



WHEELSPIN

September 2022

www.hccc.org.nz

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COVER PHOTO

Mark's first forest rally

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



September Rumbings

To my utter amazement and delight, I actually had a competition event to go to, where I got to be behind the steering wheel rather than behind a camera or a clipboard. So that was fun.

Puketiro Road in the Wairarapa was my second drive of the Corolla since November last year, and my first drive since the start of May, so was quite the novelty. I've driven it to work and back a couple of times, but that's absolutely not the same experience.

There was a good turnout of I believe 28 (?) entries on the day, so we had the usual split the field into two groups runs.

My workmate Brendon was having his first gravel experience in the Altezza (also first gravel since his DX met a bank and a demise around 6 years back. It's basically a standard car, with some of the interior removed, a plate diff added, and gravel tyres strapped on to it.

After practice, I asked him how it was going. At that point, he was not a happy camper, and the Altezza sounded like he was about to roll it off a wharf and into the sea at the first opportunity. However as the day went on, and he adapted his driving to the (very different) car, he started looking progressively happier.

He ended the day second in class, which he was well stoked about. So next is deciding in what order to spend the shedload of money required to go cage / seats / harnesses / cert and so forth. Oh yeah, and maybe a ute and a trailer too. That's not at all going to cost an arm and perhaps both legs.

I spent much of the day talking with Albaru in the turnaround area at the end of the road, as we were mostly running either together, or one car apart. He was stoked with his new gravel

suspension, and very comfortable in the car. Gradually picking up on how to set the car up for smooth progress through corners, and eke a bit more speed out of things (but without chucking it at the scenery).

Also also ended up taking home second in class, which is pretty good, given how many quick people tend to congregate in the jeep classes.

Paul was looking pretty happy about things during the day, and his in car footage suggested that his navigator was making the occasional alarmed noise as the car got a bit sideways a few times! So hunt him down on Facebook to see (hear) that.

Graham was having a good day in the Pulsar, taking some newbies out for a scare during the day. He came home with a decent safety margin, first in class ahead of the hard charging Matt Patterson in the turbo AE86 Corolla.

I'm not aware of anyone smacking the scenery during the day, and the only real drama I am aware of was a bit of a timing hiccup.

Overall, the day went very smoothly, which is a testimony to the work put in by Wairarapa Car Club, and their volunteers. Even down to ensuring that the road wasn't freshly graded, so we had a nice clean road to run on.

I had a bit of a catch up with Wayne, who was on stewarding duties for the day. He was looking pretty relaxed about it all, which is the ideal outcome for a steward. If they're looking busy at a motorsport event at our level of the sport, something pretty bad must be going down.

Quite a few folk at the gravel sprint are heading up to Mini Pikes Peak too, which judging from how many people were telling me about how good a road it is, is an event I should get to myself. Though I've got a bit much on my plate at the moment, so this is not the year.

Mark & Sarah (with Geoff on service), Adam & Jilly (with Neil on service) headed up to Taupo to do the Classic Rally event out of Taupo (Atiamuri) in the forests. By all accounts, another really good day, and on some fun roads. I didn't head up there, as apparently it is all in private property, so I wouldn't be able to get in anywhere to take some piccies. Although judging from the number of photos I have seen after the event, it might not be that this was in fact the case.

The Toyota IQ continues to run like a bag of crap, despite having another \$500 worth of detective work and parts put into it, so looks like I've been stitched up with that car. Which happens from time to time, but I can't really do a lot about it, as it was via Facebook Marketplace, which is total wild west territory at the best of times. So I will hack around a bit in that for a few more weeks, and then push it into the sea.

We've in theory got the multiple times delayed grass autocross on September 11th. Although one wonders what the odds are, given that we've had basically non stop rain for the last month. Although courtesy of the endless weather drama's the event was already full before we even got our third rain off date. Fingers crossed I guess?

Meanwhile, the general winter blues have persisted, as I've managed to achieve two colds in only three weeks, which has been particularly joyous. Although I've still managed to dodge the 'Rona, so I guess it could be worse.

Right, I better hit send on this article, because I promised Len that I'd have it to him on Monday, and it's now Tuesday.

Catch ya any place with burgers or car hooning

Leon

MotorSport New Zealand wishes to advise you of some recent safety notifications that you should be aware of. MotorSport New Zealand recommends only purchasing safety apparel from reputable retailers who are authorised stockists of the safety item's manufacturer. You can always receive free advice from MotorSport New Zealand's Technical Department before purchasing by emailing technical@motorsport.org.nz with the item you're considering purchasing and what type of competition you're planning to compete in.



The suits in question have a manufacture date past the FIA-certified homologation date. These suits were manufactured in 2022 but are homologated to FIA standard 8856-2000, which expired in December 2021 and no safety apparel items could be manufactured under this standard after December 31 2021.

MotorSport New Zealand is advised that all known suits to have been affected have now been recalled by the supplier. HOWEVER, if you have brought a suit in 2022 you should check your suit does not have the label below with the date of the manufacture being 2022.

If your suit has the label shown above (Standard 8856-2000) with 'Year of manufacture: 2022' embroidered on the collar, please contact the vendor you purchased the suit from to discuss your options.

If you are unsure if a suit you purchased in 2022 is compliant or not, please contact our Technical Department at technical@motorsport.org.nz.

Driver suits made to the FIA 8856-2000 standard are still able to be used at MotorSport New Zealand permitted events, provided they have a manufacture date prior to December 2021 as per the FIA homologation standards.



Please note that SFI has found KYOSTAR BRAND harnesses displaying SFI 16.1 conformance labels but not conforming to SFI Specification 16.1.



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Taupo Forest 2WD Rally

I finally did my first ever rally. What a day!



The weekend of the Taupo 2WD Forest Rally had arrived. Geoff Warren offered to tow the car up and crew for me and Sarah Jaggs, who was co-driving.

I arrived at Geoff's on Saturday lunchtime to load up the car and found him already engaged in full mechanic mode, changing the rear pads and discs and a friend's car. A 15-minute job that had turned into "one of those" longer than planned jobs. A piston in one of the callipers had seized up and wouldn't depress. We got it sorted though and we were soon loaded up and, on our way, North to spend the night at Geoff's parents place in Taupo.

We woke up early to everything frozen over, it was minus something degrees and foggy. We drove 40km north to the service park near Atiamuri and setup base for the day. Adam and Jilly Fisher were entered in the Starlet too and had Neil Roots servicing for them. We arranged ourselves to be parked next to each other and sort of act as one team. The thick fog was lingering around still so we hoped it would clear before the start. By the time we had done all of this we still had an hour or so to kill, so we went over tyre pressures, window cleaning and getting the rally stickers on the car. 9.30am was the drivers briefing, followed by a beginner's briefing which I obviously needed to attend. After that we grabbed a copy of the start list so Sarah could work out our start times etc. I went to the time control at the exit of the service park to watch the first few cars leave as we had 37 minutes between us and the first car leaving the service park. Then it was time to get strapped in and get going. After a nervous toilet stop of course.

SS1: I was second to last of the 2WDs to start, the fog had cleared, and the sun was out. The stage started off twisty and a little deceptive in places and it took me a few kilometres to pick up some decent pace, then we hit a massive hill. The poor Ka struggled up the hill and we lost a lot of time, around the top of this mountain the car behind caught us, so we let them pass. Coming down the other side was scary in places; it was such a long downhill section with big trees either side. We finished the stage with some nice flowing corners at the bottom of the hill.

SS2: Touring here we touched a bit of public road, by crossing SH1. Apparently, this is the stage Taupo Car Club use as a rally sprint and I can see why, this was my favourite stage of the rally. Probably because there weren't any big hills. It was a fast nicely flowing road and was fairly easy to read, so just a few corners into this one my confidence grew quite a bit. We had a caution noted for this one in our road book, a large rock. I think everyone in the rally was surprised that this in fact was a Boulder roughly the same size as my car! No issues in this stage, and nobody caught us up!

SS3: This began at the finish of SS1, so this meant climbing the mountain again. Sigh. We arrived to find an Escort waiting for someone to give him a jump start just before the time control, so we helped with them with that before checking in. That got me in a bit of a panic about being late, it got all strapped in and forgot I had left my gloves in the boot. I got out with intercom still attached to my helmet - I was having a mare! Once I got back in, I asked Sarah if we were late - she informed me that we had plenty of time, so I panicked for no reason at all, Lol.

We got underway and the hill didn't seem as steep going back as it did coming down, but the poor Ka still struggled up. About halfway in reverse of SS1 we took a hairpin right onto a fresh bit of road that had some very rough spots, so rough we saw pieces of another car along the way, there was a bumper, a bit of exhaust, and various other car parts. We closely passed some very large parked up diggers which felt strange to me. Near the end the car behind caught us up again, so we let them past. Again. The stage finished about 1km after that, so we finished right behind them. We returned to service dragging something that just turned out to be a plastic rear beam guard so that gave Geoff something to sort out whilst we had some food.

SS4: This was SS2 reversed, so I was looking forward to this one. Unfortunately, on tour to stage the car lost a chunk of power. I had a look at the spark plug lead connections and noticed one of them looking black/dirtier than the other three so I cleaned it best I could, and we got on our way again. We still made check in time okay though as there was a slight delay in the stage starting anyway. We decided to swap positions with the car that had past us twice already as I feared the car would lose power again. I was right, we got about a quarter of the way through the stage and car did lose power again, we nursed the car through almost got caught by the 4WD Subaru Legacy right at the end. We made it back to service where Neil and Geoff removed the spark plug that I had my suspicions about, it was pretty dirty, so they gave it a clean, then it broke. I didn't have any spare ones (I will do from now on) and I thought that was the end of our rally. Neil went in search of the pits for anyone that may have one that will work and came running back 5-10 minutes later with one that looked very similar. Neil was our knight in shiny red overalls. It worked and we were on our way again.

SS5: This was another fun stage, I little bit of incline for the underpowered Ka, but the spark plug from an Evo seemed to help with that. The car felt a lot quicker. The stage was made up of SS1&3 in reverse. Slight incline, followed by the really rough section of SS3 before the downhill and twisty section of a reversed SS1. I had the Subaru Legacy start behind me again, but this time my confidence was back, and they didn't get anywhere near as close.

SS6: This stage was SS1 in reverse. Straight after we had completed SS1 I wasn't looking forward to the mountain we had to climb in this one, but by the time we got to this stage I wasn't bothered by it at all. We knew we couldn't catch the car in front of us in the overall standings and the car behind us was well behind, and we were sitting comfortably 2nd in class A, so we just had to finish - which was the overall goal anyway. We arrived at the stage to find it hadn't started yet, the entire field was waiting to go. Which meant we got to stand around and meet some of our fellow competitors. It also gave me time to find and thank William Menzies who was co-driving in the Lada 2105, for the spark plug he gave us.

Finally, we got going, two or three corners in we hit the hill, we trundled our way up and I tried to keep the corners as smooth as I could to keep our "pace" up and before we knew, we were heading back down the other side. The second half was the last half of SS5 so we knew the road and we

got to push on a bit. A couple of corners caught me out a little bit, nothing major just a bit of a slide here and there and we made it through okay.

That was it, the little Ford Ka is now officially a Rally Ka. We made it to the end, 2nd in class and 34th overall out of 42 starters. I could not have done this without the help and generosity of the Motorsport community - there's so many people to list.

Specifically for this rally though, thank you to my wife Natalie who lets me go away to motorsport events meaning she is left alone with a 6 year old and a puppy.

A massive thank you to Sarah Jaggs for co-driving; Geoff Warren for towing up there, sorting out accommodation and servicing; Neil Roots for helping service and finding the spark plug we needed to continue and the Taupo Classic Rally Club and its volunteers/officials for running this rally.

Mark Rutherford





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
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
	27	The Surgery Sprint		Manfeild
December	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)
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**WAIRARAPA CAR CLUB – Puketiro Road
Gravel Hillclimb**



Sunday 21 August 2022

Car #	Name	Club	Car	Prac.	Run 1	Run 2	Run 3		Class	Overall
A: 0-1300cc										
05	Dayle Brock	Wai CC	Barina	1.29.61	1.26.28	1.23.85	1.23.09		1	11
B: 1301-1600cc										
23	Paul Tapper	HCCC	Levin	1.42.58	1.39.55	1.40.61	1.39.58			28
24	Leon Cast	HCCC	Corolla	1.42.55	1.33.12	1.31.75	1.29.20		2	18
4	Jody Seabright	Wellington CC	Mirage	1.44.83	1.38.45	1.39.22	1.35.46			24
41	Ryan Seabright	Wellington CC	Mirage	1.51.16	1.42.80	1.40.50	1.37.53			27
31	Clint Clunie	Kapiti CC	Starlet	1.30.71	1.28.27	1.25.57	1.24.84		1	13
17	Shaun Hamilton	Wai CC	Sunny	1.45.86	1.38.19	1.36.61	1.36.48			25
85	Rob Piper	Wai CC	Sprinter	1.37.16	DNS	1.30.92	1.30.87		3	19
27	John Keen	Wai CC	Levin	1.40.31	1.36.61	1.34.90	1.34.18			22
7	Kevin George	Wai CC	Sunny	1.39.95	1.34.74	1.34.27	1.32.72			21
C: 1601-2000cc										
26	Brendon Norling	HCCC	Altezza	1.41.37	1.32.35	1.30.44	1.28.52		2	17
18	Aaron McCutcheon	Dannevirke CC	Charade	1.42.59	1.34.69	1.32.71	1.35.46		3	20
6	Chris Hayman	Wai CC	Escort Mk 2	1.32.56	1.30.78	1.27.87	1.25.30		1	14

D:2001cc & over										
11	Graham Heath	HCCC	Pulsar Gti	1.27.91	1.26.80	1.23.61	1.21.85		1	6
40	Richard Prouse	HVMC	BMW31 8is	1.39.23	1.35.92	1.35.08	1.34.52			23
86	Matt Patterson	Levin CC	Sprinter	1.32.87	1.35.84	1.23.02	1.23.33		2	9
22	Brent Henson	Wai CC	Corolla DX	1.45.11	1.37.08	1.38.29	1.39.93			26
44	Chris Steel	Wai CC	Lancer	1.33.63	1.28.97	1.28.86	1.27.99			16
19	Glen McCutcheon	Dannevirke CC	Impreza	1.29.35	1.37.43	1.26.48	1.25.81			15
33	Tim Campbell	Wai CC	Escort Mk 2	1.31.64	1.27.53	1.24.41	1.24.05		3	12

NOTE: double entered drivers do not feature in class or overall placings



**WAIRARAPA CAR CLUB – Puketiro Road
Gravel Hillclimb**

Sunday 21 August 2022



C ar #	Name	Club	Car	Prac.	Run 1	Run 2	Run 3		Clas s	Over all
E: 4WD open										
20	Alan Groves	HCCC	Impreza WRX	1.28.63	1.23.73	1.22.75	1.20.84		2	5
15	Bradley Stewart	Dannevirke CC	Impreza WRX	1.30.68	1.27.21	1.24.82	1.22.84			8
14	Chris Bellis	Dannevirke CC	Impreza	1.29.15	1.24.86	1.23.08	1.24.93			10
3	Stu Andrews	Wai CC	Lancer Evo 3	1.23.81	1.18.37	1.18.61	1.18.16		1	1
29	David Ragen	Wai CC	Galant VR4	1.30.67	1.25.41	1.23.32	1.22.08		3	7

X: Cross Car										
11 1	Warren Tunley	HVMC	Semog	1.24.22	1.20.96	1.18.17	1.19.09		1	2
12	Wade Noedl	HVMC	Semog	1.27.90	1.23.58	1.19.80	1.19.15		2	3
12 1	Josh Trybula	HVMC	Semog	1.38.69	1.24.27	1.20.03	DNF		3	4

NOTE: double entered drivers do not feature in class or overall placings



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

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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			
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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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: \$

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Leon;s Puketiro Rd Pix

