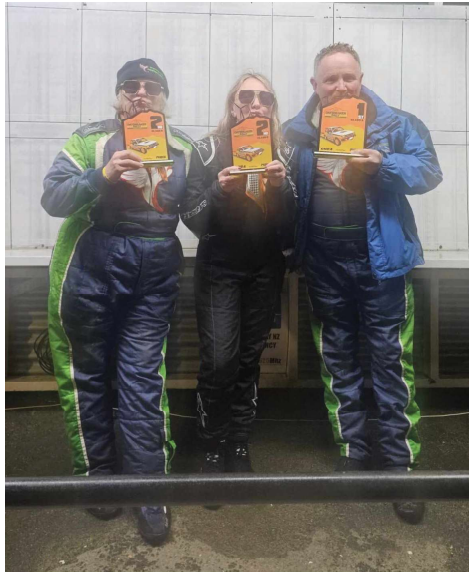




Wheelspin

October 2024



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Roll cage and authority card sign off

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Cover Image: Image by William Brothwell of Will's Pics

Committee Meetings

are held on the third Tuesday of each month
Location: 1841 Bar, Disraeli Street, Johnsonville
7:30pm, everybody welcome

Club-night

first Tuesday of each month

This month - 1st October

Location: 1841 Bar, Disraeli Street, Johnsonville

7:30 pm

All members and friends welcome

WheelSpin is the official magazine of the
Harbour Capital Car Club, C/o 13 Gray Street,
Pukerua Bay, 5026, New Zealand

The views and opinions expressed are not necessarily
those of the Club, its members or the committee.

You're welcome to share the content of this magazine,
please remember to recognise the source,
writers or photographers of the material.
Original photographs are usually available upon request.

Magazine content deadline

The **Deadline** for ***WheelSpin*** articles is the

14TH OF THE MONTH

*If you'd like to submit a story but feel you need
some editorial assistance please reach out to the Editor
as we can help.*



Grass Autocross

Sunday 17th November

Grass Motorkhana

Saturday December 14th - afternoon

Grass Autocross

Sunday December 15th

Masterton Motorplex

**For more details keep an eye on the HCCC Facebook page
or find the entries on MotorSport Online**

October articling

by Leon



I had a couple of quiet weeks, and then of course launched into some frantic weeks just before magazine article time.

The Corolla has progressed usefully, with a check to make see if the oil pressure was down, or if it was just the gauge reading low. It would appear that the problem is the gauge, and the engine actually has sufficient oil pressure. So that's helpful, and means that the engine can stay in the hole, which saves a lot of time and money.

We also replaced the sender on the block to see if that changed the readings, but it didn't. Was a bit of a mission getting a 20v driveshaft, and ended up having to go through a wrecker to get the part. That had to be done though, because the new headers on the car are for a 20v, which means that it ran way too close to the 16v CV joint. To the point where the extractors actually plucked the clip off the CV boot, and grease was distributed liberally all over the headers and my nice shiny new engine. Which is a tad irritating.

Next up on the Corolla list is to get the front Bilsteins rebuilt, as they're a bit bangy and crashy now after about nine years in the car. Which is a while, even though that's not very many miles, and is longer than the last engine was in the car.

I've concluded after six months, that while the Swift is an amusing daily, it isn't really serving any particular purpose now. The GR is a great deal more amusing, and the Rav is more economical to use as a daily (hurrah for hybrids). So the Swift is on the market again, which will help me pay for all the other cars (mostly Corolla) demanding money.

We had a good session of go-karting at Porirua, with about 12 racers. We didn't do a relay race, but just did about 30 minutes of full on laps. The Porirua karts are really good now, they've actually got seat and pedal adjustment, as well as decent seats. So while I was pretty sore in the arms afterwards, I didn't feel as though I'd been in a tumble drier for half an hour. Although the aroma of exhaust fumes certainly lingered! Roll on some electric go-karts somewhere in the Wellington area, partly for the immediate torque out of corners, and partly for the reduction in fumes.

Next up was Daybreaker Rally, where a bunch of HCCC and Wellington area people were running in. We had a collection of Fishers, with Jilly and Adam each running a retro-livery Toyota, Len in the passenger side of a Ford Escort. Sean Lockyear in the passenger





side of a slightly more modern Ford, in the wee front drive Focus. Sarah in the silly seat with Geoff in the Sti. Mark and Albaru in the tiny Ford Ka (also sporting retro stickers). Some of the Wellington area competitors I'm also aware of, were Jody and Gordon running in Gordon's Mirage this year, and Brendon Cantwell in the Starlet-Evo. Karl Robinson and his wife were debuting the long build Sti, with Graeme Swan servicing for them. Ex-member Callum was up there in the MX5 again too. No doubt there were

others there, but at the time of article writing my dementia means I can't recall them.

Jilly got some good media coverage with a pre-event interview with Colin, where she educated him on the difference between a GT and an FXGT. Then she outed Mark (who was at rookie briefing) as being English, after Colin admired the Ka parked on display. Colin admired Mark's English heritage somewhat less than he admired the Ka.

Our club's cars got some reasonable coverage at the special stage speedway event, with Adam in the Starlet putting in the second fastest two wheel drive class drive. Who'd have thought that if you give Adam something that looks a lot like an autocross track, he'd go fast? Well, I mean, everyone in this club would have expected it...



Mark got no less than three goes at the speedway track! He caught the first car he was lined up against, then the second car he lined up against, and then got a run all by himself. With the asymmetric arrangement of the course that was for the benefit of the finish lines for each car being in the same line for the camera, where one car was a lot quicker than the other, there

would be a potential merging traffic situation. So several drivers got assessed times for that stage. Which to be fair, is unlikely to be crucial given the length of the entire event.



Myself, Emma, and Brendon trekked up to Manawatu on Saturday morning, picking up Brendon at the unpleasant hour of 0540. Which admittedly, is considerably later than the rallyists, who were on the road from 4ish.

The forecast was pretty poor, and we had some amount of water falling from the sky on the two stages we got to. It wasn't absolutely torrential like it was last year, but the word "moist" certainly came to mind.



Adam managed first in class, Jilly second, Len first, in their various classes. Mark was fourth in class. Geoff and Sarah had to withdraw, as Sarah had some form of a stomach bug.

According to Geoff, Sarah's final pace notes for the stage were "300 over crest, 200 to finish, 250 to stop, bleurrrrrg". So she did get through the stage notes, if not the entire stage intact.

Also, Sarah rates the experience of being sick in a crash helmet (open face), and with a HANS device on, as a solid 0/10. Just in case you were curious.

Karl finished a storming 10th overall, although as they wouldn't let him re-seed on the road (which is weird) he finished up with a rock blasted car, needing new headlights and windscreen from repeatedly catching the car in front of him.



Sean being driven by Bryn in the Fiesta ended up fourteenth overall, and second in class.



Callum unfortunately had to withdraw with clutch failure, and we passed him being trailed away, as we got close to the first of our spectator stages.

The Rav is bloody awful on gravel, as we discovered while driving through the tail end of Stage 8. It won't keep traction control off, once you exceed 50kph. So I'll have to see if there's a way around that, or it makes the Rav a terrible car for any future Rally Roads Reunion tours.

As so often happens on a rally spectate mission, it turns fairly social. We ran into Brian Craig in our first paddock, then Toby Miller who we did some conveying with between the stages (and lunch in Hunterville too). Toby was having fun with his Hilux only being 2wd, when it came to conveying into the stage viewing point (which was a decent way into the hills on gravel).



Next up, and only two days ago from when I'm typing this up frantically, was the MG / Constructors Competitor Coaching day, which I'm a big fan of.

I did some newbie duties, with a young chap Edward, who had a tidy FXGT (not GT...), and was doing his first spirited driving of any type. Then jumped in with another inexperienced driver in an RS Altezza. Then jumped in the passenger seat of Damien's NSX, which is one of my all time dream cars. We did a few laps of learning lines, and I had my NSX itch scratched.



Did some laps in the GR with Chelles (who was up there with Cam, playing in the Evo), some with her at the wheel (to her surprise) and some with me at the wheel.

Then I got thrown the NSX keys, because Damien had never heard or seen his car being driven before. I didn't protest, and took my very surprised self out on the track in one of my dream cars. I did a few laps fairly carefully, as you would when you're driving somebody else's pride and joy, giving it a bit of a squirt so that it made nice noises. Apparently it's about \$150k worth of car these days, which is extra motivation to be respectful.

The next day, I was on Steward duties at the MG round of the Intermarque Sprint series, which went fairly uneventfully from the official point of view.

The weather was a bit changeable, to the point that an epic front rolled through, and hit hard enough that they red flagged that session. A couple of cars ended up on the grass, or in a gravel trap over the course of the day. The super quick Golf R went for a bit much closing speed on the intermediate strait, and ended up giving the



tyre wall a bit of a nudge as it all came unstuck under braking. There was also a Commodore ute that might not be too healthy mechanically after blowing an oil line off, and exiting the track in a large cloud of smoke.

The Intermarque crew put on a good event, so that's another one that I'd suggest you have a go at if you're so inclined to tarmac. I might have a go at getting to one in the GR, and give the medium Dunlop's a bit of a work out.

HCCC's remaining events for the year (that will happen after the publication of this mag) that we have scheduled are:

October rest and recovery.

November 17th grass autocross (Kim Naylor, and Rubber Duck round).

December 14th afternoon, grass motorkhana.

December 14th evening, BBQ at Neil and Lynda's house in the Wairarapa.

December 15th grass autocross (Rubber Duck event, and back up KN date if we get rained off in November).

Hope to see you somewhere burgers to eat, or cones to run over!

Leon







Jilly & Adam take on Daybreaker Rally

Day 1: What a massive weekend. Adam and I were both entered in the Daybreaker rally, like last year in two cars so a very busy lead up as I had rolled my Corolla last year at a sprint so a busy time getting it back to looking it's tidy best and getting his own car ready. This year we will have a Super special stage on Friday night and then 2 night stages to start Saturday so lights were required to be fitted just to add to the list. A massive effort by Adam and Richard for 5 weeks got both cars on the start line. A new look for both cars with the addition of some retro Toyota stripes by Nathan at Creative Sign Co in Para-paraumu.

The week started on Wednesday with a special treat, a ride at the testing day with Hayden Paddon. Just WOW what an amazing experience.



Thursday and Friday were spent with my co-driver Kylie Cotton and her family. We are doing Recce this year so this adds yet another first for me driving in Recce. Loads of laughs were had and enjoyed Kylies fab cooking too. Thursday night was an official opening hosted by Toyota NZ and then on Friday afternoon all the cars were then lined up in the Square in Central Palmerston North.

Day 2 of this years Daybreaker Rally. We convoyed out of the Square to the Central Arena Stockcar track for the Super Special 1st stage. Run in pairs starting either side of the track. With 59 starters we should have been out there on our own being the last starter but Mark had caught his partner so they re ran him with me, but I held him up too so he got a third attempt to get a time.

Cars are then parked into Parc Ferme overnight.

A 3am alarm as first car due out at 4am, Adam and Marty at 4:40 and we left at 4:58. First 2 stages in the dark... well kind of for us and then into first service for our amazing team of Richard, Braden, Harry and Michael to remove the light pods and refuel. Some pink duct tape fixed the annoying whistle in the driver's door and a fix of Kylies window as it wouldn't wind up properly. What a team! Stages are wet with some real pudgy stuff. Stage 4 was cancelled due to livestock on the road. Our safety crew of Richard and Khalid Mason had to do a bit of sheep wrangling. SS5 then to Taihape for the next service then on to SS 6 Peep-o-Day and SS7 McBeth and onto Feilding for a regroup and Service. Just fuel and a quick clean of the



rear lights and number plate before the rerun of Peep-o-Day and McBeth stages and the last stage SS10 Ridge. All of these are classic stages. Pretty wet now as the rain has settled in. The final stage was cancelled due to the rain, was to be a rerun of the Stockcar track. Was pretty happy to hear we didn't have to do the last stage.

We left the Feilding service being 5th in class B, where I expected to finish. At the end of SS10, Kylie was looking at times and said we were 2nd in class. What a good surprise. Prizegiving for us was moved indoors thankfully but did go watch the NZRC one out on the track as Len was in with Paul Fraser in the



Classics and they were 36th overall and 1st in class with Mike and Helen Cameron in 2nd place.

Adam and Marty 32nd overall and 1st in class A, and me and Kylie 43rd overall and 2nd in class B.

Other Harbour Capital club members, Sean Lockyear who was co-driving for Bryn Jones was 14th overall and 2nd in Class 2, and Mark Rutherford and Alan Groves 49th overall and 4th in Class A.

Sadly Geoff Warren and Sarah Jaggs didn't finish.

So good to see so many of our club members out and about, competing, crewing, helping and spectating. A number of our European tour friends also out spectating too.

Special thanks to Kylie who did an amazing job on the notes and also someone able to have a lot of fun with. So much laughter in our car. She found the retro scarves and glasses which seemed to be a hit.

Lovely to spend time with her hubby Hayden and girls Madi and Georgia.

Huge thanks to Adam and Richard and Al McLennen who put my car back together and making sure that both cars were mechanically sound. Testament to their work, both cars just needed a clean.

By Jilly Fisher



Taranaki Car Club & South Taranaki Car Club Events



Here are the planned and proposed events for the TCC & STCC car clubs through to March 2025.

The Tareki Road Horth Hill Climb and the Stratford Street Sprints are the next events NEXT WEEKEND!

Entries are open on Sporty Now

Event	Date	Organiser
Tariki Road North Hillclimb	Saturday, 10 August 2024	TCC
Stratford Street Sprints	Sunday, 11 August 2024	STCC
Mystery Run (to who knows where)	Saturday, 14 September 2024	TCC
Parihaka Gravel Sprint	Sunday, 29 September 2024	STCC
Lower King Road Sprint (Speed weekend)	Saturday, 16 November 2024	TCC
De Hav Street Sprint (Speed weekend)	Sunday, 17 November 2024	TCC
Normanby Street Sprint	Sunday, 2 February 2025	TCC
NEW Sprint Event– Details to come	Sunday, 2 March 2025	TCC

Editors Story

by Chelles

Hi Everyone, I hope you've enjoyed this edition of the Wheelspin. It's been a big month with plenty of events happening and it's been great seeing so many HCCC members out there making some very cool memories.

Talking of very cool memories. As Leon has mentioned, I went to Manfield with Cam and the EVO to play passenger and support crew for the cars first testing post fancy race engine build. With the car now sporting approximately 296kW [calculated] at the wheels, it certainly made a very tidy job of a 1:16.9 lap time. I went for two passenger runs with the first not so much fun as the harness was not really set right for my new hybrid neck restraint and helmet. So a quick reinstall of the shoulder straps and I was set for a second run. This time it was a blast, metaphorically, as



Cam flicked the car on to high boost and, set off for a second round of testing. The day was a great success for Cam and the EVO, so he's now ready to enter the Port Road Street Sprint in October.

Talking again of making cool memories, Leon offered to take me for a ride in his GR Yaris and of course I said 'yes sir!'. With helmet in hand I headed to the car to find that Leon and I were both heading for the passenger door. When I queried this, he said quite simply 'you're driving'. Oh, Ok, I wasn't expecting that at all and my slightly gobsmacked look amused Leon no end.

So after a quick 'this is how things work' and a movement through all the gears I was off for my first drive in the mighty GR... something I didn't think I'd ever get to do.



It's such a magic little car and I can certainly appreciate why people rave about them. They are quick, easy to drive and handle like a go-kart. It's certainly a far cry from my 28 year old Mirage and her hefty dif and aggressive gearbox. Needless to say I drove respectfully and then next thing I know I've got Leon calling out 'boot it, go go go'. Oh... ok, sure thing!! What a treat! Thanks Leon, very much appreciate the experience and trusting me.

Until next month, have fun and, send me some photos of your motoring adventures and I'll publish them.

Chelles

Membership Application & Renewal

Post completed form to: Harbour Capital Car Club, C/o 13 Gray Street, Pukerua Bay 5026, New Zealand

First name: _____ Surname: _____ DoB: _____

Other family members names and date of birth:

Name: _____ DoB: _____

Name: _____ DoB: _____

Name: _____ DoB: _____

Residential address: _____

Postal address (if differs): _____

Phone number: HM _____ Cell: _____

Email: _____

Occupation: _____

Make and Model of car: _____

How did you find out about us: _____

Events I'd like to compete in

	Not Many	Some	Lots
Speed Event			
Rallies			
Motorkhana			
Car Trials			
Social Events			

I'd like to volunteer: Speed \ Rallies \ Motorkhana \AutoX\ Social Events (please circle)

Annual subscriptions paid to: Harbour Capital Car Club

Per year: Single membership \$45.00 - Student \$35.00 - Family \$55 for a couple, add \$10 per additional person.

Bank details: BNZ 02-0500-0351392-02

Reference: your name

The information you provide in this form is used and held by the Harbour Capital Car Club Committee for matters relating to your membership and participation in events. Your date of birth is requested to enable us to register you with Motorsport New Zealand.