



WHEELSPIN

December 2019

www.hccc.org.nz

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COVER PHOTO

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 3rd December 2019 @ 7:30

Annual General Meeting

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

TUESDAY 4th February 2020 @ 7:30

SUBSCRIPTIONS Due 31st December

Please pay Jilly Promptly



I've had *another* quiet competition month, sadly.

While I'm looking forward to Dorsets Road gravel sprint at the end of November (which is my first gravel since Wairongomai Road, a good many months ago), I know I will be going through the "ummm, how do I drive this car on gravel again!?" discussion with myself.

If I've not been on gravel for a couple of months, my first couple of runs back again will be at maximum paranoia, as the car will feel to be sliding around and attempting to generally kill me given the slightest provocation. While at least, Dorsets is a steep hill, where the Corolla tends to

feel a bit more stable, and has a useful trailing throttle turn in. A feature that can be a little bit scary at a road such as Gladstone, which has higher speed and more flowing corners.

My hope is that 2020 brings a return of several bits of gravel road, that have been absent from the calendar this year.

A combination of events and obligations has meant that I've got a gravel spec vehicle, and only three (I think) events in which to compete during the entire calendar year. Unfortunately for me, while Dannevirke is running the excellent Engine Room series, there is a finite limit on the distance I'm prepared to travel to and from, given that I'm driving the rally car. However, money limitations, and lack of actual physical real-estate on which to house a trailer means that it remains a "one day" dream.

So for now, the WMSA gravel events are about my limit.

Interestingly, while it is a tarmac series, rather than a gravel series, I've not seen much of the Manawatu Car Club "backtrack" events anywhere in the publicity this season. I wonder if they've diminished, as the track (race) series has grown in strength. So while the Corolla on tall suspension is *extremely* unsuitable there (it makes spirited attempts to take me out of the gene pool during anything involving a weight transition), it is a bit of fun in the Toyota 86. More so the autocross, than the motorkhana section, as the motorkhana on the track is pretty snug, and is often an exercise in waiting impatiently while drift folk in Skylines or Silvias take five minutes per run, for three runs, getting a DNF in every run due to failure to complete the course. Which doesn't seem like a good investment in time, given that this tends to result in the autocross (which is actually fun) being cut short.

We've put another date on the calendar (December 15th) for Round #3 of the latest Rubber Duck autocross challenge.

Given that we've been rained out twice, I'm of course concerned that we've gotten the rain curse, and it there will be an unseasonably underwater day on that day too.

With the paddock being a little bit too soft when it has been raining heavily, what happens is that somebody from Wairarapa car club goes for drive around / investigate of the paddock the day prior, and gives us a "yes" or a "no" at that point. Meaning we can give a reasonable notice period of cancellation.

It'd be nice if it were like back during Slipway days, where the only limiting factor on the venue was if our marshals were going to actually die from the cold or not. But grass venues aren't like that. If we ruin the paddock, it's going to remain ruined. Flashbacks to the Donnelly Park venue days, were the council drove a digger or something on the paddock when it was wet, and put massive ruts from one end to the other, which remained in place the remaining years we had that paddock.

This last month, the only event I actually made it to was the MG Classic race meeting.

I was hoping after going on the Sunday last year, and hearing much about a lot of cars that had broken down on Saturday, that I was going to get up there for the first day of racing rather than the second.

However a work social occasion cropped up on the Saturday, so I was again doomed to head up on Sunday, and once again be taunted by the knowledge that there were some significant gaps in the grids.

It's still a decent day out though, although some of the grids were very small, and in most of the scratch, rather than handicap races, the overtaking appeared fairly minimal.

I'm again a little bewildered by the Transam cars being a headline class. I always preferred the cars that were the previous generation, with crazy vehicles like the Crowe/Freeth V8 Starlet, and

the Alfa GTV6 with the engine set back so far that the driver was approximately inside the rear hatch of the car.

I found the plastic bodied spaceframe creations a bit generic. Sure, they were always very quick, but my best recollection of them while they were the premiere class, was that you'd get maybe 8 cars on the grid, and generally in any given race, 3 of those 8 would crap out mid race. So the grids we're getting now, of 7-8 cars, all of which go very fast, but rarely overtake each other, are much as they were "back in the day".

The only even slightly interesting thing about them on Sunday that I saw, was that one of them spun, and was clearly having some weird handling issues, resulting in a lot of twitching through the esses.

The rest of the field simply progressed around the laps, in what appeared to be the same order in which they started. Very quickly. But with no particular racing involved. While I used the time to surf the internet on my phone.

I'd much rather see 30 cars on a grid, doing 30 seconds a lap slower times, but actually running door to door.

That probably reflects my general taste in race cars though. I like cars when they're really close to their production spec, so they're dealing with road based suspension, brakes that need to be treated nicely, and tyres that overheat and go off (unless carefully managed). There's a place for "real" race cars, don't get me wrong, but I prefer the slower and weirder vehicles.

Talking of slow and weird, the devaluation of the MGF's down to \$1500 cars these days, seems to have resulted in a lot of them appearing on the track. After going down to the pits to wind up Dave, I managed to get a decent photo of a garage with nothing but MGF race cars in the shot. Not something that I'd have expected to see, given that they were lambasted by motoring critics and car enthusiasts (other than MG enthusiasts) when they were a modern car, and developed a considerable reputation for less than thrilling handling, rapidly followed by tales of woe of endless head gasket failures.

I guess like most cars, they've over time worked out what was going wrong with the old K series Rover engine, and got them to the point where they are capable of holding together.

Judging from all the scrapes down the side of Ray Hartley's car, clearly they're being driven like real race cars too.

Despite heading up to the track alone (in the mighty Toyota Schitz), I ended up to running into all sorts of people from my last 25 years of motorsport.

Keith Heginbotham (past president) was out there marshalling. We had a good catch up, and talked about the pro's and con's of mid-engined club cars, and what needs or doesn't need roll protection (he runs an MR-S, and his wife runs a Boxster, as their daily cars). He's still on the hunt for a really good AW11 MR2 shell, after the unfortunate demise (courtesy of a tractor) of the supercharged MR2 that he and I both owned, but they're increasing in value. Before unfortunate tractor things happened, the supercharged one had more than doubled in value over a few years.

I met a few of the various Mini club folk from way back when, and discussed with Mike Duston the possibility of using half of his Mini club fun run map, to do a club trial/cruise from town, finishing up at the Makara Beach cafe. So that's something that will probably happen some time over summer.

That's about it from me for this month. Hopefully though, for our February bulletin (remember, no mag in January as usual) I'll have done some eventing!

Leon



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John Rapley - TargaTour

All the people in the world are of the same age this year!

It's amazing: this year all the people in the world are all in the same age group, all equal to 2019. This year is special. It happens only once every 1,000 years. This year your age + your year of birth, each individual is = 2019.

For example, you are 55 years old and you were born in 1964, which adds up to 2019. Very strange, even the Chinese and foreign masters cannot explain. Please calculate and see if the answer is 2019. It's a thousand-year wait!

CLUBNIGHT

**Watch out for the next
exciting speaker.**

Could be me!

Understanding Engineers 1

Two engineering students were biking across a university campus when one said, "Where did you get such a great bike?"

"The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said, "Good choice; The clothes probably wouldn't have fit you anyway."

Understanding Engineers 2

To the optimist, the glass is half-full. To the pessimist, the glass is half-empty.

To the engineer, the glass is twice as big as it needs to be.



Understanding Engineers 3

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the greens-keeper. Let's have a word with him."

He said, "Hello George, what's wrong with that group ahead of us? They're rather slow, aren't they?"

The greens-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!"

The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them."

The engineer said, "Why can't they play at night?"

Understanding Engineers 8

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess."

He bent over, picked up the frog, and put it in his pocket.

The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket.

The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want."

Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

**My children want a cat for
Christmas, normally I
cook a turkey but hey,
whatever makes them
happy!**

A woman decides to have a face lift for her 50th birthday. She spends \$15,000 and looks sensational.

On her way home, she stops at a news stand to buy a newspaper. Before leaving, she says to the clerk, 'I hope you don't mind my asking, but how old do you think I am?'

'About 32,' is the reply.'

'Nope! I'm exactly 50,' the woman says happily.

A little while later she goes into McDonald's and asks the counter girl the very same question.

The girl replies, 'I'd guess about 29.' The woman replies with a big smile, 'Nope, I'm 50.'

Now she's feeling really good about herself. She stops at a candy shop on her way down the street.

She goes up to the counter to get some mints and asks the assistant the same burning question.

The clerk responds, 'Oh, I'd say 30.'

Again she proudly responds, 'I'm 50, but thank you!'

While waiting for the bus to go home, she asks an old man waiting next to her the same question.

He replies, 'Lady, I'm 78 and my eyesight is going. Although, when I was young there was a sure-fire way to tell how old a woman was. It sounds very forward, but it requires you to let me put my hands under your bra Then, and only then I can tell you EXACTLY how old you are.'

They wait in silence on the empty street until her curiosity gets the better of her. She finally blurts out, 'What the hell, go ahead.'

He slips both of his hands under her blouse and begins to feel around very slowly and carefully. He bounces and weighs each breast and he gently pinches each nipple. He pushes her breasts together and rubs them against each other.

After a couple of minutes of this, she says, 'Okay, okay.....How old am I?'

He completes one last squeeze of her breasts, removes his hands, and says, 'Madam, you are 50.'

Stunned and amazed, the woman says, 'That was incredible, how could you tell?'

'I was behind you at McDonalds'.

Neil's Wheels Rubber Duck Autocross Series



Welcome to the third in our trilogy, featuring a shiny new sponsor, but still terrible movie title play on words

December 15th
Duck Fiction
Kim Naylor Series Round

And Finally

Two engineers were standing at the base of a flagpole, looking at its top. A blonde walked by and asked what they were doing.

"We're supposed to find the height of this flagpole," said Sven, "but we don't have a ladder."

The blonde took an adjustable spanner from her purse, loosened a couple of bolts, and laid the pole down on the ground.

Then she took a tape measure from her purse, took a measurement, announced, "6.5 metres," and walked away.

One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!"

Both engineers have since quit their engineering jobs and are currently serving as elected members of Parliament.

Start	Title	Location	Description
2/11/2019	Manawatu Car Club ShowVember Drift Comp	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	
3/11/2019	Manawatu Car Club Track Day Series Round 4	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Stewards: RB/GR
3/11/2019	Triumph Car Club Wainuiomata Coast Road Sealed Sprint	Coast Road, Coast Rd, Wainuiomata, Lower Hutt, New Zealand	Run By: Triumph Car Club Series: WMSA Duncan McKenzie & WMSA Ron Scanlan Steward: PT
16/11/2019	MG Classic	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	
16/11/2019	Taranaki Car Club Waitara Street Sprint	Waitara	
16/11/2019	Taupo Car Club National Race Meeting	Bruce McLaren Motorsport Park, 463 Broadlands Rd, Rotokawa 3378, New Zealand	
18/11/2019	WMSA Meeting	HVMC Club Rooms	Agenda TBC Skype will be available for those unable to travel.
21/11/2019	Stewards Meeting		
23/11/2019	Wanganui Car Club Speed Weekend Sealed Sprint	Pukerimu Road, Pukerimu Rd, Maxwell 4574, New Zealand	
24/11/2019	Hawkes Bay Car Club ¼ Mile Sprints	Mangaroa Rd	
24/11/2019	Wairarapa Car Club Dorsets Road Gravel Sprint	Dorsets Road, Dorsets Rd, Rangitumau, New Zealand	Run By: Wairarapa Car Club Series: WMSA Gravel Sprint Steward: GG
24/11/2019	Wanganui Car Club Speed Weekend Sealed Sprint	Brunswick Road, Brunswick Rd, Aramoho, Whanganui, New Zealand	
30/11/2019	Hillclimb National Champs - Sealed Hillclimb	TBC	Run By: Taranaki Car Club
1/12/2019	Hillclimb National Champs - Gravel Hillclimb	Parihaka	Run By: South Taranaki Car Club
1/12/2019	The Surgery Sprint	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Steward: JR
8/12/2019	Manawatu Car Club Summer Race Series	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	



Start	Title	Location	Description
19/01/2020	HVMC Port Road Street Sprint	Port Road, Port Rd, Seaview, Lower Hutt 5010, New Zealand	Run By: Hutt Valley Motorsport Club Series: WMSA Duncan McKenzie & WMSA Ron Scanlan
23/02/2020	HVMC Wallaceville Hillclimb	Wallaceville Road, Wallaceville Rd, Whitemans Valley, Upper Hutt, New Zealand	Run By: Hutt Valley Motorsport Club Series: WMSA Duncan McKenzie & WMSA Ron Scanlan
14/03/2020	Matarawa Valley Road - Gravel - Wanganui Car Club	Matarawa Valley Road, Matarawa Valley Rd, Fordell, New Zealand	Run By:Wanganui Car Club
10/04/2020	HVMC Silverstream Hillclimb	Reynolds Bach Drive, Reynolds Bach Dr, Silverstream, Upper Hutt 5019, New Zealand	Run By: Hutt Valley Motorsport Club Note: HVMC Club Day - Entries by invite Only
3/05/2020	The Surgery Sprints - Round 1	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to Follow
16/05/2020	Western Line / Okoia Hill - Sealed - Wanganui Car Club	Whanganui, New Zealand	Run By:Wanganui Car Club
31/05/2020	HMVC Autocross Series - Round 1		Run By: Hutt Valley Motorsport Club Series: WMSA Kim Naylor Autocross Series
14/06/2020	The Surgery Sprints - Round 2	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to follow
28/06/2020	HMVC Autocross Series - Round 2		Run By: Hutt Valley Motorsport Club Series: WMSA Kim Naylor Autocross Series
18/07/2020	Tokomaru East Rallysprint - Gravel - Wanganui Car Club	Whanganui, New Zealand	Wanganui Car Club
26/07/2020	HVMC Autocross Series - Round 3		Run By: Hutt Valley Motorsport Club Series: WMSA Kim Naylor Autocross Series
9/08/2020	The Surgery Sprints - Round 3	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to follow
30/08/2020	HVMC Autocross Series - Round 4		Run By: Hutt Valley Motorsport Club Series: WMSA Kim Naylor Autocross Series
19/09/2020	Mini Pikes Peak HillClimb - Gravel - Wanganui Car Club	Whanganui, New Zealand	Run By: Wanganui Car Club
27/09/2020	HVMC Autocross Series - Round 5		Run By: Hutt Valley Motorsport Club Series: WMSA Kim Naylor Autocross Series
27/09/2020	The Surgery Sprints - Round 4	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to Follow
25/10/2020	HVMC Port Road Street Sprint	Port Road, Port Rd, Seaview, Lower Hutt 5010, New Zealand	Run By: Hutt Valley Motorsport Club Series: WMSA Duncan McKenzie & WMSA Ron Scanlan



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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
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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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Leon's photos
