



# WHEELSPIN

**September 2018**

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

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## COVER PHOTO

AI at the Stratford Street sprints

Committee is third 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 4th September 2018 @7:30**



Moderately busy month this last one, picked up a Swift Sport to see what they are like as a future club car, as the Corolla gets longer in the tooth, and more difficult to get parts for. Navigated in a couple of cars at the Taupo Classic 2wd rally on the racetrack, and then headed to Manfeild (in the Swift) to do a motorkhana and autocross on a racetrack.

The first adventure was buying a Swift in Auckland, flying up, and driving it home again. It was a bit lower risk than some of my other fly/bus pick up a car sight unseen and drive it home missions, as on this occasion I actually bought the car from a yard. Being off a yard reduces that risk of it turning out to be a misrepresented pile of you-know-what. The previous car I bought from Auckland (private sale) was a turkey, but at least being from a car yard, if there are / were difficulties I'd have some comeback.

I did what I always do in Auckland, which was head the wrong way. Apparently that's just how my brain rolls in that city.

Once I sorted that out, I headed South, gassed up the car in Huntly, and then went home via pretty much every backroad on the way.

The Sport isn't the most relaxing car to sit at highway speeds on for a long highway run (3500rpm or so at 100k), so throwing it at some corners was definitely the right way to travel. I totally fluked a clear run through the Parapara's, literally not catching another vehicle from Ohakune, to one of the little settlements once the road straightens out not far out of Whanganui. The fuel economy averages suffered dramatically, and it was worth every cent.

Quite a confidence inspiring car to arrive into a corner, well above the posted speed, and it just goes around. Even on a damp road.

I got as far as Paekakariki, and the check engine light came on. At about this stage, I was quite happy that it was a yard purchase ... not that the car did anything other than throw a check light, and carried on driving just the same. So I went over Paekak hill anyway.

Turned out that the cat converter was had it, so the yard got that replaced with another second hand unit, and replaced an O2 sensor too.

Why a Swift Sport? Pretty much because they're a wheel at each corner, and are as common as a belly button. I test drove a couple of them prior to the Clubsport Champs this year, and came within a tiny fraction of owning one then, before getting the Honda City (given the courses this year, I'd have been a lot better off in a Swift). I'm not convinced they're all they're cracked up to be, as they weigh as much as the Corolla does (with a cage in it), and they're down on power compared to the Corolla. But the Swift is a lot more modern, has pretty much no overhang front or rear, and seems to have some torque.

So this is to evaluate if a Swift might make a modern Corolla club car replacement. I'd rather have an EG Civic with some sort of larger engine dropped into it, but that really doesn't get me out of "The Rust Years". If you're going to risk knocking the corners off a car on an ongoing basis, it's easier to replace parts if your donor cars aren't all rotten.

Next adventure time was zooming up to Taupo (only five days after driving from Auckland to Wellington), to navigate for Adam Fisher in the Starlet, and also Callum McKenzie in the AE92.

This event is pretty much the easiest event around to navigate at, unless you get car sick. All you need to do is count laps, and not throw up.

We couldn't get my helmet to work with either car's intercom, despite borrowing a bag of adaptors from Richard Kelly. So we just had a couple of easy hand gestures to indicate lap count down, and then in lap.

Then of course, naturally enough, my head cold had kicked in full strength, so I had no voice at all. She's a persistent wee bastard of a cold, as its 21 days later as I write this, and I'm still thoroughly sick.

The rally was good fun, as it rained on and off all day, and both cars weren't on very flash tyres, so we had the odd moment.

Adam looped the KP twice on our first lap, and Callum spun the AE92 on the same corner two laps in a row.

One of the cars that was starting straight in front of Adam and I was a Ferrari F40 replica, running a twin turbo Lexus V8 in it. He went howling past us at a good rate of knots, and then treated us to an excellent view of multiple spins down the grass at the end of the straight.

Al Groves and I were each navigating for one driver in each of the KP and the AE92, so we were having to be pretty efficient with the change overs, and were both a bit nervous about the car sickness issue. I've started feeling really crook only once before while navigating (and that was probably due to general sickness rather than motion sickness), while Al has been motion sick before at Taupo while navigating. I was loaded up with pills, while Al was using the patches.

I am glad to report that my only difficulty was that because of the double duties, I was in the car for ages before getting the chance to eat, so I was getting really hungry!

Al was also having no issues on the day. So that made it a lot easier for both crews :)

Some interesting results at the event, as I believe it was actually a Peugeot 106 that won the event.

Our results got a little bit mixed up, as while Ross was on the track with Al in the silly seat, he got a big red light on the dash, and pulled off the track. This meant that Adam and I saw them stop, and then returned to the pits having done our laps; and then wonder what the heck had happened.

With AI still being beside the track, this meant that Jilly was without a navigator. So I stayed in the passenger seat of the Starlet, and got clearance from the CRO to be a substitute navigator.

It turned out to be just an alternator issue, so the AE92 was able to continue.

However, both cars then fell foul of a new penalty, which meant that Callum and Jilly both had to be last finisher in class, because each of them went out with a substitute navigator.

That was a little bit disappointing, but if that's the rules, that's the rules.

There was a bit of a blooper in the results for the Fishers, as an RX3 was included in the "little car" class, as they missed the 1.8 multiplier to be included with a rotary engine. But I believe that has been corrected, giving Adam and Jilly first and second in class again.

I think Ross and Callum were third and fourth in class (but don't quote me on that), and fortunately able to finish despite lack of charging volts going on.

Alison was beside herself with joy about not having to navigate (she threw up a lot last year), so kept plying AI and I with food throughout the day.

They are talking that the event might not run again, due to escalation of track hire prices. It seems that Taupo has suddenly spiked the hire fees, which has seen some events / organisers depart the venue. This is extremely disappointing, and starts looking a bit like "cranking the prices because we can". Which is a line of reasoning that typically sees the venue lose a lot of revenue, as event organisers just can't make a margin at an event.

Unfortunately with the double navigating, and the miserable weather, I took almost no photos on the day.

My next vehicular outing, was to take the stock as a rock Swift up to Manfeild, to have a go at their second Motorkhana + Autocross round.

Turns out that the same set of wheels & Z2 tyres that I've been running on the Toyota 86; the old Altezza V8, and even Mark Rutherford's WRX, will actually fit the Swift too. So it's a bit funny that I've been running the same rubber on a 210kw car, and a 92kw car.

Unfortunately that didn't reflect in the levels of grip, because my tyres are really getting a bit old and low on tread!

When I was changing the wheels over, I noted that the brake pads seem to have not much in the way of meat left on them, so I suspected that the brakes would be getting unhappy with me during the autocross.

I was right!

The motorkhana was fairly low key, and they were running two tests at a time this time, so the day flowed much better.

We ran the autocross in the anti-clockwise direction this time around.

Track conditions were quite interesting; as they had been doing a bunch of infield earthworks of some variety, then of course we'd also dragged a bunch of grass and dirt onto the track during the motorkhana's too.

The corner by the Dunlop sign was under a fine layer of silt, which made it quite an adventure.

I nearly looped it on my first lap at that corner, doing a nice big slide.

Then on my third run, I again lost the back end somewhat, and had failed to gather it in again by the time I got to the chicane.

Because the back of the car was still unsettled, when I turned in to the chicane, the back of the car kept coming around on me.

So I became one of those people who run out of talent, and end up pulling more grass and mud onto the track. Whoops!

As I recall, the results of the motorkhana and autocross combined were Albaru first, Neil Roots second, and myself third - Making it a HCCC podium up in the Manawatu.

The experiment of running the Swift standard tells me that I need new tyres, new brake pads, and new suspension. The brake pads and suspension should both be pretty easy, as there are a few pad options available without spending silly money, and there are tons of Swift imports arriving in with adjustable suspension, which is removed on arrival.

Tyres I need to do some digging around, as I wouldn't mind going to a softer compound tyre this time, but I can't really justify what is likely to be in the \$300 a corner region to get Dunlop's.

That's it from me, as the weather is looking okay, so I've got some cars to clean, and maybe some brake pads to fit ....

Cheers

Leon

## Wellington Motorsport Association Calendar 2018

As at June 2018

Month	Day	Event	Location	Venue	Notes
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	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	
	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		



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Arriving at Kona International Airport, on the island of Hawai'i, was a stark contrast to the sun, hype and high rises of Honolulu. The sunshine was replaced by the Vog – volcanic fog – of Kilauea. The runway and taxi ways are carved through rivers of solid lava. And the extremities of each are lined with tussock grasses. Think the landscape of the Desert Road, on steroids!

Our first stop was the rental car pickup. Oh dear, how slow was this service. After the usual questions and paperwork I was asked how many were travelling. "Only two of us", was the response. A few more buttons pushed and we're given an upgrade from our 'Chevy puddle-jumper', something communicated sotto voce. And it's nothing less than a six-month old Mustang with the 2.3 litre motor. Oh how the mighty have fallen! And then we put the bags in the boot. Two suitcases, a day pack and a pair of shoes later and the boot was full. Forget the golf clubs entirely, it's never going to work. Sorry Sir John! The rental agent said "Drop the top. Let the breeze blow through your hair". In my case there was never going to be much wind resistance.



On our full first day on the island we set out to traverse the south-western corner, top down. Yes we looked like all the other tourist tossers in a convertible for probably the first and only time in their lives. Initially the road was windy and narrow. I found if you carried plenty of momentum into corners the car performed adequately. Otherwise the engine laboured and use of the 10-speed paddle box was necessary to stir things along. Once we found some straight stretches things were better. As we rounded the bottom of the island the atmosphere cleared and we were greeted with bright sunshine. The road carved through old lava flows, great pustules of hard and unforgiving rock. Not much grows here as the rock is nitrogen poor. However over time plants do start to colonise.

We anticipated not being able to get all the way through to Hilo as the road skirts around the back of Kilauea. How wrong we were. There were signs of recent volcanic activity. One section of the road is 25 mph. Here you pass through a quake zone that has created many cracks in the road that spread like tendrils across the surface. There's also a large white dust and ash cloud that spreads itself on the trade winds across the road and blankets the surrounding vegetation a ghostly white. The park headquarters is closed. When we booked this holiday 10 months ago our expectation was we'd drive the crater rim of Kilauea. No such joy as everything in the immediate vicinity is closed.

On our return journey we did stop at another volcanic park, Kahuku. Only our time here was limited as the gates closed at 3 pm. Perhaps what surprised me the most was the road climbs to over 1200 metres. Some parts are quite steep and getting behind a slower vehicle never helped.

Use of the flappy-paddle became the norm. By the time we returned from our day's excursion our arms were quite burned. Lesson for the next day – apply more sunscreen.

A few things surprised us driving around Hawai'i. The first was the early 2000's black Monaro that passed us on the first day, license plate BLK-BLK. It was not an apparition and as we never saw it again can tell you no more. Early on we concluded the island is a dumping ground for old vehicles. Whether just left at the roadside or parked up in people's yards. They're everywhere and slowly surrendering to rust and the ravages of creeping vines. Being in unfamiliar territory we were very clear on signalling our intentions in traffic. It seems this made us stand out from the locals for whom signalling did not seem a common practice. And when we did signal there was the big



'Aloha' in response. And finally the number of vehicles driven at dusk and into the early evening without lights on. Perhaps they were just trying to save the bulbs, but it sure made pulling into traffic in the evening a hazardous manoeuvre.

Over four days we travelled nearly 900 miles. With gas at about USD4 a gallon this was quite affordable touring. When did you last see fuel at \$1 a litre or less? Average fuel consumption was 31.5 mpg, somewhat less than that displayed on the dash. The gas price in Kona tended to be 20 cents a gallon higher than in Hilo. I put this down to Hilo's port having fuel storage facilities and the additional price reflected the transport cost. Did I reach a state of Zen with the car as suggested by the number plate? I have to say no. Great to experience although not sufficient to make me want one. And for a short road trip of this nature Midnight Oil's Diesel and Dust seemed an appropriate choice.

And my final comment is the Crusaders won the Super Rugby final again, perhaps predicted by this headline in a local Hawaiian paper.

**CRUSADERS TEAM TO BEAT**

August 2018

### Guest Speaker this Month

Our Guest Speaker for September is Jody Seabright from Wellington Car Club, who will be telling us some yarns about what he and the club have been up to.

If you're aiming to have dinner, maybe try to be there around 7pm, so the eating is mostly out of the way by 8pm.

A 65 year old woman had a heart attack and was taken to the hospital.

While on the operating table she had a near death experience. Seeing God she asked "Is my time up?"

God said, "No, you have another 33 years, 2 months and 8 days to live." Upon recovery, the woman decided to stay in the hospital and have a Face-lift, liposuction, breast implants and a tummy tuck.

She even had someone come in and change her hair color and brighten her Teeth! Since she had so much more time to live, she figured she might as Well make the most of it.

After her last operation, she was released from the hospital. While crossing The street on her way home, she was killed by an ambulance.

Arriving in front of God, she demanded, "I thought you said I had another 33 years? Why didn't you pull me from out of the path of the Ambulance?"

God replied: "Shit! I didn't recognize you!"

Queeny: "Oh shit! PHILLIP! That fat, orange bastard is here. Tell him I'm busy. No, out! Tell him I'm out with the gays and the blacks, that should piss him off."



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