



WHEELSPIN

October 2017

www.hccc.org.nz

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COVER PHOTO

Just so you don't laugh at "My First Car" here is a 1948 Model on the 1950 Monte Carlo Rally

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 4th Oct 2017 @7:30



Leon

I've done two and a half events this last month, having tried to get to a rained off backtrack autocross run by Manawatu Car Club, done the Trentham Autocross, and done the Constructors Car Club driver training day up at Manfeild. Which all in all, is a lot of tarmac for a guy who is trying to focus on gravel this year. However with the next WMSA event on gravel being the Mangahao Dam sprint mid October run by Levin Car Club, a boy has got to do what is necessary to get that motorsport adrenaline.

The attempted event was a bit of a bummer, as I love doing the Manawatu Car Club autocross events, even though they're pretty pricey for an autocross (but pretty cheap for a track day). I'd managed to forget to switch on my alarm for the Sunday morning, so I was in full panic mode upon waking up and checking the clock. I managed about 15 minutes to pack everything, and get out the door.

Stopped to gas up and get a pie in Otaki. Noticed that I'd been tagged in a FB post (flashing light on my phone), but didn't really think about it much. Figuring probably just somebody tagging me into a photo of bacon again. I got as far as Foxton before wondering if that alert was anything to do with the event I was driving to yup, it was. The event had been cancelled due to heavy overnight rain, leading to rather aquatic conditions on the track.

Mark Rutherford had spied the event cancellation on FB, and tagged me to alert me ... which was good, as it saved me a bit of a drive. Though a drive to Foxton and back in the rain in the Corolla isn't exactly the most exciting way to spend the early hours of a Sunday morning. At least I was back home again before half past nine!

My second car outing for the month was at the Trentham sealed autocross in the Corolla. Now fitted with tarmac suspension, and tarmac tyres, the handling was getting back to where I was more comfortable with, after the evil tippy antics on the rally suspension at Manfeild the previous outing.

The course set up was on the section of road further away from the main road, which meant it was pretty tight.

They had a heap of cars there, and the bucket of shit class is clearly proving pretty popular, with some rather decrepit looking cars (mostly) being trailered to the event, and having the absolute life thrashed out of them. I believe two Subaru engines died during the day, one due to old age and thrashing, while the other had progressively more non-oil substances added to the engine during the day. Which given that Subaru's aren't great with oil, bearings, and bottom ends in general, was always going to result in some funny mechanical noises.

It took me until my last run before I actually got into the swing of things, I seemed to always be half a car width away from where I wanted to be with setting myself up for the next set of cones, which was a bit frustrating.

Since I wasn't bonding with the course, I packed up and headed away once the event switched from the KN series, over to the shootout, as I figured if I was having a tough day of it already, the sensible call was to pack it up just in case my bad day turned into a kerb kind of a day.

Sealed autocross events always make me seriously hang out for the drier weather, and our grass events! I definitely prefer the loose surface driving, even if the average speed tends to be quite a bit slower. But with "our" current paddock being fairly soft underfoot, and a very slow draining one, I'd say we're unlikely to be back there before maybe November. Though with the winter we've been having, with four days a week of rain pretty much every week, I hope it hasn't turned into a swamp!

My third and final event for the month, was the Constructors Car Club / MGB Car Club driver coaching day.

I headed up there last year in the Altezza, and got in a reasonable number of laps, on a very relaxed day, so I was keen to head up there again.

I decided to take the 86 rather than the Corolla, as the Corolla is a bit of a slow old girl down the straights at the track. So rather than take that, and have a little nap on the straight bits, I'd stretch the legs of the 86 in a fairly low risk situation.

I've used the 86 for a couple of backtrack events, and a full track autocross, but I've never had it around the 3.03km normal track layout.

Luckily the 86 going into tarmac mode just means a change of tyres, so that was easy peasy.

Small free plug for Neil's Wheels ... I've had the Star Spec / Z2 Dunlops on both the Altezza and the 86 (multi fit wheels for the win), and I've done quite a few events on those tyres between the two cars, and they're only just starting to get down to the wear marks, about three years later. Which is pretty good given that the Altezza wasn't a particularly nice car on tyres, and that I have done a lot of road miles to and from events on them. They're a harder tyre, but still perform reasonably well. I'd be a lot faster on semi's, but I wouldn't be able to drive to events on semi's, and there's not a lot of space inside the 86 to carry a full set of wheels and a trolley jack. Well, not unless you don't mind being hit in the back of the head by a wheel occasionally on your way to the event.

With this coaching day, there was a morning session for lines, slalom, panic brake test, so I helped out there, which was quite fun. Contrast of the cars was huge! Late model Commodore, and V8 Volvo (which I didn't know existed), Lotus replicas, MG TC replica, a couple of race cars, lots of fast road cars, and one automatic Honda Jazz.

Once we got into the laps part of the day, it got more entertaining.

I took Neil from HVMC out in the passenger seat of the 86 to show him lines, as he hadn't been out on a racetrack in many many years (he didn't specify just how many, but he said it had been a long time between drinks).

We then jumped into his AE82 Corolla GT liftback (a very rare beast these days) and did

the full session practicing lines. The car was moving around a bit in the corners, as you get with road tyres, but was pretty well behaved.

I was reminded just how hard very elderly Toyota leather seats are, and was braced every which way to stop my backside sliding around in the chair!

The next session that came around, I headed out solo in the 86 and stretched its legs a bit.

There was a no-overtaking on corners or under braking rule, which held me up a few times, but that's the nature of a non competitive day and environment, and is what makes it suitable to give the road car a nice thrashing.

I was winding in a Lotus 7 replica pretty quickly that whole session, but then every time I was in his mirrors, we would get separated by traffic, and I've have to chase him down again.

He'd have me down the straights, but I was carrying more corner speed, and would get up with him again there.

Pretty satisfying, given that the 86 is a stock road car, and would be near twice the weight of some of those little Lotii.

Depending on the straight, it was hitting 160-170 easily enough, while still leaving a healthy safety margin at the braking points. Could make an easy to drive club car, once the depreciation has kicked in a lot more. Plus of course, then being able to drive home in a quiet road car, with the stereo and air con running, makes it quite a bit easier to live with than the Corolla on a longer drive.

If you follow my youtube / facebook stuff, I've added the in car video from the solo lapping session where I was playing with the Lotus replica.

Some of the odder cars out there were a BMW "M" SUV of some variety, which had brakes about the same size as my entire wheel, also a guy whose race car conked out immediately, so he took a supercharged Range Rover tow car out for a few laps of the track. That must have been a heck of a thing to see.

Right, that's it from me for this time, as Len is pacing frantically waiting for this article to get to him.

See you somewhere with corners, and hopefully gravel or grass!

Leon

A brief history of 45 Presidents of United States:



PROFILE

NAME: BRIAN CRAIG

CONTACT PHONE: 2399542

OCCUPATION: DESIGN DRAUGHTING OFFICER

MARITAL STATUS: SINGLE

MOTAVATION INTO MOTORSPORT: RALLYSPORT, TRIALING

FIRST COMPETION CAR: STILL WAITING / MAZDA OCCASIONLY

CURRENT CAR/S: MAZDA 323

YEARS IN MOTORSPORT: SIX

INVOLVEMENT IN LOCAL, INTER/NATIONAL EVENTS: ORGANISING, COMPETING

FIRST EVENT: NIGHT TRIAL

MOST SUCCESSFUL EVENT: 2nd Night Trial

MOST EXCITING INCIDENT: PASSING TORAWA FRONT STRAIGHT MANFIELD

MOST EMBARRASING MOMENT IN MOTORSPORT: CROSSING FINISH LINE SIDEWAYS ADTEA SPRINT

MOST LIKED TRACK/VENUE: MANFIELD

MOST RESPECTED TEAM/DRIVER: HANNU MIKOLA

MOTORSPORT GOALS FOR FUTURE: GET COMPETION CAR



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Fitted with a silvertop 4AGE 20v engine, Link G3 ECU (upgraded to G4 firmware) and tuned on the dyno by Chris at Prestige Tuning.



Homologated roll cage, log book, M&H race seats, quick release steering wheel, short throw gear shifter, Silvester harnesses, Celica twin pot front brake calipers and a plate LSD.

Comes with an A-frame for towing and the car is wired up for the lights to operate from your trailer plug.

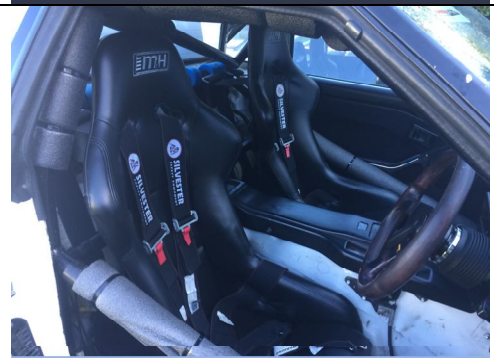


Some spare suspension components available with the sale, vehicle comes on 15 inch Toyota alloy wheels with road tyres, with a spare set of 15 inch alloy wheels are available at no extra cost if required.

The car is located in Upper Hutt for those who wish to inspect it.

Full details on TradeMe auction 1396166277

For further information, contact Dean Herd on 021 1909864 or email deanandbernice@paradise.net.nz



NEW SERIES SEND ME YOURS (Please)

MY FIRST CAR:



This is it! 1939 Hillman Minx Convertible.

From left to right; my sister (82 next month), Mum & Dad and me in the doorway. (circa 1958)

Coincidentally, this was my dad's first car too, he had been a motorcyclist all his life, and most of my childhood I spent as a sidecar passenger!

Dad decided a car was the thing and spent £70 on this treasure. I helped him restore it.

This car was built in the days of "Coach-builders".

It had a steel chassis and a 1200cc side-valve motor which was all good. The body was steel and also good (and thick compared with modern cars). Its problem was the rotten wooden frame for the body and the canvas canopy. He had a new canopy made in Vinyl by an upholsterer friend and used his own band-saw to copy the wooden frame pieces that needed replacement.

The interior was all leather upholstery, again renovated with the help of the upholsterer friend and it had a mahogany dash and door linings. Dad showed me how to "French polish" and I had to polish these wooden bits. (No polyurethane varnish then!)

I learned to drive in this car when I turned 17, and shortly after that dad's heart condition prevented him from driving, so he GAVE it to me on the condition that I chauffeured him and mum when needed, otherwise I could use it as my own.

After a while, I sold it for £30 and replaced it with this modern Hillman Minx station wagon:



It was all downhill from there!

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

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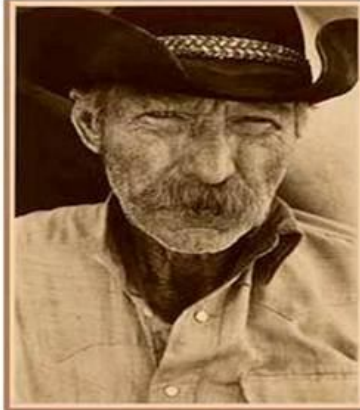
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Here are the Five Rules for Men to Follow for a Happy Life that Russell J. Larsen had inscribed on his headstone in Logan, Utah. He died not knowing that he would someday win the....
"Coolest Headstone" contest..."



A COWBOY TOMBSTONE

FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE

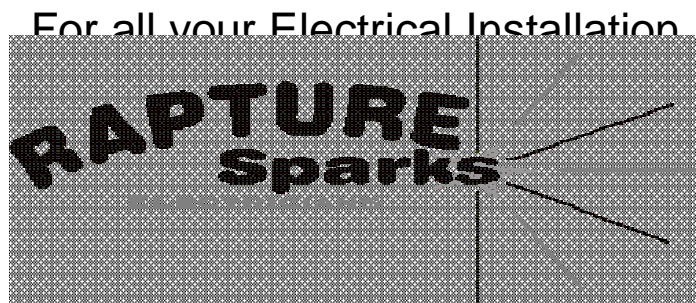
1. It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust, and doesn't lie to you.
4. It's important to have a woman who is good in bed, and likes to be with you.
5. It's very, very important that these four women do not know each other or you could end up dead like me.

Wellington Motorsport Association Calendar 2017

As at : 16 August, 2017

October	1	JR	Sealed Sprint	Wellington	Shelly Bay	DM/Sc
	14		Rally Waitomo			
	15		Gravel Sprint	Levin	Mangahao Dam	GR
	21		Race (Octoberfest)	Manawatu	Manfeild	
Labour Day	22	WG	Race (Octoberfest)	Manawatu	Manfeild	DM/Sc
	23		Sealed Sprint	Hutt Valley	Port Road, Seaview	
	29	TS	Sealed Sprint (Hillclimb)	Wairarapa	Admiral Road	DM/Sc
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	GG	Rally NZ - Tauranga Speed weekend (sealed)	Wanganui	Brunswick Road Manfeild	IM
			The Surgery Sprint (Intermarque)			
December	3	CF(?)	Gravel Sprint	Wairarapa	Dorsets Road	GS
	9		Track Day round 4	Manawatu	Manfeild	
	10		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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**Kill one man and you're a murderer —kill a million and you're a conqueror.
~ Jean Rostand.**



SEND THIS TO: Harbour Capital Car Club (Inc)
 P.O. Box 4102
 Wellington
 New Zealand

First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
Occupation			

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

