



WHEELSPIN

November 2021

www.hccc.org.nz

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COVER PHOTO

Adam, playing in the mountains

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 2nd November 2021 @ 7:30



November Meanderings

Couple of potential events that I was interested in getting to with a camera have fallen victim to the Covids. The final round of the NZ Rally Championship up in the Bay of Plenty was cancelled, and the 2021 series declared as of the last round that took place. Then Clubmans Rally of Waitomo has been postponed until December 5th.

Coming up for us, is the rescheduled Rubber Duck Autocross, running on November 14th.

We're trying to get another Autocross 19th December, but that date is still to be confirmed. So put that down as a "maybe".

That said, both the events above count on no drag events being moved onto these dates. Because their timetable too is being subjected to a fair amount of Covid havoc.

As the Auckland lockdown continues, and has expanded into the 'Tron, a bunch of events in all the sports are going to be moving further and further into the future, and into "hopeful" territory.

Will 2022 be normal, or is this just the new normal for the world? Or at least until we reach a really high level of vaccination, so that we can afford there to be Covid, without killing everyone's dear old granny.

Talking of super excited, and the future, WRC is now scheduled to return to NZ in September/October 2022! Holy cow! Other shouty things! I will be putting my leave in to work on Monday for this one.

Ten years since we have seen the WRC field here in NZ. Wonder if Hayden will be able to score a drive in something good?

Actually, talking of Hayden, he has sold the franchise (rights? I dunno) to the Cross Cars to Jeff & Oli Ward. Jeff has said he is looking at the possibility of leasing, as well as selling, to get some more of the cars out there. As it stands Matty Rule from HVMC is getting one too, which makes three of them in that club. They're a serious chunk of change to put down in one hit on a race car, but they are comprehensively demonstrating that they are very competitive during all the autocross events, and all the sprint events.

As to events I made it to, I've been to the final round of the sealed autocross series in the Altezza, and then armed with a clipboard (scrutineering) and camera to the Shelly Bay Sprint.

For the sealed autocross, I've got another set of tyres (semi slicks on this occasion) for the Altezza. For those keeping score, that's two complete sets of Goodride brand tyres for the Altezza, courtesy of Autocross sponsor, Neil's Wheels.

The Goodride (also known as Westlake) semi's are pretty damn cheap. They're no Dunlop, but then again, they're half (or less) of the cost of a Dunlop. Plus of course, I'm running a stock Altezza, just for fun. So, dropping \$1200 or something into a set of really fancy pants tyres seems a bit over the top.

The weather forecast for the kerbocross was a bit ominous, with various predictions of afternoon related gloom. However, that failed to happen, so it was dry and pleasant all day. Which is always helpful, as with a rainy event, it gets pretty anti-social, as people tend to spend the day hiding in their cars.

I started off pretty carefully in the Altezza at a 1:20, then dropped down to 16, 16, then 15, 15. Which I am happy enough with, as I managed to get a little bit quicker each run, got myself into the top 16, and ended up third in the engine not over driving wheels class.

Seems like whatever car I run in, I'm just good enough to get into the top 16, barely, and then no further. Which isn't too bad, given that I've run a front drive, mid-engine, and rear drive car over the four events.

I don't recall a lot of carnage happening through the day, but that might be a reflection of my memory, or it might mean that it was a reasonably clean day.

Webster had a very short event, blowing a CV into shrapnel on the start line of the practice run. So, I don't know that he even managed to move off the start line.

Tim in the MR2 smacked a footpath, as he departed to Webster's work mid event to go straighten some steering component again.

Fastest of the HCCC pilots was Albaru, who is rocking (and rolling) some standard suspension in the STI now, so that he isn't dragging the car along the ground when he is at gravel events. He brought the car home fourth overall, and first in class (also, second to last in class too, because it seems like the 4wd class is getting quite lightly populated in the tarmac events).

PC in the vastly improved Schitz (now with a LSD, along with the suspension and steering tweaks) 7th overall, and 5th in class.

Neil in 11th, in the Golf this time, managed a clean event, and got himself home without any suspension adjustments happening, followed by myself 14th, just half a second behind him.

Ian was struggling a bit in the MPS, as that car has such a massive turning circle, he is having to do the occasional multi point turn unless he gets his lines just right.

Then on to the Shelly Bay sprint, where I was only running a camera rather than a car.

Couple of pretty decent spills there that day unfortunately.

Andrew Thomas (not Thomson) rotated the white AE92 Corolla into the sea on his first run of the day, right in front of my camera lens. Looking at the car afterwards, it does appear that he escaped pretty lightly, as he went into shallow water, and not at a great speed.

Jeremiah unfortunately had a big nose into the bank with his Subaru (I believe on the same corner that John Raptis, Nick Tollemache, and Webster have all done various nerfs on). The car is toast,

but I was told the he is okay, and his partner in the passenger seat was okay other than some belt burn.

The Cross Cars were madly cutting the corners where I was, and turning the road into a “partially sealed” sprint for the cars that followed. Might be a few cones having to appear on corners in 2022!

I don't have the results to hand, but my remaining working brain cells suggest that Andrew Thomson got a first in class, and a good overall result too.

That's it from me, as I'm running out of coherent words.

Hopefully see you either at a subdued club-night (because Level 2 Covid), or maybe at our November Autocross.

Leon

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What do Alexander the Great and Winnie the Pooh have in common?

Same middle name.

Harbour Capital Car Club Calendar 2021

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

Month	Date	Event Type	Club	Venue
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



SUNDAY, NOVEMBER 14, 2021 AT 8:30 AM

Neil's Wheels Autocross Round 2: You Only Duck Twice

Masterton Motorplex International Dragstrip • M...

An engine cover for the Nugget



In this motorcycle engine car build I am using a Vee-twin Honda engine. It sits quite tall in the frame and I planned to make a removable cover over the top of the engine from fiberglass. However, MSNZ (Motorsport..) require metal between the engine and the driver, which does make sense. So I changed the plan to use sheet aluminium. The shape needed is kind of like a coal scuttle, or Darth Vader's helmet. There was no way I have the skills to roll or beat the required shape out of sheet metal. Nor was I able to weld it from pieces of aluminium sheet. But I did want something with a bit more shape to it than a cheap letterbox. One thing that slightly eased the design dilemma was that I have to accept the reality that whatever I make, it will always be a bit rough around the edges. My view here is that since forever motorcar manufacturers have been trying to outdo each other with perfect coachwork with tiny panel gaps, absolutely smooth surfaces and impeccable paintwork. Good for them. I offer no challenge. I'm not in the same market. A bit on the rough side is fine by me. Also, this is a race car, to be viewed at a distance and at speed.



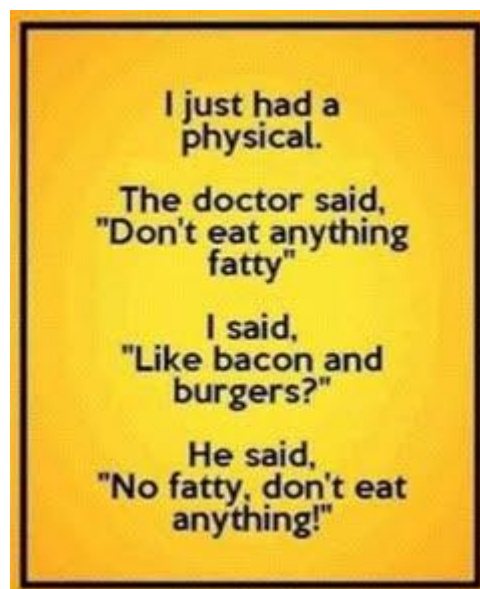
So, my plan was to make the shape from three panels of 1.2mm aluminium. Bend each of the sheets in single curvature to get approximately the shape required, and where the sheets join, fold tabs over on each joining sheet about 40 degrees and rivet the tabs together. Then cover the riveted tabs with bog shaped to give a smooth transition from one flat plane to the other. I made a little test piece to see if this worked OK, and how it looked. It seemed easy enough so I proceeded to full size. First, I added about 10mm of temporary padding to the engine, mostly the airbox. Then

I made a trial engine cover out of plastic coreflute real estate advertising sign. My neighbor is a real estate agent and gave me six used signs. I tweaked this a bit to get a good fit over the engine, then I made cardboard patterns, which lead to the same thing in aluminium. The final shape evolved a bit as it went along. I added a lot of additional bits around the base of the cover to provide mating surfaces to the car frame, and double layers in areas of stress. There is an air inlet on the side away from the driver. I plan to fit a bit of a scoop on this to aide air entry at this point as it is close to the air box intake. The shape of the cover is cut away a bit on the right-hand side, partly to give more wriggle room when lifting the cover on or off. I may fill this gap with a grill panel fixed to the chassis. The cover is held in place with three 12mm pins mounted to parts of the car frame, and "R" clips through holes in the pins. The completed cover weighs 2.5kg.

As I mentioned earlier, it is a bit rough, so a matt paint finish might be a good plan to hide some of the imperfection. I tried a yellowy "gold" colour (as in a Nugget of gold) but it looked wrong, and was a bit bright to be so close to the driver's eyes. So I defaulted to matt black. The cover looks a bit like a very dour upright personage perched in the passenger seat, so maybe I should add two eyes to the front of it to complete the illusion.

Moving forward, the next things to do include more bits of bodywork and strengthening and bracing the driver's seat. And of course, some more test driving.

Brian Worboys



HVMC - Trentham Autocross - 26th September 2021

No	Driver	Car	Club	Class	BOS	Prac	Run 1	Run 2	Run 3	Fastest	Overall	Class				Shoot out				
												EOD	ENOD	4WD	BOS	Top 16	Top 8	Top 4	Top 2	
39	Caswal Parker	Cappuccino	HVMC	ENOD		1.15.47	1.10.78	1.14.59	*	1.10.47	1.10.47	1					DNF			
1	Ben Price	Pulsar	HVMC	EOD		1.15.00	1.12.37	1.20.34		1.11.31	1.10.91	2	1				1.13.19	1.10.47	DNF	
31	Justin Courtier	Celica	HVMC	EOD		1.16.74	*	1.18.44	*	1.11.49	1.11.20	3	2				1.11.75	1.11.41	1.10.25	1.10.81
4	Alan Groves	WRX	HCC	4WD		1.14.70	1.12.15	1.11.62		1.12.00	1.11.62	4		1			1.12.17	1.12.32		
14	Max Kempthorne	Pulsar	HVMC	EOD		1.24.53	1.17.47	1.15.06		1.12.33	1.12.33	5	3				1.11.68	1.11.12	1.10.40	1.10.76
20	Mike Hollis	Honda MRS	Wgtn	EOD		1.16.49	1.15.10	1.12.98		1.25.34	*	1.12.98	6	4			1.13.34	1.11.60		
32	Peter Collins	Vitz	HCC	EOD		1.15.50	1.13.97	1.13.47		1.13.00	1.13.00	7	5				1.13.56	1.13.17		
26	Tim Steeneken	MR2	HVMC	EOD		1.13.56	DNF	1.13.16		1.13.65	1.13.16	8	6				1.11.72	1.11.50	1.11.14	
3	Hamish McClurg	Mirage	HVMC	EOD		1.20.09	1.17.22	1.15.91		1.15.15	1.15.15	9	7				1.15.66			
16	Rob Hollis	Mazda MX5	Wgtn	ENOD		DNF	1.17.37	1.25.54	*	1.15.37	1.15.37	10		2			1.14.72			
29	Neil Roots	VW Golf	HCC	EOD		1.22.59	1.16.90	1.15.46		1.15.45	1.15.45	11	8				1.14.47	1.14.36		
37	Neil Rush	Integra	HVMC	EOD		WW	1.17.57	1.17.18		1.15.60	1.15.60	12	9							
45	Nathan Spencer	EXA	HVMC	EOD	B	1.18.35	1.16.87	1.15.88		1.16.91	1.15.88	13	10				1.15.56			
22	Leon Cast	Alteza	HCC	ENOD		1.20.41	1.16.41	1.16.22		1.15.91	1.15.91	14		3			1.15.69			
11	Bodhi Bailey	Civic	HVMC	EOD	B	1.17.90	1.21.68	*	DNF	1.16.16	1.16.16	15	11				DNF			
21	Ray Moffatt	Mazda MX5	Wgtn	ENOD		1.22.41	1.17.82	1.16.29		1.17.82	1.16.29	16		4			DNF			
28	Jeremiah Raine	Carib	HVMC	EOD	B	1.23.12	1.18.72	1.33.59	*	1.16.44	1.16.44	17	12				3			
34	Caleb Macgregor	Civic	HVMC	EOD	B	1.20.34	1.16.59	1.17.22		1.17.84	1.16.59	18	13				4			
7	Cathy Reid	Mirage	HVMC	EOD		1.23.24	1.18.35	1.16.85		1.17.66	1.16.85	19	14							
23	Sam Morley	City	HVMC	EOD	B	1.21.69	1.18.22	1.22.34	*	1.17.41	1.17.41	20	15				5			
27	David Gill	Mitsi Colt	HVMC	EOD	B	1.21.93	1.18.25	1.24.82	*	1.19.41	1.18.25	21	16				6			
44	Craig Skipage	Pulsar	HVMC	EOD	B	1.20.59	1.18.56	1.18.35		1.18.43	1.18.35	22	17				7			
8	Zane Pearson	MX5	HVMC	ENOD		1.31.84	1.21.85	1.21.28		1.18.39	1.18.39	23		5						
10	Oli Hendra	City	HVMC	EOD	B	1.23.62	1.19.56	1.19.22		1.18.42	1.18.42	24	18				8			
5	Eli Barrington	Mirage	HVMC	EOD	B	1.20.50	WW	1.24.50	*	1.18.50	1.18.50	25	19				9			
50	Rob Urwin	Civic Del	HVMC	EOD		1.26.56	1.22.58	1.20.00		1.20.53	1.20.00	26	20							
6	Peter Gill	Mitsi Colt	HVMC	EOD		1.21.87	1.20.71	1.20.16		1.24.76	*	1.20.16	27	21						
30	Sean Skipage	Pulsar	HVMC	EOD	B	1.31.53	*	1.21.49		1.20.18	1.24.81	*	1.20.18	28	22		10			
17	Nick Zawodny	Mirage	HVMC	EOD	B	1.23.50	1.22.16	1.20.81		1.20.34	1.20.34	29	23				11			
48	Simon Ward	MX5	HVMC	ENOD		1.26.96	1.20.46	1.31.02	*	1.20.94	1.20.46	30		6						
9	Matt Baeriswyl	BMW	HVMC	ENOD		1.23.95	1.23.19	1.24.53		1.20.47	1.20.47	31		7						
25	Henry Bennett	Alteza	HVMC	ENOD		WW	1.21.19	1.21.12		WW	1.21.19	32		8						
33	Owen Todd	Vitz	HVMC	EOD	B	1.22.84	1.22.56	1.22.31		1.22.08	1.22.08	33	24				12			
47	Luke Smith	Alteza	Rotary	ENOD		WW	1.22.15	*	1.22.35	*	WW	1.22.15	34		9					
43	John Chester-Dixon	Celica	HVMC	EOD		1.36.97	1.24.93	WW		1.22.82	1.22.82	35	25							
12	Loren Brookes	Honda Logo	HVMC	EOD	B	1.27.74	1.26.48	1.26.18		1.24.39	1.24.39	36	26				13			
15	Chris Chad	Cefiro	HVMC	ENOD		1.35.13	*	1.35.59	*	1.26.10	DNF+M20	1.26.10	37		10					
35	Steven Webb	Polo		EOD		1.41.60	1.33.16	1.30.13		1.27.95	1.27.95	38	27							
38	Ian Stewart	Mazda	HCC	EOD		1.33.03	1.49.85	*	1.28.22	WW	1.28.22	39	28							
42	Tony Gill	Mitsi Colt	HVMC	EOD		1.32.22	1.29.78	1.29.15		1.32.19	1.29.15	40	29							
24	Curtis Callaghan	Legacy	HVMC	4WD		1.36.40	1.36.58	1.35.80		1.35.63	1.35.63	41		2						
19	Harrison Rush	FX GT	HVMC	EOD		1.44.50	DNF	1.55.12		1.41.19	1.41.19	42	30							
46	Samuel Webb	Polo		EOD		2.12.06	1.49.50	1.42.41		1.41.80	1.41.80	43	31							
13	Aaron Duncan	Levin	HVMC	EOD		1.16.53	DNF	DNF		DNF	DNF									
18	Webster Gough	Starlet	HVMC	EOD		DNF	DNF	DNF		DNF	DNF									



FIA WORLD RALLY CHAMPIONSHIP CALENDAR 2022

	MONTE-CARLO	20-23 JAN.			FINLAND	4-7 AUG.
	SWEDEN	24-27 FEB.			TBC	18-21 AUG.
	CROATIA*	21-24 APR.			GREECE	8-11 SEP.
	PORTUGAL	19-22 MAY			NEW ZEALAND*	29 SEP. - 2 OCT.
	ITALY	2-5 JUN.			SPAIN	20-23 OCT.
	KENYA	23-26 JUN.			JAPAN	10-13 NOV.
	ESTONIA	14-17 JUL.				

*SUBJECT TO CONTRACT







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TEN COMMANDMENTS FOR MARSHALS

1. 'Thou shalt fall over thyself to offer thy services to the Cause and be in full readiness to attend thy task at all times, forsaking sleep bodily sustenance, family, habitat and the demands thereof, holidays, rest days and the needs of thy humble employment.
2. 'Thou shalt keep thyself free from accursed ailments that would deter the lesser mortal, lest thine absence from thy appointed post cause chaos and confusion.
3. 'If perchance, the Shadow of Death, falleth upon thee in the performance of thy duties, thou shalt remain in the position perpendicular, falling not upon thy time card lest this be smirched and rendered illegible.
4. 'Thou shalt lurk by the wayside in the furtive manner of the footpad or highwayman, concealing thyself craftily in the burrow of the rabbit or beneath the mossy stone whence many suspect thine origin.
5. 'Thou shalt show neither fear nor favour and thou should suspect the motives of the damsels who would smile wicked smiles and breath sweet somethings in thine ear and display silken hose unto they fixed gaze. Alas this is but a subtle trap to lure thee from thy task
6. 'Thou shalt be awake and alert at all times and not asleep in the back of thy chariot.
7. 'Thou shalt expect to have heaped upon thy head all manner of foul and wicked words uttered by those thou hast aggrieved, but this thou shalt ignore with sweet smile and merry eye. If the words be of utmost obscenity, perchance, thou shalt double, nay treble the penalty thou hast given, and may also suggest kindly that the utterer may find amusement in taking flight and performing the impossible.
8. 'Thou shalt be both amazed and perplexed if thy suggestion is acted upon and the impossible. achieved, though thou shalt not fail to administer the maximum penalty as flight at low altitude and magical feats are both blasphemous and ungodly.
9. At the appointed hour thou shalt abandon thy post unto Nature itself and, concealing such rabbits, hares and pheasants that have surrendered unto thee, make thy stealthy way. unto the secret rendezvous where the covey of marshals is gathered, there to regale them with stories of the wicked deeds and, per-chance, tales of another nature.
10. 'Thou shalt remain aloof when competitors approach thee after the battle is o'er to ask thee what the devil, thou meanest by giving them penalties, when none were desired, for, alas, most times they know not what they do and understand not the mystic ways of thy calling and that though thou mayest not always be right; thou art never wrong.

Handed out at the start of the MILLIMAR night (In the UK 1972) Rally by the organising club - Sporting Owner Drivers Club whose motto is: SOD THAT!

Editors note: If you guys do not send me articles, I intend to dig out my old UK articles and PUNISH you! This was for night rally marshals.

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



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Other family Members name			
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Home Phone		Business Phone	
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Email			
Occupation			

Make & Model or car / s

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How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
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I am prepared to help on: - (You may be contacted if help is required)

Trials	Motorkhanas	Speed	Rallies
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