



Photos: Brian Craig

WHEELSPIN

April 2019

www.hccc.org.nz

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COVER PHOTO

Jilly – giving it heaps on the way to victory!

Committee : 3rd 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 2nd April 2019 @ 7:30



I have a Clubsport Championships hangover! Too much excitement, now I want to do a trifecta of events every weekend.

However, sanity, and budgetary limitations suggest that this would be not the most brilliant idea.

Wairarapa car club put on a sterling series of motorsport events, and social events for the weekend.

It was a very low number of cars entered for the championship, which made it logistically simpler, if a bit disappointing for Wairarapa, given the amount of effort they had put into the event.



Scrutineering was pretty straightforward, along with doco. Particularly in contrast with the fun times that we had in Canterbury, with an untidy bit of regulation writing then not differentiating clearly between mud & snow, winter, and all-seasons tyres. Though that was made into an issue last year due to a bit of "missing the wood for the trees" happening behind the scenes, leading to some fairly spirited attempts to exclude a lot of entirely normal road tyres from use on the grass.

This year the regs had clarified intent in writing, so it was a case of marking the tyres we were going to use. The gravel event on the Sunday meant that road tyres were the go on Saturday, and then rally tyres Sunday.

There was a good collection of Wellington based entrants, Mr & Mrs Fisher, myself, Neil R, Dick, Mark R, Al, Graham, Callum & Ross McKenzie, Geoff Warren, Sarah Jaggs, Mike & Cathy Reid.

The paddock was absolutely hard as concrete, so that made both the motorkhana and the autocross a pretty bouncy experience, even with the rally height suspension.

We had a reasonably familiar (to previous championship competitors) set of Motorkhana tests, which is probably a bit lucky given that for all of us (I think) we hadn't turned a wheel in motorkhana anger since the same event last years.

Courtesy of the rather elderly Rally NZ timing gear throwing a series of fits (largely, but not exclusively due to the dust causing repeated triggers of the timing light), that section of the event ran perhaps an hour longer than intended. However with the small field in the field (see what I did there ...) it wasn't a problem, and all the courses were duly completed.

One of the tests had a big double 180 towards the end, that caused a bit of excitement, as it meant the car raised so much dust that I nearly arrived with enthusiasm back at the start line, rather than the finish line. About a nanosecond before it was too late, enough dust cleared for me to do a full panic stations swerve, and complete the course correctly.

Initially it looked like there was going to be a huge controversial result, as Brent in the City/Civic was leading the event by about 5% over Neil, which meant about 10% clear of the best of the rest, had a DNF in the above mentioned dusty course (ending the run in the start rather than finish garage), and then had to reverse back into the finish garage on his second run. Which meant a time of worst + 5 seconds. Dropping a huge margin, and putting him back in among the rest of the mere mortals.

However on appeal, the decision was overturned, and Brent returned to having a 5% advantage; followed by Neil, Adam, and myself.

I was really pleased with my motorkhana result, as the Corolla while having the advantage of a hydraulic handbrake, has the disadvantage of being somewhat larger in dimension than the two City's, and the Starlet ahead of me. I reckon it will be a very long time before I see my name that far up the Championship motorkhana results again.

The autocross track was brilliant fun.

Couple of biiiiiiiiig bumps, but some narrow gates, and very complex corners.

We generally set up the courses there to suit a Commodore, or a ute (since we get a few of those), with wide enough gates that those folk can go through it sideways without meaning cone pickup missions are required. With the Wairarapa folk and also nearly 10 Wellingtonians on cone watch and pickup duties, they were free to make a far more technically challenging course.

Even the longest corner had multiple angles involved, so I had to feather the throttle on the Corolla. Since I run a very tail happy suspension setup in Notion, it was a lot of drift and catch throughout each of my runs, so there were several excited "squee!" noises happening each lap. Brian Craig managed to grab a neat photo of one of those moments, which I was pretty pleased about.

Overall, I thought I probably could have done a bit better in that event, but I had all clean runs, and a lot of fun.

Geoff put on a stormer; and kept the thing away from all the cones, to beat Brent by 7 hundredths of a second, with the top four places all within a gnat's whisker of 1 second covering them all. Al, and Graham following Geoff and Brent in the results.

In the battle of the Reid's, Cathy beat Mike in both of the events on Saturday, which made for a very happy Cathy. While the battle of the McKenzies saw Senior ahead of Junior.

Callum's MX5 was looking "fairly lively" (meaning, mad as a badger) in the autocross, with some good doses of sideways and moderately out of control antics.

Brent having achieved 100 points in one event, and then 99 and a fair bit in the second event, meaning nearly 10 points ahead of anyone else, so unless he did a DNF or DNS completing no runs, he was assured the title for 2019.

This did not happen, and therefore he won overall by a significant margin.

Tea Creek was in pretty good condition for the running this year. A bit slippery at the top of the road, but not the huge ruts, or very heavy gravel that has made a few years into a bit of a rough road on the machinery.

I put in a fairly sensible drive on my first two runs, to assure that I had at least one safe time on the board, and then tried quite a bit harder in my final run.

This went fairly poorly for me, as I got too excited, missed second gear (and therefore the apex) on one corner, and chucked it in far too hard into another corner, getting a rear inside wheel into the outside wheel rut. Far too dramatic a sideways event then took place, and my momentum was well and truly lost.

However, I didn't stick it into a fence or anything, so in the grand scheme of things it was no major.

Al had a flyer, and was the quickest series entry up the hill, which is a heck of a result for a car that isn't a gravel specialist vehicle.

I was pretty happy to finish the gravel sprint in 6th overall, which is better than I generally fare by a good margin, and was good enough to see me finish up 7th in the overall weekend results.

HCCC took out the first two teams, and Jilly was awarded the Women in Motorsport winner, which sees her eligible to be flown to Indonesia for the Asia Pacific event.

Well done to HCCC's newest, and very well deserved NZ title holder!

Mechanically it was a relatively low damage event. So far as I'm aware, Geoff broke a sway-bar mount off the car, Dick and Mark both had to tape up radiator hoses to keep the water in, and Wairarapa's Jackson Clendon had an engine mount call it quits during Saturday's Autocross.

Thanks to all the organisers and helpers who have given up their time, so that we were able to have such a fun weekend!

Now we just need to wait for the announcement of the 2020 South Island venue ...

See you at a place with cones and zooming.

Leon

Paddy was driving home, drunk as a skunk, suddenly he has to swerve to avoid a tree, then another, then another. A cop car pulls him over as he veers about all over the road Paddy tells the cop about all the trees in the road. Cop says "For God's sake Paddy, that's your air freshener swinging about!"



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After 10 years, the wife starts to think their kid looks kind a strange so she decides to do a DNA test. She finds out that the kid is actually from completely different parents.

Wife: Honey, I have something very serious to tell you.

Husband: What's up?

Wife: According to DNA test results, this is not our kid...

Husband: Well you don't remember, do you??? When we were leaving the hospital, you noticed that our baby had pooped, then you said: "Please go change the baby, I'll wait for you here." So I went inside, got a clean one and left the dirty one there."

Moral: Never give a man a job for which he is not qualified.



As a car club member a while ago most of us competed in all the events that were available especially local ones. In 1961 we had a Gymkhana on the parade ground of the Palmer head military establishment as the military had left and it was an ideal spot for us. The photo shows just what can happen if you get too enthusiastic going backwards in a "Wiggle Woggle as it was called, (now a "Slalom"!)

The problem arose as a VW beetle was driven better and was leading but I finished with the Mini on its side so I had to admit defeat.

Recently; older and wiser? I was interested in the Tea Creek hillclimb. As it was close to home and part of the Clubsport nationals I thought it would be fun to enter all events at said Nationals in a light-hearted manner. I noted that some of the tests required a bit of reversing and I'm not as flexible as I once was! Coupled with a few more pounds/kilos over the years and a racing seat looking out the rear window was not to be an option, but how hard can it be to just use the mirrors like any other mature driver?

The first test with reversing required out of the start garage out and around a couple of cones on the left in forward motion and back to the centre with a quick about face to attack the right hand set of cones in reverse. I managed that and headed towards the finish garage. AHA I could see a cone in my RH mirror so headed backwards for it. I was alerted to something being wrong by a groan and a quick drawing of breath from the observer to my right. I stopped; just touching the cone that was the real one that I should have gone to the left of but was directly between where I saw the first cone and the cone that appeared to be the right one! So I had knocked the cone but also that was the cone that had the timing gear with it, so I knocked that over too! The officials could see the funny side of things when the timing gear was found to be still working, but

their patience must have been a bit stretched when I very nearly repeated things on my second run when I gave up and took a maximum penalty for everyone's sake.

On the forward driving I felt more at home but at the test "The Glove" on the second run I got somewhat out of kilter and as Bryan Worboys said that I looked "completely baffled" and he was right.

So it's thanks to all the marshals who treated me with a smile as I did when I realised just how silly a mature adult can get.

The rest of the weekend was very enjoyable with the autoX in the afternoon and Tea Creek the next day. The club aims to run some motokhanas this year so if you feel the urge to do a few there is some fun and smiles to be had. You may even want to get competitive and head for Clubsport next year!

Dick Butters.

While reading an article last night about fathers and sons, memories came flooding back to the time I took me son out for his first pint. Off we went to our local pub only two blocks from the cottage. I got him a Guinness He didn't like it, so I drank it. Then I got him a Kilkeny, he didn't like that either, so I drank it.

Finally, I thought he might like some Harp Lager? He didn't. I drank it. I thought maybe he'd like whisky better than beer so we tried a Jameson's; nope! In desperation, I had him try that rare Redbreast Ireland's finest whisky. He wouldn't even smell it. What could I do but drink it! By the time I realized he just didn't like to drink, I was so shit-faced I could hardly push his stroller back home!!!



FOR SALE

2001 Renault Sport Clio 172 Rally / Targa race car

Engine <ul style="list-style-type: none">• Renault F4R 2 litre twin cam, 16V naturally aspirated. Replacement engine fitted Jan 2012; 1-piece Supertech valves, CAT uprated valve springs and head bolts, re-profiled cams (Catcam 421 profile)• K-Tec individual throttle bodies with optimised filter positioning• Link G4 ECU• Pure Motorsport 4-2-1 stainless exhaust manifold with heat wraps• Pure Motorsport stainless race exhaust• A/C delete kit• Additional oil cooler with thermostat• K-Tec Group N mounts (engine, gearbox, etc)• Samco Sport water hoses• Magnecor competition leads• K-Tec front strut brace• Aluminium radiator (new)	Transmission <ul style="list-style-type: none">• JC5-129 Cup gearbox (32k miles)• K-Tec lightened flywheel• Quaife ATB differential• Uprated clutch plate
Suspension, brakes and wheels <ul style="list-style-type: none">• GAZ Gold coilovers with 2 sets springs;<ul style="list-style-type: none">○ 275# front and 225# rear – tarmac/gravel rally○ 350# front and 300# rear - circuit• Alloy top suspension mounts• DBA grooved front rotors• K-Tec uprated rear rotors• Whiteline rear anti-roll bar• New lower suspension arms• Powerflex suspension and ARB bushes• Carbon Lorraine RC5+ race pads front/rear• 6 x 15"x7" white Speedline Corsa competition rims, +38 offset• 4 x 15" x 6.5" Black Motor Sports competition rims; +30 offset• Spare (new) Carbon Lorraine RC5+ front pads	Body & interior <ul style="list-style-type: none">• K-Tec rear carbon fibre wing• Front bumper modified for improved air flow• Front and rear tow hooks• Strengthened jacking points• Front brake ducts• Aero bonnet catches• MSNZ homologated cage with side intrusion bars; cage & interior painted factory Iceberg Silver• Sabelt Taurus competition seats (FIA1999 rated) with side brackets and Clio seat bases• Sabelt 5 pt camlock harnesses (FIA rated)• Brantz Pro2S rally tripmeter with remote zeroing• Rallysafe fitting kit installed (including antenna)• Trackit VT30 vehicle tracker; sharkfin antenna• Graytronics intercom system• Racetech helmet hammock• Co-driver footrest• Sequential shift light• Oil pressure, oil temp and water temp gauges• First aid kit; safety triangle• MSNZ log book• LVV certification

Murphy told Quinn that his wife was driving him to drink. Quinn thinks he's very lucky because his own wife makes him walk.

Wellington Motorsport Association Calendar 2019

Month	Date	Steward	Event Type	Club	Venue	Status
April	4	All	Stewards Meeting			
	7		Race (Summer Series Rd 3)	Manawatu	Manfeild	
	13		Otago Rally			
	14	JR	Bent Sprint	Wairarapa	Masterton Motorplex	
Easter	19-22	WG	Sealed Sprint (Race to Dump)	Hutt Valley	Silverstream	
	25		Rally Argentina			
	28	AW	The Surgery Sprint		Manfeild	IM
May	4		Whangarei Rally			
	5	SM	Gravel Sprint	Wairarapa	Puketiro Road	GS
	9		Rally Chile			
	19		Gravel Sprint	Levin	Heights Road	GS
	20		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Motorsport AGM			
	25		Motorsport AGM			
	26		Autocross	Hutt Valley	Upper Hutt	KN
	30		Rally Portugal			
June	2		Canterbury Rally			
	13		Rally Italy			
	22		Sth Canterbury Rally			
	23		The Surgery Sprint		Manfeild	IM
	30		Autocross	Hutt Valley	Upper Hutt	KN
July	6		Indonesia Rally			
	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	28		Autocross	Hutt Valley	Upper Hutt	KN
August	3		Malaysia Rally Finland Rally			
	11		The Surgery Sprint		Manfeild	IM
	17		Goldrush rally			
	20		WMSA Meeting/WMSA AGM		Hutt Valley Motorsport Clubrooms	
	22		Rally Germany			
	25		Autocross	Hutt Valley	Upper Hutt	KN
September	12		Rally Turkey			
	21		Japan Rally			
	29		The Surgery Sprint Autocross	Hutt Valley	Manfeild Upper Hutt	IM KN
October	3		Rally Gt Britain			
	13		Gravel Sprint	Levin	Mangahao Dam	GS
	19		Waitomo rally			
	20		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	24		Rally Spain			
	28		Sealed Sprint	Hutt Valley	Port Road	DM/Sc
November	9		Race (MG Classic)	MG	Manfeild	
	10		Race (MG Classic)	MG	Manfeild	
	14		Rally Australia			
	18		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
	24		Gravel Sprint	Wairarapa	Dorsets Road	GS
December	1		The Surgery Sprint		Manfeild	IM
	7		India Rally			
	25		Reindeer Pie Eating contest		Rudolph sold out, sorry	

Abbreviations		Club Contacts		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 Scanlan Trophy Series	Wanganui	barbaramgray@gmail.com		
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz		

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Make & Model of car / s

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How did you find out about us

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My interests are in – (Mark relevant areas)

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Motorkhanas			
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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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More of Brian's fotos (and a couple of mine)

