



Wheelspin

March 2025



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Roll cage and authority card sign off

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Cover Image by Leon Cast

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 - 4th 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.*

Presidents report - Take two!



Right, so due to a cut & paste glitch, this is the remaining fraction of my February article... continues exactly from where the previous article finished up at the December Motorkhana coverage.

My fourth of four December events was Round 2 of the Rubber Duck series (still brought to you by Neil's Wheels, just saying ...).

The weather had definitely dried up by December (sadly for autocross purposes) so we were back to dry and bumpy ground again. With lots of dust being raised. Luckily there was a decent breeze, so we didn't get completely mired in dust to the point where we couldn't run two cars at the same time (which happens sometimes). So the 21 entry field all got six runs and two tiki tours, which always helps the feeling that you've given people decent value for money. As well as of course, feeding and watering the troops too.

An outstanding 8 juniors entered, which if you can do maths, is a pretty decent percentage of the entire field. Jordan fair scorching, with 6th overall, to be fastest junior. Big ups to Jack Hollis, second junior, running the MR-S, in what I think may be only his second event. Zion took the final podium place for Juniors in the Barina. We again had the full trilogy of Herd juniors running, with Ronin and Sacha as well. Joining Zion in the Barina was sister Kyra. Pretty safe to suspect that Levin's Luci (apologies if I've got the spelling wrong, as I've seen it spelled two different ways) is well hooked, as she did another three "bonus" runs after the event too. Thanks to Justin for supplying her a car, and Neil Tapp for playing taxi to get her to the event.

At the front of the group, was Graham again in the GR, meaning that he has sealed (arf) victory in the four wheel drive class for this trilogy, as he was the only four wheel drive entry on the day. So he's got the full 60 points, so mathematically nobody can beat that in class.

I chased him about as hard as I could, and managed to get the Corolla within a second of his time, to come in second overall. Adam brought the Starlet home



third overall (second in class), which sets up he and I on the same points going into the final round of the trilogy.

Brendon had a damn good return in the Altezza, having missed round 1, with fourth overall (and first in class), 0.11 of a second behind Adam, with a great drive on both courses.

Neil Tapp seems to have tapped into (sorry, not sorry) a new vein of speed as well, getting 5th overall in the FXGT. Also big ups to Neil for getting his Clerk of Course ticket, and stepping up to dual Clerk duties with me for these events.

We ran a motorkhana in January, as a full practice for the Clubsport Champs event in Easter. As we have the portfolio released, that includes the motorkhana courses. So that allows the local folk to start to get their head around the cone arrangements.

Having made the assumption that we would get about the usual 12 entries, I was proved thoroughly wrong. 23 drivers showed up to have a hoon. Which meant I was on the beg for a second time-keeper on Saturday night, so that we could run two courses at once. Thanks go to Mike Reid from HVMC who volunteered to run timing on the second course.



I divided the field into two groups, where they would stay all day, as that helps keep it a bit more orderly with two courses running simultaneously. We had a longer day than expected, running all the way through to 5pm to get everyone two runs at the six courses.

The courses that they have chosen this time around are a lot of fun, with a load of handbrake turns around cones, and relatively non-technical. There's only one complex change of directions course, with the fairly familiar Hopkirk test.



The only other reversing is a Hopkirk / J-Turn during a long straight section, so you don't even particularly need to look in the mirror to pull that one off. Basically just send it backwards at full speed in a straight line, give it a rotation and hope for the best.

Being a Stewards Trophy round, meant that we were also divided into club teams, with ten teams divided among three different clubs. HCCC took out the first couple of teams places (Neil and I first, then Adam and PC second), followed by Geoff and Vinnie representing HVMC.

Overall, I managed to get the GR home in first, which I didn't expect as I've struggled on grass before in that car, up at the Manawatu grass motorkhana tests. Adam followed me home, and hot on my heels, in the badly smoking Starlet. Geoff put in a great drive in the WRX to get third, ahead of Neil in the City. PC rounded out the top five in the Toyota Schitz.

February saw our first Neil's Wheels Rubber Duck Autocross of the year, and the final of that Rubber Duck trilogy. Another whopper of a turnout, with 37 entries (with three non starters, so we nearly had 40!). We did two runs at the first course, and then three runs at the afternoon course. So with five runs under everyone's belts, it is reasonable value for money. Relatively simple and similar courses morning and afternoon, with the afternoon course being opened up a bit more to allow a slightly higher average speed.

We did have slight promises of rain showers on the day, but my violently sunburned nose can confirm that definitely wasn't the case! We don't mind a little bit of rain on the day (if you're listening weather gods) as slippery grass is quite a bit of fun. It's just the torrential paddock drowners leading up to the event that are a buzz-kill.

With Emma and Mike doing timing duties, I was free to herd cats and make sure that everyone was in the right queues, and getting their runs in. Which is a pleasant change of pace, as often I have to dash from one job to the other, or delegate other people to do that cat herding.



Neil Roots was determined to give me an interesting day, rolling a tyre off the rim on the first course. Which was a surprise as I'd just assumed he would have put tubes in the tyres, given his tendency to try to compete with 15psi or less. Having taken the wheel off to sort that problem, he then didn't tighten up the wheel nuts. Resulting in a rather sudden tricycle impression off the start line. Even more surprising was that he'd driven to the loo's and also done tiki tour before the car decided to eject the wheel. Suffice to say, he won the Crazy Duck award for the day.

Meanwhile, Neil Tapp's trailer spat out a brake pad in the paddock while delivering cones. Which he didn't know until after he got home. So we found a brake pad in the paddock, and Neil went around dutifully checking to make sure that everyone had functioning brakes, while not realising that the brake pad backing plate in his hand was actually from his own trailer.

We only had a couple of four wheel drives entered, Hendrix in the GT4 leading home Aaron in the WRX. For the eagle eyed among you, that tells us that Graham ran the Pulsar, since as per the previous month's article, he'd already locked in the 4wd title for this trilogy. For a loose surface event, we've had surprisingly few four wheel drives running this trilogy.

Brendon took out the rear wheel drive class (well, okay, engine not over driven wheels class), ahead of Dean (running boost in the MX5 for the first time), and then Donna. We actually also had a pair of BMW, and a pair of 944's in the ENOD class too, which brought an unusual touch of class to our generally Japanese dominated field.



In the EOD class, we had a super tight battle for the podium (which was also the overall podium) with me first in the Corolla, followed by PC in the Schitz Vitz, and then Jordan in the Swift. It was a real ding dong battle, with the three of us only separated by a total of 0.63 of a second from first to third. Jordan put in a great drive in the second course to put in overall fastest. No mean feat in a Swift with an open diff!

Graham was fourth in the Pulsar, which is as ever, ridiculously over powered for a small paddock! With Adam in fifth, running Jilly's GT Corolla (as the Starlet is away getting a rebuild so that the smoke stays in). Brendon in the Altezza was the first non FWD vehicle, coming home 6th overall.

Ten juniors were out there in the paddock too, with Jordan Herd, Khalid Mason, Oliver Wyeth, Jack Hollis, Harrison Wood, Felix Smith, Alex Gray, Lucy Murphy, Cameron

Wood, and Charlotte Fletcher competing. Really good to see the next generation (literally in most cases) joining us in having a good skid. Also I believe we had eight woman (some junior, some ... not so junior) out there racing. With Donna leading home Cathy and Jilly, for that particular unofficial podium.

Somewhere in among the January madness, I headed up to Manfeild to help out at the Constructors / MG Car Club competitor coaching day. I always mention these days as being well worthwhile for anyone with a passing interest in tarmac stuff, as there aren't many other ways to get that much seat time, and also to have somebody in the passenger seat of the car giving you handy hints.



From the selfish point of view, I also got to drive a Lexus IS-F, which is a car that I've always loved from a distance. Can confirm that they get along pretty good for an 1800kg car. I was able to hit the same speeds down the straight in the IS-F as I can in the GR, but with about a 40k slower starting point. Also I jumped into the Webb AE111 to see if it was behaving as a Corolla should, as they can't really get the lap times that the car should be capable of. I was no quicker than they were, so the mystery of the 111 that's a couple of seconds off the pace remains. I took out one of the usual participants for a hot seat run in the Yaris. He's always there



in a Suzuki Alto Works, which is 660cc of hilarity, and a tiny slab of a car that I always enjoy seeing. He confirmed from the passenger seat, that the GR is a smidge quicker than the Alto. Which probably makes sense, given that there's probably over 200hp difference between the two. But that was actually the only track time I got in the Yaris, so I was able to spend most of the day being useful, rather than just hooning.



We've had our AGM, with the committee remaining unchanged. Of note, we presented the draft Constitution, which had to be re-written in accordance with new requirements. Thanks to Sarah for putting in the hours on that document on behalf of the club.

Note that going forward, we will need to get written permission / applications from people wanting to stand on the committee. So we won't be able to play our usual game of ambushing and recruiting people on the night. Which is a pity.

Coming up in the near future, is Mt Vic hillclimb, Rally Otago, and the Clubsport Champs. Then for events that we're running, there's an autocross scheduled for May 25th, which will likely be our last grass event until summer rolls back around again. Although with our luck with the weather gods, it's a bit of a long shot that it will be dry enough to run at the end of May. After that, we'll look at getting some more drag strip autocross events on the calendar. Then looking way-way ahead, we're likely to try to run a Women & Juniors autocross in November, on grass.

That's it from me. See you at a place with either cars or burgers!
Leon



Harbour Capital Car Club -
Results Round 3 Neils Wheels Rubber Duck challenge
The Mad Dux series
Autocross 02 February 2025 – Fury Dux

Thank you all for coming and having a fun day out playing on the grass. The weather kept up its end of the bargain and turned on another very warm sunny day. Great to see the number of our youth members out there playing and a great group of newbies joining in too. Thanks to all the helpers on the day, it is really appreciated. Special mention for Mark Rutherford and Lee Herd who spent a lot of the day in the dust picking up the cones, and to our BBQ Crew.

As this was the final round of this trilogy, Duck trophies were up for grabs. So for the Event on the day

4 Wheel Ducks

1st Hendrix Hennessy-Ropiha 2nd Aaron Muir

Engine not over Ducks

1st Brendon Norling 2nd Dean Herd 3rd Donna Wright

Engine over Ducks

1st Leon Cast 2nd Peter Collins 3rd Jordan Herd

Junior Ducks

1st Jordan Herd 2nd Khalid Mason 3rd Oliver Wyeth

AND for the Trilogy

4 Wheel Ducks

1st Graham Heath 2nd Hendrix Hennessy-Ropiha 3rd= Aaron Muir / Adam Deery

Engine not over Ducks

1st Brendon Norling 2nd Donna Wright 3rd Dean Herd

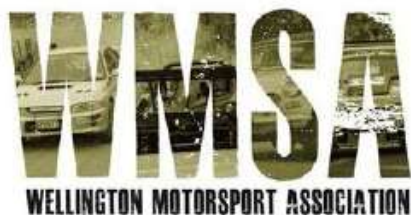
Engine over Ducks

1st Leon Cast 2nd Adam Fisher 3rd Peter Collins

Junior Ducks

1st Jordan Herd 2nd Jack Hollis 3rd Khalid Mason

And to Luci Murphy who again won the new pottery Duck award for failing to miss the most cones on the day. (Thanks Ian Stewart for finding these cool ducks)



SEAL SPRINT SERIES DATES
DUNCAN MCKENZIE MEMORIAL TROPHY &
RON SCANLON MEMORIAL TROPHY

5	Alexandra Road	Wellington Car Club	16 March 2025
6	Kaihinau Road	Levin Car Club	TBC

Editor's note

It's been a busy February, and only a small amount of that was car business. An apology needs to go out to those of you who receive your magazine in print form. This month, due to some time pressure, the deadline sailed by with a resounding whoosh for your president and editor, and so you'll be reading this around the 10th of the month.

I entered my first event in nearly a year in the Mirage and headed out to Wallaceville Hillclimb. The newly rebuilt race box has been installed, and it's mighty! I'd forgotten what it was to race without a box of cornflakes crunching away at every shift. It took me

all day to remember what gear to be in, as the close ratio system is a very different beast from the slushy standard Mirage box. No blistering times were set by yours truly; however, any day you're driving as fast as you want up a hill on a sunny day is a good day! Team Mirage was out in force as usual; however, a new competitor in a classy mid-80s Mirage



joined the ranks, making five Mighty Mirages. The little car was as standard as can be, and it was great to see a young man living his best life!

I dragged my other '96 JDM beast out of storage and headed out on the MR2 owners group summer cruise. This time we ventured to Feilding to meet others and then cruised out the back roads to Halcolmb, Marton, and then to the Bason Botanic Gardens just out of Wanganui. I knew there were some great driving roads out the back of these small towns, but I didn't realise the hidden gem of the gardens was there. If you're looking for a nice day trip, I'd fully recommend a drive to the gardens. I'd also recommend a picnic and sitting under the trees watching the world go by.

Happy Adventures
Chelles

Thanks Leon for the Wallaceville Hillclimb images



Wallaceville Hillclimb dawn



Was great to have two 1996 examples side by side. Red G-Limited and the white GTS.

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.