



WHEELSPIN

September 2021

www.hccc.org.nz

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COVER PHOTO

Leon's latest acquisition

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 7th September 2021 @ 7:30



September Perambulations of the Pres.

Once again, we find ourselves in the Level 4 Covid lockdown, so luckily for this article, I've got plenty of time to write, as I've done a few events, and had much car shenanigans in the last month.

The super short version of the car shenanigans is: purchased Altezza in Nelson, purchased MR-S just up the road from my house the next day, sold the Evo, Autocrossed the MR-S, collected the Altezza from Nelson, motorkhana'd the MR-S, sold the MR-S.

I have again come down with another dose of my car ADHD, which has sent me on the search for an Altezza, so that I can do some rear-wheel drive skids again as a change of scene. I've had too much fun driving other people's Altezza's over the last couple of years (thanks Dean and Brendon), so I think it is probably time to have one again. I know they're a little bit big and podgy for an actual race car, but they are pretty strong, and have a limited slip diff.

Unfortunately, every man and their dog has also decided they think Altezza's are fun, so they've jumped something like 50% in value over the last couple of years. Which isn't ideal for purchasing, but will hopefully work out well when it comes time to sell it again.

Had a nice one-day trip down to Nelson to pick the car up from there, and worked out a bunch of the things wrong with the car on the trip from Nelson to Picton (as one does). So it got a decent sort of birthday upon returning to Wellington, and we'll see if anything falls off when it hits the competition events (though of course, under Covid 3&4 no events can run).

In absolutely awesome timing, an MR-S was advertised for sale on the Monday night following the Sunday on which I picked up the Altezza. It was a price I absolutely couldn't resist, so despite it being dark, in the rain, and there being a literal pool of water in the car, I couldn't not buy it. This briefly took me up to 6 cars. Which is a very silly number. I actually needed to change clothes after the MR-S test drive, as there was a tidal wave during the test drive.

I worked out the source of the water leak in the MR-S, and then dried it out over about a week or so.

Luckily the Evo sold, so that took me back down to five cars. Which is still a silly number, but is less silly than six. Given that I can fit four cars in my driveway at a pinch.

As far as the actual events go, I ended up entering the MR-S in the Trentham autocross the weekend after I purchased it, which was a bit of fun.

It was going to be a bit touch and go as an experience, as I had actually doubled my total mileage driven in the car, by driving to the event that morning. So, everything was a bit of an unknown quantity there. Plus, I was on road tyres, the front being some budget brand, and the rears being decent. Which I guess is probably better than the other way around, given the mid-engine twitchy potential.

The weather was stunning and blue, which was helpful given that I was still trying to dry the inside of the car, and let's face it, if you have car with the roof off option, why have the roof on right?

Weirdly there were heaps of other convertibles there on the day, so I ended up parked up with another MR-S, a Lotus 7 replica, and a handful of MX5's. The other MR-S had the Celica engine swap done on it, so had quite a bit more mumbo than mine, which looked like a bit of fun.

The MR-S was nice to drive, albeit not terribly quick. The one-wheeler peeler feature around the cones was a bit annoying though, and tended to do the same thing mid corner too. Super controllable for a mid-engined car though, tended to have quite a bit of corner entry understeer (refer: budget tyres on the front).

Mostly I just made the most of the good turning circle to keep myself as far away from the kerbs as I possibly could, and kept myself down the middle of the road.

The other MR-S got through to one of the shootouts, but came quite thoroughly unstuck on the barrel nearest the start line, and nailed a chain link fence and post.

Interestingly, the diamond shaped marks on the bumper of the other MR-S following the incident, exactly match some of the marks that my MR-S had on the front bumper too. So I guess that answers my question about how the damage on my MR-S was achieved by the previous owner. Though I suspect it will be from a casual visit into a fence, rather than a motorsport visit into the fence.

Turned out to be quite an exciting autocross for seeing things. Cas managed to loop the Cappucino under brakes on the way in to the finish garage, and made a fairly high speed backwards exit up the footpath, toward a pile of wood, and the finish marshal. Luckily none of the above listed items or humans were in fact hit by the rotating Cappucino, but it did make for quite an adrenaline spike for everyone concerned.

Warren Tunley has purchased a Cross Car as well, and he was going fast, but was seriously fighting all the understeer. He managed to depart the road and achieve the footpath on the fast corner, and popped away to replace bent parts before carrying on.

Neil unfortunately made the score Kerbs 2, Neil 0 for the last two events, as he put the City into the footpath hard enough to bend the front chassis rail. He then departed back to the workshop, on the back of Loren's trailer.

It's not immediately obvious at this stage if the City has reached the end of the line, or if Neil will repair it. A bent chassis rail in a low \$ value car can be a bit of a deal breaker. From speaking to Neil, he thinks he might have a go at fixing the damage himself, once his shed is built.

Next up on the eventing was the Triumph Sports Car Club motorkhana, which is a very small and short event, courtesy of them needing to be finished for the day by 11:29am. The pub whose car park is being used, opens 11:30am.

This means a maximum of 20 entries, and a number of courses as allowed in the time allocated.

Quite a good HCCC turnout, myself (MR-S), Neil (Driving Miss Daisy Skoda), Al (Charade), Tim (newly retro-stickered Nissan AD wagon).

The weather on the other hand, was having absolutely none of it.

Basically, as we walked from the driver briefing, to our cars, it started raining. Oh yeah, and also, thunder and lightning.

So, at that point, the roof went back up on the MR, and stayed there for the duration.

The first test immediately told me that the handbrake on the MR was completely useless, which was a touch disappointing, but also entirely inevitable too, because Toyota handbrakes are like that (I refer you to my last article where I mention how useless the Windy handbrake was).

I chucked a couple of fairly rugged old tyres on the back of the MR, so that if the carpark grooved up some tyres, at least it wasn't going to be the nice tyres that were on the back of the car when I bought it. Luckily, I'm quite well blessed when it comes to random 4x100 wheels.

However, the underwater feature meant that tyre wear wasn't really an issue.

A couple of the rear-wheel drive guys put on a demonstration of nice car control, with the Hughes clan particularly doing a nice job in the Commodore, and the Escort (although the Escort was severely pouring out fluids, and had a very unhappy head gasket).

One of the MX5's present was demonstrating just how strong MX5 engines are, as it coped with a severe beating all morning, and also with a turbo slapped on the side of it. Basically, it got all redline all morning, and I was expecting at any moment, that bits of piston would be departing the premises.

Neil was perambulating around in the Skoda Daisy car, which was kind of hilarious, as it is in that baby blue, that you just would not ever expect to see being handbraked around a car park. Ever. He was having to negotiate power delivery though, as the smarty pants transmission kept telling him that he wasn't allowed to apply any power. This clearly isn't an ideal situation.

Al dominated the event overall, with myself, Tim, then Neil taking out positions 6 to 9, in that order.

That event largely sealed the deal for me, about MR-S ownership, as the open diff was highly frustrating. Which I anticipate would be the case also if I took it grass autocrossing (also, no storage space to carry spare tyres to grass autocross events, unless travelling solo, and removing the passenger seat entirely). So that, in conjunction with the Windy not selling, meant that I advertised the MR on Trademe, and sold it immediately.

Third and final event for the last month, was the very long-awaited return to gravel, at Wairarapa Car Club's Puketiro Road gravel sprint.

Having not driven the Corolla since November, and only done that road a couple of times before, I figured (correctly) that I'd just be up for a participation award there too.

Usual early morning start was a thing, and very disappointingly BP didn't have any pies ready to go. So I had to tough it out with a breakfast of sausage roll, which really just isn't nearly as good.

It was a tad chilly, being 1c and a good coating of frost in the paddock, and hitting -2c around Kaitoke on the way over the hill.

The brakes have all been overhauled on the Corolla, so I was trying to bed them in over the Remutaka's on the way there. But I had quite a soft feeling brake pedal all day, which wasn't very reassuring.

Brendon came over the hill in the Kia, so we used that as pits, and he had a couple of passenger runs through the day.

I was able to enjoy the benefits of air con in the rally car, for the first time in about a decade, having spent a small to medium size fortune re-instating it. So the drives back from the end of the road were able to be with air on recirculating, and air con running.

The weather absolutely turned it on all day, and it was sunglasses on, for the entire duration of daylight hours.

So, I'm going to see if the brakes need bleeding, but there's not a lot of urgency in that, as I believe if plans go to plan, my next (and last) event for the year in the Corolla isn't until late November anyway). Hopefully by the time that event rolls around, I have some concept of how to drive on gravel again!

For now, though, we're in Level 4 lockdown as I write this, so all my events coming up soon are under shadow of doubt, as we can't do motorsport until we achieve Level 2 again.

Which means the sealed autocross in a week's time is looking dicey, our September 12th grass autocross is at best a maybe, and Ashley Forest (spectating) the following weekend could be under threat too, given how many people will be attending, and from how many different destinations the competitors are from! Our club night seems at best a maybe, and a bit of a longshot for September too.

Maybe this will be all resolved by the time you get this mag, because of course, printing and delivery of the mag are also unable to proceed under the lockdown!!

That's it for me for now. See you somewhere, hopefully! Maybe in an Altezza?

Leon

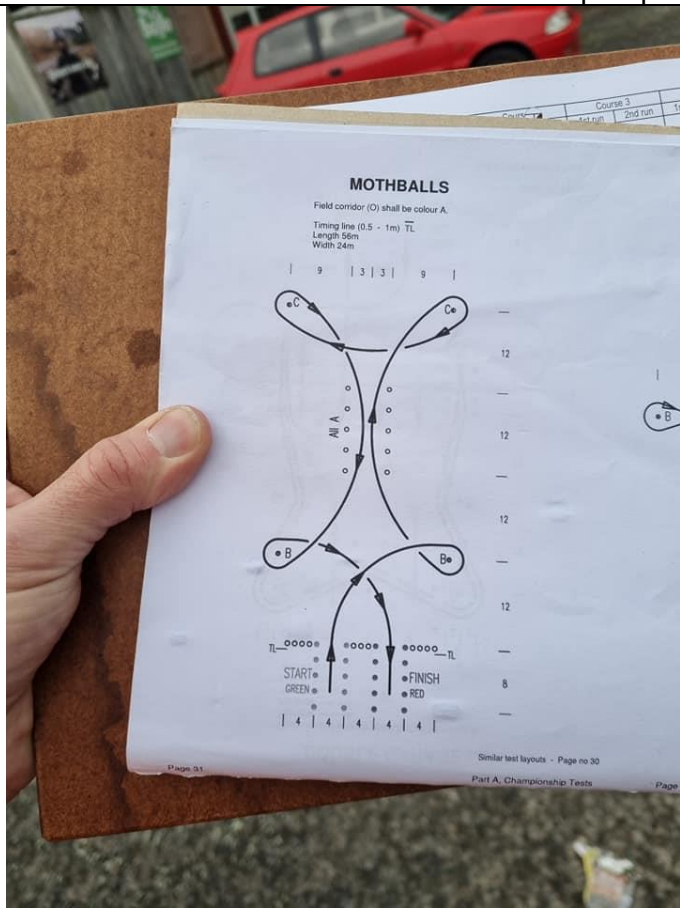


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Leon's Trentham Autocross pix



Harbour Capital Car Club Calendar 2021

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

Month	Date	Event Type	Club	Venue
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

Motorkhana - Fitzroy Tavern			Course 1		Course 2		Course 3		Course 4		Total Tme	Placing	
Sunday 08 August 2021			*Mothballs*		*B & E Slalom*		*Double Loop*		*Rev B & E Slalom*			Class	Overall
Driver	Car	Class	1st run	2nd run	1st run	2nd run	1st run	2nd run	1st run	2nd run			
Alan Groves	Daihatsu Charade De Tomaso	O	27.78	26.28	22.30	21.92	28.93	57.03	21.90	22.71	99.03	1	1
Richard Skilton	Toyota Trueno	O	28.45	29.03	23.31	23.15	30.35	29.3	23.68	23.43	104.33	2	2
Neil MacDonald	Citroen AXGT	O	30.38	28.09	24.60	23.27	31.13	29.6	23.53	24.5	104.49	3	3
Josh Wood	Mazda MX5	N	53.97	30.15	26.57x	21.52	33.60	43.31	23.29	23.68	108.56	1	4
Delora Skilton	Toyota Trueno	O	30.40	29.06	24.49	23.92	33.03	31.64	25.61	24.62	109.24	4	5
Leon Cast	Toyota MRS	O	31.48	30.38	24.45	24.29	32.89	31.97	23.83	24.26	110.47	5	6
Tim Savage	Nissan Pulsar	O	29.81	30.26	23.25	23.81	32.59	33.37	25.10	26.94	110.75	6	7
Neil Ian Roots	Skoda Roomster	4	28.90	29.05	25.37	24.98	32.51	32.14	25.17	25.85	111.19	4	8
Tony Wood	Mazda MX5	N	53.97	28.89	26.09	25.74	36.33	34.35	24.74	25.67	113.72	2	9
Cathy Reid	Mitsubishi Mirage	O	31.34	29.75	26.55	26.41	37.15	32.39	25.93	26.31	114.48	7	10
Jonathan Wood	Mazda MX5	N	28.58	31.28	26.10	24.89	32.76	36.95	40.00	30.72	116.95	3	11
Geoff Brader	MG Midget	N	32.43	31.12	24.85	27.43	36.63	34.7	26.61	39.16	117.28	4	12
Joel Hughes	Holden Commodore	N	34.05	35.95	30.29	28.85	35.93	36.56	31.28	37.75	130.11	5	13
Doug Hughes	Holden Commodore	N	41.74	31.95	28.82	27.93	57.03	40.73	34.54	36.15	135.15	6	14
Blair Hughes	Ford Escort	N	53.97	33.71	26.81	31.28	42.03	48.23	45.37	54.16	147.92	7	15
Mat Hawken	Nissan Stagea	4	53.97	38.97	26.35	63.97	39.29	57.03	54.16	54.16	158.77	1	16
Jamie Horner	Nissan Skyline	4	31.96	53.97	63.97	63.97	57.03	57.03	32.76	54.16	185.72	2	17
Corey Smith	Nissan Skyline	N	53.97	53.97	30.15	48.97	57.03	57.03	54.16	54.16	195.31	8	18
Nigel Fleming	Triumph TR7V8	N	30.73	30.51	108.97	108.97	102.03	102.03	99.16	99.16	340.67	9	19

Times shown include penalties:

Hit cone (5 seconds added)

Incorrectly navigated the course (slowest competitor's time plus 15 seconds)

- = failure to start a test (slowest competitor's time plus 60 seconds)

Slowest time for this run

plus 15 seconds =	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
plus 60 seconds =	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00

FUNNY HOW SOME PHOTOS COME OUT



SEND THIS TO: Harbour Capital Car Club (Inc)
P.O. Box 4102
Wellington
New Zealand



First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
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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