



WHEELSPIN

March 2019

www.hccc.org.nz

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COVER PHOTO

Mark Rutherford chasing Ducks

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 5th March 2019 @ 7:30

Remember THIS MEETING is the AGM
Postponed from last month



As far as actual motorsport, I've done absolutely nothing at all since the last time I put pen to paper (or, hand to keyboard).

So it has been mostly a case of anticipating future events, and fart arsing about with car related purchases.

I've managed to sell the Swift Sport, and the Prius (I can't recall if I've actually written that here before or not). So I'm back to only two cars, for the first time in a very long time. Which is kind of peculiar a sensation, as it means instead of filling up three "daily drivers" occasionally, I'm only filling up one car. So it feels like I'm constantly putting petrol into the 86, as I've gone from doing something like 50km a week, to 500km a week in that particular vehicle. Also, the 86 uses rather more petrol than the Prius did (but actually a similar amount of fuel to that consumed by the Swift, probably due to the very short diff ratio in the Swift).

Part of the reasoning for getting rid of half the fleet, is to start looking for something turbo diesel which could do some daily driver duties, and also tow the Corolla, so that I can get myself to some further afield gravel events, and perhaps one day, even another rally!

So I've been somewhat shopping for vehicles in the van / ute / SUV shaped vehicle bracket.

The main contenders in no particular order are a Hiace variation, Prado, Hilux, or Kia Sorento.

All the Toyota's have either done a zillion miles, or are quite old (or both). But as we know, typically Toyota's will crank along for ages with relatively low drama, and hold value pretty well. But it's tough looking at a Hiace in the mid 1990's, for the same price as a 2006 Kia. The Prado is a good contender, but also the highest price / mile / ago combination, so it looks like everyone likes them. Hiaces (the older ones) are really nice to drive for such and old girl, but are prone to rust these days. The 2005+ Hilux double cab is on the list, as the one I've driven was really nice to live with, apart from a howling diff (which is up at a \$2000 repair), but has a very problematic engine by Toyota standards. The Kia is a very left field option, as they're not the biggest inside as far as carrying ³wheels and stuff goes, but they have a great tow

rating, and they seem to be quite reliable (unlike every Hyundai option I considered).

I managed to actually own a Sorento for just over a week, and it was pretty good for what it was, but it had a couple of wee niggles to be resolved, and the car dealer had a wobbly and took the car back (and refunded me) rather than skimming the front brake rotors ... so yeah, that was an interesting experience! It just wasn't worth keeping the car, and having to keep dealing with that dealer if the vehicle actually suffered some serious issues in the future. Amusingly, when I mentioned to a bunch of people the dealer and the experience, two other people piped up with almost the exact same experience with that dealer. So I guess at least he's consistent?

The reason for the search for a tow vehicle is that my neighbour is looking to clear some space on my land, to allow digger access to the back of his land for some bank repairs. This potentially allows me space for a car trailer, assuming that I can actually get a trailer around the corner at my place. Though if I were to ever contemplating towing the car on the trailer up the drive, I'd be needing a 4wd rather than a van/ute.

But because the above mentioned earthworks hasn't taken place yet, there isn't a lot of time pressure to buy something diesel burning. Being me though, I am of course obsessing about it, and going mad looking.

Though Brian Worboys is trying to convince me to go electric (daily driver, not tow vehicle obviously). Having crunched some numbers, I can definitely see why people run electric if they're doing a steady commute, as in "fuel" cost, I'd be paying about 1/3 on a Leaf than I'd be spending on the 86. Electric seems viable when paired with something that you can do long journeys in, because unless you're looking at the mucho dollero electric car, there just won't be the range for tripping.

I made the attempt to get to some motorsport this morning, as I thought I'd combine a car inspection in Feilding, with watching the February Footflat (or something) race meeting. However the weather was "somewhat" grim, with steady rain from about Te Horo North. Hurrah for RainX, that's all I can say about that. So having done the car inspection, I decided "bollocks" and drove home again, rather than sit in a puddle getting cranky.

Hopefully the HCCC gang up at Wallaceville Hill today are all keeping it rubber side down, as it's a rainy day back here in Wellington too.

I don't really even have a lot of events that I can report on, as about the only one I know about is that Webster got second overall at Kaihinau Road if I recall correctly, behind Matt Gaskin in the monstrous V8 Skyline. Haydn came to grief there, after what looked like a bottom out, and an engine oil distribution onto road (and tyres) incident. The Asti is a bit adjusted at the front, but from a couple of photos all looks fixable. It does mean though that he's racing Babyrage (1300 Mirage) in some events until big brother gets repaired.

Looking forward, we're now in the waiting game for the Clubsport Championships in March, which we will seriously need a dozen of you fine folk who aren't competing on the Saturday Motorkhana / Autocross day, to lend a hand with stop watch / cone / timing by mystery laser robots / making sure people complete the course correctly / competitor wrangling.

So if you're not in hospital, dead, or some other good excuse that day, this is your call up! Please get hold of me as soon as you can, as I'm going to be shoulder tapping people shortly.

My prep for the event has been to get some new tyres for Tea Creek, and pass on my old tyres to Mark Rutherford for Ka usage. Thanks again to Neil's Wheels!

I'm going to wrap it up here, because otherwise it will be just another page of grumbles about how I'm doing only gravel, rather than everything, and I really am hanging out to get out there and do some skids.

See you at AGM Part 2, the redux.

Leon



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Several Americans have been seen sneaking into Canada.
Canada's Prime Minister has made the decision to build a wall



"HE'S ABOUT 5' 3", WEARING A RED JACKET, SMELLS OF BEER, AND HE SHOT A GUN AT ME"

The “Rally Ka” files

Since I last wrote the Ka has competed in two autocross events and exceeded expectations.



The events were rounds two and three of our club's Rubber Duck series. The 2nd round attracted a huge field of entries, 44 in fact, 20 more than the first round. Given the amount of entries made for one less run each on both the morning and afternoon courses. So after the tiki tour it was pedal to the floor, be brave and find my limits as quickly as possible. I had a very good start, setting the joint fastest time of the first runs along with Adam Fisher. Alan Groves would've bettered that in his WRX if he hadn't hit a cone. The grass started off slightly damp but was rapidly drying out. For my second run I shaved off 4 seconds, but a few others managed to shave off even more, Alan was leading at the lunch break with a time of 1:16, I was 3 seconds back with 3 more people in between us.

The afternoon was much of the same, I couldn't beat Graham Heath in his supercharged Pulsar in the battle for 3rd in class and nobody could get close to Alan in the WRX in the overall standings. So I finished the day 4th in Engine over drive class and 5th overall. What didn't help me on this day was been unable to adjust my rear tyre pressures, the Ka had alloy valve caps which had decided to seize and I couldn't get them off without damaging the valve. So that was something to address before the final round of this series.

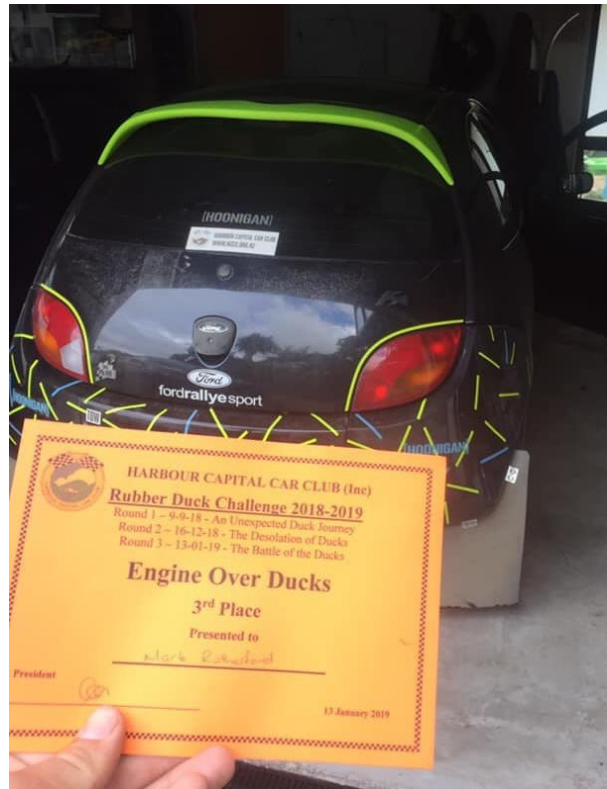
At the end of the day a few stayed to have a try at Motorkhana, with the Clubsport Champs coming up I took the opportunity to have a go too. The course we tried was the reverse snake, which is completely done in reverse gear. Now, there was something I knew I had to do before giving this one a go, what was it? I couldn't remember. I stood watching others trying out the course thinking this isn't so bad. Soon, my turn came around, I set off winding around the cones in reverse, did my figure of 8 and snaked it back towards the finish. Half way back, BANG!! I saw a large piece of my bumper fly out from under the car I remembered what I had to do - roll up my mud flaps! Haha, oops!

First thing I did when I got home was taking 25mm of the mud flaps.

On to the final round of the series in January, my 3rd and 4th places in class had me sitting in 2nd in class of the whole series, behind Neil Roots. To win would've basically meant Neil not turning up to the 3rd round. He did, so it was to be a fight to hold 2nd place against Webster in his Mazda 3 MPS and Craig O'Brien in his Mirage.

There was another 44 entries again for this round, meaning only 2 timed runs of each

course again. The paddock was bone dry right from the start making it a very dusty day! Myself and Neil Roots laid down the quickest times for the first run in the 1:17's, but by the second run Geoff Warren and Alan Groves did 1:12 and 1:13 respectively. I was in the 1:14's and so too was Webster! After the lunch break, (another solid BBQ by HCCC) we started the second course of the day, a course I think was better suited to the more powerful cars, but we had to keep it to the outsides of the paddock as this is the same paddock that'll be used for the Clubsport Champs in March and we didn't want to rough it all up too much. To keep up with the leading pack knew that the Ka would have to make up time in the tight twisty bits, my second run was only one second faster than the first and I ended up finishing the day in 4th, behind Webster (2nd) and Craig (3rd). Craig had an awesome final run to beat me by almost 2 seconds! So Webster took 2nd place in the final standings beating me by a point, and myself luckily beat Craig to 3rd by another single point.



I have been surprised by the Ka in this series, it's been fun to drive and race and completed my goal of keeping up with Neil Roots (and even beating his City on the 3rd round). The Ka's next adventure is the Clubsport Championships on March 16-17th, which over two days consist of 6 Motorkhana tests, an autocross and the Tea Creek gravel sprint. I have high hopes for the autocross, but I'm totally unsure how the other two will go, given that the only Motorkhana I've done is the one where I lost a piece of my rear bumper and the mighty 49HP might be a bit too much on the gravel sprint for the other cars to contend with. Our club president Leon Cast has kindly donated his used gravel tyres for me to use at Tea Creek, so thank you very much Leon, and another thank you to Neil Roots for passing on some of his knowledge and fitting the tyres and delivering them to my house for me! I would also like to thank everyone who came along to the autocross series, the competitors, the organisers and the helpers, you all made it a great series to be a part of.

If you don't want to wait until the next mag for updates, you can follow me on Facebook or Instagram, just search for FizzyToucan Rallesport and you'll find me.

Thanks for reading,

Mark

Wellington Motorsport Association Calendar 2019

As at : 26 November, 2018

Month	Date	Steward	Event Type	Club	Venue	Status
March	7		Rally Mexico			
	16	SM	Clubsport Nationals	Wairarapa		
	17	SM	Clubsport Nationals	Wairarapa		
	24	AW	Sealed Sprint	Wellington	Alexandra Road, Wellington	DM/Sc
	28		Rally France			
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	WG	Sealed Sprint (Race to Dump)	Hutt Valley	Silverstream	
Easter	20					
Easter	21					
Easter	22					
	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_ppformance@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		

"He who stops to ponder and think will generally come out ahead."

When Gandhi was studying law at University College, London, a Caucasian professor, whose last name was Peters, disliked him intensely and always displayed prejudice and animosity towards him. Also, because Gandhi never lowered his head when addressing him, as he expected, there were always arguments and confrontations.

One day, Mr. Peters was having lunch at the dining room of the University and Gandhi came along with his tray and sat next to the professor. The professor said, "Mr. Gandhi, you do not understand. A pig and a bird do not sit together to eat."

Gandhi looked at him as a parent would a rude child and calmly replied, "You do not worry professor. I'll fly away," and he went and sat at another table. Mr. Peters, reddened with rage, decided to take revenge on the next test paper, but Gandhi responded brilliantly to all questions.

Mr. Peters, unhappy and frustrated, asked him the following question. "Mr. Gandhi, if you were walking down the street and found a package and within was a bag of wisdom and another bag with a lot of money, which one would you take?"

Without hesitating, Gandhi responded, "The one with the money, of course."

Mr. Peters, smiling sarcastically, said, "I, in your place, would have taken wisdom."

Gandhi shrugged indifferently and responded, "Each one takes what he doesn't have."

Mr. Peters, by this time was beside himself and so great was his anger that he wrote on Gandhi's exam sheet the word "idiot" and gave it to Gandhi.

Gandhi took the exam sheet and sat down at his desk trying very hard to remain calm while he contemplated his next move.

A few minutes later, Gandhi got up, went to the professor and said to him in a dignified but sarcastically polite tone, "Mr. Peters, you signed the sheet, but you did not give me the grade."

Wit always wins over sarcasm.

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Len's fotos from Paraheke Rd rally sprint Feb 16th



Rex 4th o/a



Daniel Feck – winner –again!



Robin Feck's Imp



Suzuki powered, you should hear the sound it makes!