



WHEELSPIN
DEcember 2023
www.hccc.org.nz

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COVER PHOTO

Jilly has joined the club!

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 5th December 2023 @ 7:30

Notice of AGM February 6th 2024

Have you paid your Subs?



Summer(?)time musings.

As we're ramping back up again into allegedly better weather (okay, sure, there was a heavy rain warning yesterday ...), the weekends of eventing are cranking up again.

I think I've got something car related every weekend from the start of November, until literally Christmas weekend. Which is a bit exhausting and expensive, but also rather fun.

Since last article, I've scrutineered and spectated Shelly Bay, had another gravel sprint, courtesy of Levin Car Club, driven up to watch the MG Classic meeting, and am about to (mid article write) head up to Manfeild for the dual club sport day (grass Autocross and Sealed Backtrack autocross).

We've actually had a couple of fairly quiet events for numbers lately (economic crunch kicking in, or maybe just everyone broke their cars lately?).

Shelly Bay was about 20 or so entries (I don't have the results to hand), even after we convinced Chelles to enter in the Mirage, whilst she was on scrutineering duties! Which made it a day full of Mirages.

As well as the usual suspects, including the aforementioned Chelles, with two other Mirage buddies to fight it out with, Andrew in the AE82, a couple of Cross Cars, there was rather interestingly something shaped roughly like a BMW E30.

However, on looking at it more closely, one then wondered why it was a “ute”, also why it was left hand drive. Further close examination showed that actually, it was in no way a BMW.

From talking to the owner, the vehicle is actually a custom space frame, complete with entirely custom designed and constructed suspension. Powered by a supercharged LS at the front end, and running a transaxle at the rear. So the “alleged BMW” is actually Corvette power, in a custom package.

The end result was quite a decent amount of tyre smoke, and some rather good high precision driving. Although he was suffering a brake balance issue, which resulted in an offroad excursion that didn't appear to be too damaging, but did mean he withdrew for the day.

It did make for pretty decent photos up to that point though.

In the HCCC crew, Andrew was having fun in the Corolla, taking people out in the silly seat, and was being chased by Lee Herd in the AE111 Corolla / Sprinter / Trueno / Levin (can you tell that I can't remember which model it is?). Chelles had a pleasant day driving in the Mirage, and had no drama and plenty of smiles.

I got to have a skid myself at the Akatarawa / Woolshed Road gravel sprint, run by Levin (despite the venue being in Upper Hutt). It was an expanded version of the previous gravel sprint of two years ago, with it starting quite a bit earlier than the previous event, and adding a straight and a couple of corners after the previous finish line.

The downhill start certainly suited my very tall first gear, and it was a moderately brisk second gear run with a lot of very close little trees, before dropping down to the old start line at the bottom of the road, before making an endless second gear (in a Corolla anyway) crawl up the hill.

As the road levels out, it opens up a bit, to top end of second or bottom of third gear, on some tricky corners, punctuated by some properly decent hollows where puddles have been sitting on the road (not this weekend though, as it was dry), then into a straight, until making a sharp uphill right hander into a couple of corners before the finish line.

It was crazy slippery, and the back end of the Corolla was walking around all over the place, despite me running way better back tyres than front (free plug, Neil's wheels, for your rally tyres, but get in fast if you want Dunlops, as they aren't being brought in any more).

I had the most sideways moment in the Corolla that I've ever actually recovered from, which was a bit exciting, and possibly slightly inefficient to be travelling quite so sideways. Thankfully I was able to dial it back to straight again without departing the confines of the road. Then on my last run of the day, I bounced out of one of the dry puddles so hard that it kicked the car again toward the scenery, keeping lots of throttle on assisted though, and again I kept it out of the shrubbery.

It was a bit of a challenging day, with both Cross Cars visiting the scenery (without lasting damage) on the exact same corner. Doc Watson only did one run in the GT4, with a misfire making him withdraw rather than risk engine damage (turned out later, it was dizzy cap and spark plugs letting him down), and Simon in the 4AGE KP Starlet also only putting in one run before parking up.

Unfortunately it was a bit of a crunchy HCCC day, as Jilly inverted the ex Brian Craig Corolla GT, on the tight uphill right at the end of the straight. The very heavy Corolla steering unfortunately meant that she had the wheel yanked out of her hand, and then a bank decided to get involved. Then Graham ran wide on his way up the hill, and collected a tree stump. So now the Pulsar is getting a new front cross member and bumper, hopefully in time to run at Dorsets Road.

Neil Tapp was mumbling about having had some whoopsie moments, but finished the day with no apparent car damage (possibly emotional damage?). Hamish continues to come to grips with the

BMW (running Altezza motorvation), putting in a solid second in class. Adam Fisher was having a great day in the Suzuki powered Starlet, now featuring upgraded suspension too, beating Dayle to first in Class A (and thumping everyone in Class B in the process).

Tim Campbell (Wairarapa) was putting in some storming times in the ex John Esler Ford Escort, which is running I am told, a highly modified Commodore V6 now. Which I guess for the true blue Ford fans, might be a cardinal sin, but sinful or not, he's putting down extremely quick times, and was only a couple of seconds behind the Cross Cars (which inevitably took out first and second overall).

Trundled up to Manfeild with Emma, to watch the Saturday races of the MG Classic. Deliberately chose the Saturday, knowing that there would only be half the races, as in previous years having watched the Sunday, the commentators would endlessly mention cars that we weren't seeing, as they broke down on Saturday.

This definitely seemed to be the case, as the DNF rate was quite intense, with cars flooding into the pits during races, or being towed back after a race had finished.

The racing itself was pretty low key, with largely procession races, and not a lot of close dicing. Luckily the final race of the day made up for it, with a race for first place that was tooth and nail between three cars, all the way to the final corner of the final lap. It was one of those races with a little car versus a couple of big horsepower cars. There was an Escort out-braking a couple of V8's (I think a Camaro and a Mustang, if I recall correctly) and going inside or outside them on every corner, then getting blown into the weeds on the three long straights. In the end, an excellent tactical last corner saw the Escort blocked during the corner, and just being pipped to first place.

Some drama, with the Thomsen motors Mirage coming together with an E30 BMW into Dunlop, causing BMW rotation into the infield, and a Mirage pulling off with bumper and guard damage. It was shaping up as another good race, with the Mirage being able to comprehensively out brake and out-corner the substantially more powerful BMW. However after the fender bender, that race was no more.

An Impala NASCAR had what looked to be a small engine fire, resulting in a red flag, and a number of rescue vehicles arriving fast to the scene.

The level of car porn in the pits was phenomenal, as it always is at the MG meeting. Hopefully photos of various cars included elsewhere in the magazine.

Events reminder again:

December 16th Motorkhana (likely only on grass this time), followed by a dinner at Neil and Lynda's.

December 17th Autocross, Kim Naylor status has been requested.

January 28th Autocross (just a sh*ts and giggles event)

18th February Autocross (Kim Naylor status has been requested).

Your submission could be here!



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LEVIN CAR CLUB AKATARAWA HILLCLIMB

29-Oct-23

Car No	Driver	Class	Run 1	Run 2	Run 3	Run 4	Fastest	Overall	Class A	Class B	Class C	Class D	Class E
1	Warren Tunley	CC	N/A	02:56.99	03:08.00	N/A	02:56.99	2					
2	Josh Tribula	CC	N/A	N/A	02:58.54	02:56.01	02:56.01	1					
3	Ben Watson	E	N/A	03:04.36	N/A	N/A	03:04.36	4					1
4	Graeme Heath	D	N/A	03:22.47	03:14.42	N/A	03:14.42	11				4	
5	Dayle Brock	A	N/A	03:16.47	03:12.35	03:08.64	03:08.64	9	2				
6	Aaron Duncan	D	N/A	03:36.32	03:34.41	03:30.25	03:30.25	19				5	
7	Neil Tapp	B	N/A	03:33.95	03:57.92	03:28.86	03:28.86	18		5			
8	Jody Seabright	B	N/A	04:21.99	03:42.08	03:27.72	03:27.72	16		4			
9	Ryan Seabright	B	N/A	03:48.50	03:37.44	03:35.85	03:35.85	20		6			
10	Leon Cast	B	N/A	03:28.40	03:23.82	03:21.19	03:21.19	12		1			
12	Simon Johnson	B	N/A	03:25.76	N/A	N/A	03:25.76	15		3			
14	Richard Prouse	D	N/A	03:44.89	03:40.09	03:39.09	03:39.09	22				6	
15	Thomas Stannard	C	N/A	04:30.62	03:27.74	03:28.51	03:27.74	17			3		
16	Toby Miller	B	N/A	03:39.20	03:25.43	04:35.31	03:25.43	14		2			
17	Hamish James	C	N/A	N/A	03:25.28	03:23.87	03:23.87	13			2		
19	Peter Langdon	D	N/A	04:15.21	03:14.27	03:04.71	03:04.71	5				2	
29	David Ragan	E	N/A	04:14.15	03:11.55	03:08.92	03:08.92	10					2
33	Tim Campbell	D	N/A	09:04.98	03:05.42	03:00.56	03:00.56	3				1	
47	Euan Beattie	D	N/A	04:18.27	03:08.65	03:05.85	03:05.85	7				3	
56	Adam Fisher	A	N/A	04:06.74	03:07.97	03:07.50	03:07.50	8	1				
58	Daniel Thompson	C	N/A	04:18.70	03:07.25	03:05.61	03:05.61	6			1		
93	Andrew Lowe	B	N/A	04:04.85	03:36.95	03:41.40	03:36.95	21		7			
94	Jilly Fisher	B	N/A	N/A	N/A	N/A	00:00.00	23		8			

Your submission could be here!

EDITORIAL

This is the last magazine I will produce.

Every month I work hard at getting material to fill it, only a few regulars contribute, I therefore scratch around to fill it up, using jokes, and you have no idea how much effort goes into creating the calendar of events.

You may not realise, but the mag needs to be in multiples of 4 pages, so if for example I get to 13 pages (doesn't often happen, except this month) I then have to find another 3 pages to fill.

Sometimes I make mistakes - I apologise for that!

Without Leon's staunch, witty and informational report, you would usually get nothing.

I now find that SOME people don't like the jokes. I just cut and paste the jokes sent to me, time is always limited to get to the printer.

If you were to send me some copy, there would be no room for jokes!

This is YOUR magazine so if YOU cannot support me in its production I am wasting my time.

Goodbye and thank you for your constructive criticism (Sarcasm).

Len Fisher

Your submission could be here!

Your submission could be here!

Your submission could be here!

Leon's MG Classic fotos



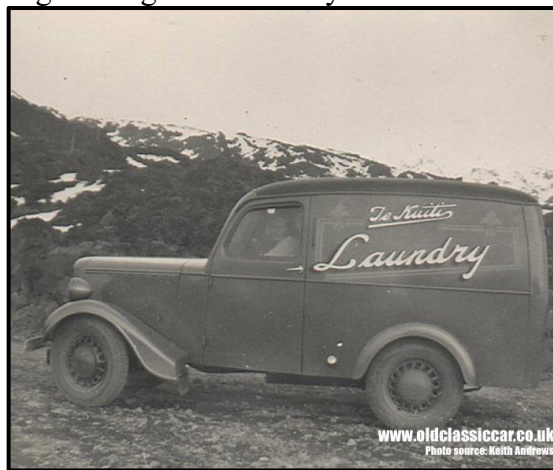


My First Car, and then....

My first car was a 1948 Morris Series 'E'. The picture below shows a 1949 model, and it is certainly a lot more pretty than the one I owned. I ultimately painted it a maroon (dark red) with black guards, but when I bought it for sod all money (10 pounds – yes before decimal currency) it looked like a clown car, with the then brand new “morglo” paint which was a matt finish but so soft that it basically washed off over time. The slightly ‘newer’ version of this paint is called ‘dayglo’. The colour scheme was lime green body, with red guards and yellow wheels and looked absolutely hideous, but it was very cheap. All of 918cc of side valve motor, but it had a 4 speed gearbox with syncromesh on 2, 3, and 4.

My father hated it and demanded that I get rid of it, but softened a bit and even helped me to hand paint it in its new and much more acceptable colours. It actually looked pretty good and I learnt about painting with warm enamel paint from a ‘double boiler system’ over a primus to make the paint flow so there were very few brush strokes showing.

The photos below are representatives as I don’t have photos of either vehicle as they went the way of much other stuff when I moved away from home in Whangarei to go to university.



After a friend decided that he would like to buy the series E, I bought an ex laundry van on tender for 10 pounds.

This next vehicle was a 1953 Bradford Van, which had a 1005cc flat twin engine and produced an amazing 19kW of power!! In a step backwards, this one had a 3 speed gearbox and I remember the steering being absolutely bloody awful as it developed a “shimmy” in the front end at about 25mph and if you were really brave and could ‘power’ through the experience of the front end of the vehicle shaking all over the place, it vanished at just over 30 mph. The attraction of the van was that it could take dive tanks and all kinds of other diving gear in the back and was great at negotiating tracks to various beaches in Northland.

After replacing the king pins in the front suspension and the bushings in the front leaf springs, I finally tried setting up the front end with ‘toe out’ and as I recall it, quite a lot of it too. Hey presto!, the shimmy disappeared and the van became a relative pleasure to drive. This advice came from a car club member who was a mechanic and had a shop Bradford Van.

I did my first car club organised motorsport event (a gymkhana – now called motorkhana) in the van and I was hooked, as it was so much fun trying to get the van to turn quickly without tipping over. There were one or two near misses with that! I even did a grass track race in it amongst a heap of other vehicles of all types. I remember coming well last, but what a huge amount of fun!

Wayne Gair

Your submission could be here!

Your submission could be he



Your submission could be here!

Harbour Capital Car Club Calendar 2023 Confirmed dates in RED

Month	Date	Event Type	Club	
December	10	Dorsets Rd		
	25	Christmas Day		
January 2024	21	Racetech Port Rd Sprint	HVCC	
	22	MG competitor coaching		
February	25	Wallaceville Hillclimb	HVCC	
March	10	Mangahau Dam Rally Sprint	Levin	
	17	Alexandra Rd	Wtn	
April	21	Kahinau Rd seal sprint	Levin	
July	21	Wairongamai Rd Gravel Sprint	Levin	

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Wellington	021 717 676 (Jody)
Wairarapa	027 4397616 (John)
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Hawkes Bay	donna_elder@clear.net.nz

Your submission could be here!



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First Name/s		Surname	
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Make & Model or car / s

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My interests are in – (Mark relevant areas)

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Car Trials			
Social Events etc			

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Trials	Motorkhanas	Speed	Rallies
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