



WHEELSPIN

November 2022

www.hccc.org.nz

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COVER PHOTO

WRC jumping for joy at being back in NZ

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 November 2022 @ 7:30



It's been a bit of a mixed batch of a month, I got myself up to one day of Rally NZ WRC, which was a bit of a mission in itself.

Then there was a bit of a car shambles too, which is always such fun.

Geoff, Sarah, and I hatched a plan to head up to watch the rally cars doing rally car things, and duly purchased the shiny gold tickets with much promise of parking and access and whatnot.

Because we were running on different travel schedules, Geoff & Sarah headed up in the Ranger, while I headed up separately in the Sorento. Yay paying for diesel and RUC, with the high diesel prices.

I arrived in Taupo after work on Friday early evening, and went immediately to bed, to be woken up by my alarm at 2:30am, to be on the road 3am. The mission was to drive into Whaanga Coast before road closure, and park up on a beach access road called Swann Access Road. That way, we could be away from the expected busy spectator point for the day, and hopefully snag some decent photos.

That worked pretty well, as the roads other than big rigs were pretty empty, so we made good time to Raglan, with only one slightly scary moment where we caught a BMW SUV doing around 60k, on SH1. Don't quite know what the hell was going on there, whatever the reason, that driver really should not have been on the road.

We shot straight into the stage at a junction, and proceeded at a sensible speed to our intended destination, probably around 5:30am or so, in the pitch darkness.

Headed into our intended access road, went down to the beach itself, and met a toilet that can only be described as "character building". That experience out of the way, we drove back up toward the junction (still in complete darkness) and tried to work out what we were seeing.

There was a house between us and the junction, that we could see lit up pretty well, then less than half a dozen cars around us (yay!). From the parked cars, it was looking really promising, as there were a couple of corners and a straight section before the cars headed out of view, to re-appear some distance away and proceed up a long hill.

As the sun begrudgingly made an appearance (oh yeah, did I mention that it was raining on and off the whole way up, and the forecast was total garbage), it turns out the lit house we could see, was in fact a house-bus, that was neither house nor bus. It was an ex bus, of the perhaps 1960 sort of vintage, with a big house window put in the side of it, a chimney running out of it, and most of the front windscreen(s) painted over. Photos likely elsewhere, editor willing.

Once some of the seemingly infinite number of official vehicles started making their way past us, it was time to put on all the rain gear, and walk up to the corner.

I decided to climb a bank above the road, where there was evidence of a decent landslide in the past, which gave me a pretty decent view, while still being several meters above the road (in case of "incidents" occurring). The FIA officials came through, and suggested that I be further meters away, so I headed further up the bank. A crazy number of rally tour vans and small buses came past, followed by a Surf towing a couple of port-a-loos. They then stationed themselves along with what looked like another 20 or so utes parked up in a paddock that we could see in the distance.

Once the WRC cars started coming through, the 2:30am alarm time started feeling a lot less silly.

Those things are stupid quick, sound angry, and apparently benefit from being thrown enthusiastically sideways at corners. Which makes for good photo opportunities.

The side effect of that is that cars like the R5's that benefit from being driven in a straight line suddenly start looking extremely slow. Which mathematically it's clear that they are not.

The national cars are definitely quick, but because they weren't being thrown violently at the corners did look rather less spectacular.

Being on the first "real" stage of the rally (ignoring the Domain spectator stage for the moment) there looked to be some mayhem in play, with a WRX coming past with a collection of bank lodged in the windscreen and roof, a few moments of cars coming through in a tight cluster (I managed a photo with three cars in frame at one point), and a few cars coughing and spluttering past slowly.

The joys of being in marginal cell coverage (Geoff had some coverage down at the beach, I had no service at all anywhere), while we were watching rally cars go past us at speed, it was a complete mystery as to whatever the heck was actually happening in the results.

A wander to the beach for Geoff after the final car went past showed that a lot of cars were having mechanicals (and some sceneries).

The format of the Friday, if you'd not been following the event, was pretty weird. It was a 'no service', just petrol day. Which is perhaps a bit keen, when it comes to hoping your car goes faultlessly all day, because you can't fix it. Also when you add in that it's a frigten long tour from Auckland CBD to Raglan, and then return in rush hour traffic, you'd really want a car that is bulletproof, and forgiving of sitting in traffic.

In the many hour wait before the second run of the stage, there was plenty of time to experience more of the character building toilet, try to have a nap (and failing in my case), and partake of snacks.

In due course, cars started happening again, and we scuttled off to our respective photo taking vantage points. One of us mistrusted the weather, and took a coat [Leon points at himself], while the other two decided it was nice and warm, and then got completely soaked [points at Geoff and Sarah]. It certainly wasn't cold, but it had a pretty good crack at drowning us all.

Nobody at our corner threw themselves into the scenery, although there was a bit of climbing the inside of a bank, but not to a degree where cars rotated themselves.

Once sweep went through, we tagged on to the end of the line of traffic and continued on through the stage. What an absolutely brilliant road it was, constant zig zags, pretty scenery, and then courtesy of the rain, slippery as hell in places.

We did pass one rally car slightly stuck off the road, which was a little odd, as it looked in an eminently recoverable position. Perhaps they had broken something driveline, and then got themselves beached.

Thereafter there was a drive to North Shore, which I can only describe in a collection of swear words that would surely cause the editor to do some snipping. The traffic was gruesome, there were roadworks aplenty, I had a Fontera truck not understand what a lane closure in 400 meters sign meant, and then try to make Truck + Kia babies happen. Then it got dark, and a lot of the road markings then became invisible. Suffice to say, my opinion of Auckland remains "cut it off, and tow it over to Australia".

Turned out to be a futile trip North for me, as I was starting to get crook. So rather than stand in the forecast heavy rain for another day of spectating, I headed myself home from Auckland on the Saturday. Remarkably there was very little in the way of aggressive or obnoxious driving to be seen on the way South, and the Kia just trundled along in a very turbo diesel sort of way. Pity it doesn't have cruise control, but other than that, it was a decent trip.

Meanwhile, over the last two months, a non-car-friend (I checked, it is still allowable for me to have non-car people in my life) was diagnosed, and then rather rapidly passed away due to cancer. So that has been a far from pleasant time, and my opinion of cancer remains extremely low. [makes obscene gesture].

Then to my disappointment, the Toyota IQ was returned to me (it was on loan to somebody needing transport), so it was time to be rid of the thing.

A car yard around the corner from work had a Swift/Ignis Sport as a trade-in, so I did a part trade, left them the IQ and some money, and took a Sport away.

Over the next 50km or so, a rattle started to come and go. Rattles - while soothing to small human beings (apparently), are not soothing to adult human beings when they start to emit from a newly purchased car.

Dumped the oil, and investigated the bottom of the drain tray. Yup, panning for gold. Sigh. So that car was returned to the yard for a refund, and the bloody IQ came back to me again.

Because I'm not confident that I can get the IQ to drive up a tall enough cliff to be worth pushing the IQ off it, I'll see if Turners is willing to take it off my hands.

Slightly annoyingly, I had spent around six hours polishing the Sport up to a far more sparkling (much like the oil) condition. So that was a complete waste of my time. Ah well, I guess I just have to think of it as being a tax on my time, for me to have a 250km test drive of a Swift/Ignis. It must be said, I enjoyed it greatly (other than the engine rattles). They've got bags of torque, much like the Vitz RS's that I keep buying, but feels quicker than an RS. So I think at some point or another, I will probably end up buying one. Hopefully though, one without terminal engine failure incoming!

We've got LOADS of events coming up at Masterton, to help offset our complete rain off of everything since January this year!!

December 17th Motorkhana, half tarmac, half gass.
December 17th evening, BBQ dinner at Neil & Lynda's house
December 18th, Autocross
January 8th, Autocross.
February 5th Autocross
March 5th Autocross.

All the Autocross events are on the WMSA calendar as Kim Naylor rounds, as that then takes the pressure off the cursed weather that infected us all winter this year. We're not intending to run a million KN rounds, but at least if we run them successfully at the start of the year, then there are enough rounds in 2023 to give a meaningful spread of points. Hopefully one of the other clubs is able to get a venue, and do some rounds too, such that it's not just a 100% grass series. It'd be great to get a mix of grass, gravel, tarmac (snow?). That way a bunch of different types of vehicle of high and low power get a shot at being competitive..

That's it from me for now, see you probably in a paddock with cones!

Leon



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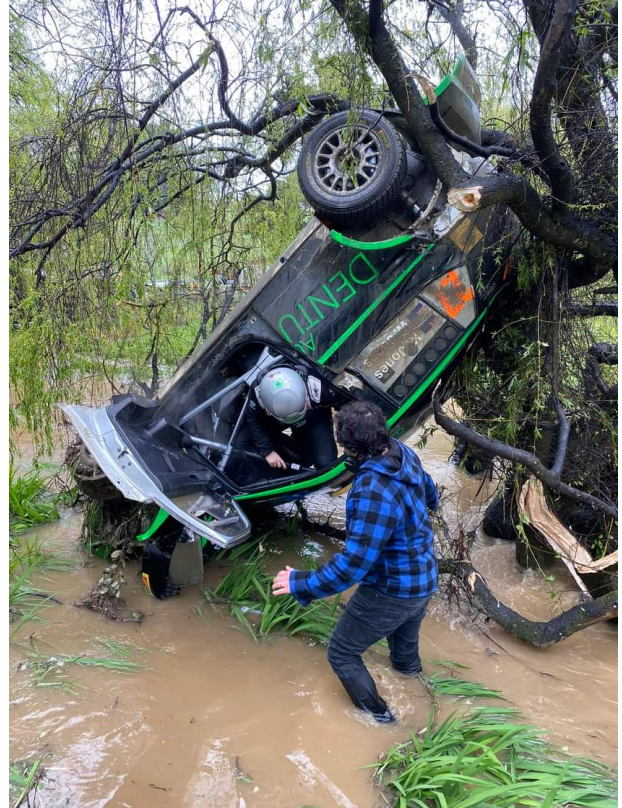
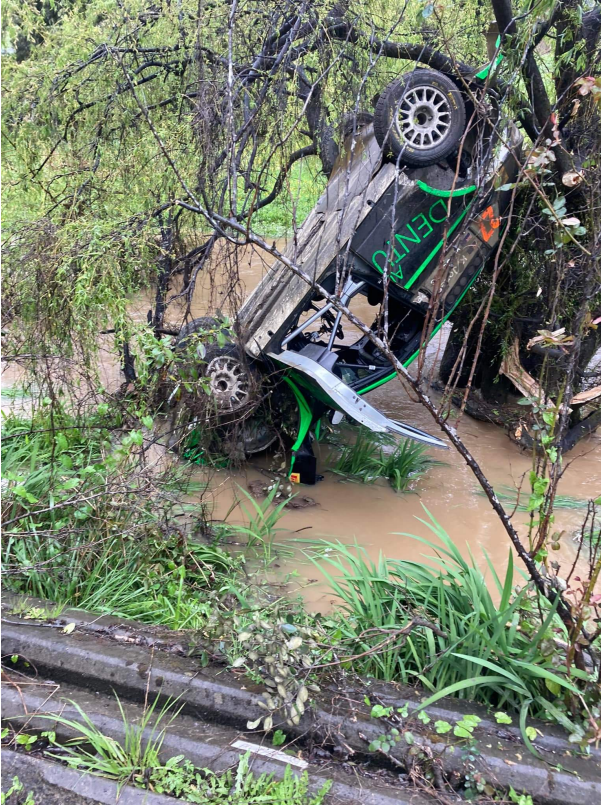
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building, including General repairs,
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etc

**I told my wife I saw a
deer on the way to
work.
She said how do you
know he was headed
to work?**

**When I offer to wash
your back in the
shower, all you have
to say is yes or no.**

**Not all this "who are
you and how did you
get in here?"
nonsense.**

Some of Len's WRC fotos



Hmmm, wonder why? 😊

Hunting Dog



For Sale

**The guy
at the furniture
store told me the sofa
would seat 5 people
without any problems.**

**Then it occurred to me,
I don't think I know 5
people without
any problems.**



Al visited Taranaki once more



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Some from Leon's awesome WRC collection

