



WHEELSPIN

August 2020
www.hccc.org.nz

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COVER PHOTO

Marty & Len finished early at Tokomaru East Rd Wanganui
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 4th August 2020 @ 7:30



So, this whole Covid and lockdown business eh?

It feels like I haven't written anything since about February, and it also feels like I've not raced the race car since November. I fear that both of these statements may very well sadly be true.

My vague recollection of how motorsport works is that I did a whole lot of scrutineering, and photo taking at Mt Vic back in March.

There was as usual, an excellent turnout of cars, ranging from The Usual Suspects, to one of the Semog Cross Karts, to a Hillman Avenger, to a basically bog stock Corolla wagon from the early 2000's.

We lucked out, and had a superb day for checking nuts on the Saturday, which was fortunate given that it was outside the front of Racetech in Seaview. Those of you familiar with Port Road climatic conditions, will recall that it can be just a teeny tiny bit unpleasant down there on a windy day (this is Wellington, so let's just say 75% of the time). So I got myself surprise sunburn (a concept again, that I only vaguely recall, given that we're mid winter), but between fixing stuff on Saturday, all competitors who arrived got to the start line.

My tow car got his/her/it's first experience of towing a race car, because Webster's BMW was misbehaving, so he borrowed the mighty whitey Kia. This meant that I arrived at scrutineering in a diesel mum bus, and left scrutineering in a very scruffy little Toyota MR-S (refer previous, sunburn).

Have to say, the MR-S was roughly a million times more entertaining than the Kia, and punches well above what you'd expect from the extremely humble Corolla economy engine underpinnings. I certainly see why Webster is intending to turn it into a repowered race car. The balance and the chuckability is there already, and even with the very humble power output, it is hugely entertaining to drive. It did remind me of my old AW11 MR2's, but obviously a lot better to drive.

Hopefully this magazine will have some of the Mt Vic piccies in it, because I remember nothing about the results!!

Hayden in the Semog was a complete mental case, driving it in full chuck it in mode (oh yeah, forgot to say, that Hayden Padden guy was at Mt Vic, you may have heard of him). Weird fact, he

was running the same tyres at Mt Vic, as the car was running at the gravel hillclimb. So if you're running ultra ultra ultra sticky rubber, at about 15 psi, in a car that weighs as much as a sneeze, you can save money by running the same tyres everywhere (in certain senses of the words "saving money".)

That said, those Karts represent a hell of a lot of turn key go fast.

Then, there was lockdown.

A combination of nothing at all, and huge amounts of brown sticky stuff hitting air circulation device happened.

I was fortunate, in that my work and home life mostly continued as usual. I went in to work every day, albeit to not much work to be done. I live alone, so I was able to commute out to the better half's house of a weekend, and join their bubble. My job didn't suddenly stop existing, as will no doubt have happened to other people here, and nobody I knew was Covid'd. For which I'm very grateful for the efforts of government, health, and the vast majority of individuals. So while I got somewhat frustrated, nothing catastrophic happened in my little world. Certainly we're lucky, looking at the horror show that's the USA, months on. Turns out that owning many machine guns, doesn't really help with a virus.

Having said that nothing actually genuinely bad happened, I'll now have a rant. Because mixed signals.

Basically everything I like doing, stopped. The gym shut down, and I'm there 5-7 days a week. So that put a major dent in one of my most important things keeping me a (relatively) sane and (somewhat) functional human being. I did some exercise at home with weights (most boring thing ever), and walked up the Colonial Knob stair walk almost every work day (I think I missed two days over the month). So I got pretty good at walking up stairs, but the weights I could sling around dropped off. I really need my exercise endorphins, so my outlook on life went somewhat downward.

All the motorsport was cancelled, so the Corolla just lurked in the garage untouched for yet more months.

My annual pilgrimage down to Otago became a non-happening thing, and I cancelled all of the travel things.

The Clubsport Championship was also cancelled, not that I was able to attend this year anyway, but there was as usual a moderate group of HCCC folk heading that way.

I guess on the positive side, if they re-run the same Clubsports in 2021 in Blenheim, I might be able to get there. Though if it runs in April, I might be a non-starter, because April 2021 appears to also feature Rally Otago, and also a 3 day Rally Roads tour from Palmy to the Tron. There's only so much time I can spend away from home in a given month.

Meanwhile, MotorSport NZ the organising body during this lot, went through a level of drama that left me with my jaw on the ground.

This isn't presented in a timeline, it's just a hodgepodge of stuff presented in no particular order of importance.

Quite a few of us had serious concerns about the latest GM, as if you googled his name, you came up with some horrific reading about the previous business he was running (CricHQ), including such gems as accusations from staff that money was being thrown around like water ("throwing money like peanuts" "booze and parties"), a large number of shares in the business being sold only days before the receivers stepped in and shut the place down, people losing huge amounts of money. Then if you dug back further, Loaded Hog was also another business that cropped up against his name, which appears to have met difficulties.

There might be legit explanations for the above, as I'm not a business wheeler dealer myself, but it made me extremely nervous, given that he was in charge of a whole lot of the car clubs combined earnings from decades. Particularly given that he went on a hiring spree. Which if you've seen the MSNZ accounts at AGCM every year, seems unlikely that they could stay in the black, while paying more salaries, and seemingly not getting any new income streams such as solid corporate sponsorship.

Fast forward.

Exec member and Historic vehicle representative resigns from the Exec loudly and publicly.

Fast forward.

MSNZ announces that MotorSport House was sold, not at auction, under RV (a value that is a couple of years out of date), for an amount that just barely squeaks in under the value that would have forced them to get approval from the clubs (due to the % of the total asset value).

Any one of those things might have raised an eyebrow. But the three things all wrapped up in the same package was downright worrying.

A large group of clubs (including HCCC) sent in a series of questions on a group letter, regarding the sale process, and expressing concern.

The sport then basically raised a middle finger (figuratively of course) at that letter, and then answered a letter put forward by one individual, and said that having answered that person, they considered the matter closed because they said so, and don't be naughty and ask about how they the grown-ups do things. Hint: this often doesn't go well for elected positions.

The GM emailed what appears to have been the licence holder email list, saying he had no faith in the President of the sport.

Collectively, everyone reached for popcorn.

There then followed another email saying that the GM had resigned, effective immediately.

This surprised everyone not even slightly, as he'd certainly just committed job suicide by email.

Oh yeah, and while all this is going down, they announce a restructure to the staff, and disestablish two positions. Sorry, I mean, make two people suddenly unemployed. Let's not dress it up in nice words.

AGCM is coming up in August, so I'd say that this might be either an interesting (will there be consequences?) or massively frustrating (nothing to see here people, move along). I don't actually know if I am looking forward to this experience or not. I may have to invest in a large amount of blood pressure pills, such that I don't actually have my head explode on the day.

The really baffling part about all of this (GM appointment, GM disappointment, building sale, unbelievably condescending email communications), is that the Exec seem like an eminently sensible group of people, none of whom I've had issues with, and generally speaking they're as careful and conservative a group as you'd want to see in charge of a non-profit organisations assets. So I can't even rage on about it, because I'm stumped. It makes absolutely no sense to me at all.

At the end of it, we've got Elton Goonan (sorry if I've messed up the spelling, it's a Sunday morning when I'm writing this, so I can't brain just yet) acting as GM. He's a race car guy through and through, and has certainly seemed entirely approachable, also about 1000x times more professional seeming than the previous. MotorSport House is sold. It was an absolute DOG of a

building to work in, from my years there. So those appear to be two reasonably positive outcomes.

But we still have the question "how did such a large asset under-perform so dramatically in what seems to be a very strong commercial property market?". Also the question "How will a governing body operate, now that it is far more difficult to access?". I know as a scrutineer, there's no way in hell I want to be driving up the coast to attend the training of an evening.

So, there's a whole lot of "watch this space" feelings going on.

As for our little club, we've got an Autocross happening on August 23rd, and we're back to Clubnights again! We're looking to secure more autocross dates, but it's a fairly busy calendar, with a lot of catch up events being rescheduled, and we're trying to not clash with other events.

Let's hope you all remember how this car driving stuff works, as I have only the vaguest of memories of how revs and sliding work now!

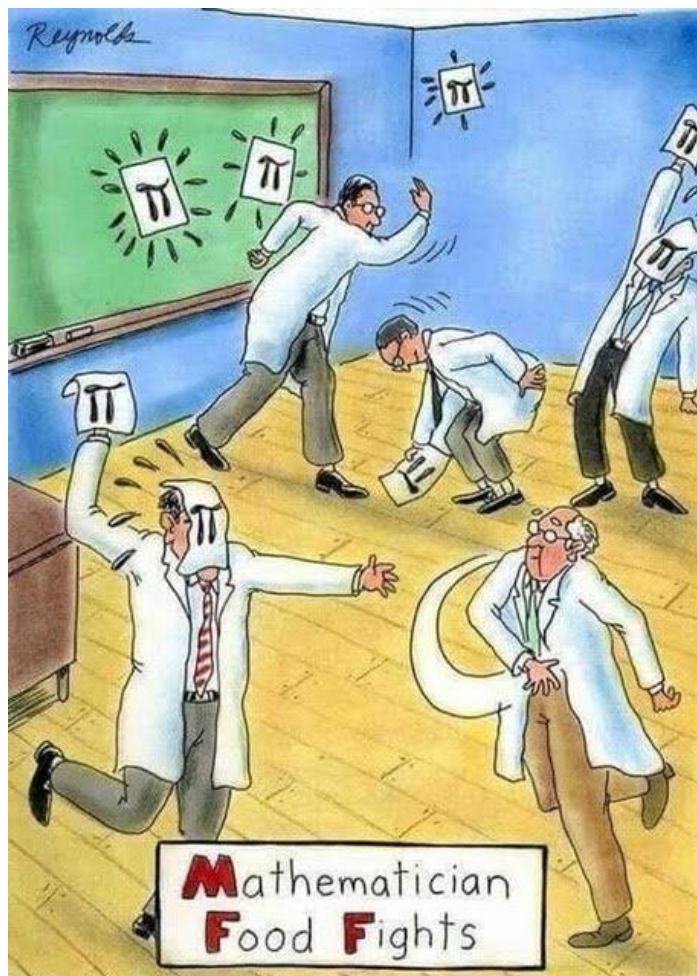
Leon



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CLUBNIGHT

Watch out for the next exciting speaker.



The first event post-covid for me was north of Dannevirke. I was not sure whether to attempt the two and a half hour journey in the charade given the car had blown 2 head gaskets in different engines, is always close to overheating, blew all lighting fuses, had hard-to-find random high impedance earth connections that stop all electrics from working randomly including ignition. However, most if not all of the above have been fixed. At least attempted. Unfortunately confidence was not high. And so the trip had to be made as a confidence-builder and a 'long-distance' shakedown.

Anyway, the trip was uneventful, the car drove well, and music was enjoyed. Club cars should always have a stereo.

Arrived on a brilliantly sunny day that South Central Hawkes Bay (Taranua) District always put on, at Stewarts property north of Dannevirke. There was of course a huge turnout with many locals as well as out-of-towners Callum from Hawkes Bay and Ross, Neil and Alan from Wellington.

There were a lot of people to reacquaint with and as usual we spent more time talking than eventing. Neil and I met a new recruit Liam who was doing one of his 1st events. He has enthusiasm and some good skills so this was great to see, and help him. I gave him the benefit of my dodgy mechanical advice.

The event itself was in a flat good sized paddock. Nice and easy on the cars. The course was a kidney shape with 3 switchbacks that needed care due to the slippery surface.


Trying to remember what cars were there but the standout of about 30 there were over half a dozen wrxes. Someone commented they are the new Escort. There were some rear wheel drive cars that had some trouble keeping the front in front of the rear. Some 4wd's also had that issue.

Neil in Kea stole the day on everyone and was 2 seconds ahead of 2nd place. He used skill, lightness, low psi to advantage and showed us all how it was done.

I followed Neil in the title stakes in another of the lighter cars. Tyres with tread, low pressure, careful speeds and looking ahead helped to get a good time. I could string together the 2nd half well, but could not put together the 1st half. And the harder I tried, well...

As expected, it was a relaxed event that Dannevirke people make so enjoyable. I worked out that I've been to events at 5 different sites in their area. Always good to attend.

Alan Groves



**NURSE CAME IN AND
SAID DOC, THERE'S A
MAN IN THE WAITING
ROOM WHO THINKS
HE'S INVISIBLE, WHAT
SHOULD I TELL HIM?
THE DOCTOR SAID TELL
HIM I CAN'T SEE HIM
TODAY.**

WMSA CalendarCalendar is not necessarily true due to current situation.



As at 12/01/2020

19/01 2019 -31 Dec 2020

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
3/09/2020	Rally New Zealand (WRC)		
5/09/2020	LCC Mangaone N rd	Mangaone North Road, Hautere 5582, New Zealand	Run By: Levin Car Club Series: TBC Steward: TBC
19/09/2020	Mini Pikes Peak HillClimb - Gravel - Wanganui Car Club	Whanganui, New Zealand	Wanganui Car Club
20/09/2020	Waicc Gravel Sprint - TBC		Run By: Wairarapa Car Club Series: WMSA Gravel Sprint Series Steward: TBC
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
18/10/2020	Wai CC Admiral Rd Sealed Sprint	Admiral Road, Admiral Hill, New Zealand	Run By: Wairarapa Car Club Series: WMSA McKenzie and Ron Scanlan Steward: TBC
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
15/11/2020	WaiCC Dorsets Rd Gravel Sprint	Dorsets Road	Run By: Wairarapa Car Club Series: WMSA Gravel Sprint Series Steward: TBC
21/11/2020	Pukerimu & Brunswick Rds - Sealed - Wanganui Car Club	Whanganui, New Zealand	Wanganui Car Club
29/11/2020	The Surgery Sprints - Round 5	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to Follow
15/11/2020	WaiCC Dorsets Rd Gravel Sprint	Dorsets Road	Run By: Wairarapa Car Club Series: WMSA Gravel Sprint Series Steward: TBC
21/11/2020	Pukerimu & Brunswick Rds - Sealed - Wanganui Car Club	Whanganui, New Zealand	Wanganui Car Club
29/11/2020	The Surgery Sprints - Round 5	Manfeild Circuit Chris Amon, 59 South St, Feilding 4702, New Zealand	Details to Follow

TRENTHAM AUTOCROSS

A brief round down of round two, 2020 HVMC autocross in Trentham, from the middle of the running order:

Arrival:

Sun had not come up, and Neal was just emerging from his tent although he had been there all night. I emptied my boxes and bags under last year's bent and broken beach umbrella.

Scrutineering in the dark and rain:

Thanks to Leon for his advice on my newly installed seat (I also contacted the scrutineers the day before which prompted some last-minute pickup of 8.8 bolts from Glen at Coastal Fasteners.)

I was surprised to find my battery tie down was loose – but then I did jump start and trickle charge over lockdown.

It was my first time with a log book but I don't think anything got entered into it – too wet for ink to dry, and I think because of the rain it took more time to figure out how install the numbers on the cars than it did to go around the track!

Practice – had been wet - “where am I going again?”

1st run – had been wet – best time of the day for me

2nd run – became wet halfway through the run – tried left foot breaking but did too much.

3rd run – was wet – tried to go too fast and didn't pay off, car didn't go where I wanted it to.

I left after my third run for another silly event – hockey, far more dangerous, and after standing around in the cold all morning I ended up pulling a muscle – so I should stick to silly car racing. Anyway: looked like it dried up for at least the last part of the shoot outs so that would have let them have a real go at it (times posted later reflected this)

Great run event, lots of people out to have fun with some cheap cars just for the heck of it. 47 competitors gave a good amount of time to watch others, have a bite, fix any issues, no one hit any curbs (badly).

Nothing that I know of broke so I'm looking forward to the next one, and now that I've seen some short clips on FaceBook of what is clearly the correct direction to take the directionally optional barrel at the far end of the course, I hope to post some better times.

Michael Brown.



Teacher Arrested At London Heathrow Airport - Held In Isolation

A secondary school teacher was arrested yesterday at London's Heathrow International airport as he attempted to board an international flight while in possession of a ruler, a protractor, a pair of compasses, a slide-rule and a calculator.

At a press conference, a UK Border Control spokesman said he believes the man is a member of the notorious extremist Al-Gebra movement.

He did not identify the man, who has been charged by the Police with carrying weapons of maths instruction.

'Al-Gebra is a problem for us', the Spokesman said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.'

They use secret code names like "X" and "Y" and refer to themselves as "unknowns;" but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philosopher Isosceles used to say, "There are three sides to every triangle."

In Washington, when asked to comment on the arrest, President Trump said, "If God had wanted us to have better weapons of maths instruction, He would have given us more fingers and toes."

White House Officials told reporters they could not recall a more intelligent or profound statement by the President.

After having dug to a depth of 10 feet last year, British scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.

Not to be outdone by the British, in the weeks that followed, an American archaeologist dug to a depth of 20 feet, and shortly after, a story was published in the New York Times: "American archaeologists, finding traces of 250-year-old copper wire, have concluded that their ancestors already had an advanced high-tech communications network 50 years earlier than the British".

One week later, "Australia's Northern Territory Times", reported the following:

After digging as deep as 30 feet in his backyard in Tennant Creek, Northern Territory, aboriginal Billi Bunji, a self-taught archaeologist, reported that he found absolutely bugger all. Bill has therefore concluded that more than 250 years ago, Australia had already gone wireless..."

Makes me feel bloody proud to be Australian!



2nd event was Hutt Valley's curb-to-curb seal autocross. The day was a shocker, it rained stopped rained rained more then finally stopped as the shootouts were completing. No dry lines emerged but some people were lucky enough to get non-raining times. And some people just drove in the rain all day.

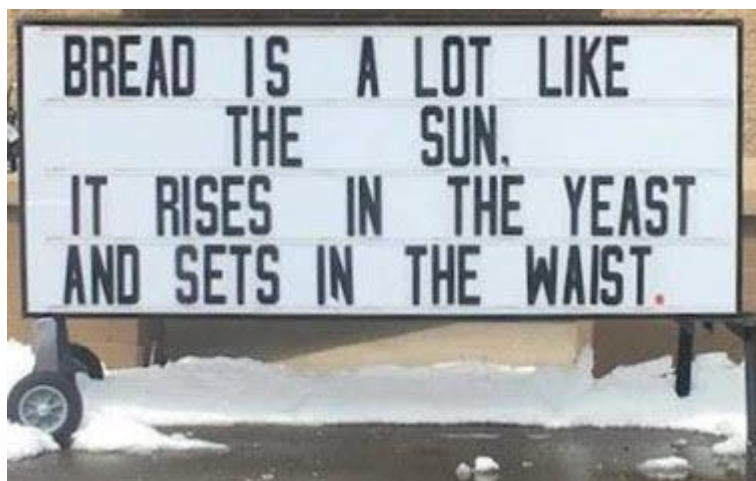
Am I complaining? No I'm not. Why? I hear no-one ask. Well, the little charade had a great day. It relished a very wet slippery course that had been diabolically shortened in the 2nd half round the sweeper with some evil extra short chicanes. So a light reasonably handling car could get reasonable times in comparison with the higher power cars.

There was a huge turnout of 47 cars and the HV team very slickly kept the event running. No lost time due to organising and also no lost time due to curb crashing either. It's possible we all took a little extra care and so kept away from the curbs. I only saw one car towed back to the pits in what was probably engine/wiring/gas issues. No body or transmission bent. There were maybe others but they were dealt with quickly. We had practice plus 3 runs and prizegiving done. Tim Gaskin showed us how to do it and he got the best time.

We went on to the shootout and you're not going to believe this - but the very modestly powered charade punched about its weight once again. It just kept going and reached the top 4. Unfortunately the weather gods were fickle and the rain stopped and the faster cars could and did put the power down. They only got a second faster but that was enough.

There were many Harbour Capital people there and as usual we talked and advised each other a lot. A good day was had.

Alan Groves



Well as the year comes to a close, I thought it was about time I put pen to paper again and write another article for the club mag.

As I look back over my first year in H.C.C.C., I realised I have helped in almost as many events as I have competed in. My first event being Manfield 1993, I was introduced to the timing box. By the time you read this I will have done timing at Manfield for the third time, having only raced there once.

After doing a few autocross's in Alastair's Lada I was offered a fulltime drive in the 555 'ProDrive? Subaru team, but not wanting to jump ahead too fast, I formed the Subaru 1400DL 'SloDrive' team instead! This was slowed down, (even more) by the roof, and both sides of the car deciding that they all wanted turns at seeing what it was like to be the bottom of the car. They obviously didn't like it because they gave the job back to the floor, who was the only one smart enough to have wheels between it and the ground. This mutiny happened during the Aotea Autocross. It sat for three months before I got round to fixing it. The only cost was \$6 for a can of spray paint (which I haven't got round to using yet)!

Earlier in the year Graeme got us roped into helping with the Ohakune rally. We cruised up in the Subaru to help with the starting of the special stages. Graeme controlled the incoming cars, while I checked the cars in there.

This was our first involvement with the central region rally series. We enjoyed ourselves so much, we decided to help with them all.

After being unsuccessful contacting the organiser of the Hastings rally we volunteered for the Wairarapa rally. This time both Graeme (sporting his broken leg) and I were checking the cars in from their touring stage before they started the next special stage. Again we cruised over in the Subaru. It had just been lowered 60mm in the front and 70mm in the rear with heavier strut oil, and sporting new Rino tyres on the front. We would be traveling on closed gravel roads, so this would be a good test for the lowered and stiffened car ... not to mention a bit of fun.

After finishing our job on starts we joined the de-taping crew. These guys follow the last car picking up all the tape used to block driveways and gates etc. As we were following the back of the rally we were, again, driving on closed gravel roads. This is a definite advantage of helping with a rally.

After I parked the Subaru in a ditch, and Graeme showed me how to take a corner at 24 times the speed you should. (Boy did he have my attention)! Four corners later we had slowed down enough to gain control of the car, and we decided the suspension mods were a success.

We wanted to help with the Taupo rally but had a prior engagement that weekend. After taking part in the Levin car club's "Taupo Challenge Reply both annual events. The Subaru hadn't been repaired from it's roll at this stage so I went up for the social side and to help naturally. This was my first experience flag marshalling. I didn't really know what I was doing, but it got me close to the action and helped out. I only helped on the first day as I wasn't needed on the second day. I became a spectator until I was offered a chance to go out with. Dave Manze in his 4.-age powered DX Corolla. 3.9kms of Pumas/Sand through forest pruning tracks on road tyres. I spent the first 3kms holding on telling myself I trusted Dave and that he knew what he was doing ... then I relaxed. I was even going to wave to a video camera as we went round a corner but didn't want to disturb. Dave's concentration not have made too much difference as we went off the track, into the rough. on the same corner. Dave throttled off for a second until he saw a path back onto the track. Just as he planted boot again I found my chest was being crushed by my harness, as I saw the windscreen smash, showering me in glass splinters, We had hit a tree stump, which was hiding in a shadow. Unfortunately it destroyed Dave's car. But fortunately we were both OK. So was the tree stump, which didn't even notice we were there. I now have a copy of the crash on video, and it is amazing to see the difference between what I remember, and what actually happened.

The next big event was the Day Breaker, do you think we would miss out on spending uncountable hours standing out in the rain and snow all night? No way! Our services were offered again. This time we were doing the flying finish. We would stop the clock as the car crossed the line, record it and radio it through to finish control. This becomes fun when you have found cars

coming through in 13 seconds in the dark and only two clocks to stop. We only got three of the car numbers, but we managed to get their times OK, this happened during stage two. Then we headed off to the far north. Waiouru stage 8. This trip took us a lot longer than expected, due to an inaccurate map, Dawn broke as we cooked our breakfast on our camp stove (we were prepared with all the comforts of home). This time we could see the cars as they passed which made it easier to get the car numbers. Our third stage had the finish line halfway through a hairpin bend, with Graeme and I sitting up a side road, so we didn't get hit by any stray cars.

Our job was done and we hadn't had enough, so we set off in search of Brian and Mini, who were playing crew for Neil and Andrew. We stopped to take photos of Brian Stokes' Escort in very second hand condition. We joined Brian and Mini at the end of the second to last stage, and followed through to the finish, where there was much socialising and celebrating. Not to mention a few stories. After some tea and more socialising Graeme and I decided to drive home. Brian did well with 30 hours without sleep as we were just on the lower side of 40 hours without sleep, and we can't wait to do it all over again next year!

The Wellington street race? You bet! We signed up straight away. Flag marshalling all three days. This got us free passes close to the action and we learnt how to flag marshal properly. Not to mention the new friends we made, it was an exciting and most enjoyable weekend.

The moral of this story is that an event doesn't run itself. It needs organisers, marshal and time keepers. Yes it is fun to race but helping is also fun and can be very rewarding. Not to mention a way of meeting new friends.

Ringling an organiser to offer help can be like telling him he's won lotto. For some reason it doesn't happen very often. If your pocket is hurting from your race car (when doesn't it) take a break and help run a few events. You never know you might like it. If you are wanting to get into rallying, get involved in running a few. It helps you understand how it works and why you do the things you do.

I challenged you all to get involved in 1995. Maybe help run an event that you wouldn't normally compete in. The more organisers we have the more events we can run.

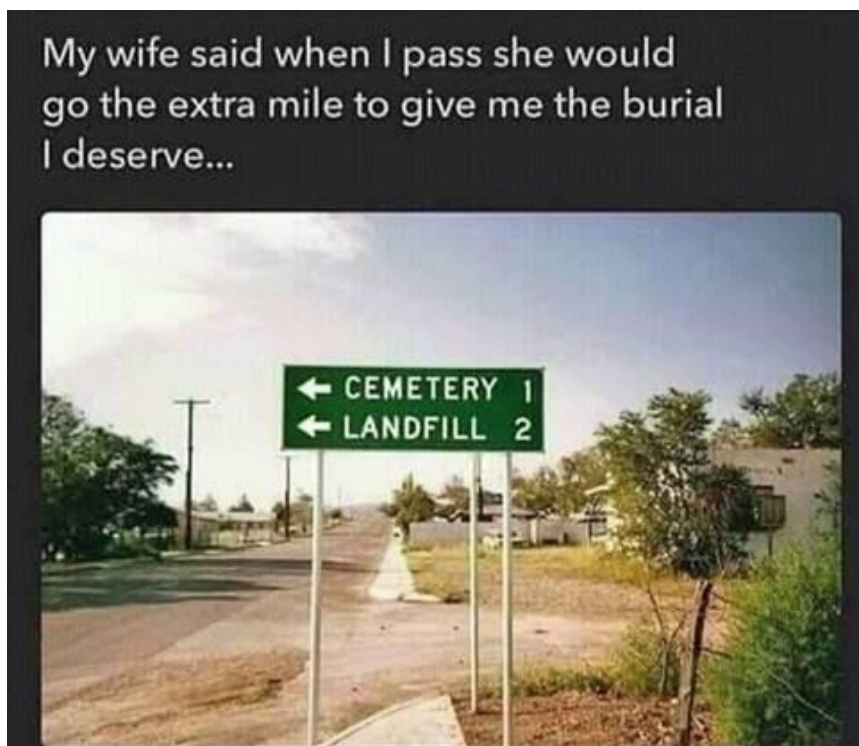
Thanks for a great year, I have found the car club scene to be full of very friendly and helpful people. A group I am proud to be involved with. And by the way it's your fault that I will now be broke for the rest of my life!

A special thanks to Graeme for all the work he's done on the Subaru.

Cheers

Dave Wilce

Team Slodrive')





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Occupation			

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
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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