



Photo: Geoff Ridder

# WHEELSPIN

October 2018

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

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## COVER PHOTO

Brent Miller/Flying Fish at Hanmer

Committee : 3<sup>rd</sup> TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1<sup>st</sup> TUESDAY 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 2nd Octoer 2018 @7:30**



Only one event for me since my last article, although in theory I could have been at the competitor coaching day at Manfeild today (as I sit here typing this, and watching the Ashley Forest live stream coverage!!), but as I wasn't needed to do any official duties there, I made the call to spend a day at home instead.

So we've had our first running of an autocross at the Wairarapa Car Club's new paddock in the Masterton Motorplex venue, which is pretty exciting.

While it has been awesome to be able to use the Tauherenikau paddocks courtesy of the Donald family (and I certainly hope we can continue to visit those paddocks again for the occasional event), there's a big difference between having a paddock that belongs to a car club, and a paddock that belongs to a farmer. Obviously the farmer is looking to maximise their commercial use of the land for either stock, or feed. While a car club paddock exists to have cars zooming around it.

Also the Featherston based paddocks are quite slow draining, which means we need a good favourable duration of dry weather prior, the Masterton paddock drains very quickly, being on a totally different foundation.

Leading up to the event, it was basically a week of torrential downpours, and the organising committee (along with many of the competitors) were all nervously looking at the skies.

It finally stopped raining the Saturday before, and Stu from Wairarapa Car Club took his ute for a thrash around the paddock, and slithered around on top, rather than sinking into the ground, so we had the green light to give it a go.

It was pretty full on leading up to the event for Jilly who was heavily involved in a scouting drama production, so had to hand off the grocery shopping to Mark Rutherford. Then the night before, Adam had some dodgy food, so instead of competing / running the event, was instead talking on the big white telephone.

I had the Swift loaded up with drinks and cones, which made for a fairly rattly trip over the Rimutaka's, but at least it coped with the weight better than the Honda City (which attempted to kill me a number of times when I headed over the ranges).

I was using the Swift as a bit of a test it out on grass mission. With the Corolla having better tyres, and a slippery diff, I suspected the Swift might be a little bit off the pace, but I haven't gotten around to fitting the adjustable suspension into it yet, so it's still exactly as purchased (other than replaced brake pads after I cooked the ones in the car while at Manfeild).

Tyres for grass are a bit of a question for the Swift, as the factory wheel options for the Sport model are 16" and 17". Which means lower profile than the 14" Corolla rubber, and of course a lot more difficulty finding something suitably narrow to run.

As it was, I'd picked up a set of 17" Sport wheels, to which Neil Roots of Neil's Wheels (my main sponsor) fitted a couple of probably rather too wide tyres, along with tubes so that I can try running them a bit soft to get some traction. The factory tyre size is 195, but my random tyres that have been sitting in my garage for several years (and have good tread depth on them) are actually a 215. So I'm running the Swift on about the same rubber that we'd expect to be seeing on a WRX! To say it doesn't really cut through the grass too well is a bit of an understatement.

Arriving at Stupid O'Clock at the paddock, I started setting out a course to maximise the real estate use, try to avoid the worst of the bumps, and keep away from the really rocky bits. I can confirm that the anti spin control on the Sport has absolutely no sense of humour at all, and starts seriously slamming on some brakes when you chuck the car sideways. The ABS works okay on grass, so at least that's something.

We had 27 entrants, which was a good number to try out a new venue (I'd have probably had some sort of a nervous breakdown if we'd had the 50 that arrived to the last Featherston event).

While we have the idea of breaking the entries down into four or five groups, so that people can actually hang out and watch some racing, rather than spend their day creeping the car forward in a queue, with a smaller number of entrants, we haven't had to play that card yet. Two cars on the course, and a very eager bunch of competitors lining up meant that we were able to absolutely crank through the runs in good time, giving everyone six timed runs for the day (if we get to bigger numbers, we are likely to go back to four timed runs, two per course).

There were some lessons learned during the day, such as that the wind howling through the place means that five layers of clothing isn't enough when you're on the stopwatches, also that the same wind means the BBQ can't get enough temperature in it.

Dean Herd learned that if you are running an Altezza with rock hard suspension in it, you're in for a very bouncy day. Lee Herd found that a low Starlet is good for finding rocks with your sump. Joel Hughes learned the value of suspension travel in his Cortina, bouncing into the roof of his car, and also breaking another steering wheel (apparently this is a semi regular occurrence with his steering wheels and trying to race a car with a bench seat). Webster discovered that very rigid suspension means very sore shoulders from the harnesses. We all discovered that Len does fit in a Daihatsu Copen while wearing a crash helmet, but not by very much. Everyone on the start line discovered that Commodores are excellent at throwing mud and grass into orbit, and then raining it down on the start line officials. Tim Savage discovered that Honda Accord stationwagons are more comfortable than they are nimble. Haydn Perkins discovered that 1300cc Mirages are not quite as quick as the 1600cc Mivec ones (but are far more comfortable). I learned that if you leave the anti spin control on during a run by accident, it is every bit as much fun police as it was while setting the course.

At the pointy end of the field, it was Albaru and Neil pulling out some blinding times, Webster and Mark just behind them, and then Geoff, Craig, and myself another couple of seconds behind (but all three of us running within the same second).

Many thanks to everyone who came over to support our first event at the new venue, I can appreciate that it's another half hour further away than the previous venue.

Thanks also to Wairarapa Car Club for allowing us to hire the venue, and put a whole bunch of slot car tracks through your new field.

Thanks to the people who helped us out during the day. Jilly, Albaru, Neil, and Verne for official duties. Everyone else who was just brilliant at pitching in to just lend a hand during the day, standing up cones, digging out rocks, helping us with the BBQ. Absolutely couldn't ask for a better group of people to hang out with for a BLOODY FREEZING day in the paddock.

Looking ahead, Wellington Car Club has a couple of cool events coming up, with Shelly Bay (look at the water, don't drive into the water) sprint, their annual prizegiving featuring JWRC driver David Holder. Then Levin Car Club is running "that dam road", with the gravel sprint up the very challenging Mangahao Dam road.

Looking way further ahead, we've got Round #2 of the latest Rubber Duck Autocross challenge, on December 16th.

Looking ahead only a little bit, we're going to have a watching of the McLaren movie at Clubnight in October (8pm movie start).

That's it from me, as Len is no doubt pacing nervously awaiting this article.

Cheers

Leon

## Wellington Motorsport Association Calendar 2018

As at June 2018

Month	Date	Event	Location	Track	Notes
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	Manfeild	
	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	
December	25	Gravel Hillclimb The Surgery Sprints (Round 5)	Wairarapa	Dorsets Road Manfeild	GS IM
	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		





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## CLUBNIGHT October 2nd

Gather at 7pm to order dinner.

Movie start time 8pm.

"McLaren" is the movie.



The phone rings and the lady of the house answers,

"Hello."

"Mrs. Sanders, please."

"Speaking."

"Mrs. Sanders, this is Doctor Jones at Saint Agnes Laboratory. When your husband's doctor sent his biopsy to the lab last week, a biopsy from another Mr. Sanders arrived as well.. We are now uncertain which one belongs to your husband Frankly, either way the results are not too good."

"What do you mean?" Mrs. Sanders asks nervously.

"Well, one of the specimens tested positive for Alzheimer's and the other one tested positive for HIV. We can't tell which is which."

"That's dreadful! Can you do the test again?" questioned Mrs.Sanders.

"Normally we can, but MEDICARE will only pay for these expensive tests once."

"Well, what am I supposed to do now?"

"The MEDICARE Helpdesk recommend that you drop your husband off somewhere in the middle of town.

If he finds his way home, don't sleep with him.

## Yoga



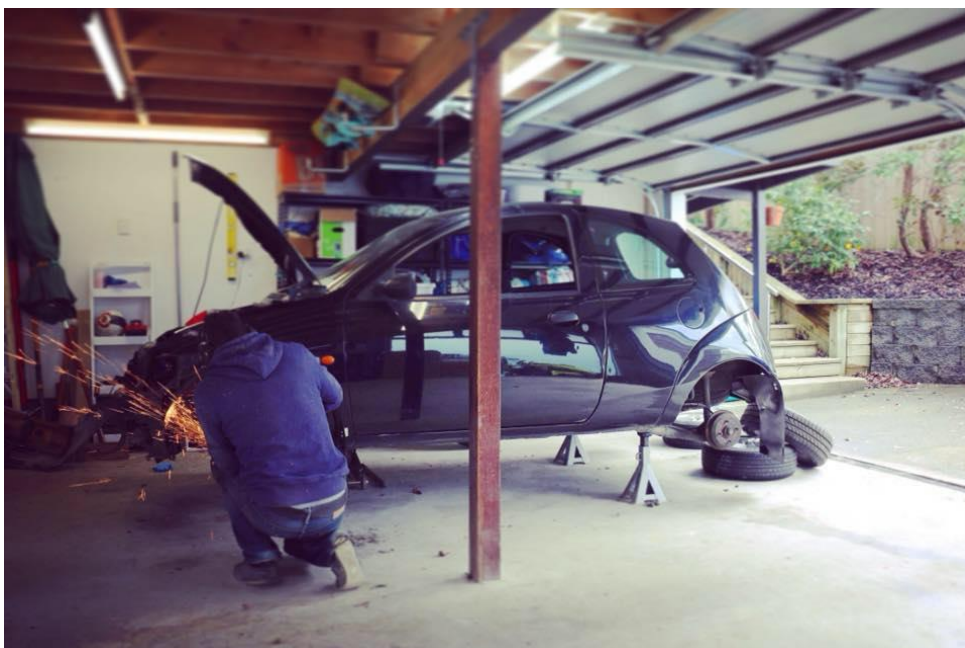
I'm off to Specsavers  
for my appointment.  
By the way you haven't  
shaved very well and  
your tie is crooked!

## The Ford KA's first outing.

Last time I wrote the Ka had just failed its WOF. The handbrake was sorted and the little Ka flew through its re-WOF. So in the weeks leading towards the first autocross I've been doing the usual service stuff - oil change, fuel filter change, coolant flush and brake fluid flush and then set about making an already very light car even lighter.



The back seats are out, along with the rear seat belts, carpets, plastic side panels, door panels and sound deadening. I've made up some door panels out of some plastic sheeting that was in a skip at work, I also had some carbon fibre look wrap which I used on the newly made door cards. I'm not very good at wrapping, it turned out to look pretty poor but if you squint a little it looks the business! I'll leave it on until I can afford to get some real carbon ones made, to be honest there's a lot of other stuff I would rather spend my money on first.





On to September 9th, debut day for the Ka.

To be honest, I renewed my AA Membership a few days before, in preparation for the Ka not making it to Masterton. So I was surprised when I actually managed to overtake a car on the Rimutuka Hill!

I arrived at the paddock next to the drag strip in Masterton to find it a bit moist, but considering the amount of rain we had in the week leading up to the event it wasn't that bad at all. It was also quite a bit chilly! After scrutineering, documentation and a briefing we all line up for our "recce" of the course Leon Cast had been creating. We would do 3 timed runs of this course and another 3 timed runs of another course after lunch with our best timed run of each course being added together to give us our total time for the day.



The first run felt good right up to when I clipped a cone with my rear right wheel, adding 5 secs to my 1.21min time.

The second run was cleaner, and faster too as I got to grips with the 50 horse power beast! I scored a 1.15m and surprisingly I noticed that I was in the mix with the front runners, just 1 second behind Webster Gough in his Starlet. The 3rd run I would really have to push, and that I did, shaving off 4 more seconds, but so too did Webster! At the end of the first course leading was Alan Groves in his WRX followed by Neil Roots in the Green Honda City and Webster in 3rd then Me in 4th!

As we had lunch (BBQ provided by Harbour Capital Car Club) I was feeling pretty pleased with myself at this point, but at the same time I knew I would have to keep pushing the Ka best I could to come away with a decent result, especially knowing the driver behind me in 5th is a very good driver. During the break we were treated to our own private air show as some pilots performed some ariel acrobatics.

After lunch we all went on our recce for the 2nd course of the day that Leon had been busy preparing whilst we all ate and chewed the fat. Excuse the pun. This course was a bit more twisty, also it crisscrossed with the tyre marks left behind from the previous course which made it a little confusing for a couple of fellow racers. It almost caught me out on my first run too. I didn't look at my time until after the second go, and I notice Geoff Warren had the same lap time as me and there was a chance on losing 4th place. The 3rd run came and I really pushed it, almost clipping a cone as I tried to cut the corner as close as I could. I managed to go a second faster than Geoff which kept me in 4th Overall and 3rd in Engine Over Drive Class.

With that I went home a very happy man and even had a beer or two to celebrate. The next autocross at Masterton isn't until December 16th, which I will definitely be competing in and hopefully challenging those top 3. In the mean-time I'm going to keep an eye out for some more autocross on grass or gravel, I've seen that there's one up Dannevirke way which intrigues me.

Until next time, see you later.

Mark Rutherford

A Drover walks into a bar with a pet crocodile by his side.

He puts the crocodile up on the bar.

He turns to the astonished patrons.

'I'll make you a deal. I'll open this crocodile's mouth and place my manhood inside. Then the croc will close his mouth for one minute.

Then he'll open his mouth and I'll remove my unit unscathed.

In return for witnessing this spectacle, each of you will buy me a drink.'

The crowd murmured their approval.

The man stood up on the bar, dropped his trousers, and placed his Credentials and related parts in the crocodile's open mouth.

The croc closed his mouth as the crowd gasped.

After a minute, the man grabbed a beer-bottle and smacked the crocodile really, really hard on the top of its head.

The croc opened his mouth and the man removed his genitals unscathed as promised.

The crowd cheered, and the first of his free drinks were delivered.

The man stood up again and made another offer.

'I'll pay anyone \$100 who's willing to give it a try.'

A hush fell over the crowd. After a while, a hand went up in the back of the bar.

A blonde woman timidly spoke up.... 'I'll try it - Just don't hit me so hard with the beer bottle!'



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# Mark & Len's Autocross fotos

