



WHEELSPIN

August 2022

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

	Home	Work	Email
PRESIDENT	Leon Cast	027 699 6838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	233-8030	webstergough23@gmail.com
SOCIAL CONVENOR	Mark Rutherford	027 706 9143	
SECRETARY	Brian Craig	239 9542 471 7746	brian.craig@WSP.com
TREASURER	Jilly Fisher	027 230 5801	4jilly.hu@gmail.com
COMMITTEE	John Tennent	021-058 9807	johntennent.45@gmail.com
	Adam Fisher	027 457 7149	flyingfish.adam@gmail.com
	Alan Groves	021 249 8617	alan.biddy@xtra.co.nz
	Dave Wilce	233 9757 027 533 9757	
	Paul Tapper	021 900171.	paul.a.tapper@gmail.com
WMSA Rep	Dave Wilce	233 9757 0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336 027 4390 308	elfish9@gmail.com
CLUB SCRUTINEERS			
Leon Cast	027 699 6838		
Alan Groves	021 249 8617		
Neil Roots	526 7510	027 248 3979	
Adam Fisher	027 457 7149		
WEBSITE:	www.hccc.org.nz		

COVER PHOTO

Leons pic from Hawke's bay

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 August 2022 @ 7:30



August Articulation

Well, courtesy of the rain god/goddess, our July 10th Autocross was rained off, and we're on to our next attempt to run the event on July 31st instead.

So once again, I'm a bit short on words (sorry Len). I haven't even managed to get to somebody else's events with a camera.

Although I am intending to have a crack at getting to Hawkes Bay to take some blurry photos up there. I just need to decide how far North I attempt to drive after work on that Friday - obviously the further I drive Friday, the lesser the distance to get to a corner on Saturday.

There look to be only two stages with spectator access (albeit with one of the spectator points being in a double-run bit of road).

I've been mucking about with cars, just not race cars.

The Ioniq is about to be moved on to a new owner.

The Altezza has gone to a new owner, and will probably see some competition use or track days, as he is car club adjacent. But with no tarmac autocrosses on the calendar for this year, and a lack of backtrack events, it was looking a lot like the Altezza was going to sit around under a car cover all year. We're into July (as I write this) and I've had the Altezza in use once for me at the Levin motorkhana, and then Haydee used the car in the WIMS autocross.

I headed up to Hamilton to pick up a Toyota IQ, which is a tiny 1000cc thing, but it looks like it isn't driving right. So then it becomes a question of trying to track down a mystery performance

problem (which is always an expensive pain in the wallet in an uncommon car) by throwing parts at it until eventually you find out what the actual part is that is acting up. Or just cut my losses and get the hell out of it.

Driving 1000cc of CVT car back from Hamilton was an adventure. Hills took some careful forward planning, and all the revs I could get my hands on. Although trundling along at 110 on the Hamilton expressway was surprisingly painless. To my surprise, I actually overtook quite a few cars on the way home, and did not hold up traffic even on the hills.

Also being way wider than the average baby car, it actually drives much more normally than the ultra narrow Honda City used to. I've driven a couple of City's inter-city, and I tended to arrive at my destination having sweated a couple of litres, and gained a nervous eye twitch.

The IQ has an outrageously small turning circle, and a conventional handbrake. Which means if you could get your hands on a 1300 manual one (without paying a kings ransom ... I've seen one advertised, and it had a decidedly royal \$9k price tag attached to it), it would probably be a heck of a lot of fun in a motorkhana. Adding in the disclaimers that it would still be a one wheeler peeler, and they're still a decidedly economy rather than performance engine.

They're a really interesting design concept too. No glove box, so that the passenger seat can sit further forward, allowing seating of up to 3.5 humans. Albeit, you'd need two quite short people on the passenger side, and I'd have to suspect only a very small human in a baby seat in the "seat" behind the driver. Then they have the gearbox ahead of the engine, so that the front wheels are right at the front of the car (you can stand in front of the car, and actually kick the tread of the front tyres). Meaning that the car manages to be only 2/3 the length of an actual car, but still actually have a quite decent wheelbase, which reduces the choppy and twitchy handling that you tend to get with the baby cars.

With the insane petrol prices, it starts getting awfully tempting to daily drive something with less than 1000cc! Even the prices of a decent hybrid are climbing by the day.

Although I know that it would be probably the most unsafe form of transport known to mankind, I'd like a little Kei van of some variety. Being the first thing at the front of a vehicle would be a less than ideal position to be in, in the event of something going awry. Plus I'd have to assume that 660cc even with a turbo, would be working very hard indeed to achieve 100k on my daily commute to work. I'd give myself about a 5% chance of survival of getting over the Remutaka range alive in a chilly bin with an engine.

Some time in the last year I took a Mitsubishi I-Car for a test drive, and found that going full throttle on a hill mostly resulted in the car grabbing a couple of gears down, and making plenty of noise, but going only very slightly faster. Yet somehow, that didn't totally put me off. In that specific car, a manky paint job, and non-working air con did put me off though.

But, to return from stupid cars, to actual motorsport, Taupo is running one of their forest rallies again this year. Mark is entering the mighty Ford Ka, with Sarah in the passenger seat (I say passenger rather than navigator, as it's a blind rally, so she is planning on taking some knitting or similar with her). I gather that there's no spectating, so the only way to see the cars is being a block marshal.

In the meantime, get your "stop it raining" dance on, so that we stop having a major weather event arrive just before each of our paddock events!

See you somewhere with burgers or traffic cones!

Leon





Flying Fish Enterprises Ltd

46a MacLean St, Paraparaumu Beach
Len Fisher : -Phone 0274 390 308
Adam Fisher Phone 0274 577 149
Email elfish9@gmail.com

For All Household maintenance &
building, including General repairs,
Painting,
Water blasting,
Glazing
etc

Tangoio Road 12 June 2022

Answering the call for more articles - here's a short article with some of the intersecting values from the venn diagram of quality/quantity/interest - you the reader can choose.

Last year I did this event downhill with non-appropriate lowered tarmac suspension. It was painful grading the centreline but if you kept up enough speed you didn't get beached. This year albaru had less inappropriate standard road suspension so height was not an issue.

This event was uphill which I hadn't done before so it was going to be another learning day. The day started late for whatever organisy reason and we started the practice run in the rain. While I was in the queue a fellow Subaru owner ran up to me with a windscreen wiper blade in his hand and asked for a swap for my passenger's one. His was knackered and wouldn't be worth using so swapped out a good one for his.

The practice run was a sighter. It's a 5km course so I just drove it as I saw it. The road was a bit narrow for me (they all are) and fences get in the way of sliding gracefully around corners. The finish line had a sharp right immediately after which made slowing down before the finish line a sensible option.

The day seemed to go slowly but it was probably because we all pitted up the top, and needed to cruise down to the start line before starting the next heat. Anyway, there was plenty of time to chat which is always a good part of the day.

First timed run was 6 seconds faster but really still couldn't remember any corners or combos. Was just going to be one of those days. I had watched some youtube runs and made notes for the course but none of it was sticking.

I went 3 seconds slower in my second timed run, looking to just enjoy the day without pushing what I didn't really have. The car wasn't doing what I needed. The rear springs had somehow squished down over time so that the rear sat a bit low and was getting too much understeer into corners followed by too much oversteer, so I just drove round them a bit carefully. I had received a rear lift kit from Ebay via Ukraine late last year but the holes didn't line up exactly and I wasn't too sure I should even use them so I parked them on a bench.

In the second timed run Liam Olsen came round a 3 left with maybe not enough speed because he bumped the inside of the corner and rolled his Sentra. Um... maybe it was lucky Sentra wasn't

caged because he can just scrap it, walk away and get another? Sure; AI - cages are better - I know that.

Also in this run, a Mazda Axela went hard out over the finish line, only to hit the bank on the outside of the sharp right immediately afterwards, jump up in the air and land on its roof facing the way it had come. He got a time but had to trailer the car home. Car was looking bent.

Those 2 incidents shortened the day and the organisers called the day closed after the 2nd timed run completed. It was a good day. I packed up and drove back to Pukerua Bay. Bit of a long drive back but traffic wasn't too bad and I had an audiobook to listen to. But it rained a lot from Dannevirke to home and one of my windscreen wipers was absolutely useless. Parked car in garage and as usual did not unpack it until a few days or a week later.

Hawkes Bay Car Club Sprint/Hillclimb Results										
Event	Tangolo Road gravel sprint									
Date	12-Jun-22									
All times include applicable penalties										
Competitor	Car #	Club	Class	Vehicle	Practice	Run 1	Run 2	Run 3	Fastest	Position
Andrew Elder	11	HBCC	G	Mitsubishi Lancer Evo	03:32.97	03:33.97	03:29.10		03:29.10	1
William Menzies	42	DCC	G	Mitsubishi Lancer Evo	03:52.24	03:29.57	03:30.07		03:29.57	2
Adam Bligh	18	HVMC	G	Mitsubishi Evo 8	03:35.43	03:33.55	03:31.89		03:31.89	3
Brad Stewart	15	DCC	G	Subaru Impreza	03:53.59	03:42.89	03:37.09		03:37.09	4
Kerry Bell	26	DCC	C	Toyota Starlet	03:53.66	03:38.02	03:43.85		03:38.02	5
Aaron Cook	8	LCC	D	Honda Civic	03:54.92	03:48.09	03:39.17		03:39.17	6
Geoff Newton	14	HBCC	G	Mitsubishi Lancer Evo	03:48.10	03:45.68	03:39.45		03:39.45	7
Chris Gracie	1	HBCC	D	Honda Civic	03:51.31	03:42.39	03:39.79		03:39.79	8
Thomas Good	16	DCC	C	Ford Escort Mk1	03:47.87	03:46.03	03:40.89		03:40.89	9
Simon Bicknell	12	HBCC	G	Subaru Impreza	03:46.18	04:01.97	03:40.92		03:40.92	10
Mark Rutherford	30	HCCC	B	Ford Ka	04:28.03	04:18.83	03:44.24		03:44.24	11
Brent Redington	46	HBCC	C	Honda City	03:56.10	03:49.12	03:44.32		03:44.32	12
Nathan Tough	3	HBCC	E	Honda Civic	04:04.15	03:50.15	03:45.04		03:45.04	13
Bryce Hackett	69	Wang CC	G	Mitsubishi Lancer	03:48.92	03:47.35	03:46.09		03:46.09	14
Clint Clunie	31	KCC	C	Toyota Starlet	03:54.34	03:50.42	03:53.59		03:50.42	15
Dayle Brock	53	WCC	B	Holden Barina	04:07.71	03:58.47	03:50.77		03:50.77	16
Euan Beattie	47	LCC	E	Toyota Corolla	04:00.12	03:52.80	03:51.06		03:51.06	17
Liam Olson	13	HBCC	D	Nissan Sentra	04:13.17	03:52.69	DNF		03:52.69	18
Cam McKay	96	HBCC	C	Toyota Starlet	04:00.53	03:57.74	03:54.54		03:54.54	19
Glen McCutcheon	9	DCC	E	Subaru Impreza	04:01.79	03:58.54	03:55.15		03:55.15	20
Jason Timmins	78	HBCC	F	Mitsubishi Lancer	04:14.19	03:56.05	04:02.07		03:56.05	21
Justin Murray	7	LCC	C	Toyota Corolla	04:13.17	04:05.38	03:56.67		03:56.67	22
Keith Stewart	23	DCC	C	Ford Escort Mk1	04:04.93	04:01.79	03:57.05		03:57.05	23
Alan Groves	22	HCCC	G	Subaru Impreza	04:06.14	03:59.70	04:02.25		03:59.70	24
Robbie Johnson	4	HBCC	C	Toyota Corolla	04:10.23	04:00.67	04:02.05		04:00.67	25
Callum McKenzie	55	HBCC	C	Mazda MX5	MT	04:10.00	04:02.22		04:02.22	26
Grego Mawson	72	HBCC	E	Mazda Axela	04:22.11	04:10.47	04:05.19		04:05.19	27
Dean Astill	45	HBCC	B	Toyota Starlet	04:12.30	04:06.63	04:12.19		04:06.63	28
Campbell Wright	2	HBCC	F	Holden Commodore	04:13.46	04:08.87	04:16.87		04:08.87	29
Andrew Lowe	25	SRCC	G	Subaru Legacy	MT	04:09.16	04:12.75		04:09.16	30
Tony Barrow	111	TCRC	C	Ford Escort Mk2	04:10.71	04:11.55	DNF	DNF	04:11.55	31
Carey Jackson	17	HBCC	C	Datsun 1200	04:25.96	04:19.87	04:15.69		04:15.69	32
Sean Thompson	54	Ham CC	G	Subaru Impreza	04:31.95	04:19.99	04:19.11		04:19.11	33
Richard Prouse	40	HVMC	E	BMW 318is	04:23.18	04:22.56	04:23.29		04:22.56	34



AI Groves

**I told my suitcases
that there will be no
vacation this year.
Now I'm dealing with
emotional baggage.**

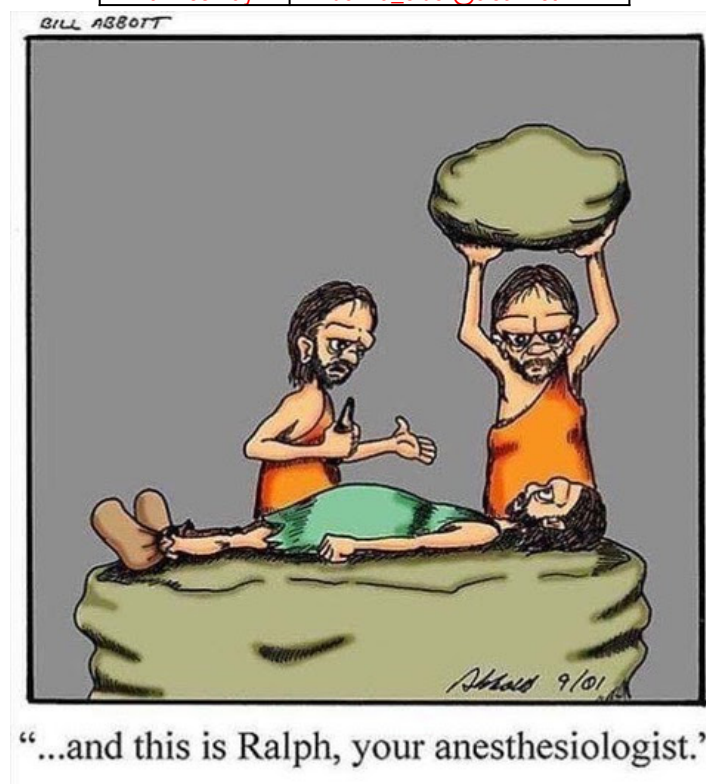


Harbour Capital Car Club Calendar 2022 Confirmed dates in RED, traditional dates left in place as indicators

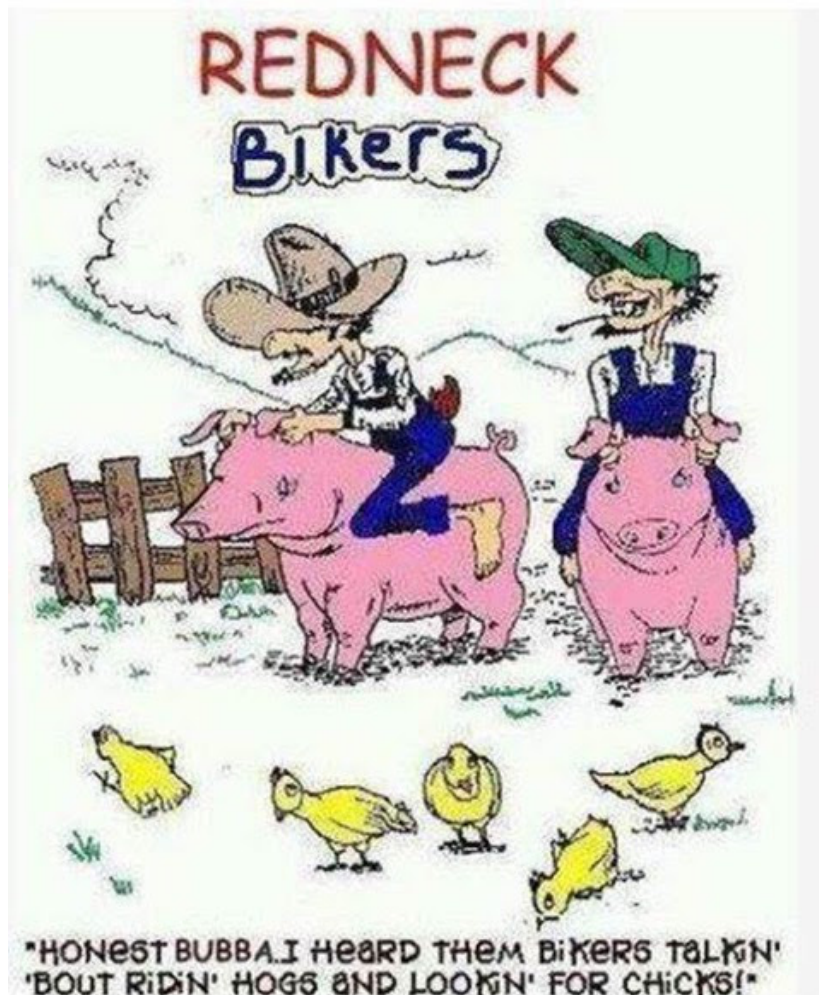
Provisional dates in BLUE

Month	Date	Event Type	Club	Venue
August	4-7	WRC Rally Finland		
	14	Atiamuri Gravel Rally	Taupo	
	21	Gravel Sprint	Wairarapa	Puketiro Road
	27	Gravel Sprint	Wanganui	Mini Pikes Peak, Rangitautau rd
	September	8-11	WRC Rally Greece	
25		The Surgery Sprint Autocross Gravel Sprint	Hutt Valley Levin	Manfeild Upper Hutt Wairongamai Rd
29-2		WRC Rally NZ		
October	20-23	WRC Rally Spain		
	16	Sealed Sprint	Wairarapa	Admiral Road
	24	Labour Day		
	23	Sealed Sprint	Hutt Valley	Port Road
November	6	Sealed Sprint	Wtn	Shelly Bay
	13	Atiamuri Gravel Sprint (MG Classic)	Taupo	
	10-13	WRC Rally Japan		
	19	Rally BOP	Tauranga	Bay Of Plenty
	20	Gravel Sprint	Wairarapa	Dorsets Road
December	27	The Surgery Sprint		Manfeild
	25	Christmas Day		

Club	Contact
Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
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



Lens Pix from Hawkes Bay (before battery died)



"HONEST BUBBA, I HEARD THEM BIKERS TALKIN' 'BOUT RIDIN' HOGS AND LOOKIN' FOR CHICKS!"

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
--------	-------------	-------	---------

Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 45.00 p.a.

Family: \$ 55.00 p.a. for a couple plus \$10 for each additional family member

Student: \$ 35.00 p.a.

_____ Amount enclosed: \$

<p>Or Direct Credit into the Bank Account (Please put your name in the reference)BNZ 02 0500 0351392-02 - Harbour Capital Car Club www.hccc.org.nz</p>

Leon's Hawkes Bay Pix

