



WHEELSPIN

June 2021

www.hccc.org.nz

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COVER PHOTO

Mark at Fordell, having a go!

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 1st June 2021 @ 7:30



Presidential prattle June edition.

Well; I finished up last month's chatter by saying that I'd been to Tea Creek and Rally Otago in a photographic and spectator only mode (but ran out of space to talk about it).

The Corolla was (and is) still in rebuild mode, meaning that I couldn't enter Tea Creek again this year, carrying on my tradition of missing that event quite a few times. Though the Corolla did manage to sprout an LED lightbar, in readiness for 2022 maybe.

I cruised over the hill in the Windy, now featuring new suspension, so that it is less terrifying when you ask it to go around a corner. So that was a lot more entertaining than my first drive over the hill with absolutely knackered shocks.

With excellent timing I arrived, parked up, and then immediately bludged a ride to the top of the hill in the Steward's safety check. I bailed out at the top, and gradually made my way down to the bottom of the hill during the (technically) daylight runs. Though by the time the last run came around, it was good and dark. This made things particularly exciting for me, as I only had my sunglasses (prescription) with me. So there was literally blind navigation going on there.

Stu from Wairarapa CC had a pretty interesting wide line on the fast left hander by the stockyards. In fact, it involved not using the road at all, driving a fair way off into the grass, and doing a well lucky navigation of the off-road obstacles such as drains. I did manage to get a photo of his car with the front off the ground though, as there was still a fair amount of bounce involved.

Ben Watson was again absolutely flying in the GT4 (although not as literally as Stu). He's properly fast is that chap, given that was his first gravel sprint, and he outright won it by a decent margin.

As I said to him on the evening though, he is definitely driving at the outside margins of the car, the road, and self-preservation! He is super-fast, and is having some pretty close moments, chasing one end of the car then the other while on full noise. The last run I saw before heading home, he came within inches of nailing the car into a pretty decent drain, leaving some trim in the scenery, and causing one of the marshals to head down to see just how close the tyre marks were to disaster.

Jilly and Adam were both up there in the front drive Starlet, as the rally car is still without a gearbox, following mechanical misbehaviour down at Otago.

It's a very versatile little car that one, doing well in Motorkhana, Autocross, Hill climb, and Gravel Sprint events, all in the same format other than a change of wheels.

I'm not sure exactly how improvised the lights set up was on the Starlet, but I'm going to guess "quite a lot", because I have to figure that the plan might not have been to use that Starlet for the day night.

Graham Heath seemed to be having a decent run, keeping it on the road every time I saw the car. Vague memory serves that he ended up with a decent result too.

Paul Tapper was having his first go on gravel in the Corolla, running the BC Golds up nice and tall. To the point where he said he's probably going to be dropping it back down again, as it did look a bit like a Landcruiser. He did say though, that no part of the underside of the car contacted any part of the road.

Albaru was continuing his early efforts on gravel in that car, putting in a steady drive through the day and night.

Ross McKenzie had a pretty interesting moment in his Corolla, hitting sun strike late in the afternoon, and doing a pretty good job of attempting to drive with one hand held up as a sun shade. Which is not exactly the easiest thing to attempt in a front wheel drive car. However; he kept it out of the scenery, even if it did look a bit of an exciting (in the bad way) moment.

Matt Gaskin had his Crosscar out on the gravel too, which was a deeply confusing noise, as suddenly you'd hear a motorbike noise winding up the hill, in the middle of a car event. It did look pretty exciting though, with power oversteer being a definite feature.

Otago is on my calendar as a must-do now, so I headed down again this year. Unfortunately Brian Craig was under the weather, so I was solo once again.

The weather behaved better this time, with only one torrential downpour during the ceremonial start at the Octagon. I caught up with a few people, and picked up a copy of Hayden's self-drive spectator guide, which gave me few road junctions to head into (despite my arguments with my GPS, which nearly found itself thrown off a tall cliff).

Like a genius, I left my "gloves that I purchased specifically for Otago" at home, and so turned into an ice cube on a corner at stage 1, where the phone was telling me that it was 2c, and felt like 0c.

I spectated either five or six stages (I can't actually recall now), cranked out quite a few photos, and caught up with the Jilly & Adam crew several times during the weekend, which was cool.

I did decide though, that if I'm going to take a zillion photos, and have to bin a good percentage of them for being out of focus, it's probably time to upgrade the trusty old camera gear. So my Otago weekend ended up being quite expensive if you take that into account. Hayden Padden put on a master class in "how to rally" once again. I think he took out every stage but one (courtesy of a puncture).

Watching he and Ari Pettigrew, you'd actually say that they were driving on a different road to anyone else there. One of the quick corners I was watching from, Hayden and Ari went UP a gear, where everyone else braked, or went down a gear. I mean everyone.

Looking at Ari's results in what is by comparison, a not particularly heavily developed car (I mean it still has some tricky bits like a sequential), that is one stupidly fast driver.

If he gets some money behind him, you'd have to think that we must be looking at the next big Kiwi rallying export. If he doesn't get some money backing him, I think we're looking at one of the biggest wastes of opportunity that I've ever known about.

Talking of things that are outstanding, as per the video I linked to on the Club's Facebook page, one of the things that blew my mind at Otago was a racing drone, chasing rally cars.

I don't know how fast those things go, but the pilot had it glued to the back bumper of rally cars as they accelerated out of what I'd figure would be a third gear corner. Which is definitely not mucking around. Thank goodness I don't have **that** as a hobby.

Going from the top end of the sport, back to the far more humble Rubber Duck Autocross series, we had our final round of the Monty Python Trilogy (the next trilogy will be James Bond themed).

The weather was looking what I can only describe as being craptastic on the way over the hill, raining pretty much the whole way, and filling me with a feeling of impending doom.

However; Masterton managed to be a little version of the Sahara, surrounded on all sides by torrential rain. So basically the exact reverse of an oasis (the type you get in the desert, not the type you get when you put two Gallagher brothers in a recording studio).

In fact, it once again turned into a dust bowl, with the timing crew hiding inside an increasingly filthy station wagon that we nicked from Graham Heath (thanks, and also sorry).

We had a more modest entry this time, of I think 36 drivers. That took some of the strain off the day, as it meant that we could run cars solo occasionally as the dust level got too bad.

Because we had some interest from Jeff & Matt with their Crosscars, we ran them in invited guests class, because they don't comply with our competition regulations that specify road tyres. We also wanted to see if they were a vehicle / tyre combo that would cause too much paddock damage. While they are very light, they are running a deeply treaded tyre, in a super soft compound.

So they aren't running in the engine over driving wheels class in that event (and we don't do overall points/trophy anyway), and looking ahead, we will create class XC, as they are a very different bit of machinery to a VW Golf or a Starlet.

They demonstrated that they are a seriously quick bit of kit, by finishing the event with combined times of 2:15 and 2:17 (Jeff, then Matt), with the next vehicle being Neil at a 2:22! Paddock damage on the rock hard dust bowl didn't prove to be a problem, so that gives us a bit of confidence in having them back again.

Adam, myself, and Graham H were very generously given a run in Jeff's Crosscar, and they're a pretty cool bit of machinery to drive. Imagine one of the indoor go-karts, then imagine it with a decent amount of power, and suspension. That's kind of how they feel. The steering is suuuuuper heavy, and always trying to correct back to straight, and you can really steer them with the throttle, so long as you've got the confidence that you can get the steering back straight again (particularly if you overshoot and end up in an over correction situation).

But going back to the conventional vehicles, Neil was absolutely cranking in the Golf, three wheeling it all over the place, and generally showing signs of extreme determination and commitment. So much so that he actually ended up 2 seconds clear of second place, which tells you that he was driving the wheels off the car all day.

Adam and Geoff came home in that order, both in the 2:24 second, followed by Al in the DeTomato, Graham H in the DeTomato also (as his Pulsar had a supercharger issue at the previous gravel event), myself then in the Windy, with Quin Carver in the slightly more battle-scarred Fiesta than when it started the day.

In the other classes (since we've largely covered off the Engine Over class results above), Brendon was enjoying the traction available to bring the Altezza in first in the rear skidders, followed by Lee, then Steve Jopson (Escort), and Jody in the Starlet. It's worth commenting that 1-4 were separated by 1.57 seconds total. So that's some fierce competition given the four wildly different bits of machinery represented.

Four-wheel drive was a small class, with Geoff, followed by Sarah (in the same vehicle), and then Dick making an appearance in the Gravel Express to round out the class.

For the Trilogy, Neil, Adam and Graham took out FWD. Rear skidders, Lee with Peter and Brendon in a draw for second equal. Four-wheel Jeepers, Geoff, Sarah and then Mark.

Looking ahead, we're considering running a couple of Motorkhana grass days, to give the paddock some recovery time over winter (as there's now a HUGE number of rocks coming out of the ground), then returning to Rubber Duck James Bond trilogy in September. Dates, and weather willing of course.

Clubnight, we're going to do a bit of a wrap up of the Rally Roads Tour that saw a collection of HCCC folk attending. Hope to see you there, or somewhere with cones that we might or might not be running over!

Cheers
Leon



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Adam on the rally tour, having three times as much fun as the others!





**WHAT YOU THINK YOU LOOK LIKE
BEHIND THE WHEEL**



**WHAT YOU ACTUALLY LOOK LIKE
BEHIND THE WHEEL**

As most SilverSurfers know, sometimes they have trouble with computers.

I had a problem yesterday, so I called Eric, the 11 year old next door, whose bedroom looks like Mission Control and asked him to come over.

Eric clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, 'So, what was wrong?'

He replied, 'It was an ID ten T error.'

I didn't want to appear stupid, but nonetheless inquired,

'An, ID ten T error? What's that? In case I need to fix it again.'

Eric grinned ...'Haven't you ever heard of an ID ten T error before?'

'No,' I replied.

'Write it down,' he said, 'and I think you'll figure it out.'

So I wrote down: ID10T

I used to like Eric, the little shit head



The British Border Patrol is asking citizens be on the lookout for a red 1951 Chevy that they suspect is being used to smuggle illegal immigrants from Calais to Dover, through the Channel Tunnel.

If you see the vehicle, pictured below, and have reason to believe that it is the suspect vehicle, you are urged to contact your local police station.



Harbour Capital Car Club Calendar 2021

Confirmed dates in **RED**, traditional dates left in place as indicators

Month	Date	Event Type	Club	Venue
June	7	Queen's Birthday		
		Gravel Sprint	Dannevirke CC	Tararua Rd
	3-6	WRC Rally Italy		
	13	The Surgery Sprint Rd 2		Manfeild
	19	Sth Canterbury Rally		
	24-27	WRC Rally Safari Kenya		
	27	Autocross	Hutt Valley	Upper Hutt
July	15-18	WRC Rally Estonia		
	18	Gravel Sprint	Levin	Mangahao Dam
	24	Hawke's Bay Rally		
	25	Autocross	Hutt Valley	Upper Hutt
August	29-1	WRC Rally Finland		
	1	The Surgery Sprint Rd3		Manfeild
	15	Gravel Sprint	Wairarapa	Puketiro Road
	19-22	WRC Rally UK		
	29	Autocross	Hutt Valley	Upper Hutt
September	4	Goldrush		
	5	Quarter mile Sprint	WTSCC	Wainuiomata
	9-12	WRC Rally Chile		
	26	The Surgery Sprints Rd4 Autocross	Hutt Valley	Manfeild Upper Hutt
October	14-17	WRC Rally Spain		
	19	Waitomo rally		
	17	Sealed Sprint	Wairarapa	Admiral Road
	26	Labour Day		
	24	Sealed Sprint	Hutt Valley	Port Road
	31	Gravel Sprint	Levin	Wairongamai Rd
November	9	Race (MG Classic)	MG	Manfeild
	10	Race (MG Classic)	MG	Manfeild
	11-14	WRC Rally Japan		
	21	Gravel Sprint	Wairarapa	Dorsets Road
	28	The Surgery Sprint Rd5		Manfeild
December	7	India Rally		
	25	Christmas Day		
February21		Sealed Sprint	HVMC	Wallaceville

Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 4397616 (John)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
Dannevirke	j_pperformance@hotmail.com
Manawatu	manawatucarclub@xtra.co.nz
Wanganui	barbaramgray@gmail.com
Hawkes Bay	donna_elder@clear.net.nz

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Address: Residential			
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Mobile			
Email			
Occupation			

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
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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