



WHEELSPIN

June 2023

www.hccc.org.nz

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COVER PHOTO

Leon & Graham showing off!

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 June 2023 @ 7:30



Presidential Prattling

More non-events than events to report on from me this month unfortunately!

Our grass autocross once again was a victim of the angry rain gods, with solid rain for at least 36 hours leading up to the event. Even if the Sunday had been dry (the forecast wasn't optimistic on that matter either), the damage had been done with the rain since Friday, so we pulled the plug on that one. The rain date is Sunday June 18th, so keep that one free in your calendar, and pray for some unseasonal dry weather. Unless of course you have access for enough in the way of tarps that you can go and put down on the paddock?

The Corolla was clearly grumpy with me for daring to mention that the engine might be on the way out, so decided to give me a DNS on the day of Tea Creek. The car started up fine, but within 400 meters of home developed a dead miss that didn't want to clear. So I swung around, struggled back up the driveway, and messaged Wairarapa to advise that I wasn't joining them that day, despite my plans.

Then solving the miss became slightly more complicated (as it does). It appears that the new injectors that I'd put in, don't quite mesh perfectly with the o-ring in the throttle body. So it was leaking fuel into #3, and giving it a really good drowning, thus the dead miss. I disconnected the coil, and pulled out the plugs, and turned the car over to eject the cylinder full of fuel.

Then having reconnected the coil, I went to a zero spark situation on all cylinders. I nabbed the bracket of everything spark related off Paul Tapper, and chucked that into Notion. The car immediately fired up. Then swapped over a component at a time, to find out what had expired. Only it turned out that actually the coil and also the ignitor had both turned up their toes. Because of course, why have one problem when you can have two problems, seemingly unrelated to the first problem (leaky fuel). So that was a bit of a head scratcher, and it took a week after the Tea Creek date before Notion was running again.

As I wasn't at the event, I don't really have much of an event report. Jilly took the ex Brian Craig

AE82 over for her first run in that car with the replaced engine, and had a good day on the hill. Adam took the Suzuki re powered KP Starlet over the hill, but only did one run, on which he filled the oil catch can. Rather than risk anything on the new engine, he put it on the trailer, and swapped over into the Corolla too. Now they're looking for a closer ratio gearbox, as the old Corolla boxes have a ridiculous gap between second and third gear, that's going to drive you around the bend. Rev cut in second still results in fairly low revs in third. Thus my endless quest for a Corolla gearbox that has decent ratios!

The driving event that I got to, was Wellington Car Club's competitor coaching day up at Manfeild's backtrack, which is my favourite bit of sealed "road" out there.

They had a ton of helpers / trainers up there, which made things quite easy from that point of view. Plus most of the people just seemed to be there to do laps of the backtrack, rather than be trained, so there were quick cars and experienced drivers, with a smaller number of juniors and learners present.

I hopped in the passenger seat with a newcomer to the sport, in a Nissan NX race car, and we did a whole bunch of laps at sensible speeds. I imparted a few bits of "wisdom", and he seemed pretty happy at the end of the day. He'd put enough laps on the car to take his front tyres from worn, to knackered. Prior to the day, he'd done a track day (something like Playday on track I believe), and Mt Vic.

Mt Vic would have been a bit of a baptism of fire, and not something I'd have been keen on, for one of my first motor sporting events. I'm sure you've all noticed that there's a certain amount of flying off a bank into trees potential if anything goes wrong there.

Plus he was left a bit baffled as to how Andrew in the Corolla was such a massive % of time elapsed quicker than him up the hill, given that the vehicles were in the same class. So I made reassuring noises, that using Andrew as a measuring point of speed wasn't a good starting point, as the driver and car are both very capable. Certainly even without the difference in driver experience, the level of mechanical advantage between the NX and the Corolla is fairly Grand Canyon level. The SR16VE engine in unmodified form gives vast amounts of noise, accompanied by really rather modest amounts of actual power, and almost no torque.

I chucked the Goodride semi-slick-ish tyres on the GR, and had a couple of runs during the sprints in the afternoon. Two in the conventional clockwise direction, and one in the anticlockwise. I was lined up to do a second anticlockwise run, but then the occasional shower situation deteriorated into persistent showers. Figured I'd do the change back on to road rubber before everything got too soggy, so bailed out.

The car was extremely well behaved, with a very useful amount of grunt out of the corners. It's not as direct in turn in as my old Toyota 86 was, which is probably a bit of a reflection of weight over the front axle, and also Goodride (GR) versus Dunlop (86) tyres.

That said, I didn't play with the diff setting that gives you 70% power to the rear axle. I had one run in 70% front, and two runs in 50/50 mode. My first run of the day I'd totally forgotten what I actually needed to change in the settings, so I was running with traction control on, and in 70% front mode. The only thing I remembered to turn off was lane-keep assist, as that has a tendency to get confused on race tracks, and tries to take the wheel out of your hand when it "sees" white lines. Clearly it would be considered less than optimal, having to negotiate a steering wheel with the car, while attempting to drive fastish.

Having a car that actually launches decently out of corners remains a novelty. I suspect it'd probably leave the line pretty briskly too, but since it wasn't a timed competition event, I didn't see a lot of point in a hard launch. I think the only time I've really launched the GR was on the grass at the Manawatu Multi event weekend, and that was pretty impressive.

Don McLean had a drive of the car during the coaching session in the morning and seemed to be enjoying it too. Albeit, at entirely sensible speeds.

One driver was being pretty enthusiastic in a Toyota MR-S all day, and that caught up with him toward the end of the day, as an oversteer turned into a rotational situation (because that's how MR's work), and a tyre wall was driven into fairly slowly. I didn't see any aftermath, but from the distance of the start line to the incident, it did appear that the car was only at about walking speed at the point where it became involuntarily parked, and appeared to be parallel when merged. So hopefully the damage is little to none. That said, it was a competition car rather than a daily driver.

Jilly and I went to the Motorsport AGM and workshops in Wellington mid July, and there's some interesting stuff coming out of that.

The good, the Possum system is now right at the end of its life. Which is no great shame, as it was a horrendously slow and clunky system, plagued with a collection of things that it should have done easily, but in fact did very poorly. Certainly anyone who has attempted to add a record of a new vehicle into the system has experienced a level of pain far beyond what you could reasonably expect.

At the moment, the expectation is that around July 3rd Possum will be taken permanently offline. Then all the data in the Possum system will be migrated over to Motorsport Online, and converted into that system. Then around three days after that, Online will be made live.

A notable change is that the system will be designed to work on a device. Licences and logbooks will be totally digital, and accessed via a QR code. You will still be able to export your logbook record to a pdf, if you wish to do so. So effectively the event organisers will scan you in at an event using your licence QR code, and your entry via a digital signature will be sufficient, so you shouldn't need to physically sign an entry form at the event. Then scrutineers can scan your vehicle's QR code, and go through their checklist digitally and show your car as being passed or failed online. For when you're heading into an area where there's no reception, you can download what you need, and operate offline. I suspect more of the offline / no reception stuff applies to event organisers and officials, than to competitors. If you want to stay with a plastic licence, you can pay extra and get a plastic licence.

The bad, for most of us reading this article, is that there's a participation levy declaration increase of \$7 across every level of permit, as of August 1st. So that's an amount the we the club are billed by MSNZ, for each competitor at each of our events. We just factor that in, when we're setting entry fees.

For say a National Race competitor, that means the behind the scenes fee has gone up 13%. But for a Clubsport Basic competitor, the behind the scenes fee has increased 70%, from \$10 to \$17. As such, it's reasonable to expect that our autocross entry fee for events after 1 August will need to increase from \$40 to \$50.

There's a small increase in the annual fee charged per member of a club too. So anticipate that the 2024 club membership cost might increase by a couple of dollars. But that's not as dramatic as the Clubsport basic participation levy declaration increase.

Competition licence costs are going up too, although as I don't have the note to hand, I think that might be something in the order of a \$30 increase.

The reason given for the increases is that MSNZ is eating into cash reserves each year, at the current rate of taxation of members, so they need to increase that level to continue to operate. We've not had a much in the way of increases, so that makes this one quite a dramatic catch-up. None of this is ideal, but seems inevitable given that number of staff now employed by the sport, which has been steadily increasing over the years (when I first started working there, my recollection is that there was a staff of around 6 people).

Looking ahead to competition events, look out for our June 18th Autocross date, and pop over the hill if you're able. Without wanting to get the horse ahead of the cart, there are going to be attempts made for Manawatu to run a Clubsport Champs event in the last weekend of July (29th & 30th). But put a pencil booking down at the moment, until an official confirmation comes out. With a time frame of go to whoah of only six weeks, it's going to be a big ask, and a lot of rapid work. If that event goes ahead then, more helpers would be great, so if you're capable and likely to be available, your help would be much appreciated. It will be an extremely social weekend, and I'd expect most of our active Clubsport people to be up there having plenty of food and plenty of yarns.

Leon



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building, including General repairs,
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For Neil!

Leon's coaching day pix



Harbour Capital Car Club Calendar 2023 Confirmed dates in RED

Month	Date	Event Type	Club	
3				
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	RallySprint	Levin	Akatawara
	13-14	BOP Rally		
	23	Labour Day		
	26-29	WRC Rally Passau		
November	5	Sealed Sprint	Wtn	
	12	Atiamuri rally	Taupo	
	16-19	WRC Rally Japan		
December	25	Christmas Day		

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WAIRARAPA CAR CLUB – Tea Creek Gravel Hillclimb
Sunday 30 April 2023



Car #	Name	Club	Car	Practice	Run 1	Run 2	Run 3	Class
0-1300cc								
30	Mark Rutherford	HCCC	Ford KA	2.03.35	1.56.98	1.55.16	1.54.25	3
20	Adam Fisher	HCCC	Starlet	1.41.76	DNS			-
68	Marty Bertelsen	Levin CC	Starlet	1.53.56	1.48.61	1.46.13	1.44.42	2
5	Dayle Brock	Wai CC	Barina	1.43.82	1.41.11	1.39.58	1.38.80	1
B: 1301-1600cc								
31	Clint Clunie	Kapiti CC	Starlet	1.45.04	1.39.24	1.37.18	1.35.96	2
6	Jody Seabright	Wellington CC	Mirage	1.55.57	1.50.67	1.48.37	1.49.46	12
2	Aaron Cook	Levin CC	Corolla	1.53.51	1.51.93	1.43.93	1.35.24	1
61	Ryan Seabright	Wellington CC	Mirage	2.01.03	1.55.12	1.50.53	1.47.47	9
18	Jilly Fisher	HCCC	Corolla FXGT	2.09.82	2.09.08	2.09.85	2.02.79	14
117	Toby Miller	Levin CC	Corolla Levin	2.04.67	1.56.17	1.50.68	1.48.84	13
15	Neil Tapp	HCCC	Corolla FXGT	1.58.08	1.52.85	1.49.14	1.46.28	8
17	Brent Miller	Levin CC	Corolla Levin	2.02.51	1.48.36	1.47.21	1.45.19	7
45	Callum McKenzie	Hawkes Bay CC	MX 5	1.54.98	1.51.48	1.48.09	1.47.80	10
22	John Keen	Wai CC	Corolla Levin	1.52.07	1.46.21	1.46.53	1.42.99	6
85	Rob Piper	Wai CC	Toyota Sprinter	1.48.09	1.45.65	1.45.50	1.42.86	5
29	Gary Leach	Wai CC	Escort Mk1	1.49.73	1.44.23	DNF	1.42.64	4
10	Andrew Lowe	Sth Rangitiki CC	Corolla Levin	1.56.28	1.51.60	1.48.33	1.47.93	11
9	Justin Murray	Levin CC	Corolla	1.45.93	1.44.62	1.42.26	1.41.16	3
20	Adam Fisher	HCCC	Corolla FXGT			1.45.38	1.44.12	-
C: 1601-2000cc								
21	Jackson Clendon	Wai CC	Fiesta R4	1.38.89	1.32.67	1.30.70	1.30.24	-
21	Jackson Clendon	Wai CC	Fiesta R4	1.36.07	1.32.07	1.30.68	1.29.85	-



WAIRARAPA CAR CLUB – Tea Creek Gravel Hillclimb
Sunday 30 April 2023



Car #	Name	Club	Car	Practice	Run 1	Run 2	Run 3	Class
D:2001cc & over								
4	Brendon Cantwell	HVMC	Starlet	1.48.47	1.41.88	1.39.89	1.36.84	4
11	Graham Heath	HCCC	Pulsar	1.41.21	1.38.43	1.38.17	1.36.75	3
40	Richard Prouse	HVMC	BMW318is E36	2.00.60	1.51.95	1.48.07	1.48.64	8
86	Matt Patterson	Wai CC	Toyota Sprinter	1.42.10	1.38.68	1.39.20	1.36.30	2
19	Peter Langdon	HVMC	Corolla	1.40.48	1.38.51	1.39.32	1.44.86	5
44	Chris Steel	Wai CC	Lancer	1.45.29	1.40.90	1.39.55	1.39.31	6
3	Brent Henson	Wai CC	Corolla	1.53.43	1.48.12	1.47.02	1.45.33	7
33	Tim Campbell	Wai CC	Escort Mk2	1.39.81	1.37.38	1.33.78	1.33.38	1
E: 4WD open								
8	Hendrix Hennessy-Ropiha	HVMC	Celica GT4	1.49.46	1.42.82	1.44.21	1.40.24	4
12	Simon Bicknell	Hawkes Bay CC	Impreza	1.37.90	1.34.14	1.31.03	1.31.15	1
14	Chris Bellis	Dannevirke CC	Impreza	1.44.25	1.38.97	1.35.99	1.38.48	3
1	Geoff Warren	HVMC	WRX STI	1.42.30	1.37.28	1.35.15	1.33.43	2
XC: Cross Cars								
7	Wade Noedl	HVMC	Semog Bravo	1.39.16	1.31.09	1.28.32	1.25.89	1
71	Josh Trybula	HVMC	Semog Bravo	DNF	DNS	1.34.54	1.35.08	3
16	Warren Tunley	HVMC	Semog Bravo	1.33.77	DNF	1.29.99	1.26.98	2

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

Provisional Results: 4.35pm T Stringer COTC
Final Results: 5.005pm T Stringer COTC



For Adam



For Len

**This is pure speculation,
but I think somebody
came home early**





SEND THIS TO: Harbour Capital Car Club (Inc)
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 New Zealand

First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
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Occupation			

Make & Model or car / s

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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
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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Family: Normal Member: \$ 45.00 p.a.
 \$ 55.00 p.a. for a couple plus \$10 for each additional family member
 Student: \$ 35.00 p.a.

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