



WHEELSPIN

May 2023

www.hccc.org.nz

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COVER PHOTO

Brian Worboys at the Dipper

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 May 2023 @ 7:30



Presidential Prattling
April + May combo deal

With Len having been busy holidaying in April, this collection of rambling covers twice as many months as usual.

I continue to procrastinate on work required on the Corolla, as I want to get it to all tidy condition again, and get it re-certified so that everything matches more correctly again. That's going to include a bit of panel work tidying, and my panel guy is off work with a busted hand. Giving me a convenient excuse to not progress that aspect of it. Conveniently ignoring the vast amount of oil that the car is consuming. I'm sure that doesn't mean that the "new" (7 years old maybe?) engine is dying already having done very few km.

Another autocross round was successfully run, with the weather actually behaving again. Complete with ten juniors this time, and strangely not one, but two Ford Ka's. When, other than back the olden days when there was a one make Ford Ka class, did you last encounter two Ka's in the same place (other than Pick a Part).

Adam covered the Starlet in "GR" stickers (or in this case, I suspect actually bits of paper affixed with sticky tape) to try to get enough power to keep up with Graham in the actual GR.

Although, one suspects that given how fast Adam is with his current dose of power, giving him more power under the right foot would be terrible for everyone else (not that many are able to keep up with him now).

Did the psychological advantage of the GR branding on the Starlet push Graham over the edge though? Possibly, as he clipped a cone on his fastest run on the first course, which was enough to take him back to second overall, from what would have been a good couple of seconds clear of the rest of the field in that course, and overall for the day.

The second course was neck and neck, with Graham and Adam split by a mere two tenths of a second.

I managed to bring the Corolla home third overall, a couple of seconds off the pace. The plate diff absolutely changes how the car is driving on grass, with a ton over under-steer on the way into and mid corner. Lifting off the gas used to result in a tightening of the line or even over-steer. Now though, it just means the car wants to sledge straight ahead. So to get the car to steer, I need to be back on the throttle again, which is a bit of a learning experience. The grip is pretty good once I'm on the gas again, and it will bring the nose around for me.

Strangely though, to this point, it hasn't been as noticeable on gravel. Perhaps just due to a higher grip level on gravel?

We had some malfunctioning Ford steering systems during the day, with Stephen Heise losing power steering on the Falcon (apparently not for the first time), and Mark having apparently installed a free flow power steering hose in the Ka, resulting in his moistening sections of SH2 with fluid on his drive home.

Talking of Ka's, Richard Mason was sharing the driving of the Ka with Khalid, and brought the car home an impressive fourth overall. Showing that it's the fight in the dog, rather than the dog in the fight, if he can get that far up the leader board in an utterly standard tiny slow car, followed immediately in the timing sheets by Mark in his Ka. Double the Ka, double the fun?

In class, Dean brought the MX5 home ahead of Lee, followed by Brendon in the Altezza. The next round might not see Brendon back again, as the Altezza is off the road being turned into a rally car for a duration.

Four wheel Jeepers was Graham in the GR, followed by Geoff in the Impreza, and then Hendrix in a GT4 Celica.

In the Juniors, we had Jordan showing a clean pair of heels in the Toyota, followed by Khalid in the Ka, and then Joey in the Starlet.

I decided to skip Mangahao dam road this year, as it wasn't a round of the WMSA gravel sprint series, running instead as a Rally Sprint this year. The shortened distance (courtesy of a landslide), and the generally rugged condition of the road meant that I decided to keep the Corolla in the shed that day.

From what I've subsequently heard, there was a small field of entries, but a bit of excitement with a few drive line breakages holding people up, and Murray O'Neil putting an Evo into an unconventional orientation.

Theory says that I was scrutineering at Mt Vic, and then taking photos at the dipper. However this year the other half kindly shared her Covid with me, so instead I spent a week in isolation. Mind you, I think I'd done pretty well to dodge the 'Rona for as long as I had done.

In typical timing, I had a couple of South Island events pretty much one after the other. Rally Otago, and then the South Island Rally Roads Tour (which I'd also done 2 and 6 years ago). Still, at least I was full of antibodies for the next two adventures.

Otago is very much an annual pilgrimage for me, and I just head down armed with a camera rather than a steering wheel.

Unfortunately with the rubbish weather, it became touch and go if the teams made it down there. The Fisher's missed out, with the weather stopping their ferry crossing, as did the Cameron's.

This year I had some company, which was nice, as the other half (Emma) came down with me. We did some of the annual rituals, such as getting to Best Cafe for cod & chips on the Friday evening!

The rental cars always seem to be some form of adventure. Having booked a Corolla this year, because I enjoyed the Corolla I had last year very much, we were in fact "upgraded" to a Mitsi ASX. The only actual up involved in the upgrade was the height off the ground, giving some nice extra ground clearance. However the car was remarkably gutless, demanding full throttle on any form of hill, and then only proceeding up said hill very gradually. I can't really comment on the fuel economy, as I didn't keep track of how many miles we covered. Presumably the trade off is performance versus fuel economy. Mitsi keeps running the same platform for ages (because it works for them financially), and while the specific example we were driving was only a couple of years old, it definitely felt like a ten + year old vehicle (which is true of the age of the platform).

The Saturday of the event was well North of Dunedin, up in the Oamaru direction. Which meant if we were going to get to the first stage, an early start was called for. So the alarm was duly set for stupid o'clock, and we started off a slightly less than two hour commute North.

We hooked up behind a rally car on a trailer that was doing a pretty good speed, and stuck with them until peeling off to head toward the stage. Therein followed a few difficulties, as we immediately ran into road closures in our way. There was quite a bit of studying maps, hoping for the best, and then doubling back. Luckily we arrived to a decent corner, having missed only the first of the safety cars.

Lots of sideways and some relatively decent photos were obtained there, before heading on toward the next stage.

We ended up on a hill looking down on a pretty decent series of corners, capturing some pretty good action, albeit while stuck next to some people who were as loud as they were ignorant. So that took a bit more patience than was ideal, and I was pretty pleased when they eventually cleared off and I could hear rally cars rather than yokels.

Sunday we took a bit more leisurely, leaving the hotel while it was actually daylight, and taking in a couple of stages, with sufficient time between them to enjoy a cafe lunch!

Elsewhere in the magazine I'll put in a selection of piccies from the rally.

The next venture down to the Southern Island involved a great many more HCCC folk. Graham Swan and I in the KIA, Jilly and Adam in the Pajero, Ross and Alison in the Commodore, and John Rapley in Graham Sharp's Skoda wagon. Fellow Wellingtonians David Black, as well as Murray and Shelby O'Neil were also among the troops.

This particular adventure, is the third Rally Reunion tour to run, this one specifically intended to celebrate the 50th year since the 1973 Heatway Rally.

It's not a competition event, it's just largely a bunch of old boys and girls driving following a route book, and having many yarns, and many meals.

The route started in Timaru, but a number of us gathered first in Kaikoura to descend upon Duane's house for the night, abusing his hospitality, and then having a good breakfast at the diner conveniently located over the road from his house.

Timaru to Dunedin, then Dunedin to Wanaka, Wanaka to Blackball, Blackball to Blenheim was the route we followed.

For me, the major highlight of the driving was driving up the West Coast. The lunatics who routed the rally simply closed the entire West Coast highway back in 1973, so you had stages with an average speed exceeding 130kph. Hard to imagine the drivers staying awake, and the collection

of highly stressed and cantankerous rally cars holding together through that level of abuse, and length of stage.

The West Coast was my favourite, as it was a lot of miles through what I think NZ used to look like, rather than the more common farmland and pine forests. While the green of pastures is nice for a little while, it really makes you wonder exactly what we're doing to the environment by heavily farming, and putting endless miles of identical paddocks of grass down. Not exactly a land full of variety, for different wildlife to be able to thrive. With the lack of flat land on a lot of the West Coast between the sea and the mountains, there just hasn't been any financial gain to be made from converting to farmland.

The KIA behaved well for the week, shod with a new set of Goodride tyres courtesy of my usual sponsor, Neil's Wheels. Thumping through potholes on gravel and dirt roads, then lots of highway miles.

I will once again need to replace my air filter, which seems to be a post event tradition, courtesy of convoys on occasionally dusty gravel roads.

If Len includes in the photos provided, a photo of a vivid purple room (rather like Barney the Dinosaur), the story behind that is that our accommodation in Blackball had every room a varying but vivid colour of wall, along with complimenting interior decor. Interesting experience there, with about forty people sharing two toilets and two showers ...

I'll wrap it up now, but hopefully we'll see you at an autocross!!

Leon



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Rally Otago from Leon



Harbour Capital Car Club Calendar 2023 Confirmed dates in RED

Month	Date	Event Type	Club	
May	10-12	Whangarei Rally		
	13-14	Extreme E Scotland		
	11-14	WRC Rally Portugal		
	27	Far North Rally		
June	5	Kings Birthday		
		Fordell Gravel Sprint Day/night	Wanganui	
	1-4	WRC Rally Italy		
	22-25	WRC Rally Safari Kenya		
July	8-9	Extreme E Sardinia		
	14	Matarili		
	20-23	WRC Rally Estonia		
	25	Taranaki Rally		
August	3-6	WRC Rally Finland		
	13	Taupo gravel Rally		
September	7-10	WRC Rally Greece		
	16-17	Extreme E Brazil/US/Chile		
	28-1	WRC Rally Chile		
October	8 or 29	Rally Sprint	Levin	Akatawara
	13-14	BOP Rally		
	23	Labour Day		
	26-29	WRC Rally Passau		
November	5	Sealed Sprint	Wtn	
	12	Atiamuri rally	Taupo	

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	25	Taranaki Rally		
August	3-6	WRC Rally Finland		
	13	Taupo gravel Rally		
	16-19	WRC Rally Japan		
December	25	Christmas Day		

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I went to the grocery store and they now have a parking spot for Fat guys that like to grill. That's so considerate.



Rally tour pix from Leon



Nugget does the Alexandra Road hill climb



This iconic event on the Wellington motorsport calendar is run along the top of Mount Victoria over looking central Wellington. This was on 19th March. My report will be a bit boring because the car never put a foot wrong and my driving was of my now customary cautious nature.

But I was pleased to find I went faster with each of the four timed runs, the first time I've managed this, I think. My best time was 55.01 seconds which had me 44 th out of 54 and a couple of seconds fast than the last time I did this event in the Road Rat. That was in 2017, but I have done faster in previous years. It might be a case of, the older I get, the faster I was.

One delight on the day was to compete with Alan Hyndman driving his Triford Special. This car was built in the early seventies by an old primary school classmate of mine, Bob Elwin, and now competes regularly in local hill climbs and historic car racing. Falcon engine and Cortina gearbox.

The next thing for the Nugget will be some surgery to the chassis so I can get to the clutch for some investigations and hopefully improvement. And a new quieter exhaust system.

Brian Worboys

A wife, being the romantic sort, sent her husband a text: "If you are sleeping, send me your dreams. If you are laughing, send me your smile. If you are eating, send me a bite. If you are drinking send me a sip. If you are crying, send me your tears. I love you!" The husband, typically non-romantic, replied: "I am on the toilet. Please advise."



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