



WHEELSPIN

December 2022

www.hccc.org.nz

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COVER PHOTO

A very Merry Christmas to you all

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 6th December 2022 @ 7:30



December mutterings.

Things have been pleasantly busy since last month, which helps keep me sane. Well, okay, it stops the insanity deteriorating too much faster than is already taking place.

I headed up to Manfeild to watch the Trucks (and various other race classes, but mostly trucks) at the end of October (after magazine article writing day), armed with the camera.

They're running double the number of race trucks from the last time I went up to watch them race, having doubled from 5 to 10 in the field.

I didn't stick around the whole day, cruising up mid morning on the Saturday, via rather a nice brunch in Shannon, then clearing off before the big Mack Truck display headed on track.

The Trucks are big and smelly, but since they're now running proper race tyres, and brakes that are up to the job, there is a lot less spectacle. Back in the old days [rocking chair], there was a lot more management of the machinery involved in getting to the end of the race intact. Because if you went out hard, you cooked the brakes and tyres something terrible, and then the drivers who paced themselves would start dialling them back in again. Well, with the exception of Inky Tulloch, who as I recalled, just used to clear off onto the horizon.

If you liked German cars, that "Otoctoberfast" meeting would have been ideal for you, as they had the Porsche racing, and no less than three different grids of various flavours of BMW.

I've said it before, and I will say it again, there's nothing wrong with race tracks that can't be improved with a bit of gravel or snow. Traction is all good in theory, but I think I do prefer the gravel life.

Next up was Shelly Bay, where I was in scrutineering and photo mode, rather than competing mode. Once again, a good team of helpers came along and made my life very easy on the Saturday, without too much in the way of hold ups for the

competitors.

The weather on the day of the event was excellent, meaning I managed to get a little bit sunburned. However there was a fair amount of strategic hiding in my car, so it wasn't full lobster.

Unfortunately the event itself appeared to have some coms issues, meaning long gaps between runs, and a lot of hold ups. I'd add the disclaimer that this is my speculation rather than knowing what the cause of the delays were.

Pleasingly, there was only one car versus scenery incident that I'm aware of, with one of the Cross Cars arriving into a corner off line and very hot. Which then resulted in the Cross Car meeting some flax bushes, and not competing in any further runs on the day. However, given the potential of things going Very Badly Wrong at that venue, meeting some shrubbery is getting off extremely likely.

For the first time, there was a chicane set up on the course, as the quicker of the cars were definitely hitting some huge speeds. That did result in Mr Futter rotating the Corolla, but other some seal damage to the road due to the braking zone, doesn't appear to have caused any actual mayhem.

I don't have the results to hand, but I believe it was Cross Cars 1&2, followed by Ryan in the RX7.

Andrew put on a bit of a scorcher in the Corolla, to bring that home first in class, followed by Lee Herd in the AE111.

Unfortunately that's about the sum total of memory I have of the results.

This is how I could probably organise my own surprise party.

Today (I'm writing this on a Sunday night) I managed to get to Dorset's Road for a skid.

Good day out, albeit with a very reduced field, as it seemed like everyone had somewhere else that they need to be, including Jilly and Adam, who are down South running a timing crew on the Silver Fern.

Had a bit of a slow start to the day, but once it was started we fair flew through it, as with 21 cars, it was only ten(ish) cars per group. So it pretty much felt like once you got to the top of the hill, you were just about ready to head back down again.

Fortunately for my usual overheating-human situation, there were light showers throughout the day, and not particularly hot weather, by Wairarapa standards.

The road was reasonably well gravelled, so started off pretty slippy, and gradually gripped up as the day went on. With the disclaimer that with only 20 cars, the road didn't get completely cleared.

There was a couple of washouts, one particularly in the way as you tried to carry maximum speed near the top of the hill, which pushed everyone quite badly off line.

I took Paul Tapper up the hill, to give him a look at gravel from a different Corolla, which judging from some of the giggles, he seemed to enjoy.

Unfortunately for me, I only got two official timed runs, as my passenger side strut top gave up, at which point I took a gentle drive home accompanied by some ominous clonking noises from that corner.

However, fortunately for me, I did manage to get in a good enough run to take out class B on the day. Though to give credit where credit is due, if Clint had been there in the Starlet, I would have been completely thumped! But he was another competitor unable to attend, I believe due to suffering some of his own mechanical wear and tear.

The very tall first gear was costing me massive amounts of time on the start, but did mean that I had a good gear to get me out of several of the mid speed corners up the hill. But my first run, felt like I spent almost the entire run in first gear!

Paul brought his Corolla home third in class. Graham also was third in his class, while Albaru went a bit better with a second.

Richard Mason was double-entered, which means he didn't feature in the final results, but to give you an idea of how much quicker he was than everyone else, his first timed run of the day would have won the event outright by a good 5 seconds. So there's some experience talking right there.

On the Leon's random car front, the IQ went to Turners, at a fairly substantial financial loss, however if you roll the dice on cars as often as I do, there's going to be the occasional rubbish car!

With the price of diesel & RUC, I'm still on the lookout for something small and petrol to commute in, as I'm running up around 500km a week on a lot of weeks.

As a reminder of upcoming events:

December 17th Motorkhana, half tarmac, half grass.

December 17th evening, BBQ dinner at Neil & Lynda's house

December 18th, Autocross

January 8th, Autocross.

February 5th Autocross

March 5th Autocross.

That's it from me, as it's now getting rather late on a Sunday night!


See you, probably in a paddock at Masterton.

Leon

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Swanning about on track

The last time I entered anything more than an autocross as a driver was the clubs dual-car sprint at Manfeild back in 2004. Each year the club would hire the track and run a dual-car sprint, one warm up lap, standing start and then 3 flying laps. These events ended in the mid 2000's as the cost of hiring the track escalated.

I only ever entered the dual-car sprints a few times, once in my Mitsubishi Lancer GSR road car and then twice in my TE71 Toyota Corolla rally car.

I've decided to get back in the drivers' seat and entered my 2006 Suzuki Swift Sport in the last round of the 2022 Manawatu Car Club Open Day Series in early November. This event consists of one warm up lap, three flying laps and then a cool down lap. Your fastest lap of the day is counted towards the overall results for the day.

I thought this would be an ideal way to get back behind the wheel and if things went well I might enter all of the rounds next year.

The Swift was completely standard except for a Simota cold air intake, the shocks are probably past their best before date and the brake pads were standard Suzuki items. I didn't even bother with semi-slicks, just ran on my road tyres. It's fair to say that I wasn't expecting anything flash from my lap times or a 16-year-old car with 185,000km on the clock.

Usually these events attract 30-40 entries, but this one saw 65 drivers entered, and with a scorching hot Manawatu day, it would mean a bit of waiting around for all of the groups to get through their runs.

I decided to get to the track soon after the gates opened so I could get one of the covered stalls to guarantee some shade throughout the day and get through scrutineering and documentation before the queues. This called for an early start, but hey, it's motorsport.

I flew through scrutineering and documentation, so it was a chance to walk around the pits and have a look at some of the interesting vehicles that were entered.

Parked up next to me was an early 1970's Terrapin single seater, they are a homebuilt race car powered by a mini engine. He was there testing before the MG meeting that was on the following week. Another interesting vehicle was a Subaru Brat/Brumbie ute that had a mid-mounted WRX engine and a central seating position.

There were the usual track day weapons there, WRX's, plenty of Honda Civics and Integra's, Mazda MX5 galore as well as a couple of drift cars.

We got two sighting laps behind the safety car before putting ourselves into groups of 10 for the practice run. I took it fairly easy in practice, trying to remember the correct lines and sort out my braking markers.

My first official run was 1.4 seconds quicker than my practice and I was starting to build some confidence and be a little braver under braking. I caught and passed the two cars that were sent out 5 and ten seconds ahead of me. Surprisingly I managed to out drag them down the straights and then pull away from them in the corners.

In my second run I took another second off the first run's time, this time working on my lines through the esses as well as cementing my braking marks.

The last run of the day saw me put down my best lap time of the day as it was all starting to come together. The front shocks are well past their optimum and were slowly getting worse each run. Some corners felt like I was riding a pogo stick as it bobbed its way through the corner. There was plenty of understeer as well, but that wasn't aided by the road tyres.

I was surprised that I didn't experience any brake fade from the genuine Suzuki brake pads and the unknown quality of brake rotor, but I suspect that if it had been any more than a 3-lap sprint I would have run out of brakes fairly quickly.

I still need to work on my line through the hairpin and Dunlop coming off the back and onto the front straight, as I feel there is more time to be made up there

So, what's next? Well some new shocks for the front will be ordered, along with some performance brake rotors and Winmax W3 brake pads. A set of semi slicks will be needed and should help improve the lap times with some more seat time.

Stay safe out there. Graeme Swan



Subaru Ute with mid mounted engine and central driving position

Harbour Capital Car Club Calendar 2023 Confirmed dates in RED, traditional dates left in place as indicators - Provisional dates in BLUE

Month	Date	Event Type	Club	Venue
Dcember	17	Motorkhana	HCCC	Masterto plus dinner at Neil's place
	18	Autocross		Masterton
January	8	Riubber Duck Ac	HCCC	Masterton
February	5	Riubber Duck Ac	HCCC	Masterton
March	20	Sealed Sprint	Wellington	Alexandra Road, Wellington
	11-12	Extreme E Saudi		
April	8-10	Otago Rally		
Easter	15-18			
	25	Anzac Day		
	21-24	WRC Rally Croatia		
	24	Sealed Sprint	Levin	Kaihinau Road
	30	Track Day		Manfeild
May	1	The Surgery Sprint		Manfeild
	13-15	Whangarei Rally		
	13-14	Extreme E Scotland		
	19-22	WRC Rally Portugal		
	22	Gravel Sprint	Dannevirke	Speedy Rd
	26	Autocross	Hutt Valley	Upper Hutt
June	6	Queen's Birthday		
	2-5	WRC Rally Italy		
	12	Gravel Sprint Track Rally	Hawkes Bay CC Taupo	Tongoio Rd
	12	The Surgery Sprint		Manfeild
	18	Sth Canterbury Rally		
	23-25	WRC Rally Safari Kenya		
	26	Autocross	Hutt Valley	Upper Hutt
July	14-17	WRC Rally Estonia		
	8-9	Extreme E Sardinia		
	30	Hawke's Bay Rally		
	31	Autocross	Hutt Valley	Upper Hutt
	31	The Surgery Sprint		Manfeild
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		
	16-17	Extreme E Brazil/US/Chile		
	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		
	20	Gravel Sprint	Wairarapa	Dorsets Road
	27	The Surgery Sprint		Manfeild
December	25	Christmas Day		



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How did you find out about us

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My interests are in – (Mark relevant areas)

	Not much	Some	Lots
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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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