It seemed okay but you never can tell. Definitely fixed all of my previous indiscretions. Bumped into the timing guy and he said I would be happy

with my time. Obviously he's not allowed to tell because this club saves the last runs and publishes them back at the after-match in the clubhouse. I had another engagement Sunday night so called in for 10 minutes but did not see the times before I left.

After I left Webster texted to say I'd got an 86.6 and was fourth behind Tim Sillay, Alan Austin and Ryan Stevens. It was a new Personal Best and I was in illustrious company.

So it was a great day, new PB, clutch still working, in fact everything still working. Good weather. Great company from all the competitors. Days like that don't come along that often, I will remember it for a long time.

Al Groves

Mick, from Dublin, appeared on 'Who Wants To Be A Millionaire' and towards the end of the program had already won 500,000 euros.

"You've done very well so far," said Chris Tarrant, the show's presenter, "but for a million euros you've only got one life-line left, phone a friend. Everything is riding on this question. Will you go for it?"

"Sure," said Mick. "I'll have a go!"

"Which of the following birds does NOT build its own nest?"

- a) Sparrow
- b) Thrush,
- c) Magpie,
- or d) Cuckoo?"

"I haven't got a clue." said Mick, "So I'll use my last lifeline and phone my friend Paddy back home in Dublin..."

Mick called up his mate, and told him the circumstances and repeated the question to him.

"Fookin hell, Mick!" cried Paddy. "Dat's simple it's a cuckoo."

"Are you sure?"

"I'm fookin sure."

Mick hung up the phone and told Chris, "I'll go with cuckoo as my answer."

"Is that your final answer?" asked Chris.

"Dat it is."

There was a long, long pause and then the presenter screamed, "Cuckoo is the correct answer! Mick, you've won 1 million euros!"

The next night, Mick invited Paddy to their local pub to buy him a drink. "Tell me, Paddy? How in Heaven's name did you know it was da Cuckoo that doesn't build its own nest?"

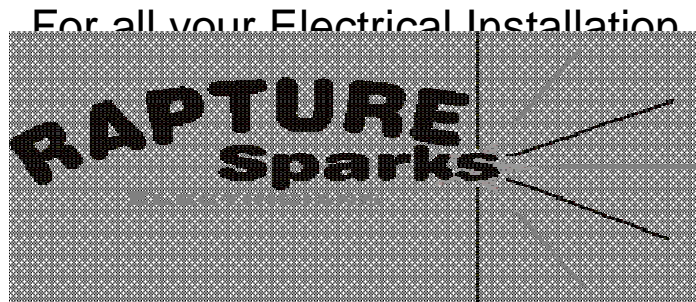
"Because he lives in a Fookin clock!"

Wellington Motorsport Association Calendar 2017

As at : 16 August, 2017

	26		Rally NZ - Tauranga Speed weekend (sealed) The Surgery Sprint (Intermarque)	Wanganui	Brunswick Road Manfeild	IM
December	3	GG				
	9	CF(?)	Gravel Sprint	Wairarapa	Dorsets Road	GS
	10		Track Day round 4	Manawatu	Manfeild	
			Race (Summer series round 1)	Manawatu	Manfeild	

Abbreviations			Club Contacts		Wgtn/Wair Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright	
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy	
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan	
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley	
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga	
RT	Road and Track Sprint Series	Wairarapa	027 4397616 (John_)	SM	Stephen Marks	
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer	
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair	
Nat	National meeting	Dannevirke	j_pperformance@hotmail.com			
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz			
Sc	Ron Scanlon Trophy Series	Wanganui	barbaramgray@gmail.com			
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz			



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In Hong Kong , a betrayed wife is legally allowed to kill her adulterous husband, but may only do so with her bare hands.
The husband's illicit lover, on the other hand, may be killed in any manner desired.
(Ah! Justice!)

Mac who runs the Escudo at a Tauherenikau events decided that he wanted to add an extra dose of confusion to the people who can't figure out that his Escudo is on an A-Frame behind a towing car ... so he has created a dummy that sits in the Escudo while it's on tow.



In Maryland, it is illegal to sell condoms from vending machines with one exception:

Prophylactics may be dispensed from a vending machine only in places where alcoholic beverages are sold for consumption on the premises.'

(Is this a great country or what? Well, not as great as Guam !)



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