



# WHEELSPIN

November 2017

[www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

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

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

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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.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# CLUB NIGHT

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**TUESday 31st OCT 2017 @7:30**

# CLUB NIGHT

**SPECIAL NOTE:**

**TUESDAY 31st OCT 2017 @7:30**



I've had a fun month of motorsport, mostly!

I did the Shelly Bay Sprint, run by Wellington Car Club, which I've not driven in, in the last several years.

Probably one of my top rated bits of tarmac, behind Kaihinau Road. It's a fairly brisk blast around the waterfront, where you actually get the Corolla up into fourth gear. Something that doesn't tend to happen all that often with most of the sprints that I've been doing.

It is a somewhat scary bit of tarmac, as sometimes even a small error car become very expensive. I've been caught out there once, which resulted in new front guards, bumper, lights, bonnet, and some chassis straightening. So I try to keep a really good safety margin up my sleeve.

We had a good crew of new scrutineers helping out, which is always handy. Keeps fresh people

coming through, so if I one day have a guts-ful of being the messenger who is shot because I follow the rulebook, there will be other people who can carry on with the job. Then I can go back to being only a competitor, rather than official volunteering their time.

By some strange, bizarre, and remarkable miracle, it was actually a running of Shelly Bay on a day where it wasn't some combination of gale force wind, rain, and generally antarctic conditions. Which is an achievement given that a couple of times I've had to selectively park my car into the wind so that I don't actually lose the door off the car. It did have a bit of a rain during the day, which made one run kind of exciting, but thankfully the moisture didn't stick around for long.

I didn't start the day all that well, as it turns out that the trailer that Wellington CC had hired for the officials storage facility was actually shorter than I am. So I managed to brain myself, and get a nice big cut on my forehead, and 48 hours worth of headache.

We had a bit of a busy morning, as Graham in the Mk2 Toyota powered Escort had very expired belts, which meant that we had to pull the belts out of my passenger side, and re-thread them through his harness mounts (which were different than mine, so it wasn't just a straight clip in job). But we got him sorted out in time to start. Unfortunately there was an S chassis Nissan there with a huge oil leak, and he wasn't able to start. The whole front of his engine was utterly soaked in oil, and that was just from being drive to the event. Lots of stray oil, plus a turbo isn't the safest of combinations.

The timing gear at the event was having a bit of a bad day of it. Bernie managed to run the reflector over, and then through the course of the day, all of the timing clocks were gaining or losing time. This meant that my group were "forced" to do another run at the end of the day, to get an official time (not much of a hardship for me thankfully), and that the results were all gathered from only one run. Given that it's the first time I've ever encountered this level of technology misbehaviour in the years I've been racing, I guess it was just one of those things. It did mean that the people who had issues or incidents before the last run, were disadvantaged.

For me, it was okay, because I'd largely forgotten where the road went other than in the most vague general direction, so I felt that I had been getting steadily more happy in the car, and with the road as the day went on. So what I'd thought was my last run, was the only run I had where I wasn't quite disappointed in myself about being a total chicken. Which meant that when I got another crack at the road, I was quite pleased. I still ended the day absolutely nowhere in the results, but that's okay. I know my car and tyres really aren't up to sealed sprint work, but when things are going well, Shelly Bay is a nice bit of road to drive, even at a sedate speed.

I really only had one "back of the car wandering around" moment, which was a bit exciting given that it was in fourth gear at the time. I misjudged one corner fairly badly, and had to do a big haul on the brakes to avoid out-driving my ability. Other than that, for me, it was a pretty clean day.

Not everyone was that lucky, as Graham who was using my belts did a bit of a clip and rotation down the road. Doing a bit of panel, wheel and suspension damage in the process. Probably not a big fix though in the scheme of things, and as the crash was a rotational load, rather than a sudden stop, my loaned out belts are none the worse for wear.

Chris McPhail was not quite so lucky, as his extremely potent Evo departed the road on the first corner, and enjoyed some quite serious front and gearbox adjustments in the process. So far as I'm aware, the car was misbehaving off the line (it was sounding really bad), he ended up with two wheels on the gravel. At that moment in time, all of his kw decided to come back, and the car then launched itself off the road. It encountered a large rock, which turned the car around, and ended up parked 180 degrees, nose down on the beach.

Luckily one of the car club guys had access to a very large crane, so they were able to recover the car at the end of the day, pretty quickly, and what appeared to be relatively painlessly.

As a massive contrast to the fast Shelly Bay sprint on seal, my next event up was the very tight, twisty and technical gravel sprint, running up at <sup>4</sup> the Mangahao Dam.

I did a suspension change to get my ground clearance back, and put the car back onto the old rally rubber. Other than that; no change to the car at all.

The weather at Mangahao was a thoroughly Manawatu sort of a mix. It started off with a bit of rain, cleared for a while, had two massive dumpings of hail then finished glorious and blue. If you didn't like the weather, ten minutes later it was something completely different anyway.

I really enjoy Mangahao, partly because it's really technical and low speed, partly because I know the road pretty well, and partly because I tend to do pretty well in class, as it suits the front drive cars pretty well.

I was wearing double duties hats on the day, as during group 1, I was navigating for Paul Taylor (Wellington Car Club) in the always outrageous V12 BMW 550i, and I was driving my Corolla for group 2.

I frantically copied Geoff Warren's notes for the road before the event started, as I hadn't particularly anticipated navigating, but I can't really say no to more miles in the BMW.

To give you an idea of the difference in power between my two rides, in the Corolla I'm in first and second gear up the hill, whilst Paul never uses first, and uses a lot of third gear to try to stop the BMW from just lighting up the back tyres everywhere.

This is probably why my tyres last two years (more or less), and Paul's rear tyres last two events.

There was a brief halt in proceedings during the day, as there was a stunner of a hailstorm, to the point where you pretty much couldn't hear yourself think inside the car, and visibility was down to stuff all.

Other than that, the day went very smoothly. A few cars had some mechanical issues, but I'm not aware of anyone having departed the road and into the scenery.

Paul got steadily quicker all day, finishing up well under his fastest time from 2016, which made him pretty happy.

I got quicker until my last run, where I dropped a couple of seconds, probably due to having to dodge some fairly decent sized rocks which had emerged onto the road.

Managed to catch Kelly, who was the car in front of me during my practice run, which was a bit of a giggle. Although she got a lot quicker during the day, taking about 15 seconds less each time she went up the hill. Good going for what is only her second outing on gravel.

The top three was a four wheel drive only podium, Dan Hole, Kim Lace, and Gordon Diggle taking out those positions, in two Evo's and a WRX respectively.

I brought the Corolla home second in class, and eleventh overall, which I'm pretty happy with.

Being only 5 seconds off Tony Willemsen the the Starlet over 5.5 minutes of driving is probably about as near as I'm ever going to get to him, as he's a good pedlar, and the KP Starlet will be easily 300kg lighter than the old Corolla. Also, I won some lollies, so I'm pretty happy with that too!

The Corolla is quite a bit quicker up the hill than the BMW, as all the power mostly translates into sideways, and in a 5 series BMW, that road starts looking pretty damn narrow. We had an entertaining last run, as Paul got the old beast pretty well backed into a corner that is really badly washed out, and quite a few naughty words escaped in the process (from him, I hadn't really noticed what was happening). But he settled it down again, and we went up the hill in his fastest time of the day despite the extra wiggles in the first section of the event.

Apparently (and thankfully) it appears that nobody went anywhere during the school holidays, as I was expecting the drive home from Mangahao to be a total nightmare, as it was late afternoon on the last day of the school holidays. I'm sure we're all familiar with the issues North of Otaki after long weekends .... but it wasn't to be, and I managed to get home with hardly a slowdown.

We've got a couple of events to be aware of coming up. Clubnight will probably have been and gone before the magazine gets to you, but just in case, we've had to shift our meeting one day EARLIER, due to a large booking at 1841. So that actually makes our November clubnight take place on the last day of October .... how's that for a trap for new players?

Additionally, Racetech is holding a safety gear education night on November 16th (a Thursday) kicking off around 6pm at their store. The plan is to have Shane from Chicane down, to set fire to some stuff for our education and entertainment. Also that the Motorsport NZ technical guys will be there to provide assistance too. So put that in your social calendar, and get yourself up to speed with the changes that are coming in April 2018!

That's it for me, see you somewhere with gravel and / or cones!

Leon

### WAITOMO RALLY 2017



Photo Milan Fisticic

I returned last Sunday from the best rally I have done in 15 to 20 years it was the Hamilton Car Club's Waitomo rally

This rally was extremely well organised it flowed very well there were no repeat stages and plenty of time between stages and for service. It allowed for toilets and refreshments at each stop.

The rally itself had six stages all different; the longest was 42 km and the shortest was 26 so it provided excellent fun for everybody and it was really fast. There were few casualties.

Condition of the roads was excellent – the weather was clear blue sky no wind no dust and to add to that I was with Marty Bertelsen in a DX Corolla which performed brilliantly. (Field of 84 National Champs – we finished 33<sup>rd</sup>)

We had a great day, finishing at the Hamilton Car Club rooms, where they had laid on a superb meal (spit roast Beef, Lamb & Pork), prizegiving, plenty of parking for all and free shuttle back to your Hamilton Hotel if needed.

These guys (Especially Chris "Rambo" Ramsey) showed the Rally N Z people just how it SHOULD be done!

Flying Fish

# PROFILE

NAME: DAVID WILCE

CONTACT PHONE: 2339757

OCCUPATION: AUTOMOTIVE PARTS SALESMAN

MARITAL STATUS: LOCK UP YOUR DAUGHTERS I'M SINGLE!

MOTAVATION INTO MOTORSPORT: IT WAS THE BIGGEST PIT I COULD FIND TO THROW ALL MY MONEY? TO IMPROVE MY DRIVING SKILLS, TO MEET GIRLS? SO I COULD HAVE FUN THRASHING MY CAR WITHOUT HURTING INNOCENT PEOPLE ON THE ROAD

FIRST COMPETION CAR: SUBARU 1400DL

CURRENT CAR/S: SUBARU 1400 GSR COUPE, TOYOTA COROLLA SR COUPE

YEARS IN MOTORSPORT: 2

INVOLVEMENT IN LOCAL INTER/NATIONAL EVENTS: MARSHALLING, TIMING, CREWING RALLY CAR, NIGHT TRIALS AND GETTING AUTO-CROSS, MOTOKARAS

FIRST EVENT: AUTO-CROSS AT KAPITI TRACK

MOST SUCCESSFUL EVENT: WINNING BENS NASTY TRIAL APRIL 95

MOST EXCITING INCIDENT: ROLLING THE 1400DL AT AOTEA AUTO-CROSS

MOST EMBARRASING MOMENT IN MOTORSPORT: ROLLING THE SUBARU ON A FLAT BIT OF GROUND AOTEA AUTO-CROSS

MOST LIKED TRACK/VENUE: ANY AUTO-CROSS HELD ON COTTLES FARM LEVIN

MOST RESPECTED TEAM/DRIVER: GREG GRAEME, TEAMS? PRODRIVE, JODRIVE + WHY NOT? SLODRIVE  
LONG LIVE SUBARU!!!!

MOTORSPORT GOALS FOR FUTURE: FIND ENOUGH TIME + MONEY TO DEVELOP THE SUBARU GSR COUPE FOR CLUB SPORT, MAYBE CO-DRIVE A RALLY CAR  
BIGGEST GOAL? TO HAVE SOME MONEY LEFT OVER AT THE END OF THE DAY!

## NEW SERIES SEND ME YOURS (Please)

### MY FIRST CAR:

1938 Citroen Light Fifteen.

The first car I owned as a student at Auckland University. Purchased (including rust), repaired (fibreglass matt in doors) motor rebuilt (chain block slung from a tree) and used for AUCC events. The second photo is at the start of a car trial in Te Awamutu in 1964. With its unitary construction, front wheel drive, torsion bar suspension, wet-liner motor, this early thirties car was well ahead of its competitors in its innovation.



Cool bits: an opening windscreen (air conditioning!); uphill starts whereby clutch stays depressed when brake pedal pressed, feet then on brake and accelerator, clutch engages as brake pedal released. No handbrake required.

Not-so-cool bits: Front brake drum fitted on tapered cone axle (no splines, special puller required); convoluted linkage from gear lever (left hand side, above passenger's knees) to gearbox at the extreme front of the car, beneath the grille. The gearbox is also the first thing to be damaged in a crash.

The car was sold in Auckland when the Ministry of Works transferred me to Invercargill.

Alan Martin



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### Racetech & Chicane - Racewear information evening.



**Thursday Nov 16<sup>th</sup> at 6pm**

**Doors open 5pm**

**18 Barnes Street, Seaview (Racetech shop).**

**Featuring Shane Drake, from Chicane Racewear.**

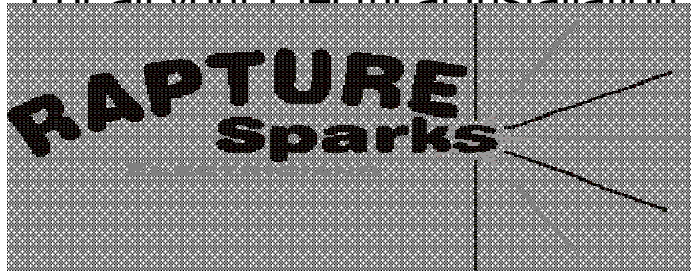
# Wellington Motorsport Association Calendar 2017

As at : 16 August, 2017

Month	Day	Event	Location	Track	Notes
November	4	Track Day round 3/Multi event	Manawatu	Manfeild	
	5	Multi Event	Manawatu	Manfeild	
	11	Race (MG Classic)	MG	Manfeild	
	12	Race (MG Classic)	MG	Manfeild	
	19	Comp. Coaching/Single Sprint	Levin	Manfeild (1.5 km circuit)	
	20	WMSA Meeting (Calendar)			
	23	All	Stewards Meeting		
	25	Speed weekend (sealed) Rally NZ - Tauranga	Wanganui	Western Line	
	26	Rally NZ - Tauranga Speed weekend (sealed)	Wanganui	Brunswick Road Manfeild	IM
		GG			
December	3	CF(?)	Wairarapa	Dorsets Road	GS
	9		Manawatu	Manfeild	
	10		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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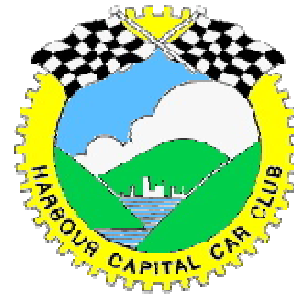
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<b>Mobile</b>			
<b>Email</b>			
<b>Occupation</b>			

**Make & Model or car / s**

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**How did you find out about us**

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**My interests are in – (Mark relevant areas)**

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

**I am prepared to help on: - (You may be contacted if help is required)**

Trials	Motorkhanas	Speed	Rallies
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Some images from Leon, Shelley Bay & Mangahau Dam, and Manfeild

