



WHEELSPIN

August 2018
www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast		0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	233-8030		webstergough23@gmail.com
SOCIAL CONVENOR				
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Fisher	475 5599	02723058801	4jillyhu@gmail.com
COMMITTEE	John Tennent	021-0589-807		johntennent.45@gmail.com
	Adam Fisher	027 4577 149		
	Mark Rutherford	0278133914		
	Dave Wilce	233 9757	0275 339 757	
	Paul Tapper	021 900171.		paul.a.tapper@gmail.com
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 6, Macalister Pl, Miramar
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Adam Fisher	027 4577149		
WEBSITE:	www.hccc.org.nz			

COVER PHOTO

Ray Hartley –this month's guest speaker

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

Club night 1st Tuesday 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)

TUESDAY 7th August 2018 @7:30



Two quite different (from each other) events this month, carried out on back to back weekends.

The first weekend was Wairongomai Road, up in Otaki. Generally a pretty good day out, as it's one of the most local to me events, which makes it a relatively easy day as far as not having to get out of bed at stupid o'clock, plus it is a nice flowing bit of road.

It doesn't entirely suit the Corolla, as with a big straight to start and finish on, standard Corolla power doesn't really cut the mustard. The only bit that suits the car well, is that the turn around at the end works far more nicely for me now that I have a hydraulic handbrake. Though my experience a couple of times back ensures that I don't go full lock and full throttle out of it. I critically wounded a CV doing that on my last run there a couple of years ago, and made it home driving gently, with some very ominous clonking noises on all right hand corners. An experience that I'm not all that keen to repeat, as it was really only good luck holding the CV together.

They had a full field this year, which is nice to see in a gravel sprint, so we had some good competition in the classes, with a whopping 12 entries in my class.

The weather leading up to the event was somewhat damp, with heavy rain all day before, and overnight. We had to drive very carefully through two big areas of flooding on the road leading to the venue, but it was decent enough once we got there. There were some decent puddles on the road in places, escalating the level of tricky. Particularly on the corner that is the end of the front straight, and also the start of the last straight.

It was a good depth, and risked sucking you off the road, particularly on the way back.

As much as possible, I tried to drive around that puddle, but Adam Fisher, and Rex Visible

both put a wheel in deep, and had some exciting moments.

I'm starting to drive the Corolla a little bit further out of my comfort zone these days (which will probably cause me to chuck it into the scenery eventually), and I had a couple of hair raising (well okay, if I had more hair, they would have been hair raising) sideways moments during my runs, as a couple of bumps were throwing the Corolla dramatically off line mid corner.

On my last run, I had a pretty close to running out of talent moment, as the back end had a big kick out while I was on full throttle around a long left hander. Despite a lot of throttle, the car took quite a bit of catching, as the back had a nice little wander off to the side, and then back the other way again.

Despite that, or perhaps because the moment was a sign that I was driving harder than before, the untidy last run ended up being my quickest of the day, and got me to within 0.14 of a second to Adam (who was having his own adventures). Not enough to get me on the "podium" in class, but a decent effort. Unfortunately the first two in class were some 5 and 6 seconds ahead of me all day, which was a bit embarrassing, given that I thought I was driving the pants off the Corolla.

There was an element of mechanical carnage during the day, Ross McKenzie fell foul of the evils of the hairpin, with a terminal CV expiry ending his day. Graham is still working out the teething issues in the now boosted Pulsar, and killed a supercharger belt on practice. Norm Anthony had a clutch cable fail on the usually reliable Starlet, and Rex broke a strut on the Legacy, seeing his car immobile and stranded at the turnaround area late in the day.

Some new and different cars made appearances on the day, as well as some blasts from the past. Miles Fowler was out in the Avenger, which is a car that hasn't been racing since I started my own driving on gravel. Euan has added an AE92 like the McKenzie car to his fleet, but his one has boost. There was even a Rover SD1 V8 there on the day, which is a different type of creature to see around here. Bryce has changed from the Primera/Rolls, over to a wide bodied early GSR Lancer. A semi retired Richard Prouse put some gravel onto his BMW for the first time, as a part of his mission to return in a very immaculate Escort. Toby Miller made his gravel debut in his AE101 Corolla too, which might well see some appearances at our grass autocross events.

Having a gravel hiatus until I believe, October, I decided to put the Corolla back on tarmac suspension until then, and do a couple of Manfeild backtrack events.

Doing this swap over uncovered the issue that my hydraulic handbrake brake pads have unbonded themselves from the backing plate! So the pads on one side came out in two parts rather than the traditional one. Some of the internet wisdom suggested that this is because those pads being only used for handbrake duties, don't get hot, so they get moisture between the pad and the backing plate, and never dry it. Therefore forming corrosion. Which sounds about right, given that 80's Toyota's are specialists in corrosion. So it makes sense that their brake pads even manage to do that.

One week after Wairongomai Road saw me heading to Manfeild at a fairly offensive hour of the morning.

I'm pretty keen to try to wear out my tarmac tyres, as the Z2's that I bought from Neil have lasted me three years so far, with quite a bit of life left in them. To me, this seems far too long for competition rubber to last. Plus, I wouldn't mind going a bit narrower, as when I

initially purchased these wheels and tyres, they were a compromise size to (sort of) suit both the Corolla and the Integra I owned then. As such, they're a little bit fat for my low power Corolla, and I think it might benefit from a slightly smaller rolling radius too.

Unfortunately Manawatu decided to only run one motorkhana course at a time, which was a bit puzzling given that they seemed to be flush with helpers on the day.

This meant that it took until around 2pm to get through three courses, and we only got to do the backtrack autocross in one direction.

As you know, I'm a huge fan of the backtrack autocross events, so I was really looking forward to getting 6 runs (3 each direction), and was a bit gutted when we just managed to rush through the first three runs, then called the event.

The motorkhana was pretty tight, as tends to happen when the venue is a race track, although they had one very quick variation on the cloverleaf, which was a lot of fun. Running good rubber front, and road rubber back meant that I had some oversteer going on, and was actually getting a bit of a Scandi going on into one of the cones. I was driving like a chimp unfortunately, as I find it difficult to resist the lure of the hydraulic handbrake (plus, as above, apparently I need to use it more, purely for the health of the rear pads you understand ...). So I lost a ton of time on the ever decreasing circles test, which I simply couldn't make up again through the day, and cost me in the results.

The Autocross was good fun, although the chicanes were pretty damn snug.

I took Keith Christmas out on practice run, and had a reasonably clean run, with a bit of a slide as I got the wheels too close to the outside of the track.

Run 2 was fairly tidy, and didn't do anything adventurous.

Run 3 was however full chimp mode. I was trying hard, having put in a tidy run earlier. So I got onto the grass a couple of times, and had some very messy slides, including one that gave me some flashbacks from a similar "incident" at Wairongomai. Demonstrating why I ought not be behind a steering wheel whilst a bit "hangry".

To my surprise, it turned out that like the previous weekend, my messy run was actually my quickest of the day. Which was an unlikely outcome in my estimates, given that I managed to have no less than three big wiggle moments during one run.

The drive home actually turned out to be entertaining too, as the usual disaster area that is North of Otaki cropped up, so I ducked through South Manukau Road, and came out at the BP (where I fed the thirsty beast). Then once I got past the McKay's / Raumati road repairs traffic jam, I decided to head over Paekakariki Hill Road.

It was full dark by then, so I was pretty happy that I still had my "rally" spotlights fitted, as I could see the road pretty well despite the rain and darkness, and managed a clear run from 1km from the bottom of the hill (a van moved out of my way) right through to turning off at Whitby. This is basically unheard of, and was very strange to encounter at a reasonable hour on a Sunday.

So the Corolla got back home safely, and lives on to fight another day.

We've got another guest speaker for August (Ray Hartley) and hope to have another for September.

We're building up to a three round Rubber Duck Autocross trilogy too, the first on 9th September, then (dates to be confirmed) October, and the final in December.

More rubber ducks have been purchased, and we're even looking to repurpose some trophies from back in Slipway days.

That's it from me for the moment. Hope to see you over burgers and lies, or at a place with orange cones and big grins.

Leon

Tuesday 7th August, gather ye around 7pm if ordering dinner.

Guest Speaker, Ray Hartley.

We're not sure exactly what topics he might cover, but it might be a diverse collection of tales, from early days, MG's, Porsche's, or simply some tall tales :)



A young woman brought her fiancé home to meet her parents.

After dinner, her mother told the girl's father to find out about the young man.

The father invited the fiancé to his study for a talk.

"So, what are your plans?" the father asked the young man.

"I am a biblical scholar," he replied.

"A biblical scholar, hmmm?" the father said. "Admirable, but what will you do to provide a nice house for my daughter to live in?"

"I will study," the young man replied, "and God will provide for us."

"And how will you buy her a beautiful engagement ring, such as she deserves?" asked the father.

"I will concentrate on my studies," the young man replied, "God will provide for us."

"And children?" asked the father. "How will you support children?"

"Don't worry, sir, God will provide," replied the fiancé.

The conversation proceeded like this...and each time the father questioned, the young idealist insisted that God would provide.

Later, the mother asked, "How did your talk go, honey?"

The father answered, "another Labor supporter. He has no job, he has no plans, and he thinks I'm God."

Even if you are not a fisherman:



Wellington Motorsport Association Calendar 2018

As at June 2018

Month	Date	Event	Venue	Location	Notes
August	5	TS/CF	Race (Winter series)	Manawatu	Manfeild
	12	PT	The Surgery Sprints (Round 3)		Manfeild IM
	19		Autocross	Manawatu	Manfeild (back track)
	20		WMSA AGM/Quarterly Meeting		Hutt Valley Motorsport Clubrooms
	25				
	26		Autocross	Hutt Valley	Trentham KN
September	2		Race (Winter series)	Manawatu	Manfeild
	16		Circuit Sprints	Manawatu	Manfeild
	23		¼ mile sprints (tentative date)	Triumph	Masterton Motorplex
	30		The Surgery Sprints (Round 4) Autocross	Hutt Valley	Manfeild Trentham IM KN
October	14		Gravel Sprint Sealed Sprint	Levin Triumph	Mangahao Dam Wainuiomata Coast Road GS Sc
	20		Race	Manawatu	Manfeild
	21		Race Sealed Sprint	Manawatu Hutt Valley	Manfeild Port Road Nat DM/Sc
	28		Sealed Hillclimb	Wairarapa	Admiral Hill DM/Sc
	November	3		Circuit Sprints (Multi event)	Manawatu
	4		Autocross/Motorkhana (Multi)	Manawatu	Manfeild
	10		Race (MG Classic)	MG	Manfeild
	11		Race (MG Classic)	MG	Manfeild
	19		WMSA Meeting (Calendar)		Hutt Valley Motorsport Clubrooms
	24		Drift tutoring	Manawatu	Manfeild
	25		Gravel Hillclimb The Surgery Sprints (Round 5)	Wairarapa	Dorsets Road Manfeild GS IM
December	8		Circuit Sprints	Manawatu	Manfeild
	9		Race (Summer series)	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		



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington
 Len Fisher : -Phone 0274 390 308
 Adam Fisher Phone 0274 577 149
 Email elfish9@gmail.com

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My New Car



Remember the last time you heard from me I said I would have a different, (manual) car? Well I have. Well, some of you might argue it is not a car. While talking to other club members about choices of what I might buy to entertain myself on grass and gravel, many suggested to stay away from the small European hatchbacks I was looking at and get something Japanese.



I chose to ignore them and continue looking at the euros, and settled on a, wait for it, a Ford KA! (Stop laughing you!) This reminded me of the King of Castle Swamp scene in Monty Python's Holy Grail. For those that don't know it, this is a quote from the scene: "Everyone said I was daft to build a castle on a swamp, but I built in all the same, just to show them. It sank into the swamp. So I built a second one. That sank into the swamp. So I built a third. That burned down, fell over, then sank into the swamp. But the fourth one stayed up. And that's what you're going to get, Lad, the strongest castle in all of England."

Hopefully, my car won't sink into a "swamp" "burn" or "fall down" Anyway, by now you should've stopped laughing at my car choice. It's actually a nippy little car. Honestly. You can blame Leon

Cast anyway, for showing me a link to it in trade me. I got it pretty cheap too, compared to what others were asking for the same models, although its WOF was due - which it failed. Not a bad fail though, a nail in the rear tyre, the handbrake not working on one side and a small dollar sized rust hole under the drivers door seal.

So it was straight to Bridgestone in Lower Hutt to see if they still had the one pretty good tyre I previously had taken off the front when I got both fronts changed just a couple of days before.



Then I was off to find a panel beater to sort the rust hole, a quick Google search pointed me in the direction of Tornado paint and panel in Lower Hutt, the guy there was very helpful and had me drop the car off the following day to get sorted, and it only took a couple of hours. Some of you may know this place already, if you don't I highly recommend them.

The handbrake issue should be sorted by print too, I'm changing the rear brake shoes and the rear brake cylinders too then taking the car for its retest a few days later. Anyway, now you must be wondering what I'm going to do with this KA. The first event I'm planning on attending in it is the Grass Autocross in Masterton on September 9th. A first of a 3 round series held in a new paddock, thanks to Wairarapa Car Club for letting us host.

If I enjoy the car in these 3 events then plans will be made to get a cage put in, along with a long list of other things that I have my eyes on and get some gravel events under its belt, along with plenty of more autocrossing, then hopefully one day a Rally! I'm thinking Hanmer Springs 2019 at this moment in time, but that's a long way off yet. Stay tuned to find out what happens at the first autocross!



Mark Rutherford

Even if you are not a fisherman:



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			
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Make & Model or car / s

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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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