



Wheelspin

May 2025



The team that make it happen...

President:

Leon Cast

Ph 027 699 6838 - mowogeditor@yahoo.com

Club Capitan & Points Keeper:

Webster Gough

Ph 027 368 6131 - webstergough23@gmail.com

Social Convener:

Mark Rutherford

Ph 027 706 9143 - mark.rutherford81@gmail.com

Secretary:

Brian Craig

Ph027 221 6004 - brian.craig@WSP.com

Treasurer & Memberships:

Jilly Fisher

Ph 027 230 5801- 4jilly.hu@gmail.com

Committee:

John Tennent - Ph 021 058 9807 - johntennent.45@gmail.com

Adam Fisher - Ph 027 457 7149 - flyingfish.adam@gmail.com

Dave Wilce - Ph 027 533 9757 - dwilce@actrix.co.nz

Paul Tapper - Ph 021 900 171- Paul.a.tapper@gmail.com

Neil Tapp - Ph 027 244 6696 - gonzo@tappsville.com

WMSA Rep - Dave Wilce - 027 533 9757- dwilce@actrix.co.nz

Emma Shaw - Ph 021 268 0028 - emmaclaireshaw@gmail.com

Sarah Jaggs - 027 697 0394

WheelSpin editor - Chelles - Ph 027 298 4960 - chellesroberts@gmail.com

Club Scrutineers

Roll cage and authority card sign off

Leon Cast Ph 027 699 6838 & Cam Garthwaite Ph 027 726 6859

Event Scrutineers

Neil Roots Ph 027 248 3979, Adam Fisher Ph 027 457 7149, Leon Cast Ph 027 699 6838

Cam Garthwaite Ph 027 726 6859 & Chelles Roberts Ph 027 298 4960

Cover Image by Leon Cast - Jilly Fisher Otago Rally

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 - 6 May

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.*

May as well do another article.

Aka: President's Prattle.



No actual racing for me in the last month, although we did head down to Dunedin to chase Rally Otago around, which is always a good weekend.

Turned it into a slightly longer weekend, by heading down a day early, to go explore around the Catlins.

I've been there once before, driving around the place, on one of the rally roads tour.

Although I have absolutely no recollection of it, beyond being surprised that on that particular day of the tour, we'd ventured further South than Invercargill without even realising it.

My run of ending up in Mitsi rental cars is going strong, although it was an Eclipse Cross this year rather than another ASX. It wasn't the most awesome car ever, but was pretty well suited to rally road spectating. It had reasonable ground clearance, and weirdly quite gnarly tyres on the front (and completely normal road tyres on the back).

It's a front drive 1500cc turbo, running through a CVT box that gave you 7 pretend gears to select from. It was pleasantly quiet at 100k, a speed that it achieved eventually. It wasn't all that nice on the gas, given that was a mere 110kw, actually using more gas than the GT86 would use on a trip, while being much slower than the GT86. The 86 would of course have dragged the exhaust on the ground non stop, which the Eclipse did not.

Cruising south on the Thursday evening was really peaceful once we got off SH1 and on to the Southern Scenic route. At one point, we saw only one car traveling in the other direction in 60km of driving, so it's pretty isolated.

Managed to hit a number of tourist goals on the Friday, before heading back to Dunedin in time for the ceremonial start. Sighted dolphins from the back lawn of our room, drove to the Southernmost point of the island (taking the token gesture photo from the car park), saw Sea Lions, went to a gallery/cafe, admired scenery, consumed NZ's winning burger from a food truck. All in all, well worth the day trip, and I'm confident that I'll actually remember the Catlins this time around!

We caught up with the local yokels (Adam, Jilly, Len, Richard, Marty and Matisse) and admired many many rally cars. They changed up the departure format this year, so rather than having a quick couple of sentences interview with each competitor, they pretty much just did a flag drop and kick out for each car. Which definitely sped up departure, and reduced the standing around.



Jilly and Kylie were running the Corolla GT, Adam and Len were in Dennis Lukies' Altezza (as that's easier for Len to get in and out of than the wee KP Starlet), and the Bertelsens were in the Corolla KE70 with the V8 squeezed in.

All three completed the rally, although not entirely without dramas in the case of the rear drive crew. Marty managed to clip a barrier during the super special on Saturday afternoon, resulting in a certain amount of straightening and improvised light replacement. Adam was seen to exit Kuri Bush (the last stage of the rally) with one less rear bumper than he started with.



Navigating at the pointy end of the field, Sean Lockyear was running with Bryn behind the wheel in the Fiesta, and as far as I'm aware had a clean run, to take out the class win. But he can tell us any tales from Otago when he's our guest speaker in July.



Once again, the number of entries for Otago was amazing, knocking on the door of 100 on the start list. For watching a variety of cars, there really is nothing comparable in the rally scene.

We were all hoping for a weekend of epic Ford Escort battles at the front with Kris Meeke and Hayden Paddon both running in the classic field. However a clamp holding the steering column together failed on Hayden's car on Saturday morning, and he ended up missing the entire day. Sunday though was pretty good, with the two running as close as you could hope for, and attacking hell out of the stages. It made for some great in car footage too.

We also got to see Hayden put in a demonstration run in the WRC car at Kuri Bush, setting a new fastest time, despite the car being pretty loose. Certainly I never thought that I'd see a WRC car running down at Kuri Bush, epic car, epic stage.

Got to two stages on the Saturday, and saw a Subaru do a lovely roll over a fence, barely touching the fence. The driver arrived into the corner on the wrong note, so he was set up for a six right, when the corner was actually a four right tightens (so it was a lot slower, and the other direction at the "junction").



Went sideways into the verge, which picked the car off the ground and did a perfect roll, only just touching one of the fence posts on the way over, landed back on his wheels, bounced,



and then ended up Italian Job perched nose down on the edge of a drop that I'd estimate at around three storey. Suffice to say, that while the navigator went back to the corner with the OK sign, the driver remained in place with foot firmly pinned on the brake pedal.

A lot of spectators were on the corner, rushed to the car, retrieved his tow rope, and dragged him back off the edge.

Re-installed the navigator, drove up to the top of the paddock to a round of applause, went

back onto the road, and carried on. In fact, the car was virtually undamaged from what I could see, and he made it all the way to the final stage of the rally before suffering a hub or suspension failure of some variety.

From looking through the lens, it was pretty obvious that the driver hadn't slowed down enough on arrival to the corner, so I kept the button held down, and got about a fifty shot burst of the incident unfolding. I ended up standing beside somebody from that team on a corner later, which is where I got the explanation of the wrong pace note.



I got some good photos at that corner, which was a useful outcome, given that I was turning into a human icicle with the wind and drizzle. So at least the suffering paid off!

We cruised through two stages of the rally after the road opened, and continued to be amazed at just how quick those roads would be in a rally car. The Mitsi coped just fine, and didn't so much as touch any gravel on the exhaust pipe.

The first stage of Sunday was cancelled relatively early in the classic field, as one of the cars exited the grey bit, and ended up in the forest bit. Apparently there was a fire (albeit, I am guessing a small fire, as that car was running again later in the day), and the cars just toured through.



This sort of threw the timing out a bit, with other stages then running late, so we ended up not getting the entire field right down to the last car (which is what I always try to do). So we ended up scuttling promptly from one corner to the next, and then back to the airport.

Looking forward to 2026, and another trip down to Otago. Though not as a driver, as those roads are way quicker than my bravery is up to. I'll stick with being a camera at a corner. Also, it'd be a \$10k weekend by the time you'd paid for all the travel, food, and accommodation.

There's not a lot else to report on from me, as the only other thing that I've done in the last month was do scrutineering, which isn't exactly newsworthy.

As I write this, the assorted Wellington based crew (7 HCCC, 4 HVMC) are running at the motorkhana section of the Clubsport Champs in Tauranga. Apparently the autocross has been moved from the autocross track, over to the same car park area as the motorkhana, due "inclement weather". With of course, tropical cyclones and whatnot deciding to arrive in time for Easter.

Let's hope that we fare better, for the May 25th and our last scheduled grass autocross of the early part of the year! Presumably we'll be going from bone dry dustbowl at the motorkhana, straight to underwater, as that's how Masterton weather seems to roll.

Harbour Capital events:

May 13th 6:30pm Porirua Go Karting

May 25th Grass autocross

July 1st Sean Lockyear guest speaker Clubnight

July 6th Sealed autocross

August 24th Sealed autocross.

So that's in theory, our next Neil's Wheels Autocross trilogy (assuming we don't get rained off May 25th).

Other events:

4th May, Surgery Sprints and also the return of Admiral Road Hillclimb in Wairarapa after several years off. 1st June, Surgery Sprints. 15th June Manfeild full track sealed sprint (both directions). 20th July Wairongomai Road gravel sprint in Otaki. 27th July Surgery Sprints. 10th August Manfeild backtrack autocross. 31st August Puketiro Road gravel sprint.

That's it from me. See you some place with cones or burgers, and look forward to some post-Clubsport Champ reports from people who aren't me...

Leon



Go Karting

**Tuesday May 13th
6:30pm**

**Indoor Raceway
3 Raiha Street,
Elsdon, Porirua**



Otago Rally

Picton to Oamaru... and back!

With Marty Bertelsen buying the V8 DX Corolla he decided we should do a 3 car trip to Otago Rally this year. Marty and daughter Matisse in the DX, Kylie and myself in the Corolla GT and



Adam and Len in the Altezza. Having a team totally 10 it was always going to be fun times. The journey down was just as much fun as the rally itself, there were antics of course, however, as they say 'what goes on rally, stays on rally!'... however, Adam did confess to using my dressing making scissors to cut up some canvas. Hrmmm.

The day before was a time of prep, getting food for the racing days, sorting

tyres and getting through scrutineering. There was also the dinner and inspiring talk from the stars of the event.



The start of the event really is the Ceremonial start at the Octagon with a car parade of all the entrants. It's amazing to drive the streets with all the bystanders cheering you on and getting a good look at the amazing array of cars entered. Kylie and I had a blast with all the words of encouragement we were given.



Jilly and Kylie at the Octagon parade

Rally day 1. Dunedin to Middlesmarch and back. Wow what fast roads. Started the day lacking air in a couple of tires, pumped up but the front let it out again so had to change it at the end of SS1. Was a loose valve so our fab team fixed it at service. SS4 we met a herd of about 40+ cows in the middle of the stage.... lost a couple of mins moving them along. Trying to get 3 mins gap for the following cars so we don't get caught. SS6 was a repeat stage then on to SS7, a monster 37km stage. SS8 is the skid around the street circuit.

Rally day 2, Dunedin to Lake Waiholo and Taieri including the famous Kuri Bush stage. SS9 was cancelled about 5 or 6 after we went through due to a car pouring petrol out. SS10 was crazy narrow compared to the rest of the roads and again too short gaps so was caught and past too many times. From SS11 onwards the teams gave a 4 min gap behind me and WOW what a difference not getting past for the rest of the day.

Adam and Marty only 20 seconds apart at the start of the day with Marty having bragging rights. Adam had an exhaust leak but thankfully is mostly fixed the day after. Kuri Bush is such an amazing way to finish the event. Is a very fast roller coaster of a road. So much fun to finish the event on.

The finish for all 3 cars.

102 cars started, 64 finished.

Marty and Matisse, 40th overall and 2nd in class C, Adam and Len, 42nd overall and 3rd in class C, Jilly and Kylie, 63rd overall and 7th in class B.

Marty took out the bragging rights by 43.4 secs. He did give the DX a black eye at the Super special on Saturday but the team sorted it. Adam had a spin in Kuri Bush and lost the bumper and rear tail light but cosmetic. The bumper was sitting at prize giving for him to pick up. Always great to drive over the finish and back onto the trailers.

Huge thank you to Kylie Cotton for being a great co-driver and for putting videos together of our adventures over the weekend. If you find my Facebook page you'll be able to see the videos she created, check them out as its a great vlog of the weekend. Well done to Marty and Matisse Bertelsen, her first time in a rally car and Adam and Len Fisher.

The biggest thanks goes out to our amazing team.... we couldn't do it without you all.

Richard Haines , Peter Langdon , Brendon Cantwell, Ross and Alison McKenzie and our host Tony Johnston. By Jilly Fisher





RUBBER DUCK TRILOGY

Do you have what it takes?
Are your ducks in a row?
Will you be duck-torious!

Come and prove your a-bill-ity to be the next
Rubber Duck Trilogy Champion!

May 25th - Grass
July 6th - Sealed (Kim Naylor)
August 24th - Sealed (Kim Naylor).



For more information please contact Leon Cast or Jilly Fisher
All competitor are welcome

Clubsport Nationals

Congratulation to Jordan Herd - Junior Champion!



Team Wellington

2025 MSNZ CLUBSPORT CHAMPIONSHIPS

19-20 April 2025

OVERALL CHAMPIONSHIP POINTS TABLE

Car No.	Club	Driver Name	Car	Class	Points					
					M/khana	A/Cross	Bent Spr	TOTAL		
34	TVCC	Carlin Leong	Subaru Impreza WRX	E2	4WD	96.420	100.000	100.000	296.420	Clubsport Champion
10	HBCC	Brent Redington	Honda City	A	FWD	99.390	98.396	95.561	293.347	2nd Overall
23	MBOP	Iono Lee	Peugeot 309	A	FWD	99.080	97.837	93.973	290.890	3rd Overall
4	HCDC	Adam Fisher	Toyota Starlet	A	FWD	99.970	99.512	91.373	290.855	
27	MBOP	Matt Priest	Toyota Corolla	A	FWD	95.870	98.144	95.992	290.006	
30	HCDC	Neil Roots	Toyota Vitz	A	FWD	100.000	97.266	91.696	288.962	
6	ICC	Craig Townsend	Leyland Mini	A	FWD	99.830	98.667	89.693	288.190	
9	HCDC	Jordan Herd	Suzuki Swift	A	FWD	96.510	94.938	91.507	282.955	JNR CS Champ
11	MBOP	James West	Toyota Corolla	A	RWD	94.670	95.073	91.575	281.318	Junior Clubsport Champion
3	HCDC	Peter Collins	Toyota Vitz	A	FWD	97.420	94.259	89.406	281.085	
19	ESCC	Ricky Ward	Peugeot 206	B	FWD	94.890	95.601	90.333	280.824	
14	HBCC	Gregory Mawson	Mazda Ateva	C	FWD	95.010	92.753	91.523	279.286	
29	MBOP	David Campbell	Toyota Current	B	FWD	94.270	91.036	89.384	274.692	
18	HCDC	Neil Tapp	Toyota Corolla	A	FWD	92.620	93.482	82.955	269.057	
19	HVHC	Vincent Carver	Nissan Pulsar	A	FWD	92.930	85.553	90.142	268.625	2nd Junior
35	HCDC	Daniel Vincent	Mazda 323	C	4WD	85.780	88.798	93.741	268.319	
8	NCC	Maritez Singh-Thandi	Mazda MX 5	A	RWD	86.940	88.924	87.819	266.683	
7	HCDC	Graham Heath	Nissan Pulsar	C	FWD	91.500	86.143	88.985	266.608	
22	HVHC	Quin Carver	Nissan Pulsar	A	FWD	89.010	87.761	89.452	266.223	
21	MBOP	Hayden Bettle	Ford Fiesta	C	FWD	92.040	86.975	83.611	262.826	3rd Junior
32	MBOP	Jess Parker	Toyota Starlet	C	RWD	84.070	91.030	87.681	262.781	Woman's Clubsport Champion
25	MCC	Keith Stewart	Mazda MX5	A	RWD	86.080	89.498	86.364	261.942	
20	ESCC	Karen Ward	Peugeot 206	B	FWD	89.430	88.195	83.280	260.905	2nd Woman
41	TVCC	Matt Broadbent	Toyota Corolla	A	FWD	89.510	83.768	84.841	259.119	
32	MCC	Anna Stewart	Mazda MX5	A	RWD	83.670	88.000	86.189	257.859	3rd Woman
36	TCC	Vijay Dheda	BMW 118i	B	RWD	84.080	84.234	85.195	253.509	
5	HCDC	Jilly Fisher	Toyota Starlet	A	FWD	89.660	86.128	77.372	253.160	
28	HVHC	Cathy Field	Mitsubishi Mirage	A	RWD	82.670	90.347	75.483	248.500	
24	HBCC	Ryan Tough	Toyota Altessa	B	RWD	75.850	82.680	86.943	245.473	2nd Senior
33	TCC	William Adam	Toyota Corolla	A	FWD	79.000	68.541	88.983	236.224	
27	TCC	Evan Dheda	BMW 118i	B	RWD	73.990	76.389	85.242	235.631	
17	HVHC	Eloise Carver	Nissan Pulsar	A	FWD	64.650	81.653	72.355	218.658	
39	MBOP	Phil Campbell	Ford Fiesta AP4	F2	4WD					Bent Sprint Champion
15	MBOP	Mike Torr	Subaru Impreza WRX	E1	4WD					
38	MBOP	Geoff Douch	Mitsubishi Lancer	E1	4WD					
13	MBOP	Richard Dranswick	Ford Focus	B	FWD					
26	MBOP	Samuel Ackland	Ford Fiesta	C	FWD					
40	MBOP	Haruki Kondo	Suzuki Swift	A	FWD					
2	MBOP	Chris Hawkes	Chevrolet Belair	D	RWD					
1	MBOP	Guine Follows	Toyota Corolla	D	RWD					

Day 2 Timed Sprint only

Day 1 Motorkhana only

All Events NZ Clubsport Championship

Juniors - All Events

Ladies - All Events



GRAVEL SPRINT SERIES DATES 2025 SEASON

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

Happy May everyone.

I was thinking of a funny pun for the month of May. However, Leon and the Rubber Duck Trilogy advert has exhausted this editor's level of pun-iness...

Anyway, enough of that. This month has seen another outing in the Mirage and a gremlin with idle found, a success I'd say to round the month off.

Over Easter weekend, I raced the HVMC's 'Race to the Dump (and back)' in Silverstream. It was a mixed day weather-wise, with rain and shine both gracing the day. The sun didn't dry the track out among the trees, but that didn't deter the 41 entrants as there was actually good grip. I did the ticky-tour to find that the turn around the barrel had been moved up the hill, meaning little space for the efforts of navigating the barrel. In my (lack of) wisdom, I chose to go out on the grass to make the turn and I regretted that decision... it very quickly became a mud bath and rutted up. I was certainly getting in some practice for a grass autocross, however, the Mirage is not suited for off-road at all.

The poor car came away looking pretty messy with mud in places that it shouldn't have been. I did try to handbrake turn the barrel, but alas, the lack of power and a very lack-luster Mitsi hand brake meant that it was a 'no' from the Mirage. I still had fun, but may have to rethink my strategy for next year. I can also confirm that a water blaster is the best method for cleaning mud out of wheelwells, suspension, engine bay, and even on top of the window washer reservoir... Two hours later, and the old girl was looking her best again!



The Mirage had been presenting a problem with the idle and a lack of power (not ideal when you only have 107 killer-wasps to start with). I had worked out it was the 29-year-old throttle position sensor slowly failing, however, I hadn't managed to find one for a reasonable price, so I've been 'managing' the situation for a few months. It's funny though, it hadn't occurred to me that pick-a-part might provide a functional item to solve the problem. Sure enough, thanks to a Misti Galant, and a small amount of \$\$ later the Mirage idles like a champ.

What have I learned? 90s Japanese Mitsubishi's have many common electronic parts. Thanks Mitsi!

Happy motoring
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.