



Wheelspin

April 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 - 1st April

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.*

April Edition.



The peak madness season for car things has taken a brief hiatus, which is nice, as I'm getting some weekends at home again for a change. Well, okay, so maybe not whole weekends, but occasional days during a weekend where I'm not doing something motorsport or car.

Because I have consistently poor car decisions, mostly involving buying every car that takes my fancy, I've done that again. Mostly triggered by my looking back in the archives

of the car videos that I've taken, I decided that since Toyota GT86's (and the identical Subaru BRZ) have depreciated a lot, that I'd start looking at them again.

So that led to my flying up to Hamilton to buy a red GT86 there, as another motorsport sort of car (because three "race" cars is a great plan). It's a red one, which is always a risky decision given that the Toyota red loves to shed the clear coat and turn pink. It's an import GT86, as compared to my previously owned one, which was a NZ new 86 (without the GT). Interesting mix and match of features between the two cars, with this GT86 having push button start and climate control that my Kiwi one didn't have, but the import not having the cruise control that my lower spec Kiwi one came with. So I'll probably investigate the possibility of putting cruise control into this new one at some point. The GT has the bigger brakes that I ended up putting on my 86 after roasting the front discs with the little brakes.

Also I bought this one at 214km on the clock, while my last one I think I bought with 14k on the clock. So she's definitely got some more wear and tear on it. Which is fine, because if I'm taking risky decisions around cones, I don't want to be too precious about it. With the buy price of this one being about \$20k less than the buy price of the last one, that helps.



I hopped an early morning flight, so Emma dropped me to the airport at a truly alarming

hour of the morning, and I got to watch dawn out the window of the plane on my way up the country. Managed to spot hot air balloons coming into Hamilton, which was pretty cool.

Having collected and paid for the car, I immediately headed South. Stopped at the first outpost of civilisation to gas up, and buy some glass cleaner and kitchen towels, along with food and

drink supplies for the trip. The windows were so completely grot on the inside that the car immediately fogged as soon as I switched the air con off. So I turned some paper towels black in the supermarket car park, and got the insides of the front windows and screen to the point where the world was no longer in soft focus.

With the Desert Road being closed, I was going to be backroading it through Otorohanga and National Park, along with apparently a lot of other people. So it was a pretty cruisy drive home, with no speeding or any real overtaking antics. Just getting familiar with the GT86, and arguing with the pretty terrible headunit in the car. Possibly imagining things, but the GT did feel like it had a bit more zip than my previous car, albeit with quite a bit more gearbox noise (refer: 214km on the odo). I peeled off to Ohakune for the mandatory Chocolate Eclair stop, and noted that when I did so, the majority of the cars around me continued obliviously down the Parapara's route to Whanganui. Recharged by pastry, and a wander around Ohakune, I looked at the level of remaining battery charge in my phone, and elected to go the boring SH1 route the rest of the way home. Stopped again at Bulls BP for a hot drink, and to use their phone charging sockets (handy hint, don't bother, they're about 0.000000001 of a volt so I didn't even get 1%). With the brain feeling more alert after a break (don't drive tired folks!), I did the rest of the trip home, arriving with plenty of daylight left so I could start trying to clean the car up a bit.

I had the car booked in for tints the day after I got back, and I'm at the "oh, you again" basis with the tinting people conveniently located 200 meters from my house. Then the Sunday that followed, it was time for the first motorsport outing, with the motorkhana up at Masterton.

The tints, and the amazing air con earned their place in my personal hall of fame, as I don't think the temps dropped under 28c for most of the day, and we were good and dusty.

It was a re-run of the Clubsports courses again, although wasn't so well attended, with 16 starters. Although we tried for 18, by attempting to recruit Aaron's sons who turned up to have a look. That said, 16 starters is up from our usual motorkhana 10-12 people.

Neil Roots borrowed PC's Vitz, and then proceeded to dominate the results, clearing out a full four seconds on Craig, who was second in the Pistachio. Adam was third in the Corolla GT (refer previous article, Starlet getting an engine rebuild), with PC following in fourth. Jordan in the Swift was fifth, Graham sixth, and then me behind him in seventh.



I was mostly just playing silly buggers in the GT86, as they're a lot of fun (if not efficient) to just use the power to rotate the back around. At one point I raised so much dust that I completely lost sight of all the cones, so I just needed to coast until I could see something orange in the paddock to drive around. Despite operation dust storm, the seals (arf) successfully kept all the dust out of the cabin.

It was another Stewards Trophy round event, so that's two we've run. Most likely we'll try to

run a third ST round if we do our usual December double header event. Which does give hopefully sufficient points spread that the trophies can be handed out without it being a three way dead heat for first in the individual driver category.

Our next event for HCCC scheduled is May 25th, where we will try to run (refer: rain gods) the first round of the next Rubber Duck Trilogy (brought to you by Neil's Wheels, go buy some tyres off him). "Da Vinci Duck", as we're going for the Dan Brown theme this time around.



We'll run the next two rounds of the trilogy on the drag strip, so it will be a multi surface trilogy this time around. Dates yet to be determined.

I consumed another couple of weekends with sealed sprints, wearing two different official hats. Both sealed sprints were a capacity entry, which bodes really well for a good Duncan McKenzie (MacKenzie?) series this year, if they can keep up those numbers.

Wallaceville Hill I was Stewarding, and kept a little bit busier than some events, as we had a Nissan in a bank, and then a Mirage through a fence, basically in the same spot, and not all that far apart in time.

Fortunately the Nissan driver had put himself in the best possible position to get through the accident (which was not a small one) relatively undamaged by having invested in a really good cage with a bunch of extra bars, HANS, head restraint seat. All of which were fitted voluntarily, far above the actual minimum safety gear at a sealed sprint. So that was another reminder that while we never want to need the safety gear that we've invested in, if you can possibly afford it, look at spending money on safety not just speed.

The Mirage fortunately was just a flesh wound on the car, and it was driven home from the event and put in repair mode there.

Mt Vic hillclimb I was scrutineering, and photographing. That kept me busy almost the entire weekend. Thanks to Joel, Chelles, Cam, Neil, Richard, and Mike who took on scrutineering duties for the 60 entry field.

We had our usual tech checking issues at Mt Vic, as it attracts a lot of people wanting to do it as one of their first events. So that generally means that race harnesses, fire extinguishers, and holes in firewalls just go with the territory. That's an event that will never have only "on the day" scrutineering, given that it's a full on two hours + signing off cars, and there's at least half a dozen drivers who leave with a list of stuff to sort out by the next day.

Once the event was underway it flowed well, and I don't know that anyone nerfed any bits of scenery, which is always nice.

Seems like VW Golfs are taking over the world, with five Golf starters at that event (three of them I believe are the 4wd Golf R, and the other two being Shane and Keith in the front wheel drive Gt variety). Also a healthy number of the older Evo's being turned into very dedicated race cars. Oddly not the newer Evo's? Although I guess with the entry into a 7-9 Evo being \$50k these days, they're not going to be too common.



From where I was lurking, it looked like a much more co-operative collection of spectators this year, which was nice after some proper lemming behaviour at the dipper last year from some of them.



The spectator numbers are always the best and worst thing about that event. Because after running for 50+ years, and being really handy to a population centre, there are great numbers of people watching. The downside is that of course, there are so many walking and biking tracks, that we're inevitably interrupting some people's outdoor activities. So the interaction between marshals and bystanders is always a really careful balancing act of diplomacy.

Right, that's it from me. But look out for the following events: Clubnight in April, Go Karting in May (date to be confirmed), and the Da Vinci Duck on May 25th.

Elsewhere in the general vicinity: 6th April, Kahinau Road Shannon. Rally Otago (same weekend, not in the general vicinity, but loads of locals going down there). 18th April HVMC running of their closed club Race to the Dump. Same weekend, Clubsport Champs up at Tect Park. 26th April, Tea Creek day-night (note: Saturday!). 4th May, Surgery Sprints and also the return of Admiral Road Hillclimb in Wairarapa. 1st June, Surgery Sprints. 15th June Manfeild full track sealed sprint (both directions). 20th July Wairongomai Road gravel sprint in Otaki.

See you at a place with cars or burgers!

Leon



If you're a Facebook user I encourage you to head to Leon Cast's page and check out the 267 photos he's captured of Mt Vic Hillclimb. Some great moments caught!



For Sale

**2000 Maserati 3200 GT, V8, twin turbo, 6 speed manual,
32,000 miles, 185mph, dark blue / cream leather upholstery
(yes it is the car that Jo Walsh sang about!)**

**Jeremy Clarkson called the manual version the Schumacher option.
Have enjoyed track days at Hampton Downs and Manfeild!**

Has been sitting in Beacham Jaguar's showroom with \$55,000 on it but I would be open to any sensible offers as I have nowhere to keep it now and it isn't being used.

Maintained by Performance Automotive with a recent top overhaul (engine out), radiator, fuel tank & pump, ABS pump, etc.

They only made ~4000 odd, of which less than half were RHD and not that many manuals.

It is *joyous* to drive and the exhaust note as the twin turbos spool up is addictive! Explore the You-tube videos.

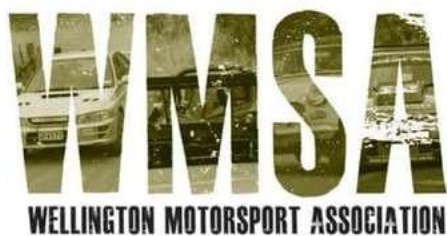
2006 Mazda MX5, 60,000 ish kms, cream, soft top & hard top,

Fully maintained, drives beautifully, present from wife to husband (lucky man!), enlarged exhaust tips (not mine so unsure of degree of exhaust system mods), returning to Norway so got to go \$15,500 ono.

Both cars in Auckland but I can test drive them for anyone interested! Can be freighted to Wellington if required. Please Contact Hayden Nicholson if you're interested

If you're interest please contact
Hayden Nicholson Email: nicholson@polymer.co.nz
Mob: 021 960351





GRAVEL SPRINT SERIES DATES 2025 SEASON

1	Tea Creek (Day / Night)	Wairarapa Car Club	26 April 2025
2	Waiorongomai Rd	Levin Car Club	20 July 2025
3	Puketiro Road	Wairarapa Car Club	31 August 2025
4	Akatawara Hillclimb	Levin Car Club	19 October 2025
5	Dorsets Rd	Wairarapa Car Club	9 November 2025

Editors Note

Hi-de-hi team

This month I ventured out and took a sedate Sunday drive at the Mt Vic hillclimb with the Wellington Car Club. What a huge turn-out with nearly sixty cars competing for the day. With that in mind, Cam and I turned up early to get a good spot for the morning and to prepare myself for a spot of scrutineering after the day before efforts where a few competitors were given some 'homework' to make sure they passed the final nod to their safety check. It was great to see a few first-time entrants trying their hand at the hillclimb too. No PB set for me, but I had a great time again throwing the Mirage up the hill and gaining confidence in the car and gearbox. I seem to be taking a bit longer than I thought I would to get back into the flow of racing after nearly a year off. Guess that happens as ya get older!



On other news. I'll be heading overseas on a three-month OE, which means the magazine will slip an edition for August and be back to it in September. Well, that is unless anyone out there would like to step up and take over for a month. If so, let me know at chellesroberts@gmail.com. Otherwise, I'll take a break and come back with stories of my adventures. As Leon has mentioned, there are a few events coming up, so head to your Motorsport NZ app and support some of the events.

I'd also like to shout out to anyone who is entering a car for the first time at an event to reach out to your scrutineering team if you're unsure if your car will comply. At a recent scrutineering session, we had a car fail due to a roll cage that hadn't been homologated. We can do a



pre-event inspection for you so you're not disappointed if your car isn't up to muster. You can find the contact details for the scrutineering team at the start of the magazine.

Hope you all get out and about for some motorsport adventures before the cooler months arrive.

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.