



WHEELSPIN
October 2023
www.hccc.org.nz

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COVER PHOTO

Happy campers at the Daybreaker

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 3rd October 2023 @ 7:30



Octoberations (yes, I made up that word).

Couple of really fun car events for me this month, I volunteered to help out at the MG Racing Register + Constructor's Car Club competitor coaching day up at Manfeild. I've done this event a few times in the past, and typically have a good day meeting old friends, and new people to the car hobby. This year was definitely no exception.

Headed up nice and early in the GR, and went out with the team to put some cones out on the track, as the morning is all about practising a couple of corner lines, some brake testing, and some vision cues about looking a long way ahead (disguised as a slalom).

I was on the slalom, so was treated to the sight of cars ranging from a Porsche 930, a couple of Commodores, a 5 series BMW, to little Lotus 7 replicas.

That took us through to nearly noon, retrieved the cones, then headed back in to the pits. I took the opportunity to put the semi slicks (thanks Neil's Wheels) on the car, as I'd rather beat up cheap semi slicks than the remarkably expensive factory tyres;

I ambled my way back to pit lane, to see all the cars parked there, and a lot of people with extinguishers rushing toward a car with an engine fire. Clearly that was far from ideal, and the engine bay was fairly well involved before people got to it with big extinguishers. So pretty much looks like replacing everything in the engine bay, including every bit of wiring that was in there. That sucks, and was certainly a terrible thing to happen on the shakedown day for a new car. The only positive to report is that no harm was done to any people.

They had three groups running, basically slow, medium, and fast. I headed out with a new guy in a 20 year old Honda Jazz 1300. Gave him some course guidance from the passenger seat, and had a generally fun time. It was inevitably a series of super slow laps, as the car was about

tapped out at 125k down the straights. Regardless of that, we both had a great time, and he picked up a better idea of the race lines (or at least, Leon's version of the race lines).

One of the next runs, I took a young guy out in the passenger seat of the GR, and had a bit of a fang around while I showed him some lines. He was there in a Toyota MR-S with tyres that can only be described as being "long lived", rather than performance oriented. He was also new to the racetrack, and managed to achieve a number of spins during the day, all of which thankfully were achieved without damage to the vehicle. I think it's pretty safe to say that he already had the bug before the day started, as that was actually the second MR-S he had purchased, purely because the first one he bought didn't have an LSD. In one of the next sessions afterward, he still managed to have another couple of spins. But from what I could see, he was spinning from the starting point of a racing line, so that's an improvement.

For my second (and last) run for the day, I headed out in a group with another GR (identical twin of mine), and a brand new Type R Civic.

The Civic owner reckoned his car only had three laps worth of brakes before they started fading off. Which I found a bit strange, given the massive size of the brakes. That said, they're 300hp, and I think about 1500kg. So that's quite a bit of weight to slow down, and the owner reckoned he was hitting 189k on the straight. You'd need a fairly aggressive brake pad compound to get that job done.

I managed to see off the other GR, just through virtue of having done more laps of the course over the (counts on fingers) ... several years.

Hard to say how the GR would stack up against the Civic, as by the time I was with him, it was a few laps down, so his brakes would have been starting to go off by then. I'd have to assume he'd have the legs going down the straights, as it has a bigger engine, and a decent dose of power. But the GR should launch out of the corners better, courtesy of four wheel drive traction, and I've never had any problems with the brakes fading.

Managed to get a picture of a Corolla wagon that I reckon was awesome, but I actually didn't get to catch up with the owner. Real sleeper, being a faded red AE101 wagon, that looked a bit lower than you'd expect. Turned out that it was running the 1800cc 2ZZGE Celica / RunX Z engine and six speed. That'd get along pretty nicely, and also blend into the background completely.

As you'd expect with the organising club, there were a few kit car / Lotus 7 replica's there. Although, I don't know that I saw any MG's there. Although there were a bunch of modern MINI's, so I guess that's MG adjacent, via several ownership changes in the company of course.

There were also a few race cars there, who appeared to be just using the fast group session as a shakedown or practice, as I hadn't seen them in the cones events in the morning. Though to be fair, they could potentially have been doing the morning in a different car.

Really good group of like-minded people there, ranging from teens to 80+.

Second mission for the month that has been, was to head up to Daybreaker, armed with a camera rather than a car. Engine rebuild still very much only in progress.

Decided to take the Sorento (Tedium) for a run up the line, because you can never be quite sure the quality of the access roads that you might end up using to get into the corners.

The weather forecast was dicey, predicting rain at various points in the day.

We were pretty pleased at the first stage we got to, which was SS3 due to lack of junctions into SS1 & 2. Ended up at a downhill tarmac left, into a 90 right onto a narrow bridge.

Not one of my ideal spots, because tarmac often means you get what looks like photos of a car parked on a road, rather than visibly in motion. However the alternative was a really fast relatively open right hander, and I concluded that I'd probably end up with most of the cars looking like they were on a straight rather than a corner.

It worked out okay for photos, with the right hander on tarmac looking perhaps a bit off camber, and then gradually covered in mud as people cut the corner. So quite a few cars had a decent dose of sideways on, as they came into view. It was really dusty though, must have been extremely challenging to drive in, as it was hanging down on the road pretty badly.

Pretty easy stage to get to as well, so we were able to take advantage of bacon and eggs at accommodation before making the 15 minute run to the stage.

We had a decent gap in time before the next stage, SS6, and about a 50 minute drive to get there.

Tarmac straight, with a very wide 90 left onto gravel, into a fast right and fast left.

There was a field full of people and parked 4wd's watching the junction, so initially had a wander down to the fast corners.

Picked up the quick cars in the field on the fast corners, and then moved back to the junction on the basis that the slower cars would have less speed up by the fast corners, so probably wouldn't be so exciting to photograph.

The expected rain arrive, and we got utterly soaked through, which wasn't the most pleasant experience. Plus trying to plastic bag the camera between cars was a good fun game!

Theory says that we could have gotten down to the last gravel stage of the day as well, but I was feeling pretty seriously over it by that point. So went and fetched the Kia, and munched on some snacks while we waited for the road opening sweep car to come through. Much to the consternation of the marshals on the corner, who advised me that the road was closed for another hour. This not being my first rodeo, advised them that when they saw the sweep car come through, they'd see a big road open sign on it. They clearly didn't believe me at all, but I had the advantage of having been at one or two rallies over the years, while they were presumably some locals recruited for the day. However, not knocking them, they were doing exactly what the road closure sign beside them said would happen.

Sure enough, sweep eventually came though aaaaaaages behind the last car, so I'm guessing perhaps some car retrieval had been underway, due to the super slippery surface from the rain.

We used the jump start pack in the Kia to get somebody going again who had left lights on while spectating, which kept me busy for a couple more minutes. The annoying thing about the jump pack is that it gradually goes flat over time, so it's always a bit of a gamble as to how many ergs are actually in the thing when you actually need it. However on this day, it had enough in it to fire up the little diesel engine in the parked car.

With it being the 40km stage, and downpour hitting during the middle of the stage, we weren't too surprised by finding stopped cars in stage. We actually met Len (editor) heading back down the stage again at very low speed, with what I can only assume was a mechanical or electrical gremlin, as it was moving, but apparently only as far as a junction to be collected. A few more km in, Chris Alexander was beached beside the road.

Some more km in, we got to Callum McKenzie in the MX5, parked beside the road with a car that didn't want to drive any more. He had the tow rope out, so we hooked him up behind us, after all he is a club member (or was before heading up to Hawkes Bay). His navigator hopped in with us, and downed some sports drink, as he was looking a bit green around the gills.

A couple of km later, the towrope un-spliced itself and Callum rolled to a halt again. I had a tow strop and shackle in the boot of the Kia (the boot of the Kia is basically an endless source of somewhat useful broken car remedies. So we swapped tow rope and carried on.

Passed the Cox Starlet also beside the road, but towing one car at a time was probably enough for my clutch, so we didn't pick them up as well. At some point in proceedings, while on tow, Callum managed to fire up the MX5 (yay, intermittent problems so you never know when you've fixed the problem.

We swapped road positions, with Callum ahead, and us trailing in case of breakdown. Then nearly immediately had a head on with the Cox rescue vehicle coming into stage, on a blind corner. The MX5 did cut out once, but on a downhill section. Which didn't really matter, as they'd withdrawn from the rally anyway. The MX went on the trailer with Ross, and has presumably now been dragged back home again.

The weather stayed gruesome, so we carried on home with the windscreen wipers working overtime.

I believe of the HCCC affiliated teams at Daybreaker, Lee Herd (navigator) finished the rally in the Evo powered Starlet. Sarah Jaggs (navigator) finished the day in the silly seat of Geoff's WRX. Adam Fisher finished in the now Suzuki powered Starlet (Marty B in the passenger seat). Jilly Fisher finished in the ex Brian Craig Corolla. Len Fisher (navigator) in the Evo didn't finish, and nor did Callum in the MX5. Hopefully I didn't miss anyone out of the list!

All the results are on Chrissport, if you want to know who was where. Hayden Paddon had a dominant win, well clear of the rest of the field.

They had two stages cancelled, presumably due to cars departing the road, although that's guesswork rather than knowing for sure, and then timing difficulties on the super long stage that we drove / towed through. So it wasn't easy behind the scenes I suspect.

Well done for the organisers managing a Championship event on very short notice, and thanks to the army of volunteers. Let's hope and pray that they do run this event again, as it's by far the most attainable rally for me to hopefully get to!

As for our events coming up. Socially we're going to run another movie night, as that was pretty fun, and we'll have a crack at some go-karting too. We had given Masterton a bit of a rest, as you've probably noticed that it has been raining for about a year and a half, which is great for keeping the grass moist, but is no good at all for trying to race on. However we're (allegedly) due for a hot dry summer, so we've sent in enquiries about events for November, December, January, and February. At the time of writing, we've not had confirmation, but as soon as we have something to tell you, we'll alert you to the dates and you can book some Sundays with us to run some cones over.

That's it for me, catch you somewhere with cars or burgers!

Leon

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Leon's Daybreaker photos HCCC cars



Leon's competitor coaching day pix



Some of the artists of the 60's are revising their hits with new lyrics to accommodate ageing baby-boomers...

New Releases Include:

Herman's Hermits – Mrs. Brown, You've Got A Lovely Walker

The Bee Gees – How Can You Mend A Broken Hip?

Roberta Flack – The First Time Ever I Forgot Your Face

Johnny Nash – I Can't See Clearly Now

Paul Simon – Fifty Ways To Lose Your Liver

The Commodores – Once, Twice, 3 Times To The Bathroom

Procol Harum – A Whiter Shade Of Hair

Leo Sayer – You Make Me Feel Like Napping

The Temptations – Papa's Got A Kidney Stone

Abba – Denture Queen

Helen Reddy – I Am Woman, Hear Me Snore

Lesley Gore – It's My Hormones & I'll Cry If I Want To

And Last but NOT least...

Willie Nelson – On the Commode Again

Graeme Swan's Taihape service pix plus some of Len's



Epic weekend with an equally epic group of people.

Daybreaker Rally returned this year and for me is a huge part of my Rally career. My first co-drive on gravel was in the 2006 event, then notes for the first time in 2007. The next events co-driving for Adam before venturing out as a driver. I tackled the 2014 Daybreaker as my first gravel drive with [Neil Roots](#) co-driving which was just amazing. Now the Rally has returned it is appropriate I entered in my own newly purchased rally car, a Corolla GT.

Joining me on this adventure was [Kylie Cotton](#) who has been on a few rides with us at sprints. She was really keen to learn Notes so the Daybreaker firsts keep going.

Joined on our adventure of running both Rally cars with Adam and [Marty Bertelsen](#) in the Starlet and Kylie and myself in the Corolla. Our crew of [Richard Haines](#), [Dennis Lukies](#), [Peter Langdon](#) and Michael Smith kept both cars ticking along with both just needing Fuel and window washes mostly. Both cars had small oil leaks but not a problem.

A rally of two halves with the morning stages being dry and dusty, and the last 3 so wet and treacherous. Stages 1 & 2 were really rough and deep mounded gravel that meant riding along on the sump guard for the Corolla. Stage 3 was amazing and Kylie doing really well calling the notes. Stages 4 & 5 were both cancelled due to an accident and car on fire in the first one and not quite sure on Stage 5 but there were a few cars off. We were touring out towards the start of SS4 when expecting to see Mike and Helen in my rear vision mirror, instead had a police car with full lights and sirens! Not for me thankfully but definitely gave us a fright. Bit of a shame to not be able to do these 2 stages but it happens. Did Stage 6 that was a fantastic Stage of 42kms. So much fun and again Kylie did great, only one small slip about 30kms through, pretty amazing for her first time calling notes. Headed back to the boys in Kimbolton for the last service then off to the last two gravel stages. Man were they wet!!! So much rain and Stage 7 just turned to mush. Tiptoeed our way through finding [Greg Browne](#) parked in an interesting way not far from the end. Sad to see this but just slid in the mush by the looks, glad there was no damage.

Stage 8 was even wetter in tge first half but more grip in the second half. Last stage was on Manfeild Track which was just fun.

We finished in 60th overall after starting 94th and 7th in class B. Adam and Marty had heaps of fun and hooligans, finished in 40th place and 2nd in Class A.

Thank you to all the organizers and crews out on stages, we really appreciate you giving up your time to let us go have skids.

So cool to catch up with so many folks including some from our recent travels to Sweden and the Czech Republic.

Congrats to [Hayden Paddon](#) and [John Kennard](#) on the win and also to John taking out the Co-drivers championship for 2023.

The thing heard most in our car, apart from the laughter was Weeeeeeee! Had such a great day and with amazing people who could ask for more. Bring on the next adventure.

Jilly Fisher



Something to think about.

(Someone had a lot of time to think).

Many & Varied Perplexing Questions.

If you have sex with a prostitute against her will, is it considered rape or shoplifting?

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to "put your two cents in"... but it's only a penny for your thoughts"? Where's that extra penny going to?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

If a deaf person has to go to court, is it still called a hearing?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why is "bra" singular and "panties" plural?

Can a hearse carrying a corpse drive in the carpool lane?

Ashley Forest Rallysprint

Having watched countless hours of Ashley Forest on TV on Sunday afternoons in the 80's and/or 90's, and having moved to an hour's drive of same event, I thought I'd take the opportunity to try the event for myself.

My overriding thought was the downhill section because that seemed a bit fast and out of control and I'm not a fan of downhill.

Preparation was fairly normal – checked oil and water, put rally tyres on, disconnected swaybars, filled tank with NPD100, filled car up with gear and stuff. Also added a few missing cable ties to the undercharge protection.

Scrutineering was easy, just got book signed off, due to previous event scrutineered. I had been asked to help scrutineer for the event by Teresa from Ratec because she'd heard from Karl from Autosport that I was helping scrutineering at Mt Alexander the week after because Karl had noticed I had a scrutineer's ticket in Sportify when I registered interest in his event. Anyways, turned up 30 mins late (by arrangement, because picking my codriver from airport) only to find that Chief Scrutineer James was flying through the cars and didn't need my assistance.

Friday night we watched a few in-cars of Ashley Forest. Surprisingly there are very few in-cars of such a long-running iconic event.

Arrived an hour early on Saturday. Was the only car to self-drive to the event. Got a few thumbs up from people who noticed by the end of the weekend. Walked around the pits and bumped into a lot of people I knew, talked to them, and talked to a lot of people I didn't know.

After drivers' briefing we went off to Indian file the route. It's only 1.7km and up a steepish climb, round the hairpin I've seen so many times on tele then down the other side. We tried to take notes but that didn't work so just memorised the course, wasn't too many corners, but there was an extra set of left/rights going up the hill I forgot mainly because they're the same, I think, or aging memory, or something. Anyway, no big deal.

First timed run, chickened out and braked way early going up the hill to the first corner. There was an un-sighted right-hander than I braked for which the codrivers seat could see a straight line through, then the left hander that did need braking for. So... it took the rest of the day for Simon to convince me to straight line that corner and not brake. I compromised, and on the last run, buttoned off early but didn't actually brake.

The left/rights that were next were so much fun trying get through them at speed (or sideways or both). I still seem to bring circuit racing technique, wouldn't say skills, to gravel and just straight line most corners without bringing the rear out enough. Work in progress.

The hairpin was fun, plenty of room out wide from start to finish. I used the handbrake most times and done a couple of pendulum turns, one was by design and the other was that I was just going the wrong way out of the previous corner but it worked anyway. Thought that maybe the outside of the exit would be marbly so kept away mostly. The next bit was my favourite, a blast up to 4th gear on a straight, over the crest and down into dipper. Some mad braking before turning into a wide banked left hander. One car rolled there, and one a little further on. After the dipper was fast downhill right, left, then sort of a double-apex right and then finish line. I just drove it carefully, at speed.

Sighting run done, we done it again and got faster (4.5sec), then faster again (2.1sec). That was Saturday done.

The next morning we had a fourth run, and matched and slightly improved the previous run (0.08sec). Told myself that was a cold run. Always useful have excuses ready!

The runs were enough to qualify for top 32 run-off (57 competitors – Hayden Paddon and Dave Ollis ran two cars). 27th at that stage.

This next run was not going to get me into the top 16, no illusions, so just did what I could. Going up the hill, like I said before, just buttoned off for unsighted right-hander, came a bit faster into the

next set of corners and the back stepped really wide at 'Noters', the last right-hander before the hairpin. I'm guessing that's a shorthand for big-noting, which maybe I did because I went well wide. The result of that was coming into the hairpin the car pointed the wrong way but with a full opposite lock and handbrake and gas the car came round really well around the hairpin. This was my fastest split of the weekend so I'm guessing out-of-control is fast. For the last downhill double right-hander, I'd braked last run, just because I'm not brave about these things. And I used right foot braking, which have to do when there's a lot at stake. Anyways, this last run, I knew I could do a little less braking so did my very first left foot brake at speed in gravel where there were consequences if I got it wrong, in the fast downhill. This, I think, could be my best enduring moment of the weekend. Also 1.2sec faster that previous run.

They say you only need to brake three times at Ashley Forest – at the first left-hander going up hill, at hairpin, and at the dipper. I did more, but not so many more, and happy with result.

Looked at the stats later, and I can proudly say I'm the 200th fastest driver at Ashley Forest!

About the event itself. It's got everything going for it. History. Great atmosphere. Large crowds. Fun, and challenging road to drive. Very technical. Hard to get every corner right. The spectators (which I was one) could walk up the hill, have the cars go round the outside, and you could go to and safely view every corner of the course. And they were all good corners to watch. When you're a spectator, you can see how much steeper the road is, both uphill and downhill, than when you're driving it with horsepower. It really is quite steep.

The event had a great sound system, Pits TV video, and commentators who were encouraging to all. Us competitors got to watch our runs (Sat and Sun nights) on both the in-car cameras and the external cameras, which pretty much covered 95% of track. They were well positioned and good clarity. Not often do you get to watch your own car from the outside.

We ate well – hot dogs, chips and soft serve ice-creams.

Some of the fastest drivers had issues – mainly gearboxes. Because I got to the top 32 and faster people like Josh Mitchell and Sloan Cox didn't, even though they had much faster times, I got further up the order than they did. Scoring down here is quite brutal. I placed 20th overall.



Harbour Capital Car Club Calendar 2023 Confirmed dates in RED

Month	Date	Event Type	Club	
October	8 or 29	RallySprint	Levin	Akatawara
	15 43-15 22	Puketiro Rd BOP Rally Port Road	Wairarapa	
	23	Labour Day		
	26-29 29	WRC Rally Passau Akatarawa Hillclimb	Levin	
November	5	Sealed Sprint Shelley Bay	Wtn	
	12	MG Classic Atiamuri rally	Manfeild Taupo	
	16-19 26	WRC Rally Japan Surgery Sprints	Manfeild	
December	10 25	Dorsets Rd Christmas Day		
January 2024	21	Racotech Port Rd Sprint	HVCC	
	22	MG competitor coaching		
February	25	Wallaceville Hillclimb	HVCC	
March	10	Mangahau Dam RallySprint	Levin	
	17	Alexandra Rd	Wtn	
April	21	Kahinau Rd seal sprint	Levin	
July	21	Wairongamai Rd Gravel Sprint	Levin	

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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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