



# *Wheelspin*

*March 2024*



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*Roll cage and authority card sign off*

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*Cover Image: by Webster Gough*

## 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 - 6th March**

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.*



## We're going digital!

*Over the next few months we'll be moving the **WheelSpin** magazine to email delivery, along with uploading a copy to HCCC Facebook page.*

We know this won't be great news for everyone, so we will do a limited run of physical copies each month. If you'd prefer to receive a paper copy please let either Leon or Chelles know by email or phone (*contact details on page 2*) and we'll keep you on the mailing list.

This change will help HCCC manage the rising costs of running the club. We're expecting the transition to digital to be completed before June 2024, so keep an eye out in your email inbox.

**Oh, and if you haven't updated your email with us please do that today so you don't miss out!**

*If you have any questions, please contact Chelles for a chat about the changes.*

## Presidential March Mutterings



Hopefully your brain cells have recovered from having to read two months of my ramblings in the one article. If not, there are probably medical professionals who can help you out.

Now that I have the December autocross results on the screen, I can do a bit of a wrap up on that event too. We had a surprising 39 entries, given that it was only a week out from

Christmas. But that seems to be what we tend to do every year, put on one last skid before the holiday closedown period.

Probably the best thing about the December autocross, I mean, other than the fact we finally finished the Duck trilogy that seems to have been rained off since about the days of Covid! We had 12 juniors running in the event, from four different clubs around the region. That's pretty satisfying to see, and means that the average age of the event drivers wasn't the usual half century that we see.

We added another Herd to the clan of racers, with Ronin now able to join us, having passed the 12yo barrier.

Also just to shake up the Herd Army (herd of Herds? Of course I've heard of Herds), Jordan was the fastest Herd in course one, bringing the Levin home in the fourth fastest time.

It seemed to be quite the day for family battle royales, with a bunch of family members ending up in consecutive places. Dean & Lee Herd being 7th & 8th. Michael & Robert Hollis 15th & 16th. Steven & Sam Webb 17th & 18th.



Some shake-ups in the results too, with Brendon leading the Herds home in class, in the freshly caged Altezza. Then Geoff sneaking the WRX clear of Graham in the GR. I even managed to get in on the act too, getting the Corolla home just ahead of Adam in the EOD class.



We also had Rob out there in one of the worst possible motorsport vehicles known to humankind, a Toyota Probox (if it had been the long version, it would have been a Toyota Succeed). Rocking the sweet JDM style mags, and a CVT gearbox to ensure total disappointment. Previously I think Tim Savage was a strong contender, with his Nissan “AD”, but I reckon he has been topped.

There was a slight Hillman Imp through fence incident (imp-cident?), but nothing that couldn't be hammered out again (and a couple of replacement posts).

The day before, we ran what could be described as a cozy motorkhana, for 12 enthusiastic folk, three of them using the 4Jilly Starlet. Adam's son was down for the week, so demonstrated that the Fisher aggression is definitely a thing when you provide them with some cones and an opportunity.



Adam brought home the win, followed by Craig in the Pistachio, then myself in the GR. We had nobody in the “engine not over driven wheels” class, which is always good to provoke Ian into threatening to pop home and bring the Morrie 1000 over. He's quite determined to get all the victory in class points he can get his hands on, but mostly we can convince him that actually the Mazda is a lot faster.



The Corolla is still hanging on with old two-stroke engine power, requiring frequent inputs of oil. Then during my second run of the first course, one of the air vents decided to pop out of the dashboard and spend the rest of that run floating around on top of the dash, totally putting me off my stride!

There is a rebuilt stock engine awaiting install into the Corolla, but I need to

wait until John's work clears a pensioner off the hoist, so that the engine can go in over a couple of weekends (need to balance the flywheel off the old engine, to the new engine). So it's still on a wing and a prayer (and the thickest oil that I can get my hands on).

While I'd like to get a grunty engine into the old girl, I know that from talking to other 4AGE pilots, getting a decent engine build on a blacktop 20v is going to see little to no change out of \$10k. Which doesn't seem too rational an investment in a car that's probably going to be worth \$12k.



We also ran a test-o-cross using the Motorplex drag strip, and return road, as a sealed autocross venue. Since apparently, it rains from time to time in Masterton. Rather than have a couple of months of events at the start and end of the calendar year, we'd like to actually run events through winter, to stave off autocross withdrawal symptoms.

So we ran an autocross on a Saturday (which was due to the venue being booked on Sunday, rather than something we actually wanted), for a smaller group of folk, and tried three different courses.



We did two courses using the strip and the return road, and one using only the strip. Then having a "stop box" on the return road, so that we're not exceeding the maximum length of strait line which would kick us from autocross up to sealed sprint.

It was pretty successful, with those on the day getting a lot of runs in before we wrapped up at 3:30. A survey at the end of the event saw all competitors preferring the drag strip + return road option, and more "wiggles" on the drag strip to make it less of a horsepower course.

Since then I've discussed with John the permit issuing Steward for the area, about turning the stop box into a slow zone instead. So that would involve putting a marshal on the box with a flag that they drop once the car has spent two seconds in the

box. This means that if you don't want driveline wear and tear involved in coming to a complete stop, then launch again, you can drop the speed right down and keep the car rolling in first before adding throttle again.

This should also reduce the wear on the drag strip, as the low grip on the return road meant that we were seeing some pretty good lockups on the way into the box.

Wellington anniversary weekend was again, the Manawatu multi event weekend. Running in a slightly different format this year, with a motorkhana + autocross on Saturday on seal, then motorkhana + autocross on Sunday on the grass.



They've committed to running the event during anniversary on Anniversary weekend for a few years in a row, and it's a bunch of fun. I do suggest it's a fun little event to get yourself up to.

The sealed motorkhana was incredibly snug, which put the GR handbrake and tyres through some quite severe testing. The weather was a bit all over the place, varying throughout the entire Saturday between wet and dry. Good for livening things up a bit.



We had myself, Graham, Jilly, Adam, and Tim up there for the weekend, so it was pretty social, and many yarns were told.

Probably the highlight of the weekend was the Newman family, who had if I got the details correct, something like granddad, dad, aunt, and three kids.

To say that there was a family showdown for victory would be understatement of the month. So of course, I "helped" by suggesting that they institute the prize that the loser is on dishes duties.

So we had the timing crews shouting out the motorkhana times after each person finished their run, and it turned into a very social group occasion, with a lot of good natured ribbing. This carried on for the entire weekend.





The sealed motorkhana was reverse direction full circuit, incorporating the roundabout in the backtrack. Good fun, but pretty exciting for the first couple of runs, as it was good and wet.

One of the Subaru's which was just doing the tarmac video did a mighty big loop while attempting to depart "Splash", and rotated the car repeatedly toward "Toyota" corner. Which was

exactly where the marshal car was parked... luckily the marshal was paying attention, and had the car running.

Cue the marshal car slamming it into reverse and frantically trying to escape a rapidly rotating WRX. The two cars just barely touched together, and there was only a tiny amount of damage. Somebody caught it on video, and you should be able to see it on the Manawatu Car Club FB page.



Depending on how the points for the weekend are worked out, it looks like Adam probably took out the weekend, winning his class in all four events. One of the Newman family was running by himself in his class, so I'm not sure if he gets full points too, or not? Graham and I took out two events each, so split the points in class for each other.

I was up there for the entire weekend including the Monday, as I was stewarding the MG / Constructors competitor coaching day, just to finish off my weekend.



They decided to carry on the great tradition of engine fires, with one of the sports cars having a small car-b-q. But it was rapidly extinguished, and nobody was at risk of harm.

They had some cool cars there, with a couple of mad little Kei cars there, in

the form of a matching pair of Suzuki Alto Works. They're only 660cc worth of fury, so they don't exactly get around Manfeild in a hurry, but they look like a lot of fun. I mean, they'd be painful to try to travel any distance on the highway at 100kph, as I'm going to hazard a guess they will be revving their nuts off.



On the endless Leon car rotation front, I've in the process of combing the hybrid Yaris, and the Sorento into one vehicle, in the form of a Rav4 hybrid. So my neighbour bought the Yaris, Albaru has bought the Sorento, and I've bought a high mile 2020 Rav. It will be fairly economical as a daily, and also tow as necessary. It won't be as cheap as the Yaris, or tow as well as the Sorento, but it does mean that I can ditch one lot of insurance, WOF, servicing, and registration. Plus of course, slightly more space in the crammed driveway.



Don't try to keep track though, not even I can manage that, and theory says I should know what cars I own.

That's about it for me, see you somewhere with cones to drive around! Leon



## How our car caught fire, was extinguished, fixed and ran again

*By Shane Atkinson*

Some of you will remember that Keith McClure and I competed in a few club events in a red 1999 BMW 318 Ti. We sold it at the beginning of 2023, after experiencing very fast sweeping roads in the October 22 Targa Tour. After a series of teething failures (clutch, radiator, brakes) the BMW had proved totally reliable in four multiday Targas.

We knew from Manfeild that it was prone to suddenly depart the road backwards if you made any error in a corner. This was only disconcerting at Manfeild, but potentially much more harmful out in the country.



After some research, the BMW was replaced with a white 2007 Mark 5 Volkswagen Golf GTI, which we fitted up with a nice roll cage, six-point belts, Race Tech seats and so on. See Photo of "Barbie Doll".

Its first serious outing was at Manfeild September 2023 at the combined driver training day with Constructors Car Club and MG Sports Car Club. All is fine while we puttered around doing the training exercises and bedding in tires and brakes.

However, a little later....

A pass down the main straight with the turbo "well spoiled up" rewarded me with a glimpse of a yellow flag

at the start/finish and vast clouds of white smoke in the rear vision mirror.

Long story short, I stopped, smoke came out from under the bonnet, help arrived. (Many thanks, Ron Robertson!), fire extinguishers were discharged, the bonnet was lifted and the remaining fire put out, then the car was dragged back to the car park and taken home. Everything under the bonnet was either burned plastic or covered in burned plastic. See photo, Barbie Q – BBQ- get the joke?

Keith and I waited a week until negative emotions had settled down, then concluded that a donor car



was required. We bought an identical (but black) car as a write off from Turners. See photo.

The rollage was the major item worth saving in Barbie, so everything under the bonnet (like engine, gearbox, wiring, fuse boxes, fans, radiator, grill, radiator expansion tank, windscreen washers – get the picture) was replaced from the donor car. The well-cooked wiring loom was problematic. There is only one loom and it goes from the engine compartment to the tailgate. Dan of Dan's Motors had agreed to do the swap and get the white car running again, a huge task.

Dan did a magnificent job – the initial plan was to leave the original engine and gearbox in the car and just replace plastic and wiring. This proved to be difficult and the whole engine and gearbox were dragged out and replaced with the fully assembled unit from the donor car. See photo of Barbie with engine bay stripped. The replacement unit was much lower mileage, and Dan took the opportunity to replace the cambelt and water pump plus deleting the aircon pump and piping and fitting a shorter multi-groove belt. We were casually looking at the removed unit sitting on the ground when Dan noticed a non-OEM hole in the back of the engine block. Alarming, naked, stranded copper wires were visible inside the crankcase through the hole.

Again, long story short, we stripped the top and bottom off the damaged motor and finally revealed the failure sequence. The No4 big end had seized from oil starvation, possibly a caused by a blockage from 200,000km of sludge and crud dislodged from the oil pick up pipe by high revs and high oil temperature. The lavishly broken connecting rod (see photos of broken bits) smashed the hole on the back of the block allowing oil to shower over the adjacent red hot exhaust turbo, producing the voluminous white smoke cloud. The broken rod also smashed a hole in the front of the



block, previously unnoticed. This dragged the cam angle sensor and much other wiring into the crankcase and wound it around the crankshaft, mingling various wires and producing an ongoing short circuit which fed a nice plastic (and petrol from the HP pump?) fire under the bonnet at the front of the motor. Hence the steady flow of smoke once the car stopped beside the track, and all the burned plastic. The car now goes very nicely again. There are no lessons to be learned. Next major outing, Manfeild same event, Wellington Anniversary weekend 2024. Wish us luck.





**Alexandra Road Seal Hillclimb 2024**

Sunday 17 March  
Wellington Car Club

**NZ Hillclimb Championship: Mangaotuku Rd - Tarmac**

Saturday 23 March

**NZ Hillclimb Championship: Junction Rd - Gravel**

Sunday 24 March  
South Taranaki Car Club

**HCCC Auto Cross Dates:**

1st April (*Easter Monday*) - Grass \$45

Sunday 5 May - Sealed \$60

*Enter via the Motorsport Online App*

## Editors note

Hi Team!

Here I am heading into my second month as editor and it seems to be going well so far. You'll notice over the coming months some changes with the content. I'm looking to make this space informative, as well as entertaining. I'll probably even tell you a story or two about what I've been up to over the month motorsport wise, however, I'll leave Leon with the epic and impressive writings each month.

A couple of months ago we swapped out the race gearbox from the Mirage and the 'standard' box was installed. I'd forgotten how spoiled I've been with the close ratio gear set and a 1.5 way LSD... Geeze-Louise Port Road Street Sprint in January was a game of 'what gear should I choose' and let's just say negotiating the barrels was a bunch of guess work. I did manage to complete the day with miss-selecting third gear three times (apparently fifth gear wanted a turn) and on the final run I



found third, but still couldn't find a better time. Still a bucket of fun!

I'm hoping to get the box back together by the end of February, however, I'm just playing the waiting game for the new syncro's and bearings to arrive. When they do appear, Oli Hendra will apply his skills and talents to bring it all back to life and I'll be back to a life of 4,100 rpm at 100km in 5th!

Happy racing everyone, hope to see you out there soon.

*Chelles*



## From Elvis to K-swaps

### Driver profile: Webster Gough

Many of you know Webster and many of you also know he is a very clever man when it comes to building proper cool things. But I don't think too many will know that his first race car was called Elvis (name by Leon) and it was a Mini (and yes, he tell's me Elvis is still in the building---> )



After adventuring around the UK and Europe in the late 90's on his OE, Webster returned back to NZ and started hunting out a place to live to settle back into life, however, he didn't realise this would lead to his motor sport career. He tells the story of moving into the house next to his buddy Dave and how he started to go to the club committee meetings as it was a good chance to talk to like minded people about cars. As you well know if you go to committee meetings its not long before you're roped into helping out at events. Webster helped out with a couple of autocrosses, however, it wasn't long before he thought "I can do this" and gave it a go... and as they say, the rest is history!

Even though he started with Autocrosses his favourite events are hillclimbs and this is where (in the editors opinion) Webster's driving talents shine. If you've not had the pleasure of watching him I'd suggest you seek out his YouTube channel (@webster-gough3379) and watch some of his in car footage. When we chatted he told me about one particular hillclimb in the Hawkes Bay at Salsbury Road. "Its an event that gives you everything, long straights, sharp climbs and sweeping down hill corners and when you come along the top you hit 200km an hour! Its one I'd do over and over again and still love it".

Now, I mentioned how Webster is clever, let's talk about that a bit more. He's an engineer and if he can't weld it or bend it its probably not worth talking about. And, I also mentioned he builds proper cool things, right? Well, he's turning what many would



already consider to be a very capable car into something that will be an engineering marvel. Webster procured a '99 Toyota MR-S after retiring the Panda (Toyota Starlet) with the plan of repowering the car, making it handle even better and putting the webster flare all over it. Here enters the K-Swap MR-S build...



Be gone the Toyota 1ZZ 1800 cc engine and hello Honda K!



A roll-cage is a work of art and this one is certainly no exception!







As you can see this build is a real testament to Webster's skill and passion for his sport. I have no doubt that when this beauty is finished it will be formidable and Webster will be conquering hillclimbs and the next club sport nationals.

I asked Webster a little about any problems he'd had along the way, he mentioned the usual trial and error you'd expect with fabricating everything to fit in a tight space. He also mentioned the people that have helped him and how grateful he is for the motorsport community. He then smiled and reached for his phone, did a bit of scrolling and then showed me this image from one of his many Facebook posts.

"There's been quite a bit of CAD work going on for this project, unfortunately one of the CAD tools couldn't take it any more, rest in piece(s) blue scissors, welcome red and black scissors"

*(see front cover image for the 'almost' finished mighty MR-S)*





## **Motorsport Online**

Have you downloaded the MotorSport Online app yet?

As many of you may know, MotorSport New Zealand has a new online platform for all things motorsport. This is where you will renew your licenses, authority cards and update your information, along with entering events. The MotorSport Manual is found in the app and it's also where HCCC updates details on your behalf, such as your yearly club membership.

If you're unsure where to start go to [motorsport.org.nz](http://motorsport.org.nz), click on the 'ONLINE' drop-down menu and click MotorSport Online Support. There you'll find a Competitor Tutorial to help you learn all about it.



If you're still unsure please contact MotorSport NZ on 04 815 8015 for help.

# 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.*