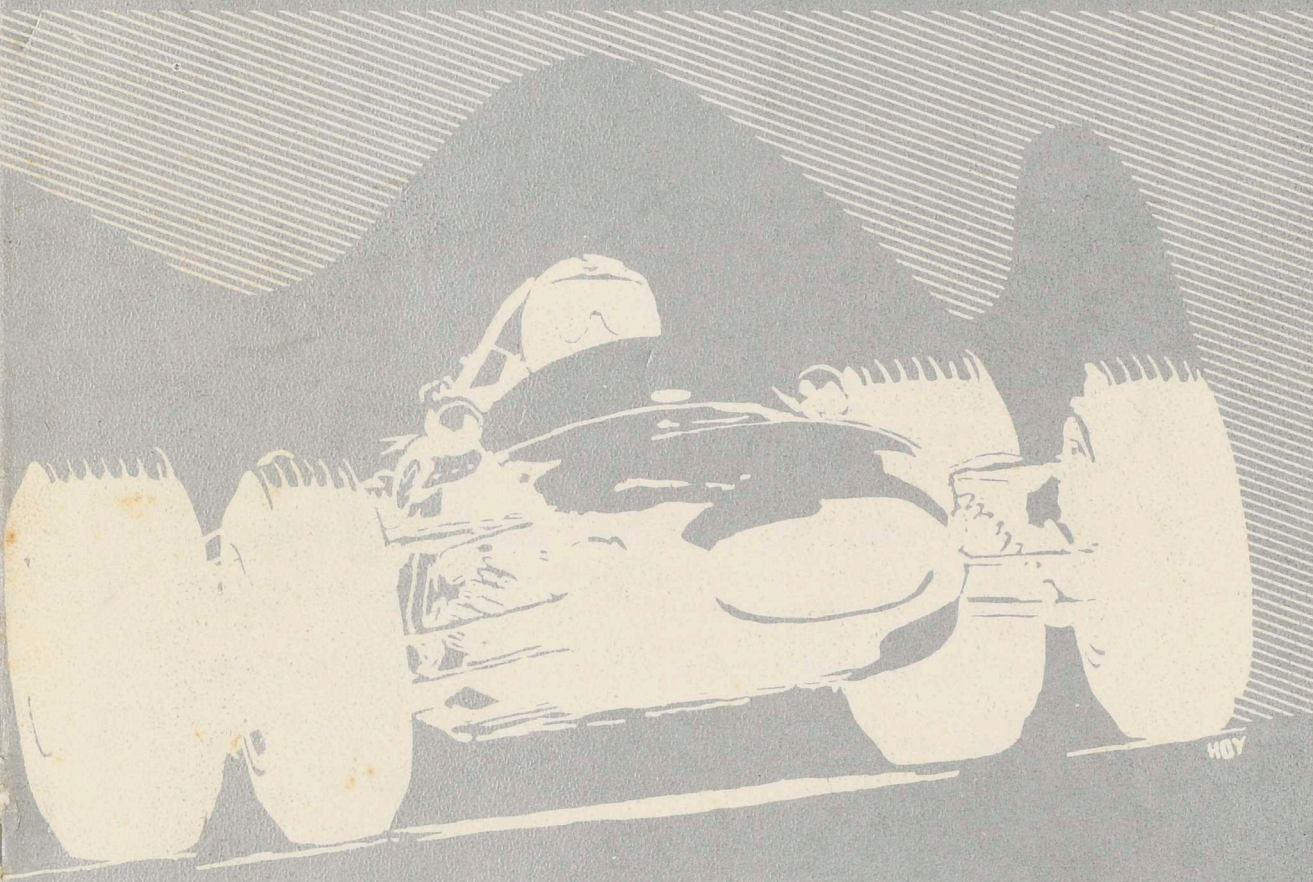
MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB



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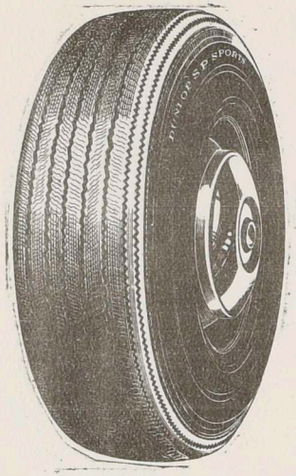

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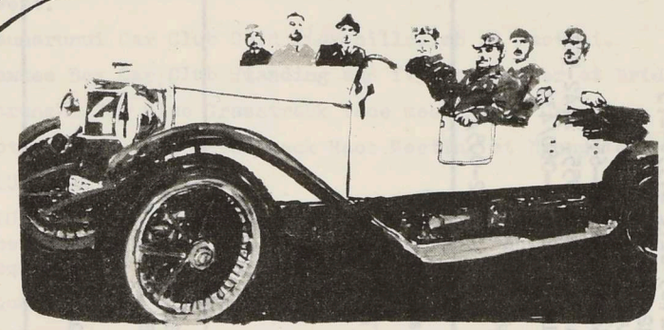
MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB



FROM THE EDITOR

THE WORKING BEE..... As members know, or may pretend they do not know, a working bee was held at the clubrooms on Sunday 31st January. Three persons were present - exactly 1% of the club's membership . This is BLOODY DISGUSTING. Ample notice was given in the previous bulletin and at clubnight but this was obviously insufficient to attract members who nevertheless managed to drag themselves along to the clubnight. Thanks to Ian Jensen and Warwick Kay who were the only ones sufficiently interested in their club to assist the organiser.

THE TASMAN SERIES..... With the New Zealand section of the 1971 Tasman Series over, one thing is quite clear - the Formula 5000 cars are no seeond rate league, a fact that was made clear by the way they held off the March here and also by their lap times in Europe. Graham McRae has assumed the mantle of Stirling Moss of being the quickest driver but having to battle with drivers of greater resources. He is picked as the winner - if he finishes.

Dave Oxton showed great promise in the Lotus but was unfortunately deprived of a drive in the car too early in the series. Lawrence was superb, having improved tremendously with his CanAm experience and the little Ferrari is just about the nicest bit of racing machinery ever seen in New Zealand. All the overseas drivers were fairly quick with few exceptions (as opposed to last years motley collection) Poor Frank Gardner had miserable luck while Americans Brown and Galloway had little opportunity to display their worth.

FEBRUARY 1971 Contributors - Ian Pinkerton
Peter Mair
1971 Robin Curtis
Peter Martin

DIRECTORY SERVICE

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John Thomson, 190 Townsend Rd. Miramar H.881-637, B. 49-060/434
Mike Reid, 5 Bracken St, Petone. H.688-506,
Alan Brough, 6 Henry St. Kilbirnie. H.862-338
Ian Drummond, 215 Aro St. City. B.672-005/7I

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Ian Drummond. B. 672-005/I7I
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Colin Taylor, H. 796-4I5, B. 58-632
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Alan Brough, H.862-338

CLUB POSTAL ADDRESS
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WELLINGTON.

BULLETIN EDITOR.....Gary Lang, I85 Breaker Bay Rd. H. 883-488, B. 59-485

CLUBROOMS...Russell Tce, Newtown. Tel.893-009 CLUBNIGHTS....Third Tuesday of each month.

SUBSCRIPTIONS..Normal $5, Husband and wife $6, Junior (under I8) $2.50, Country (over 40 miles) $2.50

FORTHCOMING EVENTS

SAT. FEB. 13th. TREASURE HUNT starts from clubrooms at 7.30pm. Ideal family event.

Taumarunui Car Club Gold Star hillclimb at Raetihi.

Hawkes Bay Car Club Standing and flying Quarter at Bridge Pa.

Taranaki Car Club Grasstrack race meeting at Urenui.

SUN. FEB. 14th. Rotorua Car Club Grasstrack Race Meeting at Ngongatea.

TUE. FEB. 16th. CLUBNIGHT at clubrooms.

SAT. FEB. 20th. CLUBMAN'S RACE MEETING AT LEVIN. Scrutineering at Levin Vehicle Testing Station at 8.30am. Marshals required. Medical certificate required for competitors.

Thames Valley Car Club Gold Star Hillclimb.

SUN. FEB. 21st. ECONOMY RUN starting from Reid Anderson Motors, 955 High St Lower Hutt at 2pm. Simple navigation, 45 miles, 1½ hours. Organiser Mike Reid.

TUE. FEB. 23rd. NOGGIN AND NATTER EVENING at Dunbar Lounge, Midland Hotel, 7.30pm.

SUN. FEB. 28th. Wairarapa Car Club Grasstrack Race Meeting. Regs from P.O.Box 19 Masterton.

TUE. MAR. 2nd. MONTHLY NIGHT TRIAL organised by Mike Reid. starts clubrooms at 7pm. Maps required NZMS 17 Hutt Valley, 5th Edition.

SAT. MAR. 6th. HOUGHTON BAY GOLD STAR HILLCLIMB. Duncan McKenzie Trophy round. Scrutineering at L.Alexander and Co, 3 Vivian St on Friday evening or at venue on Saturday by arrangment only.

SOCIAL AND PRIZEGIVING at clubrooms at 8pm. Excellent band and supper with 500 octane fuel.

SAT. MAR. 13th. Hutt Valley Motoring Club Invitation Trial. Starts 7.30pm from Riverbank Car Park. 60 miles, 2 hours, Timekeeping and navigation. Competition licence required for each competitor. Hutt Valley street map useful,. Supper at finish at Hutt Rd Motor Centre. Entry refunded to any drivers who get all checks

SUN. MAR. 14th. Race Meeting at Pukekohe (N.S.C.C.)

TUE. MAR. 16th. CLUBNIGHT at clubrooms.

SAT. MAR. 20th. Hutt Valley Motoring Club Clubman's Race Meeting at Levin.

SUN. MAR. 21st. Wairarapa Car Club Drag Races

Race Meeting at Timaru

TUE. MAR. 23rd. NOGGIN AND NATTER EVENING at Dunbar Lounge, Midland Hotel at 7.30

SAT. MAR. 27th. Manawatu Car Club Standing and Flying Quarter at Glen Orua.

Race Meeting at Bay Park (Evening) ???

SUN. MAR. 28th. Levin National Race Meeting. ???

SUN. APR.	4th.	M.G.Car Club Wall Cup Trial starts Featherston Town Hall at 1pm. 2 hours duration. No maps, Targa timimg, superb barbeque at finish at Gary Wall's farm.
TUE. APR.	6th.	MONTHLY NIGHT TRIAL.
SAT. APR.	10th.	AUTOCROSS at Queen Elizabeth Park.
SUN. APR.	11th.	Race Meeting at Bay Park.
SAT. APR.	17th.	Hawkes Bay Car Club Colledge Rd Hillclimb.
SUN. APR.	18th.	Race Meeting at Pukekohe (A.C.C)
		INTERCLUB GYMKHANA.
TUE. APR.	20th.	ANNUAL GENERAL MEETING at clubrooms at 8pm.
SAT. APR.	24th.	TREASURE HUNT. Wairarapa Car Club Open Trial.
SUN. APR.	25th.	Race Meeting ar Ruapuna.
TUE. APR.	27th.	NOGGIN AND NATTER EVENING.
SAT. MAY.	1st.	Auckland Car Club Gold Star Trial.
MAY 5th to 9th.		HEATWAY INTERNATIONAL RALLY.

NOTE TO INTENDING COMPETITORS

The calendar for the next few months seems to involve a fair amount of date clashing and it is possible some outside events may be altered. Persons would be advised to confirm any dates of events they intend participating in.

ANNUAL GENERAL MEETING

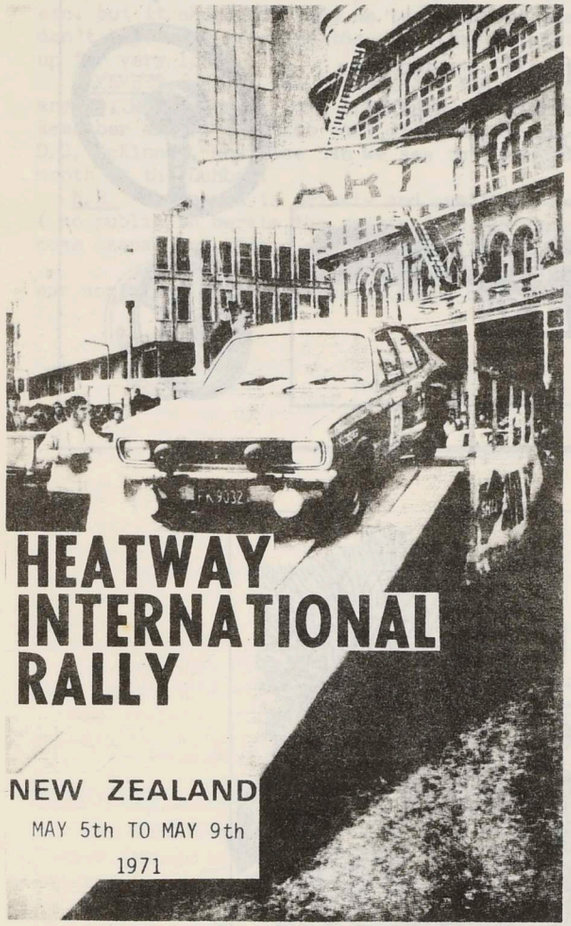
Notice is hereby given pursuant to Article 17 of the rules of the Wellington Car Club that the ~~XXXX~~ 29th Annual General Meeting of the Wellington Car Club will be held in that body's clubrooms on Tuesday April 20th. 1971

AGENDA
1. Minutes of 28th Annual General Meeting.
2. Apologies.
3. Presentation of accounts and treasurer's report.
4. Presdident's report.
5. Election of officers and committee.
6. Election of honourary solicitor and auditor.
7. Change of rules.
8. General business.

EXPENDITURE Notice is given of intent to change rule 27 to read as follows - 'Any individual item of expenditure of over ten dollars ($10) shall be authorised by the committee'

RALLY PROGRESS REPORT

Well readers I can't help thinking as I write this that in exactly three months time the International will be three quarters over. Yes its that close and to all of you who are still making their plans I have one peice of advise. GET MOVING,,,,,.....



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PROMOTED BY: WELLINGTON CAR CLUB (INC)
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No matter whether you intend to compete or to Marshall, you should have your plans finalised by now.

Murray Thompson is the man to see if you wish to Marshall, so contact him now. Competitors should get in touch with me if they want any information.

The route is now finalised and plotted. Murray and John tell me that there will be 2000 miles in all, but that, of these, no less than 1200 will be Special Stages! I dont know whether to be pleased or frightened at the prospect of 1200 miles of flat out Motoring.

Entries are already coming in, and some very interesting names are cropping up. Interest is running high with the manufacturers and one has already entered three cars as a team.

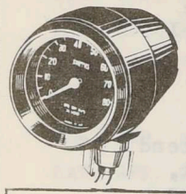
The prize list keeps on growing all the time and the way things look the Heatway will be the richest Motoring event held here. Still the more the better so if you know of a firm that may be interested in giving prizes, why not do you bit for the event and line them up. Who knows, you may win that very prize.

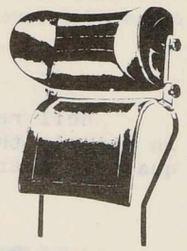
More news next month. I.C.H.P.

Going RALLYING or RACING?..

FOR GOING GEAR.... SEE THE GOING GUY.

DICK SELLENS





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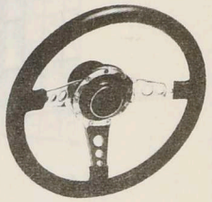

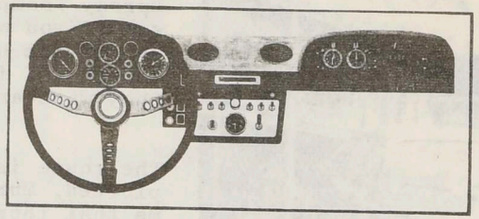

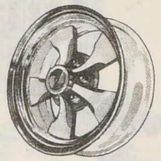

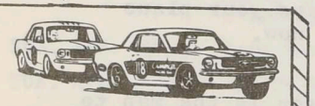

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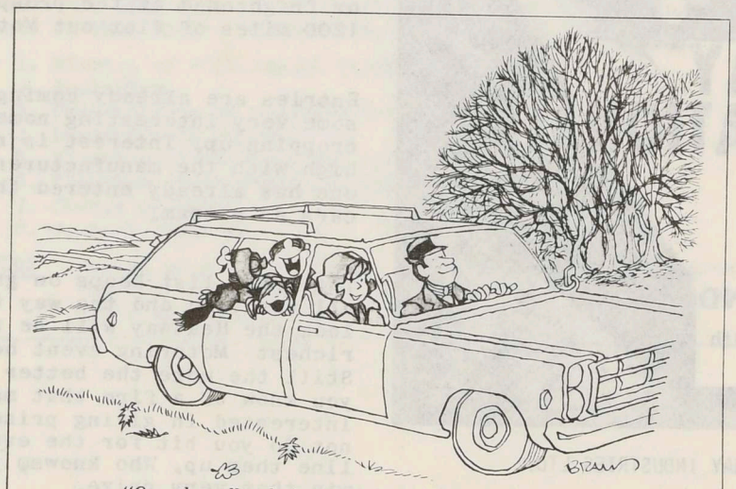
PROPRIETOR DICK SELLENS



"Over the polluted river, and through litter-covered woods, to Grandmother's smogged-in house we go . . ."

Hi there, clubmembers,

Just a short note to you all to welcome you back after what I hope was a happy New Year and an enjoyable Christmas.

A few reminders: Clubnights are on the 3rd Tuesday of every month and the A.G.M. is on the 20th of April, 1971.

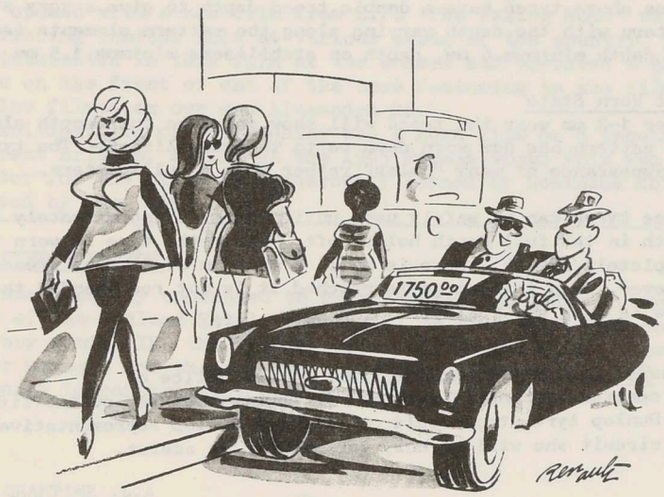
By now our first NOGGIN TYPE NATTER has taken place and although highly successful to those who attended, we could do with much more drinking support. The Venue is the DUNBAR lounge of the Midland Hotel and takes place on the 4th Tuesday of every month at 7,30pm. Now, the Hotel Management has been extremely generous so far in help and charges etc. but it shouldn't take me to point out that they won't become too generous if we don't buy their grog and the executive committee can't pay your money out to back them up for very long.

REMEMBER: You, the clubmember, was desirous of this event. Please support it-- anyway, what's wrong with drinking? (Unsolicited mail on this subject will not be accepted). Remember also-- the Club yard drinking record stands at 42 minutes, 12.08 seconds ala D.G. McKinney, how else can we see this record broken but at an official contest every month at the Dunbar.

N.B. The venue is private and available only to club members and friends( ) (no public to berate the sports fan)--bring your wives, girlfriends or mistresses-- come casual but please come neat.

The events calendar is full this year with 3 Clubmans, an International Rally, our monthly night trial series and a host of other events.

Peter f. Mair,
SECRETARY.



"Now try it for pickup."

CIRCULAR MEMORANDUM TO AFFILIATED CLUBS:

REGROOVING OF TYRES

I would be grateful if you would ensure that all your Club members and particularly your scrutineers are reminded that the regrooving of any type of tyre used for racing is not an approved practice, and any cars presented for scrutineering with tyres that have been regrooved should be automatically rejected.

We have the opinion of major tyre companies operating in New Zealand that not only is it an offence to regroove tyres but it is undesirable and possibly dangerous, owing to the twofold danger of damaging the cord body by the grooving tool and the likelihood of tread stripping or separation.

It is permissible, of course, to groove tyres in order to improve the water drainage and wet traction properties provided the grooves are not extended beyond the depth of the cast in pattern. The practice referred to in paragraph 1 of this circular is the regrooving of tyres which have worn down beyond the tread pattern.

TREAD DEPTH - DUNLOP RACING TYRES

Following is the content of a letter received from Dunlop New Zealand Ltd. concerning tread depth on racing tyres.

"The question of tread depth on racing tyres was subject to considerable discussion between the scrutineers and certain competitors at some recent race meetings. Mini Racing tyres in sizes 450/700-10 CR81 and 375/800-12 CR84 in particular were subjected due to their part worn appearance and an explanation of wear characteristics follows:-

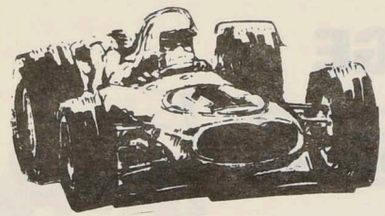
New State
These above tyres have a double tread depth to give a very stable pattern with the depth varying along the pattern elements i.e. total new depth minimum 6 mm, depth on stabilisers minimum 1.5 mm.

Part Worn State
After 1-2 mm wear the tread will show only the full depth slots as the pattern has now worn down on to the stabilisers. The tyre has an appearance of many "holes" rather than a full pattern.

These tyres can be safely used until there is approximately 1 mm depth in the full depth holes left. After the tyre is worn completely smooth, there is still a minimum of 2 mm of tread left. However, when this stage is reached it is not recommended that the tyre is used any further.

Perhaps you could bring the above to the notice of the scrutineers and if they are in doubt about the suitability of any Dunlop tyre, they could contact the Dunlop representative at the circuit who will be only too pleased to assist. "

A.J. SMITHARD
Chief Executive Officer.



1971-THE SPORT IN ENGLAND

John Webb, director of Motor Circuit Developments, the company that controls most of Britain's circuits, recently announced his company's plans for 1971.

Four non-championship Formula One races as well as the British Grand Prix will be held. The Grand Prix will continue to alternate between Silverstone and Brands Hatch. Webb said that the spectator attendance at the major meetings had increased last year but the number of spectators at club meetings had declined drastically.

M.C.D. will hold seventeen rounds of the F5000 Championship in 1971. This is three less than last year and prizemoney has been reduced by one third. Several of the seventeen races will be held on the Continent. Two Formula Two events will be held and the Formula Three and Formula Ford series will continue as before with the addition of the new Atlantic Formula. The F100 Sports car series has not been very satisfactory and may be abandoned if it does not improve during the coming year.

Saloons are on the downhill run in England with little spectator interest. S.K.F. Bearings will sponsor the saloon series. M.C.D. has been very impressed with the success of production car racing in Australia and New Zealand and will introduce a similar series in the U.K. in attempt to revive interest.

JANUARY CLUBNIGHT

A very large crowd were present at our first clubnight for 1971. The evening's entertainment opened with a new film from B.P. 'The Taking Mood' was a humourous film about a fishing contest held at various parts of the country. We were particularly interested in this film as the makers had borrowed a car club badge from us for us on the front of one of the cars featuring in the film. Some of the scenes were also filmed on our own Alexandra Rd.

The most exciting film of the evening was a Ford film on a recent power boat race around Great Britain. A film on the 1965 French Grand Prix was also seen.

The projector for the night was generously loaned by Dominion Motors and was capably operated by Gary Adie.

NOGGIN AND NATTER EVENINGS

The club has recently commenced to hold 'Noggin and Natter' evenings at the Dunbar Lounge of the Midland Hotel. These will be held at 7.30pm on the fourth Tuesday of every month (IE. the Tuesday after clubnights). These evenings are being held for members and their WIVES AND GIRLFRIENDS and are NOT men only nights. The Dunbar lounge is particularly attractive and very suitable for family groups.

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- WHERE THE CLUB MEMBERS MEET
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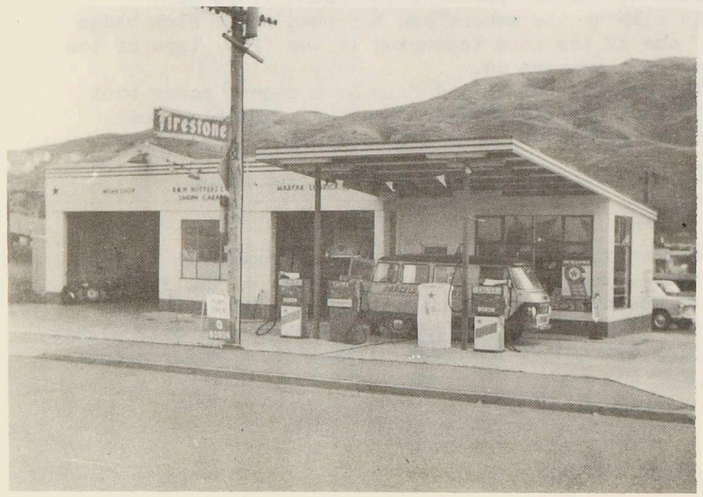

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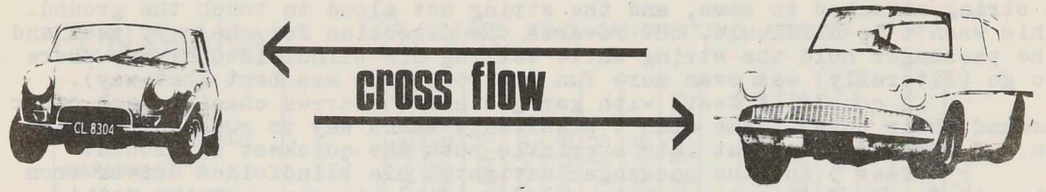


Peter Slocombe's PMS sports car has been sold to Bob Neilson of the Hutt Valley.

Graham Noblet has purchased Gary Lang's 998cc Mini and plans a full speed season.

Paul Fahey's FVA Escort was protested when it raced at Warwick Farm recently. FVAs are not strictly legal in Aussie. Protest was disallowed as it needed to have been made prior to the race. The car's non-standard windscreen was also questioned.

Gary Lang has purchased the ex-Peter Kocis, Gary Sprague and Frank Radisich allcomer Anglia. Car has pushrod 1730cc motor and was recently timed at 128 MPH.

Chris James is soon to take delivery of a De Joux fibreglass body. Power will be supplied by a BMC 1100 motor for the present but Chris hopes to mount a 1600 or V4 Ford at the rear as finance permits.

Mike Roach hopes tp have his Mini 7 ready by early March.

Dale Spittle was recently married in Timaru and he and wife Rutn are moving to Samoa for three years where Dale will be engaged in highly secret work. Dale has put in much of the ground work for our Rally and will be sorely missed.

We have also lost the services of Steve Lackman who has been transferred to Wanganui but Steve assures us that he will return to the Capital at every opportunity.

Dunedin's new Waitati circuit is being delayed by lack of funds.

A Christchurch engineering company, Steele Bros, is to assemble the latest model Lotus Seven in New Zealand.

Warren Denton's new Avenger was recently wrecked in an unfortunate accident with a truck in the Ngaio Gorge.

Secretary Peter Mair has exchanged his big Wolseley for a MG 1100

Alan Brough is rebuilding a crashed Escort for the Heatway Rally.

Wayne Fuller has the Anglia on the market and is building up a twin cam Escort for the Heatway Rally.

Jim Carney is reportedly talking to Ford-South Africa about Frank Gardner's Mustang. This would make a very interesting car for Jim Richards to drive.

Private practice sessions at Levin circuit have been permanently ~~suspended~~ Suspended owing mis-use of priviledges. General practice are to be organised under supervision. days

A FUNkhana by JOHNgladhill could only mean one thing - FUN with JOHN. And fun it was on Sunday January 24th at Queen Elizabeth Park with 20 entries and a crew of two. Driving blindfolded around a stack holding a string attached to same, and the string not aloud to touch the ground. This wasn't to difficult, but reverse the direction for the next test and the passenger hold the string while telling his blindfolded driver where to go (literally) was even more fun (if your mind was bent that way).

A couple of tests with garages and the crews chasing each other around their cars - some didn't prearrange which way to run and met head on. I found jumping out into a prickle bush the quickest way round.

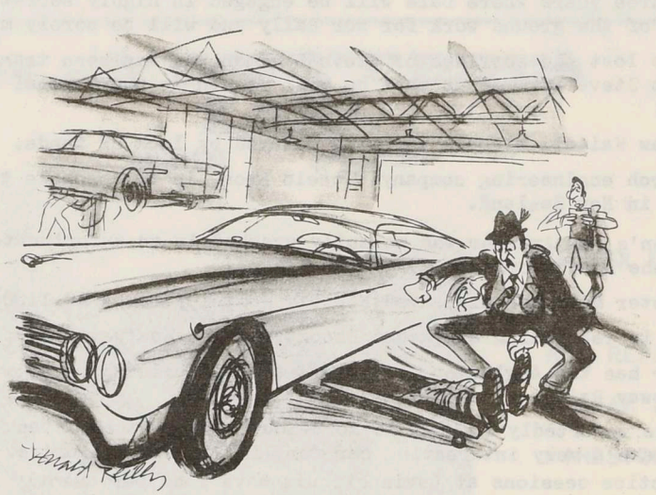
Test 5 and the passenger navigated his blindfolded driver from the start - on foot - to pick up a ladel, find his car, get in, put in the key and start the engine, drive forward and turn into a garage, get out, run 20 yards to a bucket containing ping pong balls, pick up one only ping pong ball with the ladel and run with it in the ladel back to the start finish line. Hilarious fun. Sorry about the squashed balls John - I put my foot in the bucket - Ian should have said "Stop" one step earlier.

A further seven FUNtests throughout the afternoon included the passenger steering while the driver pedaled, throwing golf balls at each other, threading yourself through hoops of string, wiggle woggle with one hand of each crew on the steering wheel - the other hand was holding a flag out the window, and several tests with rubber hoops and stacks.

Our thanks to Alan Smart and Kim Naylor who ably assisted John Gladhill organise this adult game.

It was good to see wives and girlfriends taking an active part in this event. May we see more of them soon.

Peter M.



"Just as I thought!"

FUNKHANA.. (OR GAMES TWO CONSENTING ADULTS CAN PLAY)

ORGANISOR: JOHN GLADHILL
MARSHALS ALAN SMART, KIM NAYLOR

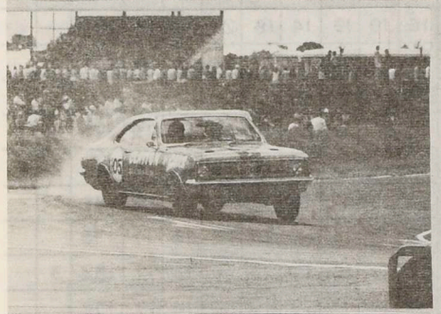
CAR No	"DRIVER"	MAKE	DRIVER HOLDING ROPE, B/F.	PASS. HOLDING ROPE	F.B.F. GARAGING	B.F.B. GARAGING	LADEL P.P. BALLS	4 REVOLUTIONS	PASS. STEERING	THROW GOLF BALLS	THE HILL	W.W. HOLDING FLAGS	W.W. HOOPS DRIVER	W.W. HOOPS BOTH	TOTAL	PLACE IN CLASS	OVERALL
	CLASS 1 : FRONT WHEEL DRIVE																
1	MURRAY McGUIRE	MINI	18	17	20	20	18	14	20	17	20	18	20	18	220	2	3
2	IAN McGUIRE	MINI	17	18	18	19	20	14	20	17	19	19	20	20	221	1	2
6	JOHN AHARADSON	ELF	20	19	19	15	15	14	19	19	18	20	20	19	217	3	4
7	PAM AHARADSON	ELF	17	19	18	16	14	14	18	17	17	15	20	17	202		8=
15	TERRY PULLEN	COOPER	13	13	13	13	16	19	13	14	18	20	19	18	189		
19	TONY JEWELLS	MINI	13	13	13	13	13	13	20	13	13	18	13	16	171		
	CLASS 2 : REAR WHEEL DRIVE OVER 1250 cc																
3	PETER MARTIN	T'HERALD	19	14	19	17	19	20	18	20	20	20	18	19	223	1	1
4	IAN SHEPPARD	T'HERALD	16	18	18	15	17	14	19	17	18	19	18	18	207	2	6
8	JOHN THOMSON	HOLDEN	17	15	14	14	18	19	17	13	13	15	14	13	182		
14	KEVIN FELLOWS	ROVER	13	13	13	13	16	15	14	16	20	13	16	17	179		
18	MARTIN BAKER	COB	13	13	13	13	14	19	18	13	19	19	13	17	184	3	
21	KEITH HARTLEY	CONSUL	13	13	13	13	14	14	14	15	16	16	14	17	172		
	CLASS 3 : REAR WHEEL DRIVE UNDER 1250 cc																
5	BOB GLADSTONE	T'HERALD	16	20	16	14	16	17	17	15	15	16	18	16	196	3	
9	GERRY DRAPER	M.G. Midget	17	16	17	16	17	17	19	15	18	18	20	20	210	1	5
10	DON McGUIRE	MORRIS	18	18	16	15	16	19	19	14	15	16	18	18	202	2	8=
11	DAVID HARWOOD	AUSTIN	13	13	13	13	16	16	15	13	14	15	13	13	167		
12	BRAD NAYLOR	AUSTIN	13	13	13	13	20	19	16	13	15	15	15	15	180		
16	JIM WALLIS	PREFECT	13	13	13	13	16	13	19	18	18	17	19	17	189		
17	JUSTIN CONROY	100E	13	13	13	13	17	13	13	13	13	13	13	13	160		
20	MIKE REID	CORTINA	13	13	13	13	15	20	13	13	17	14	18	13	175		











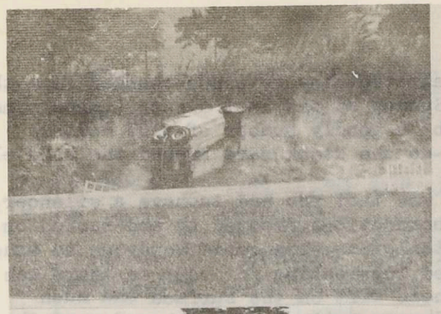


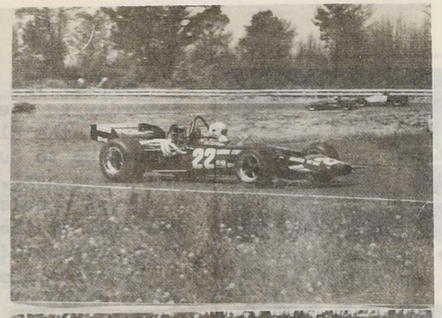


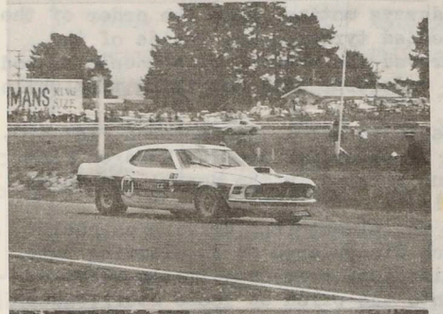


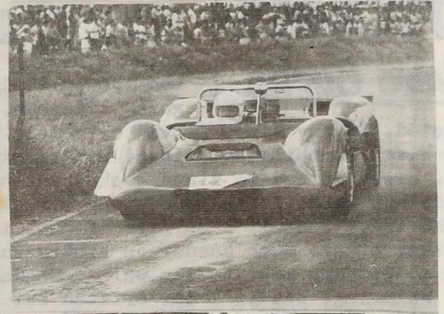
PHOTOS BY WHEELS PHOTOGRAPHY

Phone Glen Kennan at 873-502





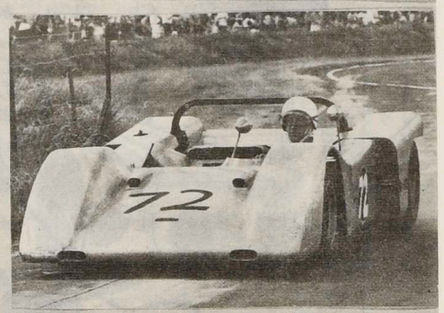












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TE MARUA AUTOCROSS

by Robin Curtis

Despite the fact that the date was changed from the Saturday to the Sunday at the last minute (through no fault of the club) a goodly number of club members turned up to out-do the stock cars around the hard clay and stone oval.

First problem was that you had to have a silencer, and some of the concoctions dreamed up and tacked on to racing cars' tailpipes were quite wondrous to behold.

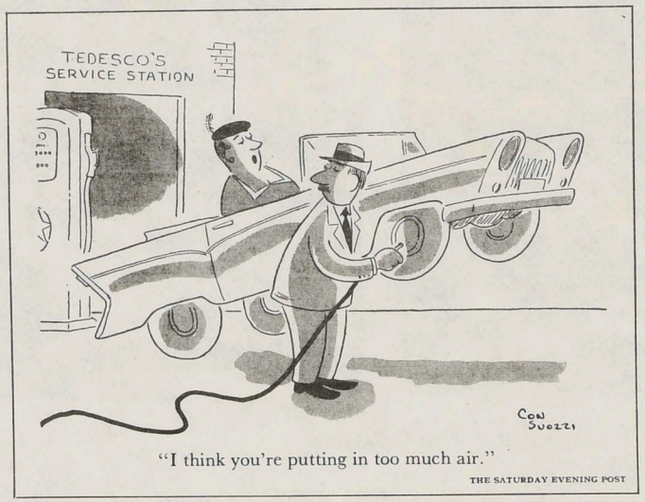
Practice proved interesting for many as there was quite a lot of loose dirt on the surface and much opposite lock sideways motions were the order of the morning. The embedded tyres on the inside of the corners nearly proved the undoing of a couple of bods who showed their underwear after striking them while going sideways.

As expected, Johnny Mines proved extremely rapid in his 1275cc motored Fiat 500, but big rival Parnell just pipped him in his VW-powered Fiat Five Hundred Fing. However, everyone had to stand back when Angus arrived in the Monaro and showed everybody how to do it in true stock car style.

As the track lost it's surface of dust it was almost like driving on seal except that it was much harder on rubber which disappeared at an alarming rate. So long as drivers kept to the well-worn inside lane there was little worry or risk of spinning; but if a car drifted out into the piled up loose stuff, much antics - of - correction - of - violent - oversteer were the result. Unfortunately Gary Wellsford got caught in his Anglia van against one of the tram rail posts after clipping the outside banking and spinning. The van went end over end down the straight with Gary making a hurried exit out the rear doors before the van stopped rolling. A sad sight, but fortunately Gary was not injured.

Lots of fun, and good practice for driving fast on unsealed surfaces.

Robin Curtis.



"I think you're putting in too much air."

THE SATURDAY EVENING POST

TE MARUA SPRINT 13-12-70

				St.1	F1	F1	F3	F3	F3	F3	F3
0 - 1300 cc											
1ST	20	J.MINES	FIAT	2392	2212	2366	8914		9120	8448	8441
2ND	9	M COFFEY	PREFECT	2577	2446	2474	105.10				8520
3RD	10	R.CURTIS	MSPRINT	2628	2537	2306	8924	8683	8773	8595	8521
4th	2	W.HUYFORD	ANGLIA	2679	2414	2379	9193	8883	8655	8602	
5th	1	J.PFEFFER	ANGLIA	2853	2516	2608	9280	9032	9080	8810	
6th	5	I.CRICHTON	MINI	2727	2352	2337	9173		9130	9131	8840
7th	134	W.KAY	ANGLIA	2681	2360	2409	9145	9125	9030	8918	
8th	16	K.NAYLOR	MINI	2607	2318	2254	9170	9164	9088		8968
9th=	17	G.EAST	MINI	2547	2235	2239	9107	9043		8998	9040
9th=	18	W.AUHTON	MINI	2591	2328	2286	9271	8998			
11th	30	T.JEWELS	MINI	2816	2482	2348	9505	9420		9359	9359
1301 - 1600 cc											
1ST	14	P.PARNELL	FIAT	2368	2246	2176	9160	8560	8432		
2ND	23	M.GALVIN	ANGLIA		20.81	2106	8771	8574		8476	8500
3RD	15	T.HVID	FIAT	25.99	23.75	2295		2981			8635
4th	24	K.GEORGE	ANGLIA	2193						8729	8719
5th	21	G.WELLSFORD	ANG.VAN	2561	2181	2193			8761		
6th	22	J.SWAN	CAPRI	2649	2564	2444	9366	9085		9080	9028
7th	13	D.FIELDER	VITESSE	2585	2268	2207	9249	9058	9254	9055	
8th	8	T.DOYLE	GAZELLE	2648	2321	2264	9339	9079	9103		
9th	6	D.HANDLOCK	VOGUE	2742	2386	2416	11067	9571	9375	9245	
1601 & OVER											
1ST	26	A.CAMERON	MONARO	2318	2095	2128				8422	8354
2ND	12	J.GLADHILL	ALFA	2628	2505	2328	9184	9190		9168	8817
3RD	3	G.CARTER	FIAT	2654	2849	2308	9467	8938	8895	8983	8974
4TH	25	D.TAIT	VIVA	2571	2252				8911	9404	9330

Only one vehicle at a time will be permitted to compete on a hillclimb course. This will stop us running two cars at a time as was done experimentally at Alexandra Road recently. Insurance and communication difficulties are given as the reason.

The cost of changing from a restricted competition licence to a national competition licence is $3 and to change from a national licence to an FIA licence costs $5.

Competitors are reffered to NCR 137 regarding the size, position and colour of competition numbers on vehicles.

Current regulations for Autocross and Rallycross events will remain in force for the time being but will be reviewed from time to time.

The points applicable to the Gold Star Hillclimb series will now be the same as the Rally and Trial series.

The total number of meetings taken into account for computation of the final results of the Rallies and Trials series will be a driver's six best performances.

SOCIAL AND PRIZEGIVING

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NOGGIN AND NATTER EVENING

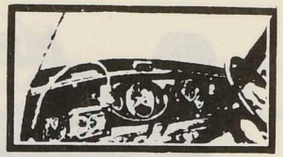
Our first Noggin and Natter evening was held recently in the Dunbar Lounge of the Midland Hotel and a good sized crowd was present and the evening was voted a great sucsess. Hero of the evening was Dave McKinney who was required to drink the yard of beer for his part in the Teretonga television presentation. Graeme Noblet was called upon to assist Dave during the latter stages of the ordeal.

STOLEN STOLEN STOLEN STOLEN

During the past few months the club has lost two Pye 2-way radios through theft from motor vehicles. It appears that someone is collecting radios in this manner. Members are asked to take note of anyone using such radios that would not normally have use for them and advise the commitee in such event.

HALDA

SPEEDPILOTS & TRIPMASTERS





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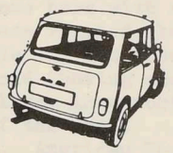

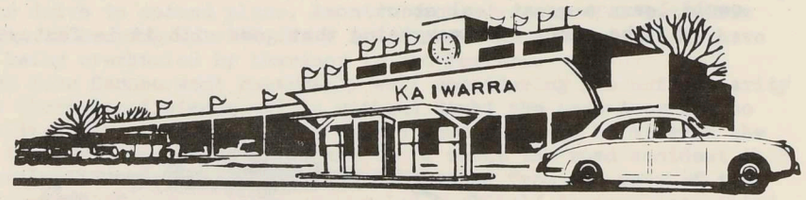

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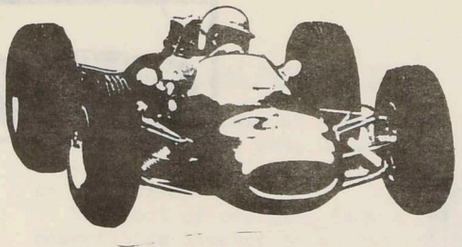


Bay Park International

BY ROBIN CURTIS

The Mount's the place at Christmas, or so I was told. So instead of heading for Nelson for the Christmas break, I decided to try the Mount, not for the surf, but for some fantastic big saloon racing.

And fantastic it was too, with two Australian Camaros and one American one, plus Fahey's Boss 'Stang, the Collins Falcon and of course all the other N.Z.saloons, this could only be a tremendous sight and sound, particularly on the opening laps of the three saloon events.

However, 'twas our own Paul Fahey who rather stole the show, rompming away with all three races with good old Rod Coppins tailing him home all the way. The Aussies just didn't have too good a day of it,,Terry Allan breaking an axle in the second rade and Bryan Thomson losing it and severely clouting a bank after the car jumped out of gear in the last race. Joe Chamberlain,in the now familiar Trans-Am Custom Card Camaro, rapidly earned himself the reputation of somethimg of a hard charger as he attempted to force his way through from a lowly grid position in the first race and collected John Riley, damaging both cars.

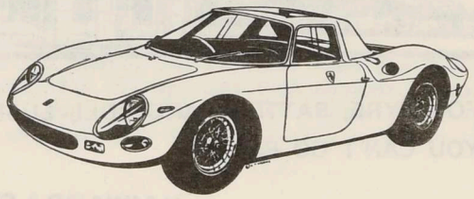
It just wasn't Riley's day, as in the last race he clouted a fence with the rear of the Mustang on one lap and then after a 'touch up' with Clyde Collins, went half way through the fence on the next lap with the car sitting perched up completely in the air astride the fence. Collins didn't have a happy day either, the car suffering badly from overheating. He also has the honour of executing one of the fastest spins ever seen on the circuit along the pit straight in practice.

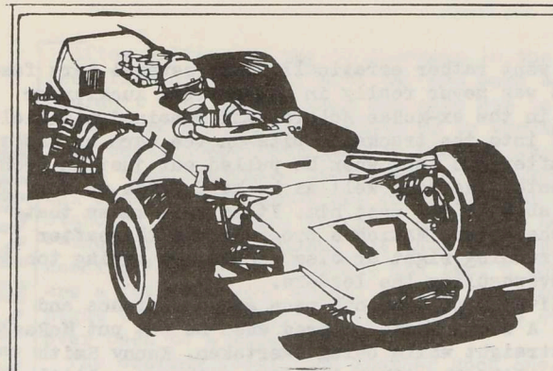
The other 'main race' was the Gold Star race for single seaters which was a two way battle between the Grahams, McRae and Lawrence. McRae won easily despite a dobtful engine and both were under their previous best lap times. The very pointed remarks aimed at MANZ8s decision not to grant the race Gold Star status made by the club's president when presenting McRae with a cardboard Gold Star, must have made a few official people blush.

Point of the whole meeting was that it does not take Tasman or Gold Star status to attract crowds to a car race meeting. The meeting had no official title and yet attracted a crowd of over 25,000 people. That's promotion, something that Levin could learn a great deal about.

P.S. The surf, and everything that goes with it is fantastic at the Mount too.

Robin Curtis.





ROTHMAN'S

'71 International Tasman Championship

LEVIN MOTOR RACEWAYS

A new 8 race format was used at the Tasman International meeting at Levin on January 2nd. Patterned after overseas race programmes the idea did not work out too well as fields in all the supporting car races were very thin indeed (with the exception of the F.V. race). The field of saloons was the poorest ever seen at Levin although, of course, they were not the main reason for the meeting.

After breaking the late Jochen Rindt's lap record in practice Graham McRae was hot favourite for the Tasman race and lived up to expectations by clearing out from the field at flagfall and maintaining position approximately half a lap ahead of second finisher Neil Allen for the entire race. McRae slowed toward the finish of the race and it was obvious that he could have increased his pace had he been really pushed.

Chris Amon finished third after a disappointing showing in the March with John Cannon driving an excellent race to bring his McLaren home in fourth position.

A good field was scheduled for the Tasman race but several non-started (Max Stewart,Robbie Franicivic, Brian Faloon and Americans,Galloway and Brown). Faloon was unable to complete the Porsche installation on time while Galloway and Brown destroyed each other's cars in seperate accidents during practice at Pukekohe and Levin. Attempts to make one raceable car out of the two wrecks failed. No doubt incidents like this make the promoters happy that they are working on a prizemoney system instead of a starting money system.

Frank Gardner and Malcom Guthrie were still tied up in South Africa, being held to their European contracts, and were unable to start. McRae drove a superb race and no doubt thoroughly upset the Australians who were understandably disappointed at being 'blown off'. Sydney real estate man, Neil Allen was very smooth and steady in his unspectacular drive to second place. Amon's March was colourful but Chris found some difficulty in keeping up with the 5 litre cars and must certainly have been worried after being overhauled by Lawrence in the Ferrari.

Fourth place man John Cannon went remarkably well considering his unfamiliarity with Levin and it's short lap distance and is without doubt the best American to come here with a 5 litre car. Lawrence was in superb form although he started the race worried about the car's engine and also concerned about the road accident that his rig had been involved in earlier in the day. He started from the rear of the grid (having missed practice) and steadily overhauled the field to move into third place. An unfortunate shunt at the hairpin with Radisich's McLaren dropped him out of the race.

American Formula B champion Mike Eyerley drove well but a fractured oil tank resulted in much smoke and his subsequent retirement.

Kevin Bartlett's Mildren-Chev went rather erratically with several very fast laps and several very slow laps but was never really in contention. Aucklander Frank Radisich drove a steady race in the ex-McRae McLaren and remained mid-field throughout. Frank Matich pulled off into the trackside pits on the warm up lap and did not rejoin the race until after two laps when he pulled out just in front of McRae. He chose his time to re-enter the race well as he held McRae up for a number of laps before Graham was able to get past him. It is well known that there is little love lost between these two. Matich's progress was thereafter erratic and either his car was not running right or else he was not tryihg too hard as he stood little chance of overhauling the leaders.

Matich's team-mate, Don O'Sullivan kept a smooth pace atmid distance and was obviously learning the circuit. A close shave occured when he put put McRae out on the dirt at the end of the straight while beimg overtaken. Kenny Smith had his new Lotus 69 going well but, like the other 1½ litre cars,was a little out ofbreath.

A very impressive performance came from Dave Oxton in the Lotus 70 who kept in the main bunch for most of the race. His driving was one of the highlights of the meeting. Belgian Teddy Pilette was a stranger to these climes but drove a steady sensible race just behind the leaders.

Americans Noyes and McCaul had 1800cc cars and although never in contention Noyes was very impressive and would seem to be quite a skilful pilot. The remainder of the field comprised Dexter Dunlop, Cary Taylor and Baron Robertson in 1½ litre cars.

As mentioned previously the saloon field was very poor with some hot shoes non-starting. A grand total of 21 saloons were present which was quite disgusting considering that FIA licences were not required. The racing was reasonably exciting with Greg Dervan clearing out from the field in the under 1000cc race from Barry Phillips and Co. The result of the race upset some of the competitors who felt they should have won and it was suggested that an engine strip be done on the winning car. As the driver concerned refused to do this his place was forfeited.

Coppins won the race for the big iron after overhauling early leader Riley at the halfway mark. Most impressive was Clyde Collins in the PDL Falcon. Collins providing exciting viewing for the spectators on almost every lap. Collins held third place throughout the race. Jim Richards retired the Radio Hauraki Escort after a brush with the scenery at the hairpin.

An exciting race was progided by the Formula Cs which proved to be just as exciting and dangerous as in England. Race was eventually won by Peter Hughes. During this race Bob Allen put the Begg into the bank at Lake Bend. A very large field came out for the excellent Formula Vee race which was won by George Hetterscheid.

For the future, the promoters would be well advised to return to their original date after Pukekohe if possible and also rake up some more saloons (even club saloons) for at least two additional saloon races.

ATTENTION ALL TROPHY HOLDERS

As our Annual Prizegiving is to be held at the Social following the Houghton Bay Hillclimb on March the 6th.it is essential that all current trophy holders return their trophys to Alan Brough immediately. LIKE NOW!

MOTOR RACING N.Z.G.P. PUKEKOHE

After jolting my way to Tauranga in the louvred roller skate, I didn't feel like driving all that way and more again a week or so later but couldn't find anyone else who also had to work on Friday so I fired it up after work on Friday and shot up to Auckland. Despite what you may hear from certain members who also stopped at a certain Cambridge Burger bar about some fantastic time for the journey by a 'funny Mini fing' - it's all lies, true!. Actually, as we stopped outside the bar (burger) a Standard Ten stopped in front of us and out clambered three teenagers, rather weary also. Found out that they were also from Wellington and heading for the Gee Pee but had left 5 hours before me! Good to see there are a few keen kids around anyway. Arrived at the circuit and spent the night with many others asleep under the stars - 'twas the earliest I've ever been to a motor race.

The meeting itself was another good one, with an exciting main race and excellent supporting races. Star of the meeting as far as the crowd were concerned was no doubt Norm Beechey in his fabulous yellow Monaro. Somehow, the NZIGP men had managed to get Joe Chamberlain appearing also despite an'exclusive to Bay Park' contract. These two did a demo run for the public during the day with Stormin' Norman's fantastic wheelspin dragster-type take off really thrilling the crowd.

In the race in which they competed Beechey just left everyone for dead - and how. The Monaro is immaculately turned out, looking almost standard except for it's huge rear wheels, but it is extremely rapid and Beechey didn't seem to be really trying all that hard. Paul Fahey looked as though he may be able to hold Beechey and apparently turned in a quicker lap time than Norm, but then had the mother and father of high speed spins at the end of the pit straight, the car sliding sideways for hundreds of yards across the wet grass until it hit some big tyres. Chamberlain's car had something fall off it so he was no threat.

The Gee Pee itself was another cracker of a Tasman race with McRae looking like he had it all sewn up, until firstly Allen closed on him and then passed and then Matich - and if McRae just let Matich go past like that, you can be certain that something was wrong. Apparently it was - in the gearbox department which wasn't changing properly and had the wrong gear in it, meaning that McRae had to strain his borrowed motor to keep up. If ever I expected McRae to spin off in a big way it was after Matich had passed him, but it seems our Graham is losing his raggedy edge and is maturing into a very good, smooth and polished driver.

A pity also that Guthrie crashed through no fault of his own (Noyes spun in front of him, as he was obviously playing a waiting game. I wasn't over impressed with Oxton in the March as he seemed to be struggling and jerky with his gear changing - still, for his very limited experience in any racing cars he did well to handle this difficult version of a Formula One car so well. With the cliff hanger finish between Allen and Matich, and the usual G.P. confusion at the end, this was undoubtedly one of the best races ever held on the circuit.

Apart from the cars, there was another attraction, a Miss Coca Cola contest at lunchtime, the winner of which had more —— than most of the cars, and a simply fabulous suspension system.

So, after watching the World 30 laps championship at Western Springs Speedway, it was back home and apparently some apologies are due for snubbing the odd club car as we went past - it is just that it is rather hard to identify cars when all you can see is their hubcaps.

Robin Curtis.

MOTOR RACING - LADY WIGRAM TROPHY RACE

After the first two exciting Tasman races it was to be hoped that the third would be somewhere near as good. However, the wide open spaces of the Christchurch airfield circuit seemed to seperate the cars and a surprising number broke down or crashed.

Mike Eyerley set the pace by ploughing his beautiful TS5 Surtees into the hanger on the warm-up lap! - it seems a suspension part may have broken. Then, as the cars set off from the rolling start, Frank Radisch, who had unknowingly received a puncture on the rolling lap, spun as a result in the first corner Chris Amon's March (since the Lotus 70 had dropped a valve in practice). Chris took half a lap to get going and then began a tremendous drive for a few laps as he caught the field and eventually worked up to fifth place. However, the race was all McRae's and he spread-eagled the field. At one stage Matich closed on him but he was conserving his car as a piece of paper had blown in the air intake. McRae drew away a little and then Matich struck trouble when Pilette blew a tyre at the hairpin, a piece of which struck Matich and his aerofoil. John Cannon had been pushing Matich hard but as they came up to lap Matich's team mate O'Sullivan, Don let Matich through then he chopped across Cannon's line as they entered the loop which resulted in Cannon spinning into the bales and drums. Exit a very angry Cannon who was seen taking O'Sullivan aside in the pits and letting him know exactly what he thought of such tactics.

Gardner was having handling problems, the car apparently not quite right after Pukekohe, and a delighted Lawrence just pipped him for third. Lawrence was absolutely delighted having broken his Wigram jinx, this being the first time he had finished a Wigram in about 7 years.

If the main race wasn't much then the supporting races were, particularly the saloons. The first saloon race (Bank of NSW) was a cracker as Fahey got away to a poor start - the Escort had to chase a very rapid Coppins just getting him under breaking near the end. Collins and Marwood (in the Chamberlain Camaro) were hard at it until the Falcon's gear linkage broke, when Richards took over, Halliday and Crosbie in their Escorts, the immaculate Silcok 3.8 Jaguar and Boyle's Viva, and other odd battles all raged throughout the field.

Fahey won the other two (Mercury) races in his Mustang quite easily. Collins collected the Camaro in this race and it was seen that the Camaro was packed with lead, apparently to bring it up to the Trans-Am weight limit - so that won't be there for long.

Some interesting cars appeared for the Wigram practice, like the Bryan Faloon Rorstan Porsche which was circulating as quickly as the Ferrari in early practice, but they weren't happy enough with it so it was all packed

up and off to Australia to sort it out.. Likewise Francevic wasn't happy with his interesting Katipo, nor Mardon with the new Begg FM4 which looks really quite professional and is smartly turned out in red and yellow.

Two features of the day were the big Harvey Elfin being passed by Heney's Formula Ford (the Elfin had clutch slip) and Jim Richard's fantastic display in the last race in the Escort, particularly around the hangard and loop were he had the car tweaked up at some fantastic angles. Fabulous.

Robin Curtis.

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Advertisers are required for this bulletin to help allay the ever rising production costs. Any members who have knowledge of any possible advertisers are asked to advise the bulletin editor for further information.

QUEEN ELIZABETH PARK GRASSTRACK : 25 JANUARY 1971 : WELLINGTON CAR CLUB :

Picture the scene -- hot sunny weather , the sea, the beach , blue sky, light breeze and DUST.

Aniversary Day heralded the Clubs first full blooded grasstrack meeting at Q.E.P. Many hours of well planned and devoted time was evidently spent in the preparation of this event, and it must be a blow to the Speed Committee and Warwick Kay to have so few competitors turn up.

Please be assured Speed Committee that those who did compete had a power of fun and your efforts were appreciated.

The entry was low - 9 vehicles and 4 stock cars (one to suffer a slight mechanical malfunction in its engine during practice) to those who didn't come,it blew up. Most of the rear engined rear driven demon machinery arrived along with Rex Carkeek's grasstrack special - a 2 litre Citroen engined F.W.D speedster.

The most spectacular however were the standard production vehicles with front engines and R.W.D. To see the Datsun and the Viva G.T. come down the 'yumpy' straight was fantastic.

Q.E.P. unfortunatly is mainly all sand and after a few races the topsoil cut up and deep furrows appeared making the racing quite exciting as along with this visability was often zero due to the dust.
However the day passed without incident (Rex blew the gearbox and bell housing of the Citroen on the line and a Morris 1100/1275 rolled a tyre off its rim) and the generally pleased spectators and competitors went home for well deserved baths. (The dust you know.)

GRASSTRACK RACE MEETING - QUEEN ELIZABETH PARK 25-1-71

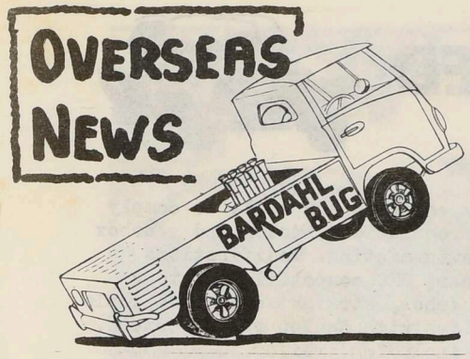
PRACTICE TIMES

R. TIPPETT	No 1	DATSUN	1595 cc	36.6			
A. HOWE	2	FIAT 600	1192 cc	39.0	38.3	36.7	39.9
N. CRIGHTON	3	M.COOPER	997 cc	39.5	39.6	37.5	
D. TAIT	4	VIVA GT	1995 cc	41.6	41.5	42.4	42.6
B. PARNELL	5	FIAT UW	1496 cc	34.6			
J. MARCHBANKS	6	MORRIS 1100	1275 cc	37.1	37.2	38.3	37.0
R. CARKEEK	7	CITROEN	1911 cc	34.5			
I. CRIGHTON	8	M.COOPER	997 cc	37.00			
P. MAIR	14	IMP	875 cc	43.2	41.7	41.3	41.2
STOCK CAR	64			38.5	38.6	38.0	
STOCK CAR	63				43.6	42.0	
STOCK CAR	61			42.7			

RACE 1 1st - 14 (4.06.00) 2nd - 4 (4.06.05)
2 1st 6 (3.39.00) 2nd 8 (3.48.00) 3rd - 1 (3.50.01) 4th 3
3 1st - 1 (3.50.03) 2nd - 3 (3.56.00) 3rd - 2 (4.15.08) 4th - 4 (4.18.00)
4 1st - 6 (3.49.02) 2nd - 8 (4.02.00) 3rd - 14 (4.05.00)
5 1st - 1 (3.27.01) 2nd - 5 (3.31.09) 3rd - 6 (3.45.5) 4th - 3 (3.47.4)
6. 1st - 8 (3.44.01) 2nd - 2 (3.54.02) 3rd - 14 (4.01.02)
7 1st - 5 (7.18) 2nd - 1 (7.20) 3rd - 14 (7.44)

STOCK CAR RACE TIMES - CAR 64 - 4-18-5
63 - 4-21-4 3-40-2
61 4-31-7 3 30

The speed committee would like to thank, the marshals, Roy Gregory and friends for their assistance



The future of Silverstone has now been secured as the British Racing Driver's Club has purchased the property outright.

Jackie Ickx has resigned from the Grand Prix Driver's Association over a dispute on driver safety.

Ferraris will probably run on Michelin tyres in 1971.

The Morris Minor Traveller, the Morris Oxford and the Austin 3 litre have been dropped from the BLMC range. This leaves the 1800 Series as the biggest car im the Austim and Morris range.

English food manufacturers, Brooke-Bond Oxo have signed a three year contract with John Surtees to sponsor Surtees team of three TS7 cars. Drivers will be Surtees, Rolf Stommelin and David Hobbs. Bob Walker and Graham Hill are also associated with the venture although Hill's plans for 1971 are still obscure.

Howden Ganley is to join the BRM Formula One team as partner to Pedro Rodriguez and Jo Siffert.

Peter Berthon, one of the original designers of the BRM, died recently in South Africa while on holiday.

The International Wool Secretariat is to sponsor the 1971 British Grand Prix. The race will be known as the Woolmark British Grand Prix.

The Mexican Grand Prix has been dropped from the 1971 world calendar.

The Chapparal vacuum cleaner car has been banned by the FIA but Hall is supposedly working on a similar design that will satisfy the FIA.

Holland's Zandvoort circuit is to be converted into a housing estate.

All entrants in the1971 World Championship will be required to qualify in practice. There will be no more automatic starting positions.

A major speedway for USAC stock cars is being built in Florida not far from Daytona.

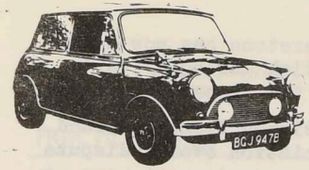
Chris Amon's 1970 F1 March is to go to Tom Wheatcroft's museum.

Mohn Miles has joined the F1 BRM team as a test driver and will have some F1 drives.

Jaguar's new V12 motor will be introduced into the XJ 6 models this year. Productiom of the 420G (Mk 10) will cease.

It is interesting to note that former English racing driver, Lance Macklin, is the proprietor of an Otaki fish and chip shop. Macklin was one of England's leading drivers in the post war decade having competed in the Le Mans race eight times. He also drove for HWM and Aston-Martim. He retired from racing shortly after the 1955 Le Mans disaster in which his Austim Healey was unfortunately involved.

The Rolls Royce Company has gone into receivership, the engine division will be salvaged by the Government but the car division will be sold off to the highest bidder.



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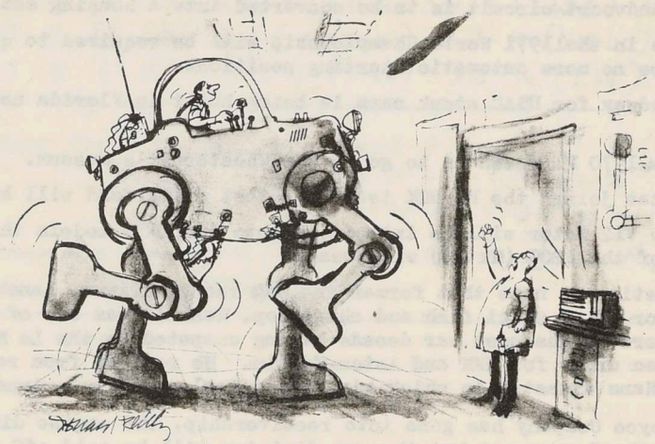
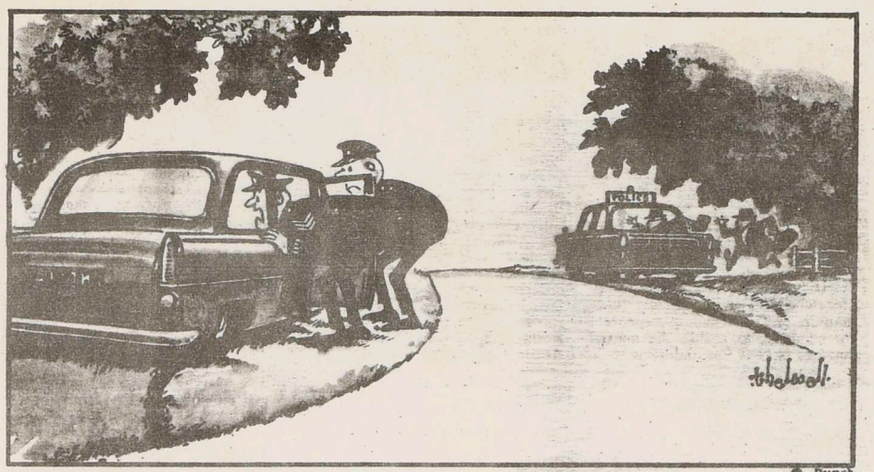
FOR SALE ANGLIA full race 1200cc. $1200
ZEPHYR, Mk 1, excellent motor. $525. Phone Alan Brough at 862-338 (H)

FOR SALE 1500cc full race Cosworth motor as used in Lotus 27. Phone Graeme Noblet at 836-564.



"Damn it, Fennelman, for the last time—the people from the Pentagon will not want to see it samba!"



"Just as I thought — they've switched cars." © Punch

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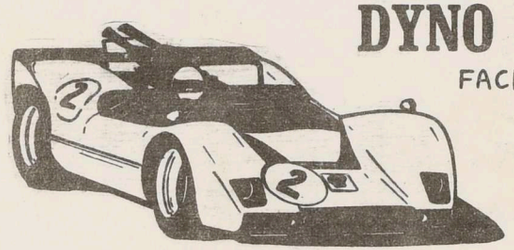

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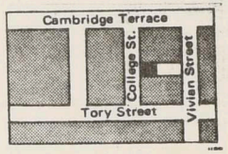

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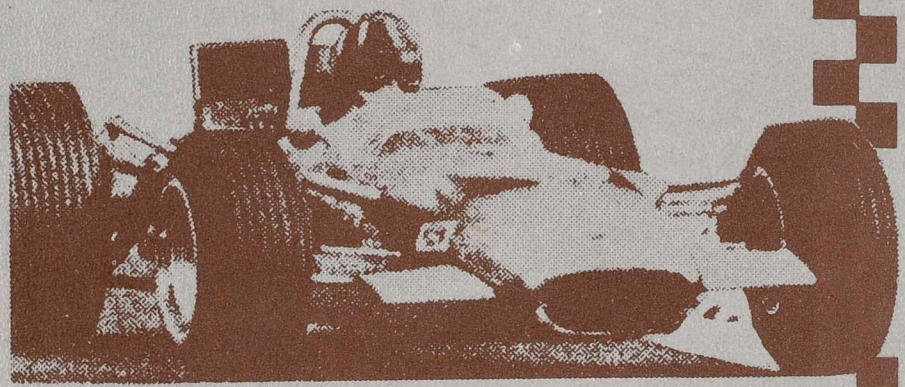

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MOTORING NEWS

MARCH 71

BULLETIN

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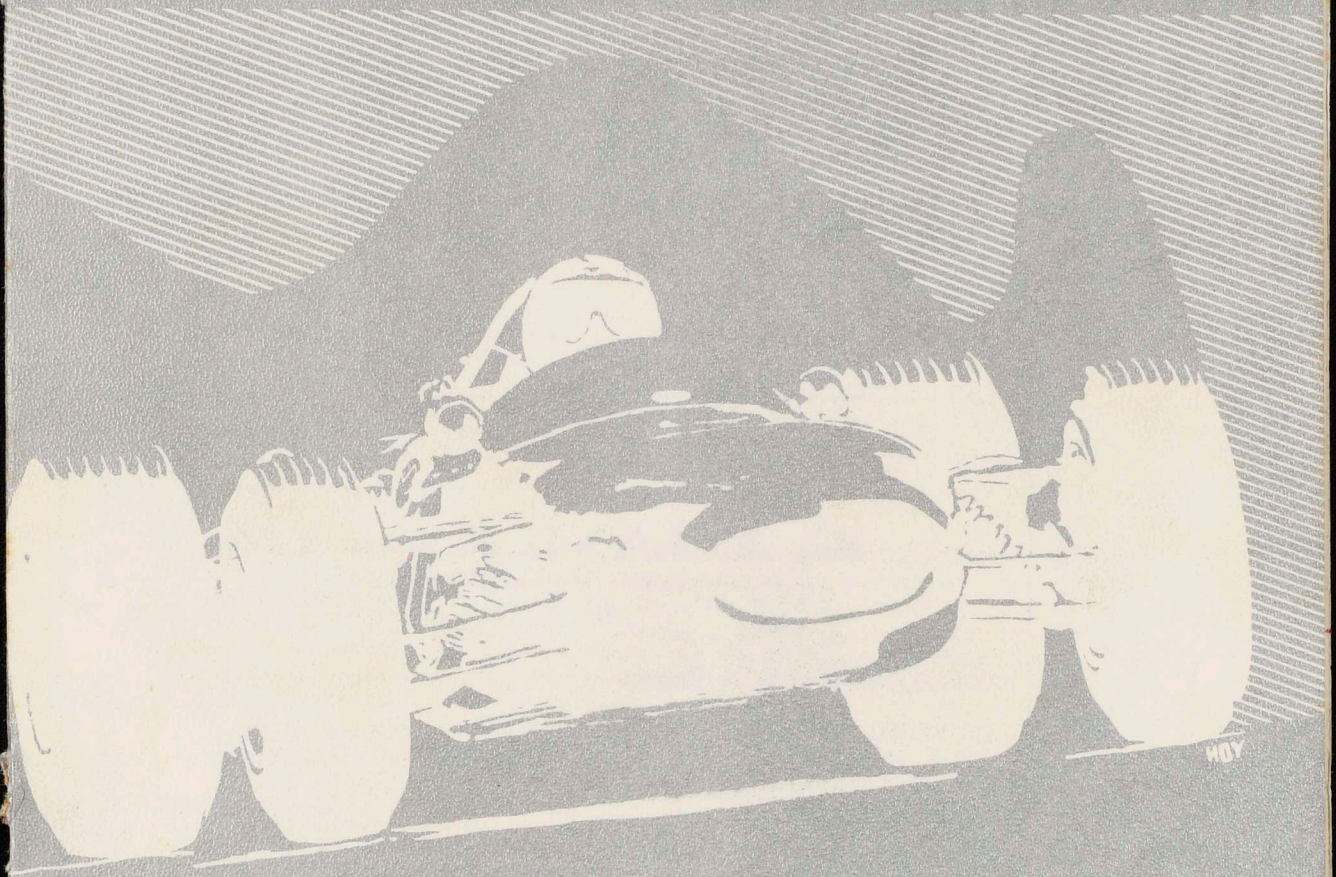

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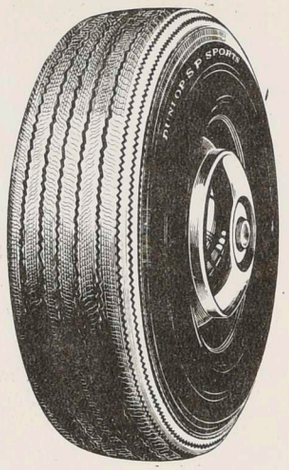

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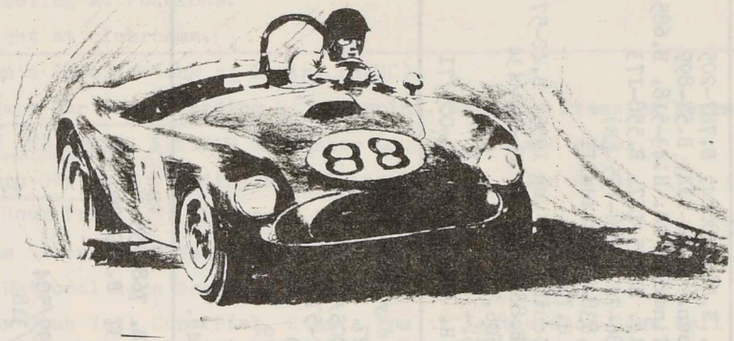
MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB



FROM THE EDITOR

With the Tasman Series tucked under his belt our man Graham sets off to Europe for pole seat in the McLaren F5000 team. With a choice of select machinery at his disposal there is no reason to suppose that he can not triumph in the European series and it will indeed be a surprise if Graham does not find a seat available in the Formula One team toward the end of the season with a Can Am drive also on the cards. The Wellington Car Club is well om it's way to having a World Champion in it's ranks.

Those who missed Al Mundy's efforts in the Canadian Grand Prix a couple of Thurddays ago, really missed a treat and I bet Mario Andretti had his tongue in his cheek when he said 'I hope I'm doing the right thing'. A little bit of name juggling provided a reasonably realistic scene to impress the peasants and, for all it's jarring aspects, it was still a pleasant change from watching the old M.G.Magnette drive up and down the street every week.

The facts are at last being realised about the high percentage of road deaths involving alcohol and the Government and other bodies are all making distressed-type noises but they might as well keep their mouthes shut until they are prepared to tackle the problem where it starts - outside the hotels. There is little chance of this with our present 'don't rock the boat' Government. After all, whats a hundred or so lives compared to upsetting the tax-paying drinkers and breweries.

MARCH - 1971 Contributors - Warwick Kay, Glen Kennar, Ian Shepherd, Murray McGuire, Warren Denton

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FORTHCOMING EVENTS

SAT. 13th. MAR. Foote Cup Trial (H.V.M.C) Starts 7.30pm at Riverside Car Park.

SUN. 14th. MAR. Race Meeting at Pukekohe.

TUE. 16th. MAR. Clubnight at clubrooms.

SAT. 20th. MAR. Clubman's Race Meeting at Levin. (HVMC)

SUN. 21st. MAR. Wairarapa Car Club Standing Eigth Sprint. Waingawa Freezing Works.

TUE. 23rd. MAR. NOGGIN AND NATTER EVENING at Dunbar Lounge, Midland Hotel.

SAT. 27th. MAR. Manawatu Car Club Standing and Flying Quarter, Glen Orua.
Eight Hour Trial. Mt Maunganui Car Club.

SUN. MAR. 28th. Rotorua Grass Track Meeting.

SAT. APR. 3rd. Levin National Race Meeting.

SUN. APR. 4th. M.G.Car Club Wall Cup Trial. Starts 1pm at Featherston Town Hall
2 hours, barbeque at finish. No maps, Targa timing. Bring food etc.
A good representation from our club will be required to win back the Wall Cup.

TUE. APR. 6th. MONTHLY NIGHT TRIAL organised by Peter Martin.

SAT. APR. 10th. AUTOCROSS at Queen Elizabeth Park.

SUN. APR. 11th. Bay Park National Race Meeting.

SAT. APR. 17th. Hawkes Bay Car Club Colledge Rd Hillclimb.
Lemon and Paeroa Rally (Thames Valley Car Club)

SUN. APR. 18th. INTERCLUB GYMKHANA at Queen Elizabeth Park at 10am.
Pukekohe National Race Meeting.

TUE. APR. 20th. ANNUAL GENERAL MEETING

SAT. APR. 24th. Standing and Flying Quarter at Middle Rd Raetihi. (Taumarunui Car Club)

SUN. APR. 25th. Wairarapa Car Club Invitation 8 Hour Trial. 210 miles. Starts 9am in Masterton.
Race Meeting at Ruapuna.

TUE. APR. 27th. NOGGIN AND NATTER at Dunbar Lounge, Midland Hotel.

SAT. MAY. 1st. Auckland Car Club Gold Star Trial.

TUE. MAY, 4th. NO MONTHLY NIGHT TRIAL

MAY 5th to 9th. HEATWAY INTERNATIONAL RALLY

SAT. MAY. 15th. Wairarapa Car Club Kourarau Rd Hillclimb.

SUN. MAY. 16th. Interclub Gymkhana (M.G.Car Club)
TUE. MAY. 18th. CLUBNIGHT
SUN, MAY. 23rd. GYMKHANA.
Race Meeting at Ruapuna.
TUE. MAY. 25th. NOGGIN AND NATTER
SAT. MAY 29th. Standing and Flying Quarter at Hughes Line. (Wairarapa Car Club)
TUE. JUN. 1st. MONTHLY NIGHT TRIAL.
SAT. JUN. 5th. Northern Sports Car Club Gold Star Trial.
SUN. JUN. 6th. LADIES TRIAL

TROPHY WINNERS FOR 1970/71

Hansen Trophy for all events. P.Martin.
Roland Clapperton Trophy for non-speed events. P.Martin.
Morgan Trophy for most ardent worker. Leonie Brough.
Gibbons Trophy for FTD at Palmer Head. A.Cameron.
D.P.Fisher Trophy for FTD at Alexandra Rd. W.Fuller.
Vintage Wickham Trophy for committee worker. M.Thompson.
H.E.W.Silver Trophy for under 1000cc flying quarter. G.Lang.
Slade Jones Trophy for standing quarter under 1100cc. G.Lang.
Howard Tolley Cup for standing quarter 1500-3000cc. P.Gentry.
Jubilee Rosebowl for fastest saloon at Alexandra Rd. W.Fuller
Dobbie Bros. Trophy for standing quarter unlimited. R.Rimmer.
Grant Trophy for flying quarter unlimited. R.Rimmer.
Speed Trophy for most sucsessful overall speed competitor. J.Mines.
Honeypot Trophy for Honeypot Trial. P.Martin/E.Conroy.
Thornton Trophy for gymkhanas. P.Martin.
McMillan Rosebowl Trophy for Autocrosses. J.Mines.
Duncan McKenzie Trophy for Area Six Hillclimbs. W,Fuller.
Monthly Night Trial Trophy. P.Martin/E.Conroy.
Nu-Tread Trophy for 751-1100cc Houghton Bay. G.Noblet.
Wgton Car Club Trophy for 3001-5000cc Houghton Bay. A.Cameron.
Friendly Car Sales Trophy for under 1500cc saloons Houghton Bay. J.Mines.
Sheridan Enterprises Trophy for fastest saloon Houghton Bay. A.Cameron.

WELCOME TO THE FOLLOWING NEW MEMBERS WHO RECENTLY JOINED

G.L.WILLIAMS	G.W.DRAPER	A.R.McINNES
J.S.SINCLAIR	MISS F.DWYER	P.A.COURY
T.M.PULLEN	D.R.FLAUS	M.R.JOHNSTONE
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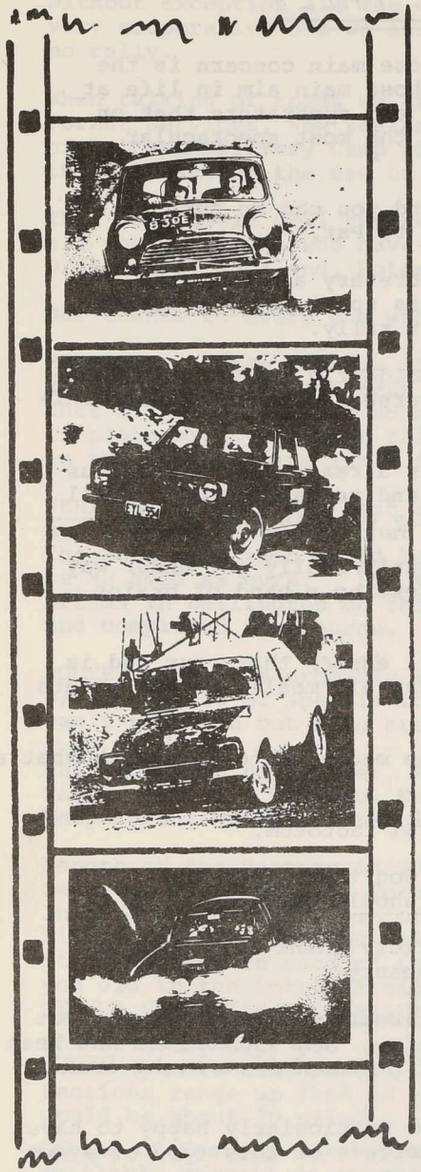

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All petrol will be paid and full dummy run section will be held for all marshals.....

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KEN TUBMAN.... BOB HOLDEN
'GELIGNITE' JACK MURRAY
plus many others including
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teams!

HEATWAY INTERNATIONAL RALLY

THE COMMITTEE

The Rally Manager is Murray Thompson whose main concern is the coordination of all the committee and whose main aim in life at the moment is to assure the competitors and spectators that on the 5th May they will compete in or see the most spectacular rally ever held in New Zealand.

Pat Tollan is our very able Secretary and you can be sure of a prompt reply to anything addressed to Pat.

John Thomson is our very dry minutes secretary and also the person who over the last three months has spent hours assuring you of a very interesting route for your rally.

Ian Pinkerton our club president who incidently is competing has taken upon himself to coordinate all overseas competitors and initially see to their well being.

Ed Conroy our communications officer has already done a fabulous job in that we are now assured of Auckland to Wellington overall radio coverage which is a must in a rally of this size.

Ray Duffel who's job as results man doesn't really get under way till the rally starts but who is busy getting a band of brains trusts about him already.

Max Garey accommodations officer who will ensure that your bed is ready and there when you need it and that all meals, refuel points etc. are open and on the job.

Dave McKinney our guff man who keeps the media up to date with what's happening.

Peter Mair last but not least our general factotum.

Now you know who we are and what we do don't hesitate to ask for any particular information you should want.

CO-OPERATION. Firstly we wish to publicly thank all those who are helping to make the '71 Heatway a beauty.

Firstly Mr John Wells, Sales Manager of Heatway Industries without whose sponsorship there would be no rally. His enthusiasm has been fantastic in fact I think with a bit of persuasion we might even get him to compete.

Mr Roy Johnson of Castrol Ltd. We were particularly happy to have Castrol come to the party as their experience of this type of event will be invaluable. Their generous donation of special prizes will also be appreciated by competitors.

Mr Ron Hatfield of Hatfield Electronics, Napier who has made available his firm's radios that will allow us end to end communications at all times and thus enhance the safety factor of the rally.

Without exception all the Counties through which we pass have been very cooperative and we all know that without roads there would be no rally.

When talking of roads we are especially grateful to New Zealand Forest Services, New Zealand Forest Products, and the Commandant of Waiouru Military Camp who have all offered the facilities of their areas for the use of the Heatway.

This list could fill the rest of the bulletin but we must mention all the Car Clubs who have helped and the various Public Relations Officers at Auckland, Rotorua and Napier.

Our thanks to every one who has helped in their various ways.

ENTRIES. These are now starting to roll in from both our local talent as well as overseas hopefuls. A point to remember is that although entries do not close till later your early entry complete with your past rally record could assure you of a place in the seventy-five limit field.

VEHICLES. Over the last few weeks we have had a number of enquiries as to the type of car that we think would bemost competitive. The answer to this would be that class for class your guess would be as good as ours. BUT the boys who will be walking away with the prizes in Wellington on the 9th May will be those who have finished and completed the course. (IN ONE PIECE)

ROUTE. This is probably what everyone wants to know, and is causing a lot of speculation. A lot of the detail obviously we can't tell you but here are a few facts to get your teeth into:

Main Towns en route are: Auckland, Hamilton, Tokoroa, Rotorua, Taupo, Opotiki, Waiouru, Napier, Palmerston North, Whakatane, Waipukurau, Wairoa, Turangi, Levin, Hastings, Wellington.

Length of the Heatway is 2000 miles. Total mileage of Special Sections 1200 miles. Total miles of Rally stages 800 miles. In other words for those of you who have competed in either Silver Fern Rallies you will be competing in a greater special stage mileage in each of the four divisions of the "Heatway" than you did in the total of either of the Silver Ferns. THIS IS WHY WE EMPHASIZE RELIABILITY.

ROADS. Every type you can think of. Circuits (seal ang grass) Forest roads (pumice and gravel) County roads (seal; shingle; clay) Special Sections range up from 10 miles to 50 miles although the average would be about 20 miles.

Copies of Heatway Regulations for interested competitors are available as well as extra copies of this bulletin. If there is any other information you wish all you have to do is ask.

Although we the rally committee are working on your behalf we need everyone's support and goodwill and this will be a "Heatway" to remember.

I T I N E R A R Y

AUCKLAND	Rally Headquarters Intercontinental Hotel Ballot Function and Documentation 6 pm - 10 pm Tuesday 4th May, 1971. Briefing 8 am - 9 am Wednesday 5th May 1971. Start of Rally, Queen St, Auckland 10 am Wednesday, 5th May, 1971.
PANMURE	10.30 - 12.15 Wednesday 5th May, morning tea at HEATWAY Factory. Wednesday 5th May.
PUKEKOHE	Via Great South Road, Otahuhu, Papakura, Papatoetoe. Lunch 12.45 - 3 pm Wednesday 5th May.
HAMILTON	Via S.H. 1 Mercer, Huntley, Ngaruawahia. Dinner 5 pm - 7.15 pm Wednesday 5th May.
TOKOROA	Via S.H. 1. Cambridge, Putaruru; refuelling stop 7.30 pm - 9 pm Wednesday 5th May.
ROTORUA	via Tokoroa Forest Areas. Meal break and refuelling stop midnight - 2.15 am Thursday 6th May.
MURUPARA	Refuelling break 4.30 am - 6 am Thursday 6th May.
ROTORUA	Breakfast and Day Stop (sleep) 8 am - 5 pm Thursday 6th May. Rally Headquarters for Rally at Rotorua Soundshell. This includes meals, car park, results and proximity of accommodation. Last car should leave Rotorua 6.15 pm on Thursday 6th May.
WAIROA	Via Waikaremoana, refuelling break at first time in 9.30 pm - 11 pm. Thursday 6th May. Second entry after two special stages for Meal Break Midnight - 2.15 am. Friday 7th May.
OPOTIKI	Via Tiniroto, Matawai, Motu. Breakfast stop 7 am - 9.15 am Friday 7th May.
WHAKATANE	Passage of competing vehicles 9 - 10.15 am Friday 7th May.
ROTORUA.	Lunch and Day Stop (sleep) arriving 12 noon - 1.15 pm. Friday 7th May. Rally Headquarters etc. as before. Cars depart 8 pm - 9.15 pm Friday 7th May.

WAIOURU	Via Turangi and Desert Road, Meal break and refuel 6 am - 8.15 am. Saturday 8th May.
TAIHAPE	Refuelling break 8.30 am - 10 am Saturday 8th May.
NAPIER	Via Gentle Annie Road and Taradale for lunch and Day Stop (sleep) arriving 12 noon - 1.15 pm Saturday 8th May. Rally Headquarters to be Old Council Chambers on Marine Parade. Cars to be held in Marine Parade Car Park. Accommodation in near vincinity. Cars depart 8 pm - 9.15 pm Saturday 8th May.
HASTINGS	Passage of competing vehicles 10.30 pm - 11.45 pm Saturday 8th May.
WAIPUKURAU	Via Tikokino. Meal and refuelling break. 1 am - 3.15 am. Sunday 9th May.
PALMERSTON NORTH	Breakfast and refuelling break 7.30 am - 9.45 am Sunday 9th May.
LEVIN	Via Shannon and Moturoa Flax Farm 10.15 am - 11.30 am Sunday 9th May.
PAEKAKARIKI	Via Otaki, Waikanae, Paraparaumu 11.30 am - 12.15 pm Sunday 9th May.
UPPER HUTT	(Southern end) via Pauatahanui, Moonshine 12.10 - 1.25 pm Sunday 9th May.
WELLINGTON	Via Eastern Hutt Valley, Lower Hutt, Petone foreshore, Hutt Road and Wellington City. First car due Civic Centre 2 pm.

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DON'T FORGET - FOURTH TUESDAY OF EVERY WEEK AT THE DUNBAR LOUNGE, MIDLAND HOTEL at. 7.30 PM. BRING YOUR WIVES AND GIRLFRIENDS..... The Noggin'n Natter evenings are becoming more and more popular ....Don't miss out!

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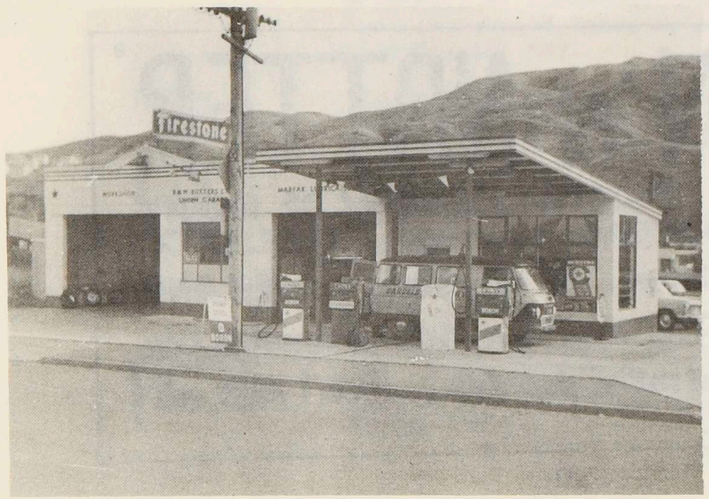

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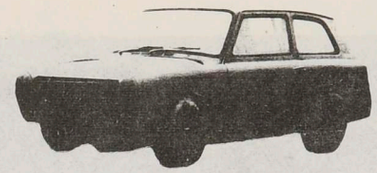


Lurking in the depths of the Bay of Plenty is a Ford Zephyr Mk 4 powered by a 7.7 litre Continental aero engine.

Tyrell Turtill, constructor and driver of the radical, aero engined Continental Special sports car was killed recently when the Daimler SP250 that he, and fellow engineer Gary Mullholland were travelling in, crashed into a paddock at Harewood. The car involved in the crash was the same one that was involved in the Avenger/Daimler contretemps in the last Silver Fern Rally. Tyrell was also well known as a former owner of the famous 'Agatha' Ford special.

Tasmanian driver Robin Pare will be competing at the Bay Park meeting on April 11th. Pare is the driver of an ex-Bob Jane Mustang.

Frank Hamlin is constructing a Mini Cooper for a return to the competition scene.

Malcolm Coffey has purchased the ex-Bob Slade allcomer Anglia from the South Island, car has an 1800cc crossflow motor, chopped top, fastback and left hand drive.

Dick Cook is rumoured to be building an 1800cc Escort.

Warren Denton's Avenger is being rebuilt and should be on the road again soon.

Neil Hawker is fitting a Ford 302 V8 into an MGB GT.

Alan Brough is rebuilding the Anglia for use in the Heatway Rally.

Gary Wellsford has bought the allcomer 100E from Malcom Coffey.

The Benson and Hedges 500 Production car race will be held on Sept 5th.

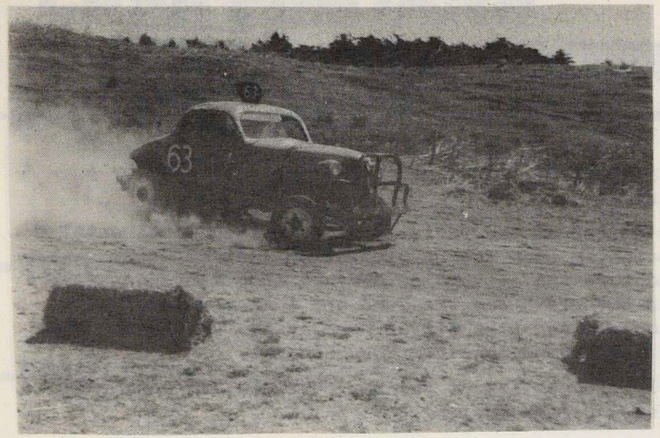
The Levin meeting on April 3rd includes 16 car events. (9 modified or open saloon races, 3 production car races, 2 Formula Vee races and 2 Formula C races)

79.6 MILES - 2 HOURS 20 MINS.

YES - THAT'S THE LENGTH AND DURATION OF THE ARRIL MONTHLY NIGHT TRIAL TO BE HELD ON 6/4/71.

YOU - BE THERE, IT'S THE FIRST FOR THE 71/72 SERIES. POINTS COUNT TOWARDS THE MONTHLY NIGHT TRIAL CUP, AND THE MONTHLY NIGHT TRIAL TWO MAN CREW CUP.

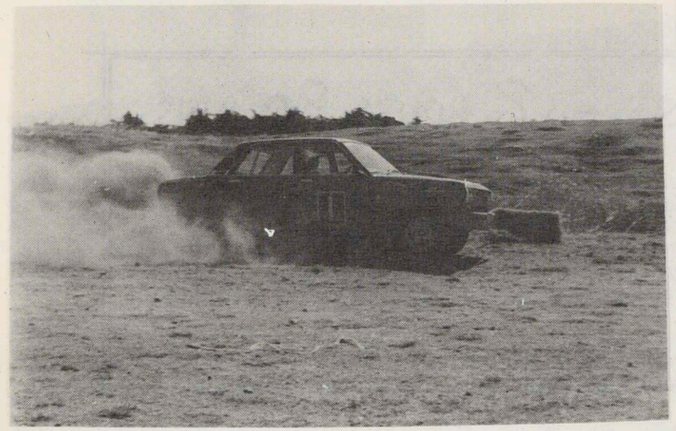
- ENTRIES TAKEN FROM 7pm, FIRST CAR AWAY BY 7.30.



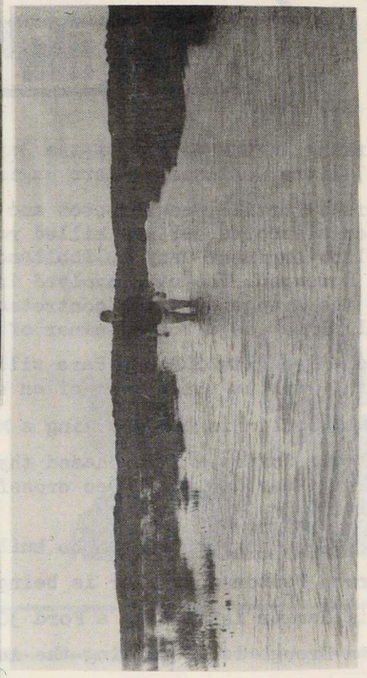
GRASSTRACK - STOCK CAR



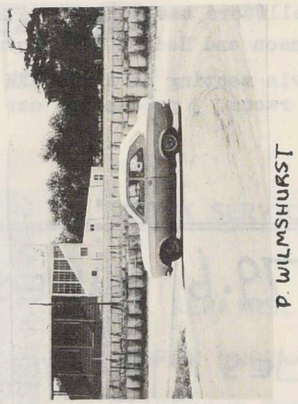
GRASSTRACK - R. TIPPETT



GRASSTRACK - R. TIPPETT



DEPTH GAUGING - SCIENTIFICALLY SURVEYING FOR THE 'HONEYPOT'



P. WILMSHURST

LEVIN PHOTOS BY GLENN KENNAR 'Wheels Photography' Tel 873-502

Other photos by Murray McGuire

LEVIN CLUBMANS MEETING



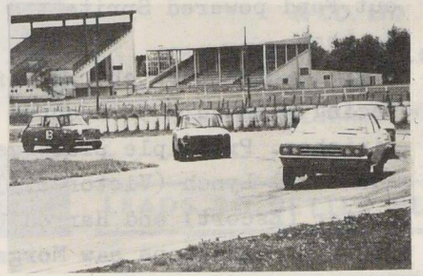
S. ROBERTSON



R. TIPPETT.



K. ADAMSON P. MIET



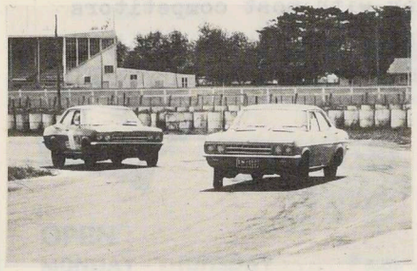
G. NOBLET S. ROBERTSON W. LYNCH



P. MIET K. ADAMSON



R. SELLENS



K. ADAMSON W. LYNCH



R. LESTER

LEVIN CLUBMANS.....

The 2nd Wellington Car Club Clubmans race meeting was held at the Levin circuit in fine dry weather. A medium sized entry of 20 saloons,11 sporty cars and 6 Formula V's lined up for 18 6lap races. Most vehicles were genuine clubmans cars except perhaps for Lester's Anglia and D.Lupp's recently acquired Rorstan Climax. Two other interesting entries were T.Donovan's nicely turned out Ford powered Sprite and a B.D.A Escort driven by T. Beetham.

The scratch races for saloons provided good racing with only 30 seconds covering each field at the finishes. Principle place getters were- Lester (Anglia), Adamson & Lynch (Victor 3.3), Miet & Noblet (Cooper S), Lester (Escort) and Harrod (Anglia Van).

Handicaps saw Morgan (anglia) narrowly beating Harrod and Lester and in the second h/cap Lang (Cortina) headed J.Pfeffer (Anglia) and Wilmhurst (Escort).

The FV'S were well sown up by G.Hetterschied with B.Munro,M.Wilkin and K.Gough always contesting the minor placings.

Sports car field was dominated by the professional looking Rorstan which zapped enthusiastically around for a F.L.D of 53.9 and 3wins and a second to D.Lupp's credit. A real mccoy Lotus driven by R.Howe and P.Holland (Lancer) filled respectful second and third places in most of the races.

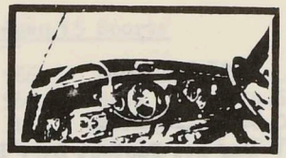
Altogether an enjoyable day with most competitors getting a minimum of 4 races each and very little machinery was damaged in the eager but friendly atmosphere surrounding the race meeting.

w.kay...

HALDA

SPEEDPILOTS & TRIPMASTERS





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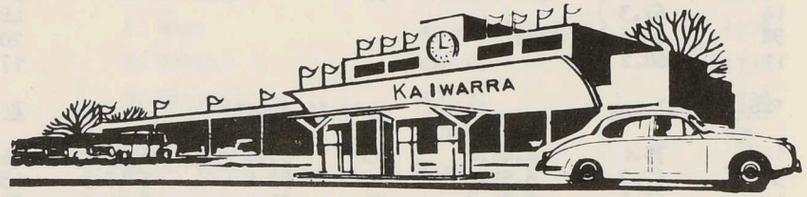

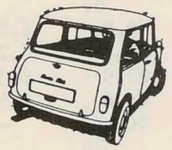

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WELLINGTON CAR CLUB INC.

CLUBMANS RACE MEETING, LEVIN CIRCUIT, 20.2.71.

RACE RESULTS:

Race 1 Saloons

Car No.	Fastest Lap.	Race Time
76	62. 2	6.15.6
1	65. 0	6.41.0
12	64. 4	6.41.4
2	64. 8	6.45.8
18	62.6	6.52.0
5	68. 3	6.54.4
17	66. 7	7.02.0
20	65. 7	7.03.4
43	68. 8	7.04.0
10	68. 8	7.06.0

Race 2 Saloons

Car No.	Fastest Lap	Race Time
3	67.3	6.53.5
4	67.5	6.55.6
16	68.0	6.57.8
48	69.4	7.09.3
113	67.6	7.12.2
9	70.5	7.18.8
7	71.0	7.21.8
8	72.1	7.27.0
6	74.0	7.35.5
147	67.5	7.58.0

Race 3 Sports

Car No.	Fastest Time		Race Time
166	54.7		[illegible]
95	55.5		[illegible]
71	57.1		5.52.5
31	60.0		6.14.7
92	61.8		6.25.8
109	60.6		6.40.0
15	61.0	5 Laps	(5.59.4
11	69.2		(6.00.1
19	69.5		(6.01.4
14	70.2		(6.05.7

Race 4 Vee's

94	63.5		6.34.0
37	63.0		6.34.3
121	66.6		6.51.0
132	65.6	5Laps	6.58.0
93	-		-
21	-		-

Race 5 Saloons

76	62.0		6.30.8
18	63.6		6.33.6
12	64.3		6.35.2
2	64.0		6.38.0
1	63.7		6.41.0
20	64.8		6.41.0
17	67.1		6.57.1
10	66.0		7.00.2
5	69.0		7.02.8
43	68.1		7.05.6

Race 6 Saloons

4	67.2	6.53.6
3	67.6	6.54.7
113	67.7	6.57.0
16	67.9	7.04.0
9	70.0	7.10.4
48	68.6	7.11.4
7	70.2	7.12.2
8	71.3	7.23.0
6	73.0	7.32.0
147	78.0	-

Race 7 Sports

166	55.2		5.40.9
71	57.5		5.52.8
95	57.4		5.53.5
31	59.9		6.08.4
109	58.3		7.05.0
19	69.6		
14	67.3		
92	61.6	5 Laps	
11	68.2		

Race 8 Vees

94	63.0	6.27.6
37	62.7	6.28.8
121	66.9	7.00.3
132	64.7	-
21	69.7	-
93	-	-

Race 9 Saloons

76	61.4	6.35.6
12	63.3	6.36.8
2	64.7	6.39.2
1	64.3	6.41.8
10	6.84	7.03.2
5	68.6	7.05.0
48	68.4	7.05.0
20	65.4	-
17	66.0	-

Race 10 Saloons

147	75.1	6.46.6
3	67.2	6.51.4
4	66.5	6.51.9
16	67.0	6.53.3
43	67.8	6.56.6
113	66.6	6.57.2
9	69.0	7.07.2
7	70.0	7.11.0
8	69.6	7.19.5
6	73.0	7.30.4

Race 11 Sports

95	55.4		5.43.1
166	53.9		5.43.5
71	57.4		5.51.6
109	61.6		6.12.2
31	59.9		6.30.9
14	68.1	5	(5.50.5
11	68.8	Laps	(5.51.1
19	69.0		(5.58.8

Race 12 Vees

94	62.8	6.27.6
132	63.0	6.27.7
37	62.9	6.30.6
121	66.6	6.50.6
21	70.4	-

Race 13 Saloons

18	63.7	[illegible]
2	65.4	6.56.6
76	61.2	6.58.8
17	67.4	7.01.3
48	68.9	7.03.5
20	65.0	7.04.2
10	67.5	7.04.4
12	64.3	7.04.8
5	68.7	7.16.0

Race 14 Saloons

8	71.0	7.16.3
7	70.0	7.20.8
6	73.0	7.28.6
4	66	[illegible]
3	68.1	7.38.9
113	68.0	4 Laps
16	69.0	3 Laps
9	-	-
147	-	-

Race 15 Sports

166	54.5	6.24.[illegible]
95	56.4	6.34.6
31	60.6	6.36.0
71	56.7	6.37.7
109	67.5	6.55.8
19	68.5	7.06.9
11	68.0	7.11.0
15	64.6	7.18.6

Race 16 Vees

132	62.8	6.34.3
94	62.3	6.50.5
37	63.2	6.57.6
21	69.0	7.04.6
121	66.6	7.06.0

Contd.

LIST OF COMPETITORS.

Car No.	Driver	Make of Car	c.c. Rating
1	K. Adamson	Vauxhall Victor	3300
2	D. Harrod	Anglia Van	1598
3	W. Lynch	Victor 3.3	3300
4	R. Liester	Escort	1297
5	R. Tippett	Datsun	1595
6	P. Wilmshurst	Escort	1300
7	J. Pfeffer	Anglia	1200
8	G. Lang	Cortina	1198
9	G. Cummings	Anglia	1600 G.T.
10	D. Barnes	A40 Ford	1200
11	R. O'neill	Triumph TR4A	2080
12	P. Miet	Morris Cooper	1275
14	R. Elwin	M.G.B.	1798
15	M. Treweek	M.G.B.	1798
16	S. Robertson	A40 Farina	998
17	R. Bartley	Viva	1158
18	E. Morgan	Anglia 105E	1500
19	J. Christian	Sunbeam Alpine	1725
20	T. Beetham	Escort	1600
21	P. Parnell	Formula Vee	1192
31	L. McCutcheon	V.2 Ford Sports	1340
37	B. Munro	Pine Tree Vee	1192

43	R. Sellens	Toyota	1166
48	J. Reynolds	Toyota	1166
71	P. Holland	Lancer	1498
75	T. Leighton	Imperral	998
76	R. Lester	Anglia	997
92	W. Hodge	F.M.A. Porche	1500
93	R. Miles	Formula Vee	1192
94	G. Heitsercheid	Formula Vee	1192
95	R. Howe	Lotus	1960
109	T. Donovan	Austin Healey Sprite	1498
112	B. Taylor	Imp	998
113	G. Noblet	Austin Cooper	998
121	M. Wilkin	Formula Vee	1192
132	K. Cough	Formula Vee	1192
147	R. Constable	Austin Mini	848
166	D. Lupp	Rorstan Climax	2700

ANNUAL GENERAL MEETING

Notice is hereby given that pursuant to article 17 of the rules of the Wellington Car Club that the 29th Annual General Meeting of the Wellington Car Club will be held in that body's clubrooms on Tuesday April 20th at 8pm.

AGENDA
1. Minutes of the 28th Annual General Meeting.
2. Apologies.
3. President's report.
4. Presentation of accounts and treasurer's report.
5. Election of officers and committee.
6. Election of honourary auditor and solicitor.
7. Change of rules.
8. General business.

CHANGE OF RULES - EXPENDITURE

Notice is given of intent to amend rule 27 to read as follows -
'Any individual item of expenditure over ten dollars ($10) shall be authorised by the committee.'

THANK YOU Now that the club year is coming to an end the speed committee would like to sincerely thank club members who have assisted with the sucsess of our events. We feel that special thanks are due to Murray McGuire and his helpers for the competent way they have organised marshalling at our clubman's race meetings and also marshals who very often have to stand for long hours in unpleasant weather conditions and with safety down to a minimum.

We are sure that the competitors would join with us in saying thank you, as we certainly could not do without you.

Speed Committee.

ECONOMY RUN 21-2-71 Organised by Mike Reid

No 1	A. Sanders	Mini	848 cc	2nd
2	B. Ryan	Renault	874 cc	1st
3	G. Draper	M.G.	1098 cc	3rd
4	P. Morten	Triumph	1298 cc	= 4th
5	E. Conroy	Cortina	1598 cc	= 4th
6	P. Gentry	Alfa Romeo	1779 cc	6th

Av very poor entry of six cars turned out for this year's economy run which was organised by Mike Reid.

Most members don't seem to realise that an economy run is an event where each competitor is competing against himself, trying to get as many miles to the gallon as he can out of his car, whether it be a Mini or a Mustang.

This year's run took us from Reid-Anderson Motors in Lower Hutt, over Haywards, back over the Moonshine Rd and onto Wallaceville and then back to Lower Hutt via Whiteman's Valley.

Most competitors found the average speed of 30 mph hard to keep, especially around Moonshine where some other organisation had a trial of some sorts coming through from the opposite direction. This resulted in many fast stops and a bit of reversing, all of which was time consuming. This resulted in many competitors having to average 60 mph along the Western Hutt Rd in order to clock in on time.

It was good to see Gerry Draper in an MG Midget gaining 2nd place overall ahead of an 848cc Mini. It must have been the 50lbs pressure in the back tyres that did it.

In all a good event, even if Mike Reid still doesn't know left from right when he gets within one mile of the Haywards region.

B.R. and W.D.

P.S. WANTED - One Fiat 500 or Honda Scamp for next year's event.

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February NightrTrial. (as seen by Ecurie Triad.)

After the number of errors made by the above during the course of the event it is supprising that we finished let alone win.

Problem 1; After leaving the start at the clubrooms and covering 2 miles find that the odo was not zeroed.
Solution: Return to start. 2 minutes lost.

Problem 2: While following series of first lefts on straight line map do one too many.
Result: Do it all again. 2 minutes lost

Problem 3: Climbing Gorge slowed by other traffic.
Result: 2 minutes lost

Problem 4: Begining of motorway.6 minutes late,6 miles to check. average 54mph.
Result: One minute per mile to be regained. 54 mph. is 1.1 minutes per mile. Therefore average speed equals 10 minutes per mile. equals 600 miles per hour. 6 minutes late at check.

Problem 5: C.R.I.s indicate turning into dead end road.
Result: Johh (Alfa) Gladhill with "U" turn check.

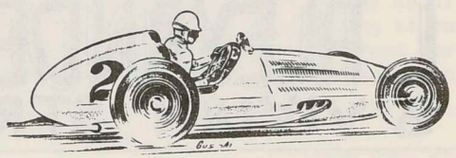
Problem 6: C.R.I.s call for right at T's left at X's where no other instructions given.(how many did not read them).Very confusing when forgotten.
Result: Back to previous check and try again.

problem 7: Confronted by very suspect straight ahead down gravel road at the back of Linden.
Result: Try it.

Problem 8: Come on check just passed Xroad .
Result: Ignore it.

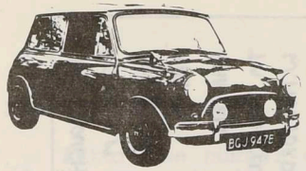
Problem 9: Check car hidden amid parked cars in Ngaio.
Result : STOP!

Problem 10: Write for the Bulletin.
Result : Ian Shepherd (Ecurie Triad)



FEBRUARY NIGHT TRIAL
ORGANISED BY MURRAY MCGUIRE

	NO	Broadlea	Fivenge	Siena	C. Pomnia	Caserta	Forli	Salerno	CH1	Toronto	Toronto	Rimini	CH2	Torino	CH3	Udine	Ravenna	CH4	Faenza	CH5	Teramo	Fabriano	Clubrooms	Total	Place
TM. BRAUGH	1				27				1			30	3E	10		4	30		9E					114	14th
DOBSON M.	2				22				5			1		9		2E	23		5E					67	12th
SMART A	3			30	3				30			30	30	20		RETIRED									
ADAMS	4	30			28				10			3		1E	30	0	30		2E					134	16th
PARNELL	5	30	30	30	15				6			5	30	30		2	30	30	2					298	24th
TM. TRAVELLER	6				10				8			4E		2		1	30	30	2					30	6th
W. HUYFORD	7				15				1			2		1		1	2E		2					24	5th
TM. MOWOG	8				11				4			1		1E		1	1		2E					21	4th
R. GLEDSTONE	9	30	30	30	11				7			3		0	30	1E	18		0					160	21st
TM HILSON	10			30	13				10			5	2	0	30	0	30	30	2					182	22nd
BOBCAPS	11				9				30			30	30	0	30	2E	17		3E					196	23rd
TM. CRIGHTON	12				8				3			2					2		1E					18	3rd
MOTORIST	13	30	30	30	4				1			5E		2			1		1E					109	13th
EC. TRIAD	14				3				2			4		4E			1		0					15	1st
N CRIGHTON	15				20				16			0		0			2E		6					46	7th
HEDGE HOPPERS	16		30	30	17				6			2E		2E			2E		5					125	15th
4X TEAM	17			30	13				6			1		2E		30	1E		6	30	30	0		149	19th
TM. HONEY	18				19				7			4		1E			2		26					59	10th
J. WALLIS	19	30	30	30	13			30	30			30	30	30	30	30	30		30					447	18th
TM NDN CAMPUS	20				6			30	30			30		27		30	1E		2					159	20th
1948 TEAM	21				6				2			2E		1E		30	3		1E					51=8th	
K. FOULKES	22				5				2			1		1E			0		2E					17	2nd
P. GENTRY	23				8				1			1E							3E					60	11th
TM. CONROY	24				1				5			0		3E			1E		30					51	=8th
EC. ARGENT	25				1				25			7E		0			3E		1E					140	17th
R. KERRISON	26				5				RETIRED																



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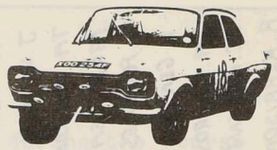

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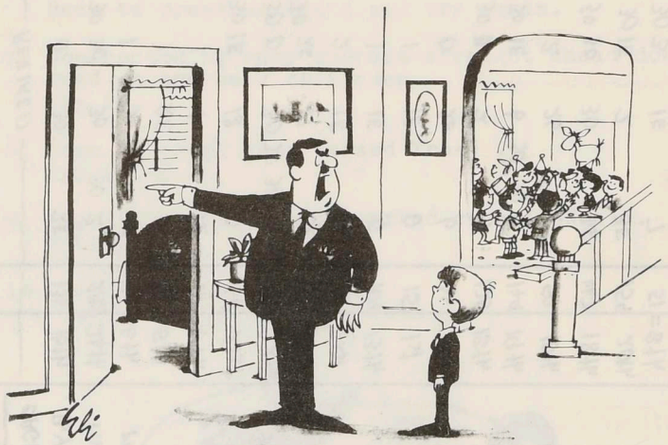
HUSBAND & WIFE	$6.00
JUNIOR	$2.50
COUNTRY (over 40miles)	$2.50



"Two consenting partners or not, get them out of there!!!"



OVERSEAS NEWS

Graham McRae has been selected to lead the works McLaren F5000 team in 1971. This means that he will fill the role taken by Peter Gethin last year and will have the very best in equipment and tyres available to him. This will most probably lead to a Formula One ride later in the season or at least next year.

The first major Formula Libre race to be held for many years will be run at Brands Hatch next August. With prizemoney totalling $50,000 it will be Europe's richest ever race and will be open to single seaters, Indy cars, Can Am and sports cars. Race distance is 312 miles and over 100 cars are expected will contest the 28 grid positions over a three day practice period..

Mario Andretti won the South African Grand Prix driving a Ferrari. This was the first event of the 1971 World Championship.

The shortage of overseas news is due to the British postal strike.

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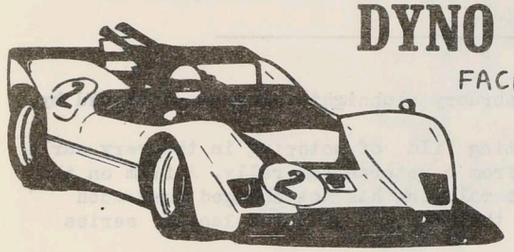

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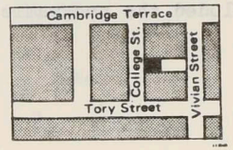

PHONE 559-078 the NEW
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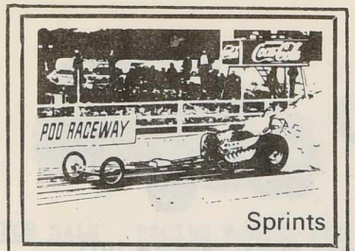


PORT ROAD

The Hutt Valley Motoring Club's annual Port Road Drag races were held at Seaview on Sunday 7th February. Being the only event of it's type in the Wellington area a good field of entrants were present together with over 2000 spectators.

This year there were no motor cycles present which mercifully ensured everyone's eardrums of at least another year's life. Weather conditions were perfect and ensured the 42 competitors of a good day's racing. Organisation was excellent considering the complexity of the spectator problem.

The day proved a triumph for Wellington Car Club members who won every saloon class as well as several minor placings. Angus Cameron and Gary Lang set new records in their respective classes with Gary just beating Angus for fastest saloon time by 3/100 ths of a second.

Fastest time of day was recorded by Bill Robinson in the Heron V8 with John Moynihan second in the Meridian. Colin Lane's dragster was third quickest.

Results of Wellington Car Club members were as follows -

Saloons Under 1000cc	1st. S.Robinson (A40) 11.15	3rd. G.Noblet (MINI) 11.41
1001-1300cc	1st. A.Brough (Anglia) 10.77	3rd. B.Lang (M/Cooper) 11.67
1300-2000cc	IST. G.Lang (Anglia) 9.64	2nd. P.Parnell (Fiat-VW) 10.71
Over 2000cc	1st. A.Cameron (Monaro) 9.67.	

LEVIN PRACTICE DAY

The first official Levin practice day was held on Saturday February 13th. Continued abuse of of the facilities of the Levin circuit have led the owner, Syd Jensen, to completely prohibit the use of the circuit for private testing. This has been brought about by the selfish actions of irresponsible persons who have deprived genuine competitors of private use of the track.

In order to meet demand it was decided to introduce a practice day once a month or as demand required. Present cost is $10 per car and $5 per motor cycle with the circuit open from 10am to 3pm. Arrangements and payment must be made in advance with Syd Jensen.

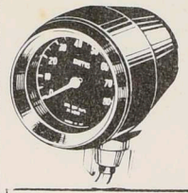
The first session was supervised although no marshalling or other facilities were available. Motor cycles and cars were allowed out in groups at half hour intervals. Ample time is available for all vehicles. Graeme Noblet and Gary Lang were present from this club with an Ford-engined A40 and a U2 also present. About 14 motor cycles and sidecar units also there. The whole atmosphere was very friendly.

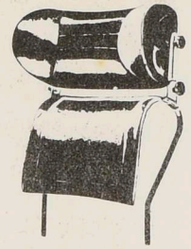
FEBRUARY CLUBNIGHT

Three Shell films were shown at the February clubnight which was attended by a large number of members.

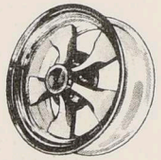
'Journey to Adventure' was an interesting film of motoring in the very early days and also included some recent shots from a veteran car rally. A film on the 1958 Alpine Rally followed and showed that rallying has not changed very much in the last twelve years. Another film in the 'History of Motor Racing' series concluded the programme.

Going RALLYING or RACING?..
FOR GOING GEAR.....
SEE THE GOING GUY.
DICK SELLENS









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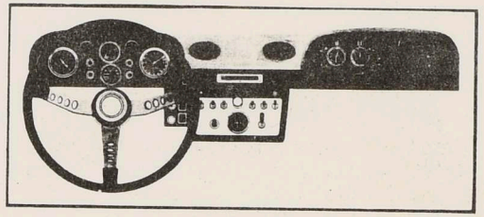

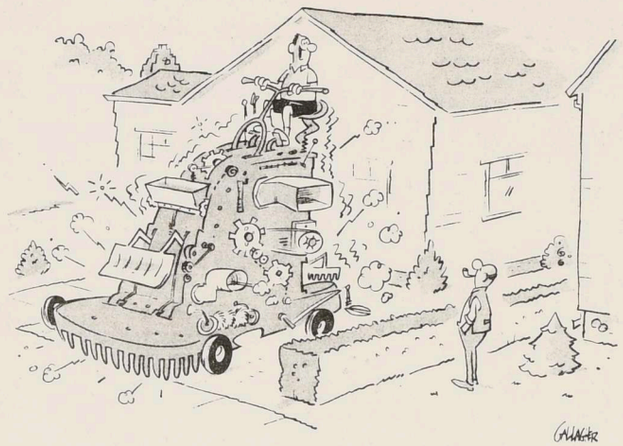

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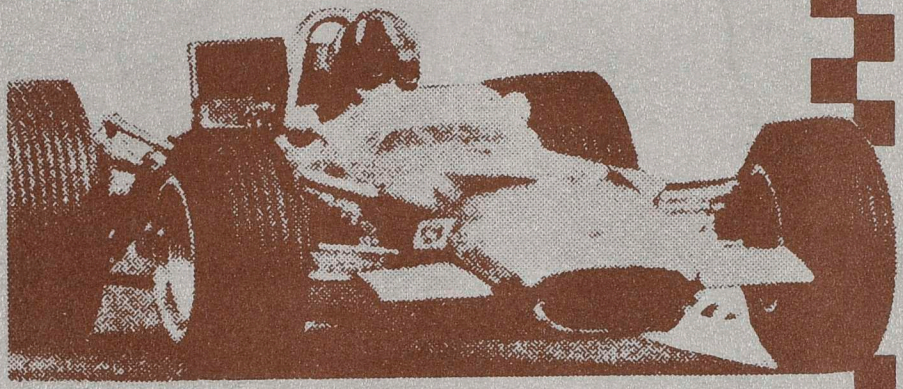

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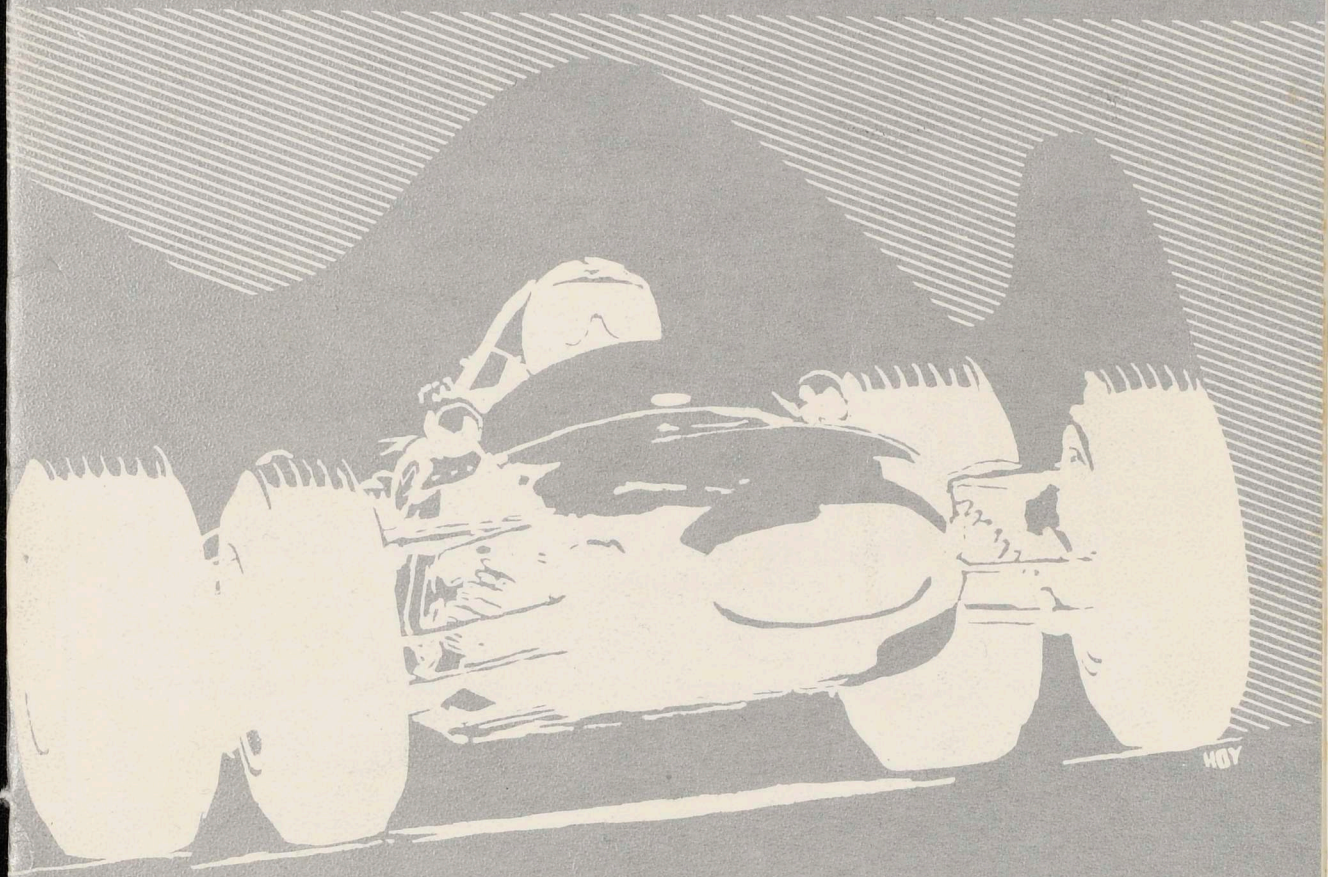
MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB

APRIL 71



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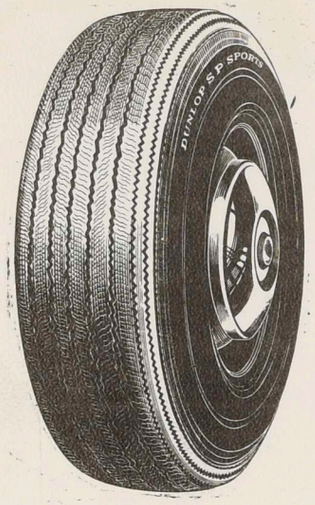

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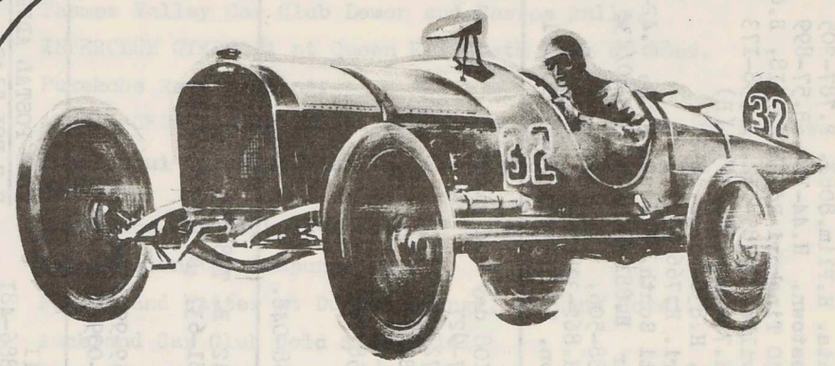
MOTORING NEWS Bulletin OF THE WELLINGTON CAR CLUB



FROM THE EDITOR

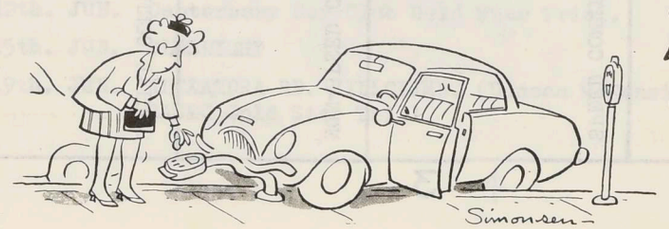
Within a few weeks our club will be embarking on what is probably the largest motor sporting event ever held in New Zealand apart from the Grand Prix. The 'Heatway International Rally' will mark the first time that overseas rally drivers have participated in a New Zealand. The amount of thought, preparation and planning that have gone into the venture is unbeleiveable. No effort has been spared to ensure the sucsess of the Rally. Our organisers have done their part and it is now up to us members to give our unqualified support and assistance to the organisers.

Once more the Annual General Meeting is due and once more many of those who are able to attend clubnights come hell or high water will find that circumstances will arise that will regretably prohibit them from attending and participating in this annual evening that decides the hands that the club's welfare will rest in for the next twelve months.

APRIL 1971

CONTRIBUTORS

Ian Pinkerton
John Christian
Ed Conroy
Peter Gentry



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IMMED. PAST PR...Kingsley Foulkes, I4 Fitzroy St, Wadestown. H.44-II4, B.57-899
SECRETARY.....Peter Mair, Flat 4, Windsor Court, 340 Tinakori Rd. H.43-5I8, B.685-099
TREASURER.....Peter Martin, 3I Arapiko St, Johnsonville. H.785-II7, B.558-I73
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VICE CAPTAIN.....Max Garey, I4 Moselle St. Island Bay, H.838-556 B.44-2II
COMMITTEE.....Murray Thompson, 6 Richmond Ave,Karori. H.766-534,
Peter Parnell, I47 Rosetta Rd, Raumati South. H.P'umu 1955, B.42-57I
John Thomson,190 Townsend Rd. Miramar H.881-637, B. 49-060/434
Mike Reid, 5 Bracken St, Petone. H.688-506,
Alan Brough, 6 Henry St. Kilbirnie. H.862-338
Ian Drummond, 39 Holyoake Crs. Avalon. H. 672-455 B.672-005/71

SPEED COMMITTEE..... Dave Mowat (Chairman) H. 795-I08 day and night
Leonie Brough (Secretary) H.837-927
Ian Drummond. B. 672-005/I7I
Peter Parnell, H. P'umu 1955, B.42-57I
Mike Galvin, H.873-482, B. 557-280
Mike Wilkin, H. Plim. 8583, B.58779
Warwick Kay, H. 898-645
Alan Brough, H.862-338 B. 768-048.
Kevin George,

NON-SPEED COMMITTEE... Ed Conroy (Chairman) H. 786-742 B. 768-755
John Thomson (Secretary) H. 881-637 B. 49-060/434
Mike Reid H. 688-506
John Gladhill H. 897-557 B. 59-999/504
Alan Smart H. 861-883 B. 552-009/318

SOCIAL COMMITTEE.....Max Garey, H. 838-556, B. 44-2II
Terry Huxford, H. 879-3I6, B. 886-48I
Colin Taylor, H. 796-4I5, B. 58-632
Leonie Brough, H. 837-927
Alan Brough, H.862-338

BULLETIN EDITOR.....Gary Lang, I85 Breaker Bay Rd. H. 883-488, B. 59-485
CLUBROOMS...Russell Tce, Newtown. Tel.893-009 CLUBNIGHTS....Third Tuesday of each month.
SUBSCRIPTIONS..Normal $5, Husband and wife $6, Junior (under I8) $2.50, Country (over 40 miles) $2.50

FORTHCOMING EVENTS

SAT. 10th APR.	AUTOCROSS at Queen Elizabeth Park
SUN. 11th.APR.	Bay Park Race Meeting.
SAT. 17th.APR.	Hawkes Bay Car Club Colledge Rd Hillclimb.
	Thames Valley Car Club Lemon and Paeroa Rally.
SUN. 18th.APR.	INTERCLUB GYMKHANA at Queen Elizabeth Park at 10am.
	Pukekohe Race Meeting.
TUE. 20th.APR.	ANNUAL GENERAL MEETING at clubrooms at 8pm. Films to follow.
SAT. 24th.APR.	Taumarunui Car Club Standing and Flying Quarter at Middle Rd Raetihi.
SUN. 25th APR.	Wairarapa Car Club Invitation 8 Hour Trial. 210 miles.
	Race Meeting at Ruapuna.
TUE. 27th.APR.	Noggin and Natter at Dunbar Lounge, Midland Hotel.
SAT. 1st. MAY.	Auckland Car Club Gold Star Trial.
TUE. 4th. MAY.	NO MONTHLY NIGHT TRIAL
MAY 5th to 9th.	HEATWAY INTERNATIONAL RALLY
SAT. 15th. MAY.	Wairarapa Car Club Kourarau Rd Hillclimb, sealed surface.
SUN. 16th. MAY.	M.G.Car Club Interclub Gymkhana
TUE. 18th. MAY.	CLUBNIGHT and tall story evening (Rally post mortem)
SAT. 22nd. MAY.	Wanganui Car Club Speed Weekend. Standing and flying quarter.
SUN. 23rd. MAY.	Wanganui Car Club Speed Weekend. Okoia Hillclimb.
	GYMKHANA at NZBC parking lot at Avalon. 1.30pm.
	Race Meeting at Ruapuna.
TUE. 25th. MAY.	NOGGIN AND NATTER evening.
SAT. 29th. MAY.	Wairarapa Car Club Standing and Flying Quarter at Hughes Line (new venue)
TUE. 1st. JUN.	MONTHLY NIGHT TRIAL. NZMS 17 required.
SAT. 5th. JUN.	Northern Sports Car Club Gold Star Trial.
SUN. 6th. JUN.	LADIES TRIAL.
SAT. 12th. JUN.	Canterbury Car Club Gold Star Trial.
TUE. 15th. JUN.	CLUBNIGHT
SAT. 19th. JUN.	ALEXANDRA RD. HILLCLIMB. (Duncan McKenzie Trophy Round) RATEC Gold Star Trial.

A MESSAGE FROM YOUR PRESIDENT

As this will be the last bulletin before the Annual General Meeting, I feel that it might be a good opportunity to review the past year's progress within the club, and to look quickly into the future.

The past twelve months have seen a steady growth in all aspects of club activity and a spectacular growth in one or two areas. It has been most pleasing to see so many members taking an active part in the organisation of club events through the sub-committees. This method of running the club has long been considered the ideal way of relieving pressure on the main committee and at the same time time creating a reserve of experienced organisers who, in time, will move up onto the main committee. However, until this last year, the sub-committees have not really worked out. Their success in the past twelve months is a tribute to all concerned, on whose shoulders the responsibility has rested.

We have seen a number of changes this year and nowhere is this more evident than in speed events. Gone are the endless run of Palmer Head hillclimbs which were the mainstay of our speed side for so long. We are indeed fortunate in having four hillclimb available to us while many other clubs have none. Club racing at Levin has really caught on to such an extent that no more sprints are held at Levin by this club. The attendance at hillclimbs has, on occasion, been disappointing and we can only wonder whether this indicates a lack of interest in the less sophisticated forms of our sport.

On the non-speed side we have seen a quiet year. The outstanding feature of which has been the increase in interest in our monthly night trial series which now command regular entries of over twenty cars at each event. Our participation in outside events, such as the Wall Cup, leaves something to be desired. I hope that 1971 will se a ressurection of interest in this series.

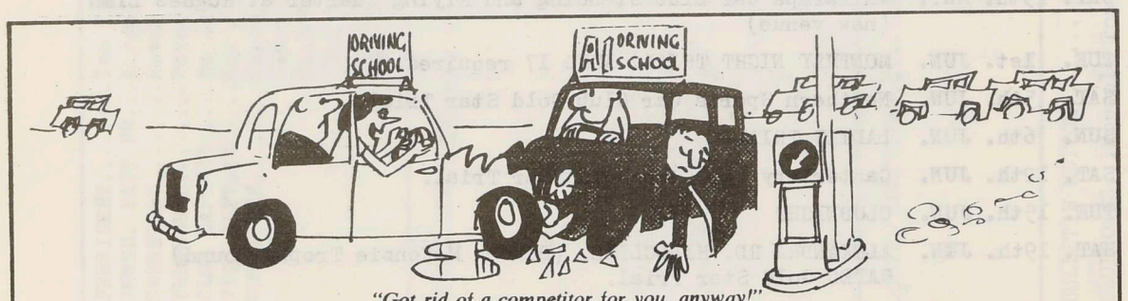
Our major contribution to motor sport this year will obviously be the Heatway International Rally. This has been a marathon task and, although the event has not yet taken place, the results are already starting to show.

Our socials have been better than ever this year. We seemed to have really turned the corner from the dreary, never get off the ground events that were all too familiar a few years ago. Our social committee is to be congratulated on their efforts.

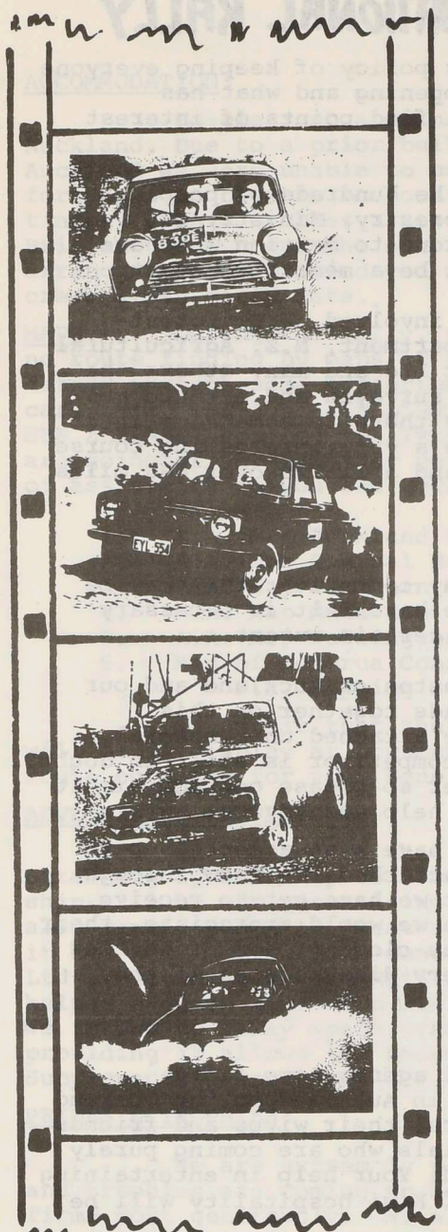
The future seems very bright for the Wellington Car Club. Our International Rally will finally establish our reputation as a major club. It is up to all members to ensure that we are worthy of this.

May I conclude by thanking all committee members and others whose efforts have carried the club in the past twelve months.

I.C.H.P.



"Got rid of a competitor for you, anyway!"



Phone –
John Thomson at
881·637 (H)

YOU SAW
'THE FLYING FINNS'....
NOW BE PART OF
THE REAL ACTION!

MARSHALS

ARE REQUIRED FOR THE 1971
HEATWAY INTERNATIONAL
RALLY

MARSHALS ARE STILL
REQUIRED FOR WELLINGTON
SECTION ON SUNDAY MAY 9th

All petrol will be paid and full dummy run section will be held for all marshals....

SEE THE STARS IN ACTION

EVAN GREEN.... ANDREW COWAN
KEN TUBMAN.... BOB HOLDEN
'GELIGNITE' JACK MURRAY
plus many others including
the BLMC and FORD works
teams!

1971 HEATWAY INTERNATIONAL RALLY

In line with the Rally committee's policy of keeping everyone as fully informed as possible of what is happening and what has happened with the "Heatway" we hope you will find points of interest in our record bulletin.

Firstly, we must thank generally the hundreds of people, firms, County Councils, Borough Councils, Forestry, Ministry of Transport and so many other people too numerous to mention who have helped to ensure that the "Heatway '71" will be a memorable event.

ROUTE: With the help of all the Counties involved, N.Z. Forest Service, N.Z. Forest Products, N.Z. Army Department, N.Z. Agricultural Department, N.Z.I.G.P., Levin Racing Circuit Ltd and many others the route is now finalised, has been completely surveyed and a route and speed schedule nearly completed. When we say there is something in it for everyone we really mean it. It should be a very interesting course with at least 1200 Miles of Special Stages and a little over 800 miles of rally stages.

REGULATIONS:

In order not to penalise unduly any competitor that may be effected by Group 2 1969-1970 regulations we have felt it necessary to amend our Supplementary Regulations to a certain extent.

Our Chief Scrutineer Mr. Glen Johnston of Auckland and our able Secretary Pat Tollan have had their heads together on this problem and the results of their efforts are attached on a special sheet at the back of this bulletin. If any competitor is still in doubt, the final say rests with our Chief Scrutineer so please contact him at P.O. Box 9095, Newmarket, Auckland, for his help and advice.

ENTRIES: All entries that we have received have been accepted up to date and a list of those mentioned is also attached. We know through enquiries, of a large number of entries that we have yet to receive, and to help us with the overall organisation we would appreciate their early arrival. With only a month to go to the closing date of entries some would be competitors are going to be very disappointed if they miss out.

OVERSEAS VISITORS:

At the last advice from our travel agents some fifty Australian enthusiasts are booked to arrive in Auckland on the weekend prior to the rally. These include competitors, their wives and friends as well as a contingent of Australian officials who are coming purely to see how we run our rallies in New Zealand. Your help in entertaining these good folk and showing them a sample of Kiwi hospitality will be greatly appreciated.

Talking of overseas enthusiasm may we tell you a little story of one English competitor. Due to the postal strike in the U.K. he was unable to write or cable us, but he had received his "Regs". Today the 15th March we received a letter airmailed from South Africa saying he is on his way, his car is on the boat with him, and would we please accept his written entry. How's that for enthusiasm?

ACCOMMODATION:

To clear up a point as regards our Rally Headquarters in Auckland. Due to a prior bulk booking at the "South Pacific" in Auckland we were unable to use this hotel but have been very fortunate to be able to book the whole Rally in at the "Intercontinenal". This enables us to hold all our functions, Documentation, Briefing etc, under the one roof. All other accommodation is as arranged, but we remind you not to forget to book in your service crews at an early date.

MAPS: During the rally, under normal circumstances there will be no route finding by maps at all. To cover the eventuallity of a detour through some misfortune it will be required that all competing cars carry THE A.A. (WELLINGTON) INC TOURING MAP OF NORTH ISLAND NEW ZEALAND. For the really keen types who like to know where they are going or how far they got, we list a number of maps that may be of assistance to you and your service crews:-

1. A.A. Map Auckland City and Suburbs
2. A.A. Map Central Hawkes Bay.
3. A.A. Map Southern Hawkes Bay
4. A.A. Map Manawatu
5. A.A. Map Wellington and Wairarapa
6. Map of Rotorua Conservancy
   F.S. Mapping Series No.1.

We repeat that the above are not mandatory but these maps will be on display at Documentation in Auckland with the complete route outlined for your benefit.

ADVERTISING ON VEHICLES:

We appreciate that many of the competitors will be obtaining sponsorship to some degree and a condition of this sponsorship will be car advertising to the greatest degree possible BUT we also remind you that "Heatway 71" would never have got on the road if it had not been for the generous sponsorship of "Heatway Industries Ltd", Castrol Ltd, and Hatfield Electronics Ltd, have also generously helped each in their own field and our first duty is to these sponsors. We intend to relay space available for your own individual sponsor, providing it allows the necessary space as required in the Supplementary Regs. and A.S.Rs and at all times is in good taste.

PRIZES & TROPHIES:

We are extremely pleased with the way that various prizes and trophies are coming to hand and are being offered by various firms most generously. We also feel that it would be most unfair to mention at this stage some of the trade prizes that will be available as we know that a number have yet to be finalised and a complete list will be published with bulletin No.3 in April.

We can tell you though, that over and above "Heatways Industries Ltd" generous prize list as published in our Supplementary Regulations there will be some 15 other trophies kindly donated by Heatway distributors throughout the Country that will be competed for on individual Special Stages. These Special Stages will be allocated alternately to each of the five classes of cars and will be won by the fastest car of that Class over that particular Special Stage.

Castrol Limited through the good offices of Mr. Roy Johnston have given us permission to publish their prize list and trophies as we promised in Bulletin No.1.

Castrol are donating two magnificent trophies valued at $150.00 each for:-

1. The outright fastest car (regardless of class) on both Special Stages of the Pukekohe Circuit. Times for both special stages on the circuit will be added together in assessing the results.

2. The outright fastest car (regardless of class) for the Paekakariki Hill Road Special Stage.

Castrol are also donating $5,00 per Special Stage for the fastest car (regardless of class) on every special stage of the entire rally.

Castrol are also donating at least $80.00 per class to the car in each class that wins the most Special Stages in that class over the entire rally.

So may we say again, with these prizes available, reliability and a safe arrival in Wellington are the major considerations.

To conclude this issue may we assure you that the Rally Committee is working in top gear to ensure you have a fantastic Heatway '71. Do not hesitate to write or ring if we can help you in any way.

MARCH CLUBNIGHT

Four films from the National Film Library were screened at the March clubnight. 'The Price of a Record' was a colour version of the TV film of Donald Campbell that was shown here on TV just after Campbell's death.

Part One of the Shell 'History of Motor Racing' was also screened. A film on power boating and an Abbott and Costello comedy completed the evening.

ENTRANT	DRIVER	MAKE	MODEL	CC.
DOUG BENEFIELD	DOUG BENEFIELD	FORD	TBA	TBA
PETER WILLS	PETER WILLS	VW	1300	1285
(ANOTHER)	(ANOTHER)	HILLMAN	AVENGER	1498
DEREK ETHERINGTON	DEREK ETHERINGTON	HILLMAN	AVENGER	1498
DAVE McKINNEY	DAVE McKINNEY	HILLMAN	AVENGER	1498
IAN DRUMMOND	IAN DRUMMOND	FORD	ANGLIA	1198
GARTH WORTHINGTON	GARTH WORTHINGTON	AUSTIN	COOPER S.	970
MAURIE WEIR	MAURIE WEIR	BMC	1800	1880
(ANOTHER)	(ANOTHER)	AUSTIN	KIMBERLY	-
GARY WING	GARY WING	FORD	CORTINA G.T.	1598
PETER FARRIER	PETER FARRIER	FORD	ESCORT	1100
K. FOULKES	K. FOULKES	TOYOTA	COROLLA 3K	1166
(ANOTHER)	(ANOTHER)	MORRIS	COOPER	1198
IAN CAMERON	IAN CAMERON	MORRIS	MINI	848
JOHN ARTER	JOHN ARTER	RENAULT	R12 TL	1250
MRS. SANDRA VAN LOON	MRS. SANDRA VAN LOON	VOLVO	122 S	1778
DOUG CHIVERS	DOUG CHIVERS	DATSUN	P510	1600
DON FENWICK	DON FENWICK	BMW	2002 TI	1990
JOHN LOHBERGER	JOHN LOHBERGER	ISUSU	BELLETT GT	1598
PETER BROWN	PETER BROWN	MORRIS	COOPER S	1293
DON HADFIELD	DON HADFIELD	MORRIS	COOPER S	1293
GRAHAM CARTER	GRAHAM CARTER	TOYOTA	COROLLA	1166
BRIAN GREEN	BRIAN GREEN	FIAT	125	1608
GRAEME EAST	GRAEME EAST	AUSTIN	COOPER S	1275
JOHN THOMSON	JOHN THOMSON	TRIUMPH	2.5 PI	2498
ARTHUR TAYLOR	ARTHUR TAYLOR	HOLDEN	TORANA GTRxU1	3048
CATHY MOORE	CATHY MOORE	MITSUBSHI	GALANT	1289
ARTHUR McWATT	ARTHUR McWATT	FORD	ESCORT TC	1594
BARRY McKAY	BARRY McKAY	FORD	ESCORT	1298
MIKE LANGLEY	MIKE LANGLEY	BMW	2002TI	1990
REX McDONALD	REX McDONALD	FIAT	125	1608
ROBERT BARRY	ROBERT BARRY	FIAT	850	903
MIKE WILKIN	MIKE WILKIN	V.W.	1300	1285
RAY SPENCE	RAY SPENCE	PORSCHE	911S	2200
GINGER GRUNDLE	GINGER GRUNDLE	TRIUMPH	2.5 PI	2500
DOREEN EMSON	DOREEN EMSON	HOLDEN	XU1	3047

CONTINUED ON PAGE 22

ENTRANT	DRIVER
DOUG BENEFIELD	BLAIR ROBSON
MALCOLM TOBECK	MALCOLM TOBECK
TODD MOTORS LTD	LEO LEONARD
TODD MOTORS LTD	ROBERT FRANICEVIC
TODD MOTORS LTD	IAN PINKERTON
EASTERN RACING GROUP	ALAN BROUGH
A. SANSOM	ALAN SANSOM
MULLINS & WILSON	ERROL INWOOD
KEN TUBMAN	KEN TUBMAN
RALLISPORT INC.	DON HENSHAW
PETER MELLOR	PETER MELLOR
COLIN TAYLOR	COLIN TAYLOR
MARLOW MOTORS LTD	DICK MARLOW
RON SHAPLEY	RON SHAPLEY
JACK MULLINS	JACK MULLINS
MISS ANN ROSS	MISS ANN ROSS
R.A. JOHNSON	BOB JOHNSON
ROSS JENSEN (BMW) SALES	PAUL ADAMS
NEW GUINEA MOTORS LTD	ERNEST LOHBERGER
BLMC AUSTRALIA	A. COWAN
BLMC AUSTRALIA	EVAN GREEN
SOUTH PACIFIC HOTELS	GRAEME BROWNLIE
J.W. FOSTER	JIM FOSTER
NZBC	JOHN GLADHILL
JIM SCOTT	JIM SCOTT
BASIL TAYLOR	STEPHEN TAYLOR
BOB MOORE	BOB MOORE
JOHN W.ANDREWS LTD.	MIKE MARSHALL
L.J.RIESTERER	LES RIBSTERER
HAVELOCK NTH MOTORS	ANGUS HYSLOP
MINTIES SWEETACRES	COLIN TURNER
WEIR RACING	CHRIS WEIR
PETER QUINN	PETER QUINN
A.McDONALD	ALAN McDONALD
SHELLY MOTORS	TONY SHELLY
EMSON	WAYNE JONES

CASA FONTANA
COFFEE LOUNGE

- FINEST COFFEE LOUNGE IN THE CITY.
- WHERE THE CLUB MEMBERS MEET
- TOASTED SANDWICHES.
- PRIVATE BOOKING.

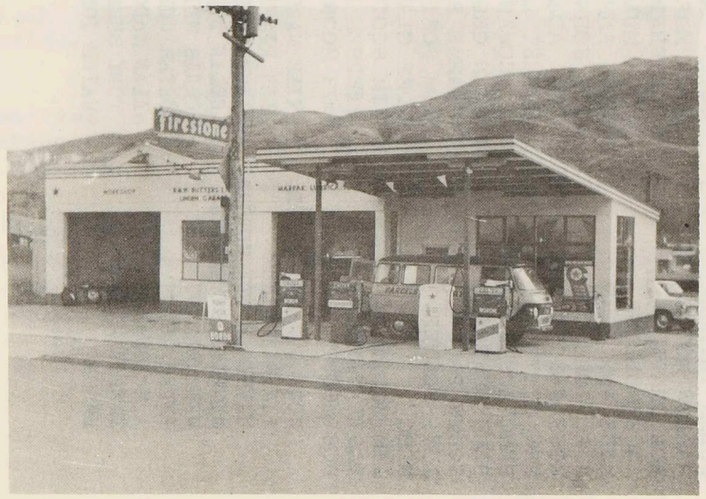
[redacted] JOHN SUTTON

38 VICTORIA ST
CITY.



R.&W.BUTTERS LTD

LINDEN GARAGE



CALTEX SERVICE

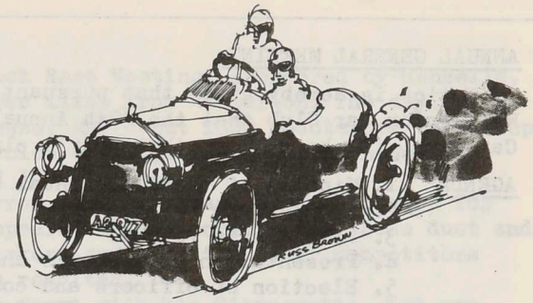
ALL REPAIRS.

MARFAK LUBE

FIRESTONE TYRES.

37 HINAU STREET
LINDEN
PHONE : 2940-TAWA

cross flow



Entrants on our non-speed events will now need to quote their club membership number on their entry forms.

Congratulation to Pam and Mike Galvin on the birth of a daughter.

Gavin Beaumont has a new Avenger.

Congratulations to Barbara and Colin Taylor on the arrival of a son.

John Gladhill and Graeme East are to share an NZBC sponsored Cooper S in the Heatway Rally.

Mike Reid now has the ex Warwick Kay Anglia van. Warwick is now the proud owner of a hardtop E-type.

Crash Sellens was at it again at the Hutt Valley Clubman's meeting.

Steve Lackman has a Mk2 Vitesse up in the wilds of Wanganui.

Congratulations to Lyn and Mike Wilkin on their recent wedding. Graham Clarke has also joined the ranks of married men.

What bearing did Alan Smart's rich car have on the Fiat 500 it was chasing again.

By the look of the rollcage in the Pinkerton Avenger it seems that he is expecting an SP 250 to drop in on him.

Kim Naylor, on his way to the Noggin and Natter evening, violently assaulted an innocent lamp post - would you beleive twice, to the detriment of his new paint job and the post. Perhaps Kim should give up smoking or at least stopping to buy them.

The first time John Gladhill's Cooper S went on the road after a complete rebuild for the Heatway....panic as clouds of smoke issued from beneath the dash....John had left live leads from the tach uninsulated....and upon reaching the first hill .....

Kim Naylor has been to Teagle Smith's for hundreds of bits for the NZBC Cooper S. They even have a 'Fasten Seat Belts' sign that flashes.

Colin Taylor is now at 31 Marion St in Tea Service's new premises.

Harvey Kibble is burning the midnight oil on his new lightweight allcomer.

Colin Taylor and 'K' Foulkes are warming up for the Heatway by doing a Gold Star Trial on the weekend before.

A leading racing driver rolled an Escort while demonstrating skid control techniques for a road safety film. at Pukekohe recently.

ANNUAL GENERAL MEETING

Notice is hereby given that pursuant to article 17 of the rules of the Wellington Car Club that the 29th Annual General Meeting of the Wellington Car Club will be held in that body's clubrooms on Tuesday April 20th at 8pm.

AGENDA
1. Minutes of the 28th Annual General Meeting.
2. Apologies.
3. President's report.
4. Presentation of accounts and treasurer's report.
5. Election of officers and committee.
6. Election of honourary auditor and solicitor.
7. Change of rules.
8. General business.

CHANGE OF RULES - EXPENDITURE

Notice is given of intent to amend rule 27 to read as follows - 'Any individual item of expenditure over ten dollars ($10) shall be authorised by the committee.'

FOR INSTANT HORSEPOWER...

SEE 'The Performance People'

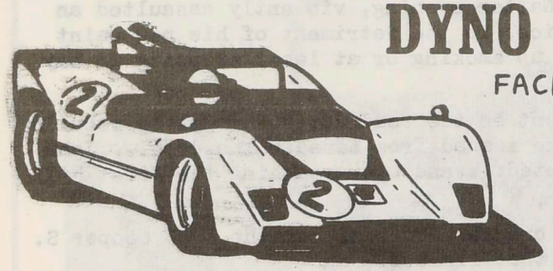
JACK OAKLEY and LESTER COLLIN

EXTRACTOR EXHAUST MANIFOLDS

COMPLETE

DYNO TUNE

FACILITIES



Road and Race Tuning is our Business

VALVOLINE RACING OIL

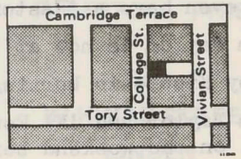
K.L.G. RACING PLUGS

CHAMPION RACING PLUGS

FULL RANGE OF WEBER SPARES

McRAE EXTRACTOR EXHAUSTS

FULL DYNAMOMETER SERVICE



PHONE 559-078 the NEW

DYNOTRONICS CENTRE

19 COLLEGE STREET WELLINGTON

HANSELL'S GRASSTRACK RACE MEETING

The Wairarapa Car Club held a Grasstrack Race Meeting, sponsored by Hansells, on 28th February, at a circuit about three miles from Masterton. The day was cloudy, but warm, with the slightest breeze, and about 1000 spectators turned up to see 17 cars and about a dozen motorcycles compete. The Wellington Car Club was represented by A.Howe, P.Parnell and J.Christian.

The circuit was marked with rows of tyres, and the grass surface lasted for about an hour, after which some bumps appeared in one corner. The loose dust and and grass at times obscured the track markers and even the other competitors and one or two minor dents and scratches resulted.

Rex Carkeek was most frequently out in front with his Citroenette, but was pressed hard by a Datsun 1600 and a Mini Cooper. Peter Parnell turned up mid-afternoon with a blue Volkswagen that did not perform as well as it should. K.Adamson also turned up late with the Victor 3.3 and broke a front wheel when well in the lead of his first race.

The most unfortunate entrant was Richard Wright, who spent the previuos week working on his Kieft, rebuilt the gearbox at the circuit, replaced a sheared key in the clutch, and finally had to scratch because the motor would not run properly.

Several motor cycle races were held during the day between the car races and these were most exciting to watch. Spills were frequent on the loose surface, especially just after it had been watered and it appeared fortunate that nobody was hurt.

In all, a very pleasant day's motor racing, except for having to clean a very dirty motor car afterwards.

John Christian.

THE HEATWAY INTERNATIONAL RALLY COMMITTEE

Murray Thompson (Chairman)
John Thomson (Minute Secretary)
Pat Tollan (Rally Secretary)
Gerry Draper
Peter Mair
Max Garey
Dave McKinney.
Alan Smart
John Swan
Ed Conroy
Peter Martin
Ian Pinkerton
Ray Duffell

NOGGIN 'N NATTER

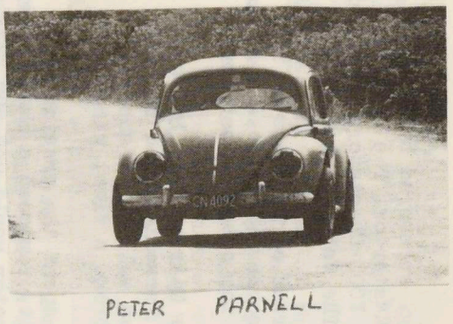
DON'T FORGET - FOURTH TUESDAY OF EVERY WEEK AT THE DUNBAR LOUNGE, MIDLAND HOTEL at. 7.30 PM. BRING YOUR WIVES AND GIRLFRIENDS..... The Noggin'n Natter evenings are becoming more and more popular....Don't miss out!

HOUGHTON BAY



BRUCE COOK





PETER PARNELL



BRIAN TAYLOR



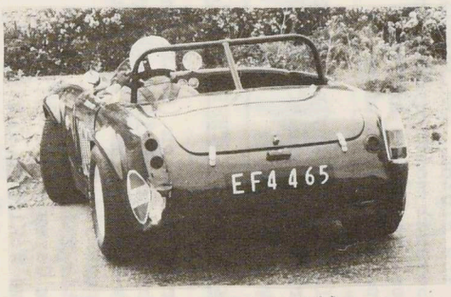
GRAHAM NOBLET



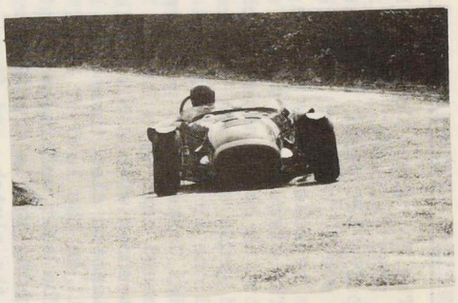
BOB GIBBONS



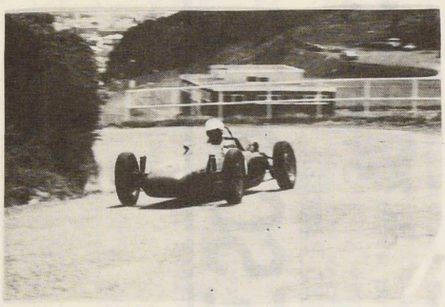
TOM DONOVAN



TOM DONOVAN



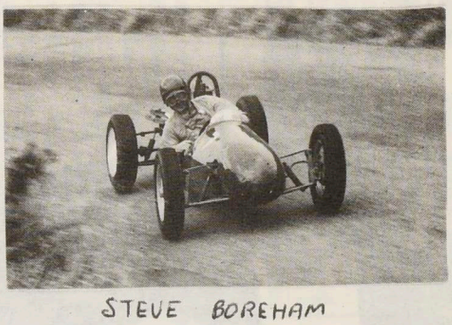
PERRY HOLLAND



MIKE WILKIN



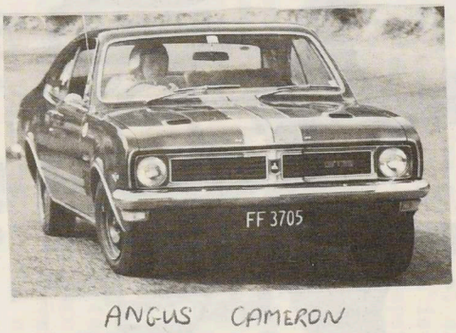
ALAN BROUGH



STEVE BOREHAM



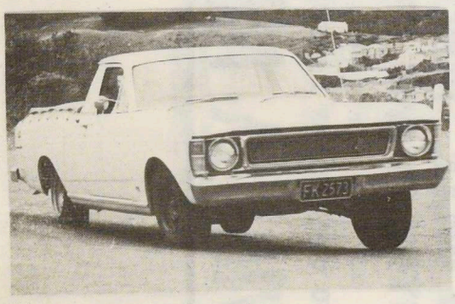
JOHN MINES



ANGUS CAMERON



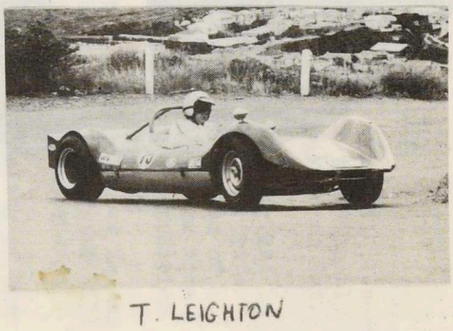
STRUAN ROBERTSON



MICK BOYLE



TIM BEETHAM



T. LEIGHTON

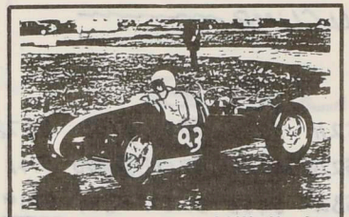
JAYCEE-ATLANTIC TEENAGE DRIVER OF THE YEAR

J'VILLE MALL. SAT. MAY 29th

ENTRY FORMS FROM JOHN DAWSON ph 797-722 H 59-093 B

NO COMPETITION LICENCE NECCESSARY - OPEN TO ALL AGED BETWEEN 15 & 19.

WIN A NEW FORD ESCORT



Hillclimbs

HOUGHTON BAY GOLD STAR HILLCLIMB

Following last year's washout we were all pleased to see fine weather conditions for our traditional Gold Star Hillclimb held on Houghton Bay Rd on Sat. March 6th.

The recent council works in the vicinity had considerably improved the position regarding pits and staging areas and a most efficient system of lining up the field was used allowing minimum time loss between runs. Twenty eight competitors were present and recieved 3 practice and five official runs.

The condition of the road surface was very poor and this was reflected in the unspectacular times. Current civic plans call for complete alteration of the hill road and it is doubtful that the venue will be suitable for hill climbing once the works are carried out.

The field that assembled for the day's sport was one of high quality if not quantity. Veteran Gold Star campaigner Steve Boreham made his annual trip from Rotorua and was rewarded with fastest time of day at 42.60 in the Cooper-Vincent. Two Coventry-Climax powered cars were present which is surely a rare thing in the 1970s. Danie Lupp had the 2.7 litre Rorstan-Climax sports car which was unfortunately handicapped by it's gearing but still managed to record second fastest time of day. Also present was the ex-Palmer, ex-Armstrong Lotus 15 sports car which is now owned by Randal Howes of the Hutt Valley. Howes decided to return the car to it's trailer after only one practice run.

The Rover V8-powered Morgan made it's first Wellington appearance and recorded a very smooth 47.51 in the hands of J.Rook-Evans . Tim Beethan won his class in the BDA Escort while Angus Cameron was fastest overall saloon despite a hair-raising moment on his first run. Tom Donovan had the lightweight Lotus twin cam-powered Sprite percolating beautifully and fairly rocketed up the hill with Perry Holland's Lancer not far behind him.

The day started badly when Robin Smith's ex-Mike Galvin Anglia was completely destroyed by fire in the pits after the battery and four gallons of racing fuel made contact. Despite the use of many car fire extinguishers there was little remaining by the time the fire brigade arrived. However, upset, but not undaunted, Robin loaded the Anglia onto Danie Lupp's trailer and set off home, returning a little while later with the Capri which must go to prove something.

Graeme Noblet took the honours in the little class with the Mini while John Mines drove the Fiat Thing to victory in his class.

An excellent day's motor sport was topped off by a superb social in the clubrooms on Saturday evening. A good crowd was present and the opportunity was taken to present the year's supply of trophies to their respective recipients.

CORRECTION

In the list of trophy winners published in the March bulletin the Monthly Night Trial Trophy was incorrectly listed as being won by Peter Martin and Ed Conroy. This of Course should read Peter Martin and Ian Shepherd. Sorry about that Ian!

HOUGHTON BAY GOLD STAR HILLCLIMB

SALOONS - UNDER 1000 cc

1st	113	G. NOBLET	MINI	5200	5211	5273	5211	5271	5031	5103	5078
2nd	8	B. TAYLOR	IMP	5324	5122	5195	5226	5112	5212	5200	5141
3rd	23	S. ROBERTSON	A40		5448		5322	5455	5282	5384	5219
4th	147	R. CONSTABLE	MINI	6292	6149	6097	6031	5946	5981	5933	5982

SALOONS - 1001cc TO 1300cc

1ST	19	J. MINES	FIAT	4915	4839	4840	4980	4986	4798	4811	4765
2nd	12	R. GIBBONS	M. COOPER	5015	4989	4834	4914	4874	4860	4846	4912
3rd	134	A. BROUGH	ANGLIA	5018	4982	5003	4922	4981	4896	4971	4985
4th	16	P. MIET	M. COOPER		5201	5046	5019	5118	5722	5107	4909
5th	5	W. HUXFORD	ANGLIA	5148	5153	5189	5191	5151	5117	5088	5025
6th	10	N. BROOKER	ANGLIA	5616	5520	5495	5494	5580	5472	5468	5414
7th	3	J. PFEFFER	ANGLIA	5624	5530	5583	5473	5421	5680	5470	5454

SALOONS - 1301cc TO 1600cc

1st	18	T. BEETHAM	ESCORT	5024	4895	4895	4838	4779	4801	4863	4850
2nd	15	E. MORGAN	ANGLIA	5216	5344	5272	5110	4914	4858	4905	4931
3rd	17	P. PARNELL	V.W.	5520	5324	5181	5126	5208	5151	5197	5252
4th	21	G. CUMMINGS	ANGLIA	5590	5514	5417	5370	5380	5318	5316	5293
5th	22	R. SMITH	CAPRI	5409	5268	5274	5378				

SALOONS - 1601 cc & OVER

1ST.	14	A. CAMERON	MONARO	4950	4814	4790	4781	4680	4759	4774	4751
2ND	11	B. COOK	PORSCHE	5059	4998	4896	4864	4782	4772	4753	4984
3RD	9	G. LANG	ANGLIA	5373	5092	4887	4862	4933	4944	4892	4950
4TH	1	M. BOYLE	FALCON	5156	5145	5112	~~5177~~ 5077	5181	5168		

SPORTS - UNDER 1500cc

1ST	109	T. DONOVAN	SPRITE	4646	6229	4603	4604	4498	5206	4540	4609
2ND	71	P. HOLLAND	LANCER	4893	4845	4590	4766	4588		4743	4665
3RD	20	J. WARRING	SPRITE	4947	4803	4716	4768	4640	4581	4710	4590
4TH	75	T. LEIGHTON	IMPERELL					5022	4704		
5 TH	6	G. COWLEY	MORGAN	5170	5208	5008	5218	5024	4979	5344	5068

SPORTS - OVER 1500cc

1ST	166	D. LUPP	RORSTAN	4983	4486	4360	4412				
2ND	2	J. ROCK-EVANS	MORGAN	5077	4943	4962	4751	4794	4860	4784	4883

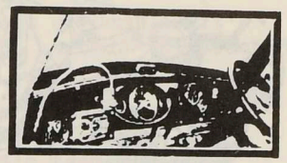
RACING

1ST	7	S. BOREHAM	COOPER	4401	4352	4366	4278	4307	4320	4260	5042
	121	M. WILKIN	F.VEE	54.29		52.00					

19

HALDA

SPEEDPILOTS & TRIPMASTERS





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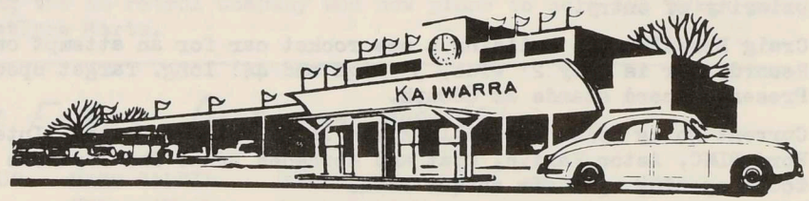



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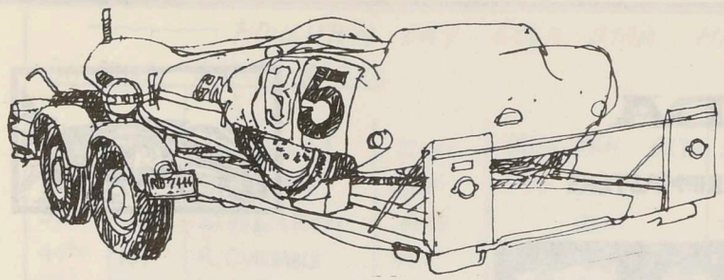


OVERSEAS NEWS

Graham Hill is to be the number one Brabham driver for 1971.

Ford of England have introduced an exciting fibreglass bodied coupe called the GT70. Car will be powered by 4 cylinder or V6 engine. The GT70 was primarily developed for rallying but will go into production for road use.

After an unsucsessful season in European Formula Two, Mike Goth, who drove in last year's Tasman series, has returned to America.

McLaren are to build wedge shaped cars for Indianapolis, cars will be powered by turbocharged Offenhausers.

Clay Reggazoni destroyed the prototype Ferrari while practising for the South African Grand Prix.

Brian Redman has abandoned plans to live in South Africa and is returning to Europe where he will take over the late Ignazio Giunti's seat on the Ferrari team.

U.S.A.C ran their first race in the Argentine recently. Event was won by Al Unser.

New Zealander Peter Hull is moving from Formula Ford to Formula Three this year.

A new one make Formula has been introduced in England. Formula Mexico is solely for Escort Mexicos. Castrol are putting up the lolly.

The twin cam Escort is ceasing production.

How times have changed dept. The highest placed British cars in the 1971 Monte Carlo Rally were 13th and 21st.

A three hour sports car race is to be held at Le Mans on April 18th immediately following the practice weekend. Cars competing in the June classic will be given priority of entry.

Craig Breedlove is building a new rocket car for an attempt on the Land Speed Record. Car is only 2' wide, 3' high and 44' long. Target speed is 1000mph. Present record stands at 600mph.

Current going price for Rolls-Royce is 15 million pounds. Interested parties are Ford, BLMC, Aston Martin, Fiat and Mercedes Benz. The Japanese are also reported to be opening up their cheque book.

This year's Sebring race was the last to be held on the present circuit. A new circuit is being built but will use the present pits and pit straight.

OVERSEAS NEWS (continued)

American drag racing has been revolutionised by the sucsess of Don Garlit's new rear-engined dragster. Car has turned the quarter in 6.56 seconds and reached 225 mph.

Tom Wheatcroft is to shift his racing car museum to historic Donington Park. Wheatcroft has plans to re-open the original circuit which still remains completely intact. He has recently purchased Graeme Lawrence's Tasman Ferrari for the museum.

Third place in the main saloon car race at the South African Grand Prix meeting was taken by a Holden Monaro.

Andrea de Adamich has left the March team and will drive a Surtees Ford for a private owner.

The Grand Prix drivers Association has released it's findings on Giunti's fatal crash in the Argentine. It places the blame three ways equally. Beltoise - for pushing his car against the rules, the marshals - for not stopping him and Giunti - for not slowing under red flags.

A warrant has been issued for the arrest of Colin Chapman in Italy in respect of Rindt's accident.

Niel Allen has announced his retirement.

A Formula Two road race is to be held on perimeter roads in the city of Birmingham to celebrate the city's centenary in 1972.

A Formula One World Championship race is to be held at Ontario Raceway in California in 1972. The Watkin's Glen race will still be held so this gives America to World Championship events.

Techno are building a car for Formula One. Cevert will be the driver.

There will be no Belgian Grand Prix this year.

Jaguar have announced the new Series Three E-type using the long awaited V12 engine. Motor is to be optional in the XJ6 series. Four Zenith carbs are used. Capacity is 5343cc.

Bob Jane's new Torana V8 made it's race debut at Sandown Park recently. Car has 4.4 litre fuel injected Repco mill delivering 450hp. Jane has recently caused a stir by purchasing the XL Petrol Company and now plans to sell cut price petrol through his discount Tyre Marts.

HEATWAY RALLY ENTRIES (CONT FROM PAGE 10)

EASTERN RACING GROUP	MIKE GALVIN	WARWICK KAY	FIAT	850	850
NOEL SILVER	KEN ADAMSON	NOEL SILVER	AUSTIN	COOPER	1275
GREYMOUTH MOTORS	JIM KENNEDY	CLIVE CRAIGHEAD	FORD	ESCORT	1598
PERFORMANCE DEV.	NOEL GOODWIN	JOHN MOORE	FORD	ESCORT	1598
KE, CARTER MOTORS	JOHN MURPHY	DAVE BJERRING	HOLDEN	XU1	3048
GEORGE KUTTEL	GEORGE KUTTEL	TONY FITZPATRICK	FORD	ESCORT TC	1598

TRIALLING WITHOUT TEARS

(This excellent article was written for the Northern Sports Car Club's magazine 'Club Torque' by D.J.C. and we duly acknowledge them for the use of this article. Some minor amendments have been made to suit trialling in our area.)

This article is a general introduction to trialling. As we are at the start of the trials season, let us remember that our sport is conducted on public roads and all forms of reckless and inconsiderate driving are to be deplored.

Any new members who think that trials are an opportunity to do some cheap motor racing should think again. Experienced club officials and members have spent many hours establishing trialling and keeping the respect of council officials and the Ministry of Transport and we do not want our sport harmed by careless acts by club members.

Let us now look at this business of trialling.

COST Closed club events carry a small charge per car. The rest of your expenses are about the same as any longish weekend drive. Club events vary in length from about 40 to 160 miles. The are plotted with the object of using a big proportion of mettalled roads but not of a car wrecking nature. Individuals may spend any amount they wish on elaborate equipment but this is purely personal choice and certainly does not guarantee better results or more fun.

CAR For all club events, any car of reasonable performance is suitable providing that it is reliable, safe and well maintained. For preference, it should handle well and have good road-holding and the interior needs to be comfortableif you are going to expect your crew to use it as a mobile office for most of the day. Please make sure the thing looks respectable if you are going to claim that you belong to a car club. At it's simplest,this means a reasonable coat of paint, all body work present and a wash now and then. As quite a number of night trials are run, good lights help. This does not mean searchlights all over the car nor do we condone inconsiderate use of spotlights. It pays to carry a good torch in case you haven't noticed that there are no streetlights in the Akatarawas.

DRIVER Simpler club events do not tax the average driving skill. Events early in the year are usually quite suitable for all the family but as the season progresses events become more difficult and the driver is concentrating more. Your skill should improve during the season and your metal road technique will improve. Apart from obviously driving within the bounds of the law, have some consideration for other people. Dont use the full rev range of your car right outside a farmer's house, don't spin your wheels in start/finish parking areas and don't scare hell out of a marshal as you pull into his check. Incidentally, when leaving a check don notspray the front of his car with loose metal. For closed club events you need a civil driving licence and restricted competition licence. For invitation and open events you need a national competition licence.

Drive with a thought for your crew. Do not forget that it is very unnerving to be rattled around in the back of a car trying to read a map while the idiot at the wheel is asking for directions and bouncing the car from kerb to kerb.

CREW Obviously you need at least one crew member. Choose a crew member carefully. You do not want constant friction and bickering, remember that you are trialling for fun. You need someone to read the route instructions and thus tell you where you are and where to go. A second person may be used as a timekeeper and a third as a map reader. A maximum of four persons per car is a practical limit and a number of very successful crews are three man total.

SUNDRY EQUIPMENT Obtain a copy of the MANZ rulebook from the club secretary and read the trial section properly. This will explain many points and you should know the rules of the game you are playing.

Ruler, pencil, clipboard and clock are included in the gear. A board (about 18" square) on to which to clip route instructions and with it's own light at night is often sufficient until full boards and tables are made to fit the car if needed. Your clock is most important. This should be at least three inches across the face and have a sweep second hand. It is impossible for you to time keep and for marshals to read anything smaller. The clock should be in a box which can be sealed to prevent alteration of the hands while competing. (Naturally you should be able to read the time). Maps required for trials will be specified in the bulletin or in regulations published prior to the trial. Lands and Survey maps have scientific reference numbers on them and may be obtained from the Lands and Survey Dept office.

DOCUMENTS Every person in a trial under the age of twenty must have an entry form signed by a parent or guardian. Nobody will be allowed to start without this. Entry forms will be available at clubnights and at instruction evenings.

Fill in all details on the entry form. Write, or better still, print clearly as the information on these forms is used write up results sheets and issue club points. If we can't read it you may not get your club points.

At the start of the trial you will be given a piece of card ruled up and called a driver's card. You should write your name and car competition number on this. You will carry this card around the trial and at each check point a marshal will enter a time on it and sign it. You should verify this time and if correct sign the card.

Trial rules should be issued at the start of a trial. These will cover our general club rules and remain the same throughout the season.

Additional Supplementary Regulations (known as A.S.R.s) will be given out by the trial organisers and will apply to his particular trial. These should be read in conjunction with the general trial rules.

About two minutes before you are due to start in the trial, you will be given a set of competitors running instructions (C.R.I.s). Once again read these in conjunction with your trial rules and A.S.R.s as these will tell you the specific route you must follow and at what average speed.

Well, having collected your gear, the car, your crew, and arrived at the start venue, what do you do?

Park your car as directed by the start marshal in an orderly manner. We have to fit a lot of cars into a small car park sometimes.

Collect your entry form. Get this filled in and return it to the start marshal. Have your drivers licence and membership card handy for inspection plus your entry fee. Do not wander off and leave your car unattended; the start marshal will have enough to do without having to look for you.

Take your clock and set it by the master clock for the trial. Have it sealed and then you are ready to go.

If you have your driver's card with your start time on it, be ready to move up to the start at that time. You will hold everybody up if you are not ready.

Once you have your A.S.R.s and C.R.I.s your navigator should skip quickly through them and then give you the first couple of route instructions. When your start time comes up on your clock, move off.

When you get on your way concentrate on staying on the correct route. When you come to a marshal's car with a 'Check' sign up, pull up and park in front of the marshals car. Do not double park, park over a driveway or leave headlights on. Take your driver's card and clock to the marshal.

Unmanned checks may be used. This consists of a check sign on a stake and will have a word on it such as Castrol or Britax. Write this word on the next blank space in the time column and have the next marshal initial it. At the finish of the trial we try to work out the results as competitors come in,,so surrender your card and that's it. Easy, isn't it!

Remember at all times that you are trialling for fun, drive safely and enjoy yourselves.

LADIES TRIAL

On the 6th of June the Non Speed Committee will be running a trial specifically for the ladies. Not only lady members but any of the fairer sex who are invited by a member.

It will be a fairly simple day trial of 1½ to 2 hours duration starting at 2pm. The start and finish will be at thecclubrooms in Russell Tce. If you have never trialled before, don't worry, there will be no tricks and you will receive a sheet of explanation on navigating and timekeeping before you start.

MESSAGE TO ALL MALE CLUB MEMBERS....Ask, plead, insist, bludgeon your mother wife or girlfriend (or all three) to come along and have a go. It could prove the fact that men are much better at trialling then women.

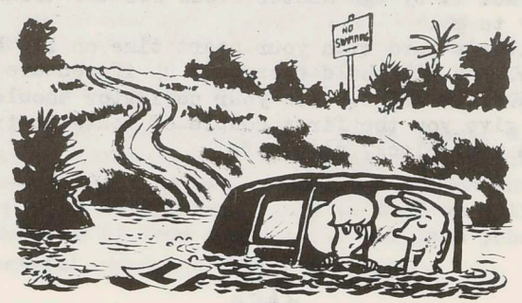
TO THE GIRLS ....There should not be too many real excuses not to come along. When the avid trialliat bores you with his experiences next time, then you can tell him at least of yours or at least understand what he is talking about. For the mums we will be operating a childcare centre under expert care. So if your dad can't or Won't look after the children, bring them along to the start and collect them when you finish.

Remember that somebody has got to win or at least get among the top placings. So many people maintain that motor sport is a male preserve and as a result some of the lady members have agitated for an event of their own. It is up to you to support the girls who are fighting for you.

See you on 6th June at the clubrooms. Bring the kids in oldclothes.

Ed. C.

SUBS ARE DUE NOW....SUBS ARE DUE NOW....SUBS ARE DUE NOW....SUBS ARE DUE NOW...
ORDINARY $5.....HUSBAND AND WIFE $6.....JUNIOR $2.50.....CCUNTRY (40 miles) $2.50



"I think this is a good time to teach you how to reverse!"

TARGA " TIMING

With the "TARGA" system Marshals have the sealed timepiece, not competitors. Competitors only carry a 'Drivers Card' which they hand in at each check for their time to be entered. This one card is carried right though the trial. Each marshal's clock is set back so that if a competitor stays on time, he is credited with the same time at each check. Points lost willbe , one per minute late or early, seconds being ignored. Timing being check to check.

For example- Imagine a trial of one hour, running time with two checks and a start and finish control.

Time from start	to check I	I0 min	Total time lapse		I0 min
C.I	to C.2	20 min	"	"	30 min
C."	to Cont	30 min	"	"	60 min

The marshals clocks are set so that when the start control's clock reads I0-00, =check I's clock reads II- 50, check 2 - II-30. and final control's clock reads II-00. Think about this for a moment and you will see that if a competitor starts at I2-00, and stays on time, he will get a time of I2-00 at each check and the final control. If the competitor is I min late at check I, but stays on time for the rest of the trial,he will get a time of I2-0I at check I and at the other checks and the final control. He only looses I point (I min) at check I.

If the competitor gets a time of I2-oo-59 at C I, He looses no points but if he looses one more second between checks I & 2 to get a time of I2-0I he looses a point at C 2. Another possibility is that he could be 59 sec early between checks I & 2 to get a time of I2=00 and loose no poimts.

The fundamental thing to remember is that every time you move from one minute to another, you loose a point. Seconds will be entered on the driver's cards but will be ignored for results purposes. Another point that arises is that to give yourself a tolerance of 30 sec at each check, it would be advisable to try to clock in 30 sec late overall throughout the trial.

Although this explanation is lengthy the system is very simple in practise. trust us on that. The marshals job is easier because he doesn't have to shuffle large numbers of cards. Calculation of results will be much quicker and as points are in minutes ,they will have more meaning. Competitors will be able to tell at a glance at their driver's card how they are doing.

PENALTIES BEING:

Maximum points lost at any check will be 30.

Points lost for failure to enter a codeword on the driver's card 30.

Missed check 30.

MARCH MONTHLY NIGHT TRIAL

Team BRG set off from the Clubrooms on 2nd March, 1971, with no premonition that this was going to be its night. And this was certainly true some minutes later when the navigator's knowledge of basics left him on the worded instructions in Newtown. Observers may have seen a Red and Yellow Min. vainly meandering about Brooklyn trying to shake off an also-lost Anglia. However, a retreat to the correct route, a wracking of brains and the sudden realization of the principal of "No Exit" roads had BRG's pilot recouping precious time. It was a somewhat forlorn crew that found the countrol outside Todd's with some ten minutes of Targa time to its debit. We were running true to form (late) but redemption was there in the form of having found all the unmanned checks.

As NZMS 17 Hutt Valley unfolded within the confines of the Min, so did the navigator's Achilles heel - mapreading is not greeted with jubilation. All credit must here be given to the organiser, Mike Reid, who contrived to combine various facets of mapreading without requiring competitors to have Trial Gold Star status to remain on course. We particularly appreciated the 'clockwise' around Puketapa Grove with its cleverly situated check board - passed twice, the use of both sections of Gracefield Road and the final humdinger around and around Seaview. The 'come-on' check was sited for the unwary and our chortles may have been heard by the three crews who drove straight into it. It was here in Seaview that it suddenly seemed that we might be able to snatch a victory; by our count only we had clean-sheeted Seaview of a known number of twelve crews.

An air of determination as we proceeded along the motorway back to the city, of abject terror as we returned to the manned check on Evans Bay Parade to have the correct time entered on our drivers' card, of recrimination as we ended up at Majoribanks Street instead of at the 'Y' junction in Hataitai, of frustration at being faced with Riddiford Street, Newtown, and not Hornsey Road, Melrose. At this stage we were desperate. We knew that time was being lost hand over fist but a determined pilot followed instructions, surprisingly keeping his cool with the navigator, whilst coping with fading brakes, slipping clutch and intermittent headlights. We had not given up all hope as check boards were being passed but it was with trepidation that we checked in at final control.

Joy at having completed the course without missing any checks was tempered by a question of a maximum late. This was happily resolved in Team BRG's favour and we revelled in the happy knowledge of having at last won a trial!

Peter Gentry

THE 1971 BENSON AND HEDGES 500

This year's production car classic will be held on either September 4th or 5th. Classes will be as follows.

0-1200cc Simcas, Imps, BLMC cars up to 1100cc, Datsun 1200, Escort 1100, Fiat 128, Toyota Corolla, Niva, Skoda.
1200-1600cc Escort 1300, Datsun 1600, Cortina, Renault 12, Victor 1600,
1600-4100cc Hemi Valiant, Falcon, Victor 3.3, Triumph 2000, Rover 2000, Fiat 125, Hillman Hunter, Holden WB.
4100cc over Valiant v8, Jaguar XJ6.

The Golden 100 limit requires that at least three identical cars must be imported into NZ since 1967. This will let in some fairly exotic machinery.

MARCH NIGHT TRIAL. - TEAM TRAVELLER

| No. | CAR | ENTRANT OF CAR | MAKE OF CAR | POINTS LOST | PLACE | | |

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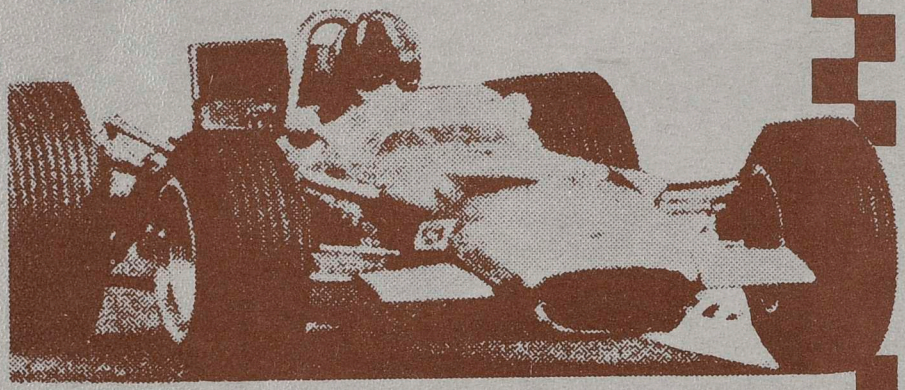

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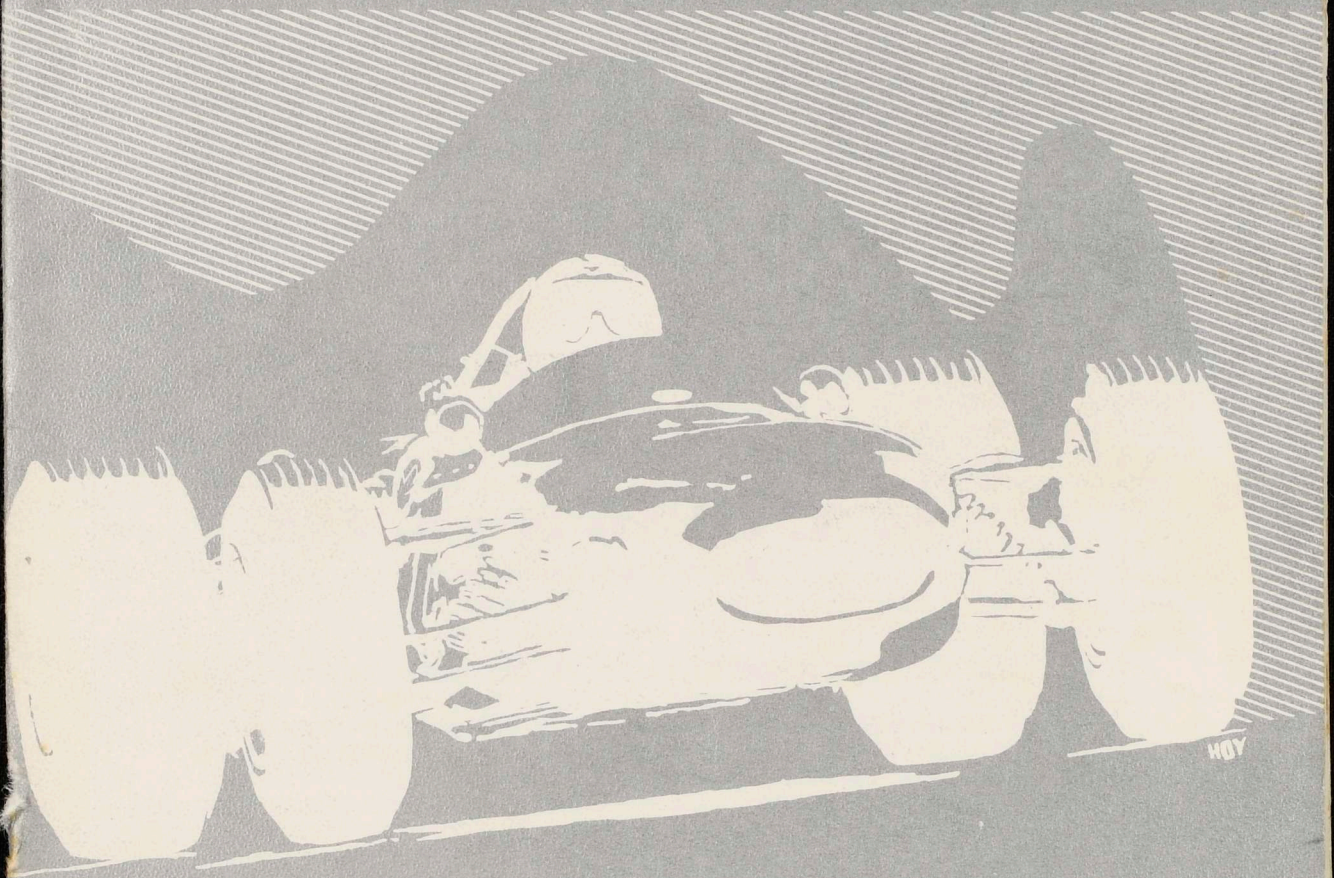

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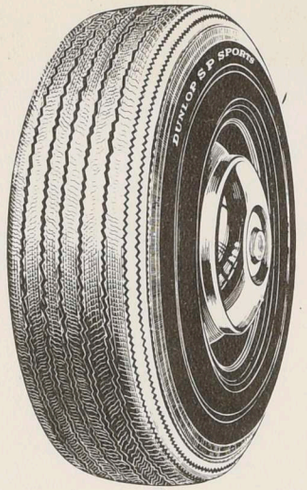

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FIBREGLASS INSULATION	FORMICA & STAINLESS STEEL BENCHES
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WINDOW FITTINGS	INDUSTRIAL, MARINE & DOMESTIC GLUES
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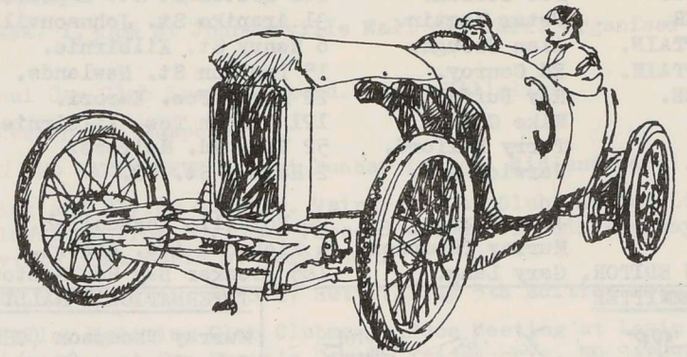
MOTOR MOWERS	HAND AND ELECTRIC TOOLS
BOLTS	SPOUTING AND DOWNPIPE
ASBESTOS	ABRASIVE PAPERS
LADDERS	GARDENING EQUIPMENT
BRUSHWARE	SEALING COMPOUNDS



MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB



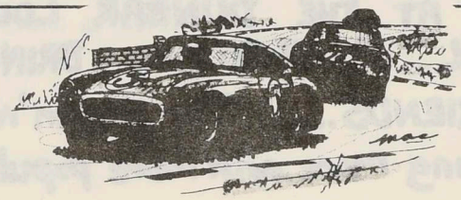
FROM THE EDITOR

The 1971 Heatway International Rally is history now, and important history at that! Probably the most ambitious achievement ever in New Zealand motor sporting history, the Heatway Rally was acclaimed as an outstanding success. We had our teething problems, just as was expected, but these will serve to put us on an even better course for next year. The club, as a whole, owes a great deal to all our members, and members of other clubs, who gave so generously of their time and ability to make the event such a triumph.

Our 1971 Annual General Meeting saw eleven persons standing for committee, a very healthy sign, particularly as all eleven were very capable people. Attendance of general members was very good and those present were treated to another screening of the Castrol film 'The Flying Finns'

On the debit side must come the Interclub Gymkhana at Queen Elizabeth Park on April 18th. Only two members from our club attended and, with three persons from the Hutt Valley Motoring Club, a grand total of five contestants decided to call it a day and the event was abandoned. Was it rally preparation or over familiarity with the venue that kept people away?

MAY 1971

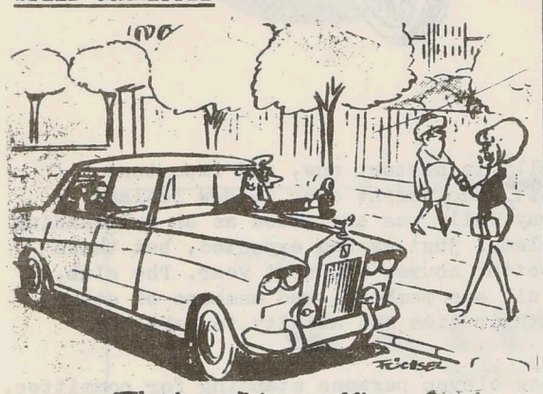


WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
PRESIDENT.	Ian Pinkerton.	27 Forth Place, Paremata.	Plim.8084	787-205
SECRETARY.	Pat Tollan.	142 Britomart St. H'pore.	896-058	59-093
TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Alan Brough.	6 Henry St. Kilbirnie.	862-338	
VICE CAPTAIN.	Ed Conroy.	15 Trebann St. Newlands.	786-742	768-755
COMMITTEE.	Ray Duffell.	22 Firth Tce. Karori.	769-632	71-133
	Mike Galvin.	121 Duncan Tce. Kilbirnie.		557-280
	Terry Huxford.	52 View Rd. Melrose.	879-316	886-481
	Warwick Kay.	2 Horner St. W2.	898-645	59-999 ext 762
	John Swan.	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson.	6 Richmond Ave. Karori.	766-534	557-739
BULLETIN EDITOR.	Gary Lang.	185 Breaker Bay Rd, Seatoun.	883-488	59-485

SPEED COMMITTEE



"There's a call for you, Miss . . ."

INTERNATIONAL RALLY COMMITTEE

Murray Thompson (CHM)	766-534	557-739
John Thomson (Sec)	881-637	49-060
Pat Tollan (Rally Sec)	896-058	59-093
Gerry Draper		
Peter Mair	43-518	685-099
Max Garey	838-556	44-211
Dave McKinney		
Alan Smart		
John Swan	796-658	553-557
Ed Conroy	786-742	768-755
Peter Martin	785-117	558-173
Ian Pinkerton	Plim 8084	787-205
Ray Duffell	769-632	71-133

SOCIAL COMMITTEE

'NOGGIN 'N NATTER'

DON'T FORGET - FOURTH TUESDAY OF EVERY WEEK AT THE DUNBAR LOUNGE, MIDLAND HOTEL at. 7.30 PM. BRING YOUR WIVES AND GIRLFRIENDS..... The Noggin'n Natter evenings are becoming more and more popular ....Don't miss out!

FORTHCOMING EVENTS

SAT. MAY. 22nd.	Levin Motor Racing Club Wall Cup Trial. Starts 1.30pm from Labour Hall, Cambridge.
	Wanganui Car Club Speed Weekend. Standing and flying quarter.
SUN. MAY. 23rd.	GYMKHANA. 1.30pm at Johnsonville Mall Car Park. Organiser Mike Reid.
	Wanganui Car Club Speed Weekend. Okoia Hillclimb.
	Race Meeting at Ruapuna.
TUE. MAY. 25th.	NOGGIN AND NATTER EVENING at Dunbar Lounge, Midland Hotel.
SAT. MAY. 29th.	Standing and Flying Quarter. Wairarapa Car Club. Hughes Line. Scrutineering from 10.30am. Proceed ahead off main highway at Clareville just north of Carterton.
TUE. JUN. 1st.	MONTHLY NIGHT TRIAL. NZMS 17 Hutt Valley 5th Edition required.
SAT. JUN. 5th.	Hutt Valley Motoring Club Clubman's Race Meeting at Levin. Scrutineering at Ken Brown's Garage Friday only. NO SATURDAY SCRUTINEERING.
SUN. JUN. 6th.	LADIES TRIAL starting clubrooms at 1.30pm.
SAT. JUN. 12th.	Hutt Valley Motoring Club Wall Cup Trial. 110 miles Starts Lower Hutt Post Office at 10am. Finishes at Taurenikua. NZMS 161 2nd Edition 1968 required. Organiser Malcolm Matheson 552-014.
TUE. JUN. 15th.	CLUBNIGHT at clubrooms.
SAT. JUN. 19th.	ALEXANDRA ROAD HILLCLIMB. (Duncan McKenzie Trophy) Scrutineering Friday evening at L.Alexander and Co Vivian St City. Scrutineering at venue foe country competitors only. MARSHALS REQUIRED.
TUE. JUN. 22nd.	NOGGIN and NATTER at Midland Hotel.
SAT. JUN. 26th.	INVITATION DAY TRIAL. No further details.
SAT. JUL. 3rd.	Levin Motor Racing Club Gold Star Trial.
TUE. JUL. 6th.	MONTHLY NIGHT TRIAL.
SUN. JUL. 11th.	Wairarapa Car Club Wall Cup Trial.
	Glenvale 100 Production Car Race at Bay Park.
SAT. JUL. 17th.	Whakatane Car Club Gold Star Trial.
TUE. JUL. 20th.	CLUBNIGHT.
SAT. JUL. 24th.	CLUBMAN'S RACE MEETING AT LEVIN.
SUN. JUL. 25th.	MUDPLUG.
TUE. JUL. 27th.	NOGGIN and Natter.



LEVIN - APRIL 3RD

With 106 entrants, the Rothman's saloon meeting on April 3rd looked all set for a good day's racing especially as the organisers had managed to attract Fahey and Co from Auckland for their 18 race programme.

Perfect weather greeted the spectators and the meeting started promptly at 10.15 There were no accident during the day's racing although some hair-raising spins occured, particularly one by David Silcock in the Escort at the end of the main straight.

As expected, Fahey's Escort dominated the saloons at will, with the only serious challenge coming from Dennis Marwood's Custom Card Camaro which was making it's first appearance at Levin. Marwood's car is obviously streets ahead of it's V8 competition with the possible exception of Fahey's Mustang. Also appearing for the first time at Levin was Jim Palmer's Porsche. The little German car really gets it's power onto the road and it's acceleration is fantastic but the handling seems to leave much to be desired. Palmer's day-long dice with Jim Richards in the Escort was most interesting with the Escort rapidly overhauling the Porsche through the corners but being out-dragged on the straights.

The little Minis put on quite a show in the baby class with Rod Collingwood emerging triumphant from Barry Phillips who seemed to have great difficulty getting off the line. It was interesting to note that Greg Dervan's car was going considerably slower that at the International meeting. The Formula Cs were not present in as great a quantity as at Christmas and Peter Hughes dominated the class. Once more the Formula Vees provided close racing with a large field. This formula is one of the few that has done what it set out to do - provide close racing at an economical price.

Jim Richards was the quickest production car driver present with the Clayton Cars Monaro. Franicivic and Black both appeared in GTHOs but were hard put to mix it with Richards. Most spectacular driver in this class was Bruce Allen in a Monaro.

Fastest sports car present was Gary Deakin's Heron although the most technically interesting was James Aislabie's new rear-engined Jaguar special which gained a first and second place. Obviously the Jaguar is dead but won't lie down.

The Wellington Car Club was not very well represented with only Tom Donovan and Mike Wilkin competing.

AUTOCROSS - QUEEN ELIZABETH PARK - 10-4-71

1ST	6	J.MARCHBANKS	MINI 7	848cc	100·1	93·9	90·3	90·9	125·2	91·5	92·7	
2ND	4	G.EAST	MORRIS	1098cc	99·2	93·8		92·9	92·7	93 7	91 8	
3RD	7	G.CLARKE	VIVA	1159cc	103·3	97·6	99·0	98·0		99·1		
4TH	1	J.MEADOWS	CONSUL	1340cc	114·3	108·7	101 0	100·2		99 1	134·7	
5TH	3	A.SMITH	CORTINA	1580cc	118·9	108·6	102·7	102·9	100·6	102·9		
6TH	2	M.MEACLEM	A40	998cc	128·3	108·9	106·1		106·0	109·1		
7TH	5	K.PAGE	ANGLIA	975cc	119·0	189·6	110·3	111·2	109·5	111·0		

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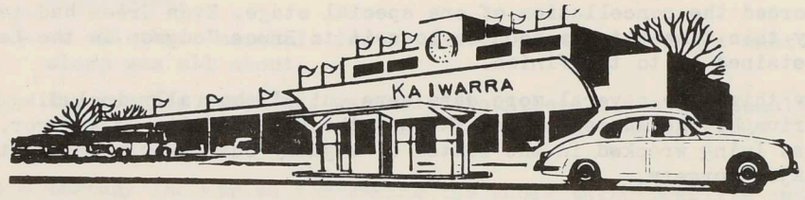

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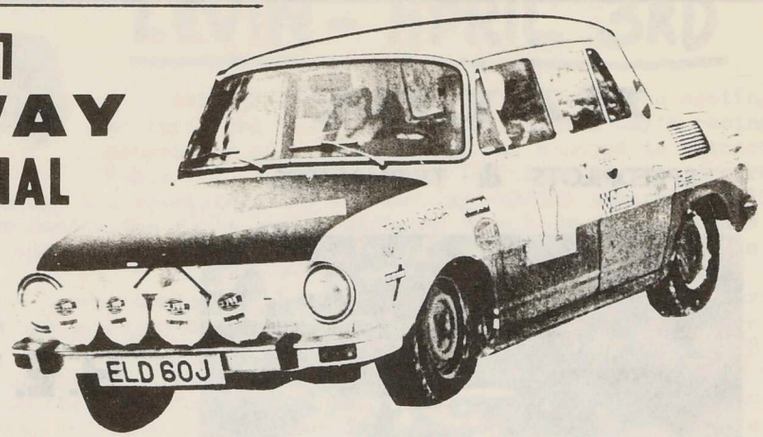
1971 HEATWAY INTERNATIONAL RALLY



Sixty seven starters moved off the ramp in Auckland at the beginning of one of New Zealand's most ambitious motor sporting ventures. Months of painstaking work and preparation were now coming to fruition and the Wellington Car Club was being established as promoter of the Heatway International Rally, universally now being referred to as 'The Heatway' which must have pleased the sponsors very much.

The entry list read like a who's who of motor sport and included 9 Australian entries, one from England, one from Singapore, 2 from New Caledonia and one from New Guinea.

The first special stage was at Pukekohe and was run in both directions. Ron Rutherford's Monaro was quickest here but he was soon to retire. Naturally much of the spectator interest focused around the BLMC team Mini Cooper Ss of Andrew Cowan and Evan Green but, although very spectacular, with Cowan's car winning many special stages, both cars had more than their fair share of trouble and, had they not experienced this, they would have been amongst the winners.

Following the Pukekohe stage, the Hopu Hopu Rallycross field was visited at Hamilton after which the cars headed for the forest sections. By this stage Franicivic's Escort was on it's third back axle and soon retired altogether. Also out at this stage was the Porsche of Alan McDonald.

Jim Richards had slowly moved into the overall lead by the time the field arrived at the Kaiangaroa Forest stages. Bad weather in the Gisborne and Wairoa area forced the cancellation of one special stage. Evan Green had taken over the lead by this time but was soon to lose it to Bruce Hodgson in the Lotus Cortina who retained it to the finish.

By this time several more cars were out of the rally including the Shelly/Grundle Triumph, the Adams/Fenwick BMW and the Leonard/Bitossi Avenger. One of the Skodas was lying wrecked in the bottom of a gully but later rejoined the rally after major surgery.

Grahame Brownlie had climbed well up the list in his Toyota Corolla but a major engine catastrophe dropped him back down the order although he later rejoined at Napier after spare parts had been flown up from Wellington. Colin Taylor then took up the cudgel for Toyota and, after a steady drive, finished a provisional sixth.

Highlight of the final day was the Paekakariki hillclimb and the Moonshine special stage. Cowan won both setting an average of over 60mph for the Paekakariki hill. The Moonshine stage attracted a colossal number of spectators and it was here that Jim Richard's Triumph 2.5 came to grief. There were huge crowds at Houghton Bay and Alexandra Rd whilst the number at spectators at the Town Hall finish was unbeleivable.

Provisional placings were - 1st. B.Hodgson (Lotus Cortina) 2nd. R.Emson (Holden Torana) 3rd. Mike Marshall (Ford Escort) 4th. B.Gauzere (BMW).

Press coverage of the rally was extensive, particularly in the northern regions, while the NZBC was undoubtedly responsible for the huge spectator and general interest . In Wellington the rally became a talking point, even amongst people who had little knowledge of motorsport.

Those who have criticised the NZBC's coverage of motorsport on previous occasions were made to eat their words as far as the rally was concerned. Great interest was also shown by Radio Hauraki and Radio 'I', both of whom made toll calls to rally headquarters every hour throughout the evening stages to ascertain current placings.

It was most regretable that the Rally Director, Murray Thompson, was forced to leave the rally owing to an accident on the final day but the rally was so well planned that it continued on smoothly in his absence. Max Garey was in control during the latter stages.

As the time came for the final results to be announced it became obvious that we were being a bit optimistic in attempting to produce an accurate final result in the time permitted. The enormous complexity of organising an event of this magnitude complete with the human factors involved in calculating an prompt and satisfactory result was obviously appreciated by the overseas entrants if not by some of the locals. The approach of some teams as to what constitued a time claim was very amusing. Four protests were received on the provisional placings but these have been resolved satisfactorally. Heatway Industries put on a superb social at the Overseas Terminal on the Sunday evening and this was attended by The Minister of Transport and the Mayor as well as most competitors and marshals.

Congratulations to - Murray Thompson and his assistants who saw countless hours of toil and planning come to a highly satisfactory conclusion.

Congratulations to - to all those marshals in the field who almost forgot what sleep was all about.

Congratulations to - the results teams who assembled countless times and penalties and 'the car in front wouldn't let me pass' notes into a final result.

Congratulations to - Heatway Industries for making the whole thing possible and may they reap their reward a hundredfold.

Congratulations to - The NZBC and Rob Crabtree for their superb coverage of the event.

Congratulations to - all competitors, big and small, fast and not so fast, successful and unsuccessful. See you again next year.

Congratulations to - all entrants, sponsors and those who contributed financially to the event.

Our Sympathy to - all those whose ignorance did not permit them to see the ultimate value in the event. It is difficult to see what the rights and wrongs of a car rally have to do with a church newspaper.

FUTURE ISSUES OF THE BULLETIN WILL CONTAIN FULL COMPETITORS REPORTS ON THE EVENT AND A HUGE PHOTOGRAPH ISSUE IS PLANNED SO KEEP THOSE PHOTOS ROLLING IN FOLKS!

THE ANNUAL GENERAL MEETING

After the minutes of the last AGM were read the President gave his annual report, the text of which was published in last months bulletin. This was followed by the Tresurer's report which showed the club's finances to be in a very healthy state.

The election of the club's officers for the next twelve months was held next. Ian Pinkerton was unanimously re-elected President and our new Secretary is to be Pat Tollan who was unopposed for this position. Peter Martin was again elected Treasurer as was Ed Conroy to the position of Club Captain. Alan Brough, Warwick Kay and Mike Galvin contested the position of Vice Captain with Alan being elected.

Messrs M.Thompson, R.Duffell, M.Galvin, W.Kay, T.Huxford, J.Swan, I.Jensen, A.Smart, I.Drummond, P.Parnell and P.Mair stood for election to committee with the first six being successful.

Following the election of officers the club rule stating the amount of money that can be spent without recourse to the committee was amended to permit $10 to be spent in place of the previous $2. This is in line with present trends.

At the start of the general business discussion Murray Thompson rose and thanked the club as a whole and the members of the Heatway Rally committee for the work and time they have put into the Heatway Rally. Most other discussion revolved around making the club's name prominent in the community through assisting charitable organisations.

Jaycee members present spoke of their Defensive Driving tests and Teenage driver contests etc. It was pointed out by another member that those who showed sufficent interest to participate in these events were not generally the type of people who have accidents. Considerable discussion followed on the merits or otherwise of our participation in this type of thing. It was suggested that we should look to ourselves and take more interest in our working bees etc.

Mention was made of the Blind Children's Braille Rally held by Auckland Car Clubs and it was felt that we could participate in a similar event here. A skid pan for the general public's use as well as our own was mooted. It was also suggested that some of our better drivers could instruct the general public in the techniques involved. A good suggestion was made that members competing in outside events should carry the club's insignia on the side of their cars.

The old Public Relations Officer question was aired again and once more it was agreed that this could best be handled by our present arrangement.

JAYCEE-ATLANTIC TEENAGE DRIVER OF THE YEAR

J'VILLE MALL. SAT. MAY 29th

ENTRY FORMS FROM JOHN DAWSON ph 797-722 H 59-093 B

NO COMPETITION LICENCE NECCESSARY - OPEN TO ALL AGED BETWEEN 15 & 19.

WIN A NEW FORD ESCORT

HEATWAY RALLY PHOTOS BY GLEN KENNER (873-502)



GALVIN / KAY



PINKERTON / McKINNEY



GALVIN | KAY



GOODWIN / MOORE



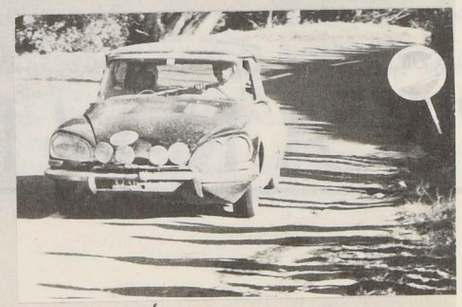
GLADHILL / EAST



TAYLOR / FOULKES



PINKERTON / MCKINNEY



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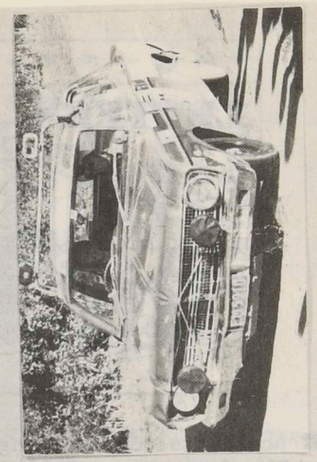
MULLINS / ARTER



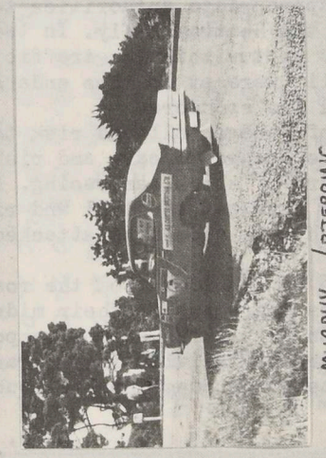
ROBSON / BENEFIELD



ROBSON / BENEFIELD



GRANZERE / POMMELET



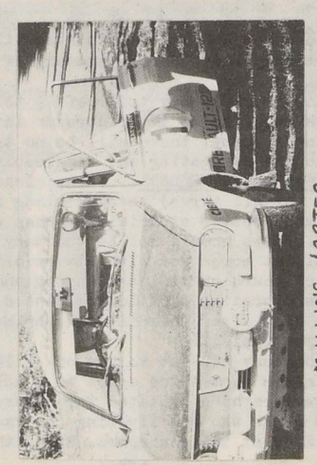
MURPHY / BJERRING-



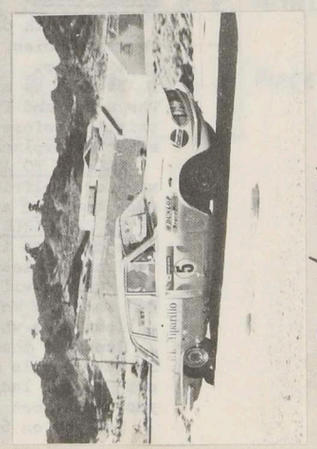
HYSLOP / LANGLEY



DAVE MCKINNEY



MULLINS / ARTER



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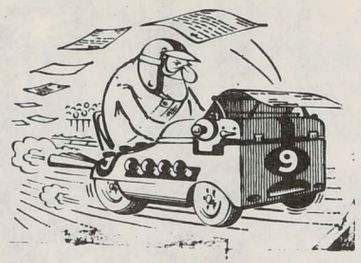
LETTERS



Dear Sir,

The Press, public and even our Churches expend valuable space and time criticising and interfering, even to the point of destroying, other people in order to sell their products and claim public attention in doing so.

The latest target of the 'Tablet',after prodding by the Otago Daily Times, is car rallying.

The appeal that all the rules of the road are set aside for these sporting events, and the example of driving and the resultant toll of accidents does nothing to reduce the road toll,is utter hogwash.

The facts are - Rallying is strictly controlled by international standards and seeks permission from the appropriate authorities to practice the sport. Proper permission was granted for the Heatway Rally. In two main sections, the tests, when on open roads were strictly kept within the traffic rules. Even when run on the closed road stages the public were at no time endangered. The toll was the concern of only the contestants and the sponsors.

Incidentally, speaking of damage toll and risk to life and limb, what does the Tablet have to say about the damage to cars and risk to limb regularly promoted to savour the crowd of followers of stock car racing. Admittedly the private motorist is not threatened in either case but the toll and risk of stock cars is surely something in our midst which also should be attacked by self-styled members of the protest press.

Let the press and Church ban rallies from the roads and then get on with the uncontrolled social problems and sores in their midst which would do more to sweeten our way of life than by picking on any responsible group of citizems who venture to secure their share of individuality regarded so sacred and readily available to other, and often more questionable, public activities.

Live, Heal and let live.

LADIES TRIAL

On the 6th of June the Non Speed Committee will be running a trial specifically for the ladies. Not only lady members but any of the fairer sex who are invited by a member.

It will be a fairly simple day trial of 1½ to 2 hours duration starting at 2pm. The start and finish will be at theclubrooms in Russell Tce. If you have never trialled before, don't worry, there will be no tricks and you will receive a sheet of explanation on navigating and timekeeping before you start.

MESSAGE TO ALL MALE CLUB MEMBERS....Ask, plead, insist, bludgeon your mother' wife or girlfriend (or all three) to come along and have a go. It could prove the fact that men are much better at trialling then women.

TO THE GIRLS ....There should not be too many real excuses not to come along. When the avid trialliat bores you with his experiences next time, then you can tell him at least of yours or at least understand what he is talking about. For the mums we will be operating a childcare centre under expert care. So if your dad can't or Won't look after the children, bring them along to the start and collect them when you finish.

Remember that somebody has got to win or at least get among the top placings. So many people maintain that motor sport is a male preserve and as a result some of the lady members have agitated for an event of their own. It is up to you to support the girls who are fighting for you.

See you on 6th June at the clubrooms. Bring the kids in oldclothes.

Ed. C.

APRIL MONTHLY NIGHT TRIAL

ORGANISED BY PETER MARTIN and IAN SHEPHERD

			TARANTO	RIMINI F/C	RAVENNA	SALERNO F/C	SALERNO F/C	SALERNO T/C	RAVENNA	UDINE T/C	TOTAL	PLACE
1	I. McGUIRE	MINI	0	0	30	30	0	1L	0	3L	67	11
2	J. SINCLAIR	ZEPHYR ANGLIA	30	30	30 RC	0	0	20L	0	0	142	15
3	B. de MONTALK	AVENGER	30	30	30	30	30	30	30	0	330	19 =
4	G. BEAUMONT	RENAULT	0	0	10L	0	0	2L	0	4E	62	8
5	A. MARTIN	ROVER	30	0	13L	0	0	5L	0	34	85	12
6	K. FELLOWS	HERALD	0	0	7L	0	0	3L	0	1L	47	6=
7	B. GLEDSTONE	SKODA	0	0	5L	0	0	3L	0	7L	55	10
8	T. BLAKEMORE	MAXI	30	0	5L	0	30	2E	0	4L	143	16
9	N. McGILL	MINI	0	0	30	30	30	30	30	30	328	18
10	M. McGUIRE	CORTINA	0	0	15L	0	0	4E	0	2L	54	9
11	E. CONROY	HILLMAN ESCORT	0	0	6L	0	0	1L	0	4L	45	4
12	A. PILKINGTON	HILLMAN IMP	30	30	30	0	0	2E	0	1L	135	14
13	N. FISHER	COB	0	0	9L	0	0	0	0	8E	40	3
14	I. JENSEN	ANGLIA	0	0	7L	0	0	0	30	0	162	17
15	N. CRICHTON	MINISPRINT	0	0	1L	0	0	1L	0	2E	11	1
16	[illegible]	V.W.	0	0	16L	0	0	7L	0	5L	32	2
22	M. BAKER	SINGER	0	0	3L	0	0	2L	0	4L	46	5
23	A. BROUGH	RETIRED	0	0	6L	30	0	0	0	0	96	13
29	A. CURTIS		0	0	4L	0	0	4L	0	0	47	6=
38	T. JEWELS		0	0	30	30	30	30	30	30	330	19=
40	T. DOYLE		30	30	30	30	30	30 MAX	30	30		



THE FAST ONES

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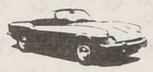

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A car for the driver who really cares — highly responsive action and fuel-injected power that puts you safely ahead.



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WELLINGTON CAR CLUB NOTES FOR MONTHLY NIGHT TRIAL ORGANISERS

GENERAL Your aim should be to organise the event that youwould enjoy to compete in yourself. Do not become involved in a battle of wits with the competitors because the more sucsessful you are the less they will like your trial. Let them compete against each other, not against you.

Keep the CRIs clear, so that if a competitor makes a wrong turn the mistake is his own and he does not feel mislead by your subtlety. Include regular reference points so that a hopelessly lost competitor can regain the route without becoming demoralised.

Remember that competitors seldom complain that a trial is too short but rapidly become impatient if you keep them past their bedtime.

ASRs and CRIs Examine ar set used in a previuos trial. Keep ASRs brief and avoid senseless gimmicks. Stick to the club's Targa system or check to check timing. Make CRIs clear and unambiguous. Remember that some competitors will be relative strangers to our area so don't say 'proceed to go up Ngauranga Gorge'. Give correct instructions as per MANZ regs with additional clarification if desireable. Complete accuracy is crucial and the CRIs must be checked by thoroughly by someone nominated by the non-speed committee.

CHECKS, CHECKBOARDS and CONTROLS Frequent checks please competitors but magnify organising and results problems. Checkboards are helpful but use them only where a competitor may reasonable expect to find them - they aren't meant to be tests of eyesight - and where they might disturb local residents. Time checks must also comply with these requirements and should always be used before built-up areas. Brief your marshals to penalise such unsafe practices as double parking etc.

TIME SCHEDULE You must make a table showing the estimated time of arrival of a theoretical, on-time competitor at each time-check and control. Keep this neat because the steward will want to see it when (if) he grants a permit. Remember to add one minute after each check. From this table you will set the marshal's clocks on the night and compute the opening and closing times for each check.Don't cut yourself short on time. Expect unexpected delays on the night.

ORGANISATION When you are satisfied that the ASRs, CRIs and time schedule are correct, apply for the permit (see the non-speed committee for procedure). This must be done at least two weeks before the trial. Arrange to have stencils cut for ASRs and CRIs and do your final route check from the duplicated copies. Beware of over conscientious typists who change 'St' to 'Street'.

Personally contact each marshal and emphasise the importance of his duties. Several days before the event make sure you have the following available - Keys to clubrooms, entry forms, ASRS and CRIs, permit, clocks, check-signs and check boards,Hammer (for erecting check boards), written instructions where necessary for marshals, drivers cards, schedule of starting times, time schedule for results, draft results sheet.

The start must be flawlessly organised because any hint of confusion here will cause competitors to look for other faults. It is best to place all marshals and check boards yourself, taking special care with the setting of marshal's clocks. Arrange to have checks closed, check boards retrieved, gates closed etc. Although in club trials a tail end charlie isn't essential, be sure all competitors are accounted for after any critical part of the route.

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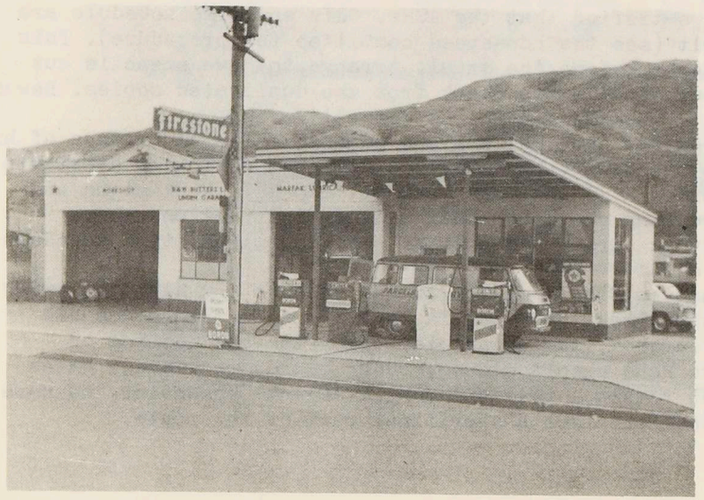

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Place a capable person at the final control. He should be able to compute and tabulate results as competitors arrive. Much of the interest in a trial is lost if results are not announced promptly at the finish. Aim at having the results completed within five minutes of the arrival of the last car.

The following day full results should go to the bulletin editor. Show the names of marshals and thank them. Get a sympathetic competitor to do a glowing report for the bulletin. The winner is the traditional and most suitable candidate for this job.

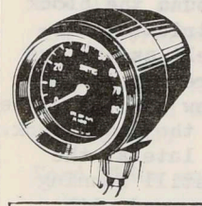
Lastly, see that all equipment used is accounted for and retirned to the clubrooms.

Monthly Night Trials should start at the clubrooms at 7.00pm (1st car away at 7.15) and be of about 2 hours in duration (under 50 miles). They should finish at a congenial spot - if a coffee bar, warn the owner that we are coming.

REMEMBER 5 mile odo check if the trial is under 50 miles.
Double space each instruction and number each instruction.
Include 30 minutes maximum lateness otherwise exclusion from results.
Avoid intricate instructions before an odo check.
Put a sign on each check car stating which is the competitor's next instruction.
Record mileages at all speed changes, 30mph and 50 mph signs and at change of surfaces.
Phone a non-speed committee member if in doubt over anything.
Check your trial before it is typed.
A non-spped committee member will arrange for an official check.

Going RALLYING or RACING?..

FOR GOING GEAR.....
SEE THE GOING GUY.
DICK SELLENS





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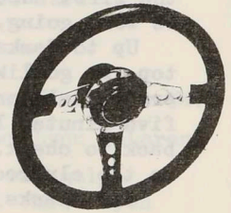



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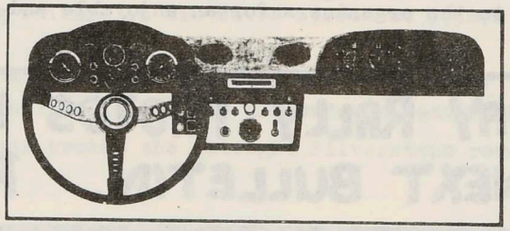
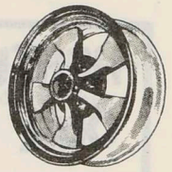




IT MIGHT BE YOUR TURN NEXT.....



SO BELT UP !

APRIL MONTHLY NIGHT TRIAL

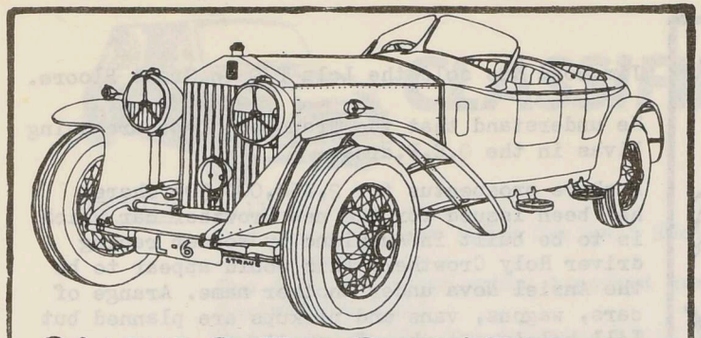
We arrived at the clubrooms with the idea of having an enjoyable night trial, which we did, Managed to get away just one minute late and used a different route than usual through town to the Hutt Road and up the Ngaio Gorge, around the block up the top and off along the motorway. Our team does not rely on intricate time-keeping but mainly on guesswork (and luck). As our car had KPH as well as MPH, we had no converting to do and this made things much easier. Out to Paremata and then the first check car. When our navigator got back into the car we knew exactly where we were going, on a nice cruise around Paremata Harbour and back to the same check.

Up to Pamkakariki and then a slow trip up the hill. Four minutes late at the top, so go like hell down the other side and back to the check and still running pretty well on time. Then up to Plimmerton and promptly up the wrong road with five minutes lost finding the right one. Mainly sideways through Airlie Road and back to check. A sedate drive back to town passing a check in Taranaki St and back to the clubrooms.

Our thanks to the organisers for an enjoyable and successful night trial.

N.J.C.

HEATWAY RALLY PHOTOS WANTED FOR OUR NEXT BULLETIN. PLEASE!



OVERSEAS NEWS

Financial problems may cause the 1972 London-Sydney Marathon to be abaondoned.

New Zealander Bert Hawthorne is to spend 1971 competing in the American Formula B series.

The new HQ Holden range has been released in Australia. Styling is radically changed with Javelin type front ends. A new luxury version, the Statesman, is listed plus a new coupe and a revised Monaro. The 161 and 186 motors are being replaced by 173 and 202 motors.

Mario Andretti is to do the full European calendar at the expense of some USAC races

The Belgian Grand Prix may be held at England's Oulton Park in order to keep the event on the Formula One calendar.

The CanAm and TransAm series are to adopt the NASCAR and USAC method of race qualifying in place of the traditional timed practice sessions.

Frank Matich won the Championship Formula A race at Riverside, California, in his McLaren-Repoo. The race was marred by the death of a local driver.

World motor cycle champion, Giacomo Agostini, has been testing a March at Goodwood.

The three hour sports car race held during the LeMans test weekend was somewhat of a failure owing to paucity of entries.

Rolls Royce is to retain it's car manufacturing division.

The 1971 Alpine Rally has been cancelled owing to Government opposition.

The Australians have scrapped Formula 5000 and are to run two litre cars next year. We may have to follow suit here as we are not exactly over-stocked with 5 litre cars. Alec Mildren has returned Kevin Bartlett's car to England, Neil Allen has retired and Matich has gone off the the USA so their move is not hard to understand.

Ford GTHOs won the Three Hour Production car race at Bathurst.

The large new Morris Marina range of cars and coupes has been announced in the UK.

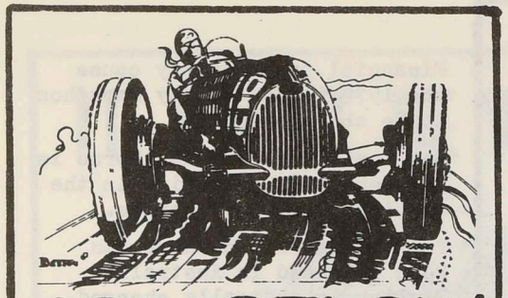
The Rorstan-Porsche is awaiting a buyer in Australia as is the Crown Lynn McLaren.

During a midnight test session on the Mulsanne Straight Chris Amon recently suffered a complete lighting failure in his Matra Sports at 175mph. Chris spun the car to a stop.

Pedro Rodriguez is to drive a BRM car in the coming CanAm series.

The 1971 Mexican Grand Prix will be run after all under a heavy military guard.

The Lotus turbine F.1. car has broken the outright Silverstone record in the hands of David Walker.



Jim Boyd has sold the Lola T70 to Graht Bloore.

We understand that the Transport Dept are using Vivas in the Q.E.P.area.

A share prospectus for 2,450,000 50c shares has been issued for the new Crowther car which is to be built in Auckland by former racing driver Roly Crowther. This would appear to be the Anziel Nova under another name. Arange of cars, wagons, vans and pickups are planned but I'll beleive it when I see it.

Some good films have been arranged for forthcoming clubnights. These include the 1971 New Zealand Grand Prix, the BOAC 500 mile sports car race, a film on the development and construction of the 747 Jumbo Jets and a complete film history of the DC series planes.

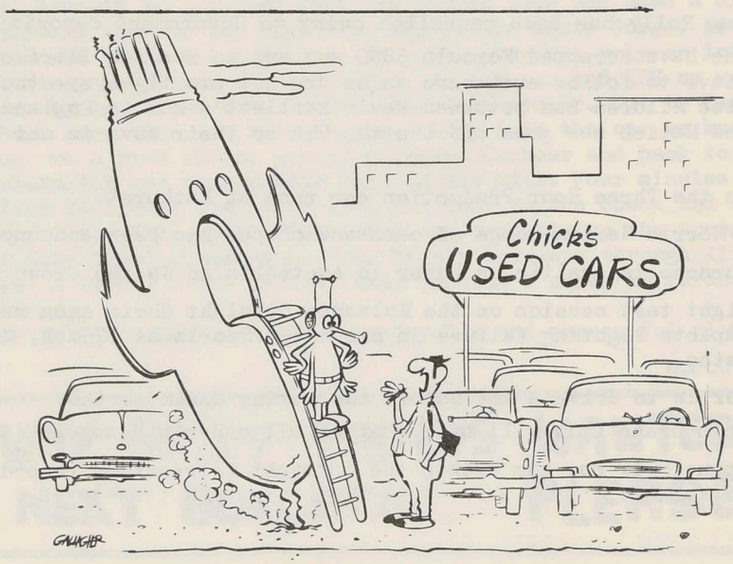
GRAHAM McRAE

Graham made a bad start to his European season when he hit the bank at Snetterton during practice on Good Friday. The works McLaren was badly damaged and was not able to be repaired in time for the race. This means that Graham has scored no points in the two rounds of the Rothman's series for F5000 cars.

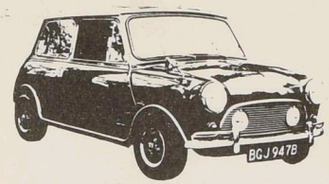
OVERSEAS NEWS (continued)

Australian saloon champion Ian Geogehegan is to replace his venerable Mustang with a Falcon similar to the one raced here by Clyde Collins.

Australian Terry Allan has gone to the USA where he will drive a Camaro for Jay Chamberlain



"I can let you have fifty bucks on it, pal. That's the best I can do."



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Phone Allen Castleton at 862-796 (H) or 698-037 (B).

WANTED

Hundreds of photos of the Heatway Rally. Phone the Bulletin Editor urgently.

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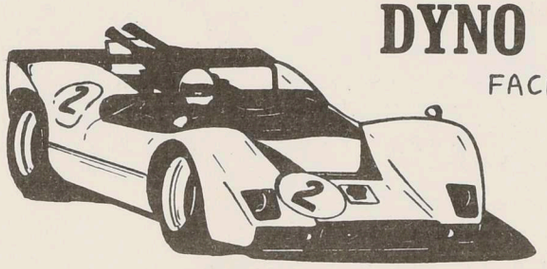

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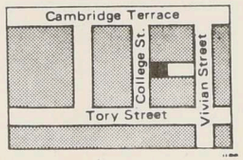
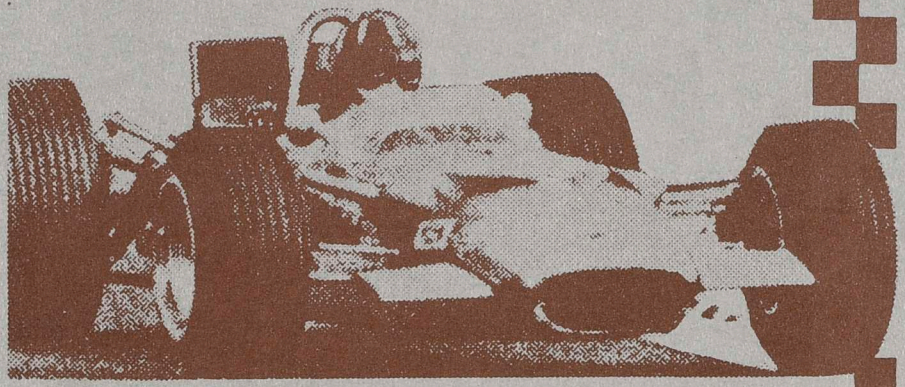


Shell's 'race-bred' oils proved by champions

Twice World Champion Driver, Graham Hill; World Champion Manufacturer, Colin Chapman of Lotus cars; Ex-World Champion, John Surtees; Winner of 9 World Championships, Enzo Ferrari, all use Shell Oils. They've tested and proved Shell oils on the world's most demanding test-bed — international motor racing



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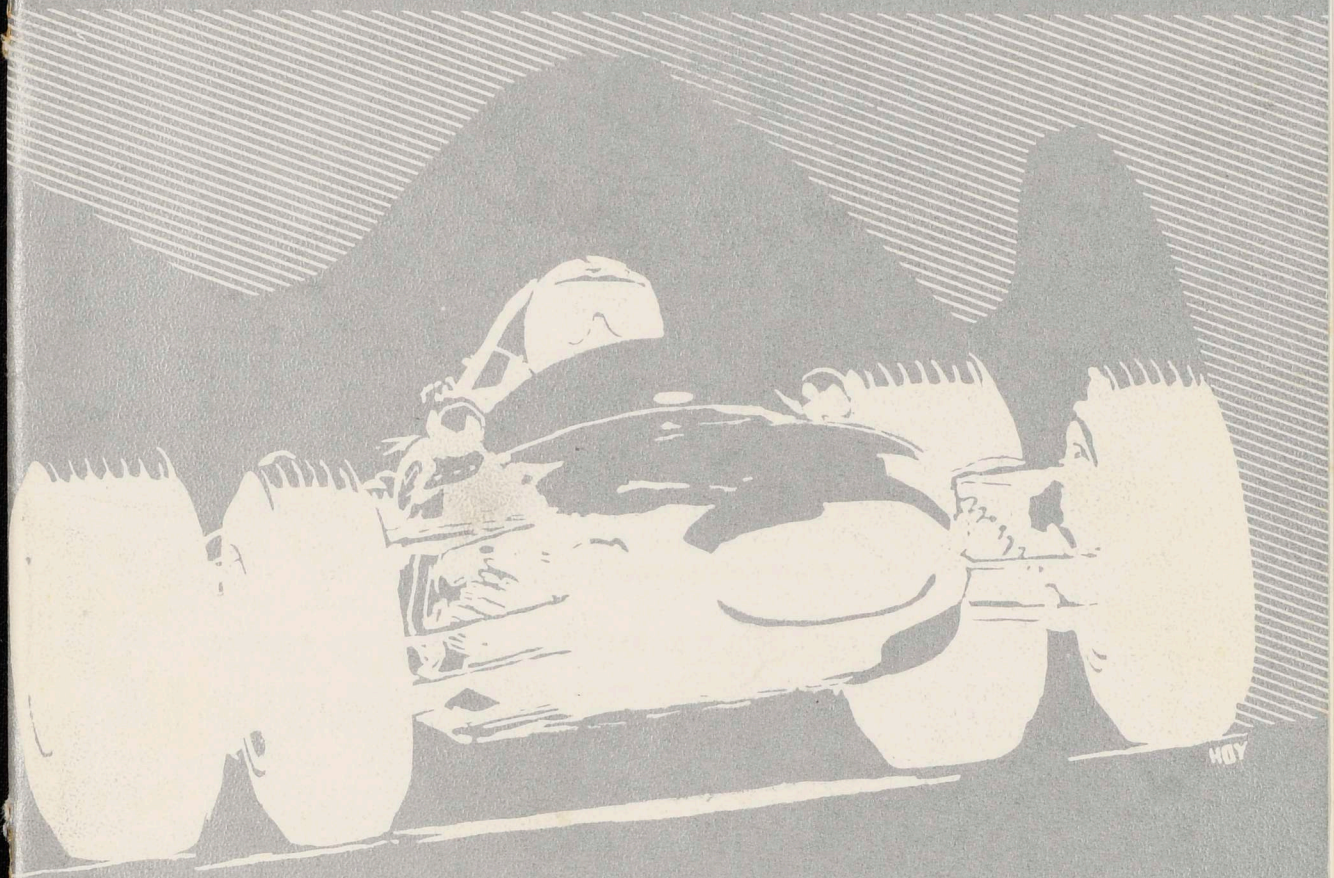
MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB



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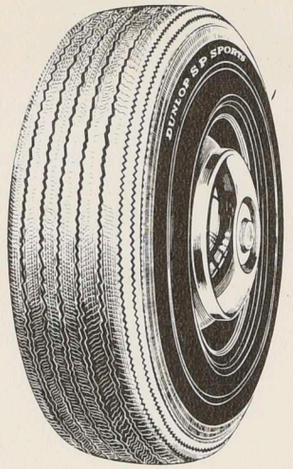

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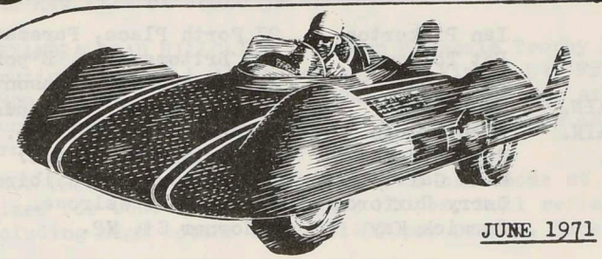
MOTORING NEWS Bulletin OF THE WELLINGTON CAR CLUB



JUNE 1971

FROM THE EDITOR

Yes, the Heatway International Motor Rally is on again next year, in late April to be precise. We are organising and promoting it, once more under the capable direction of Murray Thompson. Venue will most probably be the North Island again.

Acclaim is still being heaped upon the Wellington Car Club from all sides for our organisation of this year's Heatway International Motor Rally. Without doubt, the event's success was due in no small part to the solid twelve months of preparation, checking, rechecking and checking again that went into the event. It is significant also that enthusiasm is running very high on the competition side of the club with six crews from our club participating in the Rally.

As most members will know by now, certain organs of the national press did not see eye to eye with rallying, mainly because they kept both their eyes shut. The wrath of the motor sporting public fell upon their heads and the 'letters to the editor' departments became clogged up with mail. They may have now learned to verify their facts before shooting off their pens.

Although the knives have been re-sheathed, at least for the moment, we must not become complacent and we must make certain that we never give any real reason for the knives to be drawn again.

This bulletin contains competitor's rally reports as well as a large photo section on the rally. All competitors will receive a copy of this Bulletin. Additional rally reports will appear in next month's issue. Also featured this month is the first of a regular trialling column compiled by Alan Smart.

JUNE 1971 CONTRIBUTORS -

'K' Foulkes
Ian Pinkerton
Mike Galvin
Graham Carter
John Gladhill
Marie Thomson
Alan Smart
Ed Conroy

PHOTOS - Phil Parnell
Raymond Hartley
Photonews

WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
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SECRETARY.	Pat Tollan.	142 Britomart St. B'pore.	896-058	59-093
TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
COMMITTEE.	Ray Duffell.	22 Firth Tce. Karori.	769-632	71-133
	Mike Galvin.	121 Duncan Tce. Kilbirnie.		557-280
	Terry Huxford.	52 View Rd. Melrose.	879-316	886-481
	Warwick Kay.	2 Horner St. W2.	898-645	59-999 ext 762
	John Swan.	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson.	6 Richmond Ave. Karori.	766-534	557-739
BULLETIN EDITOR.	Gary Lang.	185 Breaker Bay Rd, Seatoun.	883-488	59-485

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Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999
Ian Drummond	672-455	672-005
Kevin George		768-048
Graham Carter	Tawa 3264D	59-999

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Mike Reid	688-506	
John Gladhill	897-557	59-999
Alan Smart	861-883	552-009
Murray McGuire	Tawa 2027D	

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Warwick Kay	898-645	59-999
Gary Lang	883-488	59-485

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John Thomson (Sec)	881-637	49-060
Pat Tollan (Rally Sec)	896-058	59-093
Gerry Draper		
Peter Mair	43-518	685-099
Max Garey	838-556	44-211
Dave McKinney		
Alan Smart		
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Peter Martin	785-117	558-173
Ian Pinkerton	Plim 8084	787-205
Ray Duffell	769-632	71-133

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Terry Huxford	879-316	886-481
Leonie Brough	837-927	
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999

FORTHCOMING EVENTS

TUES. 15th. JUNE. CLUBNIGHT at clubrooms. Films include BOAC 500 sports car race plus new film on Jumbo jets.

SAT. 19th. JUNE. ALEXANDRA ROAD HILLCLIMB. (Duncan McKenzie Trophy Round) Scrutineering at L.Alexander and Co, Vivian St. Friday night 6-9pm. Practice commences 9.30am. Scrutineering at venue for country competitors or locals by arrangement on Saturday morning,

SAT. 19th. JUNE. FANCY DRESS SOCIAL (Hippie Style) at clubrooms at 8pm. Prizes for best male and female hippes. Full refreshments including high octane fuel. $1.50 per person. Excellent band.

RATEC Gold Star Trial in South Island.

TUE. 22nd. JUNE. Noggin and Natter Evening at Dunbar Lounge, Midland Hotel. (Venue for July evening may be changed so keep watching)

FRI. 25th. JUNE. CLUB DINNER at Royal Oak Hotel. Phone Leonie Brough or Terry Huxford for tickets NOW. A la carte menu.

SUN. 27th. JUNE. INVITATION DAY TRIAL. Starts Featherston Town Hall at 10.30 am. Finishes Greytown. 100miles. NZMS 1 N161, 2nd ed. 1960.

SAT. 3rd. JULY. Levin Gold Star Trial. Organised by Levin Motor Racing Club.

TUE. 6th. JULY. MONTHLY NIGHT TRIAL organised by Colin Taylor.

SAT. 10th. JULY. CHARITY OPEN AUTOCROSS at Raumati South School. $100 prizemoney. In aid of school baths fund. No restriction on tyres. A guaranteed entry is required so contact speed committee if you can compete. Turn off State Highway One at Poplar Avenue and follow red arrows.

SUN. JULY. 11th. Wairarapa Car Club Wall Cup Trial. (Featherston Town Hall 1pm)

Bay Park 100 Production Car Race.

SAT. 17th. JULY. Whakatane Car Club Gold Star Trial.

TUE. 20th. JULY. CLUBNIGHT at clubrooms.

SAT. 24th. JULY. CLUBMAN'S RACE MEETING AT LEVIN. Regs from Leonie Brough, 111 Buckley Rd. Wellington. Tel 837-927. Entries close July 21st

SUN. 25th. JULY. MUDPLUG at venue to be announced.

TUE. 27th. JULY. NOGGIN AND NATTER. May be at new venue.

SAT. 31st. JULY. Auckland Rally and Trial Club Gold Star Trial.

SUN. 1st. AUG. WORKING BEE at clubrooms. 8.30am. Bring paint brushes, step ladders etc.

TUE. 3rd. AUG. MONTHLY NIGHT TRIAL.

SUN. 8th. AUG. INVITATION DAY TRIAL.

DATES TO REMEMBER!



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Alexandra Rd Hillclimb

SATURDAY JUNE 19TH.
PRACTICE COMMENCES 9.30AM
SCRUTINEERING AT L.ALEXANDER & CO
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FRIDAY NIGHT

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HIPPIE STYLE - Prize for best hippie
CLUBROOMS - 8PM SAT. JUNE 19th.
120 OCTANE ON TAP. $1.50 per person

ANNUAL CLUB DINNER

BOOK BEFORE JUNE 15th
WITH LEONIE BROUGH OR TERRY HUXFORD

ROYAL OAK HOTEL
FRIDAY
JUNE 26
8PM



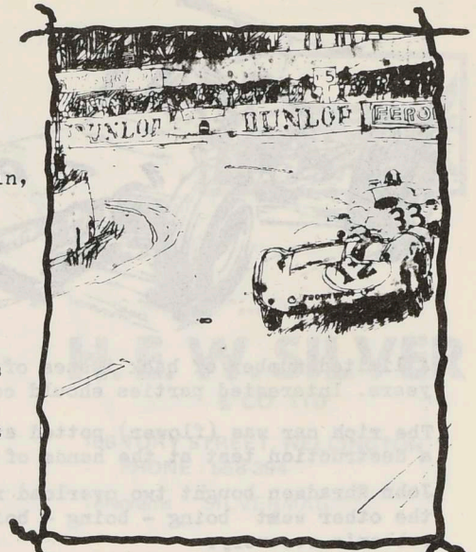
A.LA.CARTE MENU

CHARITY AUTOCROSS

SAT. JULY 10th.
Raumati South School
Poplar Ave $100 prizes
Scrutineering 11am at
venue.

WALL CUP MEN

Hutt Valley. June 12th
Wairarapa July 11th
Manawatu Aug 15th



Overseas News

Kevin Bartlett has bought the Formula 5000 McLaren from Neil Allen.

Citroen, after another annual trading loss, has been told by it's owners, Fiat and Michelin, to dump the present range and concentrate on more conventional designs.

Ken Smith's Lotus 59 was wrecked during the Singapore Grand Prix following a collision with a local driver.

Giacomo Agostini will not now race cars. He recently tested a March at Silverstone but his times were not impressive.

Australian 2 litre drivers have announced that they will boycott the Australian Gold Star series if 5 litre cars are let in.

Leo Geoghegan is retiring from single seater racing but will continue in production cars.

McLaren are to enter three cars in next year's Rothman's 50,000 race at Brands Hatch. They are a Formula One car, a Can Am car and an Indianapolis machine with a new 8 litre motor.

Fourth place getter in the Heatway Rally, Bernard Gauzere, is to be Clerk of Course for the Championship 'Rally des Cols' in New Caledonia on June 12/13.

Cosworth are developing a new 2 litre motor based on Chevrolet's Vega four cylinder engine. This is Cosworth's first deviation from Ford for some time.

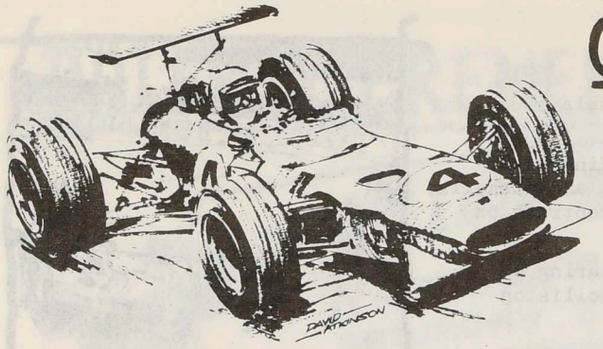
Arthur Mallock, creator of the U2, is developing a front-engined Formula Three car.

Warwick Farm circuit has been restricted to motor cycle racing. This follows the decision of CAMS to withdraw the circuits licence. CAMS says that Armco must be installed around the track. The Farm is used a great deal for motor cycle racing and of course Armco is bad news for motor bikes. The AARC, who control Warwick Farm say that they cannot afford to install Armco and, if they do, they will loose the not insubstantial revenue from the bikes, which would make things even worse. Unless a suitable compromise is arrived at soon the bikes will reign supreme at the Farm.

The Australia petrol price war has spread from Victoria to other states and now Mobil has joined in by cutting the price by 8 cents a gallon. Previously the war was restricted to a couple of small companies. The war is likely to end when supplies of already-refined Formosan petrol run out and all companies will be forced to refine local oil.

It has been reported that the Ford Motor Company is to prepare all twenty GTHOs entered for this year's Hardie-Ferodo 500 at Bathurst. However, Ford state that they will only prepare the two works cars although considerable help will be given to private entries.

The conventional Morris Marina has really caught on in England and will be sold in Australia under a different name. There is a marked world-wide trend towards conventional motor cars away from the more unconventional arrangements.



CROSSFLOW

At present it seems that the 5 litre Fourmula will be retained for next year's Tasman races although it is possible that some Formula One cars may be permitted.

Peter Martin has a new Herald Estate and Ed Conroy has a new Cortina. Both are signatories to the club's cheque book.

A limited number of back issues of the bulletin are available for the last two years. Interested parties should contact the bulletin editor.

The rich car was (flower) potted at the J-Mall where the NZBC Mini was undergoing a destruction test at the hands of 50,000, 3ft high, 50 fingered boy scouts.

John Ahradsen bought two overload rubber springs for his Elf - one is fitted and the other went boing - boing - boing splash into the drain which foiled the rubber's recovery.

The yellow Monaro was driven immaculately for 2000 miles on the Heatway without so much as touching a blade of grass. 24 hours after the end of the event it slipped off the road and had to get a tow.

Seen travelling north four day's later - a rally Avenger - complete with numbers. Tut ! Tut!

Did you see the Valiant attempt at demolishing the J - Mall kerbing?

Pam Ahradsen is keeping the good name of the club by winning the Onslow section of the Teenage Driver of the Year contest. Best of luck for the Wellington area finals at Petone, Pam.

Very nice to see that our President has now become competitive with access to a suitable car.

Fran T.....left foot braking!!!

Good to see husband and wife competing in the Gymkhana. Mike only just got out of cooking tea.

Hudfords have graduated from hedgehogs to buses.

We hear that John Gladhill got very stuck in the Alfa while plotting the Ladies Trial.

Young club member with a white Mini and two spots on the front was seen doing his wheel nuts up.with a torque wrench.

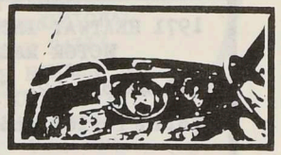
Seen on the highway - Knight in white armour, Alan Smart, gallantly to the rescue of damsels in distress. He was behind the Fiat 850 - on his knees even!

Australian competitors in our Heatway Rally have praised our comprehensive route book instructions which, they claim, made it very difficult to get lost although some still did.

HALDA

SPEEDPILOTS & TRIPMASTERS





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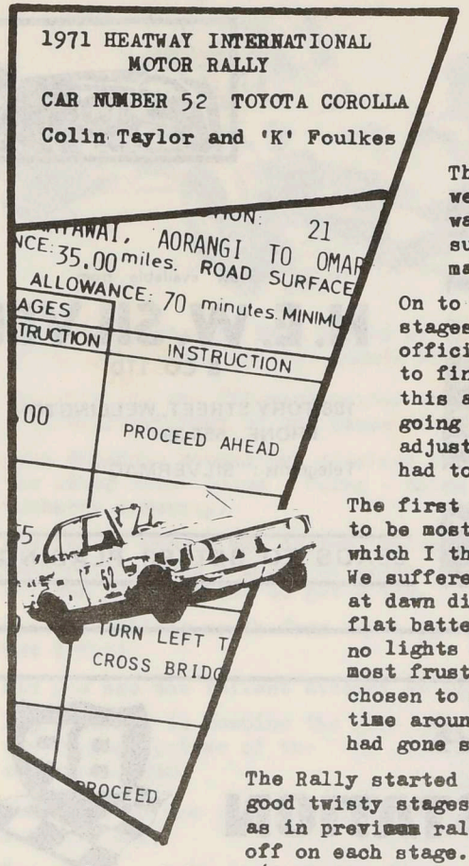


THE HEATWAY IN A COROLLA

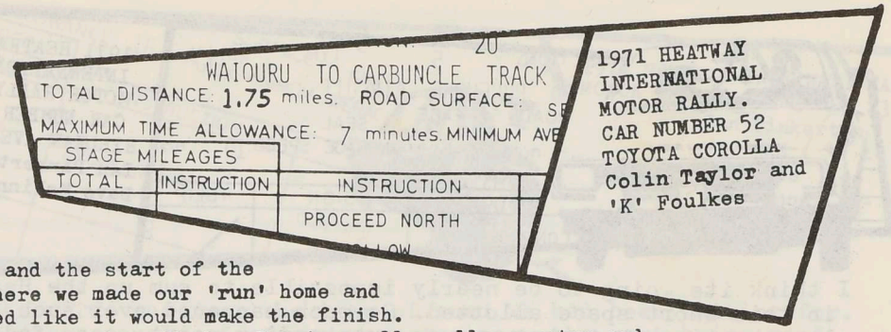
We started from Auckland, like most competitors, requiring more time to sort small problems and still digesting the large amount of information given out. Thirty laps of Pukekohe proved that our brakes were going to give us problems and, in fact, it was two days before they were sorted out. Also suffered at Pukekohe was overheating which so many competitors seemed to experience.

On to Tokoroa for the first of the real special stages and it was irritating to find that an officious club member would not allow competitors to find out how their speeds compared. Fortunately this attitude did not prevail. The car seemed to be going well except for the brakes which needed adjusting after every stage (not easy when the drums had to be removed each time).

The first night spent entirely in the forests proved to be most boring during the long flat straight stages which I think are unneccesary and did not prove anything. We suffered from a broken manifold at one stage and just at dawn did one stage at half speed with a completelt flat battery (the alternator had slipped off), virtually no lights and not enough electrics to give full power - most frustrating especially as the organisors had chosen to make this a 'Mickey Mouse' stage the second time around with bonus points to the competitors who had gone slower the first time around.

The Rally started to become 'real' on the second night with good twisty stages which really tested the driver and again, as in previous rallies we started to see four to eight competitors off on each stage. Most surprising was that quite a few grade one and two drivers (including New Zealand's best) were amongst the'can outs'. We had our first real moment on 'Bushy Knoll' near Gisborne, where our left front wheel just touched a drainage pit, broke the steering arm and pushed the whole assembly back about three inches. Again, as at all times, our service crew were on the spot and had us fixed in about twenty minutes and, although we continued quietly until we were sure that nothing else was damaged, we found that our times were not too slow.

Leaving Rotorua for the second time we found that at last we were in our order and started working our way up through the field (we had previously been running at the back of the field because of all the minor servicing). By now all those competitors left in the running were the types who stayed on the road and very few triangles were to be seen. Stages like Karioi and Gentle Annie proved very good value.



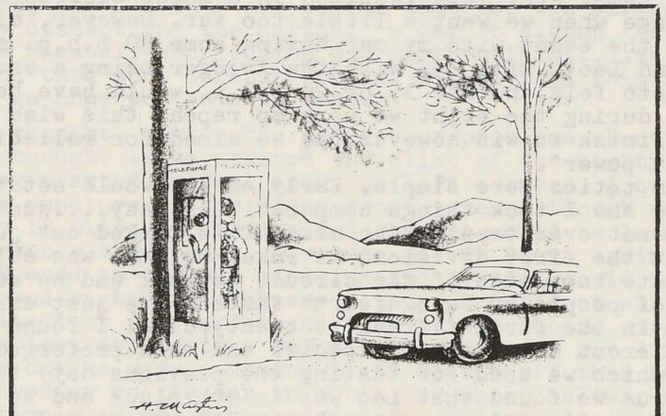
On to Napier and the start of the last night where we made our 'run' home and our car looked like it would make the finish. This area in the southern Hawkes Bay is really rally country and we started to enjoy the tussle between ourselves and Collier in the Renault, who had led our class up to then. Colin had one or two 'loses' but the car stayed on the road and our only regret was that some of the best stages had to be cancelled.

All in all, the event proved to be a worthy 'International' and I am sure that all our overseas competitors enjoyed themselves tremendously, as did the locals. In analysing the results I have found that if you only take those special stages that Andrew Cowan completed and compare all the other drivers for these stages that Bruce Hodgson would still have won by three minutes from Cowan and close behind would be Marshall and Emson. This, I think, puts the results into perspective.

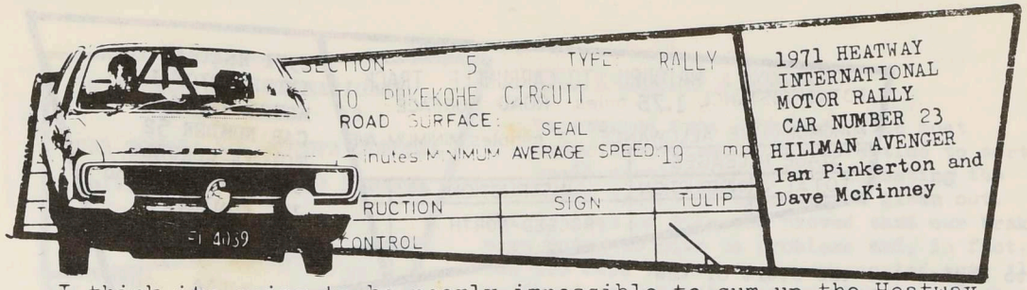
From my point of view the most essential thing for any entrant is the quality of their service crew and in this regard we had the best. Andy McEwan and Colin Kitchingman from the 'Motorist' in the Toyota Land Cruiser and Mike Bitossi with Alan Lilley joining us in the later stages. To give some idea of the neccessity for efficient service we had over eleven hours work by two mechanics during the event after all the preparation by Jim Reynolds beforehand.

Finally I would like to thank all those marshals etc who travelled all over the country to look after the event and put up with terrible conditions, tense competitors, and could still manage a smile and wisecrack at what must have been the end of the five busiest days in their lives.

'K' Foulkes.



"Operator, could you trace this call and tell me where I am?"



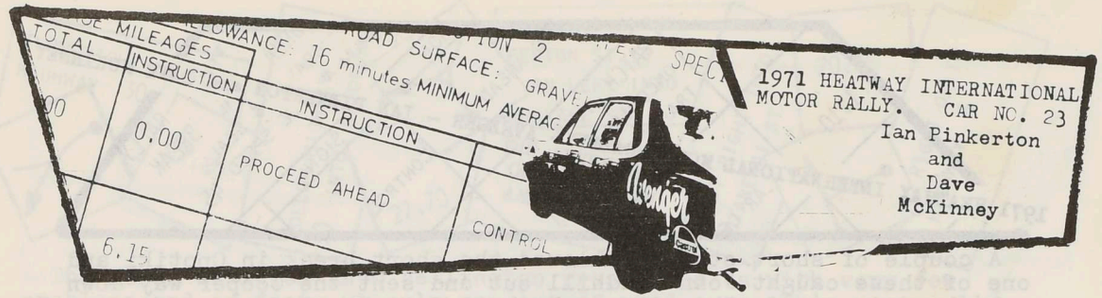
I think its going to be nearly impossible to sum up the Heatway in this short space allotted. So much happened over such a lengthy time that what was an outstanding point, soon faded into insignificance when the next incident occurred.

Having taken an active part in the organising of the rally from its inception just after the first Shell Silver Fern in 1969, the writer was perhaps the happiest of all the competitors when at 10.23 a.m. on May 5th, we nudged our way down the ramp through a crowd of more than 2-thousand Aucklanders who turned out to watch the start. However, as competitors, our rally had its beginnings some months back when Todd Motors Ltd asked Dave McKinney and myself to organise a three-car team. After doing a very thorough job of wrapping up their only entry in the 1970 Silver Fern, we wondered whether we'd be on the 'payroll' again. However, they must work on the theory that lightning never strikes the same place twice as the firm was quite happy to try again.

Originally we planned to run three Avengers.....one each for Robbie Franicevic, Leo Leonard and Ian Pinkerton. But due to a mutual misunderstanding, Franicevic withdrew and as an economy measure, they weren't replaced. This year, Todds decided to bring Griffiths Motors of Auckland into the picture by giving them the task of preparing the cars. To be quite honest, at the time I wasn't keen on the idea as I felt they lacked experience. It just goes to show that even I can be wrong! They gave us two excellent motors which took anything we gave them. Griffiths were also quite happy to experiment and to this end many miles were put in testing different cams. etc. This resulted in a major blow up of my car at one stage when we went a little too far. However, all was put right for the event with my car having some 80 b.h.p. at the wheels, and Leo's with 89. With the Avenger being a somewhat heavy car, we both felt another 15 or 20 b.h.p. would have been quite handy.....during the event we were to repeat this wish many times. You must finish to win however, so we aimed for reliability instead of 'sprint power'.

Our team tatics were simple. Early on Leo would set the pace while Dave and I took things comparatively easy....just staying in touch but not overstepping the mark. This worked out just fine throughout the first division. At Pukekohe, Leo was able to put his intimate knowledge of the circuit to work and he suprised quite a number of people by being fourth fastest. We just drove around somewhere in the first fifteen to twenty cars. I found things here a lot different than what I expected and much preferred the short circuit (which we used for testing the previous day) to the long one.

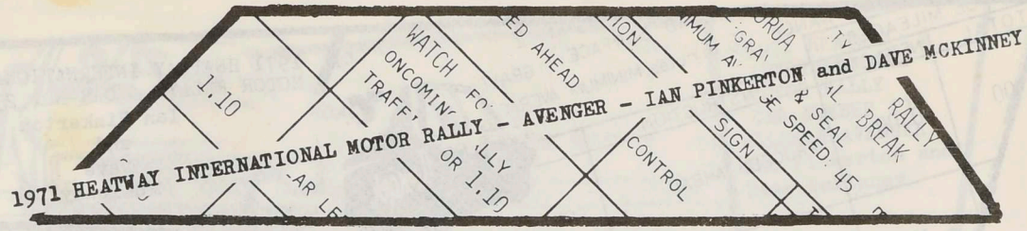
At Rotorua we found that Leo was in 5th place and we were in 15th which we figured was just about where we wanted to be. There was only about ten minutes between us, which in an event of this nature, is nothing at all.



Division Two was just the type of road we had been waiting for. Only the first couple of stages were fasties, the rest being good tight gravel with a wide variety of corners. Admittedly we were not too happy with the long straight roads in Kiangaroa Forest which we were forced to repeat three times but never-the-less, we managed to survive them. As we headed over to the East Coast, we were starting to feel quite confident and with the car going as strongly as ever, we looked forward to the familiar ex-Silver Fern roads north of Gisborne. On the first of these, Parakanapa road, we caught Robbie Franicevic in his Escort, just in time to have a grandstand seat when he rolled after climbing a bank. The Escort, as you can imagine, didn't like this at all and showed its disgust by catching fire in quite a big way. Robbie flagged us down to assist in putting out the blaze and clearing the road which cost us our place in the field on the road, if not on time. And it meant that we were faced with passing a lot of slower cars all over again. Still, these things happen I guess.

Worse was to come shortly after though. On the next stage but one, we (wait for it) RAN OUT OF PETROL!! You wouldn't believe it. As we travelled in about 8 miles from the start we noticed a slight miss in the engine which became progressively worse and worse. The guage and some quick mathematics proved our fears. Earlier we'd missed out on one of our private fuel stops. We started to nurse the car in an effort to make things last and eventually managed to coast down a hill where a Marshal was keeping an eye on an intersection. We got there, and found to our horror that Leo was already there, frantically dismantling the Marshal 's car to siphon the vital petrol. The Marshal, Rod Coppins was most obliging....we took about a gallon and then shot through pronto. If you read this Rod, our thanks and we hope you made it home.

Well, we thought, that's the end to our problems. Don't you believe it though. As we started the climb of the mighty Motu Hill the steering started to feel heavy on left corners. A quick stop confirmed a puncture in the right front tyre. Although we were only about 10 or 12 miles in, we decided that it would be less costly to carry on, rather than change it....so off we drove again. After a while I got used to the odd handling and found I could drive normally round right hand corners with no trouble at all. This is until opposite lock was needed and then things became more exciting. Overall, we lost about eight or nine minutes over our direct competitors but we were a dammed sight better off than Leo who put the other Avenger on its ear in a big way about halfway through. That effectively ruined his chances of a decent placing.



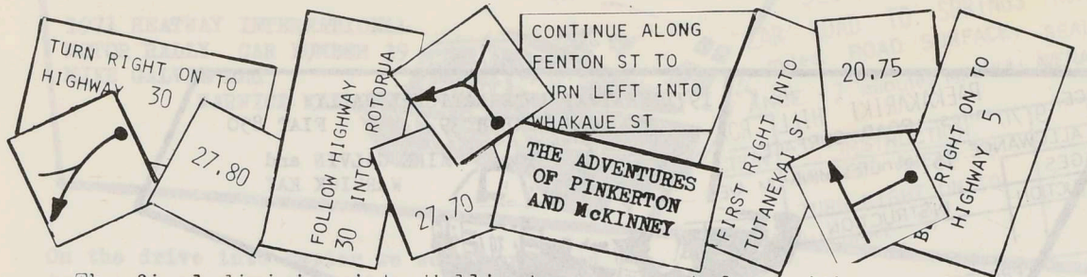
A couple of short stages followed the short break in Opotiki and one of these caught John Gladhill out and sent the Cooper way down a bank on its roof. Then it was back to Rotoehu Forest....and our second puncture. As we were on a touring **section** we thought it best to fix this one, particularly as our service crew took a dim view of our driving 30 odd miles on the last one. There was only one small problem....to change a flat, a spare is needed and we were soon made aware that we'd forgotten to put one in after the last change. We were just about resigned to doing the stage on the rim again when Allan Brough came along. When he finally stopped laughing, which took some time, he loaned us an Anglia rim a scrubbed out SP49, which although it gave some decidedly odd handling characteristics on gravel, it at least got us mobile.

What with all our problems we were very happy to discover we'd only fropped one placing at the start of Division three. This was where Dave and I decided we would really boot it. We started going hard from Rotorua and picked up the odd minute or two....but we also went off the road more often than before although we didn't lose more than a few seconds on each occasion. After one of these excursions in Tokoroa Forest the steering felt a little spongy, but in the heat of the moment, we didn't think too much about it. Very soon we were to wish we had. Down to Kariori Forest and on one of the longer straights at around 85 m.p.h. the car suddenly verred to the left. I started to correct this, but got no results. After about six turns of the wheel were wound on she came back again and carried on down the road. While all this was happening we held a little conference and using our renown powers of deduction, reached a conclusion. "Something wrong". It was. The rack had fallen off completely! It took us about ten minutes to get back to our faithful crew who put it back on in no time. All they needed were a couple of new bolts and we once more were back for the second thrash around the forest.

This time we had no punctures, no steering problems....nothing apart from a beautiful one and three-quarter swallow dive down a bank and into a swamp. Driver error, plain and simple. I was fooled by a change in the road surface and a tightening corner which I tried to take one gear too high and that was that.

Fortunately the Avenger is a solid little car and we sustained no structural and very little body damage. After being pulled up again, we simply checked the oil and drove off to the Gentle Annie (which I must confess we treated carefully) and then into Napier.

The odd and amusing thoughts that went through our minds as we rolled would take several pages to record but my outstanding recollection is of the almost clinical analysis of the situation just before and during the roll. However, neither of us can remember Warwick Kay and Mike Galvin stopping to check on our well being as we climbed out to put up the triangle.



The final division into Wellington pres ented us with very few problems and in fact, we only ran out of road once. This was really quite amusing as we ended up perched atop a concrete fence post at the edge of a small drop with the front wheels a good 24 to 30 inches clear off the ground. It was impossible to move it on our own and for about five minutes we implored some of the locals to come and assist. They were pretty reluctant but eventually two decided that if they didn't the language would get too bad, and so ventured down from the lookout on the opposite bank. In fact, one them was so afraid of being killed by another competitor duplicating our feat of wingless flight, that he ran up and over me and the car bonnet when a competitor arrived round the corner at a fast speed.

That was our last incident, thank you very much. After a meal at Palmerston North we headed home via some interesting stages, particularly the Paekakariki Hill and Moonshine.

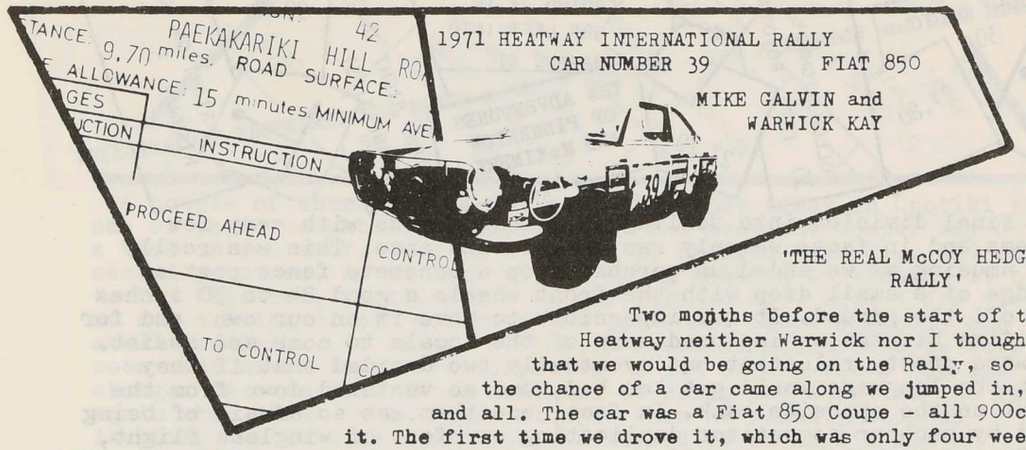
For us, the outstanding feature of the event...apart from the fact that the Wellington Car Club ran the event about as smoothly as such a complex thing can be run, was the interest of the general public. Above all, I feel the club has done Motor Sport in New Zealand a great service by introducing so many people to the excitement of our sport. Never before has a motoring event been an item of general interest and discussion on a par with rugby, racing and beer.

Our sincere thanks to all who assisted Murray and the Rally Committee and made this event so successful. A vote of thanks too, to all our fellow competitors who also contributed simply by being there and giving their best.

I.C.E.P.



"As a matter of fact, I'm insured with you."



'THE REAL McCOY HEDGEHOG RALLY'

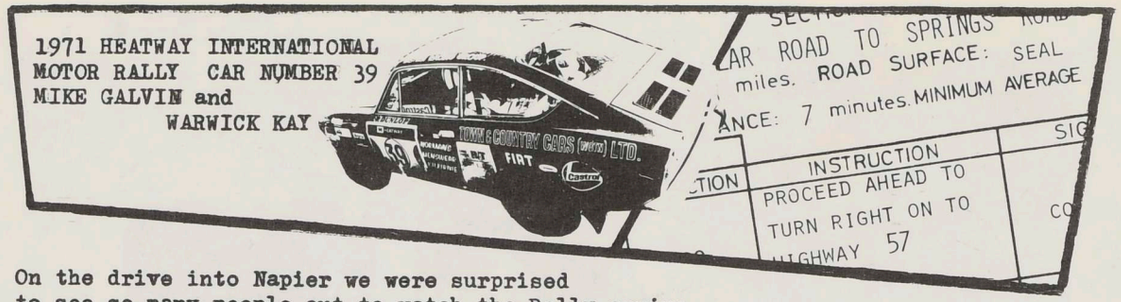
Two months before the start of the Heatway neither Warwick nor I thought that we would be going on the Rally, so when the chance of a car came along we jumped in, boots and all. The car was a Fiat 850 Coupe - all 900cc of it. The first time we drove it, which was only four weeks before the Rally, we were very impressed; it went well, stopped well and handled well. There were a few quick trips up the island to get the car run in and then back to the garage for the mods. The mods carried out were - a rool cage, sump guard, long range tank which was installed in the front, a re-designed exhaust system, extra lights and a stone guard.

On Sunday May 2nd, we drove to Auckland; Monday, around to the Fiat agents for a grease. oilchange and quick checkover: Tuesday, scrutineering and documentation; Wednesday, the Rally.

From the start there was a trip up Queen street and out through the suburbs to Pukekohe. This consisted of 15 laps in each direction and was our first chance to have a look at the opposition. From Pukekohe it was down the island for the first long night in the forests. These sections were hard, long and fast, and it rained all night. By the time we reached Rotorua the next day we were very tired, had broken a spotlight and had mud everywhere.

After what seemed like a few minutes sleep we were back into it again. Division Two turned out to be our most eventful. After the first two special stages we took off on a long rally stage to Wairoa. When about halfway through this stage I took a corner a bit too fast and understeered off the road. We came to rest with the front end of the car hanging over a 400 foot drop! We had to sit there for a few minutes (we did not want to upset the balance) till a support car came along and helped us out. After this little shaking we pressed on to Wairoa and a welcome meal break.

After a few more special stages we came upon the famed Motu; Warwick was determined to make this his special stage and really got into it. His time was 10th fastest overall and first in class by ten minutes. We saw the rest of section two out without any more trouble. Division Three saw us back into those forests again but we were out of the rain for a change. After doing the Tokoroa and Kaiangaroa Forests again it was down through the Desert Road to Waioru for the Carbuncle Track and Karioi Forsets. Here there was a meal break and time to fix a suspect-looking fan belt. Then on to Taihape and over the Gentle Annie, which turned out much better than most of the locals would have had us beleive.



On the drive into Napier we were surprised to see so many people out to watch the Rally arrive.

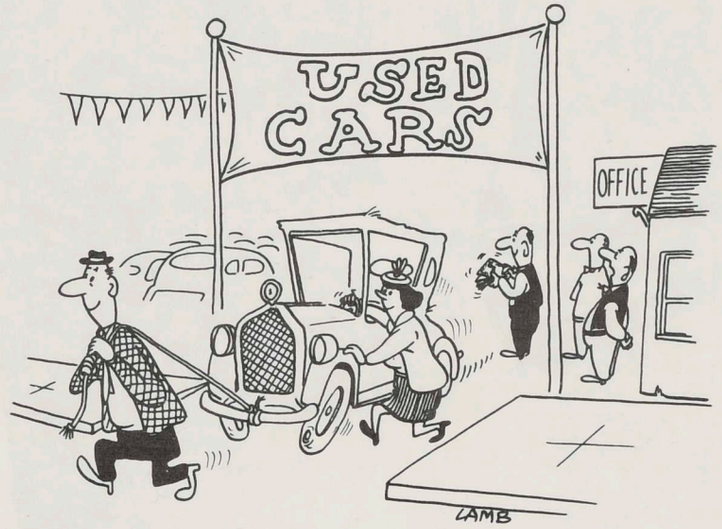
We started Division Four with our hopes high; we were still leading our class and getting onto home ground. But this division contained the most special stages so we still had to keep at it. The stages in this section were more to our liking after the long forest stages. Before long we arrived at Palmerston North for breakfast, which we missed, and a quick repair on the exhaust system. Then it was on to the Flax Farm and Levin circuit. By the time we reached Paekakariki hill the crowds were really growing.

Warwick and I decided to divide the last four stages between us on the grounds of who knew which best. Warwick did Paekakariki and Moonshine and I did Houghton Bay and Alexandra Road. After that it was a quiet trip through town to the finishing ramp outside the Town Hall.

The finish was great stuff as was the function at noght, with plenty to drink if you felt like it - and who the hell did'.

If that was the Heatway - then we'll be back next year.

Mike Galvin.



"I sure wish I had his sales talk."



Colin Taylor and 'K' Foulkes - South Pacific Hotels sponsored Toyota Corolla
7th overall - First Wellington Car Club entrant home - First in class.
First New Zealand assembled car.



TAIEB - NEUGI - NAPIER



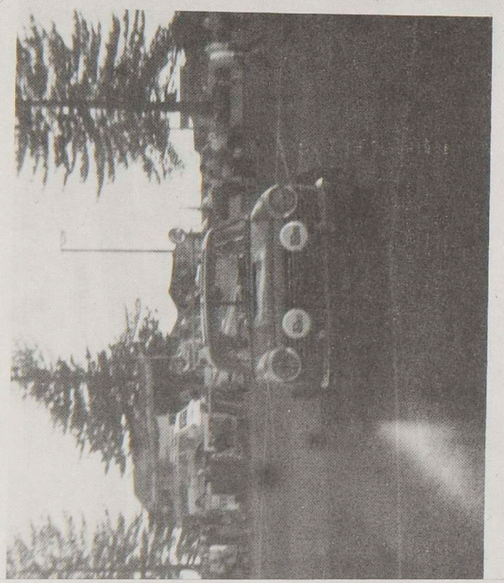
PHOTOS BY RAYMOND HARTLEY HODGSON - MITCHELL - FLAX FARM



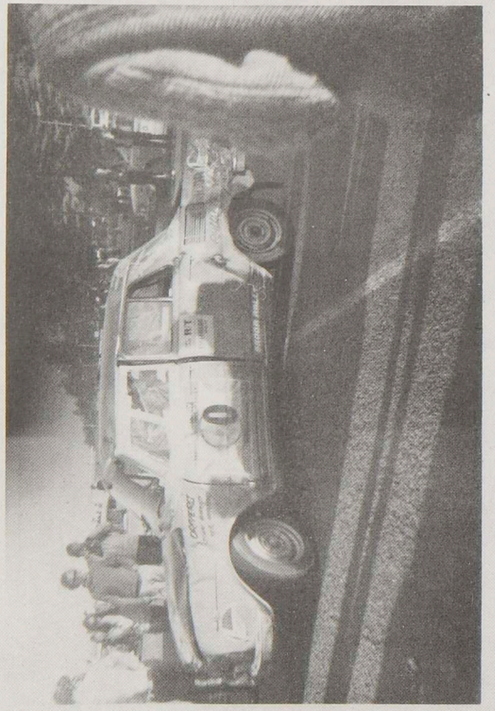
BROUGH - MINES FLAX - FARM



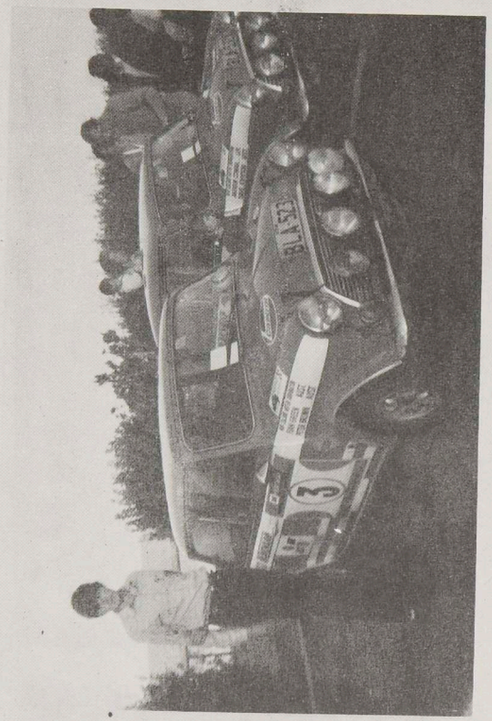
BENEFIELD - ROBSON - FLAY FARM



INWOOD - WEAR



BURNETT - HAWKINS



COWAN - JOHNSON

GREEN - BROWN

NAPIER PHOTOS by Raymond Hartley



TAYLOR FOULKES

Gentle Annie photos by Phil Parnell

GENTLE ANNIE - Photos by Phil Pannell - Box 396 WGTN



BENEFIELD - ROBSON



HYSLOP - LANGLEY



HODGSON - MITCHELL



COWAN - JOHNSON



ROSKILLY - FRASER



GREEN - BROWN



GALVIN - KAY



MULLINS - ARTER



HYSLOP - LANGLEY 8-1582



LANGLEY - ROWE

13-1583

MOONSHINE

PHOTONEWS : 94 WAKEFIELD ST. WGTN



CALVIN - KAY 19-1582



14-1583



RICHARDS - CARNEY 18-1583



EMSON - JONES 5-1582



HODGSON - MITCHELL 3-1582

MOONSHINE

PHOTONEWS - 94 WAKEFIELD ST WGTN



JOHNS - McLEAN 6-1582



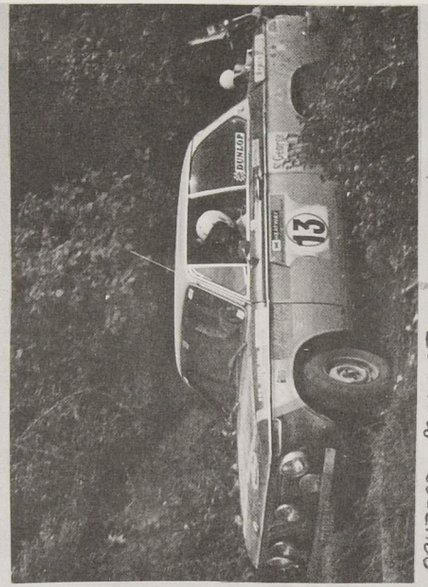
BENEFIELD - ROBSON 7-1582



4-1582



GLADHILL - EAST 10-1582



GAUZERE - POMMELET

16-1582

MOONSHINE

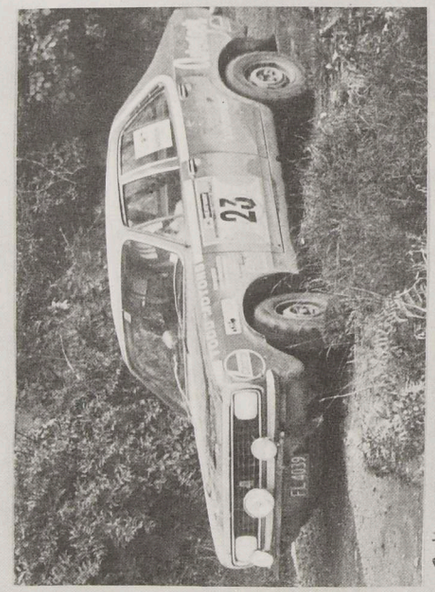
Photonews - 94 Wakefield St Wgtn.



DINH - CHAPPELL 12-1582



TAYLOR - TAYLOR 13-1582

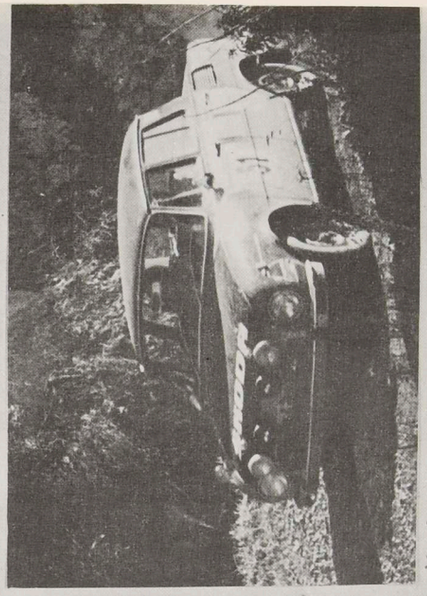


PINKERTON - McKINNEY

17-1582



OH - CHANG 28-1583



KNIGHT - GRACE

21-1582

MOONSHINE

PHOTONEWS - 94 WAKEFIELD ST WGTN



SHAPLEY - CAMERON 26-1582



OH - CHANG 25-1582



RICHARDS - CARNEY

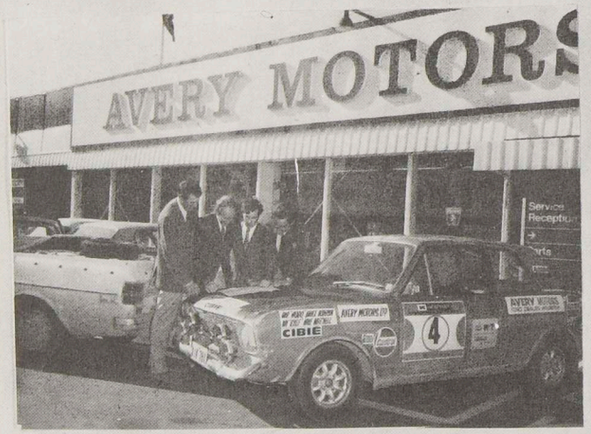
24-1582



STUART-MASTERS -OLDFIELD 22-1582



BROUGH - MINES 28-1582



HODGSON + SERVICE CREW 18-1586



TAYLOR - FOULKES 1-1582

MOONSHINE

PHOTONEWS - 94 WAKEFIELD ST WGTN



GREEN - BROWN 2-1582



MULLINS - ARTER 8-1582



COLLIER - TRUMPANIS 9-1582



14-1582

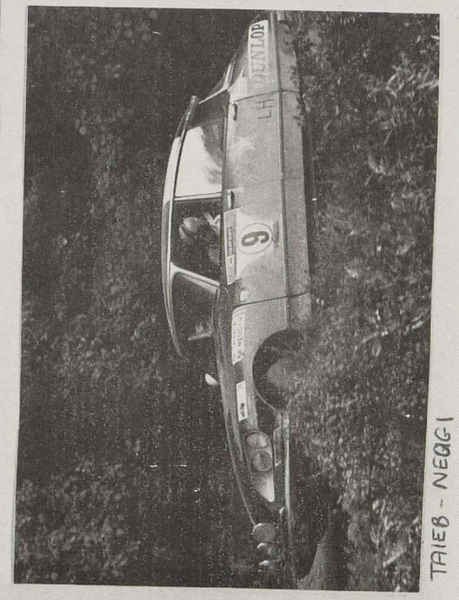


MURPHY - BJERRING

11 - 1582

MOONSHINE

Photonews - 94 Wakefield St. Wgtn.



TAIEB - NEQGI

15 - 1582



BURNETT - HAWKINS 12 - 1583



COWAN - JOHNSON 11 - 1583



INWOOD - WEAR 10 - 1583



MARSHALL - WATT

9 - 1583

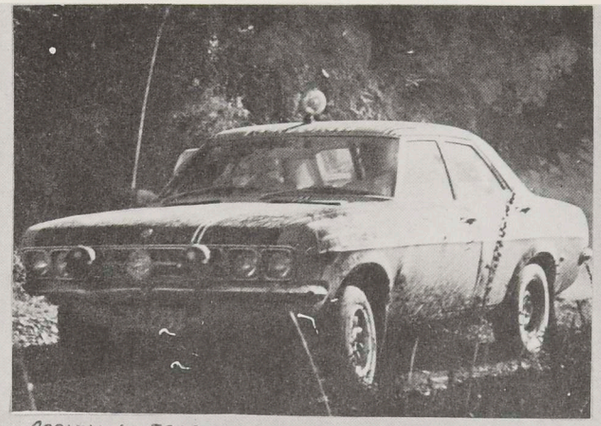
MOONSHINE

Photonews - 94 Wakefield St Wn.

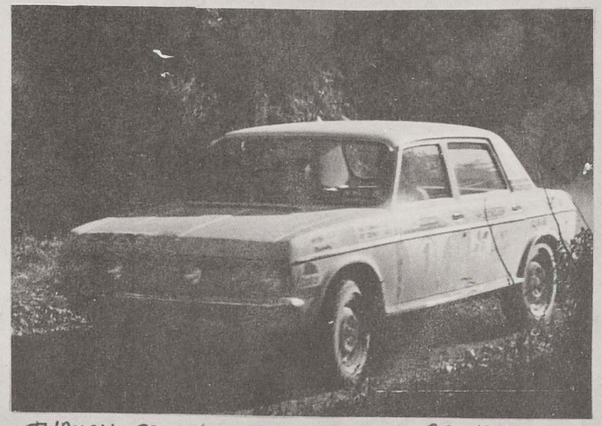


BENNETT - BARKER

8 - 1583



ROSKILLY - FRASER 27 - 1582



TUBMAN - DENNY 30 - 1582



LOHBERGER - LOHBERGER 20 - 1582



JOHNSON - CHIVAS

29 - 1582

MOONSHINE

PHOTONEWS - 94 WAKEFIELD ST WN



1 - 1583



DUNLOP - KIBBLE 2/1583



5-1583

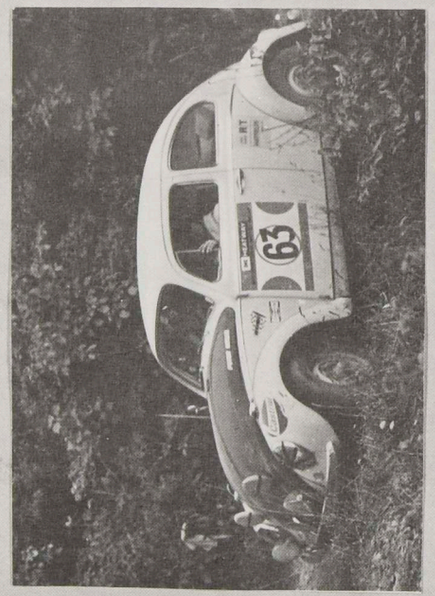
Photonews - Moonshine
94 Wakefield St Wn.



McKAY - SADLER 3-1583



HENSHAW-WING 4-1583



6-1583



EVANS/WAITE 7-1583

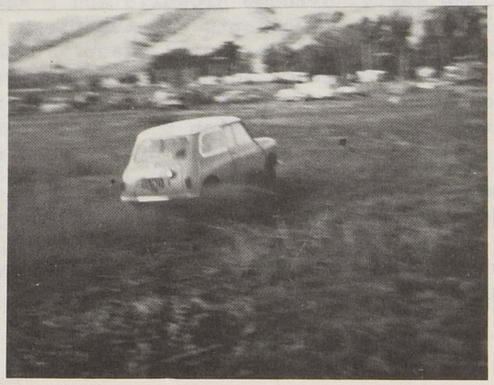
Scenes from a recent Queen Elizabeth Park Autocross

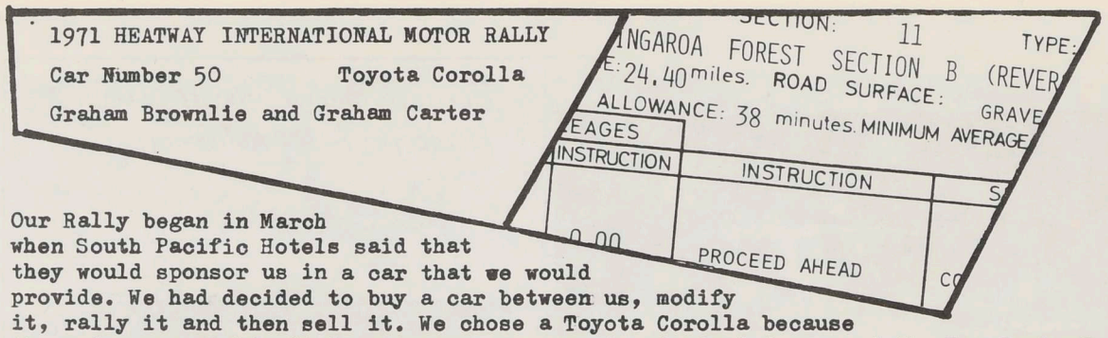












Our Rally began in March when South Pacific Hotels said that they would sponsor us in a car that we would provide. We had decided to buy a car between us, modify it, rally it and then sell it. We chose a Toyota Corolla because the price was right, it is a snappy car even in standard form, and the New Zealand distributors, Consolidated Motor Industries, were prepared to support the venture by supplying Toyota parts for the modification and a Toyota Land Cruiser as a service vehicle.

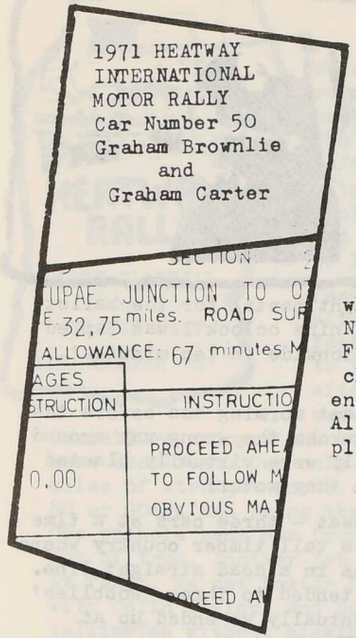
C.M.I. arranged for the car to be supplied without the normal delay, and we drew up a schedule of running in, modifying, practicing and organising gear to carry. The only part of that last lot that worked was running the car in. Graham Brownlie used it as private transport and I did the odd trip in it. At 2000 miles it went to Dick Sellens workshop for modifications and at 2020 miles an unfortunate road-testing accident occured and it was sold for scrap (although Warwick Kay and Alan Brough are now resurrecting it). The car was being run to test the modifications and it tripped up in the Akatarawas. Dick Sellens kindly loaned us his own car for the Rally and work began again with a vengeance.

There was only two weeks to the Rally and the car at that time was in standard trim. In the few days that we had, there was not time to have the engine balanced or attend to such details as replacing bearings and cap bolts, which had done some ten thousand miles of hard driving. South Pacific Hotels had the car, our overalls and crash helmets sign written and we were ready to go to Auckland on the Saturday before the Rally. Since we had still not practiced we drove all Saturday night on back country roads and reached Auckland 700 miles later.

This driving was on ordinary crossplies and we were very impressed. We lived luxuriously in the South Pacific Hotel, Auckland for three days with the car on display in the foyer. Here my crash helmet was stolen and, although the Hotel replaced it, we had some anxious moments trying to get the right size at the last moment.

On the Rally, Grahame Brownlie and I shared special stage driving equally and had relatively few incidents for the first two divisions - one welded exhaust manifold, one dented bank, one dented sheep. At the end of these two divisions we were tenth and fifth. Division Three came up and we had decided to take that one a wee bit easier and open up on Division Four if necessary. After four special stages we had moved into third position through temporary retirements (making us first in our class) and we were feeling pretty good with the car running well.

The next stage was 41 miles long and right in the middle a big end bolt fractured and the rod carved up the block and sump. About five hours later we were towed out by our service crew and we left the car at Taupo before heading to Napier. We were awakened some hours later and told to get some sleep bacause we were back in the Rally.



Dick Sellens had flown up a block (the smaller Mark One type) and his mechanic to fit it. So while we slept, Wright Stephenson's in Taupo was the scene of a complete engine rebuild. We got the car in Napier with minutes to spare and began Division Four. But the engine boiled each time we tried special stages and we used water and Bars leaks to no avail. We drove several specials cruising in top gear, missed several through lateness (we had started at the tail of the field and some special stage road closures had expired when we got there) and finally we cut for Palmerston North where our service crew pulled out a faulty thermostat. From there on again the car was again running like a charm only noticeably down on power over it's former engine, particularly on the hills.
All this fun and games saw us back in Wellington in 36th place and raring to go again next year.

Graham Carter.

GRAHAM McRAE

Graham has left the Trojan works team owing to a reputed shortage of Morand-Chevrolet engines. There was considerable speculation in the motoring press regarding this move and it seems that Graham may not have been treated in the fairest manner.

After giving thought as to whether he should fly his Tasman-winning McLaren over from Australia or try his hand at Formula Two again he decided on the former and the McLaren was withdrawn from sale in Australia and arrived in England in time for the big event at Mallory Park. Graham came home victor here so it seems he made a wise move. One imagines that Graham may have contemplated a two finger movement in Trojan's direction after Mallory Park.

MAY CLUBNIGHT

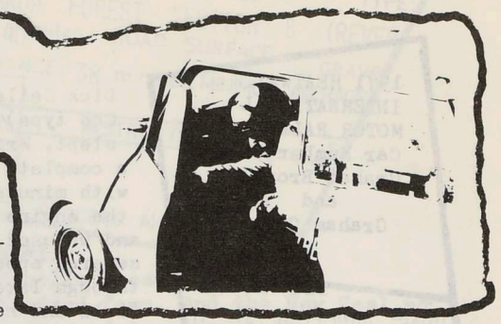
The first clubnight after the Heatway Rally was, of course, dominated by tales of that illustrious affair.

Rusty Wallace,from Don Agencies, was present with two new films from Duckham's Oils for the evening's film programme. The first film was on the London to Sydney Marathon and the other of the World Cup venture, Both were extremely interesting. How about a Wellington to London Marathon, Murray?

The club's recently aquired projector was used for the first time at this evening.

HEATWAY RALLY

JOHN GLADHILL and GRAEME EAST
MINI COOPER 'S'



Scrutineering presented our first problem - slight mods required to fuel pump wiring; earth straps loose and our spats were deemed 'too sharp'. That solved, we put the car to bed in the parc ferme and retired to the Intercontinental for the ballot function - that's rally talk for 'booze up'. At around nine oclock I was tapped on the shoulder by Rob Crabtree - 'You're on radio nationwide in ten minutes'. Apparently I sounded sober so not to worry.

Motored from start to Heatway factory for a very pleasant morning tea before the action started at Pukekohe. Personally, I preferred Pukekohe the wrong way around as it makes Rothman's very exciting! Roskilly and myself were virtually blasted off the road by an XU1 on the start straight, Boy, can they motor!

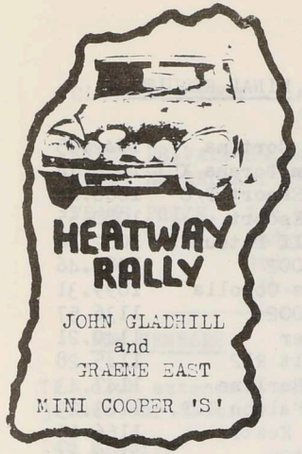
Off to Hopu Hopu to the gradstrack, where we won our heat - three cars at a time - nice little grass circuit. Next we motored off into the tall timber country where during the next two days we must have motored 200 miles in a dead straight line. Not very enjoyable for us as Mini was undergeared and tended to throw 'wobblies' at 80 which can be disconcerting to say the least. Eventually we ended up at Rotorua to be welcomed by several well earned cans of Bass.

On the second day we found we were 11th so we decided to ease off a bit and save the car. Unfortunately, Stanley Road didn't like us very much as we fell off the road at about 20mph and ended up on our roof. Much sadness as we were 7th at the time. It took us three stages to sort out a tow truck. During the time that we waited for it to come we adjusted the brakes and removed the windscreen to avoid damaging it as we were towed back on the road. We motored flat out through a rainstorm and just managed to make the last stage of the day - most unpleasant - no front or back windscreen and raining furiously.

That night our devoted service crew slaved away to put the car back into top condition and then another disaster - the man who was organised to fit our windscreen - our fabulous laminated screen - hit it too hard with the hammer and killed it. A standard screen was rustled up and the next morning we started off on 37th place.

The roads were very, very rough and during the day we ruined our steering rack and smashed our rear brake lines off. A temporary repair by Kim Naylor gave us three wheel brakes and a prayer for Gentle Annie. However, we enjoyed Gentle Annie very much. Murray McGuire and Ken Morris worked flat out changing steering racks, brake lines, ball joints, points and several other items while Graeme and myself went to bed for a whole hour's sleep.

During the rally from Wednesday to Sunday we had a whole eight hour's sleep. Needless to say our service crew had even less. The third day we hammered the poor old 'S' over more rough roads and how the suspension stayed in one piece is a miracle.



We eventually made Napier and discovered that two tyres were ruined by the potholes. Murray had another session as our brakes had failed during a stage due to a faulty connection. The run back from Napier was slightly smoother road-wise. Unfortunately a series of stages had to be cancelled before and after Palmerston North to keep the Rally on time. Levin proved another sad as I convinced myself that I had a flat rear tyre and I slowed right down and opened the door but all seemed OK so I can only assume that tiredness was playing tricks.

Paekakariki hill was as fabulous as expected. Cowan must be either mad or brilliant (both, we suspect) to do that hill so fast. Moonshine, we treated cautiously - too close to home to take risks! Houghton Bay and Alex seemed incredibly short after some of the stages that had taken an hour or so on previous days.

Overall, we enjoyed the event. The organisation and marshalling was superb. Meals were excellent. Our only criticism was the unneccesary repitition of miles and miles of straight roads. These were really dangerous. Motoring into a pothole at 80 or 90mph and being thrown up into the air a couple of feet doesn't prove anything. One pothole bent our front suspension so badly that one front wheel was 30 degrees out of true. Another job for our hard working service crew while Graeme and I dined at Taupo. We met Dexter Dunlop and Harvey Kibble over dinner (our team mates along with Colin Taylor) and boy were they tired. Still they struggled on and made Wellington without missing a stage or putting a mark on the Monaro. Dexter went out of his mind at Levin to score FTD lapping in around 60 seconds.

One stage during the night I had the car all sideways while slowing down for a slightly too sharp corner when Graeme asked. 'Hey, how about swapping my eggs for your sausages at breakfast?' Dexter and Harvey were welcomed by Leo Leonard on one stage - he had fallen over and was partly blocking the road. Everybody else could squeeze through except the Monaro. Harvey and Dexter had to smile when they were confronted by a ford with two cars stuck in it. Slowly they edged the Monaro across. Suddenly, a Mini appeared and charged at the river at about 50mph. Kerplash! and the Mini floated off downstream.

Our suggestions for next year's event.

1. Cut out those long straight stages.
2. Try and find smoother roads - most club members do not enjoy hammering their cars through potholes.
3. Arrow every corner possible - getting lost during a stage is not amusing at all.
4. We would sooner have longer divisions, providing we get a longer sleep break between them.

I would like to thank everyone who assisted with the organising and running of the event. Also thanks to the NZBC for our sponsorship, and our service crew - Murray McGuire, Kim Naylor, Brad Naylor, Ken Morris, John Ahradsen and Peter Bennett.

Roll on Heatway '72!

John Gladhill.

1971 HEATWAY INTERNATIONAL MOTOR RALLY

FINAL RESULTS

1.	4.	Bruce Hodgson	HODGSON/MITCHELL	Lotus Cortina	1042.05
2.	37.	Doreen Emson	EMSON/JONES	Holden Torana XU1	1056.14
3.	20.	John W.Andrews Ltd.	Marshall/McWatt	Ford Escort T/C	1060.44
4.	48.	Performance Developments	Goodwin/Moore	Ford Escort	1080.55
5.	15.	Bob Johnson.	Johnson/Chivas	[illegible] Datsun	1082.40
6.	13.	B.Gauzere.	Gauzere/Pommelet	BMW 2002	1086.46
7.	52.	Colin Taylor	Taylor/Foulkes	Toyota Corolla	1099.31
8.	2.	Havelock Nth Motors.	Hyslop/Langley	BMW 2002	1136.57
9.	23.	Todd Motors.	Pinkerton/McKinney	Avenger	1140.21
10.	16.	Bruce Collier.	Collier/Trumpanis	Renault R12	1145.28
11.	6.	M.Dinh.	Dinh/Chappel	Fiat Berline	1147.43
12.	27.	Doug Benefield	Benefield/Robson	Ford Falcon G.T.	1163.23
13.	29.	John Metherall	Metherall/Dickson	Riley Kestrel	1166.15
14.	46.	Jim Foster	Foster/Green	Fiat 125	1168.44
15.	10.	New Guinea Motors	Lohbegger/Lohberger	[illegible] Isuzu	1179.50
16.	11.	Jack Mullins	Mullins/Arter	Renault R12	1181.30
17.	19.	H.G.Baigent Motors.	Baigent/Cumberlidge	Hillman Hunter	1194.26
18.	39.	Eastern Racing Group.	Galvin/Kay	Fiat 850	1196.09
19.	59.	Jim Bennett	Bennett/Barker	Datsun 1600	1203.10
20.	60.	Motor Lines	Evans/Waite	Skoda 110L	1217.37
21.	31.	NZBC.	Gladhill/East	Austin Cooper S	1221.47.
22.	66.	Glen Eden Fiat Centre	Hanbury/Sanderson	Fiat 850	1225.26
23.	51.	Motor Lines	Knight/Grace	Skoda 110L	1228.41
24.	57.	K.E.Carter Motors	Murphy/Bjerring	Holden Torana	1229.50
25.	33.	Dexter Dunlop	Dunlop/Kibble	Monaro	1230.28
26.	1.	N.Z.Motor Corporation	Tubman/Denny	Austin Kimberley	1241.26
27.	18.	Bob Moore	Moore/Moore	Mitsuboshi Colt.	1285.16
28.	47.	Ron Shapley	Shapley/Cameron	Morris Mini	1297.03
29.	17.	Radio Hauraki	Richards/Carney	Triumph 2.5PI	1211.36
30.	34.	Nigel Roskilly	Roskilly/Fraser	Vauxhall Victor	1327.22
31.	5.	[illegible].Neil Johns	Johns/McLean	Triumph 2.5PI	1439.05
32.	9.	A.Taieb	Taieb/Neugi	Citroen	1453.54
33.	53.	Ross McKay	McKay/Sadler	Austin Mini	1520.19
34.	24.	John Stuart-Masters	Stuart/Masters	Triumph 2000	1533.42
35.	22.	Sweetacres Ltd.	Turner/McDonald	Fiat 125	1534.07
36.	50.	South Pacific Hotels.	Brownlie/Carter	Toyota Corolla	1534.17
37.	54.	Eastern Racing Group	Brough/Mines	Ford Anglia	1549.33
38.	63.	Malcolm Tobeck	Tobeck/Wills	Volkswagen	1563.44
39.	42.	Rallisport Inc.	Henshaw/Wing	Cortina GT.	1601.17
40.	8.	N.Z.Motor Corporation	Cowan/Johnson	BMC Cooper S	1631.32
41.	32.	Mullins and Wilson	Inwood/Wear	BMC 1800	1637.57
42.	61.	Marlow Motors	Marlow/Bate	Morris Cooper	1649.15
43.	3.	N.Z.Motor Corporation	Green/Brown	BMC Cooper S	1651.29
44.	26.	George Kuttel	Kuttel/Fitzpatrick	Ford Escort T/C	1687.35
45.	30.	Vicor Oh	Oh/Chang	Fiat 125	1755.06
46.	58.	A.A.Edwards and Son.	Edwards/Waugh	Morris Cooper	1796.02
47.	55.	Colin Langeley	Langeley/Rowe	Triumph Vitesse	1958.52
48.	40.	N.Z.Motor Lines.	Burnett/Hawkins	Skoda 110L	1981.34
49.	28.	Basil Taylor	Taylor/Taylor	Holden Torana	1983.46
50.	65.	John Rist	Rist/Goodman	Ford Anglia	2206.55
51.	56.	Noel Silver	Silver/Adamson	Austin Cooper S	2745.22

CLASS PLACINGS - (A) 39, 66, 47. (B) 52, 16, 6. (C) 4, 20, 48.
(D) 13, 2, 46. (E) 37, 27, 57.

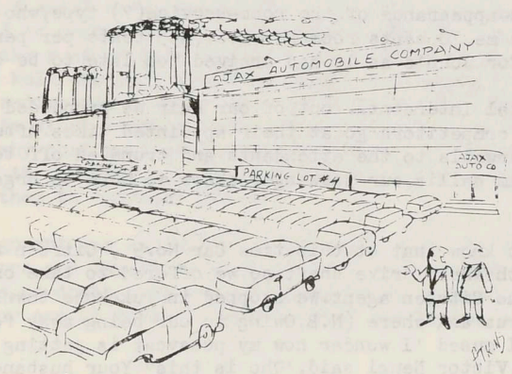
FIRST PRIVATE ENTRANT Car 4 FIRST WGTON CAR CLUB ENTRANT Car 52
FIRST NZ ENTRANT IN NZ ASSEMBLED CAR Car 52.

TEAMS PRIZE. Ist Wgton Car Club (Gladhill - Dunlop - Taylor)
2nd. Auto Club of New Caledonia. (Dinh, Taieb, Gauzere)
3rd. Auckland Car Club (Stuart Masters - Roskilly - Hanbury)
4th. Motor Lines (Skoda) (Burnett -Knight - Evans)

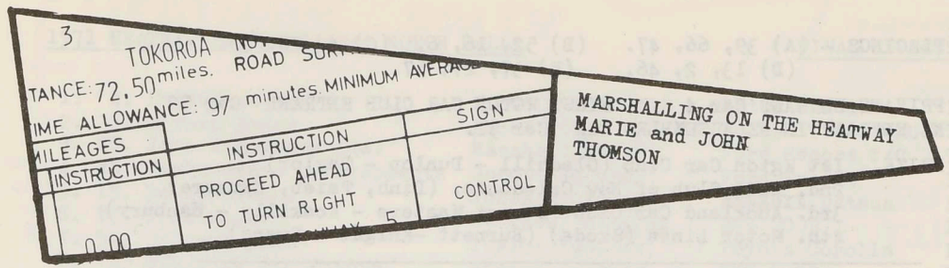
NEW MEMBERS

The club extends a warm welcome to the following new members who have recently joined our club.

Ian Bradley	Triumph Vitesse	Ian and Beatrice McGuire	Austin Mini
Lance Paynter		Brian De Montalk	Anglia
Philip De Montalk	Standard Ten	Paul Miet	Mini Cooper
Douglas Harding	Ford Mk 4	Alan Lilley	
Robert Semple	Mazda 1500	John Rock-Evans	Morgan V8
Barry Christopherson	Holden	Phil Parnell	Mini Cooper
George Sivyer		Danie Lupp	Rorstan
Miss Belinda Dawson	Fiat Bambina	Thomas Baldwin	A.C.Aceca
Nicholas Bunnam	Zephyr	Glenn Cannons	A30
David Rowel	Humber 80	Ross Lake	Zephyr
Graeme Blick	Ford 100E	Alan Martin	Renault
Miss Louisa Joyce	Sunbeam Imp	Allen Castleton	Cooper Holden
George Martin	Citroen	Alan Pilkington	Hillman Minx
Peter Middlemass	Humber 80	David Barnett	Mini
Terence Collins	Anglia	Ian Capewell	Oxford
John Scott		Peter Farmer	Hunter
Roger Goss	Valiant	Norman Brooker	Anglia
Graham Hawkyard	Wolseley 1500	Barry Alpin	Austin 1800
Malcolm and Anne Buchanan	Humber 90	Jonathon Turner Martin Baker	Commer Cob
Peter McCreery	Minor	Maxwell Meyers	Fiat
Raymond Beasley	Morris 1000	Miss Julie Stewart	
Nevelle Chun	Mini.		



Just think, Roy — if every worker would buy a new car every year, we could stay in business indefinitely.



A BUSMANS HOLIDAY . . . . . .

As a telephonist I didn't mind taking a week off work to act as a Communications Officer for my man on the HEATWAY.

We left Wellington on the previous Friday night about 7:45 p.m.,trying the Radio-Telephone out all the way.It was O.K. up until Hunterville,we were transmitting and receiving,but after that we could receive but only transmit occasionally.It was most agranoying to hear Dave Lamont in Napier calling to us and not being able to make him hear us.We thought it may have been because everytime we hit a bump at more than 45 m.p.h. the aerial would lean back a bit too far and click down at a 90° angle to where it should be.But no.We had a dead fizgig in the set which was fixed on Tuesday morning in Auckland.

John and I stayed with friends in Auckland,after arriving at 4:30 a.m. Saturday, untill we moved into the INTERCONTINENTAL,(You all by now should know of that 2nd.rate 14 story concrete block motel in Auckland.)on the Tuesday.We actually stored our gear in Murray Thompson's room untill we could take possession of our room at noon.I rang the desk from Murray's room to find out our room number and spent several minutes persuading the girl on the desk that Murray wasn't my husband,that I wasn't moving out on him,I was just visiting him and my husband and I were booked in for tonight.Having mucked about for what seemed ages,she asked me to call at the desk at 2 p.m. as she couldn't find my reservation.This I did and found out later that she had booked us in as a separate identity even though I told her we were booked through Wellington Car Club re the Heatway Rally and our deposits were already made.

Well we sort of got settled into our room for that night,but the next morning as John had a meeting at 8 a.m. he ordered breakfast at 7:30.He left without having any brekfast owing to the non-appearance of the room-service(?) type,who turned up at 8:05 and then wanted to charge me 70 cents room service.(@35 cents per person)I flatly refused to pay 35 cents for John's as it had arrived too late to be of any use.

Having got the Motel Intercont.. out of our hair we proceeded to the Custom St. West car park to let the competitors go at their appointed times.After letting the last ones away we said our fairwells to the attendants and trundled off to Pukekohe,(having by this time picked up Jim Wallis,our passenger)where we were to organise the control of the special stages.

You may or may not know that at this time Car No.9 , Citroen from New Caledonia, had a bit of bad luck with their drive shaft so we offered to take one of their crew with us to Hamilton to meet the Citroen agent.We stopped in Pukekohe township where John phoned results into Rotorua and where (N.B.Owing to our being away for 10 days we put our cat into a cattery) I mused 'I wonder how my pussycat is getting on?' To which the aforementioned gentleman,Victor Neugi said,'Who is this? Your husband?' Ahhh!! those

romantic Frenchmen.However,having assured him I had actually meant the real McCoy we were away onward to Hamilton,where we arrived after dark,deposited Victor with the Citroen agent and had a bite to eat before heading off to Taupo and the dreaded Kaingaroa Forest.We stayed till dawn then motored to Rotorua where we had a few hours kip in a Motel (after kicking those Thompsons out of our room)before heading off on the next part of our journey.

The highway we travelled to Wairoa reminded me of the Moonshine road and we were lucky that this was one time we had radio contact with Murray who was a few miles ahead of us.'Lookout for a lorry 'he said, and a few miles on 'Be watchful for a bus'.About 10 minutes later we heard'Crackle crackle.....crackle'.We wondered what he could be saying until we slid round a sharp bend and found ourselves face to face with a van also using a lot of road.It was only my man's driving ability that saved us from joining the van in a quick trip down a steep slope or from hitting it.

Besides losing our brakes for a while,due to pressure of work while going down hill at a - - - - rate,and giving an apple to the Traffic Officer who assisted to push,shove and heave Murray's Rover (R.I.P.) out of the sklicky mud,the trip was uneventful.(As much as any road was on the Rally anyway.)We did our bit as far as special stages went,we couldn't help it if car 40 (THE Skoda) wanted to inspect the valley floor some 200 feet below - the hard way.Still,it's amazing what a little (or a lot) of masking tape will do.We were held up at this stage so Max Garey took over our next stage and we went back to Rotorua after we had collected our results from the section.We had the best sleep there of all the Rally.Those 4 hours were refreshing.We even had time for a roast meal before we left Rotorua on our way south.

We went on to Kaingaroa Forest 'D' Section and had no major problems so had a meal in Taupo then headed further south to the Carbuncle Track about a mile north of Waiouru. We were due to run this in two directions with a break in between.On the second time through we had sent three cars off when I had a message from the other end asking 'What shall we do?What shall we do?'.We went down to see what was up and found that apparently three busloads of Italian miners had arrived and wanted to get to their place of work by travelling against the Rally along part of the special stage.The Italians did not seem to speak English and the Maori 'gentleman' employed by the M.O.W. wouldn't listen to anyone either and wanted to force his way into the stage.I am not putting down the Maori people as a whole but I shall never forget the appalling ignorance and stupidity of that 'man' who was prepared to murder 80 innocent workers AND our competitors.By this time we had managed to block the road so they couldn't get through,to give us a chance to get back to the start and hold the cars while the buses went through.We managed to stop the bulk of the cars and redirected them to their next stage after the 'type' announced that they were going to start running their metal trucks on the road and we had better watch out...That was why that part of the special stage was cancelled.Boy were we glad to leave that part of the country - is it any wonder that if I couldn't hear someone on the R.T. I would ask them to 'REPLEAT PEASE'

Our next assignment was as 'Flyer' over Gentle Annie.We were only a short way ahead of the competitors and immediately on our tail was an NZBC camera crew.They dropped back a couple of times,no doubt they were attacked by an enraged muffler which had parted company from our car.(I guess it went to find our brakes which had disappeared for a time.)

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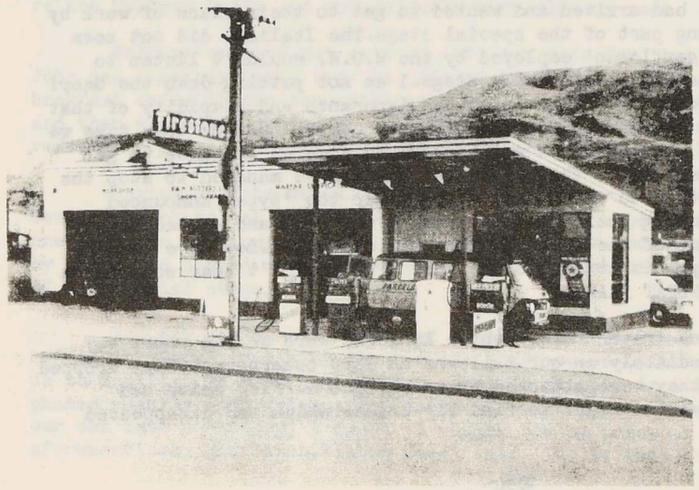

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We chugged into Napier to find a garage that would repair our car. This took a few hours of good sleeping time, but as it turned out that didn't matter as the Travelodge didn't have our booking, or did they? Ah-hah! 'Why yes we do have a single room for Thomson, but no deposit has been received.' Well this was too much, especially as we had put down the required $10 before we had left Wellington. 'Forget it ' said we, 'We'll sleep in the car for the next 2 hours!' .Our thanks to Mr.&Mrs. Tom Jones (Sponsors) who allowed us to use their room for the short time we were there, as they were just going out.

We roused the sleeping Jim from his hotel and carried on to Glengarry Road. This is the road where we misplaced a Vet on an emergency call to a farm. He rushed into the stage before we got there and the marshalls had not been able to find out which farm he had gone to. Rather than risk his life or competitors, should he come out onto the road, we made it a Rally stage, -and one competitor still managed to put his car into a bank. So did a marshall beforehand but that was different.

Apparently I didn't see much of the goings on at the next stage which was Ashcott Road. -John tells me Jim and I were asleep. What I do remember of it is the fact that a little pat of foil wrapped butter fell onto the back seat and no one knew of it until Jim sat in it. I thought it was tremendously funny, but Jim didn't like being buttered up at all.

We went on to the Pahiatua track and were checking it out for the final time when a spectator asked us if it was true that this stage and the previous two had been cancelled and the Rally was to be resumed in Palmerston North, because an Officials car and a spectators car had gone over a bank. You could have knocked us over with a feather. We managed to contact Max who confirmed this so we went back to divert cars into P.N. This spectator had heard the news on his car radio, and we still do not know the full story.

We were able to have some breakfast in Palmerston North then continued on to McKay's crossing where Gerry Draper set up to marshall the cars onto the Paekakariki Hill. We then shot on to the start of Moonshine where we were held for a short time until we could get Max along to go through the road to clear a path through the public for the competitors. We also had a bit of a job at the start as it didn't seem to sink in that we had to be able to get the cars in to run them through the stage.

When the section was well under way we shot into town and dropped Jim off at his home so that he could get ready for his flight to Christchurch and went up to the start of Alexandra Road. We left there about 2:15p.m. and went down to Civic Square for a look-see. From there up to the clubrooms to drop off our pegs and what-have-you.

Got home at 4 p.m. and I got ready for 5:30 p.m. Mass. At 5 p.m. our pussycat was delivered home, and very pleased he was to be home too. So were we!

Talk about tired - I still can't remember if we had a sermon at Mass or not. However we managed to drag ourselves along to the post-rally 'do' and had a very good time.

It took a good few early nights to catch up on our sleep. While at work on Monday I found myself repeating things in the same way as I had on the R.T. I asked someone about a Danish Fruit Ship and he said 'What?' so I replied 'A Danish Fruit Ship, Danish Fruit Ship! '

Whew, now it is all over, all I can say is I'm glad I went. Boy, was it ever an experience.

OF

TRIALS

AND

TRIBULATIONS

Compiled by Alan Smart.

The large turn out at the June monthly night trial together with an improving interest in interclub trialling has promoted the non-speed committee to edit a section in the Club Bulletin which will be devoted solely to trialling events. We would like this section to be something more than a list of comming events and results of past events. However, this can not be done without your assistance, so if you have any comments humorous or otherwise concerning trialling please let us know.

COMMING TRIALS EVENTS

Sunday June 27 TRIAL 86

Day trial, approximately 120 miles long in the Featherston, Greytown and Carterton areas. This trial has been organised by Murray McGuire and Alan Smart primarily to give up and comming club triallists a look see at an event that is somewhat longer than the usual night trial. A map reading section requiring NZMS 1 PIMUTAKA N161 2nd Edition 1968 is included. (For those that entered in the HVMC Wall Cup trial on June 12 you will already have the map.) The trial starts from in front of the Featherston Town Hall and it is hoped to get the first car away at 11am. A 20 minute refreshment break is included (outside shops) and the trial finishes in Greytown. Invitations have also been extended to the Hutt Valley and Wairarapa Car Clubs.

To all triallists, and would be triallists if you feel you are in that capacity, get a map from the Lands and Survey Dept. (take your club membership card and get a discount) and turn up at Featherston for a good days outing and you will probably find out that day time trialling is just as simple as a monthly night trial.

Saturday July 3

Levin Motor Racing Club Gold Star Trial.
For further details please ring Ed Conroy.

Tuesday July 6 MONTHLY NIGHT TRIAL

This months' will be a short one, approximately 1½ hours, so turn out and have a go at this one and then join in the post mortems over supper. For those that have the misfortune to get lost etc. you will find plenty of advice will be available from committee members and competitors. Ed Conroy is the organiser and he advises that it will be one of his usual easy ones.

Sunday July 11 WALL CUP EVENT

The Wall Cup is presented annually to the Club gaining the most points by its teams. The competing Clubs are:-

(1) The Hutt Valley Motoring Club
(2) The Levin Motor Racing Club
(3) The Manawatu Car Club
(4) The M.G. Car Club (Wellington Centre)
(5) The V.W. Owners Club (Wellington)
(6) The Wairarapa Car Club
(7) The Wellington Car Club

Teams comprise any two cars from the same Club which must be nominated before the start. Team placings are decided by the addition of points not placings.

Incidently points for the Roland Clapperton (non-speed) trophy can be gained by Wellington Car Club members who compete in inter-club trials. Points are awarded on the following basis:-

1st Wellington Car Club home 4 points
2nd Wellington Car Club home 3 points
3rd Wellington Car Club home 2 points
Every other Wellington Car Club entrant 1 point

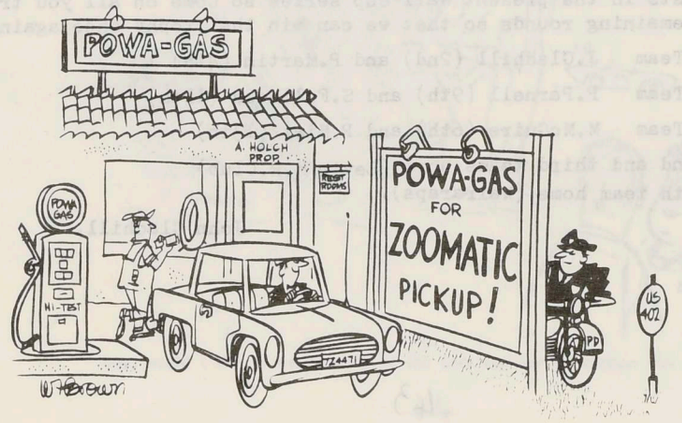
This round is organised by the Wairarapa Car Club. The start is at the Featherstown Town Hall with first car away at 1pm. Trial length approximately 100 miles and should take about 3 hours. No maps required, timing is by the sealed time piece system so don't forget to bring a clock.

Tea and biscuits will be provided at the finish.

Lets see a good muster from the Wellington Car Club. You should know the area by now.

Saturday July 17

Whakatane Car Club Gold Star Trial
For further details please ring Ed Conroy.



STOP PRESS

Results from the June night trial.

		Points Lost
1st	Team Macmob Murray McGuire	111
2nd	Ecurie Nurg Mike Burch	140
3rd	Team 86 Alan Smart	143
4th	Colin Taylor Team Colin Taylor	160
5th	Midnight Motors Team Bruce McPherson	217

Organisers:- Ian Foster and Mike Reid.

Further comments concerning this trial will appear in next months Bulletin. There were 36 entrants and a lot of checks missed. An explanation of the 4th and 5th instructions together with these instructions will also be given.

LEVIN WALL CUP TRIAL

Our club was well represented with seven cars out of a field of thirteen.

The trial was in five sections with all controls being the same car in Levin. The instructions were rather woolly and no ASRs meant that the law of 'umm' was liberally applied. A dangerous strop up a dead end road gave most comptitors a few moments.

The event ended with two regularity laps of the Levin circuit - fun as it was night time.

We have two firsts in the present Wall Cup series so Come on all you triallists! Enter all the remaining rounds so that we can win the Trophy once again.

RESULTS - 1st Team J.Gladhill (2nd) and P.Martin (4th)

5th Team P.Parnell (9th) and S.Fellowes (11th)

6th Team M.McGuire (6th) and P.Miet (13th)

Second and third teams hom (Levin M.R.Club)

Fourth team home (Wairarapa).

John Gladhill.

Johnsonville Gymkhana

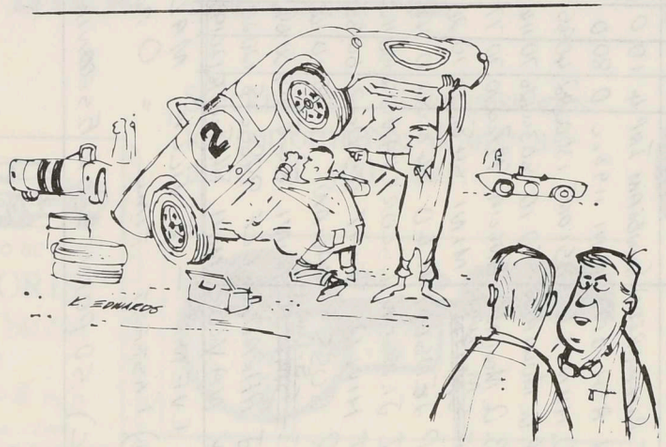
T'was a freezing cold afternoon, just the type of weather to settle down at home in front of a roaring fire with a good book....or something!. However some 13 members, for reasons best known to themselves, decided to prove that club types are crazy by turning out for the J'Mall Gymkhana.

But despite the cold and the threatening conditions we managed to have a rain-free afternoon which was some consolation. Sixteen tests were run (some of them repeats) which gave everyone ample opportunity to show how cones should be knocked over. The organisers in an effort to catch us out, even used the concrete lamp standards as markers in one test, but no-one was game enough to brush with one of these.

The writer and Mike Burch were able to prove the old adage, 'Age Before Beauty' by showing the'youngsters' the way home. Or perhaps we know how to cheat better.

It was a thoroughly enjoyable event and thanks to organisers Mike Read, Ian Drummond, John Thompson, Eddie Conroy and Peter Martin for turning blue in the cold while we had the fun.

I.C.H.P.



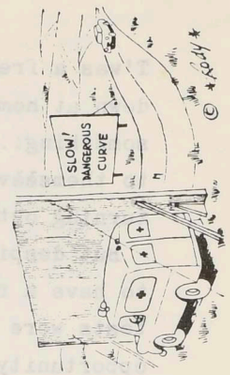
"Boy, would I like to weigh some of the cars running Production this season!"

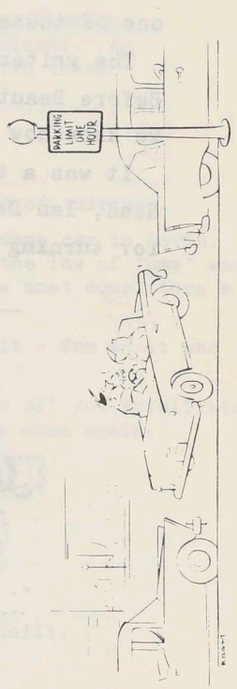
CAR NO	COMPETITORS NAME	MAKE OF CAR	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TEST 6	TEST 7	TEST 8	TEST 9	TEST 10	TEST 11	TEST 12	TEST 13	TEST 14	TEST 15	TEST 16	TOTAL	PLACE
1	T. PINKERTON	SUNBEAM IMP	4	10	0	20	0	24	10	0	154	90	120	70	10	10	30	0	552	1
2	W. ASHTON	MINI 1198cc	0	80	0	0	0	0	0	137	100	0	230	80	0	0	0	0	627	3
3	D. HUNTER	ESCORT 1300cc	42	40	85	50	30	84	50	25	186	129	210	170	20	10	30	10	1171	6
4	P. De MOUTALK	STD 10 803cc	128	70	114	120	50	78	60	80	212	230	150	130	60	60	40	40	1622	13
5	B. De MOUTALK	ANGLIA 997cc	70	70	77	70	30	102	20	87	232	168	140	170	40	50	50	40	1416	10
6	~~E. SMITH~~ M. BURCH	MINI 848cc	22	70	20	30	10	36	20	9	0	74	70	220	10	10	10	10	621	2
7	P. JENSEN	A.40 948cc	81	0	40	50	20	44	20	25	321	250	80	90	160	150	100	90	1521	12
8	I. JENSEN	ESCORT VAN	22	150	113	40	30	74	30	41	262	200	150	120	20	20	30	20	1322	8
9	T. HIVID	FIAT 650cc	7	60	85	80	20	225	40	137	64	179	170	220	20	30	30	90	1407	9
10	R. GOSS	VALIANT	68	10	147	80	30	154	40	137	132	100	0	220	110	100	100	90	1518	11
11	~~E. SMITH~~ S. BURCH	MINI 848	107	50	64	80	10	209	10	70	77	114	200	120	20	30	30	30	1221	7
12	J. AHRADSEN	ELF 998cc	8	120	20	170	10	34	40	47	4	68	110	110	40	20	20	20	841	4
13	K. NAYLOR	MINI 848cc	178	120	197	170	0	85	20	0	0	26	50	170	0	10	30	0	1056	5

EVENT — J'VILLE MALL GYMKHANA

A) FASTEST TIME = 0 POINTS B) 10 POINTS PER ~~MINUTE~~ SECOND SLOWER THAN FASTEST TIME

C) 50 POINTS OR 5 SECONDS PER MARKER.





"Why, I'll be able to do it in that time!"



"But I was in my car, and it *was* an accident!"

Going RALLYING or RACING?..

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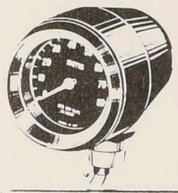

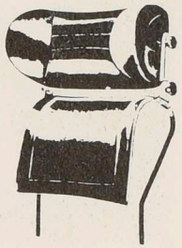

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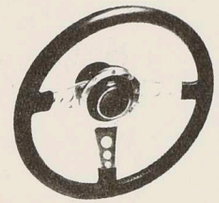

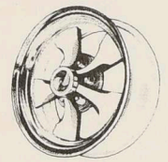



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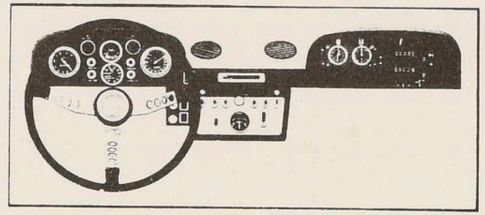

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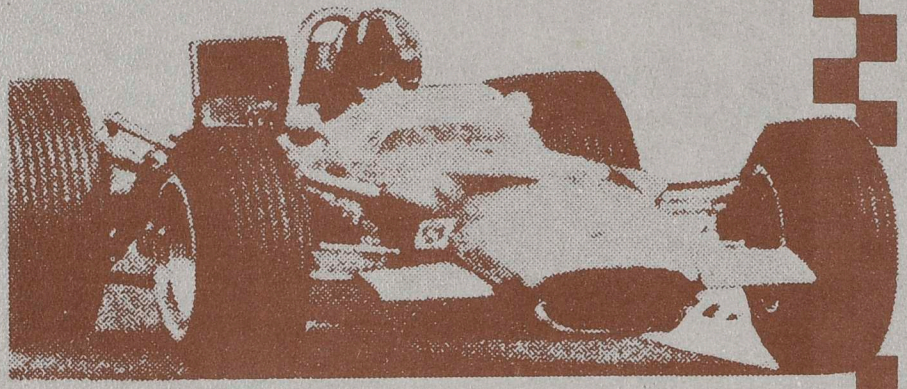

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July 71

MOTORING NEWS BULLETIN

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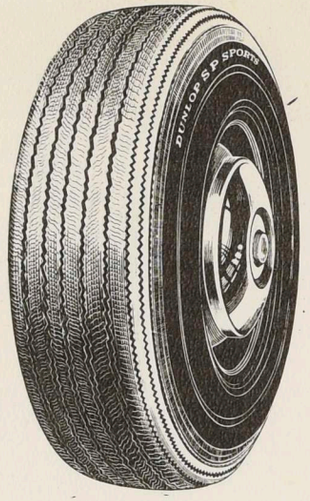

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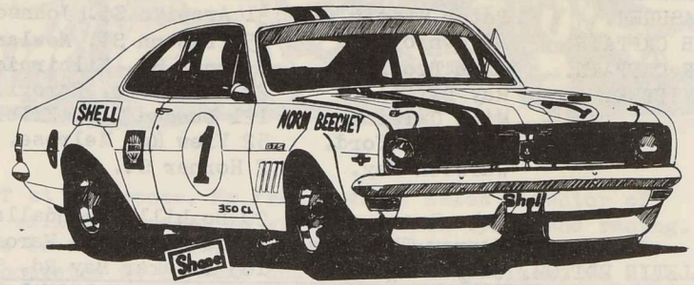


FROM THE EDITOR

On the European racing scene the Grand Prix Driver's Association versus the promoters battles have begun again with particular emphasis on the recent Dutch Grand Prix at Zandvoort. Jackie Stewart has had many critical words to say about the circuit, in spite of many recent improvements and, has himself come in for considerable criticism from both sides of the fence. In fact Stewart was openly booed by the spectators in Holland. Formula Two, Formula Three and sports cars have raced without trouble on many supposedly dangerous courses and it is not hard to see these classes supplanting Formula One in certain countries as the high costs of meeting the Formula One driver's demands continue to escalate.

Locally, the rally bug has really bitten us and several of our members are seriously contemplating trips to Australia for the Southern Cross Rally.

Murray Thompson is now employed full-time by Heatway Industries and his responsibilities include organising and managing the Heatway Rally, which is to become an annual affair. This will allow Murray to devote so much more time to the event and must considerably assist in promoting the event as well as putting it on a more business-like and semi-professional footing.

Trialling enthusiasts will be pleased to note that the bulletin now has a regular trialling editor in the person of Alan Smart. Alan is very conversant with all aspects of trialling and this should assure us of some very interesting reading.

JULY 1971 CONTRIBUTORS - Alan Smart
Glen Kennar
Peter Bennett
Pam Ahradsen

manz news

MOTOR SPORT ASSOCIATION NEW ZEALAND INCORPORATED

No. 105

June 1971

Edited by : V.S. Evans.

BANK OF NEW SOUTH WALES SALOON CAR CHAMPIONSHIP AWARD 1971/72

The Bank of New South Wales Saloon Car Championship will commence on the 1st November, 1971, concluding on 30th April, 1972.

Determination of the winner will be from results obtained in the authorised events held at selected National Open and/or International race meetings during the season.

Cars must, in the main, originate from FIA Groups 1 & 2, with an upper engine limit of 6 litres. There will be three Championship Classes: 0 to 1000 c.c., 0 to 4200 c.c., 0 to 6000 c.c.

Distances of each race shall be, to the end of a complete lap, 0 to 6000 c.c. – single race 20 miles.

Two heats 10 miles per heat.

0 to 4200 c.c. – single race 14 miles.

Two heats 10 miles per heat.

0 to 1000 c.c. – single race 14 miles.

Two heats 10 miles per heat.

The latter capacity classes (viz. 4200 and 1000 c.c.) mileages/heats only apply if not run concurrently with the 0 to 6000 c.c. class.

Prize moneys overall equal several thousand dollars and will be paid down to fourth place in each class. This applies whether for heats or a single race at a meeting. Qualifying events may be run in heats always providing that there are not more than 6 Championship races or heats at each meeting. The method of determining places where events are run in heats shall be: Each place getter in each heat shall be awarded points in accordance with Article 5, (as below) these shall be aggregated and the 6 highest aggregate scores shall be awarded championship points. Should this method result in a tie for any place, then the competitor completing the heats in the least elapsed total time shall be awarded the superior place.

Points system will be on the 9,6,4,3,2,1 basis. **The Saloon Car Championship vehicle specifications are now declared valid until 31st July, 1973, to be reviewed in May, 1972 and any amendments made at that time, will come into force in August 1973, subject to AGCM ratification.**

For the 1971-1972 Bank of New South Wales Saloon Car Championship, the maximum number of qualifying rounds will be 12 and the following meetings, which have incidentally been placed in a logical sequence geographically, will constitute qualifying rounds:

Pukekohe 8th January, 1972,
N.G.I.G.P.

Wigram 22nd January, 1972
Motor Racing Club

Teretonga 30th January, 1972
Southland Sports Car Club

Timaru 6th February, 1972
South Canterbury Car Club

Ruapuna 13th February, 1972
Canterbury Car Club

Levin 4th March, 1972
Levin Motor Racing Club

Pukekohe 12th March, 1972
Northern Sports Car Club

Bay Park 2nd April, 1972
Bay of Plenty Motor Racing Assn.

Pukekohe 9th April, 1972
Auckland Car Club

SINGAPORE CONFERENCE – PACIFIC MOTOR RACE SERIES PROPOSED

Mr. A.J. Smithard attended as New Zealand's representative to the Singapore Conference which was held to ascertain the feasibility of holding a future Pacific motor racing championship series.

This conference which was held on April 25th, established that the principle of holding such a championship is definitely a viable proposition. Representatives from Japan, Thailand, Malaysia, Macau, Phillipines, Indonesia, Singapore, New Zealand and Australia attended, and it was a wonderful example of international co-operation through a common interest in motor sport that each country shared an ideal for the betterment of the sport on a Pacific basis.

It was evident from the outset that New Zealand and Australia were the only countries with any real experience in single seater international type motor racing and the Delegates from the other countries were quick to acknowledge this fact. Mr. Smithard pointed out to the conference that New Zealand some eight years ago inaugurated what is now known as the Tasman International Championship Series and both promoters here and in Australia have worked in conjunction to share the original eight major meetings on a four each basis. Thus any proposals which could possibly deter from the Tasman Series would not be a viable proposition for either country.

The Conference delegates accepted that when it fell to New Zealand and Australia holding Tasman meetings, any proposed Pacific championship be well away from these dates. Australia's delegate, Mr. D.K. Thomson especially supported this as that country intends to keep its Grand Prix date for a November day as in 1970.

Mr. Smithard also pointed out, as it was agreed, that any proposed Pacific Championship, which is still very much in its embroynic stages, holds an exciting future for New Zealand resident drivers wishing to compete on equal terms in most of the Pacific countries, provided that such a championship did not lower the existing high quality of motor racing standards whether in New Zealand or Australia. At the same time any proposed championship must be a promotable item in NZ, capture the imagination of the public and drivers; also it should provide a facility for the improvement of our drivers.

Whilst New Zealand did try to promote the current Tasman 5 litre plus 2000 c.c. racing engine category, since ratified by MANZ, the Singapore Conference Delegates decided to place a limit of 2 litres for racing car engines. It was felt that whilst this is a compromise, it would currently embrace all the current machinery of competitive nature available in this country and that it does allow for relatively straightforward modifications to cater for 2 litre engines if necessary. Further studies are being made regarding restrictions in engine design.

IF the Pacific Championship is inaugurated a very loose Calendar is proposed as follows : Singapore/Malaysia-Sept ; Thailand - Sept/Oct; Macau/Japan - Oct; Phillipines - Oct/Nov; Australia/New Zealand - Nov.

A further Singapore Conference is scheduled for October 1971, and meantime an interim secretariat is now established in Singapore, a facility offered by the Singapore Ministry of Social Affairs and the Automobile Association there. The delegates agreed to the formation of an organisation called the "Pacific Motor Racing Conference" which has Mr. D.K. Thomson as PRO TEM Chairman.

It is hoped that New Zealand will again be represented at the October Conference, as the future of motor racing for the whole of the Pacific region could well take on an additional phase to the betterment of the sport as a whole, without the need to rely upon the European Championship events for placing New Zealand drivers on the world motor racing map.

TASMAN SERIES MOTOR RACING CHAMPIONSHIP

The Formula for the 1972 Tasman Series has now been ratified as being 5 litre stock block or 2 litre racing engine types.
The 2 litre racing engine type replaces the 2½ litre category which is now almost extinct. This ratification confirms the 5 litre category as stated last year.
There is a likelihood of Australian and New Zealand Promoters meeting to clarify the present difficulties between the Confederation of Australian Motor Sport, the Australian Promoters and New Zealand promoters.

MOTOR RACING POINTS SYSTEM

The points system for all New Zealand Motor Racing will conform to the internationally adopted 9,6,4,3,2,1 basis.

STANDARD PRODUCTION SALOONS

Whilst last season's saloon car racing proved popular, specifications of cars differed from promoter to promoter. In order to bring about a semblence of standardisation, new regulations will apply nationally and will be on trial for one year. These new specifications will apply for "National Open" or higher status events.

CERTIFICATES OF ATTAINMENT

Certificates of attainment will be given to the first three placings overall instead of just second and third. It is realised that the first place getter, on handing back his trophy at present has nothing to show for his efforts, but in future he/she too will have a Certificate to keep as a permanent record.

CERTIFICATE OF MEDICAL FITNESS 128a NCR

Drivers may undergo their medical examination from the 15th June each year and this will be valid for the year commencing 1st August.

MODIFICATION OF STARTING POSITIONS NCR 128a

MANZ STEWARDS of Meetings will in future be empowered to alter starting positions should this be necessary. This particularly relates to drivers who through some adequate reason have been unable to qualify for a starting position.

BRUCE MCLAREN AWARD

During last year's Annual General Council Meeting at Napier it was agreed that a memorial trophy be established in commeration of the late Bruce McLaren. However, the McLaren family has very generously provided a national Trophy to be called the "Bruce McLaren Award" for annual presentation to the New Zealand Champion Driver of single seater racing cars. the Trophy Award is to take the form of a McLaren Can-Am car to scale mounted on a plinth. Walker & Hall of Auckland have been commissioned to undertake the Trophy Award sculpture

JIM CLARK AWARD

The Jim Clark Award was established in 1970 and the first presentation was carried out at last years AGCM at Napier, the winner being Graeme McRae of Wellington. This Award is for "the New Zealand Motor Racing Driver giving the most meritorious performance throughout the season".
The annual recipient is decided by a ballot election submitted to all news media, motoring correspondents, and car clubs throughout the country. An Association Selection Panel collates the ballot and from it, decides the winner. Last year's Selection Panel was Mr. Len Southward and Mr. Ed. Sharrock; this year's Panel is to be nominated possibly from personnel in the Auckland region.

TOUR OF CLUBS

Due to the absence of the Association President, Mr. R.W.A. Frost, who is at present overseas on personal business, Mr. B.B. Hepburn, Senior Vice President, and Mr. A.J. Smithard, Chief Executive Officer, will conduct this year's tour of clubs. Their itinerary will be:
Wellington 14th June,
Wellington Car Club rooms, and the Convener is Mr. S.J. Alexander.
Palmerston North 15th June,
Manawatu Car Club rooms Convener is Mr. W.R. Tillson.
New Plymouth 16th June,
venue to be advised. Convener Mr. J.W. Rutherford.
Other centres include Auckland on the 5th July; Hamilton 6th July; Rotorua 7th July and Napier 8th July.

SAFETY FUEL CELLS AND SEAT HARNESSES

Safety fuel cells and six point seat harnesses will become a mandatory requirement when these items are readily available in New Zealand.

INSURANCE

A new Appendix – "Appendix G" will be incorporated in the next issue of the MANZ Year Book, giving details of the MANZ Insurance Policy and premiums.

TAIL LIGHTS

Saloon car tail-lamps will not only have to be operational but will remain uncovered and visible at all times; this ruling to take effect as from the 1st August, 1972.
Tail lights on single seater cars, and all cars other than saloons must have a bicycle type tail lamp with a quartz iodine bulb giving an output of 15 watts will be mandatory as from 1st August, 1972. This brings New Zealand into line with a recent F.I.A. Ruling in respect to single seater cars, and Groups 5,6 and 7 cars.

VEHICLE INDENTIFICATION

N.C.R.137 Page 100 of the 1970/71 Year Book has been changed to allow for black numbers to be on a white background and white numbers on a black background. All competing vehicles **must** conform to this requirement and the rule will be rigidly enforced.

FORMULA "C" CHAMPIONSHIP

The Formula C Championship for New Zealand will come into force in August for the 1971/72 season. The use of Racing Tyres has been approved, but they must be fitted to standard wheels and rims which are at present used.
The existing specifications will be valid until 31st July, 1973, subject to possible modification as and when the new Ford 1600 c.c. engine is introduced sometime in 1972.
At the moment a Championship name is yet to be decided, and negotiations are underway for possible sponsorship.

GOLD STAR HILL CLIMBS

As pointed out to the Annual Meeting a couple of years ago, this Championship is still a little hollow and by no stretch of the imagination national. It is still regarded, except by the most serious, as just another hillclimb and it is mainly for local competition. There were a total of 42 competitors who gained points this year, but the number of serious competitors can almost be counted on one hand.
An analysis of the series reads like this:-
There were eight events, all in the North Island. Only two of these were in the southern half of the North Island. Of the 42 points scoring competitors, 1 gained points in seven events, 2 in six events, 1 in five events, 1 in four events, 2 in three events and 10 in two events making a total of seventeen out of forty-two.
The results for the first 10 placings were – S. Boreham – 120 points, Mr. Firth – 61 points, D. Bremner – 60 points, I. Cullen – 55 points, A. Hopkins – 30 points, D. Lupp – 25 points, K. Flashman – 23 points, O. Woolf – 22 points, J. Aislabie – 20 points, and D. Civil – 19 points.

SCRUTINEERING SCHEDULE

Fire Extinguishers will in future have to bear the approval Certificate from the Insurance Council of New Zealand.
Service Lines through the passenger compartment will have to be totally enclosed in metal sheathing.
Roll Bars The controversial "strength requirements" have been considerably amended. The MANZ 1972 Year Book will list these specifications.
Protective Helmets meeting the requirements of the United States Snell Foundation Specification Z90.1/1966, are now officially approved.

STANDARDISATION OF SCRUTINEERING

The MANZ Technical Committee will steadily be enlarged so that next season at all Championship meetings, and particularly those involving saloon cars, and Formula C, a member of the Technical Committee will be in attendance throughout. The Technical Committee will hold a national meeting before next season starts and a Handbook will be drawn up to ensure that standards do not vary from meeting to meeting.

PARENTAL APPROVAL NCR 75

With the alteration in the legal age limits, only competitors under the age of 20 have to have their parents approval. This also applies to Competition Licences.

CIRCUIT DESIGNS

The F.I.A. recommendations on Circuit Designs will be re-printed in the 1971/72 MANZ Year Book. New Zealand's environment, topography, and end use of new circuit proposals will be taken into account when promoters seek guidance on building fresh motor racing circuits. The F.I.A. recommendations will be useful to existing circuit owners' who may wish to modify or extend their present facilities.

AREA STEWARDS' MEETING

The Chief Steward, Mr. J.O. Trevor conducted an Area Steward's meeting in Palmerston North during March this year. Stewards from the lower half of the North Island attended and some of the many topics covered administration, inter-area liasion, track inspections, protest hearings and innumerable subjects related to the position of stewarding in this country. As a result of this meeting, a number of Stewards were able to meet on a common ground which will help in a greater understanding of each area's problems.

RALLIES AND TRIALS ADVISORY COMMITTEE

This Committee is to be inaugurated shortly and its main function is to investigate all rallies and trials up to international level and in turn bring down recommendations for revision to present rules.
The Convener and Chairman is Mr. B.B. Hepburn and his Committee will be appointed by the Association through the Convener
Over the years, the rules and regulations governing rallies and trials have grown to sizeable proportions, and it is now felt that a need exists to eliminate those rules which are superfluous, confusing and in many cases unrelated to the type of event held today.

RALLIES AND TRIALS – APPENDIX A

Rest Stops of not less than 30 minutes are now mandatory-(Part A 4/1(b))
U Turns are not permitted in map reading sections unless specifically instructed-(Part A4/1(f)(iv) 0
Odometer Check distances will now be 5 miles in up to 100 miles length and 10 miles over 100 miles length (Part A 4/1(j))
Part A 13 (ii) Named roads has been amended.
Part A 14 Checking of Routes has been amended to provide for sufficient time to be allowed for a re-check
Cross Roads are now defined as "A cross roads shall be any four road junction"-(Part B 7/20)
Penalties under Part B 25/4 will apply to non-compliance with CRI's under Part B 21/1
A penalty of 180 points will now apply to tampering with drivers cards-(Part B (25/4)).

RULE CHANGES FOR 1971/72 GOLD STAR ARTICLES – RALLIES AND TRIALS

A pre-requisite for the promotion of Gold Star Rallies and Trials will be a minimum prize list to the value of $300 and the first three places must carry a minimum value of: 1st $100; 2nd $75; 3rd $50. Clubs unable to meet this requirement may apply to MANZ for a special dispensation.

NEW CAR CLUB AFFILIATE

This Association wishes to welcome the Huntly Car Club Inc., into the fold. Club President is Mr. W.J. Gordon, and the Secretary is Mr. J.W. Elkington. The Club address is 42 Harris Street, Huntly, and membership at present stands at 29.

INTERNATIONAL RALLIES

Mr. B.B. Hepburn an Association Executive Vice President, Mr. A.J. Smithard Chief Executive Officer, and Chief Superintendent Ross of the Ministry of Transport have had discussions regarding the frequency of "international type" rallies in New Zealand. As a result of these talks the Association has decided to permit a maximum of two "international type rally events" per annum within New Zealand on the basis of one early and one later in each year. Thus one event may be promoted during the period February to April, the other August to October. The Association has already received an application for the Wellington Car Club to hold another "Heatway International Rally" during 26th to 30th April, 1972; Manawatu Car Club has indicated its intention to promote a National event during 10th to 13th August, 1972 sponsored by Shell Oil New Zealand.
Also, two firm applications to promote an international rally to be associated with the 1974 Commonwealth Games, are to hand and it is to be somewhat akin to the World Cup Rally/Mexico Games event. The decision regarding the successful promoter will be made known by the end of 1971.

AUTOCROSS REGULATIONS

The present Autocross Regulations (NCR Appendix C Pages 207/208,70/71 MANZ Year Book) are to be reviewed by the Rules Sub-Committee and draft regulations will be forwarded to Clubs shortly.
The South Taranaki Car Club used a set of their own rules with MANZ approval together with the basic requirements set out in the present NCR's and they have proved most successful in practice. The South Taranaki Car Club experimental rules have been referred to the MANZ Rules Sub-Committee and it is very likely that the forthcoming draft Autocross Regulations will contain the practical suggestions used by the aforementioned Club.

PUBLIC RELATIONS

The Association's Honarary Public Relations Officer, Mr. V.S. Evans has activated a closer liasion between all news media and this Association since his appointment nearly twelve months ago.
In order to now produce a closer and more specific detailed output, especially where decisions are needed as to the desirability of otherwise of Association press release material, a Public Relations Committee is now formed comprising the President (or his Deputy) the Chief Executive Officer and the Public Relations Officer.

HEATWAY INTER–NATIONAL RALLY

This major international event which was held 5th to 8th May, heralds a major milestone in New Zealand motor sport. Overseas participation from UK to Australia indicated that this country is capable of producing a standard equal to anywhere else in the world in fact many favourable comments from overseas drivers indicates that foreign participation for next year's event will be even stronger.

Special thanks must go to the sponsors, Heatway Industries, to the Rally Director Murray Thomson, to the Wellington Car Club and to all officials, marshalls, stewards and the many people who made this historic event possible. And, last but not least a vote of appreciation must go to all competitors at home and overseas, their vehicle sponsors (where applicable) and the often unrecognised mechanical crews who toiled to put things right. Motor trade support may well flourish in respect of this type of international event.

ANNUAL GENERAL COUNCIL MEETING

This year's Annual Council being held at Invercargill again gives every MANZ Affiliated Club an opportunity to express its views and determine the future of the national organisation of Motor Sport. Throughout the year, from one source or another, but mainly through club magazines, newsletters, and motoring journals, this Association is subjected to criticism. Some of it is perhaps justified and some healthy criticisms are the very essence of a democratically run organisation. But over the years, it is interesting to note that those club individual's, or the club themselves who have the most to say are the most silent when it comes to the Annual General Council Meeting. It would appear that some Club Delegates are sent to the AGCM in acknowledgement of the services rendered to their Club or because of their committee position or even because of their popularity within the club. This is a very broad generalisation and is not to be construed as always being the case.

However, clubs should take a very responsible attitude when choosing delegates and at the same time ensure delegates have something to contribute, even if only criticism. Let others know your viewpoint.

PRODUCTION SALOON CARS DEFINITIONS

A saloon car is defined as a vehicle which is designed and constructed so as to afford seating space and arrangements in the rear seats which will accommodate two adult passengers, in comfort.

The promoters reserve the right to determine whether or not an entry complies with the intention of these regulations and therefore whether or not the entry is accepted and the promoter's decision shall be final.

(a) GENERAL: The vehicle shall not have been assembled more than 8 years ago and save and except to the extend hereafter expressly permitted, no component utilised in the vehicle may be modified or altered in any respect whatsoever.

It is to be one of a series production saloon car models of which model a minimum of two units has been imported into New Zealand since 1st August, 1963. Furthermore, the vehicle entered shall except to the extent and in the manner hereafter expressly permitted be identical with the cars of that model imported as aforesaid as originally assembled.

(b) VEHICLE SPECIFICATION: The vehicle entered is to be composed of identical components to those used as original equipment in the assembly of the vehicle except that:

(1) Brake linings, pad materials and brake fluid may be substituted provided that physical dimensions are unchanged.

(2) Tyres of any type may be used provided that they are of a size equivalent to those fitted as original equipment. All tyres are to be fitted with inner tubes. One spare wheel and tyre assembly of the same specification as the others in use on the competing vehicle is to be carried at all times on the car in the manner prescribed by the manufacturer. Tyres specifically designed for racing are not permitted. Air pressures are free.

(3) Components including fluids or assemblies of such components which by process of availability or improvement have been catalogued by the manufacturer for use in that particular model may be used. Any such components or assemblies substituted in this manner must be intended for the same duty as their predecessors. Full details of such components or assemblies substituted in accordance with this clause must be given to the MANZ in writing with the entry form for the vehicle.

(4) Materials or components being manufactured as exact substitutes and identical in both duty and specification with those fitted or used by the manufacturer or assembler as original equipment for the model concerned may be used if they are readily available through normal retail outlets in New Zealand.

(5) Roll bars may be fitted internally for driver protection.

(6) Headlamp glasses may be protected against stone damage.

(7) Lubricants of any type may be used.

(8) Bonnets and trunk lids may be secured with safety straps or other devices to the satisfaction of the scrutineers.

(9) Hub covers and wheel discs are to be removed.

(10) In particular the following requirements of the MANZ Scrutineering Schedule (a) are to be satisfied. (i)
(i) Fire Extinguisher
(ii) Throttle return devices
(iii) Fuel Line clips

(11) Safety harness must be fitted in accordance with the traffic regulations and their use is recommended.

(12) Loose front floor carpets, insulation etc. are to be removed.

(13) Silencers may be removed but tail pipes to be fitted in accordance with section 6 of the MANZ Scrutineering Schedule.

(14) Pump fuel only is to be used. (Maximum 96 octane.)

(15) In the event of a car being stripped and found ineligible, the cost of the examination to be borne by the competitor concerned, in addition to any penalty imposed.

ASSOCIATION FOR IMPROVED DRIVING

It is now suggested by the Ministry of Transport that A.I.D. join forces with the Defensive Driving Council (whose sole aim is oral instruction without any driving test) to come up with a suggested programme for raising the civil driver standards.

Champions choose Shell Race-Bred Oils

SHELL

WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
PRESIDENT.	Ian Pinkerton.	27 Forth Place, Paremata.	Plim.8084	787-205
SECRETARY.	Pat Tollan.	142 Britomart St. B'pore.	896-058	59-093
TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
COMMITTEE.	Ray Duffell.	22 Firth Tce. Karori.	769-632	71-133
	Mike Galvin.	121 Duncan Tce. Kilbirnie.		557-280
	Terry Huxford.	52 View Rd. Melrose.	879-316	886-481
	Warwick Kay.	2 Horner St. W2.	898-645	59-999 ext 762
	John Swan.	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson.	6 Richmond Ave. Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang.	185 Breaker Bay Rd, Seatoun.	883-488	59-485

SPEED COMMITTEE

Alan Brough	862-388	
Leonie Brough (Sec)	837-927	
Mike Galvin		557-280
Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999
Ian Drummond	672-455	672-005
Kevin George		768-048
Graham Carter	Tawa 3264D	59-999

NON-SPEED COMMITTEE

Ed Conroy	786-742	768-755
John Thomson (Sec)	881-637	49-060 ext 434
Mike Reid	688-506	
John Gladhill	897-557	59-999
Alan Smart	861-883	552-009
Murray McGuire	Tawa 2027D	

HOUSE COMMITTEE (Clubrooms)

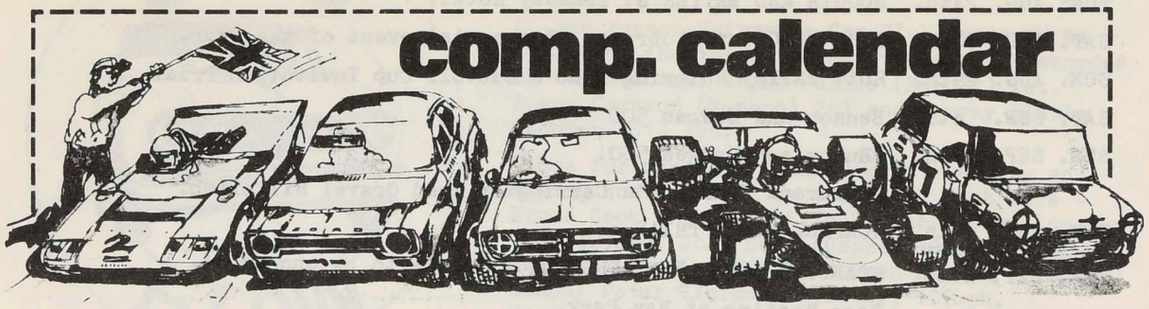
Ian Pinkerton	Plim 8084	787-205
Warwick Kay	898-645	59-999
Gary Lang	883-488	59-485

INTERNATIONAL RALLY COMMITTEE

Murray Thompson (CHM)	766-534	57-804
John Thomson (Sec)	881-637	49-060
Pat Tollan (Rally Sec)	896-058	59-093
Gerry Draper		
Peter Mair	43-518	685-099
Max Garey	838-556	44-211
Dave McKinney		
Alan Smart		
John Swan	796-658	553-557
Ed Conroy	786-742	768-755
Peter Martin	785-117	558-173
Ian Pinkerton	Plim 8084	787-205
Ray Duffell	769-632	71-133

SOCIAL COMMITTEE

Terry Huxford	879-316	886-481
Leonie Brough	837-927	
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999



comp. calendar

TUE. JUL. 20th. CLUBNIGHT at clubrooms. Mr Fred Gamble, Sales Director of Goodyear will be present to speak to us on tyres and racing. Mr Gamble is a former racing driver of considerable repute and has competed at Le Mans and Sebring many times. He also served as Goodyear's European racing director. A new Goodyear film will also be screened. Mr Paterson from Air New Zealand will also be present with a brand new 30 minute film on the 1971 Tasman Series. We will be one of the very first to see this film.

SUN. JUL. 25th. MUDPLUG at Angus Cameron's farm in Ohariu Valley. Turn right at Riding School and follow arrows. 1.30pm.

TUE. JUL. 27th. NOGGIN AND NATTER. Note new venue - Tramway Hotel

SAT. JUL. 31st. CLUBMAN'S RACE MEETING at Levin. NOTE NEW DATE Scrutineering at Transport Testing station in Levin. Marshals required. Ring Alan Brough.

Auckland Rallies and Trials Club Gold Star Trial.

SUN. AUG. 1st. WORKING BEE at clubrooms. All Day starting at 8.30am. Bring ladders, paint brushes etc. also friends and relations. Suitable refuelling facilities available.

TUE. AUG. 3rd. MONTHLY NIGHT TRIAL starting from clubrooms.

SAT. AUG. 7th. Rothman's Trophy Trial. Te Awamutu Car Club, P.O.Box 229 Te Awamutu.

SAT. AUG. 14th. AIRLIE ROAD HILLCLIMB. Gravel surface. Scrutineering at venue at 8.30 am. Marshals required. Venue is on left of SH1 just north of Plimmerton.

SUN. AUG. 15th. Manawatu Car Club Wall Cup Trial. Details from non-speed committee.

TUE. AUG. 17th. CLUBNIGHT at clubrooms. New film on 1970 Round Britain Power Boat Race. It is also hoped to have former racing driver Lance Macklin present. Other films also.

SUN. AUG. 22nd. WINTER 100 INVITATION DAY TRIAL.

TUES.	AUG. 24th.	NOGGIN AND NATTER at Tramway Hotel.
SAT.	AUG. 28th.	BARN DANCE at clubrooms. The social event of the year.
SUN.	AUG. 29th.	Hutt Valley Motoring Club's Deavoll Cup Invitation Trial.
SAT.	SEP. 4th.	Benson and Hedges 500
SUN.	SEP. 5th.	Benson and Hedges 500.
		Wairarapa Car Club's Carrington Road Gravel Hillclimb.
TUE.	SEP. 7th.	MONTHLY NIGHT TRIAL.
SAT.	SEP. 11th.	STANDING AND FLYING QUARTER at venue to be announced.
		Race Meeting at Bay Park.
SAT.	SEP. 18th.	ANNUAL NIGHT TRIAL.
TUE.	SEP 21st.	CLUBNIGHT. Full length feature film 'Red Line 7000'. All about American stock car racing.
SUN.	SEP. 26th.	Levin Race Meeting.





At the recent Wairarapa Car Club Kourarau Rd Hillclimb the three fastest times were recorded by our members. Wayne Fuller (Escort) 1st. Angus Cameron (Monaro) 2nd and Harvey Kibble (Cooper 'S') 3rd.

Times for our men in the recent standing and flying quarter held by the above club were - Bruce Cook (Porsche) 127mph, Bob Clover (Cooper 'S') 109mph, John Swan (Capri) 101mph, Dick Butters (Anglia) 85mph, Warren Denton (Avenger) 86mph, Peter Slocombe (Victor) 107mph. Wayne Fuller drove three cars, a Monaro (130mph) a Torana (109mph) and an MGB (107mph) a tiger for punishment.

Peter Slocombe is planning another sports car using the Climax motor. At present he is engaged in fitting a twin-cam motor into an Escort. This should be very interesting when completed.

Rob Semple has opened up a speed modification and tuning business in partnership with Brian Harvie at 150 Riddiford St, Newtown. Rob has been responsible for the modification and tuning on the Cooper 'S's of Dick Sellens, Colin Roberts and is also well known for his work on the Mines Fiat.

Rick Rimmer has bought the Spinner Black GTHO and has entered the car for the Glenvale 100 at Bay Park. Car is a superb machine but has recently suffered from a savage mauling by a hungry Mini at Pukekohe.

Heatway Industries are to sponsor ten New Zealand cars and drivers in the Australian Southern Cross Rally next October.

Jim Richards is to compete in three Australian race meetings in his Escort.

Brian Faloon is to drive a Begg next season.

Congratulations to Anne and Eddie Conroy and also to Barbara and Gary Lang on the recent additions to their families.

Malcolm Coffey competed in the three recent South Island Championship races at Ruapuna, Timaru and Teretonga in the Triumph 2000-powered Anglia allcomer. Malcolm scored two first places at Teretonga. Also doing very well down south was Tom Donavan in the Twin-cam Sprite. Tom lead the sports car race at Timaru for several laps

Graeme Lawrence has sold the Brabham in Australia.

Alan Smart has sold the rich car and bought a fire-breathing Canary. Let's see the Monaro in action soon, Alan!

Dexter D. doesn't think the 2.5 automatic Daimler does much for his image as a racing driver. Helps his points tally though!

Kerry Grant will be racing an XU1 in production racing this season.

Gary Lang has traded his Mk2 Jaguar in on a 3.4 litre S-type.

CROSSFLOW (continued)

A syndicate headed by Spinner Black has plans to construct a racing circuit and drag strip at Hamilton soon. Black already controls stock car racing in this area.

Conroy's Dilemma - Act One - Scene: Royal Oak Hotel Club Dinner. Time: Mid evening.
Enter Conroy in frivolous mood. Presents back door key (hopefully) to wholesome serving wench.

Act Two - Scene: Chez Conroy. Time: much later.
Enter Conroy - without back door key and without wholesome serving wench. Stands at back door scratching head thoughtfully.
Thinks - 'Damn and manure'.
Enter Martin with selected door removing tools.
Thinks - 'Bl--dy Conroy'

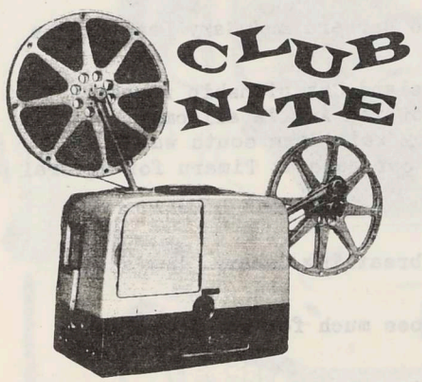
Alan Brough and Warwick Kay are working flat out to have their ex-Brownlie/Carter Toyota Corolla (the one that disgraced itself in the Akatarawas) ready in time for the Benson and Hedges 500.

Noggin and Natter evenings will now be held at the Tramway Hotel, Adelaide Road.

Angus Cameron had his first race outing for some time on the Glenvale 100 at Bay Park.

Malcolm Coffey's Triang recorded 95mph on the speed trap on the back straight at Ruapuna.

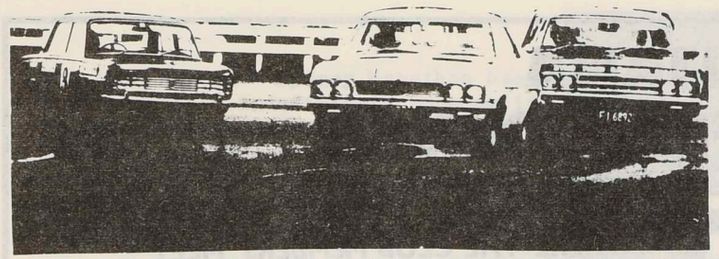
Trialling is booming in Auckland. The recent Castrol Rally drew 96 starters while the Duckham's Rally run by the Auckland University Car Club drew 88 crews.



A good sized crowd saw several interesting films at the June clubnight. Two films from BOAC were shown, the first told of the development and testing of the Boeing 747 jumbo jet, and made an interesting change from cars.

The next film was on the 1967 BOAC 500 sports car race at Brands Hatch. Neither of the BOAC films had been seen previously at clubnights. A very interesting Girling film - 'Shock Treatment' - gave a good insight into the world of shock absorbers. The film programme concluded with a short Abbott and Costello comedy film.

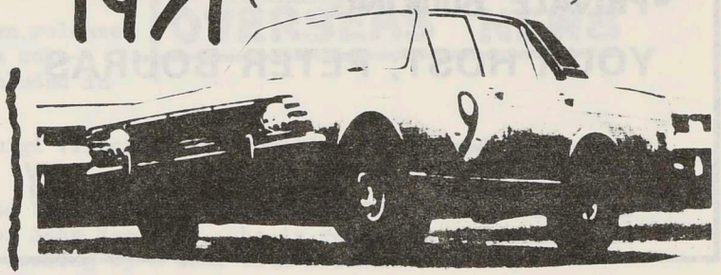
During the evening 'K' Foulkes gave a short talk on his ride to seventh overall place in the Heatway Rally as co-driver of Colin Taylor's Toyota Corolla.



SALOONS
★
RACING CARS
★
SPORTS CARS

CLUBMAN'S LEVIN

JULY 31ST 1971 (NOTE CHANGE OF DATE)



ENTRIES FROM
MRS. L. BROUGH
111 BUCKLEY RD.
WGTON

MARSHALS REQUIRED .....

MUDPLUG

SUNDAY JULY
25th
1.30 PM

ANGUS CAMERON'S FARM
OHARIU VALLEY
Turn right at Riding School
and follow arrows

WALL CUP MEN!

MANAWATU EVENT
AUGUST 15th

WORKING BEE
AT CLUBROOMS
SUNDAY AUG. 1ST
8.30 am

BRING PAINT BRUSHES
STEP LADDERS
HAMMERS
FRIENDS

Gravel Hillclimb

AIRLIE ROAD -
AUGUST 14th

This venue requires confirmation

CASA FONTANA
COFFEE LOUNGE

- FINEST COFFEE LOUNGE IN THE CITY.
- WHERE THE CLUB MEMBERS MEET
- TOASTED SANDWICHES.
- PRIVATE BOOKING.

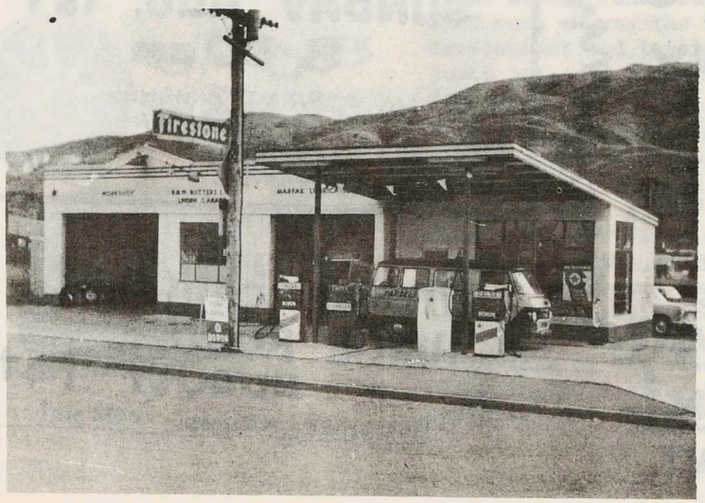
YOUR HOST; PETER BOURAS

38 VICTORIA ST., CITY



R.&W.BUTTERS LTD

LINDEN GARAGE



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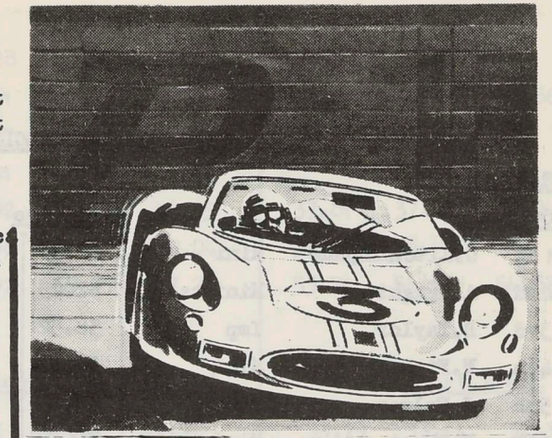


OVERSEAS NEWS

The 1972 London - Sydney Marathon has been abandoned indefinitely because it is impossible to arrange sea transport for the cars across the Indian Ocean. Attempts to route the event overland through Burma have failed.

There is considerable furore in America over the Indianapolis pace car fiasco.

One journalist is still unconscious in hospital and many others were injured when the pace car, driven by a local motor dealer, crashed into the press stand at the end of the pits at over 100mph.

The new VH Valiants have been released in Australia and feature the coke-bottle shape. A Pacer is included in the range.

The famous racing driver. Luigi Villoresi, was critically injured in a recent road accident.

Mario Andretti is rumpured to be leaving the STP camp after a dispute. It is beleived that he may race for John Mecom Jr. who is returning to racing. Ken Tyrell is also suspected of cooking up a deal with Mecom.

The field in this year's Le Mans 24 Hour race was the smallest for years. Only one works entry was received. A rolling start was used in place of the usual start because a wall has been built along the pit access road to protect the pits. Next year's event will be restricted to 3 litre cars.

Lawsuits totalling millions of dollars have been filed against the Indianapolis Speedway folowing the pace car pile up. The pace car was a Dodge and now the Chrysler Corporation are in a panic about all the people who expressed concern about the car's handling and braking abilities.

Concern about the lack of practice that British rally drivers get has led some of the British clubs to hire forests for closed practice sessions.

A G.M. supported Vauxhall Dealer's Team has been formed in England to participate in major European rallies.

Australia will retain the 5 litre Formula as it's premier formula until Dec. 1974. A new two litre national formula is to be introduced.

The once famous Alpine Rally drew only 34 starters this year after a last minute financial rescue by BP. It seems that this could be the last time.

A new International flag signal has been introduced. It consists of a normal sized flag divided into black and white triangles and will be displayed together with a car's number. It is to serve as a final warning to a driver that his track tactics are under observation prior to being black-flagged

ALEXANDRA RD HILLCLIMB 19.6.71.

SALOONS

			Practice	1st	2nd	Short Track		
0-1000cc.								
1st	C.Kitchingham	Mini	52.29	52.42	50. 29	41.14	40.85	41.36
2nd	A.Wright	Mini	52.29	52.89	52.06	42.79	42.89	42.98
3rd	B.Taylor	Imp	58.52	52.33	-	43.02		
4th	W.Fish	Mini	57.08	55.46	52.41	42.60	44.45	42.34
5th	J.Palmer	Mini	53.60	52.61	53.91	42.78	41.75	42.26
6th	M.Roach	Mini	56.68	58.22	52.78	42.52	42.14	42.40
7th	W.McEwen	Fiat	55.85	55.33	55.36	45.34	45.18	46.47
8th	K.Naylor	Mini	58.71	59.11	59.56	49.65	49.71	49.68
9th	K.Smith	Mini	60.77	60.50	60.72	49.03	48.70	48.33
10th	R.Constable	Mini	78.02	68.90	72.92	55.09	53.60	53.82
1001 -1300cc								
1st	J.Gladhill	Mini	49.21	48.28	47.22	38.15	38.50	38.49
	H. Kibble	Mini	48.96	47.22	50.05	37.59	37.54	37.44
3rd	M.Ravenscroft	Mini	52.24	48.10	47.65	38.88	37.30	37.75
4th	R.Gibbon	Mini	50.94	48.82	48.32	39.38		
5th	R.Curtis	Minisprint	49.10	49.45	48.96	40.74	40.43	40.53
6th	R.Brader	Escort	48.33	50.82	49.06	39.09	39.46	
7th	P.Sanderson	Mini	53.72	52.89	50.53	40.50	49.53	41.86
8th	J.Reynolds	Toyota	52.23	52.88	51.90	42.05	42.93	42.68
9th	G.Manzone	Mini	55.85	54.01	52.13	46.50		
10th	W.Kay	Anglia	53.71	53.58	52.26	41.96	41.78	42.86
11th	A.Bramford	Escort	55.88	55.88	54.41	45.54	45.03	45.00
12th	G.Brownlie	Wolseley	60.44	60.47	61.40	48.21		
1301 - 1600cc								
1st	E.Morgan	Anglia	51.45	49.72	47.95	37.80	37.82	37.90
2nd	G.Wewford	Ford 100E	50.35	49.70	48.39	39.18	39.06	38.93
3rd	G.Cummings	Anglia	49.57	49.03	48.78	38.96	39.51	38.96
4th	R.Tippet	Datsun	51.33	49.95	49.30	39.41	40.30	39.71
5th	G.Carter	Fiat 125	52.62	50.87	51.67	41.33	41.42	
6th	P.Cox	Anglia	52.18	72.57	-	42.93	42.61	42.21

1600 & 2000cc & over				1st	2nd	SHORT HILL		
1st	R. Fuller	Escort T.C.	46.28	43.79	44.80	35.38	35.42	
2nd	A.Cameron	Monaro	45.61	45.22	44.40	35.92	35.80	35.86
3rd	R.Rimmer	Falcon GTho	47.92	46.64	45.24	37.34	37.60	
4th	P.Maxwell	Monaro	51.41	48.28	47.46			
5th	M.Coffey	Tri-ang	72.92	47.72	48.05	37.81	37.43	38.04
6th	G.Thompson	Camaro	48.68	-	50.04	39.50	38.82	
7th	R. Lake	Zephyr	69.92	69.37	67.23	53.94	54.12	54.33

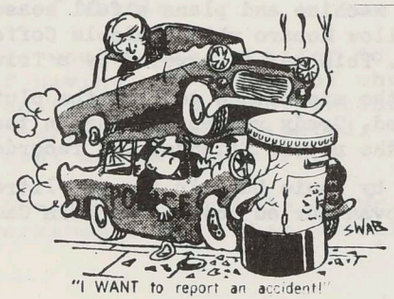
SPORTS CARS

			Practice	1st	2nd	Short Track		
1st	D.Lupp	Rorstan Climax	46.43	43.92	41.90	33.79	33.14	32.37
2nd	T.Donovan	Sprite	47.13	44.82	44.02	36.91	35.13	36.01
3rd	S.Looker Lampson	Morgan	48.29	48.14	47.92	37.83	37.66	37.97
4th	R.Harford	M.G.B.	51.67	50.19	50.88	41.88	43.68	41.72
5th	B.Smith	Lomac Sports	53.15	51.16	52.41	42.50	41.95	41.97
6th	T.Leighton	Imperral	52.84	84.04	51.48	44.24	40.42	40.15
7th	M.Fielding	M.G.B.	51.84	53.92	51.95	42.23		

Official placings have been taken from the 1st and 2nd official runs. These runs are the qualifying ones also for the Duncan McKenzie Trophy.

DUNCAN McKENZIE TROPHY PLACINGS TO DATE

W. Fuller	9
A. Cameron	6
D. Lupp	5
T. Donovan, H. Kibble	3
G. Cowie	2
R. Rimmer, T. Udy	1

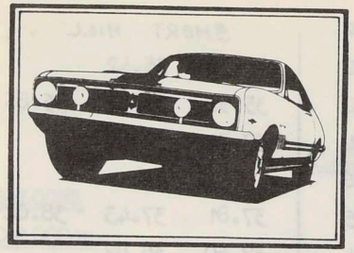


"I WANT to report an accident!"

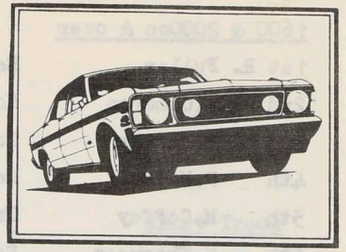
STOP PRESS

Wellington, July 6, Monthly Night Trial. 32 competitors, 1st. Martin/Shepherd 3pts. 2nd. Mr and Mrs Burch 8 pts. 3rd. Conroy/Dobson 14pts.

Raumati South, July 10. Charity Autocross. 22 entrants, large crowd of spectators. Smooth organisation. Winner was Peter Parnell in Beach Buggy.



ALEXANDRA ROAD HILLCLIMB



It was back to our very popular Alexandra Rd venue for our latest hillclimb in the Duncan McKenzie Memorial Trophy Series on June 19th.

As the old hospital situated halfway up the hill was temporarily in use it was necessary to use an abbreviated course starting just past the hospital. This cut out the fast sweeping bends but still left in the notorious 'dipper'. Problems arose during the afternoon which necessitated the start being moved even further up the hill so only the first two official runs count for Trophy points.

Nevertheless a very representative field of 42 cars was present with six incident-free runs being completed. Weather, as is usual for us, was perfect and practice got away promptly.

Colin Kitchingman made his first appearance sinc his Admiral Rd shunt in the rapid Mini Cooper and won the under 1000cc class with a time of 50.29 with Alan Wright taking second quickest time (52.06) in the Mini Seven machine. Brian Taylor claimed third place in the Imp with a time of 52.33.

John Gladhill and Harvey Kibble shared first place in the 1001-1300cc class in their respective Cooper Ss with an equal time of 47.22. Third place went to Murray Ravenscroft in the Cooper S. Murray is just recently returned from Europe with an Alfa Romeo Coupe. The next two places were filled by Bob Gibbons and Robin Curtis.

Anglias dominated the next class with quickest time going to Eric Morgan in the 1500cc version followed by Gary Wellsford in the ex-Malcolm Coffey 100E allcomer. Third place went to G.Cummings in the ex-Fuller Anglia, now pushrod powered.

The big action class was the over 1600cc class with an excellent entry. Wayne Fuller had this well wrapped up with the superb little Twin Cam Escort which sports the motor from Wayne's record-breaking Anglia complete with some new BRM gear. Fuller's time was 43.79. Arch-rival Angus Cameron came second (44.40) in the 350 Monaro. A spectacular third was Rick Rimmer in the ex-Spinner Black Falcon GTHO. Rick really has the feel of this machine and plans a full season.. P.Maxwell recorded a class 4th with the yellow Monaro while Malcolm Coffey brought the Allcomer Anglia into fifth place. This car is powered by a Triumph 2000 motor.

Crowd pleaser Grady Thomson had the misfortune to blow the clutch on his Z28 Camaro on his first run. Undetered, Grady returned later in the day with a borrowed Pontiac GTO (Grady has the nicest friends) and recorded 50.04.

Fastest time of day was recorded by Danie Lupp in the 2.7 litre Rorstan-Climax sports car (41.90) while Tom Donovan hurled the little Twin Cam-powered Sprite up the hill for next place in class .

GRAHAM McRAE

Graham entered his Crown Lynn McLaren in the Formula 5000 Championship event that preceded the Monza Lottery F2 event on June 19th. Unfortunately his Morand-Chevrolet engine blew up in the practice session so he tried one of the spare Leda cars but this also failed. A new motor was fitted th the McLaren but as he had not qualified Graham could not start unless one of the other qualifiers failed to appear on the grid. Graham tried a bit of persuasion on some of the slower cars with the aid of some folding green but there were no takers so Graham dipped out.

SHELLY MOTORS LTD.

JAGUAR

LICENSED MOTOR VEHICLE DEALERS
39 CAMBRIDGE TCE., WELLINGTON
TELEPHONE 58-779, BOX 9243
TELEGRAMS "SHELLYMOTO"

31st May, 1971

Wellington Car Club,
P.O. Box 5142,
WELLINGTON

Dear Members,

Today's tyres and wheels demand special attention from the moment the units are "married"; ignorance of their requirements can bring about problems such as high speed vibrations and premature wear, both annoying and undesirable.

Shelly Motors can now offer a solution to both problems with the aid of "space age" electronics. We have recently installed the latest computerised wheel balancer from Repco and can now offer a full balancing service for all types of wheels.

We would like to offer to all members, the opportunity of having any number of wheels balanced at the reduced cost of $1.50 each, including weights; a while-you-wait service is anticipated. To qualify, just show your current membership card.

Contact Mr. Grundle or Mr. Cole at our AbelSmith Street workshop for further details.

Yours sincerely,

"Ginger" Grundle



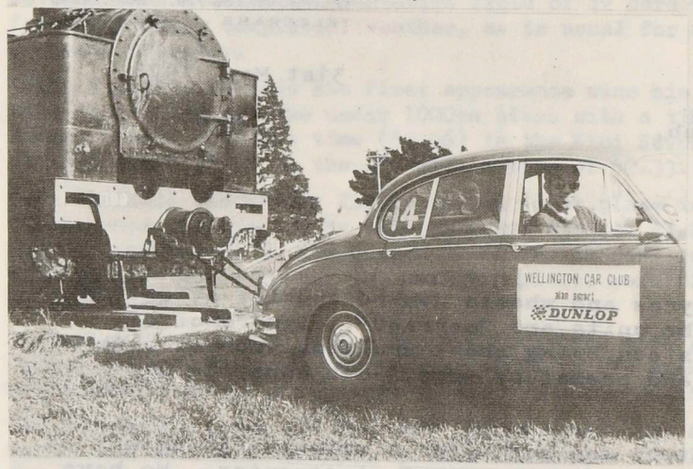
We heard that Ecurie Triad were looking for a new mount, but this is ridiculous!



GRADY THOMSON



ANGUS CAMERON



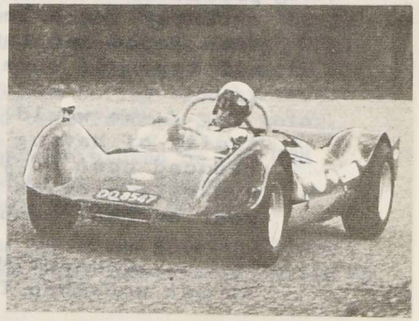
Now we know why he sold it.



WARWICK KAY



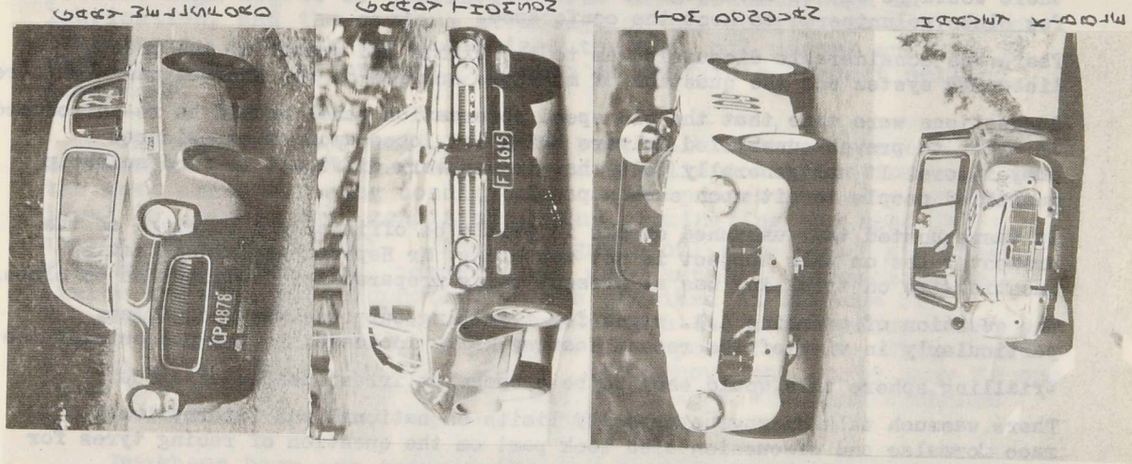
Partaking of the waters at Featherston.

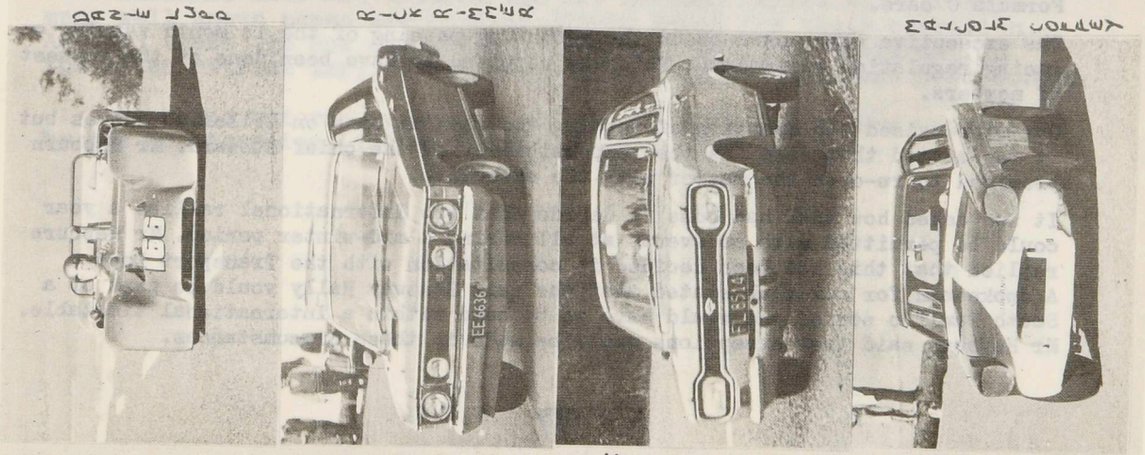


TERRY LEIGHTON

ALEXANDRA ROAD PHOTOS
BY GLENN KENNAR Tel 873-502







THE MANZ EXECUTIVE EVENING

At the clubrooms on June 14th, Alan Smithard and Brian Hepburn from the MANZ executive appeared in the 1971 'Meet the Members' tour. A representative selection from all the area clubs were present to question the executive on their various points of concern.

Concern was expressed on the lack of co-ordination on protest hearings, particularly regarding trials, which resulted in contrasting decisions being made throughout the country. MANZ replied that they were aware of this matter and had the matter under consideration.

In answer to a query regarding MANZ news in 'Autonews' magazine, the executive replied that MANZ newsletters were being re- introduced and the first was at present in print.

It was suggested that, in order to limit travelling costs, the annual conference should be held no further north than Taranaki, nor further south than Christchurch. MANZ replied that with the present equalisation of travelling expenses there would be little advantage in this scheme. MANZ were also concerned that very few clubs volunteered to host the conference.

There was considerable discussion as to the rights and wrongs of the present licencing system and the question of multiple entries on one licence was also aired.

Suggestions were made that the old speed observation panel should be re-introduced in order to prevent unskilled drivers being let loose amongst experienced competitors. It was generally felt that it was very difficult to find suitably qualified people to sit upon such a panel.

It was requested that unmanned checks in trials be officially recognised as the present rules on this subject is not too clear. Mr Hepburn explained that a questionaire on trialling was at present being prepared for distribution to clubs.

The question of amending A.A. signs for trialling purposes was brought up, particularly in view of the recent Heatway Rally incident. To persons outside the trialling sphere this would seem to be a somewhat irresponsible practice.

There was much talk on engine capacity limits on national and International race formulae and discussion also took part on the question of racing tyres for Formula C cars.

The excecutive were asked about the recent by-passing of the 14 month warning on racing regulation amendments. This was reported to have been done at the request of members.

Our club raised the question of running two cars at once on hillclimb venues but it was stated that this was the responsibility of the chief steward. Mr Hepburn promised to re-open the matter with the executive.

It was asked how MANZ had come to decide that two International rallies a year could be permitted with no events at all during a mid-winter period. Mr Hepburn replied that this had been decided in consultation with the Transport Dept.
A spokesman for our club stated that the next Heatway Rally would be part of a South Pacific series and would have to be held within a international timetable.
Mr Hepburn said that exceptions would be made in these circumstances.

WORLD FAMOUS 'DUCKHAM'S OILS' ARE NOW AVAILABLE FOR THE NEW ZEALAND MOTORIST

Duckhams are very keen to support local motor sport and to this end have provided some of their products as prizes for some of our coming events. Below is a brief line up of their history and New Zealand operations.

Duckhams is an old established company, specialising in lubrication. The company was formed in 1899 by Alexander Duckham, a young chemist, who anticipated the future growth of the motor vehicle industry which was, at that time, in embryo form.

The company grew steadily, until in 1951 Duckhams made a major breakthrough in automotive lubricating technology, by producing a multigrade engine oil, a 10W-30 known as 5500. In 1956 after further research and development this was upgraded to become the now famous Duckhams Q20-50 multigrade engine oil. It was some years before our competitors were able to market a similar grade and during this time Duckhams were continually improving Q20-50 to its present high degree of quality. With this breakthrough in lubrication, and the obvious advantage of the multigrade over other lubricants, Duckhams revolutionised the U.K. oil market and Q20-50 rapidly rose to its present position as Britain's largest selling motor oil.

The enthusiast found Q20-50 to be ideal for his type of motoring. He found that it provided excellent lubrication even in the most arduous racing conditions and its properties also proved ideal for normal road conditions, thus eliminating the need for a special competition oil. The multigrade oil gave ideal starting, with rapid circulation, temperatures were kept within reasonable limits and full bodied protection was provided at maximum revs. The name of Duckhams became synonymous with the competition world and Q20-50 is now used in many aspects of the sport from the Club Mini to the International Formula 5000. Throughout the world many famous names use Q20-50, one of these being Chris Amon who used Duckhams Q20-50 exclusively in the Can-Am Series Team in March.

Duckhams have now entered the New Zealand market and already many well known names are finding Q20-50 ideal for their operation. Amongst these are Rod Collingwood, Don Halliday, Jim Richards (in the Brian Patrick Imp), Dauntsey Teagle, Gary Petersen and Noel Goodwin.

Duckhams motoring products will be distributed in New Zealand by the Don Agencies Limited Group.

ATKINSON TROPHY

The Atkinson trophy was originally awarded to the highest placed Wellington Car Club car in a "Winter Rally" usually the Manawatu Car Clubs North Island Rally. In 1968 it was awarded to the first Wellington Car Club car in the Air New Zealand Gold Star Trial, (i.e. Colin Taylor). In 1969 the trophy was awarded to the first Wellington Car Club car in the Shell Silver Fern Rally, (i.e. Grady Thomson). As a new trophy has been presented for the first Wellington Car Club car in our International Rally, the Atkinson Trophy is available for reallocation.

The trophy will now go to the Wellington Car Club competitor scoring the most points in (1) Wall Cup Series Trials
(2) Interclub Gymkhanas
(3) Duncan McKenzie Series (Hillclimbs)

Points will be awarded on the following basis:-
1st Place 4 points
2nd Place 3 points
3rd Place 2 points
For every other entrant one point.

RESULTS H.V.M.C. WALL CUP TRIAL

CAR	NAME	CLUB	POINTS LOST	PLACE
1	Page	HVMC	4082.1	16
2	Heath	Levin	2779.9	3
3	Constable	HVMC	3342.2	10
4	Scott	HVMC	2943.1	6
5	Gowan	Levin	3221.7	8
6	Burgess	HVMC	1633.1	1
7	Wright	HVMC	3318.0	9
8	Sivyer	Wgton	4282.6	17
9	Parnell	Wgton	3078.9	7
10	Baker	Wgton	3828.4	15
11	Wall	Wair	2563.6	2
12	Fisher	Wair	2830.0	5
13	Martin	Wgton	3693.9	13
14	Smart	Wgton	3394.2	11
15	McGuire	Wgton	3709.0	14
16	Ahradsen	Wgton	3557.9	12
17	Gandy	HVMC	2807.8	4
18	Turkington	HVMC	Retired	

TEAMS

CARS	POINTS LOST	PLACE	CLUB
11&12	5393.6	1	Wairarapa
1&6	5715.2	2	H.V.M.C.
5&2	6001.6	3	Levin
7&17	6125.8	4	H.V.M.C.
3&4	6285.3	5	H.V.M.C.
9&10	6907.3	6	Wellington
13&14	7088.1	7	Wellington
15&16	7266.9	8	Wellington

INVITATION DAY TRIAL 28-6-71

DRIVER	CAR Nº	CLUB	TIME CHECKS 2	4	5	7	9	20	22	23	24	26	CHECK BOARDS MISSED	TOTAL POINTS LOST	POSITION
DOYLE	1	W.CC	–	–	5·5	–	30·3	2·8	83·2	50·2	73·8	2·1	0	267·9	
CONSTABLE	2	H.V.	17·7	0·2	2·5	–	13·8	2·7	30·7	7·3	46·6	4·8	1	316·3	
MONTALK	3		17·7	1·8	14·5	–	11·7	55·2	180	43·9	4·8	37·1	1	546·7	
SCOTT	4		11·7	–	4·0	7·4	20·5	0·7	59·7	–	63·8	6·9	0	174·7	7th
MEADOWS	5	H.V.	–	–	–	56·8	–	37·9	71·2	2·7	29·3	6·1	2	354·0	
FAIR	6	H.V.	14·7	1·8	–	1·2	18·8	10·2	180	101·4	6·3	–	1	514·4	
DYER	7		6·3	–	–	0·7	1·8	16·3	11·2	5·2	180	66·8	0	288·1	
TAYLOR	8	W.CC	–	0·2	–	1·8	7·2	0·9	–	3·2	3·3	–	0	16·6	1st
PAGE	9	H.V.	7·2	–	10·5	31·2	56·8	61·2	180	69·	180	29·8	2	985·7	
EDGAR	10	H.V.	25·7	–	–	3·2	–	60·0	60·2	–	22·8	3·1	0	175·0	8th
BURGESS	11	H.V.	8·7	3·7	–	–	21·3	3·9	RETIRED				(0)		
MATHESON	12	H.V.	11·7	–	–	–	20·3	0·2	16·7	0·8	19·8	24·6	0	94·1	5th
WALL	13	WAI.	14·9	–	–	–	28·3	1·2	10·2	2·2	5·3	11·9	0	84·0	3rd
GLADHILL	14	W.C.C.	8·7	8·2	–	8·2	–	2·8	1·2	1·2	51·3	–	0	81·6	2nd
CRON	15	H.V.	15·7	0·8	–	2·3	27·3	7·3	34·7	58·2	20·3	12·4	0	179·0	
NAYLOR	16	W.CC.	20·7	–	17·5	1·2	–	11·0	7·9	–	–	28·9	0	87·2	4th
REYNOLDS	17	W.CC	18·8	–	–	–	–	–	83·7	2·2	37·8	6·4	0	148·9	6th
PARNELL	18	W.CC	14·7	–	3·0	0·7	–	9	165·9	1·2	–	6·6	0	201·1	
HOPKINS	19		180	180	180	180	102·	31·8	93·7	0·8	6·3	13·3	9	2587·9	

TRIAL 86 Organisers comments

First of all I would like to thank Val Kenyon, Heather Colvin, Murray McGuire, Allan Pilkington, John Endersby and Brad Naylor who turned out to marshal for the event. No I have not forgetten you Peter and Barbara but you only came along for the ride. Also many thanks to Phillip Clement and Ian McClennan who turned out to take pics of the event. Hope they turn out OK and we will no doubt see some of them in the bulletin. To Val Constable of the HVMC many thanks for rustling up the support you did, it was good to see so many HVMC members competing in one of our events. To those who had mechanical trouble I hope you got home OK and all is now fixed up.

It appears as though the trial did not have enough meat in it, but your comments have been noted and I think I can safetly say that the next one will have a bigger bite in it. Still, we were able to sort out a winner despite the AA changing a sign on us and one of the Councils fencing off one of the roads we were going to use. To the team that had bother with ALL T's, sorry about that but the judicial committee has met and the verdict remains as is, however every endeavour will be made to make the point that you raised quite clear for future events.

Congratulations Colin and K. I understand the Toyota still goes quite quickly. Was nice to see our secretary, Pat Tollan turn out to navigate the second car home even if you did want John to drive up the ford at Featherston.

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THE SAME WINNING STANDARD OF PREPARATION THAT WENT INTO THE TOYOTA COROLLA OF COLIN TAYLOR AND 'K' FOULKES IN THE HEATWAY, AND OUR OWN CAR IN MANY RACE MEETINGS IS AVAILABLE TO ALL.

THIS IS NO FALSE CLAIM - THESE AND OTHER CARS PREPARED BY JIM REYNOLDS AND COLIN KITCHINGMAN HAVE PROVED WINNERS.

CERTAINLY, CARS PREPARED BY US HAVE NOT WON EVERYTHING THEY ENTERED AND HAVE HAD MECHANICAL MALFUNCTIONS, BUT THE FACT STILL REMAINS, WE DO PREPARE WINNERS.

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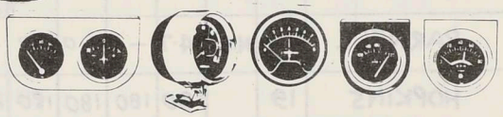

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H.V.M.C. WALL CUP

The Wall Cup series goes Gold Star or at least that is what the organisers of the second round of the Wall Cup planned. What the competitors thought may be an entirely different matter, this one estimates that he lost somewhere between 4 and 5 thousand points.

The trial was an extremely well thought out event and the organisation first class for which the H.V.M.C. must be congratulated. Starting from the Lower Hutt Post Office 18 cars got underway and without to much difficulty managed to find State Highway 2 to go left after the Silverstream bridge and find the ODO check. OK this far we think, move to outside lane to go right at "PINEHAVEN 1M", followed by 1st right and into what we think is the first check. How wrong we were. For the rest of the trial repeat the last sentence.

WHY ?

Well I can only recount some of the traps we didn't fall into or were later told about. You have a bit of boxing about 6" X 3", with some red tape you add an arrow to it, next instruction reads rihgt at T, somewhere before that there is the aforementioned arrow. Must be blind. The AA sign ostensibly reads GOLF COURSE, you are meant to follow it, but it doesn't read GOLF COURSE so you do not follow it. You come to cross roads, 4 lanes of State Highway 2 in fact, across the road on a piece of cardboard about 6" X 3" or was it 4" X 2" the words NO EXIT. It is not a cross road it is a T junction. You come to an instruction which says left after "3rd CONCRETE BRIDGE" and you think AH I won't fall for that and count three concrete bridges and low and behold there is a bit of cardboard about 1' from the ground with what appears to be 3rd CONCRETE BRIDGE but the sign writing is definitely not Picasso and would you believe it is spelt wrong so you are supposed to go right instead of left. So whats a couple of check boards between friends?

Thus we struggle on to find the control on the wrong side of the road if you are on course and on the right side of the road if you are off course. (Maybe a Kelly Check???)

Lunch at last and a good time is had by the Wellington Car Club representatives playing trains. In fact there was an effort made to complete the trial in a Fell engine. You see trains run on rails and perhaps we may not lose our way.

Lunch over, back to control and a map reading section using RIMUTAKA N 161. After having gone to great lengths of mental endeavour to work out what to do we gaily so off and even get a check board and a check car which tells us we have now done what we had just worked out and to proceed with instruction such and such. More head scratching and off again to pick up a map reference at a certain intersection, good there is a U turn check board just short of the intersection. Make U turn using intersection but oh woe is us.... Result:- 8 or 9 (not sure which) check boards missed.

AT last final control and a very pleasant social hour at the Tin Hut. Undoubtly a good trial for those accustomed to Gold Star instructions but certainly rugged on two man crews. In retrospect I wonder just how far an organiser can go before his instructions are classified as intended to confuse or deceive. Still congratulations Hutt Valley on a well organised event.

Alan Smart

JUNE NIGHT TRIAL

As there appeared to be some bother sorting out the correct route for instructions 4 and 5 of section two of the June night trial Mike Reid has supplied the following information. For those that were not there the instructions are given so that you can get out your NZMS 17 5th Edition, Hutt Valley and see how you would have got on.

4

No U turns but going round a roundabout does not constitute an U turn.
You are travelling south-east along Woburn Rd. Proceed to map reference 454283 by the shortest possible route while obeying the following:-

Only bus routes (orange) may be used.
The roads named below must be used, in any order.

WOBURN RD. PURIRI ST. RANDWICK RD. HUTT PARK RD.
BELL RD. HAWKINS ST. GRACEFIELD RD.

The roads named may not be used more than once in each direction.
N.B. Busses do not make acute turns at the intersection of Seaview Rd. and Parkside Rd. neither should you.

5

N.B. Yellow and orange roads may be used now.
Use the roads named below, in any order, to proceed by the shortest route to checkpoint at map reference 450270. This check must be approached in the right direction. (i.e. Which side of the road is the check on?)

PORT RD. BARNES ST. HUTT PARK RD. MEACHEN ST.
MARCHBANKS ST.
NOTE:= Marchbanks St. must be used last . Roads may be used any number of times , in any direction but you must not pass check at 450270 in the wrong direction.

Correct Route.
Woburn Rd., Puriri St., Oxford Tce., Massey , Manuka Ave., Ludlam Cresc., Whites Line, Cambridge Tce., Hawkins St., Bell Rd., Gracefield Rd., Hutt Park Rd., Parkside Rd., Seaview Rd. to go round the roundabout, Seaview Rd., all of Gracefield Rd., Wainui Rd., Whites Line , Hawkins St., Cambridge Tce., Whites Line, Randwick Rd., roundabout, Port Rd. Barnes St., un-named road, Meachen St., Port Rd. heading south, Days Bay Rd., Gracefield Rd., Hutt Park Rd., Parkside Rd., Seaview Rd. heading south, Barnes St.,Port Rd. heading south, Marchbanks St., Toop St., Port Rd. in a northerly diretion.....

Well how did you get on this time???????

LADIES TRIAL

It appears as though the non-speed committee owes an apology to the ladies who took part in there night trial. From the comments that we had seriously underestimated not only there mental prowness but also there driving skill. Would you believe eleven of the fifteen competitors considered the average speeds to slow and six of the competitors would have prefered more meat in the navigating department.

Arising from this trial the comment has been made that there should be a trophy for the lady competitor gaining the most points in all competitive events. This has first to be considered by the executive committee but has the full support of the non-speed committee. We would like to see the lady competitors that take part in the monthly night trial series also gaining points for there own trophy. Who knows we may have a Pat Moss in the club.

JUNE NIGHT TRIAL

We of Team MACMOB have managed to do it again. Last season saw 20 points chalked up in an A40 Devon and we did it again in an 850 Mini. I will try to explain to the less fortunate the successful formula:-

1st. Take one driver who has Tech in Petone until 8pm (trial starts 7.30pm.)

2nd. Take one NZMS 17 map. "It was in that pocket the last time I looked."

3rd. Not one decent chronometer amongst the whole crew.

4th. One speedo locked for about 20 miles on the same milage as all the zeros for the tens, units and tenths turn over.

5th. Last but not least the devious minds of Mike Reid and Ian Foster.

We sallied forth from the club rooms and after a routine exit from the city found ourselves a control some where near Petone? This is where some of the work began. We found that to plot a pencil route onto a map for a June night trial, you must first rub out all pencil lines from all the previous night trials you may have got lost on. It is then much easier to follow instructions and find your way thru the Hutt Valley without loosing (but not using) High Street.

This portion of the route to the northen most turn off was a pleasant jaunt with us getting lost only about 3 times in the darker suburbs, but inspired guess work had us on the right track most of the time. The fun for us began comming South, using the streets nearest to but not crossing High Street. The idea of using three sides of a street block etc. is good value and you do get to see the country-side, and even some of the natives. Check boards are also good value to find out in the inner nevernevers. A hint here for navigators - when directing your driver it is often helpful to tell the full name of the street in question eg "Donald McLean" not just "McLean" as for some reason they stay much, much calmer and it seems to be easier on the brakes and tyres as well.

The part of this trial that we enjoyed most was the section in which we had to use all of the named roads in one direction. Good value, especially when first off you can't see any way of doing the route and then suddenly three different ways. And then when you're off the map and finally on the road you don't know where you are anyway. It was on this section that our honourable driver decided to have a small change of route, ie onto the gravel and round and about finally using a traffic island (very prominant) to come back on course. He said he was too early and liked sightseeing - no natives or checks on those islands tho. Disbelieving, I waited to see the card and see how much behind we really were. Would you believe 3 seconds early, sorry mate. In the last part of this section we had some trouble nay difficulty even, convincing a marshall that we were right and he was wrong with regard to the number of times we were to go thru him and the number and order of check boards. All adds to the sport but plays hell with the blood pressure.

After a quiet tootle (oh yea!) back to the clubrooms we left early feeling a little disgusted with our efforts. If only that happened more often. Our thanks to all concerned, it was a trial well worth being on and we hope to see more brain teasers in the future.

Peter Bennett for
Team MacMob.

CAR NO.	ENTRANT	MAKE OF CAR	PLACE 1	T.C. MAGNUS MOTORS	T.C. MABEY RD	C.B. UDINE	T.C. BRISTOL SQ.	T.C. HUTT PARK RD	C.B. RIMINI (GRACEFIELD)	T.C. D.S.I.R.	C.B. SANGRO (MEECHAM)	T.C. PORT RD.	C.B. RIMINI	T.C. HUTT PARK RD.	C.B. TARANGO (PORT)	T.C. PORT RD.	C.B. FORLI (MARCHBANKS)	T.C. PORT RD.	C.B. FORLI	T.C. CLUB ROOMS	POINTS COST	MONTHLY NIGHT TRIAL 15th JUNE 1971. ORGANISED BY
2	ECURIE NURK	WOLSELEY 16/80	2	1L MC	MC	10E 3L	MC	2L	MC	30	MC	MC	1L	30	1L	MC	MC	MC	MC	MC	140	
4	TEAM PANIC	VANGUARD	29	2E MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	436	IAN FOSTER
6	MONTALK	ANGELIA	17	2L MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	384	MIKE REID
8	TEAM TIGER	HUMBER 80	24	1L MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC		
10	TEAM BRIEWED	ZEPHYR MK III	7	1E MC	1E	9E MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	234	MARSHALLS
12	MARIN BAKER	COMMER COB	18	3L MC	MC	8E MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	334	ED CONROY
14	HEDGEHOPPERS	ZEPHYR MK III	23	MC MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	360	MALC BRENNER
18	ELTHISTON 240	ANGELIA	30	MC MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	450	BEV. BROUGHAM
20	HUMBER 80	HUMBER 80	31	1E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	451	IAN DRUMMOND
22	N86 TEAM	FIAT 600	26	1E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	418	IAN FOSTER
24	TEAM FREDA	AUSTIN MINI	8	MC MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	248	TED BROUGH
28	THOMSON-BROUGH	HOLDEN FE	10	1E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	272	DOUG WHITE
30	DON ADAMS	HOLDEN	19	MC MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	335	
32	GARY ADAMS	HILLMAN MINX	16	1L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	310	
34	GEORGE SNYER	IMP	9	4L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	252	
36	NEIL FISHER	COROLLA	15	1L 8E	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	304	
38	PENTASTARS	AVENGER	13	MC MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	298	COMMENT.
40	CHRICHTON	HORRIS COOPER	6	5L MC	MC	2E MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	228	
42	WILLIAMS ADAMS	V.W.	21	2E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	339	MAP READ-
44	TONY SANDERS	CAPRI	20	1L MC	MC	5E MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	370	INGS ARGUND
46	TEAM SPARKS	MINI	28	1L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	432	HUTT VALLEY
48	COHN TAYLOR	COROLLA	4	2E 1L	MC	2E 1L	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	160	
60	RAY BEASLEY	MORRIS 1800	32	9L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	456	
62	TEAM MACMOB	MINI	1	1E MC	MC	7E 2L	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	111	
54	MIDDLE MISS	FORD 100E	11	1L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	286	
56	ALAN SMART	DAIMLER	3	1L MC	MC	3L 8L	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	143	
58	TEAM SPOOKY'S	MINI	14	3E 30L	MC	10E 0	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	301	
62	TEAM EVISOD	ESCORT	25	2E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	412	
64	ROGER GOSS	CORTINA	27	1L MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	421	
66	TEAM SHOTGUN	MAXI	12	3E MC	MC	MC MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	292	
68	MIDNIGHT MOTORS	RILEY	5	MC MC	MC	12L 2L	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	217	
72	TEAM TONY	MINISPRINT	22	1L MC	MC	3E 26L	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	345	

COMING TRIALS EVENTS

Tuesday August 3 Monthly Night Trial

This months trial will be organised by Team McMob i.e. Murray McGuire and mob. All I can find out is that it will be in the eastern suburbs and that it will start from the club rooms. It appears that seeing I made such a mess of Murrays last trial I am to be given a chance to vindicate myself. More likely he wants to see if he can repeat the previous performance and I am not allowed to assist. Be all that as it may Murray sets a good trial so don't forget to keep that night free.

Sunday August 15 Wall Cup Trial

This round is to be organised by the Manawatu Car Club but as yet we have received no information. Intending competitors please get in touch with Ed Conroy or Alan Smart later in the month for details.

Sunday August 22 Winter 100

Afternoon event starting at the Riverside Car Park at Lower Hutt at 1pm. No maps required, lets see how many of our own club members can turn out for this popular event. Distance approx. 100 miles.

Sunday August 29 Deavoll Cup Trial

This is a HVMC invitation event but details are unknown at time of compiling so would intending competitors pleas get in touch with Ed Conroy or Alan Smart.

Saturday September 18th Annual Night Trial

This event was not held last year but there is a particularly good trial that will be looking for competitors. The trial starts in Levin outside the Railway Station and the first car should be away at 7pm. This one is a long one so please make sure you have enough gas for 200 miles. The following maps are essential;- NZMS 1 TANGIMOANA N148 3rd Edition 1968
NZMS 1 PALMERSTON NORTH N 149 3rd Edition 1959
NZMS 1 LEVIN N152 3rd Edition 1965

Congratulations, Gary, on your fine 'Heatway' souvenir bulletin. Very nicely done.
(From the Non-Speed Committee)

BRAKEDOWN '71

Brakedown '71 is a time trial/rally being run by the Hutt Youth Movement and various organisations and is being sponsored by Anthony Motors and the NZBC. The event is open to all licenced drivers under the age of 25 and is held under a MANZ permit and assistance is being given by various car clubs. The event has the official blessing of the Transport Dept. No competition licences are required. Time is from 8am to 5pm with a social to follow. Final results will be available the same evening. The whole event is being run an a rather grand scale and will be interesting to follow. Further details are available from the bulletin editor.

LADIES' TRIAL

Having tried to explain to my two navigators exactly what a trial involves, and acted as guide-dog for another crew en route to the Clubrooms, I was somewhat dubious about embarking on this trial, especially as a certain Mr Gladhill had set it.

We had time to memorize the A.S.R.'s before the entry forms arrived, but we finally got our instructions and rushed out to the car - only once we had got ourselves installed in the car did we realise that we needed two sets of instructions. Diane rushed back into the Start Control and we eventually got away about five minutes late.

All fears of a difficult trial vanished very rapidly - the only problem seemed to be the average speed - rather lack of it. We crawled along our way, and up the Ngaio Gorge, becoming extremely worried that we had missed the odd instruction as we'd seen no checkboards. However we soon came across one opposite Nairnville Park, and felt quite pleased with ourselves when we again found ourselves passing this checkboard. We were now convinced that we were on course, and even more so when the next checkboard was spotted in the early stages of Fraser Avenue.

We were very pleased that we had to go down the Glenside Road rather than the motorway (who wouldn't be with an average of 20 m.p.h.???????) and weren't at all surprised to learn, when we clocked into the first manned check, that we were about seven minutes early. However we set off on our way again, feeling very pleased with ourselves for not having missed any checks. We now began having fun guessing where the route was going, as we were in home territory - literally in fact as the next manned check was opposite our home.

The trip around Tawa-Linden was uneventful, but we just could not stand the thought of 20 m.p.h. up the motorway, so we decided to "boot it" and stop at the other end for refreshments. Even with a lengthy stop in Johnsonville we were told at John Thompson's check in Khandallah that we were very, very early, but that almost everyone else was too. With this news we just gave up what little thought we'd had for time-keeping, and cruised down Onslow Road and back via our original route out of town, to the final control at the Clubrooms. We had planned on loitering before going into the Final Control, but our plan was foiled as Eddie was sitting at the top of the drive.

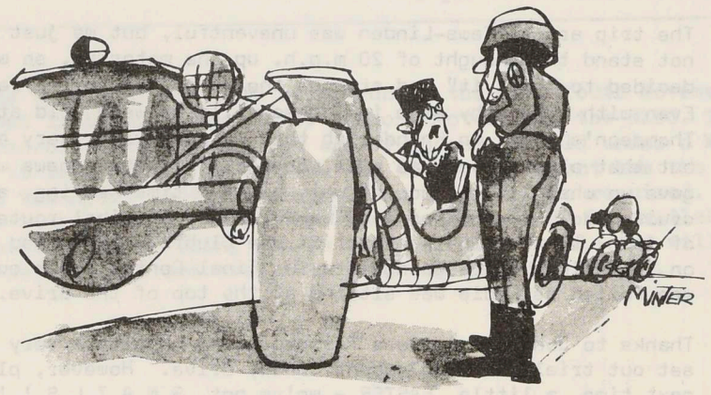
Thanks to John and helpers for providing us with a very clearly set out trial, and a pleasant Sunday drive. However, please, next time, a little FASTER - we're not S N A I L S ! ! ! ! !

Pam Ahradsen

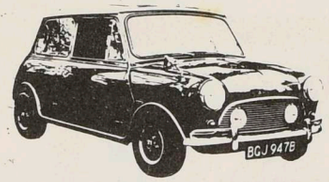
LADIES TRIAL

DRIVER	NAVIGATOR	CAR	POINTS	PLACE
FRANCES DWYER	MARIE THOMSON	MINI	26	1 ST =
LEONIE BROUGH	YVONNE LAURIE	VALIENT	39	7
DELWYN BUCHANAN	BEV. HOWE	HUMBER	47	9
CELIA DEAR	LYNDY STANDEN	FIAT 500	29	4
PAM AHRADSEN	DIANNE BINNIE	RILEY	26	1 ST =
LOUISE DUFFELL	FRANCES TOLLAN	HERALD	49	10
BOBBIE SMITH	PAM GALVIN	CORTINA	87	
BETTY AHRADSEN	JOAN BROCKIE	ESCORT	78	
JULIE STEWART	LORENE NEWTON	MINI	199	
KIM GAREY	BRENDA PFAHLERT	MINI	77	
ANNE CONROY	JANNE PRICE	CORTINA	45	8
COLLEEN FOULKES	BARBARA TAYLOR	DATSUN	27	3
RUTH SHEPHERD	LOUISE JOYCE	MIDGET	32	6
JANICE CARTER	SUSAN KAY	V.W.	59	
HEATHER KEITH	LYNETTE MARTIN	HERALD	31	5

ORGANISED BY : JOHN GLADHILL: MARSHALLS : PATRICK TOLLAN, JOHN THOMSON



"Don't you grandma me! You'd still be eating my dust if it wasn't for that red light back there."



CLASSIFIED



WANTED — Eight Track Stereo Cassettes. Anybody who can swap or record these cassettes please contact John Gladhill at 897-557 (H) or 59-999/504 (B)

FOR SALE — Ford Transit V4 motor complete with alternator, done 42,000 miles, new cylinder head. $250

Brand new oversize Ford 1300cc Cortina block. 30 thou oversize. $80

Ring Paul Mann at 788-127 or Wainui 7966.

FOR SALE — One only Firestone 5.20/13 tubeless tyre with tube. half worn. $3. Phone Gary Lang at 883-488 (H) or 59-485 (B)

THE NEW ZEALAND RACING DRIVERS' CLUB INCORPORATED

SPORTS CAR CHAMPIONSHIP

There has been much discussion in the past twelve months over the Sports Car Championship. Briefly, what we are trying to do, is to preserve some kind of fast, cheap motor racing for the ordinary New Zealander.

We shall be running the championship in two classes, 0 - 3000cc and 3001 - over until 1975. We shall announce any proposed changes in January 1974 to take effect in the 1975/6 season so that there will be sufficient time for changes to be made to suit as many people as possible.

We wish to have one championship race on each circuit so as to keep the cost of travelling to a minimum. There will be seven championship races from which a driver will be allowed to drop one race. We ask that promoters offer a minimum of $600 prizemoney per race paid as follows:- $100, $80, $60, $40 and $20 in each class. The drivers of the faster cars have agreed to this as they feel that it will encourage the drivers of slower cars to have a go. This should ensure that large fields compete in all races so that in the meantime we shall have quantity and the quality will improve as drivers get regular competition. In fact, the competition has been keen at recent meetings.

To encourage builders of specials and to keep the cost down, we have only two regulations, that all cars have four mudguards and provision for two seats. The object of the exercise is to go as fast as possible and subject to safety rules complete freedom should be given. Remember allcomers?

The reason for choosing three litres was to enable the person who could not afford a racing engine to build a reasonably fast vehicle. If the limit was two litres an F.V.C. would be unbeatable. As well as this, the special with a Zephyr or similar motor would be expected to race against the V8s and as a result the fields would drop as has happened in other racing groups.

Tasman Champion Graham McRae says:

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30.

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MOTORING NEWS BULLETIN

Aug 7

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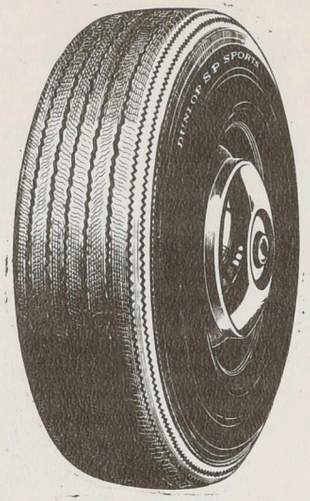

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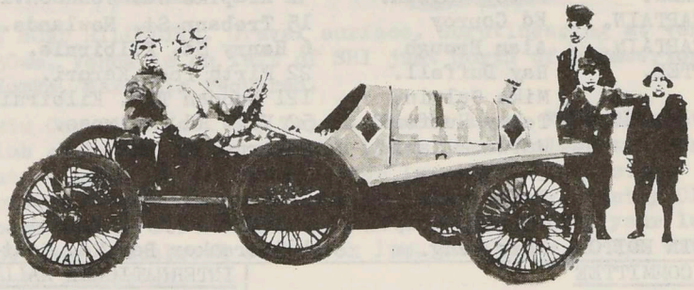
MOTORING NEWS Bulletin OF THE WELLINGTON CAR CLUB



FROM THE EDITOR

Just a few short weeks away lies the 1971 Benson and Hedges 500 race. This production car classic is, for me anyway, the most interesting and meaningful race of the year.

While no one can really be expected to believe that the car that he can buy from XYZ Motors will go exactly like it's brother in the Benson and Hedges 500, the annual 500 mile grind provides a useful and reasonably comparitive yardstickto judge New Zealand's automotive products. It is well known that sales of Fiat 125s and Datsuns have been related to the performance at Pukekohe.

New Zealand is unique in that in probably no other country are mundane family saloons fielded for production racing. While an exciting event, the Hardie-Ferodo 500 at Bathurst with it's field of GTHOs and XUls proves virtually nothing. Few families will ever own, or even want to own a GTHO or an XUl but their is a fair chance of a Valiant or a Fiat finding their way into Joe Blow's garage. Any attempt to lower the numerical limit or produce a super car for the Benson and Hedges should be heartily resisted.

This year's race is to be held on Saturday, against the promoters wishes. Efforts for a Sunday race were thwarted by a group of Church ministers, but it is hard to believe that the pews will now be filled with young racegoers on Sunday morning.

AUGUST 1971

Contributors - Alan Smart (Trialling Editor)
Warren Denton
Peter Martin
John Gladhill

WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
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	Murray Thompson.	6 Richmond Ave. Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang.	185 Breaker Bay Rd, Seatoun.	883-488	59-485

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Peter Mair (Finance)	43-518	685-099
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Ray Duffell (Results)	769-632	71-133
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Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999

comp. calendar



SAT. 14th. AUG. AIRLIE ROAD HILLCLIMB. Gravel surface. Scrutineering at venue at 8.30am. Venue is on left of SH1 just north of Plimmerton Tile Works. Marshals required.

SUN. 15th. AUG. Manawatu Car Club Wall Cup Trial. Starts 11am. From Manawatu Car Club clubrooms on Rangitikei Line. Leave Palmerston North on State highway to Wanganui. After leaving de-restiction sign proceed down first straight to pass Newbury Country Club. Clubrooms are on left before end of straight. Bring your lunch for one hour lunchbreak at approx 1pm. Concludes at 4pm with social at clubrooms.

TUE. AUG. 17th. CLUBNIGHT at clubrooms. Film programme includes Australian racing and rally films, Wills Six Hour Race, African Safari Rally, Saloon car racing at Brands Hatch, new power boat racing film.

SUN. 22nd. AUG. WINTER 100 INVITATION DAY TRIAL. Starts 1pm at bottom of Pukerua Bay Hill. 100 miles. No maps required.

TUE. 24th. AUG. Noggin and Natter at Tramway Hotel.

SAT. 28th. AUG. BARN DANCE at clubrooms. Excellent band. Fuel on tap.

Hawkes Bay Car Club Blossom Rally. Starts 8.30am from Dannevirke Finishes 6.30pm at Hastings, Social to follow. Regs from Secretary, 910 St. Aubyn St. Hastings.

SUN. 29th. AUG. Rugby Match between Wellington Car Club and Hutt Valley Motoring Club at Martin Luckie Park. This event should be confirmed with committee.

SAT. 4th. SEP. Benson and Hedges 500 at Pukekohe.

SUN. 5th. SEP. WORKING BEE at clubrooms. 9am. Lino tiles will be laid in toilets, Windows will be painted, battens will be attached to exterior piles, beer will be drunk. Ladders, paint brushes, hammers, saws, club members will be needed.

Wairarapa Car Club Carrington Rd Gravel Hillclimb. Venue is in hills on left of main highway by Carterton.

TUE. 7th. SEP. MONTHLY NIGHT TRIAL.

SAT. 11th. SEP. Race Meeting at Bay Park.

SUN. 12th. SEP. PALMER HEAD HILLCLIMB. Scrutineering at venue at 10.30am. First run 12pm. No lunch stop. Marshals required.

SAT. 18th. SEP. ANNUAL NIGHT TRIAL. Starts Levin Railway Stn at 7.30pm. Maps required are N152 3rd ed. 1965, N148 3rd ed. 1968, N149 3rd ed. 1959.

TUE. 21st. SEP. CLUBNIGHT. Full length feature film 'Red Line 7000'

SUN. 26th. SEP. Levin Production Car Race Meeting.

TUE. 28th. SEP. Noggin and Natter at Tramway Hotel.

SAT. 2nd. OCT. Wairarapa Car Club Levin Sprint.

SUN. 3rd. OCT. Hutt Valley Motoring Club Rally Sprint. Two persons per car, 4 mile venue, cars sent off at two minute intervals. 45 cars only. Location will not be revealed until scrutineering.

Auckland Car Club National Race Meeting at Pukekohe.

TUE. 5th. OCT. MONTHLY NIGHT TRIAL.

SAT. 9th. OCT. Te Awamutu Car Club Major Rally.

SUN. 10th. OCT. HONEYPOT WALL CUP TRIAL.

SAT. 16th. OCT. Hutt Valley Motoring Club Bent Sprint at Maymorn.

Taumarunui Car Club Speed Weekend. Hillclimb at Raetihi.

SUN. 17th. OCT. Race Meeting at Ruapuna.

Taumarunui Car Club Speed Weekend. S and F quarter.

TUE. 19th. OCT. CLUBNIGHT. We hope to have two new Ford films. One is on Roger Clark's Escort in the Circuit of Ireland and Acropolis Rallies.

SAT. 23rd. OCT. CLUBMAN'S RACE MEETING AT LEVIN.

SUN. 24th. OCT. Race Meeting at Bay Park.
Race Meeting at Timaru

South Island RATEC Alpine Rally.

TUE. 26th. OCT. Noggin and Natter Evening.

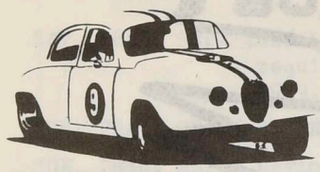
SAT. 30th. OCT. Hutt Valley Motoring Club's Wallaceville Hillclimb. (Duncan McKenzie Trophy Round).



© Punch

"Would the owner of the 1968 Mini, registration number . . ."





cross flow

Kenny Smith recently discovered a Monza Ferrari Sports car hiding in a field on his recent South East Asia trip and is bringing it back to Auckland for restoration.

Congratulations Dept. Sherry and Harvey Kibble on the birth of a son.
Carol and Dick Sellens on the birth of a son.
Maricha and Jim Reynolds on the birth of a son.

John Riley is having talks with the Ford Motor Company about Alan Moffat's Mustang.

John Warring is building a single seater using a hot 1293cc motor.

Dick Sellens has a Toyota production car drive lined up for the coming season.

The Levin Four Hour Production car race is on again on September 25th or 26th.

Ian Drummond has purchased the original J.R.M. special.

Did you see the superb photo in Motorman and the Australian Racing Car News of John Gladhill doing some tricky motoring in the Heatway Rally.

Congratulations to Colleen anf 'K' Foulkes on the birth of twin daughters.

The Hutt Valley Motoring club have an interesting new event scheduled for Sunday October 4th. This is called a Rally Sprint and would appear to be a sort of Heatway type special stage over a distance of 4 miles. Cars will need 2 man crews and will be sent away at 2 minute intervals. For obvious reasons the venue will not be revealed until scrutineering.

A rugby match is scheduled soon between ourselves and the Hutt Valley Motoring Club. If you have any All Blacks in your household please tell Terry Huxford.

Kevin George has the Mini Seven car on the market and has taken to a Cooper S.

Leo Leonard will drive for Chrysler in the Hardie Ferodo 500 at Bathurst.

Terry Huxford has sold the Rally Anglia.

The club is to have a display stand at the Abbott Motor Show at the Winter Show Building in October. We hope to have several racing and rally cars on show and a membership drive will be conducted.

The film 'Bullitt' which features an elaborate car chase is to be screened at a coming clubnight.

The five persons who removed the road signs near Waipukerau during the Heatway Rally were each fined $100 dollars in court recently.

Heatway Industries are not to sponsor competitors in the Southern Cross Rally as was incorrectly reported in this column last month. They will,however,give every assistance to any New Zealand competitors.

CROSSFLOW (continued)

More Congratulations Dept. Daughters were recently born to Margaret and Kevin George and also to the Hungerford family.

Chrysler will most probably assemble the Charger R/T here. Australian supercar has V8 with triple Webers and will be bad news for the Benson and Hedges.

Dr Bruce Cook has changed his Porsche for a BMW 2002.

WORKING BEE

A considerable amount of work was dome at the clubrooms by a working bee which did not include 96% of the members. Carpet was laid in the committee room and storage shelves were erected at the rear of the stage. The interior of the rear backstage wall was lined with hardboard. Enormous quantities of surplus old stationary and records, timber and other unwanted equipment were used to fuel a huge conflagration that was set off behind the clubrooms. Our fire hose reel was put through it's paces (many times). Work commenced at 8.30am and finished at 6pm with a lunchbreak and a couple of stops to increase the beer shortage. The following 4% of the members were present and generously gave their time for the benefit of all members.

Ian Pinkerton, Pat Tollan, Ray Duffell, John Swan, Peter Martin, Ed Conroy, Robin Curtis, Gary Lang, Ian Jensen, Rob Semple, Belinda Semple, John Christian.



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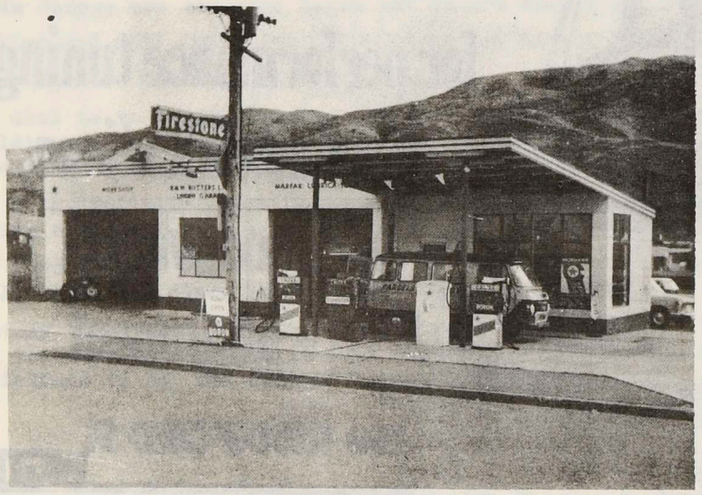

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OVERSEAS — NEWS

G.M.H. have introduced a new single overhead camshaft-engine for the Torana with a size of 1600cc. Ford have also built a new six pot mill for the Falcon which will reportedly go as quick as the V8.

The 1971 Australian Southern Cross Rally will start and finish in Port MacQuarie (N.S.W.) and a works team of Mitsubishi Galants have been entered from Japan.

The New Caledonian 'Rally des Cols' has been won by M.Dinh in a Peuguot 504. Dinh competed in our recent Heatway Rally. Louis Pommelet, who co-drove with Bernard Gauzere in the Heatway, was injured when his Opel Manta crashed into a ravine.

Hollamd's Zandvoort circuit has been given a reprieve for 4 years and the Dutch Auto Club will now carry out some safety requirements.

Rob Walker has purchased the financially ailing Marcos concern and will continue production.

Comstruction of the new International race circuit at Adelaide has been halted. Another group has plans for a similar circuit not far away and it appears that some sort of dispute exists.

Holden's new XU2 model will not be ready in time for the Hardie Ferodo 500 at Bathurst so G.M.H. will run some revamped XUls. Ford are pinning their hopes on an updated version of the GTHO. Chrysler also hope to have their new Charger ready in time although this will run in a lower class than the Falcons. With over 20 GTHOs on the grid the first lap ought to be real mighty.

The new Mitsubishi Galant has won the recent Australian Castrol Rally.

Evan Green has left his job as BLMC Publicity manager to become a free lance film maker and journalist. He will continue to drive for the works rally team.

Ford's GTHO has been refused registration in some states because of the new models exhaust level.

Steve McQueen's Le Mans film is due in New Zealand soon and is reported to be very exciting and true to life.

Plans for a new circuit at Sebring have been abandoned for the time being and next year's twelve hour race will be held at Elkhart Lake.

Al Unser is to drive the new Techno Formula One car.

There will be no Team Lotus entry at the Italian Grand Prix. This is because of Colin Chapman's problems with the Italian authorities and goes back to the Wom Trips and Clark collision in 1961.

An official enquiry into Pedro Rodriguez's fatal accident has stated that no tyre wheel failure occured. Three seperate film sequences of the tragedy show the cause to be a very slow Porsche which cut across Rodriguez's Ferrari coming into a corner.

OVERSEAS NEWS (continued)

Ford will run two teams at this year's Bathurst 500. The usual work's team of Moffatt, French, Gibson and Goss will be supported by a second 'star' team of Frank Gardner, Frank Matabh and Brian Muir.

Hannu Mikkola will drive a new model Cortina in this year's Southern Cross Rally in Australia.

Roger Penske is reportedly buying a Tyrell Formula One car for Mark Donohue to drive in the final rounds of the Formula One Championship.

RAUMATI SCHOOL AUTOCROSS

A fine, sunny day - 600 spectators - Miss Wellington - the local pipe band - a mighty circuit; all this added up to an excellent day's outing.

Practice started the crowd cheering as Murray McGuire diced side by side with a Fiat 128. Peter Parnell and John Gladhill fought the circuit smashing the cars around in a most spectacular fashion. The oval course had a tricky hill where most cars became airborne for 10 or 15 feet - most exciting.

'K' Foulkes proved most interesting to watch as he pounded his Datsun around. Peter Parnell's beach buggy proved unbeatable as it powered off the line like a dragster while everyone else sat there wheelspinning. Max Gregory in the stock car put on a very dramatic first run leaping and crashing through the rough stuff.

The beach buggy won the hearts of all the small boys as he took them for a ride, five at a time, over the grassy slopes of the pit area

The school was very pleased with the result and made $500 towards their baths fund. At lunchtime the local pipe band marched up and down the straight while Miss Wellington was paraded around in a GTHO Falcon while a couple of other new Henry products did a slow lap of the course. All in all, a mighty day's outing and the prospects seem good for a repeat event at the same venue.

John Gladhill

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AUTOCROSS - RAUMATI SOUTH SCHOOL 10-7-71

No	NAME	CAR	P	H1	H2	SEMI	FINAL	CONV	E/DW	PROD	POINTS
1	R. TIPPETT	DATSUN	1-42-4	1-36-4	1-39-0	1-37-3		1-42-0			3
2	K. NAYLOR	MINI	1-50-5	1-47-3	1-40-0				1-48-9	1-42-9	1
3	G. CARTER	COOPER	1-44-0	1-32-3	1-38-2	1-38-6			1-40-0	1-39-2	10
4	W. HUXFORD	ANGLIA	1-43-0	1-38-2	1-42-0			1-39-1			3
5	S. LOCKER-LAMSON	MORGAN	1-43-8	DNF	1-36-9			1-34-8			3
6	T. HVID	FIAT	1-57-9	1-56-6	1-55-9				2.04-6		-
7	W. ASHTON	MINI	1-39-9	134-9	1-33-6	1-38-2	1-36-5		1-40-0	1-36-0	31
8	M M°GUIRE	MINI	1-47-5	1-40-2	1-42-2				1-48-8		1
9	T. PULLEN	COOPER	1-44-4	1-41-7	1-38-1	1-42-9			1-44-8	1-40-5	7
10	D SCOTT	FIAT 128	1-47-5	1-40-1	1-39-1	1-38-2			1-54-0		3
11	M. BUCHANAN	HUMBER 90	1-56-2	1-53-4	1-52-5			1-57-2			1
12	J AHRADSEN	RILEY ELF	2-01-7	152-5	1-49-3				2.05-6	1-56-2	1
13	G CLARKE	VIVA	1-39-9	1-43-2	1-44-2			1-43-0			1
14	R. HOWE	FIAT 600	1-41-8	1-45-0	1-48-0						1
15	P. PARNELL	BEACH BUGGY	1-25-1	1-27-4	1-26-2	1-24-8	1-25-6		1-29-2		34
16	J. GLADHILL	COOPER S	1-31-3	1-27-8	1-31-3	1-33-4	1-30-6		1-32-1		28
17	K. FOULKES	DATSUN	1-39-8	1-47-6	1-35-5	1-40-9		1-40-2			3
18	P. GENTRY	V.W.	1-36-9	1-46-0	1-41-7				1-43-5	1-46-5	1
19	C. M°EWEN	WOLSELEY	1-57-5	1-52-3	1-52-5			2-03-2			1
20	P JENSEN	A40	1-56-2							2.009	-
21	I JENSEN	A40	1-50-3							1-59-9	-
34	R GREGORY	STOCK CAR	1-36-0	1-36-5	1-34-9	1-38-0		1-39-7			4

PLACINGS - RAUMATI CHAMPIONSHIP 1st 15 2nd 16 3rd 7

PRODUCTION	7	3	9
CONVENTIONAL	5	4	34
ENGINE/WHEELS	15	16	3:7 =

PRODUCTION SALOON CARS

DEFINITIONS

A saloon car is defined as a vehicle which is designed and constructed so as to afford seating space and arrangements in the rear seats which will accommodate two adult passengers in comfort.

The promoters reserve the right to determine whether or not an entry complies with the intention of these regulations and therefore whether or not the entry is accepted and the promoter's decision shall be final.

(a) GENERAL : The vehicle shall not have been assembled more than 8 years ago and save and except to the extent hereafter expressly permitted, no component utilised in the vehicle may be modified or altered in any respect whatsoever.

It is to be one of a series production saloon car models of which model a minimum of two units has been imported into New Zealand since 1st. August 1963. Furthermore, the vehicle entered shall except to the extent and in the manner hereafter expressly permitted be identical with the cars of that model imported as aforesaid as originally assembled.

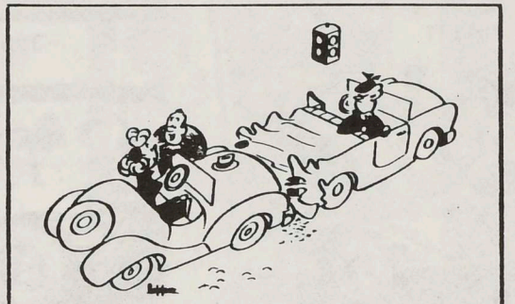
(b) VEHICLE SPECIFICATION : The vehicle entered is to be composed of identical components to those used as original equipment in the assembly of the vehicle except that:

(1) Brake linings, pad materials and brake fluid may be substituted provided that physical dimensions are unchanged.
(2) Tyres of any type may be used provided that they are of a size equivalent to those fitted as original equipment. All tyres are to be fitted with inner tubes. One spare wheel and tyre assembly of the same specification as the others in use on the competing vehicle is to be carried at all times on the car in the manner prescribed by the manufacturer. Tyres specifically designed for racing are not permitted. Air pressures are free.
(3) Components including fluids or assemblies of such components which by process of availability or improvement have been catalogued by the manufacturer for use in that particular model may be used. Any such components or assemblies substituted in this manner must be intended for the same duty as their predecessors. Full details of such components or assemblies substituted in accordance with this clause must be given to the M.A.N.Z. in writing with the entry form for the vehicle.
(4) Materials or components being manufactured as exact substitutes and identical in both duty and specification with those fitted or used by the manufacturer or assembler as original equipment for the model concerned may be used if they are readily available through normal retail outlets in New Zealand.

(5) Roll bars may be fitted internally for driver protection.
(6) Headlamp glasses may be protected against stone damage.
(7) Lubricants of any type may be used.
(8) Bonnets and trunk lids may be secured with safety straps or other devices to the satisfaction of the scrutineers.
(9) Hub covers and wheel discs are to be removed.
(10) In particular the following requirements of the M.A.N.Z. Scrutineering Schedule (a) are to be satisfied.
  (i) Fire Extinguisher.
  (ii) Throttle return devices.
  (iii) Fuel line clips.
(11) Safety harness must be fitted in accordance with the traffic regulations and their use is recommended.
(12) Loose front floor carpets, insulation etc. are to be removed.
(13) Silencers may be removed but tail pipes to be fitted in accordance with section 6 of the M.A.N.Z. Scrutineering Schedule.
(14) Pump fuel only is to be used. (Maximum 96 octane).
(15) In the event of a car being stripped and found ineligible, the cost of the examination to be borne by the competitor concerned, in addition to any penalty imposed.

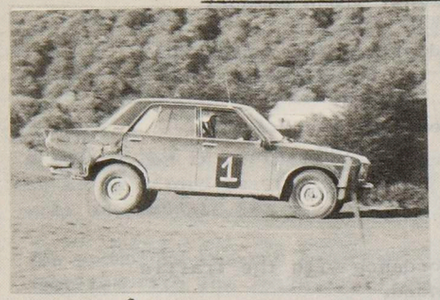
A DOZEN YEARS AGO.....

August, 1959. President - Tony Shelly, Captain - Brook Leyland, Secretary - Stewart Alexander.....The Manawatu Car Club were appealing for entrants for their forthcoming North Island Motor Rally at Labour Weekend. The event included a 600 mile Rally section, a Standing and Flying Quarter, a sprint around Levin, a hillclimb up Saddle Road, a wiggle woggle and a monster social. .....The Winter 100 was won by a certain Mr Foulkes partnered by a Mr Payne in a Minor. The field included Duffell and Watson in the former's A30 and Butters and Swan in an A40 Sports. The event started at the old NZR bus garage in Aotea Quay (as did many events in those days) and went as follows - Ngaio - Johnsonville - Newlands - Horokiwi - Melling - Paekakariki Hill - Akatarawas - Lower Hutt.....The news section told us that Rob Walker had bought a Cooper-BRM for one S.Moss and that the same S.Moss had been clocked at 203mph(?) in a Lister-Jaguar at Sebring. This car was fitted with water-cooled disc brakes.

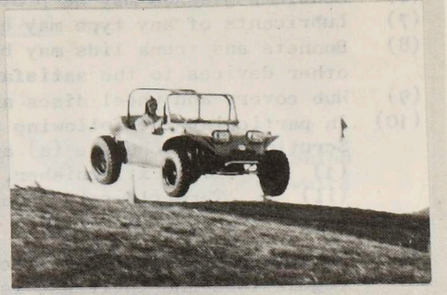


"Nonsense, miss. It was my fault. I should have gone through the red light."

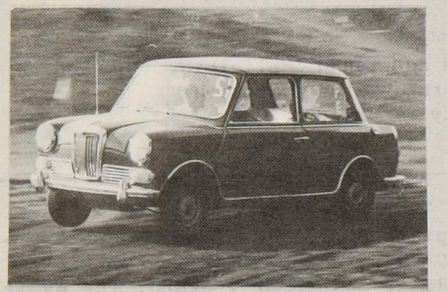
RAUMATI SOUTH CHARITY AUTOCROSS



RICHARD TIPPETT



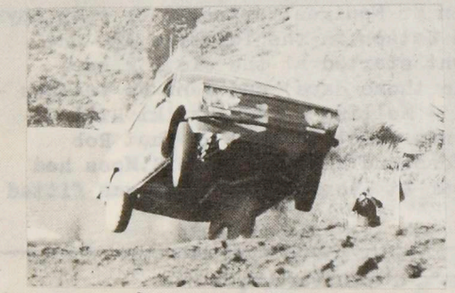
PETER PARNELL



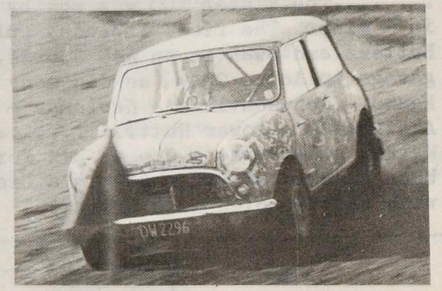
JOHN AHRADSEN



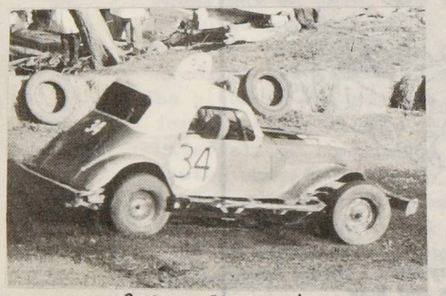
GRAEME CLARKE



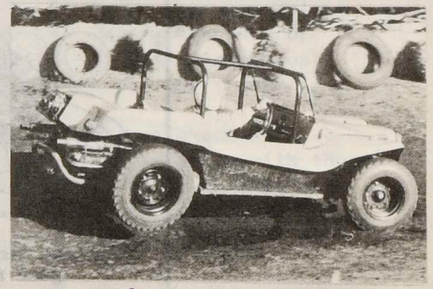
RICHARD TIPPETT



JOHN GLADHILL



ROSS GREGORY

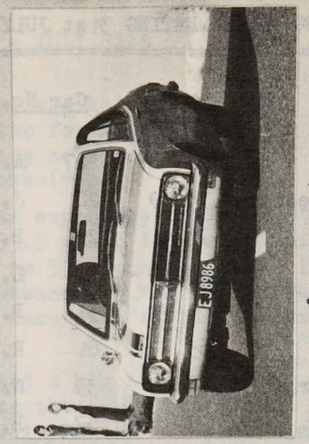


PETER PARNELL

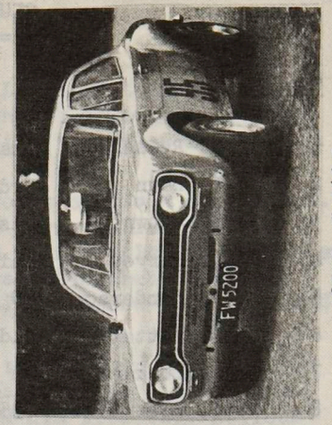


19TH ALEXANDRA ROAD HILLCLIMB - JUNE

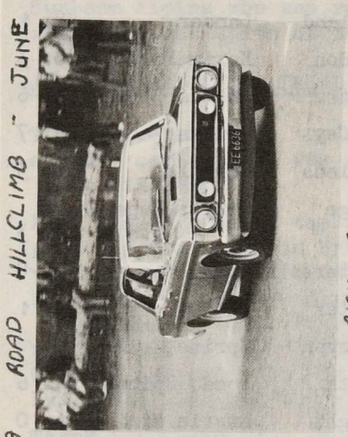
BOB GIBBONS



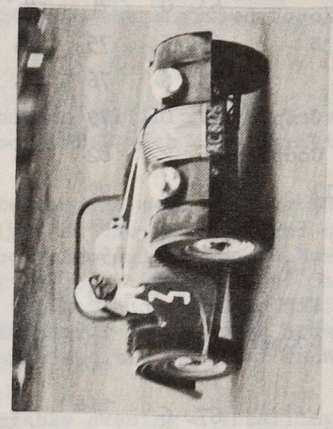
P. MAXWELL



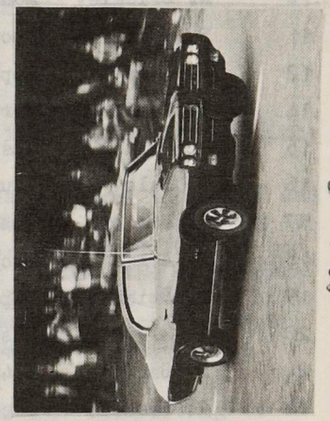
WAYNE FULLER



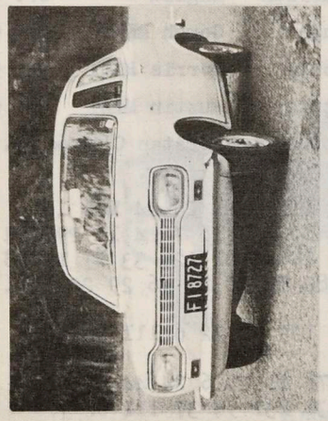
RICK RIMMER

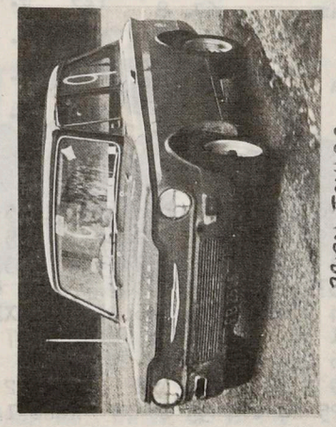


S. LOCKER - LAMPSON



GRADY THOMSON





BRIAN TAYLOR



DANIE LUPP

CLUBMANS RACE MEETING 31st JULY 1971.

Car No.			Fastest Lap of Day	Car No.			Fastest Lap of Day
1	T. Russell	Monaro	66. 8	27	A. Cooke	Vitesse	73. 3
2	P. Lawn	Ford Special	78. 9	28	J. Scott	Holden	86. 0
3	G. Brownlie	Wolsey	73. 1	29	B. Taylor	Imp	63. 2
4	J. Harvey	Mini	63. 0	30	L. McCutcheon	U.2 Sports	59. 0
5	N. Henderson	A40	-	31	B. Gilbert	Lotus Cortina	66. 7
6	A. Potter	Holden	65. 7	81	R. Sellens	Corolla	69. 3
7	S. Looker-Lampson	Morgan	68. 4	33	N. Deighton	Austang	69. 4
8	S. Robertson	A 35	77. 8	37	B. Munro	Pine Tree Vee	63. 0
9	K. George	Mini Traveller	68. 0	44	W. Hislop	Viva	67. 2
10	N. Brickley	Monaro	63. 0	71	P. Holland	Lancer	58. 1
11	P. Sanderson	Cooper S	65. 5	75	R. Condon	Kerim Ford	68. 3
12	R. Lake	Zephyr	83. 6	76	R. Lester	Anglia	63. 6
14	J. Palmer	Morris Cooper	68. 0	79	M. Coffey	Tri-ang	59. 7
15	N. Silver	Austin Cooper	66. 2	82	R. Sellens	Corolla	61. 3
16	G. Bale	Vauxhall	69. 0	92	I. Hodge	Sports Super-Vee	62. 3
17	G. Manzone	Austin	70. 2	94	G. Hetterscheid	F. Vee	60. 0
18	K. Adamson	Escort T.C	64. 4	95	W. Fuller	Escort	59. 1
19	B. Brickley	Zephyr Mk11	69.8	109	T. Donovan	Sprite	-
20	J. Gladhill	Austin CooperS	65. 4	111	B. Smith	Lomac Sports	64. 6
21	D. Barnes	A 40	70. 0	114	A. Wright	Austin Mini	66. 0
22	R. Brader	Escort	67. 6	117	J. Wylie	Austin	73. 8
23	P. Anderson	Avenger	72. 0	129	G. Anderson	Anglia	61. 0
24	J. Christian	Sunbeam	67. 8	131	K. Cough	Gough MK11	61. 00
25	R. Walsh	Ford	64. 0	133	H. Kibble	Morris Mini	62. 5
26	G. Cummings	Anglia	66. 0	146	J. Little	Austin Mini	68. 1
				166	D. Lupp	Rorstan Climax	53. 2

Race 1 133 76 82 20 26 114 4 Race 2 1 15 29 11 31 22 25 14 146 16
Race 3 166 71 30 131 94 111 37 Race 4 95 79 82 133 18 76 4 10 29 114
Race 5 6 9 19 21 23 3 8 2 17 5 Race 6 133 6 75 44 81 129 33 27 12 28
Race 7 166 71 30 92 37 131 94 24 111 7 Race 8 82 79 10 26 76 29 22 31 1 17
Race 9 133 4 11 25 14 9 114 15 3 146 21 [illegible]
Race 10 12 laps 166 71 30 11 laps 82 131 37 94 129 92 32 6 111 26 4
10 laps 7 9 16 24 6 laps 29 79
Race 11 11 14 114 23 9 3 75 8 27 2 28 Race 12 76 11 25 6 24 44 81 31
Race 13 82 129 26 15 25 14 114 33 16 27 Race 14 30 131 94 37 111 82 7

LEVIN CLUBMAN'S RACE MEETING - JULY 31st

A most sucsessful race meeting was held by our club at Levin on Saturday 31st July. Weather was good and fine for most of the day although some light rain fell during practice which made some corners just a little tricky as most competitors found out for themselves.

The day's quickest car was, as expected, Danie Lupp's Rorstan-Climax sports car. Danie was lapping at around 53.2 which is pretty quick. Wayne Fuller had the Twin Cam Escort going around in 59 seconds but ran into muffler (lack of) problems as well as a mechanical misdemeanour. Malcolm Coffey was close behind in the Tri-Ang Anglia despite a big excursion at pit corner which altered the front end a bit.

Most regretably Tom Donovan had a big brake lock up at the hairpin and careened straight on at full speed into the drums doing much damage to the little twin-cam powered Sprite.. Undoubtedly Tom's safety belt saved him from very serious injury. Some very spectacular performances were put on by John Christian in the Sunbeam Alpine who was really getting in the groove and by Dick Sellens who was doing all sorts of things with the modified Toyota Corolla.

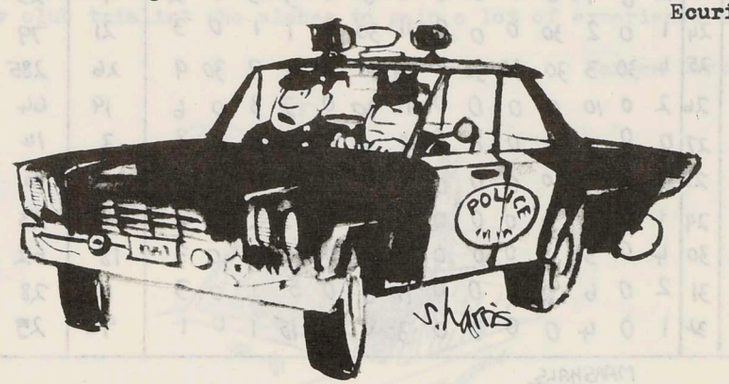
JULY MONTHLY NIGHT TRIAL

Thirty two entrants turned out to participate in Team Conroy's trial in the monthly series. It was a good trial with clear written instructions and legible tulip diagrams.

From the clubrooms, the route took us over to Houghton Bay, around the coast and up past the odo check to Brooklyn and the first manned check. On to Karori West via Aro St and Northland, then came tulips around Karori, Northland, Wilton and Wadestown before heading for the city and a manned check amongst the earthworks in Sydney St West. Then up the Terrace and down Vivian St looking for the 15th right which we made Ellice Avenue. A check board here would have caught a few I feel. And so on to the finish via the Hataitai Tunnel, Hataitai, Kilbirnie Lyall Bay and Houghton Bay.

Thank You Eddie, for an enjoyable evening's trialling. It was interesting to compare the results with those of the Ladies' Trial run a year or so ago. Both trials had something in common I think.

Ecurie Triad.



"Know what really hurts? When my four-year-old calls me the fuzz."

JULY MONTHLY NIGHT TRIAL

		CK1	FORLI	CK2	FRENZ	LIDANE	FAB	SAL	CK3	SIB	BRI	CK4	CK5	TAR	CTL	PL	PT
THOMSON/BROUGH	1	3	0	3	0	0	0	0	5	0	0	3	1	0	1	5	16
BRIAN - PHILIP	2	6	0	4	0	0	0	0	4	0	0	5	1	0	0	6	20
D. EDMONDS	3	1	0	1	30	0	0	0	23	30	0	1	1	0	3	22	90
PENTASTARS	4	1	0	4	0	0	0	0	1	30	0	6	0	0	0	15	42
TEAM FREDA	5	30	0	14	30	0	0	30	6	30	0	3	30	0	151	25	174
TEAM MODEL E	6	30	30	4	30	30	30	30	16	30	30	3	30	30	305	29	338
IVAN SCARFE	7	4	30	2	30	30	30	30	30	30	30	30	30	30	24	30	362
M. HOPKINS	8	2	30	30	30	30	30	30	29	30	30	30	30	30	4	31	365
P. PARNELL	9	30	30	6	30	30	30	30	7	30	30	4	0	30	31	27	298
TEAM PANK	10	2	0	4	30	0	0	0	1	6	0	4	3	0	3	16	47
J. SINCLAIR	11	7	30	19	0	0	0	0	7	0	0	24	9	0	2	23	98
N. CRIGHTON	12	3	0	1	0	0	0	0	0	30	0	2	1	0	1	14	37
EC. NURG	13	1	0	0	0	0	0	0	0	0	0	2	4	0	1	2	8
P. IRWIN	15	0	0	0	0	0	0	0	0	30	0	1	1	0	1	12	33
TM. CRIGHTON	14	0	0	3	0	0	0	0	14	30	0	0	3	0	2	17	52
A. PILKINGTON	16	~~RETIRED~~															
J. GLADHILL	17	30	0	5	30	0	0	0	0	0	0	0	0	0	1	20	66
TM McNAB	18	1	0	0	0	0	0	0	1	30	0	0	0	0	2	13	34
EC. TRIAD	19	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	3
TM - NON COMPOS	20	4	0	1	0	0	0	0	4	0	0	12	1	0	3	9=	25
M. GAREY	21	3	30	4	30	0	0	0	0	30	0	1	2	0	1	24	101
R. BEASLEY	22	30	30	21	30	30	30	30	17	30	30	12	5	30	11	28	336
N. FISHER	23	2	0	7	0	0	0	0	6	0	0	3	3	0	2	7=	23
TM. SHOTGUN	24	1	0	2	30	0	0	0	11	30	0	1	1	0	3	21	79
MIDNIGHT MTRS	25	4	30	3	30	30	30	30	18	30	30	4	7	30	9	26	285
TM. WILEY	26	2	0	10	0	0	0	0	11	30	0	2	3	0	6	19	64
TM. SPARKS	27	0	0	0	0	0	0	0	8	0	0	2	1	0	3	3	14
TM EV 1300	28	0	6	7	0	0	0	0	2	0	0	1	1	0	4	4	15
TM SNOOPY	29	1	0	1	0	0	0	0	4	0	0	13	2	0	2	7=	23
R. GLEDSTONE	30	4	0	3	0	0	0	0	18	30	0	4	0	0	3	18	62
TM. TONY	31	2	0	6	0	0	0	0	11	0	0	5	1	0	3	11	28
J. REYNOLDS	32	1	0	4	0	0	0	0	3	0	0	15	1	0	1	9=	25

ORGANISER

TEAM CONROY

MARSHALS

STEVE ROBINSON MIKE ROACH PHILIP CLERMONT IAN McLENNAN CELIA DEAR
LINDY STANDEN TED BROUGH

LEVIN GOLD STAR TRIAL

Having left cloudy Wellington at 7.00 am Saturday morning, we arrived in sunny Levin early for documentation. We then plastered the sponsors advertising all over the doors of the COB and queued up for the first section.

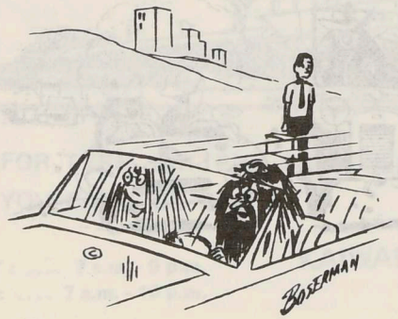
Heading north from Levin, we checked our odo then headed for Palmerston North via Bainesse and Foxton. During this section we had the misfortune to break a speedo cable, rendering the Halda useless and the going rather difficult as this section involved turning at specified distances. Phil Parnell was kept busy measuring distances on the map and by inspired guess work and a little luck guided us through this sub-section without to much loss of points. The second part of section one was map reading and took us to Ashurst across the Saddle Road and into Woodville. Just before Woodville we made our worst mistake of the day by not checking the spelling of a street name on the map against the spelling in the instructions. Result three checks down.

After a short break for lunch, we found ourselves on more familiar roads, as seen recently on the HEATWAY RALLY, but recent rain in the area had forced the organisers to detour the trial around Pahaeke Road, much to Martin's displeasure. A few miles further on we found a narrow goat track which disappeared down the side of a hill. This lead into a very muddy field where our man Robin Curtis was seen with his camera taking photos of some very much sideways on competitors. Rumour has it that a ditch and a post in this field claimed more than one victim.

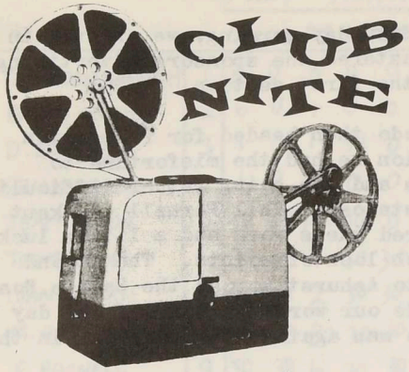
Section three was a relatively easy map reading section which took competitors over the Pahiatua Track and down to Opiki. Section four began with tulip diagrams which we found easier than those used on the monthly night trials. However another missed check showed how wrong we were. Then came the final sub-section complete with ten instructions and three overidind instructions. On this sub-section we found 6 unmanned checks and 7 manned checks, each manned check handing out additional instructions and to further complicate the situation one of our map lights shorted in a cloud of smoke.

After approximately 10 hours of trialling we finally came to the final control in Levin, weary but much the wiser. My many thanks to Martin Baker our driver Phil and Linda for navigating and I would firmly recomend the Levin Gold Star to any club trialist who wishes to gain a lot of experience in a short time.

Warren Denton.



"You take a chance when you pick up those odd — ball types."



'A most enjoyable evening' - was the verdict of all present at the July clubnight.

We were very fortunate to have as guest speaker Mr Fred Gamble, sales director of the Goodyear Tyre and Rubber Company. Mr Gamble had addressed us previously in 1968 and is a former European Racing Director for Goodyear as well as being a racing driver of some repute, having driven Maseratis and Corvettes at Le Mans and Sebring.

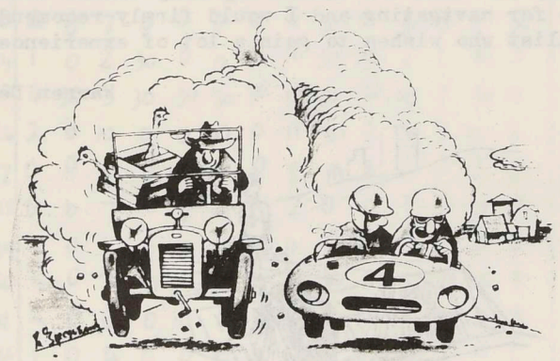
His subject for the evening was entitled ' A History of American Racing'. The speaker divided the subject up into four groups - Nascar stockers, sports cars, drag racing and Indy cars. Mr Gamble is a most entertaining speaker and was enthusiastically received. A Goodyear film on the various types of racing was used to illustrate the talk.

We were very priviledged to have one of the first screenings of the new 'Air New Zealand'film on the 1971 Tasman series. The thirty minute colour film was based on the New Zealand Grand Prix at Pukekohe although a few shots of Levin were included. This excellent film has ohly just arrived here from overseas and we were the second club in New Zealand to see the film. Our thanks are due to Don Patterson from Air New Zealand who organised the film for us.

GRAHAM McRAE

At Mallory Park on July 4th a two heat race for Formula 5000cc cars was run. Mike Hailwood ran away with both heats with Graham finishing 4th in the first heat and third in the second heat. Graham challenged the leaders in the second heat but fell back towards the end.

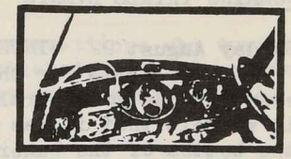
Graham won the Super Eight Trophy Race for F5000 cars at Thruxton on August 1st. Hailwood and Gardner finished 2nd and 3rd on aggregate from the two heat race. In both heats Graham kept down among the field and shot to the front about halfway through each race.



"Whadda you mean 'pass him'—what do you think I'm trying to do?"

HALDA

SPEEDPILOTS & TRIPMASTERS





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COMMING TRIALS EVENTS

Sunday August 22 WINTER 100

Apologies for the wrong information given concerning the start for this event but as yours truly and John Gladhill have now been conned into organising it we felt that it was time to visit the Gold Coast again. The start is now at the bottom of the Pukerua Bay hill Paekakariki end, State Highway 1. Starting time is still 1 pm. No maps required. Targa timing. Finishes at Paekakariki.

Saturday August 28 HAWKE'S BAY CAR CLUB BLOSSOM TRIAL

Late entries close Thursday 26 August and Ed Conroy has copies of additional supplementary regulations. To date there are four prospective entries from our club. I can recommend this event to all triallists particularly as the Hawke's Bay car club has not yet succumbed to the tomfool trickery that is plaguing most of the trialling events throughout the country at present. The trial starts at the southern end of High Street, Dannevirke and finnishes at the Hawkes Bay Car Club rooms, Hastings. Secretary of meeting is Mr. T. Z. Kristensen, 910 St. Aubyn Street East, Hastings.

Sunday August 29 DEVOLL CUP

This HVMC event has been cancelled.

Tuesday September 7 NIGHT TRIAL

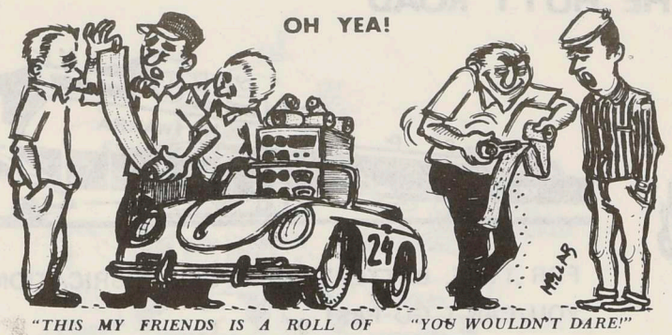
I have know details about this round in the monthly night trial series but will no doubt see many of you at the club rooms for the start.

Saturday September 18 ANNUAL NIGHT TRIAL

The trial starts in Levin outside the Railway Station and the first car should be away at 7pm. This is a long one so make sure you have enough gas for 200 miles. The following maps are essential:-

NZMS 1 TANGIMOANA N148 3rd Edition 1968
NZMS 1 PALMERSTON NORTH N 149 4th Edition 1969
NZMS 1 LEVIN N 152 3rd Edition 1965

Additional supplementry regulations will be available from members of the non speed committee shortly.



"THIS MY FRIENDS IS A ROLL OF PUNCHED TAPE. I FEED IT INTO THIS ELECTRONIC COMPUTER, WHICH IS CONNECTED TO A GOVERNOR, WHICH NOT ONLY REGULATES MY SPEED BUT COMPUTES MY RALLY RUN TO 100th OF A SECOND . . ."

AUGUST NIGHT TRIAL

On behalf of the non-speed committee thank you to all those competitors who turned out for the August night trial. A new record has been established, with 42 entries. That meant 101 people turned out and to the organisers of any event numbers such as that are very heartening. To you all thank you very much.

To the organisers of future trials a few words of warning. Murray McGuire and his team put together what is probably one of the best trials we have seen in the series. He did this by remembering that a trial must provide a challenge to the entrants. This does not mean that the instructions have to be veiled in trickery or fall into that catergory listed in the MANZ book as intended to confuse or deceive. The last thing we want in our club is organisers falling into the trap of trying to go one better than the previous event with the consequent result that our trials will get into the current mess that the organisere of Gold Star events have got themselves into. You will know when you have set a good trial by the comments that are freely given in the club rooms at the end of the event. Murray successfully lost nearly everyone at one stage or another but he did it fairly in the eyes of the competitors and that is what counts.

Arising from this trial the following points are mentioned for future organisers and competitors.

Some unmanned checkboards were placed on the right hand side of the road for obvious reasons, this does not mean open season for checkboards on the right hand side of the road has been declared.

Speed. The overall average for this trial was about 20 m.p.h. and this turned out to be to fast, in fact I for one would have been disqualified if the 30 minutes late had been applied. If you have a motorised bread-basket remember that it can negotiate some of Wellington streets a deal easier than some of us in our tanks and when U turns are included whow! the going got fast. Slalom courses amongst parked cars are not recommended, so remember to check some of the back streets that you may be going to use on a week night.

See you all at the next night trial you never know we may set a new record with 60 entries.

Alan Smart

STOP PRESS FINAL RESULTS

The final placings for the August trial are

1st	Ecurie Triad (Peter and Ian)	48 pts
2nd	Team Thomson and Brough (John, Marie, Leonne and Alan)	49 pts
3rd	Ecurie Nurg (Mr. and Mrs. Mike Burch	56 pts

BREAK - DOWN 71 or was it BRAKE DOWN

Break-down 71 was a time trial run by the Hutt Valley Youth Movement with the assistance of the HVMC and sponsored by Anthony Motors and the NZRC.

A great deal of time had been put into the organisation of the trial and the sponsors had provided prizemoney to the value of over two hundred dollars. This attracted a total of one hundred entries ranging from a 1951 Sunbeam Talbot to a 1971 Holden. Suprise entry was the ex Ian Pinkerton 'Heatway' Avenger, complete with side-draught Webers, covered in mud, Wot didn't you clean it Ian before you handed it back, no first gear and an excuse for an exhaust system.

The trial was divided into three sections. Section 1 started from the Trust Hotel car park in Masterton and competitors headed north towards Bideford across to Ihuraua then back to Masterton. Instructions were straight forward and average speeds were low. Near the end of this section, however, two c'mon checks trapped about a quarter of the competitors.

Section 2 made full use of the east Taratahi district east of Carterton, and included overiding instructions with plenty of checks. In one instance there were three checks in one road and most competitors were rather confused by the end of this section. In fact 75% of the field dropped at least one check in this section.

So to section 3 which was a touring section that brought competitors back from Carterton to the finish in Upper Hutt. A buffet dinner and social followed and it was hoped that the provisional results could be announced later that evening, however due to the chaos caused by section two, results were not available until eight days after the event.

As this trial was held in the interests of road safety, great emphasis was put on the correct use of signals, carefull driving and correct parking. Judging by some of the driving I saw, many of the competitors must have lost a lot of points because the overall standard of driving was shocking. One check car was backed into, and we had several close shaves with competitors who pulled out of checks without indicating or looking behind for other traffic. Two radar traps took their toll of these types and rumour has it that one competitor was clocked at over 90 m.p.h.

The organisation of the event was of a high standard on the whole and if the prize money is as good next year, then I for one, will be entering once more.

Warren Denton

WAIRARAPA CAR CLUB WALL CUP TRIAL RESULTS

1st	J.G. Wall	Wairarapa	16.4
2nd	M.H. Burgess	HVMC	95.9
3rd	B. Cron	HVMC	200.5

Wellington Car Club entrants

J. Gladhill	8th	446.7
P.T. Dyer	10th	508.7
P. Martin	12th	600.4
M. Burch	13th	640.8
T.J.Doyle	14th	825.0
P. Ahradsen	15th	838.8
M. Baker	21st	1130.8
P.H. Parnell	23rd	1209.3
A.C. Smart	26th	1302.7

CLUB TROPHY POINTS TO DATE

McMillan Trophy for Autocrosses -

4 pts. J.Marchbanks, P.Parnell, W.Ashton, S.Locker-Lampson.
3 pts. G.East, J.Gladhill, W,Huxford, G.Carter, G.Clarke.
2 pts. R.Gregory, T.Pullen.
1 pt. I.Jensen, P.Jensen, C.McEwan, P.Gentry, K.Foulkes, A.Howe, J.Ahredsen, .Buchanan, M.McGuire, T.Hvid, K.Naylor.

Speed Trophy -

8 pts. J.Gladhill, H.Kibble, D.Lupp.
7pts. S.Locker-Lampson
4 pts. J.Marchbanks, W.Fuller, G.Carter, M.Coffey, T.Donovan, P.Parnell, W.Ashton, R.Sellens, T.Russell.
3 pts. G.East, G.Clarke, M.Ravenscroft, G.Wellsford, A,Cameron, W.Huxford, K.George.
2 pts. K.Naylor, R.Gibbons, G.Manzone, G.Brownlie, R.Rimmer, R.Lake, R.Gregory, T.Pullen, B.Taylor.
1pt. R.Curtis, J.Reynolds, W.Kay, P.Maxwell, G.Thomson, I.Jensen, P.Jensen, C.McEwan, P.Gentry, K.Foulkes, A.Howe, J.Ahradsen, M.Buchanan, M.McGuire, T.Hvid, J.Harvey, S.Robertson, N.Henderson, J.Wylie, J.Christian.

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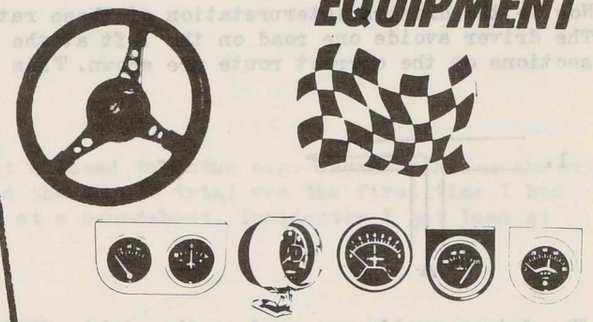

JUST ARRIVED... Australian Warneford Inlet Manifolds.

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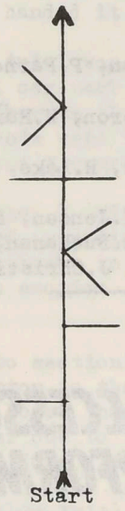
STRAIGHT LINE DIAGRAMS

From remarks fed back from the August trial it appears that some people are having a lot of trouble with straight line diagrams. In this short article I will endeavour to remove some of the mystery and sincerely hope that I do not further confuse the issue.
Below is given a short example plus the interpretation given by the navigator to the driver.



Instr. given by navigator to driver.

5. Miss two on the left.

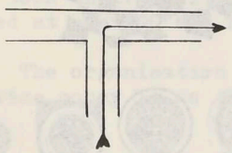
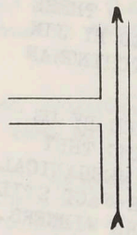
4. Miss one on each side.

3. Miss two on the right.

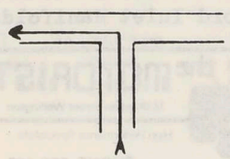
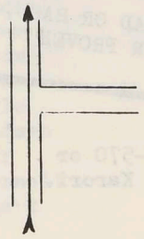
2. Miss one on the right.

1. Miss one on the left.

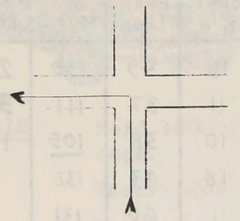
Now to the drivers interpretation of these rather instructions.
The driver avoids one road on the left at the next intersection. Note, all intersections on the correct route are shown. This intersection may be

1.  or 

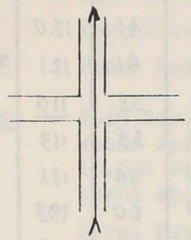
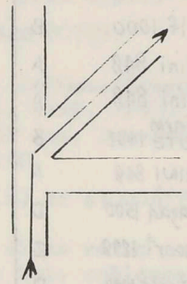
The driver avoids one road on the right.

2.  or 

The driver avoids two roads on the right.

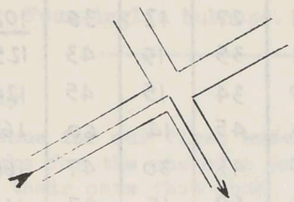
3. 

The driver avoids one road on each side.

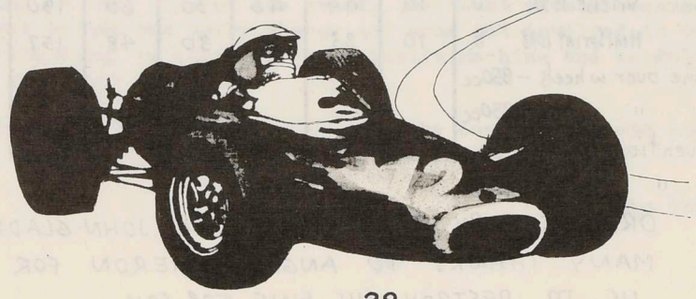
4.  or 

Note, the angles shown on the diagram are not necessary correct.

The driver avoids two roads on the left.

5. 

You do not count roads you are not allowed to enter e.g. oneway roads or the exit roads in a roundabout, I might add the August trial was the first time I had seen a straight line diagram used at a roundabout. Incidently I got lost at that point.

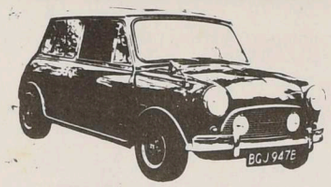


MUD-PLUG 25-7-71

		Class.	Hill Climb	W/W Right	W/W Left	Bent H/C	Final Loop.	TOTAL	CLASS POSN	O/A.
John Thomson	Holden 2171	D	4	36	35	15	49	139	2 D	
Terry Hvid	Fiat Nardi	A	4	28	31	11	37	111	3 A	
Graham Carter	VW 1200	B	0	27	30	10	38	105	1 B	2nd.
Ray Beasley	Morris 1000	C	6	30	35	18	43	132		
Bernard Ryan	Renult 845	A	0	30	30	11	60	131		
John Ahradson	Elf 1000	B	6	30	29	14	40	119	2 B	
Justin Conroy	Mini 848	A	4	29	30	16	41	120	5 A	
Pam Ahradson	Elf 1000	B	4	29	31	16	41	121	3=B	
Ian Mc Guire	Mini 848	A	0	28	30	14	38	110	2 A	3rd.
Murray Mc Guire	Mini 848	A	4	31	31	14	39	119	4 A	
Peter Parnell	Farm UTE 1492	B	4	24	60	10	34	132		
Clare Naulls	MINI 848	A	8	35	60	30	60	193		
G. Coleman	Mazda 1500	D	8	38	39	30	60	175		
Ian Jensen	Escort 1298	C	0	31	33	12	43	119	1 C	
Terry Pullen	Vitesse 1998	D	4	30	32	17	41	124	1 D	
Brad Naylor	MINI 848	A	4	30	31	18	44	127		
Kim Naylor	~~A40~~ 1200	C	8	29	32	16	46	131		
Kim Naylor	MINI 848	A	0	27	27	12	36	102	1 A	1st.
Tim Dyer	Anglia 997	C	0	32	35	15	43	125	3 C	
Harvey Kibble	A40 1200	C	0	30	34	15	45	124	2 C	
Malcolm Buchannon	Humber 90 1600	D	8	34	45	14	60	162		
C. Mc Ewan	Wolsley 2960	D	8	40	41	30	47	166		
Eddie Conroy	Cortina 1600	D	4	34	60	15	47	160	3 D	
Dave McKinney	Lotus 6. 1198	C	10	29	37	10	49	135		
Bruce Mc Phearson	Vanguard 1500	D	10	45	48	18	47	168		
Don McGuire	Morris 948	C	10	34	34	14	43	135		
Robin Curtis	MiniSprint 1098	B	10	30	31	11	39	121	3=B	
Ross Dollimore	Vitesse 1596	D	10	44	46	30	60	190		
Derrick Clay	MiniSprint 1098	B	10	33	36	30	48	157		

CLASS A : Engine over wheels – 850cc
B : " " " +850cc
C : Conventional – 1400cc
D " + 1400cc.

ORGANISED BY ALAN SMART AND JOHN GLADHILL.
MANY THANKS TO ANGUS CAMERON FOR ALLOWING US TO DESTROY HIS FINE TOP SOIL.



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1961 Vanguard Six, new motor, tyres and battery. new W.O.F. $850.

Phone Kevin George 768-048 (B) or 896-793.

WANTED Four Anglia hubcaps. Phone Gary Lang at 883-488 (H) or 59-485 (B)

MUDPLUG 25 July

We had a new venue for our first mudplug for sometime and to Angus Cameron once again many thanks for the use of a greasy slope. There was not much mud but who likes cleaning their cars that much. Be that as it may the going was sufficiently greasy for some to realise that a feather foot on the accelerator is what is required to maintain traction. To those competitors that had difficulty finding the venue our apologies but some kindly folks turned some arrows around, I sometimes wonder what motivates these type of people.

It was very nice to see the club president and secretary put in an appearance, such interest by the club's executive augers well for the future. Somewhere between 26 and 28 cars entered the event, the doubt exists because some late entries forgot to pay the entry charge and some got involved in various excursions. Peter Parnell's buggy is certainly a versatile machine and we duly noted Angus giving it a good Farm Test.

A good afternoons entertainment was enjoyed by competitors and spectators alike and we hope Angus that we did not cut up the slope to much.

Alan Smart

Tasman Champion Graham McRae says:

'I use the same Shell oil on the track as I do on the road ...Shell Super'



30.

The same race-bred premium quality Shell Super Motor Oil that you can buy at your nearest Shell Service Station.

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MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB

SEPT 71



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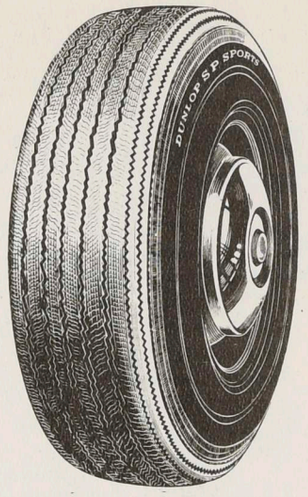

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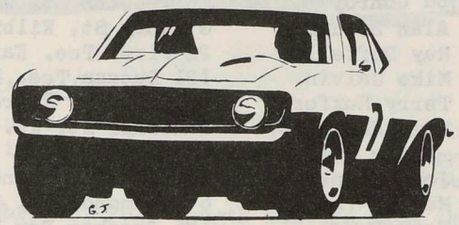
MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB



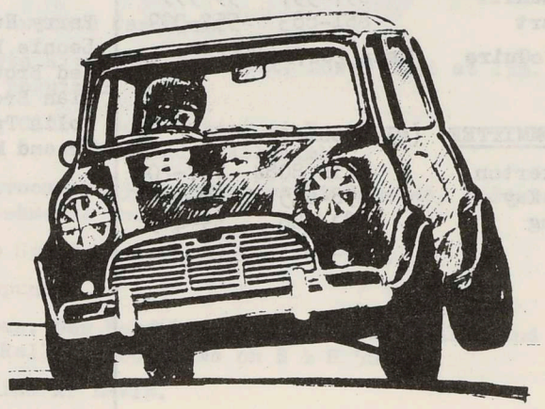
A Christchurch Magistrate recently declined to convict a motorist brought before him on a charge of driving in the outside lane of a dual carriage motorway for a lengthy period.

The Magistrate said that to convict the motorist would be defeating the purpose of dual lane motorways (?). The Transport Dept, who are not unnaturally appealing against the court's decision, are to be commended for bringing a prosecution of this type of offence. We are all to familiar with the motorist who refuses to kept to the left. While overtaking on the inside is legal in some circumstances, it is not without it's hazards, but is a course that we are all too often forced to take. It would be interesting to observe how this magistrate would deal with one of those very dangerous 60 mph speedsters.

SEPTEMBER 1971

Contributors -

Ed Conroy
Alan Smart
Marie Thomson
Mike Burch



WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
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TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
COMMITTEE.	Ray Duffell.	22 Firth Tce. Karori.	769-632	71-133
	Mike Galvin.	121 Duncan Tce. Kilbirnie.		873-629
	Terry Huxford.	52 View Rd. Melrose.	879-316	886-481
	Warwick Kay.	2 Horner St. W2.	898-645	59-999 ext 762
	John Swan.	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson.	6 Richmond Ave. Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang.	185 Breaker Bay Rd, Seatoun.	883-488	59-485

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Leonie Brough (Sec)	837-927	
Mike Galvin		873-629
Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999
Ian Drummond	672-455	556-643
Kevin George		768-048
Graham Carter	Tawa 3264D	59-999

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John Thomson (Sec)	881-637	49-060 ext 434
Mike Reid	688-506	
John Gladhill	897-557	59-999
Alan Smart	861-883	552-009
Murray McGuire	Tawa 2027D	

HOUSE COMMITTEE (Clubrooms)

Ian Pinkerton	Plim 8084	787-205
Warwick Kay	898-645	59-999
Gary Lang	883-488	59-485

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Murray Thompson (Dtr)	766-734	57-804
Pat Tollan (Sec)	896-058	59-093
Peter Mair (Finance)	783-714	685-099
Ed Conroy (Comunication)	786-742	768-755
Ray Duffell (Results)	769-632	71-133
John Swan (Equipment)	796-658	553-557
Celia Stockton (Min sec)		57-804

SOCIAL COMMITTEE

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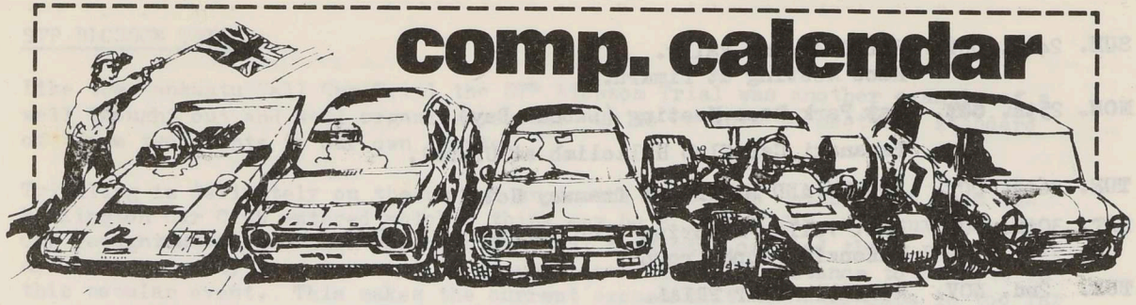
Leonie Brough	837-927	
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999



comp. calendar

SAT. 18th. SEP. ANNUAL NIGHT TRIAL CANCELLED

SUN. 19th. SEP. Wairarapa Car Club Carrington Road Gravel Hillclimb. Scrutineering at venue. Venue is in hills on left of main highway near Carterton. (This event was tranfered from last month)

TUE. SEP. 21st. CLUBNIGHT at clubrooms. Full length feature film 'Red Line 7000' About Nascar stock car racing.

SUN. 26th SEP. ~~Levin Production Car Race Meeting. (Very doubtful and is most probably cancelled)~~ PALMER HEAD HILLCLIMB. SCRUT. 10.30

South Taranaki Car Club hillclimb at Hawera.

TUE. 28th. SEP. NOGGIN AND NATTER at Tramway Hotel.

SAT. 2nd. OCT. Wairarapa Car Club Levin Sprint.

SUN. 3rd. OCT. Winfield National Race Meeting at Pukekohe (Auckland Car Club)

Hutt Valley Motoring Club Rally Sprint. Two man crews with helmets etc. Just like a Heatway stage. 4 miles. Venue will not be revealed until scrutineering. Scrutineering at Marryatt Motors 1100 Ferguson Drive, Upper Hutt at 8am on Sunday. Entries close on September 24th.

TUE. 5th. OCT. MONTHLY NIGHT TRIAL organised by Mike Burch. NZMS 17, 1968, 6th edition. map reading, driving, navigation, not much time keeping.

SAT. 9th. OCT. National Rally. Te Awamutu Car Club.

SUN. 10th. OCT. HONEYPOT TRIAL starts Riverbank Car Park, Lower Hutt at 1pm. 100 miles. No Maps required.

SAT. 16th. OCT. HuttValley Motoring Club's Bent Sprint at Maymorn. Taumarunui Car Club Speed Weekend. Hillclimb.

SUN. 17th. OCT. WORKING BEE at clubrooms at 9am. Bring paint brushes, ladders hammers. etc. Refreshments provided.

Taumarunui Car Club Speed Weekend. S & F quarter.

Radio Meeting at Ruapuna.

TUE. 19th. OCT. CLUBNIGHTat clubrooms. New Ford Films on Acropolis Rally and Circuit of Ireland Rally. Also films on B & H 500.

SAT. 23rd. OCT. CLUBMAN'S RACE MEETING AT LEVIN.

SUN.	24th. OCT.	RATEC Alpine Rally. Race Meeting at Timaru.
MON.	25th. OCT.	Bay Park Race Meeting (Labour Day) Taranaki Car Club Hillclimb at Urenui.
TUE.	26th. OCT.	NOGGIN AND NATTER at Tramway Hotel.
SAT.	30th. OCT.	Hutt Valley Motoring Club Wallaceville Hillclimb. (Duncan McKenzie Trophy round)
TUE.	2nd. NOV.	MONTHLY NIGHT TRIAL.
SUN.	7th. NOV.	Hutt Valley Motoring Club Foote Cup Trial.
SAT.	13th. NOV.	Wairarapa Car Club Gold Star Hillclimb at Admiral Road. (Duncan McKenzie Trophy Round.
SUN.	14th. NOV.	National Race Meeting at Pukekohe (NSCC)
TUE.	16th. NOV.	CLUBNIGHT at clubrooms. Feature film 'Bullitt'
SAT.	20th. NOV.	ALEXANDRA ROAD HILLCLIMB. (Duncan McKenzie Trophy Round) Prizes donated by Duckhams Oils. SOCIAL at clubrooms.

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THE SAME WINNING STANDARD OF PREPARATION THAT WENT INTO THE TOYOTA COROLLA OF COLIN TAYLOR AND 'K' FOULKES IN THE HEATWAY, AND OUR OWN CAR IN MANY RACE MEETINGS IS AVAILABLE TO ALL.

THIS IS NO FALSE CLAIM - THESE AND OTHER CARS PREPARED BY JIM REYNOLDS AND COLIN KITCHINGMAN HAVE PROVED WINNERS.

CERTAINLY, CARS PREPARED BY US HAVE NOT WON EVERYTHING THEY ENTERED AND HAVE HAD MECHANICAL MALFUNCTIONS, BUT THE FACT STILL REMAINS, WE DO PREPARE WINNERS.

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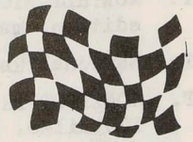
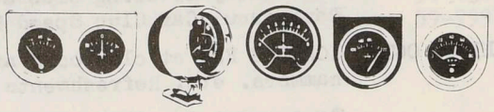
EXCITING ACCESSORIES & PERFORMANCE EQUIPMENT







JUST ARRIVED... Australian Warneford Inlet Manifolds.



STP BLOSSOM TRIAL

Like the Manawatu Hall Cup Trial the STP Blossom Trial was another example of a well thought out and well organised event. Oh to be able to meet the standard of these two events in our own events.

Trialling is definitely on the up and up in the Club with eight cars from the Wellington Car Club entered which I think may be a record for an event outside our recognised area. When you consider that most cars carried three people this means over twenty were prepared to travel a considerable distance to compete in this popular event. This makes the current excuse that the Wairarapa is too far away for certain Speed events appear a little transparent when you consider the total milage covered in a trial such as this. Back to the trial, start time for the first car was 8.30 am at Dannevirke so this meant a 6.00 am start to allow time for a cup of coffee and a sandwich before mixing it with the instructions.

For the driver this trial had much to offer even though in a couple of places some of the Wellington entrants thought the averages were a little slow. This may have been so, but timekeeping does not mean finding out who are the fast drivers and the chance to ease off a bit was certainly appreciated by me. We even had some of the HEATWAY roads to cover and with the radio coverage given to the event plenty of children were to be seen on farm gates who responded with a wave after a blast on the air horns. The radio coverage proved a boon to some competitors who were not to sure of where the trial should be and it is reported that when the going got to tough, you turned on the car radio, waited for a bulletin and then headed in that direction. We missed out on all this as it is taboo to have the radio on in the car when trialling, but I understand that the Monaro took the fancy of those covering the event and we came in for some comment concerning large cars on narrow roads. Be that as it may as a driver I certainly had a ball.

The trial was divided into five sections which got alittle harder and more involved the further you progressed. By the time section five was finished I think all navigators new they had been on a trial. The practice of saving the crunch section to last is a good one because most competitors are a lot happier when they know they have not amassed a whole lot of missed checks. It also has the advantage, if you can call it that, of catching the navigator when he may not be as sharp as he was some five or six hours ago, with the increased chance of making errors. It was in the fifth section that we dropped our clanger, the instruction said use Pakowhai Rd and we used Pakowhai Road, result one check down.

Timekeepers to were kept busy, this trial used control to control timing and those that have been lulled into a false sense of security with check to check timing learnt the hard way the culmitive effect of a comparitively small error in timing over several checks.

To Pam and John Ahradsen and Kim Naylor congratulations on their section win, to Phillip and Warren thanks for your contribution to a very enjoyable and successful weekend. To the Hawkes Bay Car Club thank you for a varied and interesting trial that catered for all tastes and for the hospitality you extended to the competitors in your club rooms after the event. In fact these noggin and natter sessions after an event are turning out to be an ideal opportunity to get to know our opposite numbers in other clubs.

P.S.
If any of the Wellington Car Club members would like a run through Section 5 i.e. the last map reading section to find out where they went wrong please give me a ring at 861883 and we can arrange a time when Phil and Warren can explain how they interpreted it.

Alan Smart

WRONG APPROACH

The following comes from the Wairarapa Driver and I understand that one of that Clubs members ran the gauntlet between a check car on one side of the road and the organiser parked opposite, and got away with it.

How to pass a check point in the wrong direction at night, and not lose 150 points. When motoring along against the stream following a navigational indiscretion, and you are heading for a check car just where you were afraid it would be, this is what you do:-

1. The driver takes his hat off if he usually wears one, or puts one on if he usually doesn't.
2. The navigator crouches below dashboard level.
3. The timekeeper falls flat on his face in the back.
4. All interior lights off.
5. Cross all fingers.
6. Tiptoe innocently past the check car at about 1500 rpm, whistling a hymn (tune optional).
7. As soon as out of check cars vision, U-turn, count to 5, return to check at 10,000 rpm and check in with an honest Boy Scout grin.

COMING EVENTS

Not much to offer this month as trialling activities begin to taper off at this time of the year.

Tuesday October 5 NIGHT TRIAL
Start at club rooms, usual time, sorry no further details.

Saturday October 9
Te Awamutu major trial, I hope to have details for this event by the time the bulletin goes to print, please ring 861883 for further information.

Sunday October 10 HONEY POT
This trial is the last of the current Wall Cup series and starts at the Riverside car park at 1pm. John Thomson is the organiser, and the event will be approx. 100 miles and should not go as late as the Winter 100. No maps required.

MANAWATU CAR CLUB WALL CUP

It is not often that I am at a loss for words as some, if not all the non-speed committee are likely to tell you, but when it comes to describing the smooth organization that went on behind the scenes of this round of the wall cup series words fail me. How often have you been trialling and lunch break comes up and the organiser has laid on an empty farm house and if it had not been a little wet in what can only be described as an idyllic setting. A 15 minute break was allowed between each section and the complete lack of officiousness on the part of all the officals was appreciated by all competitors. To cap it all off, an invitation was extended to all to stay and spend a social hour or two in the very convivial atmosphere of the Manawatu Car Club clubrooms while Brian Green and his team had provisional results out in about an hour. To the Manawatu Car Club congratulations on a first class event.

Nine cars from our club turned out for the event, amongst which there was this Mazda Cappella which some one had suggested needed a blow through. I am led to beleive the handling and ride are first class and that it would make a good trialling car, definitely more suitable than a Herald Estate car. Also amongst the entrants was this car which must have been an advertisment for Lucas. I hope the owner does not make a practice of driving round with that array of lights ablaze because it will not be doing the motor-sport image any good.

To the trial itself, visits were paid to Bunnythorpe, Ashurst, Kimbolton and Fielding areas. The instructions were varied and in many cases when arriving at an intersection the safest policy was to stop, read the sign posts and check the several instructions that may apply, sort out the order of priority and finally proceed. U turn check boards were also frequently used and here to, all was not always as it seemed, as I mentioned at club night, it was important to check the the spelling of the codeword used or you could jump to the wrong conclusion and find yourself off course. Also met was the current practice of modified AA signs, e.g. on one side of the sign the road is COULTER and on the otherside COULTER the U having been blanked out. Needless to say when coming to Coulter you ignore it and carry on, later, often after a U turn check you will meet this sign from the opposite direction and then follow it.

The unmanned checks left quite a bit to be desired, Wellington Car Club members have been spoilt when you compare our unmanned check boards with those used by Manawatu. All you get is the codeword on a board about 15 in. by 2 in. One amusing board did not fall into this catergory however, being quite large and having the words 'sorry no CHECK here' needless to say, you duly wrote this lot on your drivers card.

The driver was also well catered for, one somewhat greasy road used is marked on NZMS N144 'clay surface passable only in dry weather', it had been a little wet but good fun for the driver even if the crew did not appreciate it. Some mud sections were also encounted and in most cases these were successfully negotiated, but it was noted at the lunch break that one car was not quite the shape the makers intended.

Alan Smart

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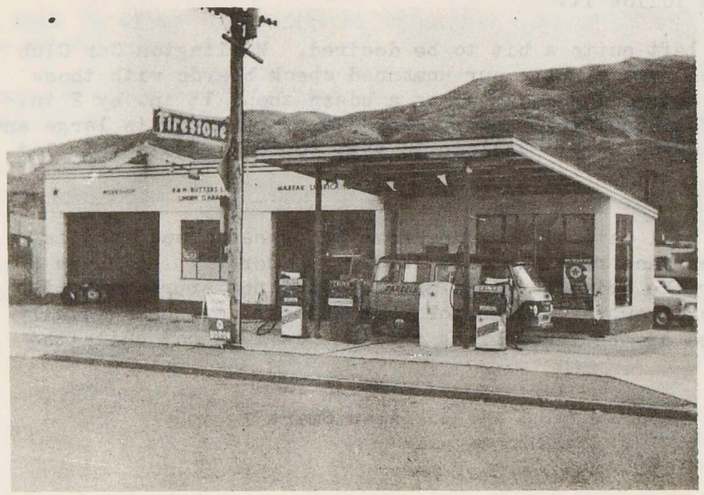
LINDEN GARAGE



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OVERSEAS NEWS

The Mexican Grand Prix has been cancelled in memory of Pedro Rodriguez.

Peter Gethin has left McLaren for BRM.

Mark Donohue has taken Gethin's place in the McLaren team. Roger Penske is rumoured to be very interested in the Formula One team. Penske has a reputation for making winners out of losers.

Five of the seven Porsche 917 cars in the Wyer-Gulf stable have been returned to the factory. Wyer is expected to revive the Mirage program for the 1972 3 litre series.

With Stewart now 1971 Champion, plans are being made for 1972. The most persistant rumours are as follows. Ford Cosworth will build six only super motors for next year. These will go to Tyrell, March and Lotus. Brabham and McLaren will be out in the cold. Ford on England are still interested in making their own Formula One car and John Wyer would be the logical man here. Cosworth may be cooking a deal with General Motors. Ronnie Peterson has just returned from a visit to the grand old man of Modena. Fittipaldi has been testing a March. BRM will have a new sponsor and Reggazoni.

Bob Jane has won the Australian Saloon Car Series with a Camaro.

Ford will phase out the Capri in Australia and are putting the new 250CL Falcon motor into the new Cortina in hopes to make an XU1-eating muscle car out of it.

Frank Matich will contest the next Tasman series with two Repco-powered cars of his own design. Second driver may be a Australian currently racing in Europe.

A recent non-championship motor cycle race at Silverstone drew a crowd of 80,000 people. Main highlight was a duel between Agostini and Hailwood. This was 30,000 more spectators than attended the British Grand Prix in July. This must go to prove something.

Forty one per cent of all new car registrations in California this year have been for foreign cars. This is really rocking the big three.

American Motors have introduced a toll-free telephone service for disgruntled car owners to call the factory to complain about dealer service.

General Motors may abandon Oldsmobile.

Jack Brabham won a recent Formula Ford race at Calder Raceway in Melbourne.

Jackie Stewart's Tyrell-Ford has a series of alloy spacers for mounting beyween the gearbox and final drive. The wheelbase can thus be lengthened by up to six inches in a short time.

Kiwi Bill Stone is making a flying visit back to New Zealand to promote March cars.

W.O.Bentley , designer of the Bentley car, recently died at the age of 83. He left the firm in 1935 after selling out to Rolls-Royce and has lived in seclusion of late. He recently claimed that he could no longer afford any of the cars that bear his name.

BENSON & HEDGES 500

Valiant - Valiant - Triumph - Cortina - Falcon -Valiant, was the finishing order in the 1971 Benson and Hedges 500 mile Production Car Race at Pukekohe on Sept 4th.

The four Valiants piloted by Neil/Bailey, Hyslop/Langley, Marwood/Innes and Leonard/Richardt, were expected to make the pace and they did just that. Leonard's long distance experience and expertise came out on top and the Number 4 Valiant stayed in front the entire distance, except during pit stops, and finished with a comfortable lead. Marwood and Innes were unfortunately disqualified when their pit crew left the pits to work on the car which had broken down out on the circuit. Up till this time they had been a model of consistency. The old campaigners Hyslop and Langley brought their car home a reliable second while the Rentokil Valiant of Merv Neil and Tim Bailey retired out on the circuit after a wheel assembly came adrift and crashed through the Petrol Tank. A tricky situation was averted by the driver and the car was pushed well off the track at the Tappenden hairpin a fire engine washed all the fuel off the track.

Great things were expected from the Triumph challenge and,while the Richards/Oxton car came home third,both drivers had to work very hard although at one stage Richards was lapping as quick as Leonard. One P.I.changed a gearbox while two others had their rear brakes disconnected in an effort to sort out their problems. The Beasley/Woolf car was unfortunate enough to roll at Railway corner.

Very impressive was the sole six cylinder Valiant Hemi of Anderson/Chrichton. This machine went very smoothly all day and finished in front of all but one of the Falcons. Five Falcons were entered but could only manage to get one car in the first six (5th place for Nazer and Smith), despite being driven by some of the best pedallers inthe business.

The new 2 litre Cortina GTs were six in number and they all went like scalded cats with the McLean and Phillips car finishing fourth overall. This year the Fiat 125s didn't get a look in with only two cars entered. Datsuns dominated both the next two classes with the McPhail/Kirk 1600cc model leading the Avengers and GTEs in it's class. The five 1200 models were unbeatable in their class and untroubled to win. This class included Warwick Kay and Alan Brough in the Toyota Corolla who drove very consistently all day.

The post race scrutineering saw the Avenger of Baigent and McDonald disqualified on the grounds of suspension modifications and the Petch/Radisich Datsun was thrown out on the grounds of running a non-standard diff. The scrutineers were obviously doing their jobs properly.

The Golden 100 race started in the rain and this resulted in some very hairy motoring at Tappenden Hairpin with many cars taking to the scenery for some distance. Francivic (GTHO) and Richards (Monaro) went to the front early but the former retired at about half distance and Richards slowed considerably towards the finish. Kerry Grant made his first appearance for some time and was definitly the quickest of the XU1 pilots and wound up in second place. Eventual wiiner was Brocklehurst's XU1 which went like clockwork throughout the race. The Mazda rotary had the crowd on it's toes as driver Bill Shiells put it sideways more often than straight ahead.

Bruce Anderson's brand new GTHO Falcon made it's first appearance after being run in up and down the runways at Hobsonville airfield during the week preceding the race. Wellington's Tom Russell excited the crowd with several unscheduled tricks in the Capitol Motor's Monaro including a mighty effort in the dip before the pit straight.

Organisation of the whole meeting was well up to scratch and the spectators were well catered for. A more extensive P.A. system is required as there are too many dead spots at trackside. This would be worse still during a noisy meeting such as the Grand Prix.

STOP PRESS

September Monthly Night Trial. 1st. Ecurie Nurg (Mike Burch)
2nd. Team McMob (McGuire/Bennett)
3rd. Team Conroy.

AUGUST MONTHLY NITE TRIAL.

The basic route of the trial covered the Southern Bays and harbour ent rance, followed by an intricate series of turns in the Mirimar and Mapuia areas then Lyall Bay, Melrose and Kilbirnie, past the Clubrooms to Island Bay via Melrose and back to the Clubrooms. Along the route , between tulips and straight line diagrams a person had to look out for certain checkboards at which to do a 'U' turn. When a person finally found a checkcar, chances where that they could have been asked one or two questions from the Road Code.

At one point we felt a bit dicky about one instruction when we were travelling North along Cobham Drive at 9.27¼p.m. then travelling South along Cobham Drive at 9.27¾p.m. Strong islands the City Council makes, don'cha know!

Even tho' we were last car away, we weren't last car home. We, Team Thomson/Brough, set the competitors off on their merry way and we had so many entries that we had to cut up cardboard boxes to draft out extra drivers' cards.

Hearty congratulations to Team McMob for a thoroughly neat and in -teresting trial and it made a very pleasant evening for all.....

MARIE THOMSON.

WELLINGTON CAR CLUB SPEED RECORDS (These figures apply on to events held by the Wellington Car Club at each venue.)

HOUGHTON BAY HILLCLIMB

Saloons	0–1000cc	Graham Jones	Hillman Imp	47.63	1968
	1001–1300cc	Dick Sellens	Cooper 'S'	45.20	1969
	1301–2000cc	Tim Beetham	Anglia	46.86	1966
	2001–3000cc	Bill MacPherson	Holden	50.20	1968
	over 3000cc	Angus Cameron	Monaro	46.80	1971
Sports	0–1500cc	Lester Reader	LJR–Ford	44.22	1969
	1501–3000cc	Ian Young	Cooper–Bristol	43.36	1962
	over 3000cc	Jim Boyd	Lycoming	42.27	1968
Racing	0–1500cc	Graham McRae	Brabham	39.92	1968
	over 1500cc	Syd Jensen	Cooper–Climax	40.90	1960

ALEXANDRA ROAD HILLCLIMB

Saloons	0–1000cc	Brian Taylor	Hillman Imp	68.85	1970
	1001–1300cc	Danie Lupp	Cooper 'S'	64.71	1970
	1301–2000cc	Wayne Fuller	Anglia	61.94	1970
	2001–3000cc	Bill MacPherson	Holden	73.28	1968
	over 3000cc	Angus Cameron	Monaro	65.37	1970
Sports	0–1500cc	Lester Reader	LJR–Ford	63.00	1970
	1501–3000cc	Morrie Hogan	U2–Ford	66.52	1967
	over 3000cc	Alan Paul	XK–140 Jaguar	74.45	1967
Racing	0–1500cc	Dexter Dunlop	McRae–Ford	58.85	1970
	over 1500cc				

PALMER HEAD HILLCLIMB

Saloons	0–1000cc	Dick Sellens	Mini–Cooper	47.75	1967
	1001–1300cc	Harvey Kibble	Cooper 'S'	43.40	1969
	1301–2000cc	Wayne Fuller	Anglia	43.11	1970
	2001–3000cc	Bill MacPherson	Holden	47.38	1966
	over 3000cc	Angus Cameron	Monaro	44.20	1970
Sports	0–1500cc	Doug Lawrence	Cooper Climax	42.80	1961
	1501–3000cc	Basil Jones	Cougar–Holden	43.48	1966
	over 3000cc	Brian Watson	Bagnall–Jaguar	44.92	1966
Racing	0–1500cc	Graham McRae	Brabham	38.37	1968
	1501 over	Syd Jensen	Cooper–Climax	39.05	1960

(Outright 0–1000cc saloons – B.Taylor (Imp) 47.50 1001–1300cc saloons – H.Kibble (Cooper'S') 43.11 1301–2000cc – W.Fuller (Anglia) 42.52. Recorded at M.G.Car Club event)

AIRLIE ROAD GRAVEL HILLCLIMB

Saloons	0–1000cc	Jim Marchbanks	Mini	59.38	1970
	1001–1300cc	Harvey Kibble	Cooper 'S'	53.92	1971
	1301–2000cc	Peter Parnell	Fiat–VW	55.98	1970
	2001–3000cc	Roy Gregory	Fiat–Holden	63.27	1971
	over 3000cc	Grady Thomson	Monaro	57.60	1970
Sports	0–1500cc	John Warring	Sprite	56.40	1970
	1501–3000cc	Peter Parnell	Beach Buggy	55.07	1971
	over 3000cc	Clive Parkin	Ford–Agatha	68.88	1970

STANDING QUARTER MILE SPRINT

Saloons	0–1000cc	Gary Lang	Mini	18.01	1970
	1001–1300cc	Graham Cowie	Mini–Cooper	16.67	1964
	1301–2000cc	Wayne Fuller	Anglia	15.52	1970
	2001–3000cc	Bill MacPherson	Holden	15.95	1965
	over 3000cc	Tim Beetham	Ford GTHO	15.08	1970
Sports	0–1500cc	John Warring	Sprite	15.19	1970
	1501–1300cc	Basil Jones	Cougar–Holden	15.93	1965
		Ginger Grundle	Porsche	15.93	1970
	over 3000cc	Rick Rimmer	Jaguar E–type	15.21	1970
Racing	0–1500cc	Peter Slocombe	Lotus	14.75	1964
	over 1500cc	Neil Whittaker	Cooper–Climax	12.87	1964

FLYING QUARTER MILE SPRINT

Saloons	0–1000cc	Gary Lang	Mini	96.4mph	1970
	1001–1300cc	Les Field	Cooper 'S'	108.3	1970
	1301–2000cc	Wayne Fuller	Anglia	113.2	1970
	2001–3000cc	Geoff Arkley	Jaguar 2.4	108.4	1970
	over 3000cc	Tim Beetham	Falcon GTHO	133.7	1970
Sports	0–1500cc	John Warring	Sprite	120.8	1970
	1501–3000cc	Ginger Grundle	Porsche	130.4	1970
	over 3000cc	Rick Rimmer	Jaguar E–type	130.8	1970
Racing	0–1500cc	Peter Slocombe	Lotus	117.5	1964
	over 1500cc	Neil Whittaker	Cooper–Climax	144.2	1965

OVERSEAS NEWS (continued)

An attempt on the land speed record is to be made on Lake Eyre in Australia soon. A jet–powered car is to be campaigned by Gary Gabelich and 1000mph is the target. Gary (Elfin) Cooper is rumoured to be interested in the project and may build and/or drive.

Max Stewart has left the Mildren team and will campaign in Formula 5000 on his own.

Hannu Mikkola recently broke six ribs when his Escort landed on it's nose after 'yumping' recently in the Rally of One Thousand Lakes.

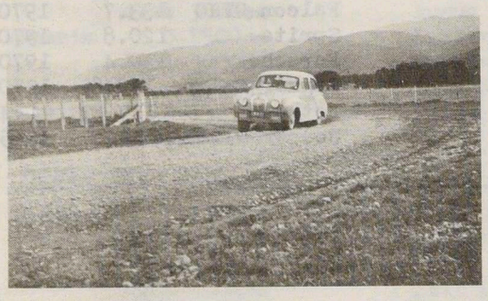
World motor cycle champion Agostini will retire from bikes at the end of the year and may take up cars after all.

Jim Hall has a Formula 5000 Chaparall under construction.

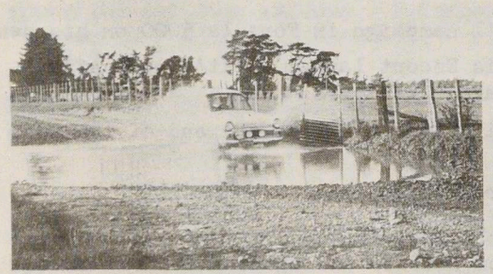
Entries for the Australian Southern Cross Rally include Hannu Mikkola and Gunnar Palm, several Japanese Works entries, one from America and about five from New Zealand.

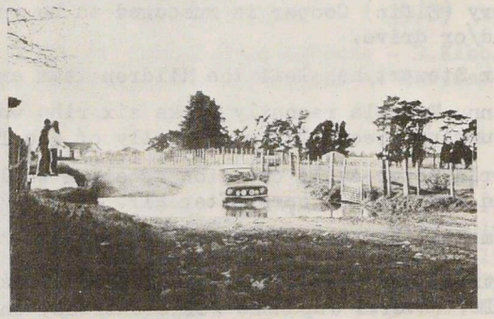

CM 8121



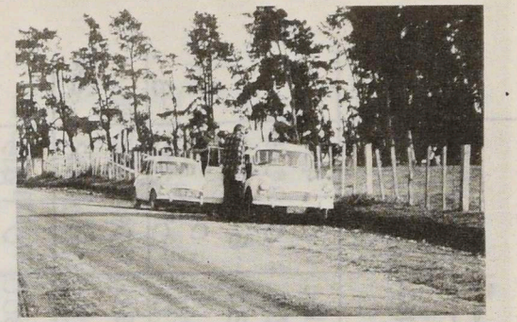




















WINTER '100' 22-8-71

CAR No	DRIVER	c/Bds MISSED (15 OUT)	SECT 1 CONT.	c/Bds (13)	SECT 2 CONT	c/Bds (17)	SECT 3 CONT.	c/Bds MISSED (5)	CHECK 1	c/Bds MISSED (2)	CHECK 2	c/Bds MISSED (2)	POINTS LOST	PLACE
1	GREG ANDREWS	150	5	150	8	60	7	30	4E	30	13L	0	457	
2	TIM DYER	150	19	30	6	30	16	0	0	0	24L	0	275	
3	A. J. MARTIN	120	13	30	21	30	3	0	14L	0	30	60	321	
4	MIKE BURCH	30	2	0	4	0	1	0	12L	0	1E	0	50	1ST
5	Steve LACHMAN	120	13	30	4	0	0	30	5E	30	0	0	232	8
6	B. de MONTALK	120	30	30	30	30	18	30	6L	30	6L	0	330	
7	J. D. GOUGH	30	5	0	5	0	12	0	2E	0	1L	0	55	2nd
8	D. EDMONDS	300	5	30	14									
9	Ian McGUIRE	150	2	90	4	5	30	90	14E	0	30L	0	415	
10	P. SINCLAIR	120	24	150	17	30	20	90	30	30	9E	30	550	
11	P. NASH	120	30	30	13	0	14	30	0	30	0	0	267	
12	M. DOBSON	150	30	30	16	90	21	30	7L	60	30	0	464	
13	Murray McGUIRE	30	10	30	13	0	5	0	2E	0	1L	0	91	3rd
14	JIM GROGGIN	150	16	180	12	30	12	30	30	30	7L	60	557	
15	Team 1500	150	9	0	13	0	8	0	4L	30	19L	0	233	9
16	T. DOYLE	30	11	0	24	0	21	0	3L	0	3L	0	92	4
17	ROBIN CURTIS	120	16	0	22	0	10	30	5E	30	1E	0	234	10
18	P. COURY	150	6	0	9	30	5	60	1E	0	4L	0	264	
19	M. BAKER	60	10	0	19	0	5	60	4E	0	3E	30	191	6
20	KIM NAYLOR	30	9	0	16	0	7	30	5E	0	2E	0	99	5
21	JIM REYNOLDS	120	15	0	18	0	15	30	2L	30	0	0	230	7
22	MURRAY THOMPSON	150	15	0	24	30	10	0	0	30	3E	0	262	

ORGANISED BY JOHN GLADHILL (MAPS) & ALAN SMART (Priorities). MARSHALS: EDDIE CONROY, JOHN SWAN, ROSS LAKE, NEIL McGILL, JOHN THOMSON. (c/Bds missed @ 30 ea).

17

18

AIRLIE RD HILLCLIMB 14 8 71

1	R GIBBONS	MINI	1.00.90	1.01.05	59.45	58.60	59.70	59.55	58.24	57.34	55.93
2	R CURTIS	MINI SPRINT	1.01.77	1.10.64	1.01.47	1.01.32	58.38	1.00.60	58.60	57.68	58.93
3	J GLADHILL	MINI	57.08	58.58	57.93	56.66	56.10	54.57	54.16	55.48	55.05
4	M. RAVENSCROFT	MINI	1.02.47	59.73	58.96	58.56	57.85	1.00.10	58.52	1.03.27	56.69
5	K GEORGE	MINI-VAN	1.05.00	1.02.70	1.00.20	59.40	59.94	1.00.20	1.06.25	58.72	58.23
6	P PARNELL	BEACH BUGGY	1.11.35	—	58.49	58.29	57.45	57.10	55.07	55.41	56.97
7	B MORRIS	HUMBER 80	1.21.76	1.14.22	1.10.75	—	1.09.24	1.09.59	1.10.27	1.06.78	1.09.25
8	N CRIGHTON	MINI	1.09.10								
	[illegible]	[illegible]	[illegible]	1.07.62	1.07.50	1.09.77	1.08.15	1.06.14	1.06.42	1.07.60	1.06.29
9	R JONES	CORTINA	1.11.13	1.08.64	1.05.44	—	1.07.14	—	1.02.97	1.01.10	—
10	R JONES	ORANGE DART	—	1.07.88	—	1.06.40	—	1.03.82	1.02.13	1.00.12	1.00.56
11	S ROBERTSON	A-35	—	—	—	—	1.06.77	1.04.54	1.03.27	1.03.30	1.03.90
34	R GREGORY	FIAT HOLDEN	1.14.40	1.11.95	1.06.82	1.10.59	1.04.17	1.02.50	1.03.00	58.85	58.81
133	H KIBBLE	MINI	1.01.33	59.93	58.11	56.80	56.25	57.23	53.92	53.94	54.22

CLASS PLACINGS

0 – 1300 c.c.

1ST	133	53.92	5TH	2	57.68
2ND	3	54.16	6TH	5	58.23
3RD	1	55.93	7TH	11	1.03.27
4TH	4	56.69	8TH	8	1.06.14

1301 & OVER

1ST	6	55.07	5TH	7	1.06.78
2ND	34	58.81			
3RD	10	1.00.12			
4TH	9	1.01.10			

YE OLDE WINTER HUNDRED

" No maps required " . One of the first things to pack for a John Gladhill trial is a sense of humour, so I was not altogether surprised to find that maps were not required because they were to be provided for the first three (map-reading) sections. Ho Ho resonantly.

From the start at the north foot of Pukerua Bay Hill we trundled off north to Raumati and into the first map-reading section. Once the first bit of devious cunning had been sorted the rest was not too bad. We made one boob here which the organisers had also made, and although we were right on at the time, another competitor, Murray McGuire, found a shorter way of getting round.

As in all our trialling, timekeeping at this stage consisted of driving at 5mph above the required average as much as possible until the inevitable off-course excursion, and then going like the hammers of hell to the next check. Occasionally one gets F.T.D rather than a more conventional placing, but it's not a bad method on the whole.

The foregoing is offered as an excuse to those who may have seen a very puzzled Wolseley steaming around Paraparaumu in a most agitated fashion in the next section. Correction - the next two sections. Eventually we decided that the bit about using S.H. 1 in a northerly direction only must have ceased to apply without our noticing it, so rather than head for Auckland we decided to go south and were relieved to find a check confirming our suspicions.

The third section used the good old " second shortest route " trick, i.e., do your loops clockwise. The proliferation of checkboards kept the navigator flat out copying down outlandish Welsh names as long as your arm, some of which differed from other boards by only one letter. "Llanfidno " and " Llandudno " for one example. Try deciphering that at 30 knots !

In Section four our troubles started. We missed a check by the simplest of all methods - we drove straight past it. And what is more we very nearly did the same thing the second time round. Thus did we lose twelve points in one go. The speed schedule in this last section was one of those 11088 feet in 183 seconds type of thing, which we dealt with in our usual fashion - i.e., we just pedalled on regardless. Eventually we made all the instructions fit, except the last one which had a typingerror. After a pleasant flog down the Paraparaumu Loop, it was back to Paekakariki to the final control.

We took it into our heads to beat around Paekakariki itself, as we were using the 71/72 MANZ book, which defines a crossroads as any four road junction, whereas the ASRs had specified the 70/71 edition which says that to be a crossroads the arms must be st raight. Anyway we went right at crossroads just like the instructions said, at the foot of the Paekakariki Hill and stooged hopefully around the burg, eventually applying the Law of Umm, and returning to the Main Drag and into Hon John Swan at the Final Control.

We haven't seen the results yet, but understand that some of the last section has been scrubbed.

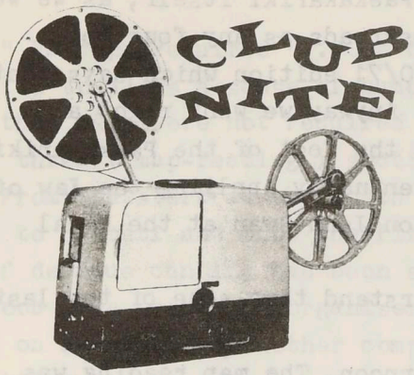
All in all a very pleasant trialling afternoon. The map reading was particularly good value and the car broke down only twice, so on the whole we enjoyed ourselves. Many thanks to John Gladhill, Alan Smart, and all the marshalls who made the Winter 100 possible.

Ecurie Nurg.

WORKING BEE 5th SEPT 1971

Congratulations to Ray Duffell. Ray arrived bright and early and opened up the clubrooms ready for the influx of clubmembers. He prepared for all the various projects to be done and waited ---- ---and waited and while he waited he worked. When hungry,he looked at his watch,it was 1 o'clock. Not one clubmember turned up. Some apologies were received from committeemen. No doubt everyone had a good excuse or reason for not being there.
We know we cannot have 100% of our membership at a working bee,BUT!! Our next Bee is on the 17th October,so this gives you 5 weeks to arrange your program for that Sunday so as you can leave a morning or an afternoon (preferably both) free to give a hand. If you are forgetful like me,let a committee member know and he will ring you a day or two before to remind you.
The Wellington Car Club consists of a number of financial members that is -you and me--we have a building for our club activities and this is something many other clubs would do anything to acquire. Now let's tidy it up and do the final touches.
The date again: SUNDAY 17th OCTOBER.
Please make an effort for your own club.

Ed Conway.



The elements contrived to keep us from our August clubnight, fortunately unsuccessfully. During the preceding night a window had blown out of it's frame during the storm and the interior of the building had become flooded. Prompt work by Peter Martin and Gary Lang on the Tuesday afternoon saw the window temporarily re-installed and the floor dried out. Then, just a few hours before clubnight started,a large tree crashed down across the access road making it necessary for members to leave their cars on the road below and walk up to the clubrooms.

Nevertheless, the large crowd present were treated to some good films including a new film on English power boat racing, films of the 1967 Le Mans race plus some Australian racing films. The programme was generously supplied by Ford and W.D.and H.O.Wills.

AIRLIE ROAD GRAVEL HILLCLIMB

A very disappointing entry of only thirteen cars competed at the recent Airlie Road event. The day was incident free and a very good dice was held between John Gladhill and Harvey Kibble in Mini-Cooper'S's. Peter Parnell put his Beach Buggy to good use to record third quickest time. FTD eventually went to Harvey with John no far behind.

VALVOLINE RACING OIL - SPECIAL OFFER

The distributors of Valvoline Racing Oil, D.R.Britton Ltd, are making the following special offer to persons participating in the 1971/72 motor racing season. They will supply, free of charge, one 2 gallon can of Valvoline racing oil plus up to five gallons of Valvoline racing oil at wholesale price. In return for this the competitor must sign a simple agreement to use only Valvoline in his car for the season and to display Valvoline stickers on his vehicle. No other brand of oil can be advertised on the vehicle. Further details and forms can be had by contacting the bulletin editor.

A DOZEN YEARS AGO .....

September 1959. An economy run was held from Kilbirnie to the Paekakariki Hill and back again. There were eight competitors and the winner was Bob Gibbons who recorded 59.3 ton miles per gallon in a 3.4 Jaguar. Second was Gary Lang in a Minor 1000..... Editor Basil Drake gave a full and very interesting report on the latest Ferrari plans for the coming season.

HALDA

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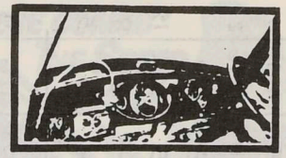

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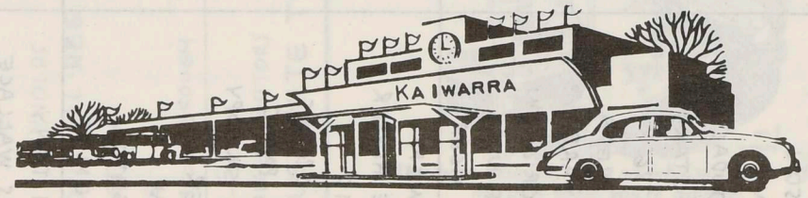

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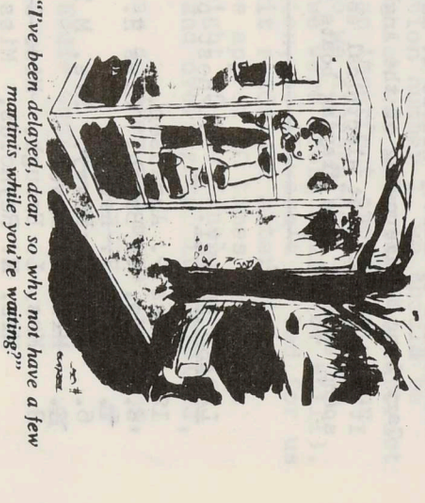
1	ROBINSON	60	1	60	2	120	10	60	30	60	8	5	416	
2	HOPKINS	90	0	0	27	60	9	30	30	0	20	10	276	21
3	de MONDALIS	90	1	30	14	90	2	60	13	30	14	5	349	
4	PENDASTARS	90	2	0	15	0	19	0	6	60	5	5	202	19
5	TEAM 86	30	—	0	2	30	15	0	10	0	2	—	89	8
6	TEAM FREDA	30	1	0	2	0	4	0	21	0	9	—	67	5
7	HAWKYARD	RETIRED												
8	TEAM CRIGHTON	60	1	0	1	0	5	0	10	30	14	5	126	11
9	ECURIE NURG	30	1	0	13	0	5	0	2	0	—	5	56	3
10	TEAM TIGER	60	2	0	20	0	6	0	6	0	14	5	143	14
11	Mc EWEN	60	2	30	2	90	30	60	30	90	24	5	423	
12	HEDGE HOPPER	60	3	0	1	120	5	0	23	0	27	—	239	20
13	ADAMS	60	30	0	1	90	30	60	18	90	8	10	397	
14	TEAM SPARKS	60	16	0	1	0	29	0	6	30	9	5	156	15
15	" PANIC	—	6	—	RETIRED									
16	" SNOOPY	30	2	30	21	30	20	0	10	0	4	5	142	13
17	FISHER	30	3	0	2	0	16	60	26	30	13	—	180	17
18	IRWIN	60	30	60	30	120	30	60	30	90	27	10	547	
19	CHRIGHTON	30	1	60	9	0	22	0	6	0	2	10	140	12
20	MIDDLEMISS	120	27	60	1	120	1	60	15	60	17	5	486	
21	TEAM TONY	30	10	0	1	0	9	0	30	0	23	10	113	10
22	JAMES WALLACE	30	2	0	0	30	8	0	12	0	7	5	94	9
23	TEAM CONROY	60	1	0	1	30	3	30	5	30	11	—	171	16
24	TEAM EU 1300	90	3	30	18	60	30	60	8	0	4	—	303	
25	SCUDERIA TIGERIUS	30	4	0	1	0	5	0	7	0	16	5	68	6
26	NON COMPOS I	RETIRED												
27	" " II	90	5	0	6	120	12	0	13	90	22	5	363	
28	BEASLEY	60	2	30	30	90	30	60	30	90	13	10	545	31

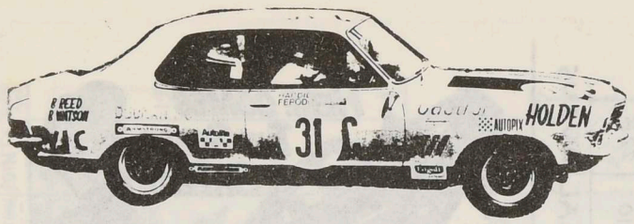
29	PING PONG	30	22	60	9	120	2	—	RETIRED					
30	ECURIE TRIAD	30	1	0	2	0	4	0	2	0	4	5	48	1
31	GLEDSTONE	90	3	0	21	0	29	0	30	30	26	10	239	20
32	TEAM 1500	90	5	30	7	60	30	30	29	60	20	—	351	25
33	FORD	60	29	30	16	120	0	60	30	120	18	10	593	
34	TEAM SHOTGUN	90	2	30	9	0	11	30	19	90	13	5	299	22
35	" COB	60	0	0	0	0	2	0	6	0	14	—	82	7
36	" REYNOLDS	30	12	30	13	30	24	0	30	120	30	5	294	23
37	the ORIGINIAL NBG	30	1	0	7	0	14	0	4	0	2	5	63	4
38	CHRISTIAN	60	2	0	5	90	17	0	9	0	11	5	199	18
39	GOSS	90	11	60	7	120	0	60	17	90	6	—	461	
40	THOMSON / BROUGH	30	4	0	2	0	8	0	3	0	2	—	49	2
41	DOYLE	30	7	0	4	30	4	0	23	90	30	10	228	
42	MIDNIGHT MOTORS	—	RETIRED.											



"I've been delayed, dear, so why not have a few martinis while you're waiting?"



SEPTEMBER CLUBNIGHT



cross flow

We are all pleased to see our President out of hospital and back at the wheel again.

Terry Huxford is off to the wilds on New Guinea for a two year head-hunting stint. Best of luck Terry! If the climate gets too hot over there we understand that Mr Parnell has a good line of cold showers. Just ask Chief Tester Galvin!

Peter Slocombe fired up the newly constructed twin-cam Escort recently and all appears to be AOK. Future plans are not yet certain.

The eighteenth Lotus constructed is now in many pieces the the McKinney workshop. Dave's famous Mark Six is to be restored to original order, right down to an 1172 motor.

Bruce Paine has returned to the fold from the land of the great grey snow and is eagerly surveying the trialling scene.

The rugby match between the Hutt Valley Club and ourselves had to be cancelled owing to bround conditions, but will be rescheduled next season.

Wayne Fuller's Escort is now sporting the FVA motor from Paul Fahey's Escort.

Dexter Dunlop's TransAm Mustang has arrived in full American racing trim and looks very businesslike in blue and orange. Car is a 1968 model and was campaigned on the TransAm trail by New Zealander Bob Kennett with some sucsess. The car is being maintained by Harvey Kibble at Autofleet.

Gary Lang is disposing of the Anglia in favour of a Torana XU1.

It's no wonder that electrical servicing charges are so high when electronical men spend so much time playing boats with their vans and reading Autonews.

LADIES TROPHY. _ highest placed lady in all club events.

12. Miss P. Ahradsen.
8. Mrs. S. Burch. Miss H. Colvin. ~~Miss I. Painter.~~
~~7.~~ ~~Miss V. Kenyon.~~
6. ~~Miss E. Dovey.~~ Mrs. M Thomson.
~~4.~~ ~~Miss F. Dwyer.~~
3. Mrs. L. Brough. ~~Miss C. Dear.~~ ~~Miss L. Standen.~~ Mrs. B. McGuire. Mrs. M. Reynolds. Miss J. Stewart.
2. Mrs. D. Buchanan. Mrs. A. Conroy. Mrs. C. Foulkes. ~~Mrs. J. Goggin.~~ ~~Miss M. Hill.~~ ~~Miss J. McDonald.~~ Mrs. B. Taylor.
1. Mrs. L. Duffell. ~~Miss K. Dell.~~ Mrs. K. Garey. Mrs. L. Martin. ~~Mrs. F. Martin.~~ ~~Miss M. Neil.~~ ~~Miss M. Munro.~~ Miss R. Shepherd. Mrs. F. Tollan. Nrs. L. Joyce.

WALL CUP TROPHY. Wairarapa Car Club Trial.

It all started for me when John Gladhill asked me to accompany him on this event. An afternoon trial with the famous Gladhill sounded beaut. Until Sunday at noon I wondered whether our steed would be the Alfa or the rally min. It was to be the Italian car. We set off for Featherston selecting a stereo tape of Herb Alpert as we went. It was obvious after a couple of miles that I was going to enjoy the ride.

It was good to see the club so well represented with 10 cars - Alan Smart, Peter Martin, Mike Burch, Martin Baker, Tim Dyer, Phil Parnell, Kim Naylor, Tom Doyle, Jim Reynolds, and their crews. Teams were soon sorted out, Alan and Mike, Martin and Phil, Tom and Kim, Jim and Tim, and we teamed with Peter. Our team mates left the start 2 minutes before us, and we did not see them for the rest of the event except for once, and that was at a combined speed of approx 110 MPH. (we don't speed). It was a different story as regards the car behind us, (Alan Smart). When we arrived in a local resident's front yard and had done only .6 of a mile from the start, we decided we had gone off course somewhere, so we retraced our steps only to find Alan parked in his yellow gas gobbler tossing a coin. We waved him on as we had discovered our mistake and so after some miles Alan caught us up. (He couldn't find 3rd).

In the first section we had 3 overiding instructions. It was necessary to follow all the instructions, as the location of the control was not stated.

Section 2 was turns on mileages which was much easier for us as we had muffed our ODO check - we thought we knew our error. Thinking was not good enough, so when the instruction changed from stay ahead to stay left, our estimated mileage came up right on a straight ahead and bear left. We said to each other "Alan will know, he's got one of those Halda things." Have you ever leaned on a rotten stick? We went straight ahead which was wrong, and into a check, hence we were given extra instructions to make a U turn and proceed with current instructions !! What was current? We were using instruction number 1, we should be using number 2, in fact they meant number 4 which was identical to instruction number 1. We set off again looking for an imperfect crossroad. Our estimated mileage came up just past a turn so we disregarded our rotten stick and found a mud road behind a school, we were wrong again (or still). Fortunately 5 checks were wiped in this section, so it wasn't so bad for us.

Section 3 turned out to be - ignore no exit roads and alternately turn left and right, We managed to alternate approx 20 times before we miscounted, but fortunately we were within sight of the final control.

All in all, dispite the odd mistakes and oversights it contained, the trial for me was enjoyable.

The trip home is another story. It was quicker and more exciting, but that's for another day.

Eddie Conroy.

ROLAND CLAPPERTON TROPHY - all non-speed events.

17. K. Naylor
13. P. Martin. I. Shepherd.
12. J. Gladhill. Miss P. Ahradsen.
10. Philip Parnell. M. McGuire. M. Burch.
9. K. Foulkes. C. Taylor.
8. Miss H. Colvin. Miss L. Painter. Mrs. S. Burch. J. Ahradsen.
7. N. Crighton. P. Dyer. Miss V. Kenyon.
6. Mrs. M. Thomson. A. Smart. N. Fisher. G. Dyer. E. Conroy. Miss E. Dovey. P. Bennett. G. Adams.
5. B de Montalk. P. de Montalk. W. Denton. M. Fuohy. I. Jensen. I. McGuire. G. Sivyer.
4. I. Pinkerton. P Jensen. P Gentry. Miss F. Dwyer. J. Conroy. R. Curtis.
3. Miss L. Standen. G. Beaumont. Mrs L. Brough. A. Brough. T. Doyle. I. Crighton. G. Carter. Miss C. Dear. M. Dobson. D. Flaus. S. Fellows. J Goggin. R. Gledstone. D. Hunter. T. Hvid. C. James. Mrs. B. McGuire. N. McGill. B. McPherson. A. Pilkington. D. Prowse J. Reynolds. Mrs. M. Reynolds. J. Sinclair. W. Setter. P. Tollan. J. Thomson. T. Sanders. Miss. J. Stewart.
2. G. Adie. M. Arlov. W. Ashton. D. Adams. Mrs. D. Buchanan. G. Blick M. Buchanan. Mrs. A. Conroy. D. Edmonds. L. Evans. F. Englert. P. Fellows. B. Fisher. R. Goss. M. Galvin. K. George. R. Lake. J. Hungerford. Miss M. Hill. Nrs. J. Goggin. Miss J. McDonald B. Naylor. B. Ryan. M. Reid. Mrs B. Taylor. Mrs. C. Foulkes.
1. T. Blakemore. C. Bleasdale. B. Bebarfold. T. Clarkson. D. Clay. J. Christian. A. Dunn. G. Coleman. Mrs. L. Duffell. Miss K. Dell. R. Dollimore. S. Fordes. M. Hopley. P. Irwin. M. Hadden. Mrs. K. Garey. M. Garey. T. Jewels. R. Gillespie. J. Jackson. H. Kibble. A. Martin. G. Martin. M. Morgan. P. McCreery. P. Middlemiss. Mrs. L. Martin. P. Miet. R. McCrae. J. Mallin. D. McGuire. C. McEwewn. D. McKinney. Mrs. F. Martin. Miss M. Munro Miss. M. Neil. P. Nash. T. Pullen. W. Smith. Peter Parnell. S. Robinson. S. Robertson. D. Rowell. Miss R. Shepherd. I. Scarfe G. Thompson. J. Turner. R. Wark. W.Waugh. D. Williams. D. Wilson N. Williams. Mrs. L. Joyce.

THORNTON TROPHY. - gymkhanas.

4. I. Pinkerton.
3. M. Burch.
2. W. Ashton.
1. D. Hunter. P de Montalk. B. de Montalk. P. Jensen. I. Jensen. T. Hvid. R. Goss. Mrs. S. Burch. J. Ahradsen. K. Naylor.

MONTHLY NIGHT TRIAL TROPHY.

40. Ecurie Triad.
32. Team Conroy.
30. Ecurie Nurg.
24. Gary Adams. Team MacMob.
20. M. Reid.
17. G. Sivyer.
14. Team Crighton. Triple C Rally Team. Team EV1300. Team Sparks.
12. Team 86.
11. Team Thomson/Brough.
10. C. Taylor. Midnight Motors. Brian & Philip.
7. Pentastars. Team Freda.
6. Hedgehoppers. Team Shotgun. Team Tony. Team B.R.G. N. Fisher. Team Brieweed. Team Snoopy.
4. R. Gledstone. T. Blakemore. A. Pilkington. Ray Beasley. Team Panic.
3. Non-Compos. M. Hopkins.
2. A. J. Martin. Ecurie Egmont. Team Tiger. Filthystan Duo. R. Goss Humber 80. N.B.G. Squashed. Don Adams. Williams-Adams Team. P. Middlemiss. Team Model E. Ivan Scarfe. J. Gladhill. P. Irwin. Philip Parnell. M. Garey. Team Wilev. J. Reynolds.
1. J. Ahradsen

EAST CUP. - 2 man crews on monthly night trials.

40. Ecurie Triad.
37. Team Conroy.
35. Ecurie Nurg.
26. G. Sivyer.
20. Team Freda.
15. Team 86.
14. Brian & Philip.
12. Midnight Motors. C. Taylor. Team B.R.G.
10. N. Fisher.
9. A. Pilkington.
6. T. Blakemore. Pentastars. Team Panic. Hedgehoppers.
5. Team E.V. 1300
4. Ray Beasley. P. Middlemiss.
3. Team Non-Compos. Team Snoopy. Team Wilev.
2. Philip Parnell. Team Tony. M. Garey/ J. Gladhill. R. Goss. Team Model E. Williams-Adams Team. Team Tiger.
1. J. Ahradsen.

ATKINSON TROPHY. - Wall cup trials, Interclub gymkhanas, and the Duncan McKenzie trophy.

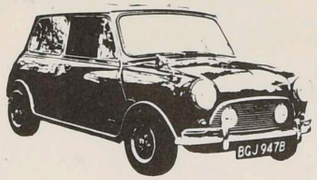
9. P. Martin. J. Gladhill. I. Shepherd.
7. W. Fuller. K. Naylor.
5. Philip Parnell. M. Baker. Miss. L. Painter.
4. E. Conroy. G. Sivyer. C. Taylor. K. Foulkes. A. Cameron. D. Lupp.
3. P. Dyer. G. Dyer.
2. H. Kibble. T. Donovan. J. Reynolds. J. Ahradsen. W. Denton. Miss. P. Ahradsen. M. McGuire. Miss H. Colvin. N. Fisher.
1. R. Rimmer. M. Ravenscroft. R. Gibbon. R. Curtis. G. Manzone. W. Kay. G. Brownlie. G. Wellsford. G. Clarke. P. Maxwell. M. Coffey. G. Thomson. S. Locker-Lampson. A. Smart. P. Miet. P. Fellows. R. Gledstone. P. Gentry. S. Fellows. Miss V. Kenyon. Mrs. M. Reynolds. M. Gledstone.

HANSEN TROPHY. - all club events.

20. J. Gladhill.
19. K. Naylor.
13. P. Martin. I. Shepherd.
12. Miss P. Ahradsen.
10. K. Foulkes. Philip Parnell. M. McGuire. M. Burch.
9. C. Taylor. J. Ahradsen. H. Kibble.
8. D. Lupp. Miss L Painter. Miss H. Colvin. Mrs. S Burch.
7. N. Crighton. P. Dyer. Miss V. Kenyon. S. Locker-Lampson.
6. 8 persons.
5. 7 persons.
4. 15 persons.
3. 37 persons.
2. 33 persons.
1. 70 persons.

MORGAN TROPHY. - club workers.

29. Mrs. L. Brough.
21. T. Brough.
16. A. Smart.
14. Mrs. A. Conroy.
12. G. Huxford. M. Wilkin.
10. J. Thomson.
8. M. McGuire. J. Gladhill. T. Blakemore. M. Reid.
6. K. Naylor. K. George. Philip Parnell. J. Ahradsen.
4. I. Shepherd. B. Naylor. I. Drummond. I. Foster. M. Galvin. W. Kay. K. Hartley. P. Scott. C. Taylor. Mrs. S. Kay. J. Conroy. B. Taylor.
2. R. Dollimore. M. Baker. T. Hvid. P. McCreery. W. Huxford. J. Pfeffer. I. McGuire. C. McEwen. S. Young. M. Dobson. R. Beasley. W. Denton. I. Jensen. N. McDonald. G. Davidson. Miss P. Ahradsen. S. Robinson. Miss C. Dear. P. Clement. Miss. L. Standen. A. Pilkington.



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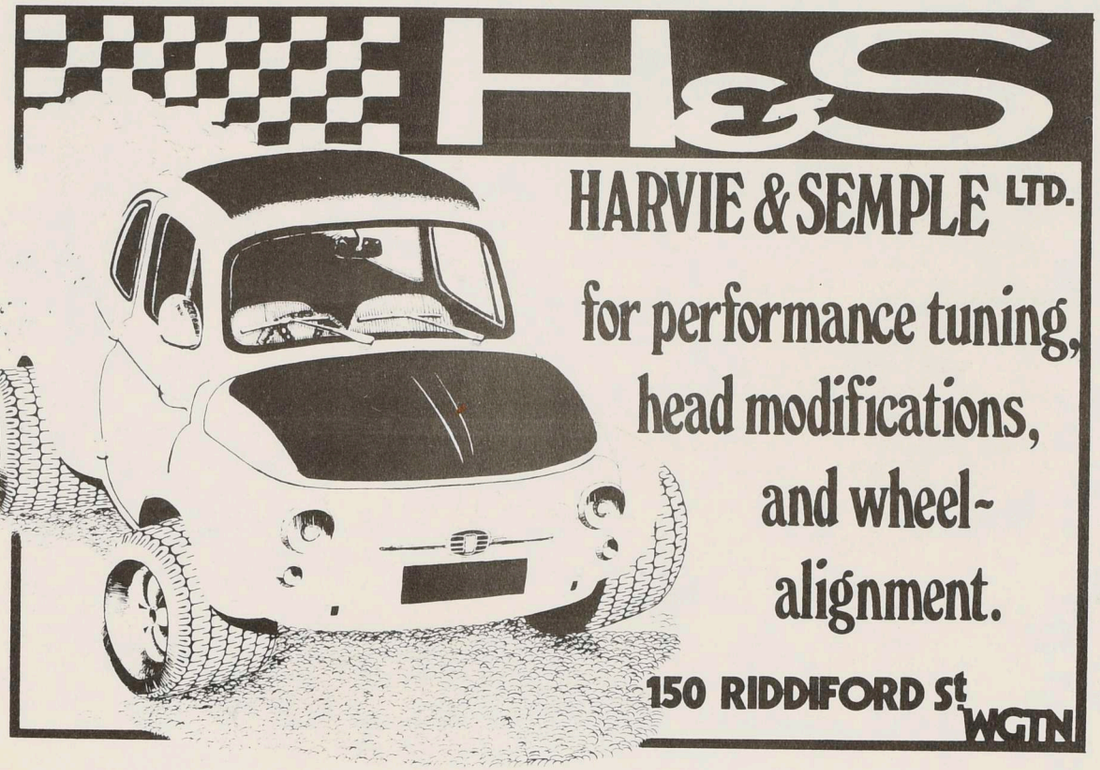
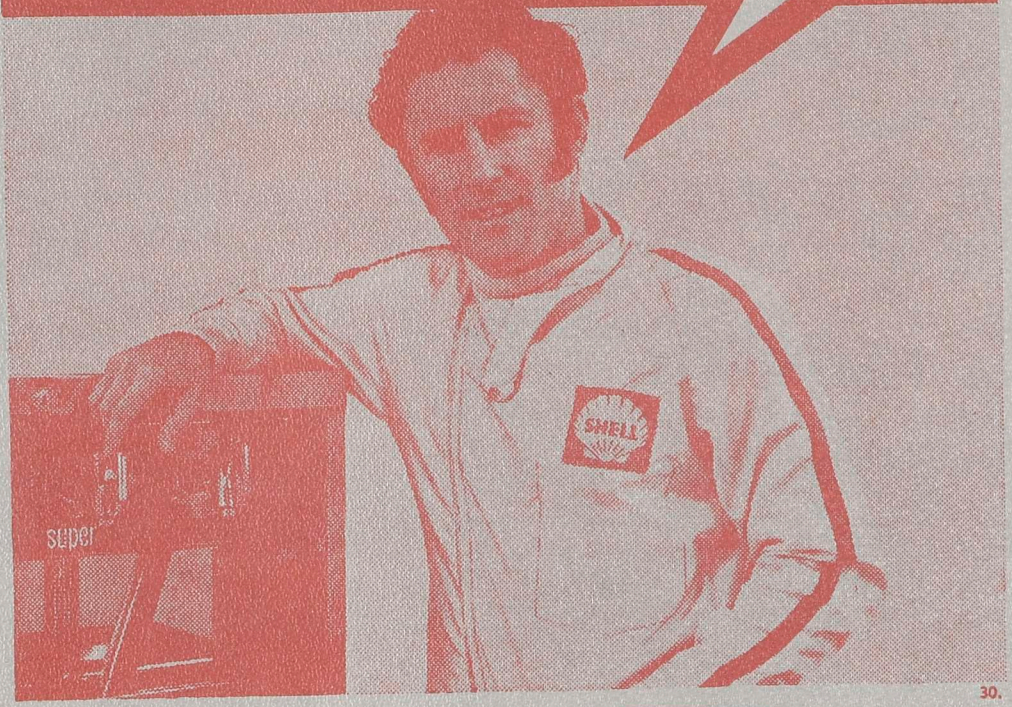


Tasman Champion Graham McRae says:

'I use the same Shell oil on the track as I do on the road ...Shell Super' Graham McRae



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MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB

Oct 75



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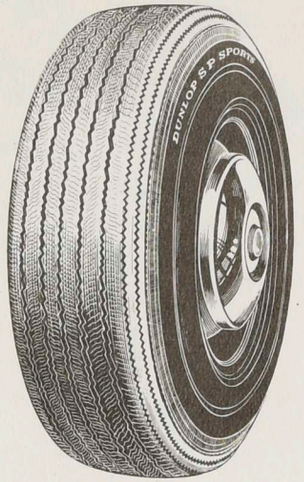

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MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB

OCTOBER 1971 contributors - Warwick Kay
Pam Ahredsen
Alan Smart
Ian Pinkerton
Mike Burch

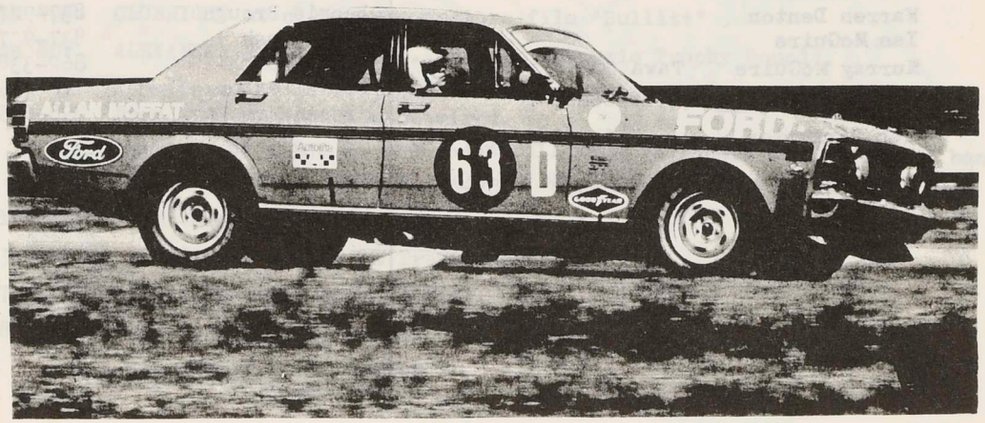
FROM THE EDITOR

While we all have desires of having a very hot car, this has, unfortunately, become an expensive reality for two of our members recently. The recent holocaust that consumed Wayne Fuller's FVA Escort, and, not so long ago, Robin Smith's Anglia has highlighted the fact that petrol (whether plain 93 or racing fuel) is not just a liquid that keeps the engine running but is a highly volatile and explosive mixture.

It is virtually impossible to extinguish a petrol-fueled flash fire in a car and complete destruction almost always results, while the tragedies that can follow a flash fire in a vehicle involved in an impact are already well documented.

The importance of seeing that fuel lines are well secured and that carburettors are leakproof cannot be over-emphasised. This also applies to electrical connections within range of the fuel system. The greatest care must always be taken when carrying additional petrol supplies in the boot and care must be taken to avoid metal to metal contact.

Most of us put all our spare cash and effort into our cars. Don't let yours go up in smoke.



WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
PRESIDENT.	Ian Pinkerton.	27 Forth Place, Paremata.	Plim.8084	787-205
SECRETARY.	Pat Tollan.	142 Britomart St. B'pore.	896-058	59-093
TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
COMMITTEE.	Ray Duffell	22 Firth Tce, Karori.	769-632	71-133
	Mike Galvin	121 Duncan Tce, Kilbirnie		873-629
	John Swan	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson	6 Richmond Ave, Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang	185 Breaker Bay Rd, Seatoun	883-488	59-485

SPEED COMMITTEE

Alan Brough	862-338	
Leonie Brough (Sec)	837-927	
Mike Galvin		873-629
Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999
Ian Drummond	672-455	556-643
Kevin George		768-048
Graham Carter	Tawa 3264D	59-999

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John Thomson (Sec)	881-637	49-060 ext 434
Mike Reid	688-506	
John Gladhill	897-557	59-999
Mike Burch		
Warren Denton		
Ian McGuire		
Murray McGuire	Tawa 2027D	

HOUSE COMMITTEE (Clubrooms)

Ian Pinkerton	Plim 8084	787-205
Gary Lang	883-488	59-485

INTERNATIONAL RALLY COMMITTEE

Murray Thompson (Dtr)	766-734	57-804
Pat Tollan (Sec)	896-058	59-093
Peter Mair (Finance)	783-714	685-099
Ed Conroy (Comunication)	786-742	768-755
Ray Duffell (Results)	769-632	71-133
John Swan (Equipment)	796-658	553-557
Celia Stockton (Min sec)		57-804

SOCIAL COMMITTEE

Leonie Brough	837-927	
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999

FORTHCOMING EVENTS

SUN. 17th OCT. WORKING BEE at clubrooms. Bring paint brushes, ladders, hammers friends and relations. Firewater will be available. Starts 9am.

TUE. 19th.OCT. CLUBNIGHT at clubrooms. 8pm. Two new Ford films featuring Roger Clark in Circuit of Ireland and Acropolis Rallies. Also films on 1971 Benson and Hedges 500, Heatway Rally, last Alexandra Rd hillclimb.

SAT. 23rd OCT. CLUBMAN'S RACE MEETING at Levin. Scrutineering at Levin vehicle testing station 8am. Full race programme. MARSHALS REQUIRED. Ring Alan Brough.

SUN. 24th. OCT. R.A.T.E.C. South Island Alpine Rally.

Race Meeting at Timaru.

Race Meeting at Bay Park

TUE. 26th. OCT. NOGGIN AND NATTER at Tramway Hotel.

SAT. 30th. OCT. Hutt Valley Motoring Club Wallaceville Hillclimb is CANCELLED

TUE. 2nd. NOV. MONTHLY NIGHT TRIAL starting from clubrooms at 7pm.

SAT. 6th. NOV. Thames Valley Gold Star Hillclimb.

SUN. 7th NOV. Hutt Valley Motoring Club Foote Cup Trial. Starts from Riverbank Car Park at 1.30pm. No maps required. 60/70 miles. Organisers - J.Gough (675-059 B) or P.Alderdice (66-949 B)

SAT. 13th NOV. Wairarapa Car Club Gold Star Hillclimb at Admiral Rd. Duncan McKenzie Memorial Trophy Round.

SUN. 14th NOV. Northern Sports Car Club National Race Meeting at Pukekohe.

TUE. 16th NOV. CLUBNIGHT at clubrooms. Feature film 'Bullitt'

SAT. 20th NOV. ALEXANDRA RD. HILLCLIMB. (Duncan McKenzie Trophy Round).

Scrutineering at L.Alexander and Co Vivian St. on Friday night. from 6.30pm. Marshals required.

SOCIAL AND DANCE at clubrooms following Alexandra Rd. Excellent band and supper with copious supplies of high octane.

SUN. 21st NOV. Race Meeting at Ruapuna.

TUE. 23rd NOV. NOGGIN AND NATTER at Tramway Hotel.

SAT. 27th. NOV. Levin National Race Meeting.

SUN. 28th. NOV. Wairarapa Car Club Interclub Gymkhana.

Race Meeting at Timaru.

SAT. 4th. DEC. HuttValley Motoring Club Standing and Flying Quarter at Battersea Rd, Wairarapa.

Levin Motor Racing Club Standing and flying Quarter.

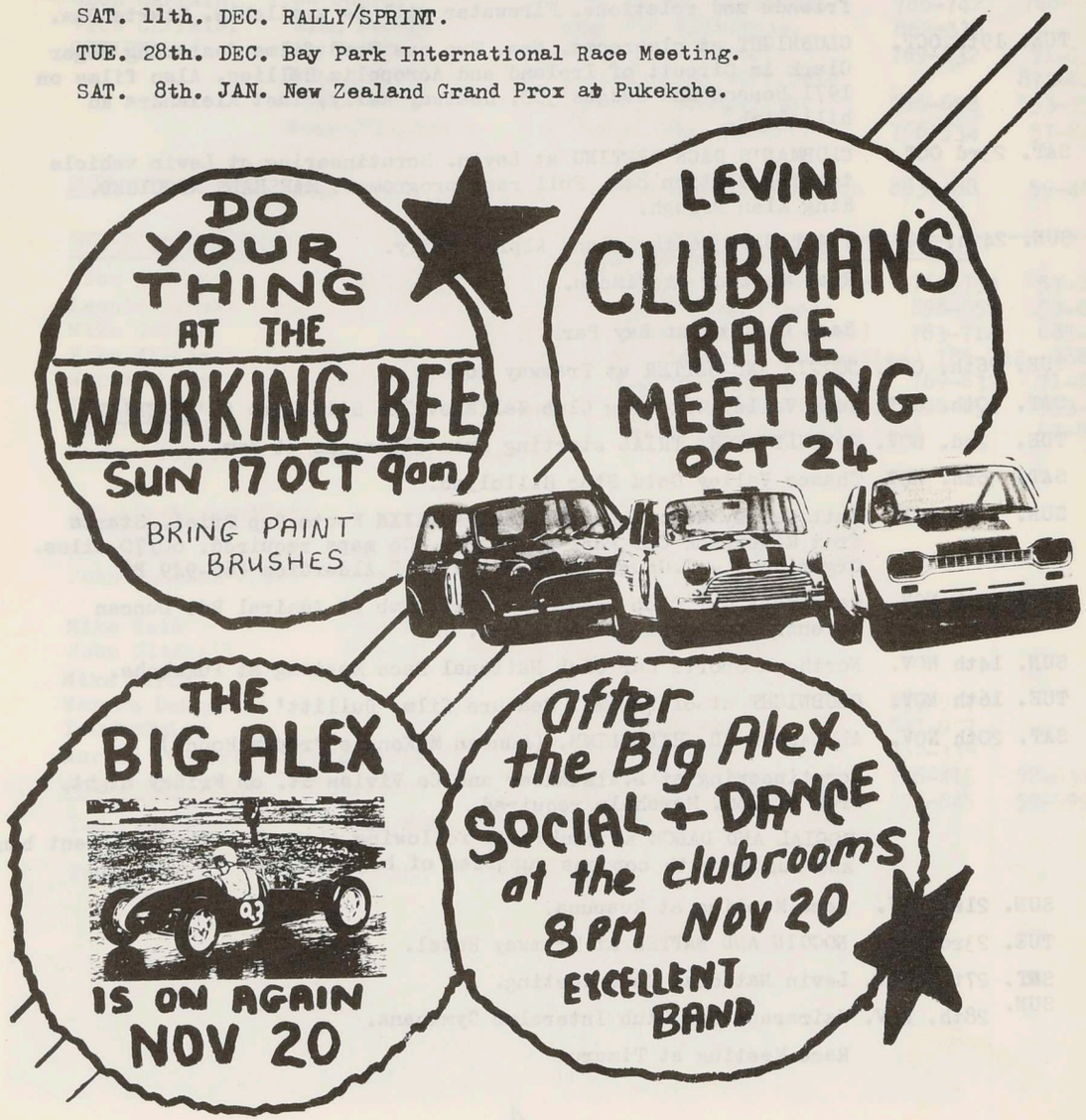
SUN. 5th. DEC. Auckland Car Club Gold Star Race Meeting at Pukekohe.

TUE. 7th. DEC. MONTHLY NIGHT TRIAL starting from clubrooms at 7pm.

SAT. 11th. DEC. RALLY/SPRINT.

TUE. 28th. DEC. Bay Park International Race Meeting.

SAT. 8th. JAN. New Zealand Grand Prox at Pukekohe.



BENSON and HEDGES...

"why dont we enter B& H this year Alan "

"not a bad idea Warwick - do you think the Series E will last 500 miles ? "

"yes and no - depends how much oil is available at the curcuit - might be better if we found something slightly newer ".

So Eastern Racing Group pooled its resources and went shopping. The salesman at Mallias was most helpful and finally we saw just what we wanted - a dear little Toyota Corolla. It had been so keen to go motr racing that it had fallen over in its efforts to prove suitable for the last rally and was a wee bit immobile.

We commenced rebuilding the carbut started to lose a bit of enthusiasm when it became known soon after entries opened that entrants exceeded start positions. However when we read our names in the list of starters we thought best we get to work quick as we had only about 5 weeks to go and the car still resembled Muldoons Budget.

Every night and all weekends were spent in the gloom of the garage (Dont mention Corollas in front of my wife) and with the help of C.M.P. Spare parts people we gradually got the car into full B &H trim. Actual race preparation was limited due to time to setting up the suspension exactly to the makers specs,fitting comp. brakes, giving the motor a cold tune (It had been balanced and set up prior to the wipe -out) and doing 1000 miles in 4 nights to run it in. We installed the last of the trim,got a warrant , took one power reading (44 road horse) and left Wellington. The brake s dissappeared in the Mangawekas but it was to cold to get out so we pressed on to Auckland and located the trouble there.

Continuing rain forecast so we fitted Dunlop tyres and went to scrutineering where some bright inspector picked that the car had been donged and 4 bods really gave it the twice over. It passed okay but it wasthe most nerve racking happening of the whole event.

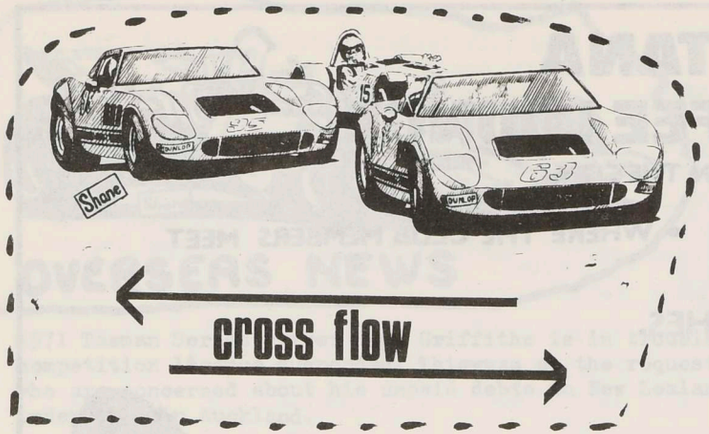
Practise got under way and horror of horrors we were the dreaded slowest. We were being ably looked after by Mike Calvin ,Peter Parnell and Terry Hvid and after much fiddling by them we improved to within 1½ secs of the next slowest Corolla but this was still not competitive enough. Practise was very notable for the number of accidents one of which was us when a certain Wellington entered Monaro decided to stop against Alan asthey both approached the Elbow, but luckily only body damage resulted.

On race morning we replaced all the HT leads reset the tappets and generally checked out everything that might be taking power away. Alan got away to a good

start but a FIAT1500 stopped on the grid and completly blocked us so we were last away. The Datsuns 1200 were incredibly quick and after 50 laps had a good 2½ minute lead on the Corollas. Alan gradually recovered the poor start and with the car now going better than in practise he caught and passed the leading Corolla after 30 laps however we started to smile too early as a front wheel broke up and set us back nearly two laps just like that. On went a new wheel and off went Alan straight into the drums at the Elbow - once again only body damage so no more unscheduled stops until during my spell in the late afternoon when the throttle return spring broke 200 yds before the Elbow and so i switched off to avoid engine blowing and found that i had almost no control over braking. When the smoke cleared i had done a 360 up the escape road but no harm to anybody as luck would have it. Repaired the trouble on the spot and away again but probably a good lap down as i had to wait quite a while to get on again - busy place the Elbow! Brakes were well down so drove for the next 1½ hours using them as little as possible but this of course reflected in only fair lap times (Now high 2min 10 secs compared to Alans earlier 2-9.5s). Came for gas, brake adjustment and driver change which cost another lap. Alan got away again a good 4 laps down on the other Corollas but it was starting to fly and he regained a lap only to lose it plus some when the throttle spring broke on him going thru Railway. At 7.30 pm I took over with orders to go for me life and so I did recording 2-8s (which Alan had also achieved in his last spell) but braking was now distinctly hairy and at about 8pm when diving into the Hairpin a great shower of sparks became rather noticeable as did a funny smell asdid no pedal pressure left. Not worth stopping as you would be unable to touch brakes due to heat anyway so carried on but getting rather ragged at the Elbow and Hairpin. Throttle spring broke AGAIN and I continued to drive for another full lap switching the key on and off then came in to find the whole pits doing a war dance -" Get out, they said - Get out " so I continued feeling very rejected til Inoticed the old chequered flag hanging out and so forgave them ,did another on /off lap and officially finished 6th in class and 26th overall.

Performance of the car on the curcuit was 2nd gear =48, 3rd =72 and top showing about 95 at the end of the back straight,(though we got it well off the clock when slipstreaming larger cars). The front pads and leading back shoes were down to pure metal to metal but other than that the car still feels and sounds extra good. Fuel consumption was approx 16 mpg. All in all a very rewarding event in terms of experience and an indication of how fast this racing is developing can be seen by our final lap score which despite the small troubles was the same as last years leading Corolla but 6 laps down on this years winning Datsun.

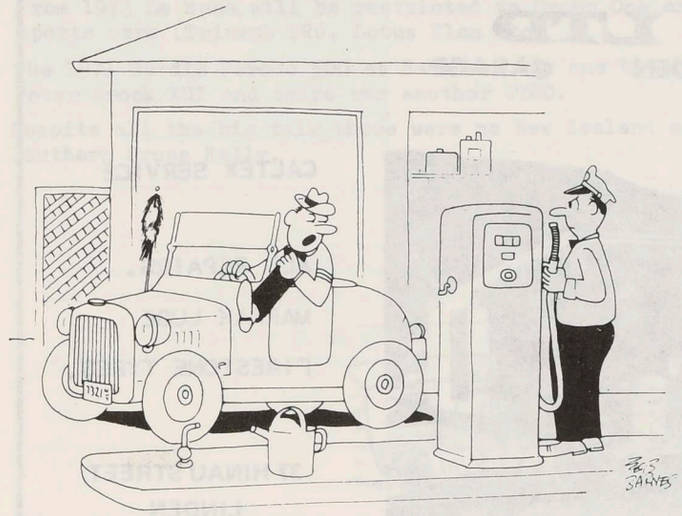
..... wkay.



Club member and prominent triallist Keith Hartley is standing for the Tawa Council at the forthcoming local body elections. Best of luck, Keith!

Red Dawson's Mustang has been sold to Christchurch.

Grady Thomson and Rick Rimmer have bought the former Police launch 'Lady Elizabeth' and plan a refit incorporating some more 'suitable' refinements. Things should liven up in the Marlborough Sounds this Christmas.



"Gas, oil, water . . . gallon of each."

Two A40s are being built in Blenheim by Pat Pascoe. Both have Oldsmobile V8 motors and are intended for the South Island OSCA series.

It is most regretable to record that Wayne Fuller's beautiful FVA Escort was completely destroyed in a recent fire.

Alan Brough has bought the body from Rick Rimmer's GTHO and is building a standard Falcon around it. Rick is fitting all the GTHO gear into a new body.

Ian Drummond is off to Australia before Christmas.

Our Clubman's Race meeting accident fund has so far paid out $194 to persons whose cars were damaged at our meetings at Levin over the past two years.

There will be some changes in production racing this season. A number of Phase 3 GTHOs are on the way here as are several triple - Webered Chargers. Jim Palmer will probably have a charger. Jim Richards has left the Clayton Motors team and will drive a GTHO for McMillan Motors. It is not yet clear what Robbie Franicivic will steer.

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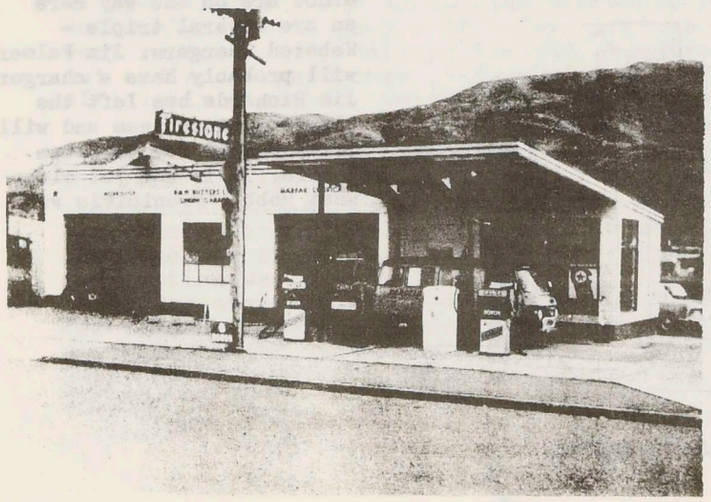

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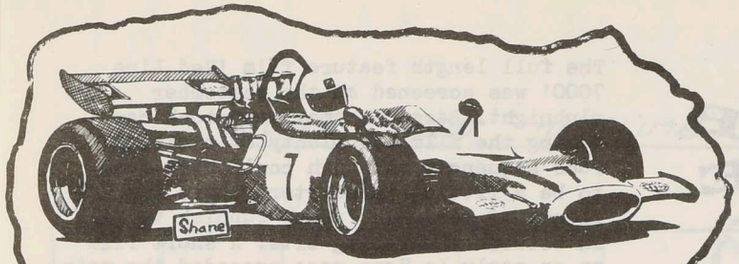


OVERSEAS NEWS

Ford of England have terminated all contracts for rally team drivers. Drivers will now be retained on an individual basis for each event.

The original Sebring circuit has been reprieved again for the 1972 race.

1971 Tasman Series driver Kaye Griffiths is in trouble with the RAC and has had his competition licence suspended. Thiswwas at the request of New Zealand authorities who are concerned about his unpaid debts in New Zealand. His BRP-Ford car is still under bond in Auckland.

There will be four races in the Australian section of the 1972 Tasman series. A round will be held at the new Adelaide International Raceway.

The new Holden Monaro GTS 350 is less powerful than it's predecessor and will be a fast touring car rather than a racer.

At least two F5000 Elfins will be running in the forthcoming Tasman series.

Graham Harvey co-drove an XUl in the Hardie-Ferodo 500.

The new Formula One Techno is expected to make it's debut before the end of the current season.

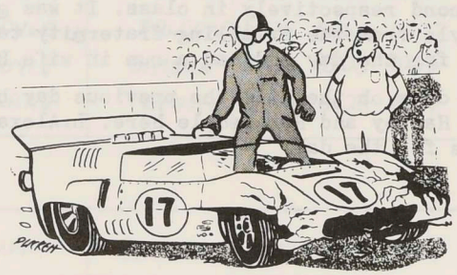
Australian built Chrysler Chargers have been exhibited at Earls Court and some may be sent to England.

Frank Gardner has won the European Formula 5000 Championship.

From 1973 Le Mans will be restricted to Group One and Two saloons and production sports cars (Triumph TR6, Lotus Elan etc)

The 1971 Hardie Ferodo 500 at Bathurst was one by Alan Moffat (GTHO), second was Peter Brock XUl and third was another GTHO.

Despite all the big talk there were no New Zealand entries in the Australian Southern Cross Rally.



"Today you became a 'Name Driver', wait 'til you hear some of the names."

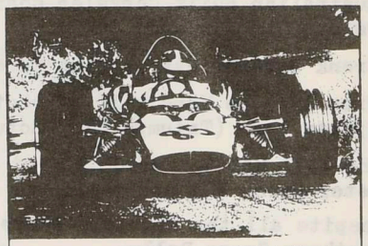


The full length feature film 'Red Line 7000' was screened at the September clubnight. Based on American stock car racing the film had plenty of exciting race sequences although could have done to be a little bit shorter. There was plenty of good old Yankee rubbish to fill in between the racing bits. A short film on an early Le Mans race preceded the main film.

PALMER HEAD HILLCLIMB 26-9-71

A total of twenty cars turned up for the first speed event to be held in the Wellington area for some time. Although not a very large field, it was one of high quality and two records were broken which was remarkable considering the condition of the road surface. The venue had not been used for some time and is not the most popular. There were no incidents during the day and all drivers received seven runs each.

Danie Lupp broke the outright over 1500cc sports car record for the hill in the Rorstan-Climax sports car and came very close to taking Graham McRae's outright hill record. Danie left the record standing at 38.49. Unfortunately the Rorstan cracked it's sump on a pothole and was only able to complete three runs. Had the other fours runs been completed the record would almost certainly have gone.


Sprints/Hillclimbs

Malcolm Coffey set a new saloon record for the hill at 43.00 (our events only) in the Triumph 2000-powered Anglia. Harvey Kibble and Murray Ravenscroft shared the former's Mini Cooper 'S' and took first and second respectively in class. It was good to see Alan Smart, Kim Naylor and Tom Doyle from the trialling fraternity taking part. Rob Semple lay down his spanners for the day and had a run in wife Belinda's Fiat-Cooper.

Considerable work was done on the hill the previous day by a working bee and thanks are due to Jim Harvey and Rob Semple here. L.Alexander and Co generously supplied the batteries for the day.

PALMER HEAD HILLCLIMB 26.9.71

SALOONS 0-1000cc

1ST	NO 2	J HARVEY	MINI	5382	5166	5000	5006	4975	4869	6935
2ND	8	B TAYLOR	IMP	5542	4904	5127	5429	5784	5207	
3RD	114	A WRIGHT	MINI	5290	5178	5197	5154	5181	5138	4989
4TH	113	G NOBLET	MINI	6013	5838	5557	6711	5877		
5TH	10	K NAYLOR	MINI	6284	6194	6229	6176	6154	6122	6186
6TH	5	B MONTALK	ANGLIA	7242	7120	6893	6744			

SALOONS 1001-1300cc

1ST	133	H KIBBLE	MINI	6740		4543		4557		
2ND	33	M RAVENSCROFT	MINI		4628		4643		4590	
3RD	9	R SEMPLE	FIAT	5106	4938	5000	4795	4646	5018	4606
4TH	11	J GLADHILL	MINI	5046	4985	4815	4752	4685	4613	4716
5TH	12	R CURTIS	MINISPRINT					4910	4953	4971
6TH	17	T EVE	A30		4985	5049	5318	5541		
7TH	7	G DICKSON	ESCORT	5726	5805	5756	5652	5736	5781	5800

SALOONS 1301 + OVER

1ST	79	M COFFEY	TRIANG	4669	4432	4300	4537	4377	4393	4394
2ND	70	G LANG	ANGLIA	5078	4666	4673	4583	4806	4633	4747
3RD	4	A SMART	MONARO	5110	4922	5030	4802	4905	4880	5118
4TH	1	M BOYLE	FALCON	5078	5042	4977	5000	4850	4934	4979
5TH	3	T DOYLE	DATSUN	5390	5223	5233	5401	5348	5191	5178
6TH	6	R LAKE	ZEPHYR	6780	6425	6537	6109	6176	6115	6023

SPORTS

1ST	166	D LUPP	RORSTAN	3907	3893	3849

SEPTEMBER NIGHT TRIAL

ENTRANT	Anglian	60	10	Check 1 Rosneath	1 a c	Check 2 Matai Rd	3	Check 3 The Terrace	Coke, Lged Lemon, Pacra	Cubit Wells	2	Shell	Atlantic	Check 4 The Terrace	553-334	3	Check 5 Rosneath	91 a c	Control	Total Penalty	Position
Brian & Philip	5	0	0	21	0	3	0	0	0	0	0	0	0	7	0	0	0	5	2	43	15=
Ecurie Nurg	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	5	0	9	1st
Pentastars	0	0	0	0	0	30	0	3	0	0	0	0	0	7	0	0	2	5	3	50	18
Gary Adams	5	5	0	4	0	1	0	14	0	0	0	0	0	1	0	5	1	5	2	43	15=
S.D.Robertson	0	5	0	6	0	1	0	2	0	0	0	0	0	30	0	0	8	5	0	57	20
Spotlight Spooks	0	5	0	2	0	30	0	6	0	0	0	0	0	30	0	0	27	5	4	109	Ret. Max late.
Team Crighton	0	0	5	30	5	30	0	22	0	0	0	0	0	0	0	0	1	5	2	100	23
Team Freda	0	5	0	0	0	1	0	2	0	0	0	0	0	9	0	0	1	5	0	23	8=
Team Hedgehoppers	0	5	0	4	0	1	0	2	5	0	0	0	0	0	5	0	3	5	1	31	11
John Gladhill	0	0	0	4	0	30	0	2	0	0	0	0	0	1	0	0	1	5	0	43	15=
Team Brieweed	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	5	5	6	20	5th
Ray Beasley	0	0	5	1	5	30	0	9	5	0	0	0	0	30	0	0	3	0	3	91	22
Team MacMob	0	0	0	1	0	0	0	2	0	0	0	0	0	4	0	0	0	5	2	14	2nd
Graham Hawkyard	0	5	0	2	0	1	0	3	0	0	0	0	0	30	0	0	8	5	1	55	19
Team 1500	0	5	5	17	5	30	0	27	5	0	0	0	0	3	0	0	1	5	2	105	Ret. Max late
Ecurie Triad	0	5	0	1	0	1	0	1	0	0	0	0	0	3	0	0	1	5	0	17	4th
R.J.Gledstone	0	0	5	11	0	15	0	1	5	0	0	0	0	30	0	0	13	5	5	90	21
W.D.McEwen	0	0	0	2	0	4	0	1	5	0	0	0	0	0	0	0	1	5	3	21	6=
Martin Baker	0	0	5	2	0	1	0	1	0	0	0	0	0	3	0	0	1	5	3	21	6=
Team Non-Compos	0	5	5	1	0	1	0	1	0	0	0	0	0	15	0	0	1	5	0	34	12
Team Conroy	0	0	5	1	0	1	0	0	5	0	0	0	0	1	0	0	0	0	3	16	3rd
Team Sparks	0	0	5	3	0	1	5	1	5	0	0	0	0	4	0	0	0	5	1	30	10
Honey Ping	0	0	0	9	0	30	0	20	5	0	0	0	Retired. Max Late.								
Team EV 1300	0	5	0	3	0	1	5	0	0	0	0	0	0	3	0	5	6	5	2	35	13
Team Reynolds	0	0	0	19	0	1	0	0	0	0	0	0	0	15	0	0	1	5	2	43	Ret.Max late
Team Snoopy	0	5	5	1	0	3	0	0	0	0	0	0	0	1	0	0	2	5	1	23	8=
Team N.B.G.	5	5	0	3	5	0	0	1	0	0	0	0	0	5	0	0	6	5	3	38	14

Organiser.

Team Thomson Brough

Marshalls.

T.Blakemore

W.Denton

FUNNISCH!

Engine , Das Poppenbangenschmokesusputmaschine

Radiator, Das Hotwassertaemakenmaschine

Exhaust, Das Huffenpuffenfiefe

Clutch, Das Plategebinderundwheelenpuscher

Puncture, Die Perimiterflatulens

Brakes, Die Pulleruppermitskwealundrubberschtinken

Petrol, Das Pumpwasseruntschmellundfeuer

Carburettor, Das Gasundairmixensuckerbit

Dashboard, Die Kniebaschenmitclockenknobschen

Bonnet, Das Fingerpinchenundboncechopper

Gearbox, Die Grundboxmitschaftentoothen

Fanbelt, Das Gottundammitaffergeschlippingwindwillpuscher

Filter, Die Schmuttsuckerausbit

Indicators, Die Flashenblinkenenfusegepoppen

Speedo, Das Egoboosterundlinesschutzingbackerupper

Wipers, Die Flippenfloppenfilthegespreadenstucken

Exhaust tube, Das Laudenboomentube

Exhaust tube with straight through silencer, Das Fargeschplittenlaudenboomentube

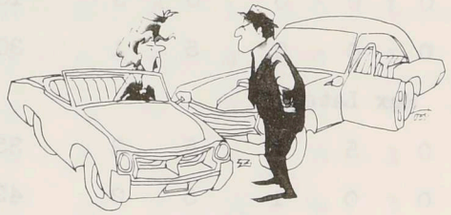
Pit Mechanics, Die Pullenapparten und schovemtogedder mit grosseschpeed grupe

Sports Car Club, Das Laudentalkenbund mit der schmarten frauleins und allatkindagrap

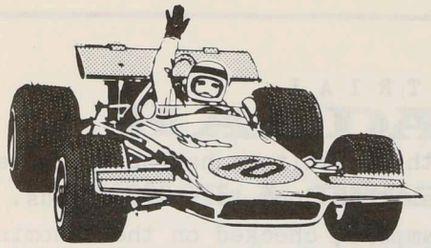
Club Executive Das Tablespaundendirektor

Marshall, Das Hoppenjumenflagwaven und faulenupperderwerkesfuhrer.

Courtesy Joseph Lucas Ltd.



"How could I signal? There is no signal for what I was going to do."



With Tasman time almost here again, the rumours are circulating as to who is, and who isn't coming. The most persistant, and soundest based, are as follows.

DEFINITE

Frank Gardner (New model Lola)
Teddy Pilette (VDS Team McLaren)
Mike Hailwood (Surtees)
Graham McRae (McRae)
Frank Matich (Matich)

PROBABLES

Kevin Bartlett
John Cannon
Sam Posey
Col Hyams (Lola)
Graeme Lawrence
Max Stewart
Evan Noyes

POSSIBLES

Gary Cooper (Elfin)
Alan Moffatt (Elfin)
Ron Grable
David Hobbs
Alan Hamilton
Jim Murdoch (Begg)
Evan Noyes

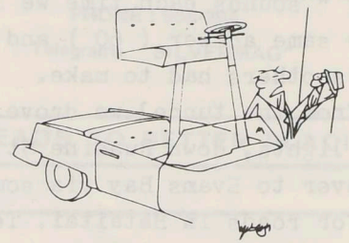
HAVE YOU ANY IGNITION PROBLEMS?

Prominent ignition specialist, Kim Naylor, from Joseph Lucas Ltd. will be pleased to help sort out your problems. Just write your problem into the Bulletin Editor, and Kim will give an authoritative reply in the next Bulletin.

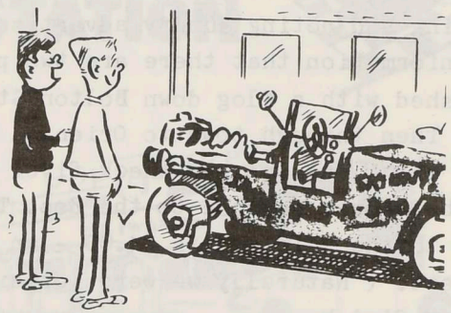
CLUBNIGHTS

It is usual for one or two of the faithful to sweep the hall and wash the supper dishes at the conclusion of the evening's entertainment.

This becomes a little tiresome for those faithful few and they would be most appreciative if some assistance could be given to them to make the job easier and quicker. Only a few minutes would be required so what about lending a hand. It's your club too!



". . . Last year we had complaints on visibility . . ."



"It's a conversation piece. My parents never stop complaining about it."

S E P T E M B E R N I G H T T R I A L

This was something of a fun trial, with competitors having to quote signs from various parts of the route rather than look for checkboards. From the start, we trundled over into Berhampore, checked on the denomination of the good Saint Cuthbert, and proceeded via the Basin Reserve to pass through the Mt Victoria tunnel.

" How many light fittings in the roof of the M.V.T. ? "

I'm not entirely sure what the guy on the motor-bike behind us was thinking (but I can make a pretty good guess !) as we weaved our way through the tunnel, peering intently at the ceiling, and making loud " Ah ! " sounds each time we saw a dead light. Fortunately we both arrived at the same answer (60) and were spared the pain of choice which it appears others had to make.

From the tunnel we drove, as blind as a bat after looking at all those lights, down Ruahine St, skirted Kilbirnie and headed offup Big Alex. Then over to Evans Bay via some of those delightful vertical tracks that pass for roads in Hataitai. Ten bus-stops later we were back up Mt Vic and into the first check.

Through Hataitai again to find the second check, then back through the tunnel to count the pubs in Tory St, go left at the Ferry Service Stn, and up The Terrace to check three. A loop around Kelburn followed, reading and noting sundry advertisements and the vitally important piece of information that there are two post boxes at the Kelburn P.O. This loop finished with a flog down Bolton St and back into the check on The Terrace.

Then through town to Oriental Parade, and up Mt Vic yet again to find that check one was now check five. Then a straight burn south to the sea and back over Melrose to the Zoo. The cost of admitting two adults and three kids to the said zoo is $1.00 - an answer which all of two competitors had correct. (Naturally we were not either of them !) And so via Russell Tce to the finish.

A most pleasant evening's outing, with quite simple navigation. Which is to say that while we were never exactly lost, we were at times temporarily misplaced ! The average speeds seem to have been chosen quite arbitrarily, but as we largely ignored them we perhaps should not complain.

Many thanks to John Thompson and his crew who organised the event.

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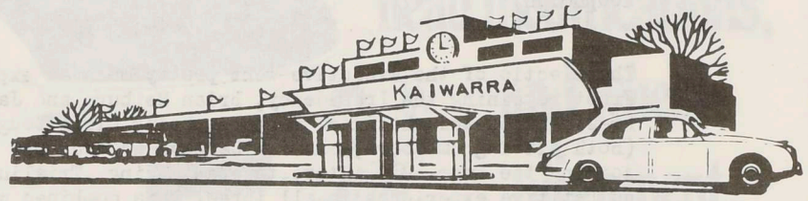



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KAIWARRA SERVICE STATION

24th Annual General Council Meeting of M.A.N.Z.

M.A.N.Z. Council Meetings are in many ways something of a inigma. They cost the Clubs a not inconsiderable amount of money, in many cases an amount far out of proportion to the results achieved in the way of alterations made to rules and/or the constitution. However in many cases, and this year this applied particularly to the Wellington Car Club, Council provides an ideal opportunity to talk and "bargain" with senior Officials of both M.A.N.Z. and also the other Clubs. Therefore you seldom come away from a Council Meeting empty handed. This year was no exception.

The venue for this, the 24th, Council meeting was Invercargil, which meant a whole day taken up in travel for many Northern delegates and a half day for Murray and the writer. After leaving Wellington at Mid-day we changed planes twice and finally arrived at around 5.30pm. Friday night traditionally bring a Coutail Party for delegates and local dignitaries and this proved no exception and thus for many the Council started on Saturday with a hangover.

For the first time in many years there was nothing very contentious to come up. There were the usual Remits and recomendations on such things as the Capitation Levy and on how many members the larger Clubs should be levied, and as usual this provided some lively discussion. However perhaps the most interesting part of proceedings came when the new Appendix R and Appendix T were brought forward for ratification. We had looked at these pretty thoroughly and whilst satisfied with R (lets face it we should have been as R is in effect our Heatway Regs.) we had a number of reservations about T. These were mostly in connection with Closed to Club events which would have been almost impossible to run had the new Appendix gone through unaltered. Copies of the new Regulations are to be circulated in the near future and will come into effectnext year. I think that they will simplify things admirably. It will be interesting to see how long it takes the clever Boys to find Loopholes.

The electio of the Executive went pretty much as expected, with Ron Frost retaining the Iresidency, Brian Hepburn and Jack Brewer the Vice Presidencies and the Exec. memberss being Kieth Douglas and Eric Lallard (Both sitting members) and Jim Carney. We are very pleased to see Jim joining the Exec. His interests span Racing ,Trialing and Rallying, with competitive experience in all three. This combined with one of the best 'Minds' the writer has come across in Motor Sport will be a tremendous boost for M.AM.Z.

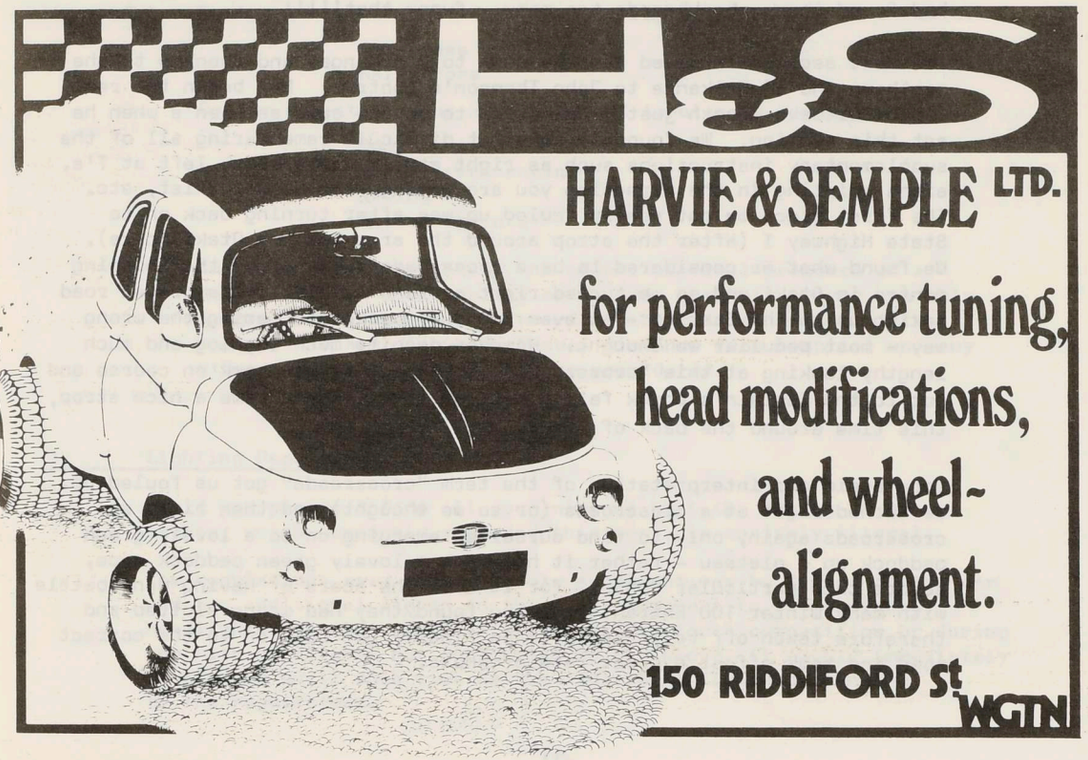
Thus ended perhaps the dullest Council for many years. Hardly worth attending you may think. In some ways that is right, however if we don't attend we have only ourselves to blame when we find Motorsport

and its organisation being run in a way we don't like. Council Meetings are as much a part of running Motorsport as is obtaining a permit for a Sprint or a Night Trial , and I think that some of the Clubs who can't be bothered going to Council should take a long look at themselves. In any event, next year they will be levied for thier share of the costs whether they attend or not so there will be no advantage in staying away. However it has come to a pretty poor state of affairs when we have got to virtually Blackmail certain Clubs into taking an interest in their own parent body.

I.C.H.P.

A DOZEN YEARS AGO.....

At the clubnight the co-ordinator of the Mobilgas Economy Run was present together with several competitors.....Thought for the month was - 'I had no car and murmured, till I met a man who had no feet'.....The club was invited to a sprint held at Ardmore by the Northern Sports Car Club..... The October Autocross was cancelled because the venue was under several feet of water.



WINTER 100 TRIAL

Team Snoopy set out on this bright sunny afternoon to defend its 1970 Winter 100 title. However it seems that fate was against Snoopy, or perhaps more correctly, there were four competitors better than him, and he had to settle for fifth place.

On the whole, the trial was extremely well set out and very enjoyable. It was a nice change to get small, easily handled, clearly printed, maps to work from. At one particular intersection, early in the first map-reading section, we noticed a certain red Alpha parked in a good observing position. Naturally we threw out all anchors, thinking that it was a check car. We soon learned why, in fact, Mr Gladhill was positioned in that particular location. We passed through that intersection several times in a variety of directions, and in each direction we went was a checkboard with a long, almost unpronounceable Welsh (?) name boldly printed across it. John must have enjoyed watching competitors stopping for some time to fathom out the spelling and transpose it onto their cards. I wonder how many teams lost points for no hand signals when stopping????

We thought we were doing quite well, apart from our non-existent time keeping, until we got to John Swan's control and were informed that we had found three checkboards too many - funny that!!!!!

The next section involved a strop down to Otaihanga, and then up to the northern end of Waikanae to John Thomson's control. Now began the real fun. Our wave length just didn't seem to be the same as Alan's when he set this section. We found it somewhat difficult remembering all of the supplementary instructions such as right at all crossroads, left at T's, signs pointing in the direction you are coming from do not exist, etc. The first place we got really fouled up was after turning back on to State Highway I (after the strop around the area towards Otaki Forks). We found what we considered to be a crossroads just before the shopping centre in Otaki and so we turned right on to a lovely little gravel road taking us to the Station - we even found a checkboard facing the wrong way - most peculiar we thought. However despite much arguing and much lengthy looking at this "crossroads" we managed to get back on course and got to the Captain's check fairly well on time. Again came a nice strop, this time around the back of Otaki.

Once again our interpretation of the term "crossroads" got us fouled up. We turned right at a crossroads (or so we thought) and then right at crossroads again, only to find ourselves emerging on to a lovely green paddock on a plateau - rather it had been a lovely green paddock once, before this particular Sunday, for it bore the scars of having done battle with many Winter 100 Entrants, having found they had wrong slotted and therefore taken off very rapidly. We finally got back on to the correct road and took off at a great rate of knots.

CIRCULAR MEMORANDUM TO AFFILIATED CLUBS AND MANZ STEWARDS

ANNUAL GENERAL COUNCIL MEETING AMENDMENTS.

GENERAL INFORMATION

1. Medical Requirements at Venues

The medical requirements at venues have recently been revised and the following are the amended requirements.

1. St. Johns Personnel and an Ambulance vehicle with liason with nearest duty Doctor and Hospital.

   Straight Sprints
   Bent Sprints
   Hillclimbs.

2. Doctor desirable but if not available, St. Johns as in 1 above.

   Autocross
   Rallycross

3. Doctor essential plus St. Johns and Ambulances as appropriate.

   Dual Sprints
   Grass track racing
   Racing
   Paired sprints

In certain circumstances, the actual physical presence of a doctor at some meetings may be waived, but this waiver can only be granted by the Chief Steward on the recommendation of the appropriate Area Steward. Venue, distance from hospital and any other pertinent factors will be considered.

3. Lighting Regulations

Would you please inform all your members that the fixing of roof lights, which suddenly appeared this year, is entirely illegal.

The regulations are: one moveable spotlight may be fitted on the car and two additional lights to the front adjacent to the ordinary headlights. Should any car appear either for a competition or during one with headlights not conforming to the above, it should immediately be stopped until such time as the additional lights do conform to the regulations.

After about a mile we got back to the railway line, and again got fouled up at a "crossroads". We found ourselves, some time later, and many crossroads later, facing a menacing looking gate, obviously, judging by the very sandy terrain in which it stood, guarding King Neptune's Kingdom.

With much swearing and "I told you so's" we about turned and thundered back to the railway line. Deciding that indeed this was no crossroads we took off again and even found a couple of checkboards and a check car. Great sighs of relief issued forth, but our brilliance was again dulled when we arrived at the first crossroads which had caused us much trouble, and what's more found a fire breathing, gas gobbling, yellow canary sitting at this intersection, its driver removing arrows and checkboards.

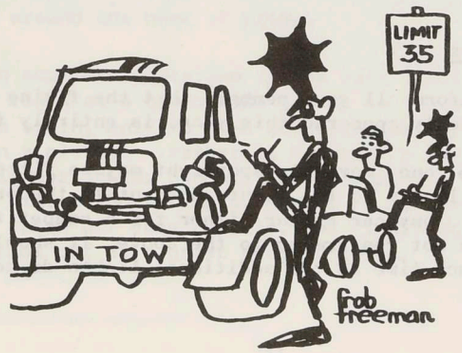
As it was getting somewhat late, and already dark, we decided against losing any more time, and headed in a southerly direction as fast as the Sunday driving peasants would allow. However we got to Paraparaumu fairly rapidly and clocked into the check on the loop road, after realising that one instruction was void due to a typographical error.

I feel that the navigators must have been suffering from the after effects of the trip around the loop road, as we managed to miss a check before clocking into the Final Control.

Despite many arguments en route, we did enjoy the trial, and I think the moral of this story is "If you don't know the definition of a crossroads, always carry a M.A.N.Z. book with you". I doubt if we will again suffer from "crossroads" trouble.

Thanks to John and Alan, and helpers, for setting a most enjoyable trial - it was certainly, as promised, different from those Winter 100's of previous years.

Pam Ahradsen
Team Snoopy



4. Bank of New South Wales Championship - Eligibility of Cars.

Promoters of events counting towards the above championship are permitted to include in their event up to three invited participants with cars that would not otherwise be eligible. This dispensation is only relative where either the cars are oversize, not homologated or recognised or the driver is not the holder of a New Zealand Competition Licence.

These drivers and cars will compete in the event under all the other conditions of the Championship and they will not be eligible for prize money or points but will be contracted by the promoter concerned.

5. Sponsored Championships

Attention is drawn to the Articles of the various sponsored championships all of which provide for the fixing of the sponsors decals. This matter is of vital importance and competitors must not be allowed to start in the Championship events without the appropriate decals properly affixed. An initial check should be made at scrutineering and a final check on the dummy grid or grid proper.

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COPY OF LETTER RECEIVED FROM THE STANDARDS ASSOCIATION ON 17.9.71

Dear Mr Smithard,

At its meeting on 13 September, the Certification Mark Committee expressed its concern at reports that Racing Car Stewards were accepting the use for car racing of helmets complying only with NZS 1214:1969 'Protective Helmets for Racing Motor Cyclists' rather than insisting on helmets complying with NZS 1884:1969 'Protective Helmets for Racing Car Drivers'.

The Committee asked that this be brought to the attention of the appropriate bodies.

Difference between these standards include the vital shock absorption tests.

NZS 1884 calls for ability to withstand the impact of a 10 lb. weight falling through 15 feet, while NZS 1214 stipulates 10 lb. and only 12 feet.

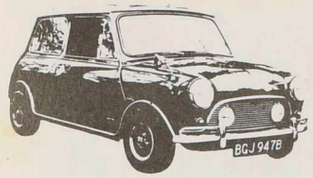
Would you please let us have your views on this matter before the next meeting of the Committee set down for 15 November, and, if necessary, advise the names of any other organisations to whom you think we should write.

Yours faithfully,

T.S. Ward
(Certification Mark Engineer)
for Director.

ATTENTION
Protective Helmets Item 7, Page 3

It is not intended that Helmets complying with NSI 1214:1962 or 1969 will be banned at this stage. This whole matter has yet to be investigated and referred to the Executive Committee. Any announcement as to any amendments to the present requirements and the date of operation will be issued at a later stage.



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Full race 1293cc Cooper 'S'. Rebuilt motor with new crank. As yet unraced. New crankshaft. latest works sprint cam. CR81 tyres. Adjustable suspension. Alloy doors. Lap Levin in 58secs, Pukekohe in 1.18. Complete with trailer. Offers wanted.
Phone Graeme Kinsella at 768-454 (H) or 554-039 (B).

WANTED Four only Anglia Hubcaps. Phone Gary Lang at 883-488

WANTED PHOTOS...PHOTOS...PHOTOS... Photos of recent club events are urgently required for this bulletin.

FOR SALE **J.R.M. Ford Special, 1340cc fully reconditioned and balanced motor, newly painted, in excellent condition, laps Levin in 62 secs with 997 motor. Registered and warranted for road use. Must sell urgently. Will start haggling at around$1100.**
Phome Ian Drummond at 672-455 (H) or 556-643 (B)

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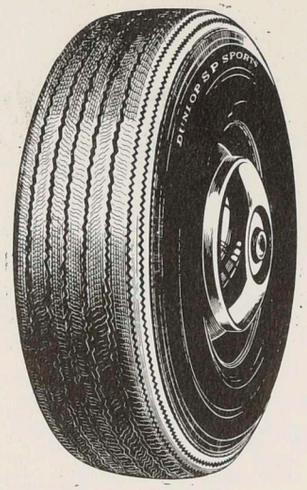

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MOTORING NEWS BULLETIN OF THE WELLINGTON CAR CLUB

NOVEMBER 1971

Contributors - Glen Kennar, Kim Naylor, Mike Burch, Murray McGuire, Phil Parnell, Peter Martin, Ian Shepherd

FROM THE EDITOR

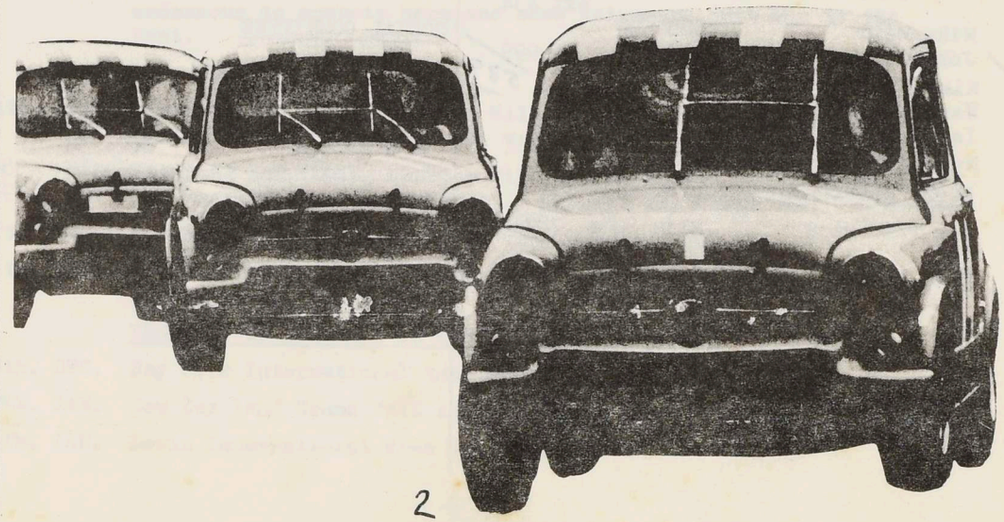
The loss of another leading racing driver in a fiery crash has put the spotlight once again on the fire hazard in the sport.

Despite all the recent movements to automatic fire extinguishing systems, fireproof clothing, and rubber fuel bags, little progress has been made and the only effective alternative would appear to be the substitution of a less combustible fuel.

Until recently, methanol was used extensively at Indianapolis in America with a resultant low fire hazard. However this fuel would be unlikely to find much favour amongst the fuel companies because of it's limited commercial application and high cost.

It could be that research on a less explosive but equally suitable fuel is well overdue. Diesel has also been used with some degree of sucsess at Indianapolis but the thought of a whole field of cars charging around and around for 500 laps puffing out diesel fumes is an ecological nightmare.

With the possibility of steam or electric cars becoming an enforced reality we may yet see an entirely new form of propulsion on the circuits.



WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
PRESIDENT.	Ian Pinkerton.	27 Forth Place, Paremata.	Plim.8084	787-205
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TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
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	Mike Galvin	121 Duncan Tce, Kilbirnie		873-629
	John Swan	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson	6 Richmond Ave, Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang	185 Breaker Bay Rd, Seatoun	883-488	59-485

SPEED COMMITTEE

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Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999
Ian Drummond	672-455	556-643
Kevin George		768-048
Graham Carter	Tawa 3264D	59-999

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John Gladhill	897-557	59-999
Mike Burch		
Warren Denton		
Ian McGuire		
Murray McGuire	Tawa 2027D	

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Gary Lang	883-488	59-485

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Pat Tollan (Sec)	896-058	59-093
Peter Mair (Finance)	783-714	685-099
Ed Conroy (Comunication)	786-742	768-755
Ray Duffell (Results)	769-632	71-133
John Swan (Equipment)	796-658	553-557
Celia Stockton (Min sec)		57-804

SOCIAL COMMITTEE

Leonie Brough		
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999

comp. calendar



TUE. 16th. NOV. CLUBNIGHT at clubrooms. Full length feature film 'Bullitt' Bring some friends with you for this film.

SAT. 20th. NOV. ALEXANDRA ROAD HILLCLIMB. Duncan McKenzie Memorial Trophy Round. Scrutineering at L.Alexander and Co, Vivian St at 6.30pm on Friday evening. Scrutineering at venue on Saturday for country competitors only and locals by prior arrangement. First run at 9.30am. Marshals required. Duckhams Oils will donate some of their fine product to suwsessful competitors.

COMBINED CHRISTMAS AND HILLCLIMB SOCIAL at clubrooms at 8pm. Excellent band and superb supper. Best quality products will be dispensed at the refuelling bay. You know what our socials are like so don't miss this one.

SUN. 21st. NOV. Race Meeting at Ruapuna.

TUE. 23rd. NOV. NOGGIN AND NATTER Evening at Tramway Hotel.

SAT. 27th. NOV. Levin National Race Meeting.

SUN. 28th. NOV. Wairarapa Car Club Interclub Gymkhana at Wantwood, Martinborough. Proceed south from Martinborough one mile, turn left to follow 'White Rock' sign. Paddock is on left of road, over hill (about two miles. Starts 12.30pm. As many members as possible should endeavour to compete here and show Wairarapa just who is the best.

Race Meeting at Ruapuna.

SAT. 4th. DEC. Standing and Flying Quarter Mile Sprint. (Hutt Valley Motoring Club) Venue is Battersea Rd, Wairarapa. (Tel Val Constable at 692-331 for scrutineering details

Standing and flying quarter Mile Sprint (Levin Motor Racing Club and Manawatu Car Club) Venue is Motuiti Rd, Foxton.

TUE. 7th. DEC. Monthly Night Trial starting from clubrooms at 7pm.

SAT. 11th. DEC. RALLY SPRINT at venue to be announced. Contact speed committee for details.

THERE IS NO CLUBIGHT IN DECEMBER

TUE. 28th. DEC. Bay Park International Race Meeting.

SAT. 8th. JAN. New Zea land Grand Prix at Pukekohe

SAT. 15th. JAN. Levin International Race Meeting.

THE 1971 R.A.T.E.C. ALPINE RALLY

The weekend began with a quick trip to Picton at 2 a.m. on the Friday morning in which Mike Reid got slightly confused between the rev counter and the speedo but managed to get them both doing 70 at various times.

Arriving in Christchurch at 6.30 a.m. we were informed by a well known race & rally driver that the place to eat at this time of the morning was the railway station. After locating this magnificent piece of Edwardian architecture we found a rather long queue waiting for what we presumed to be the nosh. (How wrong we were.) Unfortunately for Mike, Tom and I they only served brick tiles cut diagonally, cunningly disguised as toast, and sliced cricket balls someone must have mistaken for tomatoes.

We started car 82 (46 competitors total) and were away at 10.22 a.m., after filling the thermos flasks, from Ron Rutherford Motors, Yaldhurst Rd. Christchurch.

Section 1A took us by a section of straight instructions to Rangiora. The speed schedule, as is usual in South Island events, was incorporated into the instructions.

e.g. Bear left at 'Exit' and C.A.S. to 35.

This wasn't the only unusual thing about the instructions as on the bottom of each page of C.R.I's was a yarn. The one on the bottom of this page was labelled the clean one, as for the rest well!

There were 2 fairly good traps which fooled us in this section both sign traps, but didn't involve changing A.A. signs (this was to come later on).

Sections 1B & 1C went from Rangiora to a check in Ashley Forest and then from there to a control on the other side of Ashley Forest. Unfortunately the car after negotiating a deep ford seemed to be missing badly. So after suffering the ultimate disgrace (moving over to let a VW past) we stopped to examine the electrics only to find that the plastic fan had been sucked forward by the water and had holed the radiator. After doing some makeshift repairs with a 'morro' bar and chewing gum (see photo) we managed to stop at a garage near the next check at Sefton. Here Mike

Reid chatted up the local garage man for the use of his welding plant and the radiator was hastily removed as was the fan, (to prevent any more holes), repaired and returned to the car with only 30 minutes lost. From here we went straight to the start control of the next section. In this Section the instructions got harder, 4 overriding instructions and 4 instructions for a 45 minute section, but the jokes were definitely improving. Much turning over of pages in the back was heard to see just how good the jokes would get but we found you had to wait until the cabaret on Sunday night till the organisers would tell you the ones they didn't put in the C.R.I's! The trial then used mostly unsealed roads to get from 'Glasnevin' back to 'Waikari' through 'Hawarden' back to 'Culverden' and finally back to 'Hanmer Springs' by a touring section.

The dinner at the Lodge Hotel was magnificent and much good wine and food was had by all. Its worth going on the Alpine for the meals alone. Relaxation in the house bar continued into the late evening. A well earned sleep followed in readiness to do battle on Sunday.

Sunday's sections took us to Culverden by a touring section, to Rotherham by more overriding instructions and back to Hanmer. Then came a touring section in Hanmer Forest complete with photographers and a note at the start that you could arrive early if you wanted to A.V. 24 m.p.h. Needless to say a lot arrived a lot earlier with their cars a lot dirtier.

On the Sunday evening after another terrific meal, a supper cabaret and band was laid on by the organisers. Results were announced at 10 o'clock that evening and all queries were cleared up by the organisers. Prizes generously donated by Rothmans were then presented to the lucky competitors. A bottle of champagne was opened by Bevan Smith because he had wagered that the winner would miss at least 3 checks. He was quite safe as far as we were concerned. The house bar was open to the small hours of the morning and during this time much discussion on trialling, the new Appendix 'T' etc. took place. We were also asked if we would like to become TV stars. Rallymaster Doyle gladly obliged and for an hour or so the next morning about ten cars at various attitudes and angles went over a few roads in 'Hanmer Forest' for the TV.

Congratulations must surely go to John Gallagher (1970 Gold

Star Champion) for the superb effort he and his wife, together with a team of willing helpers put into organising this event. The effort certainly reaped its benefits because competitors were unanimous that 'The Twelfth Alpine Rally to Hanmer' was a memorable event in the 1971 calendar.

Phil Parnell

THE 1971 HONEYPOT WALL CUP TRIAL

A good turnout of competitors in this event, 34 all told, nearly half of whom were from this club which is not bad considering that we were organising the event.

It started very well for us although their is still some doubt about the instruction that read - 'Turn first acute left' -OK for laymen, but a bit hard to understand for triallists? Anyway, on we go from the Hutt River car park and over the Haywards hill to the ODO at Judgeford. Leaving there and into a loop, through a check and an error in instructions which resulted in us and quite a few others using a good percentage of the Paekakariki Hill road until realising the error. Oh the return run there was some doubt as to how anyone, even Cowan, could maintain an average of 60mph over there - fun thinking about it anyway.

Back on course anso to a couple of loops through the Raumati area and then off to the Otaki district. Have you ever been scared of gentle animals like cows ? Try driving through a herd in a Mini - all you can see is legs, bellies and salivering mouths and ....! Actually it must have been worse for the bloke in front in his Spitfire!

After exploring straight aheads abd counting mileage turns on a speedo that reads approx 1/10th error every mile we had a nice little jaunt back to Paekakariki not forgeting the full wheel stop at McKay's level crossing - terrifying in Sunday traffic!

Anyway, all in all, an enjoyable afternoon drive around the countryside. Thank you to the organisers and let's see if we can get more competitors out in next years Wall Cup series.

Team McMob.



"Roll on the day when cars go faster than sound."

1971 HONEYPOT (WALL CUP) TRIAL.
RESULTS

Car No.	Driver	Club	Time Check Losses	Check Board Losses	Driving Penalties	Total	Placing
1.	I.Jones	Hutt	67.1	180	0	247.1	21
2.	P.Martin	Wgton	29.9	180	0	209.9	19
3.	M.Burch	Wgton	74.4	0	0	74.4	8
4.	T.Doyle	Wgton	512.2	180	0	692.2	31
5.	R.Huggard	Hutt	115.3	180	0	295.3	25
6.	G.Beaumont	Wgton	116.1	180	10	306.1	26
7.	R.Hart	Hutt	109.6	180	0	289.6	24
8.	D.Scott	Hutt	141.2	0	0	141.2	15
9.	G.Hawkyard	Wgton	266.7	180	10	456.7	28
10.	R.Leighton	Hutt	151.8	0	0	151.8	16
11.	R.Kerr	Hutt	229.7	0	10	239.7	20
12.	A.Smart	Wgton	42.8	0	60	102.8	11
13.	M.Matheson	Hutt	57.5	0	0	57.5	4
14.	I.Crighton	Wgton	375.7	360	0	735.7	32
15.	G.Wass	Hutt	140.2	360	0	500.2	29
16.	G.Carll	Hutt	318.8	720	0	1038.8	33
17.	P.Treseder	Hutt	110.0	0	0	110.0	12
18.	W.Archer	Hutt	70.7	0	0	70.7	7
19.	B.Constable	Hutt	130.3	0	0	130.3	13
20.	D.Gandy	Hutt	93.3	0	0	93.3	9
21.	G.Wall	Wai	39.2	0	0	39.2	2
22.	B.Cron	Hutt	46.5	0	50	96.5	10
23.	B.Barr	Wai	84.0	180	0	264.0	22
24.	C.Swift	M.G.	380.7	180	0	560.7	30
25.	R.O'Neill	M.G.	34.4	0	0	34.4	1
26.	M.Mc.Guire	Wgton	58.5	0	0	58.5	5
27.	J.Gladhill	Wgton	157.9	0	10	167.9	18
28.	B.Dunn	Wgton	1443.1	1440	0	2883.1	34
29.	M.Baker	Wgton	140.8	0	0	140.8	14
30.	K.Naylor	Wgton	62.6	0	0	62.6	6
31.	T.Dyer	Wgton	105.8	180	0	285.8	23
32.	P.Lawn	Hutt	163.4	0	0	163.4	17
33.	J.Handcock	Wgton	36.5	0	10	46.5	3
34.	N.Williams	Wgton	66.5	360	0	426.5	27

TEAMS RESULTS.

Position	Club	Car	Driver	Car	Driver	Total
1	Hutt	13	M.Matheson	18	W.Archer	128.2
2	Hutt	20	D.Gandy	22	B.Cron	189.8
3	Wgton	29	M.Baker	30	K.Naylor	203.4
4	Wgton	26	M.Mc.Guire	27	J.Gladhill	226.4
5	Hutt	10	R.Leighton	17	P.Treseder	261.8
6	Wgton	2	P.Martin	3	M.Burch	284.3
7	Wai	21	G.Wall	23	B.Barr	303.2
8	Hutt	1	I.Jones	32	P.Lawn	411.1
9	Hutt	7	R.Hart	19	B.Constable	419.9
10	Wgton	33	J.Handcock	34	N.Williams	473.0
11	Hutt	5	R.Huggard	11	R.Kerr	535.0
12	M.G.	24	C.Swift	25	R.O'Neill	595.1
13	Wgton	9	G.Hawkyard	31	T.Dyer	742.5
14	Wgton	4	T.Doyle	12	A.Smart	795.0
15	Wgton	6	G.Beaumont	14	I.Crighton	1041.8
16	Hutt	15	G.Wass	16	G.Carll	1539.0

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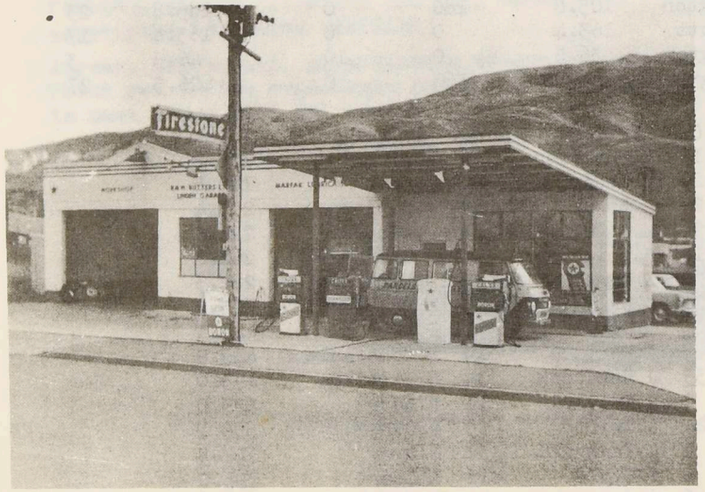

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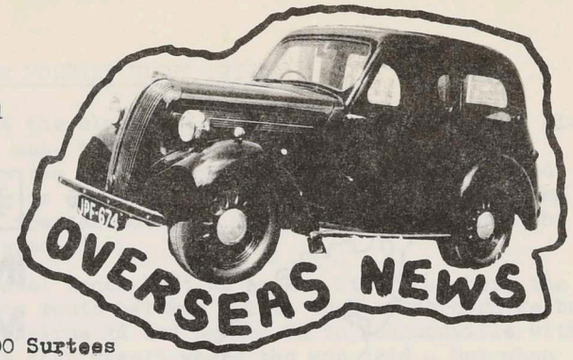


At the recent Hardie-Ferodo 500 at Bathurst the Falcon GTHOs were timed at 148 mph down the straight while the Torana XUIs were doing 130mph.

The Australian Southern Cross Rally was won by Colin Bond in an XU1.

Mario Andretti has left Andy Granatelli's STP team and will now drive for Parnelli Jones.

John Surtees will drive a Formula 5000 Surtees TS8 in the Australian Grand Prix at Warwick Farm on November 21st. Graeme Lawrence will also be a starter in a Lola.

The annual 24 Hour sports car race at Daytona is to be reduced to a 6 hour event.

Jim Richards will drive the ex-John Fitzpatrick Escort in New Zealand this year. The car has been bought from Broadspeed for Jim to drive by Jim Carney. Last season the car cost 48 thousand dollars to run and develops 250bhp from it's 1798cc. Car does 0 to 60 in 4.8 secs and 0 to 120mph in 17 secs. During recent testing at the French Ricard circuit the car was timed at 155mph.
STOP PRESS.... John Fitzpatrick unfortunately wrote the car off at Brands Hatch just before shipment to New Zealand. Probably a back-up car will be sent.

Alan Moffat is at present in England were he is expected to purchase a Surtees F5000 car. Ford are expected to sponsor the car so we can expect a Ford engine to be involved.

The new Jensen-Healey sports car will use a Ford twin cam motor. This new move by Donald Healey follows the dropping of Healeys by BLMC.

Marlboro Cigarettes will sponsor BRM next year. Yardley may move to McLaren.



"Oh, oh . . . here's where we goofed."



"The auto dealer certainly never warned us about this sort of thing!"





OCTOBER MONTHLY NIGHT TRIAL

We left the clubrooms with the navigator's eyes glued to the map, trying to locate the dividing lines between the postal zones in Wellington. Proceeded keeping as close to, but not crossing, these lines with a few 'do not use' roads added to confuse the bewildered.

The postal zones left us in Aro St, from where the shortest route between points took us through Kelburn, Bowen St, Wadestown, Thorndon, Old Prirua Rd and Ngaio. On to Johnsonville with much confusion over a telephone box that wasn't where the map said - but when map reading, the map is always right. Up to this stage the C.R.I.s had kept us on our toes, and the straight ahead section through Makara to Karori got our minds clear and ready for further battle.

There was no sting in the tail of this trial and, after choosing the correct way to use all of Verwiers St, it came as an anti climax to have a leisurely drive back to the finish. Kelburn, Aro St, Brooklyn, and a long slow drive down Happy Valley Rd, following the coast to Houghton Bay and then over the hill to the final control.

An excellent first half, prompt results, and an enjoyable debriefing amongst competitors over a cup of coffee. Congratulations Ecurie Nurg.

Ecurie Triad.

1971 WALL CUP SERIES

Final placings in Wall Cup Series	1st.	Hutt Valley Motoring Club	134 pts
	2nd.	Wellington Car Club	88 pts
	3rd.	Wairarapa Car Club	62 pts
	4th.	Levin Motor Racing Club	34 pts
	5th.	Manawatu Car Club	28 pts
	6th.	M.G.Car Club	0 pts

1971 HEATWAY INTERNATIONAL MOTOR RALLY

The entire route has been finalised and is printed herein. Over half the route has been surveyed and all other preparations are well in hand. Response from other clubs has been fantastic and the organisors are extremely grateful for all the assistance offered. Murray Thompson has spoken to many clubs personally and has received the fullest co-operation. Marshals are still required and any interested persons should contact Murray NOW.

A colossal number of entry enquiries have been received and definite starters from overseas will include Andrew Cowan, Doug Chivas, Taylor Bros, Bruce Johnson, Bernard Gauzere, Bruce Hodgson, Ken Tubman, Jensen Bros, Evan Green, Peter Brown and Bruce Collier.
The entry number has been raised from 75 to 100 to accomodate all expected entrants.

OCTOBER MONTHLY NIGHT TRIAL

ENTRANT	Grant St	Main St	Howard St	Albert St	Ohiro Rd	Aurora Tce	Esplanade is out	Kaurama Drive	Ye Rovers	CK's Corner	Moreham St	Lucknow Tce	CK's Corner	Goal	Total	Place
Brian & Phillp	30	30	30	30	30	30	30	30	30	30	30	30	6	15	411	
A. Pilkington	0	30	30		0	30	0	0	0	30	30	0	30	2	212	
SSOR EKAL	0	0	0		0	0	0	0	0	25	30	30	30	0	145	
G. Hawkyard	30	0	0		0	0	0	0	0	9	30	30	30	1	220	
I. Crighton	0	0	0		30	30	0	0	0	1	0	0	19	4	84	
Thomson/Brough	0	0	0		0	0	0	0	0	18	30	0	1	8	87	
Team Freda	30	0	0		0	0	0	0	30	3	30	0	30	8	191	
Team Divorcee	0	30	30		30	30	30	30	30	30	30	30	30	4	394	
Hedgehoppers	0	0	0		0	0	0	0	0	15	30	30	29	5	110	
Mike Bitossi	0	0	0		30	0	30	0	0	3	0	0	30	9	101	
Pentastars	30	30	30		30	30	30	30	30	30	30	30	30	10	430	
Team Panic	0	0	0		0	0	0	0	0	2	30	0	13	6	81	
Ecurie Triad	0	0	0		0	0	0	0	0	14	0	0	4	4	22	
Triple C Rally	0	0	0		0	0	0	0	0	5	0	0	23	16	44	
Ray Beasley	0	30	30		30	30	0	30	0	3	30	0	30	0	273	
Team MacMob	0	0	0		0	0	0	0	0	0	0	0	21	12	68	
Gary Adams	0	30	30		30	30	0	0	0	19	30	30	30	6	295	
Team EV 1300	0	0	0		0	0	0	0	30	5	30	0	5	5	75	
John Gladhill	0	30	30		30	30	0	0	30	30	0	0	6	3	190	
Team 1500	0	0	0		0	0	0	30	0	30	30	30	30	9	189	
Midnight Motors	0	0	0		0	0	0	0	30	30	30	30	30	2	182	
Team Non-Compos	0	0	0		0	0	0	0	0	7	30	30	30	1	128	
Team Tony	0	0	0		0	0	0	30	30	30	30	30	30	4	244	
M. Baker	0	0	0		0	0	0	0	0	4	30	30	30	1	125	
Team Snoopy	0	0	0		30	0	30	0	30	0	30	0	30	1	161	
T.J. Doyle	30	30	30		30	30	30	30	30	10	30	30	30	30	450	
Team Conroy	0	0	0		0	0	0	0	30	30	30	1	22	8	91	8

Organised by Ecurie Nurg. Marshalls: Graeme East, Ted Brough, Justin Conroy

OCTOBER NIGHT TRIAL

Comments from the plotters

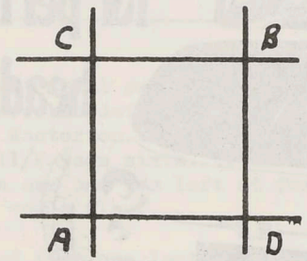
Firstly, many thanks to the 27 crews who turned up, and also to the marshalls (Ted Brough, Justin Conroy, & Graham East).

A few pointers have arisen from the results of this trial, and the following is intended for all those who dropped a check or two (or three or four !) You experts can pass on.

The first thing to do when starting a trial is to read the ASRs. And then read them again. Now three people missed the first check, in the driveway. Apart from the obvious comment, the location was given in the ASRs, as this is where the trial started. Then again, you were told to write the check-board codewords in the TIME column of the route card. If you don't, and put them in the signature column, then you have missed the check, mate !

If the ASRs say that BIDWILL doesn't exist, then it doesn't exist. (At least for that portion actually named on the map) Sure, I know that you can get through the roadworks without too much strife, but that does not matter. Read the ASRs. (There's also the small matter of a NO THROUGH TRAFFIC sign ...)

Now, let's lay this " Loop " bogey once and for all. If you are faced with choosing the shorter of two routes <u>which measure the same distance,</u> then the anti-clockwise one is the shorter, as this gives you the " inside running ". For example, suppose you have to go from A to B in the diagram. Which is shorter ?
A C B or A D B ?



As we drive on the left of the road (usually) , the route A D B will give us the inside running, and will therefore be the shorter. Here endeth the lesson.

The last thing that comes to mind is the difference between taking the shortest route

1. Between instructions, &

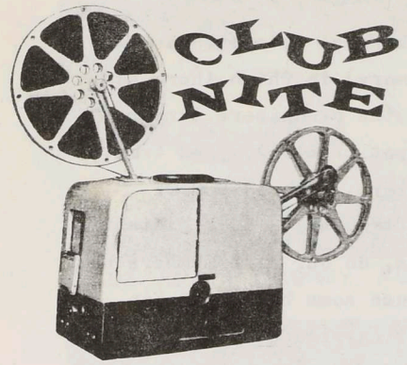
2. To accomplish each instruction.

Usually this won't make any difference, but in cases like Verviers Avenue, it did. To accomplish the instruction, you had to get to the far end of Verviers, and the quickest way to do that is anti-clockwise around the looped part.

Finally, if you find you are without a map for a map reading trial, don't get the first check and then adjourn to the pub ! Ask, and ye shall receive - provided , in this case, ye gave Ted Brough 50 cents.

Ecurie Nurg.





Two Ford films were the main highlights of the October clubnight.

Both Films were in the 'Motoring Scene' series and the first depicted saloon car racing at the Nurburgring and Fordsport day at Mallory Park.

The other film was based on Roger Clark's ventures in the Acropolis, Tulip and Circuit of Ireland Rallies. This was the first time we had seen the latter film and it was most enjoyable.

A silent colour film on the last Alexandra Rd hillclimb and the Benson and Hedges 500 race completed the programme.

Murray Thompson gave a most amusing talk on his adventures while officiating on the recent Australian Southern Cross Rally.

WORKING BEE

The recent working bee at the clubrooms saw a good selection of club members present and consequently a fair amount of important maintenance was carried out. The windows at the west end of the building were secured in their frames following the damage they received during a recent storm. Lino tiles were laid in the ladies toilet and this job will require completion at a future working bee.

Members present were John Thomson, Peter Martin, Ed Conroy, Ray Duffell, Keith Hartley, Raymond Hartley, Ian McGuire, John Sinclair, Murray McGuire, Warren Denton, Ross Lake, Graeme Blick and Gary Lang.

In our recent mention of the working bee on the Palmer Head road we inadvertently forgot to include Graham Noblet's name.

A DOZEN YEARS AGO

NOVEMBER 1959.....The Honeypot trial produced eleven competitors and two marshals....no details of the route except that it went through Masterton....Butters/Swan Equipe came third and Duffell/Watson sixth.... Graeme Davidson marshaled without a car and was left at various checks with just his pencil and a flag.....

Thought for the month was -

40,076 people in the USA died from gas last year.
29 inhaled it.
47 looked for it with a match.
40,000 stepped on it.

55mph Speed Limit Unrealistic

AUCKLAND, Today (PA). — The 55-mile-an-hour speed limit on New Zealand roads was, in some cases, unrealistically low, an Australian road safety expert said in Auckland.

Dr Michael Henderson, executive director of traffic safety with the New South Wales Department of Motor Transport has spent two weeks travelling throughout New Zealand and said there were many highways in the South Island which had an unrealistic 55-mile-an-hour speed restriction.

"On some of these long straight roads one could travel quite safely providing the vehicle was mechanically sound, at speed of 100 miles an hour," he said.

Dr Henderson said that any law as widely disregarded as the New Zealand maximum speed limit legislation obviously needed looking at twice.

He suggested no "straight-out" maximum limit for all roads, but rather different maximum levels for roads of varying standards.

LETTER TO THE EDITOR

If this article reads nasty that's because it's intended.

I have yet to enter an event (in memory) in which there has not been a book peddler ready to jump down the organisers throat.

A recent example arose in the Honeypot trial. A speed trap, illegal or not, caught a number of competitors, not all W.C.C. members. But it required a normal, all to frequent, W.C.C. protest to nullify the first computation of results, do our club members not only out of first but second place, and cause some bitterness in the ranks. It's just as well the club still carried away first teams, or I would be asking, with I am sure,many others, whether some members are the mainstay or the hotheads of the club.

Why should people complain about speed traps and other parking offences, etc? Is it because the vanity of people is such that they would never publicly admit that our driving standard, both individually, and as a club is not what it should be. Perhaps too many "around the houses" night trials, the backbone of trialling, have dulled the brain. Perhaps a cup is at stake and the team spirit lost.

I feel it is time members, especially the trialists, pulled together and sorted this out, as an honest attempt was made, and morally proved, to show just how poor the driving intelligence of some people are. Ten minutes late is not made up at speed 200 yards prior to a check, where the radar happened to be located, though people will try.

The fact is also born out that it is undesireable to run a trial of this nature on a Sunday over well used roads. I still have a vision of a lady in an A60 who had stopped, on a corner of Airlie Rd, as a number of people swept passed with an apparent "get off the road, you're in the way" attitude. And she was too scared to move, not there to enjoy the dusty view. What Public Relations? It's just as well we're not asked to wear numbers on the cars as well.

Don't ask, in future, for people to stop needlessly at Mackays crossing please, On a Sunday, it's too dangerous, with sightseers on the rear bumber, always in a hurry to get somewhere slowly

Enough said?

Kim Naylor.

PHOTOS BY GLEN KENNAR PHONE 873-502



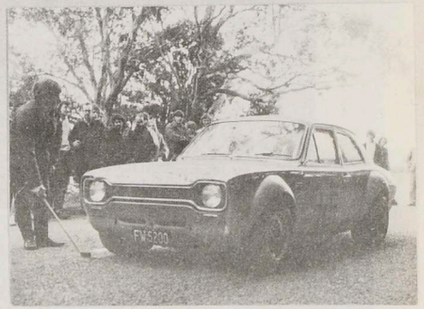
AIRLIE RD - HARVEY KIBBLE



AIRLIE RD - PETER PARNELL



AIRLIE RD - KEVIN GEORGE



ALEXANDRA RD - WAYNE FULLER



AIRLIE RD - ROSS GREGORY



ALEXANDRA RD - ANGUS CAMERON



AIRLIE RD. BOB GIBBONS



ALEXANDRA RD - RICHARD TIPPETT

HEATWAY RALLY PHOTOS BY IAN SHEPHERD.



NOW THAT 'PRES' HAS HAD HIS OPERATION HE MIGHT BE ABLE TO MANAGE HIS PARKING A LITTLE BETTER!



A TIME EXPOSURE AT THE START OF A SPECIAL STAGE - NOTE THE GEAR CHANGE POINT!

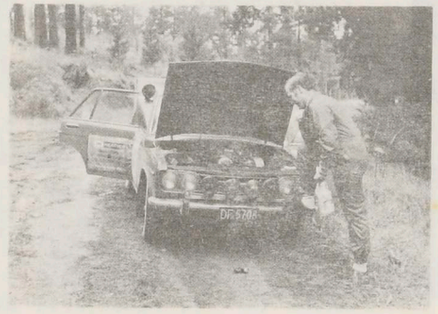
SOUTH ISLAND R.A.T.E.C. ALPINE RALLY
PHOTOS BY PHIL PARNELL





Ian Pinkertons ex 'Silver Fern' Avenger



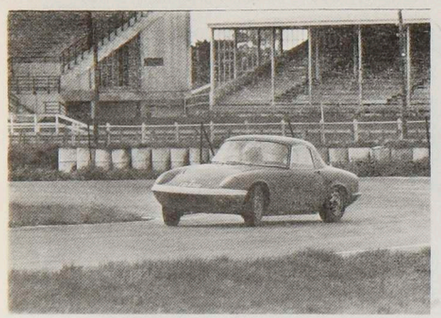




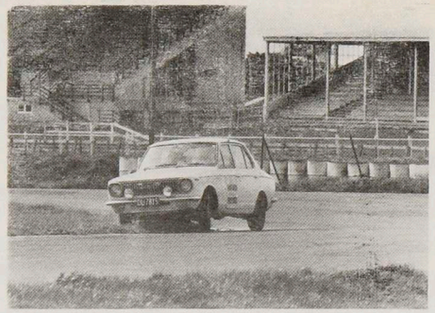


WGTON CAR CLUB DATSUN - TOM DOYLE PHIL PARNELL
MIKE REID MURRAY LONG

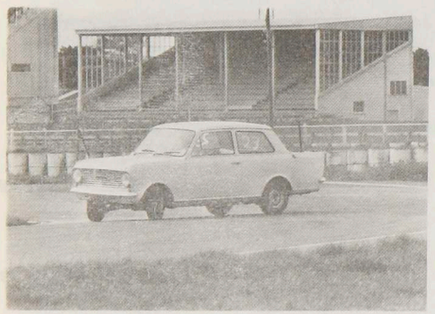
WAIRARAPA CAR CLUB LEVIN SPRINT
PHOTOS BY PHIL PARNELL



PHIL WILMSHURST



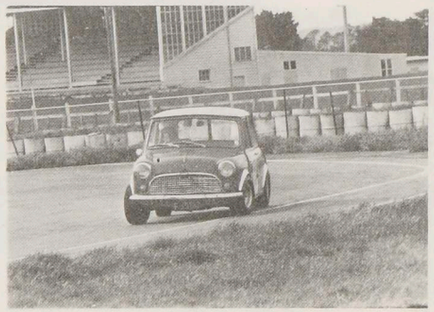
BRIAN FISHER







ALAN SMART



ALAN WRIGHT

MINI SEVEN ASSOCIATION OF NEW ZEALAND
P.O. BOX 11-396
MANNERS STREET WELLINGTON

PRESS RELEASE No 1 September 1971

In August 1970, a circular and proposed regulations were sent out regarding a " Mini Seven Formula "

We are pleased to advise that due to the interest shown, an association has been formed to take on the promoting of this formula - The Mini Seven Association of New Zealand.

The main objects of the Association are;

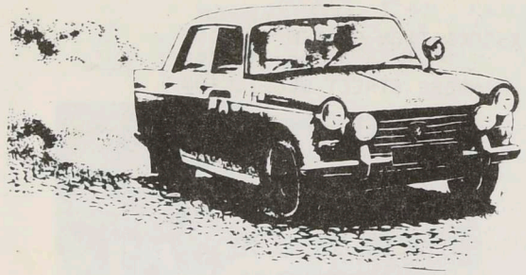
1. Mini Seven promotion.
2. Investigating a proposed championship.
3. Forming a register of members.
4. Starting a news sheet for members.

The cost of preparation and racing Mini Seven will be very cheap compared to group 5, with competitive cars costing as little as $1000-00. At the present time we want to get to know people who are interested in this formula. Subscription to the Association is $5-00 per year that in the first stages will cover a news letter, mailing costs etc. Also being investigated is a parts discount scheme for members.

The first race for the formula was held at the Hutt Valley Motoring Club's Levin Clubmans race meeting where 10 cars competed for over $100-00 in prize money.

This is only the start .... If you are interested, contact,

The Mini Seven Association of New Zealand,
P.O. Box 11-396,
MANNERS STREET, WELLINGTON



cross flow

The New Zealand Motor Corporation team in the next Heatway Rally will include Andrew Cowan, Jim Richards and Angus Hyslop. Cars will be Morris Marinas and 1275cc Mini Clubmans.

The recent sudden death of Pat Hoare at the early age of 53 has left a large gap in the motoring scene. Hoare was the country's leading Ferrari man in the days of Ardmore.

Club President Ian Pinkerton is now recovering from a serious operation and will soon be back at the helm.

Murray Thompson has returned from Australia where he spent considerable time on the organising side of the Southern Cross Rally. Murray has some very interesting tales to tell and has also drummed up some possible competitors for the next Heatway.

Robin Smith has purchased Alan Brough's Anglia.

The Manawatu Car Club's big Golden Shell Rally is planned for 1972 and will cover 1700 miles with 700 miles of special stages. The event will be in two 30 hour sections with some 3 hour mealbreaks. There will be 18 hours between each 30 hour section.

A Factory Elfin team will be competing in the coming Tasman Series. Drivers are Gary Cooper, Max Stewart and John McCormack.

The Levin November meeting will see Graeme Lawrence racing his Brabham. A full field of Auckland 999cc Minis will also be present. The earth bankings from the end of the straight to Cabbage Tree corner and from the pits to the start of the straight have been bulldozed away and replaced with Armco barriers. The Horse Racing Club is assisting in this and we hear that the circuit lease has been renewed for a number of years.

Congratulations to Peter Bennett and Barbara Biggs on their recent engagement.



Recently formed was the Wellington Branch of The Institute Of Advanced Motorists, an organisation whose aim is to promote 'Roadcraft'.

The 'Roadcraft' system of car control is that which is taught in all Police Driving Schools throughout the Commonwealth, and involves various driving techniques and considerations, which give the people who participate a finer understanding of a sport which they thought they new all the answers to.

At present this Branch is in the developement stages but has the support of many people dedicated to road safety betterment and driver improvement.

The course is entirely practical and terminates in approximately a forty mile road test under all traffic conditions. No questions on theory are asked as any ignorance of the Road Code or 'Roadcraft' will become apparent during the drive. Skidding is not taught, nor is heeling and toeing, as this is considered competition work for which the Institute does not cater. The finer points in keeping a car moving on the right course at the right speed in the correct position on the road are catered for however, and I would thouroughly reccomend this course to anyone wishing to 'brush up' their standard of driving.

For further information contact the Secretary, Pam Ahradsen by writing to;

The Secretary,
Institute of Advnced Motorists (NZ) Inc,
Wellington Branch,
P.O. Box 51108,
Tawa.

or see Pam or myself at Club events. Kim Naylor.

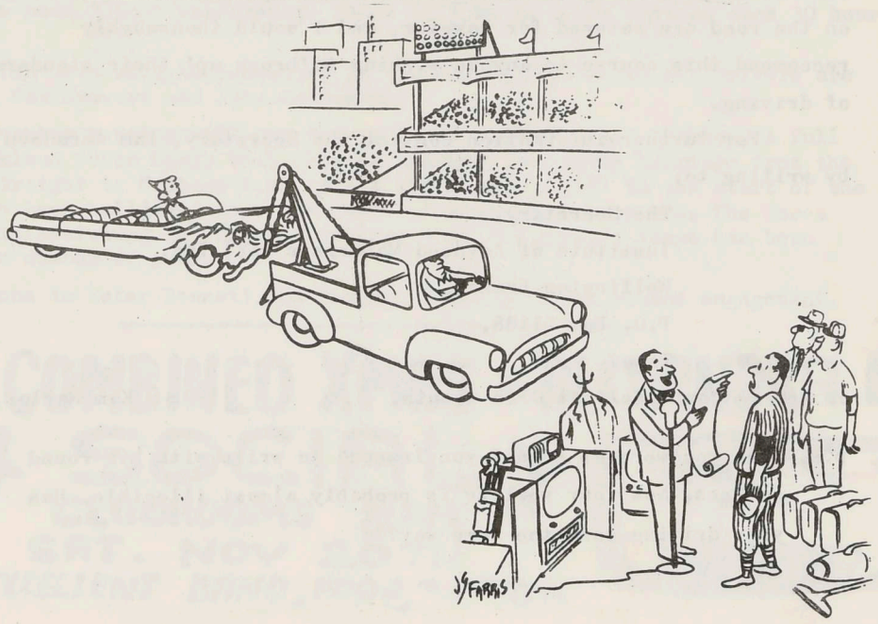
p.s. When you were at school you learned to write with big round letters, Now your writing is probably almost illegible. Has your driving gone the same way?

At a recent hillclimb Gary Lang and myself had a quick natter regarding the addition of a technical column in the bulletin.

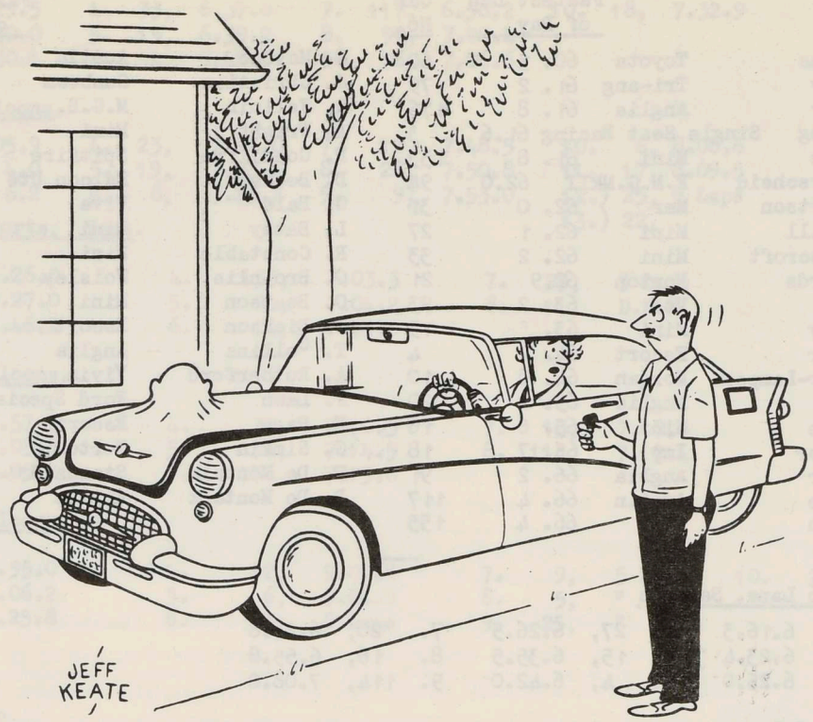
Unfortunately with noise etc. a misunderstanding occured. While I am fully prepared to answer ignition proplems I would prefer to deal with the electrical section of your car generally. Unfortunately ignition faults tend to pertain to the particular car in question and not to vehicles as a whole. If you feel you would like to share some of your electrical heartbreaks with others then write in. All correspondence will be in confidence, unless you ask otherwise.

As Chief marshall on the day I wish to thank those of you who turned out to help at the recemt Clubmans meeting. I hope you enjoyed yourselves, doing your thing for the club and see you next time? Also like to thank the Sector Marshalls for assisting me on the day.

KIM NAYLOR



"... And a brand new 1960 convertible driven by your wife."



"He was checking the oil when I accidentally bumped the horn."

STRANGER THAN FICTION!

Lincoln was elected President in 1860.
Kennedy was elected President in 1960.
Both were concerned with civil rights.
Both wives lost children whilst at the White House.
Both were succeeded by men named Johnson — both Southerners.
Andrew Johnson was born in 1808.
Lyndon Johnson was born in 1908.
Lincoln and Kennedy were both shot in the head from behind.
Both were shot in the presence of their wives.
Both assassins were shot before their trials.
John Wilkes Booth was born in 1839.
Lee Harvey Oswald was born in 1939.
Both Presidents had been warned of danger before their deaths.
Lincoln's secretary, whose name was Kennedy, warned him not to go to the theatre.
Kennedy's secretary, whose name was Lincoln, warned him not to go to Dallas.

CLUBMANS RACE MEETING 23rd OCTOBER, 1971.

		Fastest Lap of Day	Car No.
R.Sellens	Toyota	60. 5	60
M.Coffey	Tri-ang	61. 2	79
R.Lester	Anglia	61. 8	176
J.Warring	Single Seat Racing	61.6	3
H.Kibble	Mini	61. 8	133
G.Hetterscheid	F.M.G.MkII	62.0	94
D.Gilbertson	Mer	62. 0	31
J.Gladhill	Mini	62. 1	27
M.Ravenscroft	Mini	62. 2	33
G.Richards	Norton	62.9	21
I.Hodge	Vee	63. 2	93
J.Harvey	Mini	63. 5	15
R.Lester	Escort	64. 2	4
S.Looker-Lampson	Morgan	64. 8	10
R.Walsh	Anglia	65. 2	20
K.George	Mini	65. 6	16
B. Taylor	Imp	65. 7	18
G.Walker	Anglia	66. 2	91
J. Wylie	Austin	66. 4	117
P.Martin	Vee	66. 4	155
G. Mazone	Austin	67. 8	17
J. Christian	Sunbeam	67. 9	24
R. Felloin	M.G.B.	68. 0	26
A. Wright	Mini	68. 2	114
R. Condliffe	Spitfire	68. 4	14
D. Beckett	Falcon Ute	69. 4	32
G. Bale	Viva	70. 0	5
L. Batey	Mini	71. 0	23
R. Constable	Mini	72. 0	19
G. Bromlie	Wolsley	73. 8	8
C. Beatson	Mini	74. 0	28
G. Dickson	Escort	74. 2	12
T. Collins	Anglia	74. 5	9
A. Rutherford	Vivia	74. 9	1
P. Lawn	Ford Special	76.2	7
K. Page	Escort	78. 6	6
G. Simkin	Norton	79. 0	11
P. De Montalk	Standard	82. 6	25
B. De Montalk	Anglia	85. 0	22

Race 1 6 Laps. Saloons

1.	79,	6.16.3	4.	27,	6.26.5	7.	20, 6.54.8
2.	60,	6.23.4	5.	15,	6.35.5	8.	16, 6.55.8
3.	176,	6.25.0	6.	4,	6.42.0	9.	114, 7.08.0

Race 2. Saloons

1.	33,	6.36.7	4.	28,	7,48.8	7.	12, 7.55.2
2.	5,	7.18.3	5.	8,	7.49.0	8.	9, 7.59.0
3.	32,	7.46.0	6.	1,	7.50.0		

Race 3 Sports Cars, Vees and Racing.

1.	3,	6.35.0	4.	10,	6.46.9	7.	24, 7.11.0	10. 7,	5 Laps
2.	31,	6.42.7	5.	155,	7.02.0	8.	94, 7.11.3	11. 2,	D.N.F.
3.	93,	6.46.8.	6.	26,	7.06.2	9.	14, 7.34.9	12. 11,	D.N.F.

Race 4. B.M.C.

1.	133,	6.43.7	4.	114,	7.05.8	7.	8, 7.37.9
2.	27,	6.44.4	5.	23,	7.25.0	8.	28, 7.45.0
3.	15,	6.46.6	6.	16,	7.36.2	9.	19, 7.51.6

Race 5 Fords and Toyota.

1.	4,	7.09.3	4.	176,	7.25.0	7.	22, 7.41.7	10. 1,	8.10.0
2.	60,	7.11.2	5.	91,	7.37.2	8.	32, -		
3.	79,	7.20.0	6.	5,	7.38.8	9.	12, -		

Race 6. Sports Cars Vees and Racing.

1.	31,	6.59.4	4.	26,	7.13.5	7.	24, 7.24.0	10. 3,	D.N.F.
2.	10,	7.05.2	5.	93,	7.20.3	8.	14, 8.07.8		
3.	94,	7.08.4	6.	155,	7.22.0	9.	7, 5 Laps		

Race 7 Saloons.

1.	60,	6.29.5	4.	33,	6.57.0	7.	117, 6.58.2	10. 18,	7.32.9
2.	176,	6.30.0	5.	15,	6.39.2	8.	91, 7.00.4		
3.	27,	6.30.1	6.	4,	6.42.0	9.	16, 7.06.6		

Race 8 Saloons.

1.	114,	7.05.9	4.	23,	7.23.0	7.	12, 7.48.5	10. 6,	8.08.6
2.	5,	7.14.0	5.	19,	7.38.0	8.	28, 7.50.8	11. 17,	8.09.5
3.	32.	7.16.2	6.	8,	7.45.2	9.	9, 7.53.0	12.) 25,	5 Laps
								13.) 22,	

Race 9. Sports, Vees.

1.	94,	6.26.0	4.	155,	7.03.3	7.	93,	5 Laps	
2.	31,	6.27.0	5.	24,	7.04.2	8.	11,	D.N.F.	
3.	10,	6.46.2	6.	14,	7.45.0				

Race 10. Saloons.

1.	117,	6.57.4	4.	33,	7.10.5	7.	15,	7.18.0	
2.	4,	7.03.8	5.	91,	7.14.5	8.	114,	7.19.4	
3.	60,	7.05.7	6.	176,	7.15.6				

Race 11. Saloons.

1.	19,	7.55.0	4.	12,	9.01.8	7.	9,	5 Laps	10.	22,	5 Laps
2.	17,	8.06.2	5.	6,	9.04.0	8.	5,	" "			
3.	32,	8.25.8	6.	23,	5 Laps	9.	25,	" "			

Race 12.

Not Available

Race 13 12 Laps. Formula Libre.

1.	60,	12.27.1	7.	10,	13.22.8	13.	117,	10 Laps	
2.	94,	12.28.1	8.	32,	13.25.0	14.	114,)		
3.	176,	12.42.9	9.	24,)		15.	18,)	9 Laps	
4.	133,	12.48.0	10.	155,)	11 Laps	16.	22,)		
5.	93,	13.04.4	11.	16,)		17.	25,	6 Laps	
6.	15,	13.14.8	12.	31,)					

LEVIN CLUBMAN'S RACE MEETING

Thirty nine competitors were present for our Clubman's Race Meeting at Levin on October 23rd. Weather was perfect for most of the day with just a few spots of rain. There were a large number of outside competitors which was a very good sign. Fastest time went to Dick Sellens in the modified Toyota Corolla at 60.5 secs which shows how invaluble a bit of experience is. Malcolm Coffey was not too far behind in the Triang. John Warring's new Cooper 'S' powered single seater made an impressive debut. This car uses the motor out of John's Sprite. Unfortunately Ray Walsh had the misfortune to roll his Anglia at Cabbage Tree. No personal damage was done. Two cars were turned down at scrutineering which shows that our technical inspection is fairly thorough.

SPITZEN SPARKEN by Kim Naylor.

Q. Ignition warning light does not go completely out but glows dimly when the engine is revved up. What is the cause? (Generator system).

A. The most probable cause here is dirty and/or mal-adjusted cutout contacts. The warning lamp is connected between the 'D' terminal on the regulator and the ignition fuse, i.e. across the cutout contacts. When the ignition fuse is turned on the lamp gets its earth through the generator brushes. When the generator builds up the voltage becomes even on both sides of the lamp and it is extinguished. Other though less likely causes are; a dirty fuse holder, sticking brushes, or an oval commutator. Take care! Alight touch of the finger in the wrong place on most regulators can cost you more than $30.

Q. When modifying a distributor what parts are normally required?

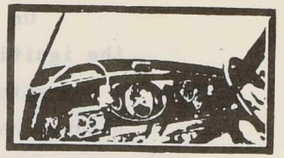
A. If you aquire auto advance springs, weights,and cam you can't go far wrong. I suggest anyone doing their own mod should compare the part N^{O}s of the original cam,springs etc. against those of the new requirement. Often I have heard people say "change the springs" but this is misleading as often the weights or total advance (governed by the cam) will have a bigger bearing on performance than springs. If you are not discarding the vacuum advance unit then this will probably also require replacement.

Q. I s there an alternative wiring system for the bigger Smiths tachometer.

A. Yes. At work I have had complete successwiring these such that only three external wires are required, instead of five with only one going to the engine. These tachometers require an impulse form the ignition lime and there is no reason why this should be picked up only between the distributor and coil. Nothing magical happens there and on some ballasted ignition systems (because of low voltage involved) they will not work when conventionally wired.

HALDA

SPEEDPILOTS & TRIPMASTERS





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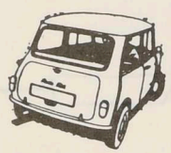

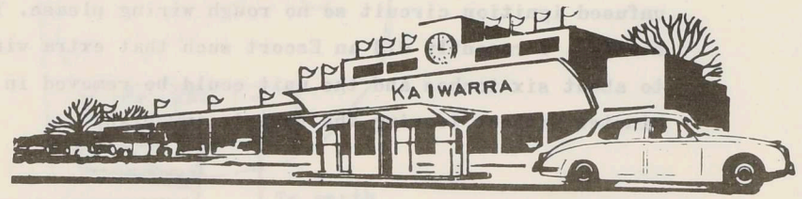

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KAIWARRA SERVICE STATION

On a lot of vehicles the coil is fed from the unfused side of the ignition fuse, others straight from the ignition switch with a seperate feed to the ignition fuse. It is important that the ign. circuit using this system is not used as a pickup point for any extra auxillaries e.g. fuel pump feed off coil. i.e. the circuit is uninterupted between the tacho pickup point and the distributor -via the coil. If possible the easiest way is to start at scratch, grap a feed off the ignition switch and disconnect that at the coil, and tape it neatly out of the way.

Caution! Check you have not got a ballasted system. If so;

I. With vauxhall or similar wth the little pancake like resistor on the coil, wire up a in my diagram and connect where the original wire came from, normally the larger of two spade terminals.

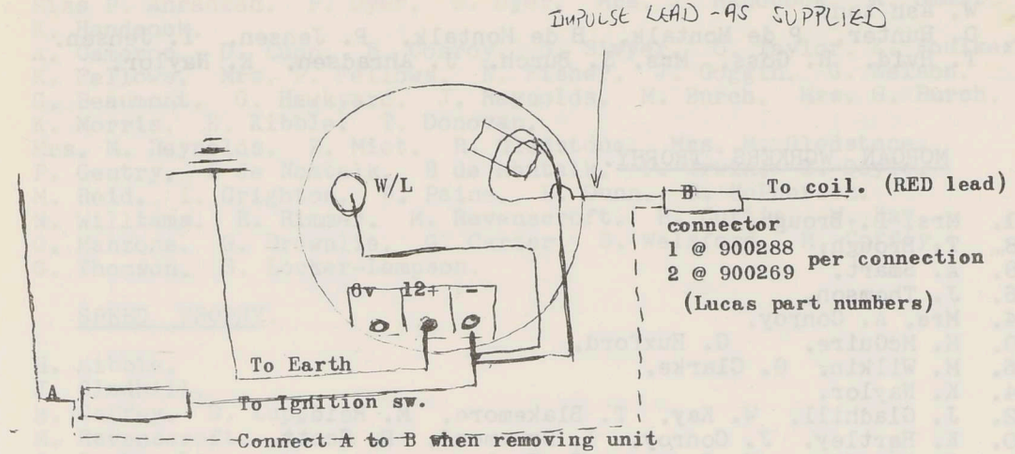
2. With Ford or similar with the resistor wire (white with yellow trace) leave that wire on the coil, find the other end - switch end and connect the tacho as in diagram using an ignition feed and connect the coil impulse to the switch end of the ballasted wire by a suitable connector.

Removal of the resistor wire or little pancake resistor will result in burnt contacts and possibly a burnt out coil.

You will see in my diagram that the illumination lamp is wired to come on with ignition. Unless your mounting the tacho for show I suggest this method. The battery will not go flat when daylight running.

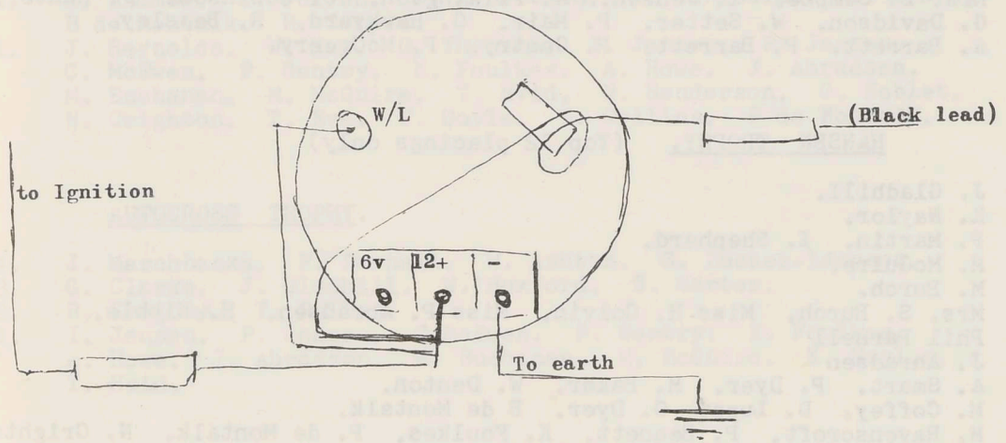
Remember before you get in with the cutters that your playing with an unfused ignition circuit so no rough wiring please. This can be done neatly . I recently did an Escort such that extra wiring ammounted to about six inches and the unit could be removed in a couple of minutes without leaving the vehicle immobile.

POSITIVE EARTH



NEGATIVE EARTH

As above with changes to terminal block connection and impulse lead colour.



THORNTON TROPHY. - Gymkhanas.

4. I. Pinkerton.
3. M. Burch.
2. W. Ash ton.
1. D. Hunter. P de Montalk. B de Montalk. P. Jensen. I. Jensen. T. Hvid. R. Goss. Mrs. S. Burch. J. Ahradsen. K. Naylor.

MORGAN WORKERS TROPHY.

51. Mrs. I. Brough.
38. T. Brough.
28. A. Smart.
26. J. Thomson.
24. Mrs. A. Conroy.
20. M. McGuire. G. Huxford.
16. M. Wilkin. G. Clarke.
14. K. Naylor.
12. J. Gladhill. W. Kay. T. Blakemore. M. Reid.
10. K. Hartley. J. Conroy. I. Drummond. P. Scott.
8. J. Ahradsen. K. George. C. Taylor.
6. J. Christian. R. Lake. M. Dobson. P. Bennett. W. Huxford. B. Naylor.
4. M. Galvin. P. Parnell. R. Dollimore. M. Baker. B. Taylor. T. Hvid. J. Pfeffer. C. McEwen. B. McPherson. P. Slocombe. M. Garey. I. Shepherd. I. Foster. Miss H. Colvin. Mrs. M. Thomson. M. Burch. Mrs. S. Burch. I. McGuire.
2. G. Blick. J. Sinclair. J. Bridson. N. McGill. R. Semple. R. Curtis Mrs. B. Semple. I. Jensen. A. Pilkington. S. Robinson. D. Hunter. G. Davidson. W. Setter. P. Mair. G. Hawkyard. R. Beasley. A. Barrett. P. Barrett. P. Gentry. P. McCreery.

HANSEN TROPHY. (Top 12 placings only)

35. J. Gladhill.
28. K. Naylor.
24. P. Martin. I. Shepherd.
23. M. McGuire.
22. M. Burch.
20. Mrs. S. Burch. Miss H. Colvin. Miss P. Ahradsen. H. Kibble.
18. Phil Parnell
16. J. Ahradsen
13. A. Smart. P. Dyer. M. Baker. W. Denton.
12. M. Coffey. D. Lupp. G. Dyer. B de Montalk.
11. M. Ravenscroft. P. Bennett. K. Foulkes. P. de Montalk. N. Crighton.
10. E. Conroy. N. Fisher. Mrs. M. Thomson.

ATKINSON TROPHY.

14. J. Gladhill.
11. K. Naylor. P. Martin. I. Shepherd.
9. Phil Parnell
7. M. Baker. W. Fuller. J. Ahradsen.
6. W. Denton. M. McGuire. Miss H. Colvin.
5. Miss P. Ahradsen. P. Dyer. G. Dyer. Mrs. J. Handcock. A. Smart. K. Handcock.
4. A. Cameron. D. Lupp. E. Conroy. G. Sivyer. C. Taylor. K. Foulkes
2. K. Fellows. Mrs. P. Fellows. N. Fisher. J. Goggin. G. Nelson. G. Beaumont. G. Hawkyard. J. Reynolds. M. Burch. Mrs. S. Burch. K. Morris. H. Kibble. T. Donovan.
1. Mrs. M. Reynolds. P. Miet. R. Gledstone. Mrs. M. Gledstone. P. Gentry. P de Nomtalk. B de Montalk. P. Irwin. T. Doyle. M. Reid. I. Crighton. B. Paine. B. Dunn. B. McPherson. N. Williams. R. Rimmer. M. Ravenscroft. R. Curtis. W. Kay. G. Manzone. G. Brownlie. G. Carter. G. Welsford. M. Coffey. G. Thomson. S. Locker-Lampson.

SPEED TROPHY.

20. H. Kibble.
15. J. Gladhill.
12. M. Coffey. D. Lupp.
11. M. Ravenscroft.
10. S. Locker-Lampson.
8. R. Sellens. P. Parnell.
7. J. Harvey.
5. R. Gregory. K. George.
4. J. Marchbanks. B. Gibbons. G. Carter. T. Donovan. W. Ashton. T. Russell. W. Fuller.
3. G. Clarke. K. Naylor. R. Curtis. G. Manzone. G. Brownlie. G. Welsford. A. Cameron. R. Lake. W. Huxford. G. Lang.
2. R. Rimmer. T. Pullen. S. Robertson. J. Christian. A. Smart. B de Montalk. R. Semple.
1. J. Reynolds. W. Kay. G. Thomson. I. Jensen. P. Jensen. C. McEwen. P. Gentry. K. Foulkes. A. Howe. J. Ahradsen. M. Buchanan. M. McGuire. T. Hvid. N. Henderson. G. Noblet. N. Crighton. T. Eve. T. Doyle. T. Collins. P de Montalk.

AUTOCROSS TROPHY.

4. J. Marchbanks. P. Parnell. W. Ashton. S. Locker-Lampson.
3. G. Clarke. J. Gladhill. W. Huxford. G. Carter.
2. R. Gregory. T. Pullen.
1. I. Jensen. P. Jensen. C.McEwen. P. Gentry. K. Foulkes. A. Howe. J. Ahradsen. M. Buchanan. M. McGuire. K. Naylor. T. Hvid.

CLAPPERTON TROPHY.

25. K. Naylor.
24. P. Martin. I. Shepherd.
22. M. Burch. M. McGuire.
20. Mrs. S. Burch. Miss H. Colvin. Miss P. Ahradsen. J. Gladhill.
18. Phil Parnell.
15. J. Ahradsen.
13. P. Dyer. M. Baker. W. Denton.
12. G. Dyer.
11. P. Bennett. A. Smart.
10. E. Conroy. N. Fisher. B de Montalk. P de Montalk. K. Foulkes Mrs. M. Thomson. N. Crighton.
9. J. Goggin. I. McGuire. C. Taylor.
8. T. Doyle. I. Jensen.
7. G. Beaumont. Mrs. L. Brough. R. Curtis. J. Conroy. D. Prouse. J. Sinclair. W. Setter. J. Thomson. N. Williams. I. Crighton.
6. R. Beasley. M. Dobson. L. Evans. D. Flaus. K. Fellows. P. Gentry. P. Jensen. C. James. B. McPherson. J. Reynolds. Mrs. M. Reynolds Miss J. Stewart.
5. G. Blick. Mrs. A. Conroy. Mrs. P. Fellows. R. Gledstone. D. Hunter. M. Hopkins. G. Hawkyard. R. Lake. N. McGill. K. Handcock. Mrs. J. Handcock.
4. G. Adie. B. Dunn. M. Galvin. K. George. Mrs. M. Gledstone. Mrs. B. McGuire. A. Pilkington. I. Pinkerton.
3. D. Adams. Mrs. D. Buchanan. G. Carter. T. Hvid. P. Irwin. P. Nash. Mrs. L. Joyce. P. Middlemiss. G. Nelson. Peter Parnell. B. Paine. S. Robinson. M. Reid. T. Sanders. Mrs. F. Tollan. P. Tollan.
2. T. Blakemore. J. Christian. Mrs. C. Foulkes. J. Hungerford. M. Garey. A. Martin. C. McEwen. B. Naylor. D. Rowell. D. Wilson. Mrs. B. Taylor. K. Morris. W. Ashton.
1. D. Barnett. M. Bitossi. P. Coury. Mrs. L. Duffell. R. Dollimore. D. Dixson. Mrs. K. Garey. T. Jewels. H. Kibble. G. Martin. M. Morgan. P. McCreery. Mrs. L. Martin. P. Miet. D. McKinney. W. McEwen. T. Pullen. B. Ryan. S. Robertson. Miss. R. Shepherd. G. Thomson. M. Thompson. R. Underwood. W. Waugh.

LADIES TROPHY.

20. Mrs. S. Burch. Miss P. Ahradsen. Miss H. Colvin.
10. Mrs. M. Thomson.
7. Mrs. L. Brough.
6. Mrs. M. Reynolds. Miss. J. Stewart.
5. Mrs. A. Conroy. Mrs. P. Fellows Mrs. J. Handcock.
4. Mrs. B. McGuire. Mrs. M. Gledstone.
3. Mrs. D. Buchanan. Mrs. L. Joyce. Mrs. F. Tollan.
2. Mrs. C. Foulkes. Mrs. B. Taylor.
1. Mrs. L. Duffell. Mrs. K. Garey. Mrs. L. Martin. Miss R. Shepherd.

HONEY-POT DAY TRIAL TROPHY.

Jocelyn and Ken Handcock.

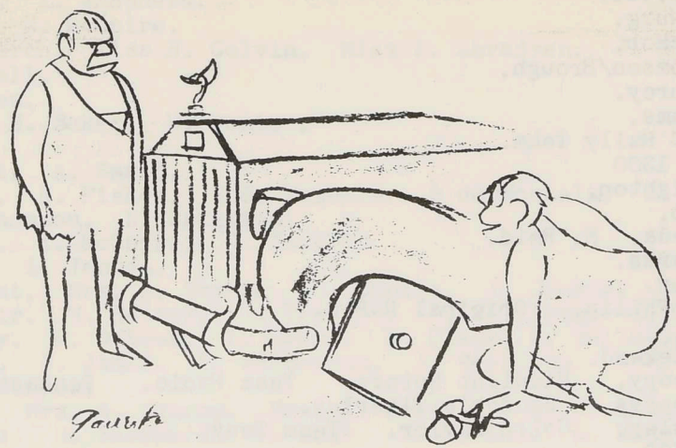
MONTHLY NIGHT TRIAL TROPHY

90. Ecurie Triad.
82. Ecurie Nurg.
71. Team MacMob.
50. Team Thomson/Brough.
49. Team Conroy.
30. Gary Adams.
29. Triple C Rally Team.
28. Team EV 1300
24. Team Crighton.
22. Team Cob.
20. Team Freda. M. Reid.
18. Team Sparks.
17. G. Sivyer.
16. Brian & Philip. Original N.B.G.
15. Team 86.
14. Team Brieweed.
13. Team Snoopy. Midnight Motors. Team Panic. Pentastars.
12. Hedgehoppers. Scuderia Tigerius.
10. Ray Beasley. Colin Taylor. Team Tony.
9. Team 1500
8. Team Non-Compos. N. Fisher. Team Shotgun. R. Gledstone.
7. SSOR EKAL.
6. A. Pilkington. TEAM B.R.G. W. McEwen.
5. M. Hopkins. J. Reynolds. G. Hawkyard.
4. T. Doyle. M. Garey. P. Irwin. R.Goss. Team Tiger. Don Adams. P. Middlemiss.
2. A.J. Martin. Ecurie Egmont. Humber 80. Filthystan Duo. N.B.G. Squashed. Ivan Scarfe. Philip Parnell. C. McEwen. S. Robinson. Non-Compos. Team Ping-Pong. J. Christian. J. Crombie. S. Robertson. Team Divorcee.
1. J. Ahradsen.

EAST CUP - 2 man crews.

92. Ecurie Triad.
75. Ecurie Nurg
65. Team Conroy.
42. Team Freda.
26. G. Sivyer.
24. Team EV 1300
23. Original N.B.G. Team 86.
21. Brian & Philip.
19. Team Panic.
17. Scuderia Tigerius
16. Team Cob.
15. Midnight Motors.
14. Team Non-Compos.
12. C. Taylor. N. Fisher. Team B.R.G.

11;: A. Pilkington. Team 1500
10. Ray Beasley.
8. M. Garey. J. Crombie.
7. Team Snoopy.
6. Hedgehoppers. P. Middlemiss Pentastars. G. Hawkyard.
5. Ssor Ekal.
4. R. Goss. R. Gledstone.
3. Team Reynolds.
2. Team Tiger. Team Tony. Phil Parnall. C. McEwen. P. Irwin. Team Ping-Pong. Non-Compos 2. J. Christian. S. Robertson. Team Divorcee.
1. J. Ahradsen.



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CERTAINLY, CARS PREPARED BY US HAVE NOT WON EVERYTHING THEY ENTERED AND HAVE HAD MECHANICAL MALFUNCTIONS, BUT THE FACT STILL REMAINS, WE DO PREPARE WINNERS.

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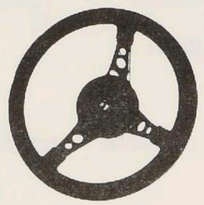
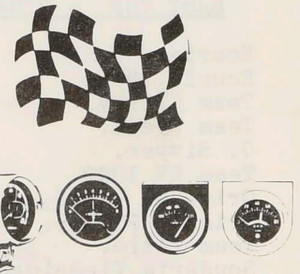
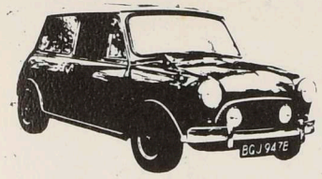




JUST ARRIVED... Australian Warneford Inlet Manifolds.





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ALLCOMER RACING ANGLIA. Full race 1731cc engine. Very fast. Ex - Simpson, Radisich, Sprague. Probably the country's quickest Anglia. Cosworth and Hewland parts, Minilites etc.

Price $1650 ONO. Phone Gary Lang at 883-488 (H).

FOR SALE

JRM Ford Special. 1340cc motor. Laps Levin in 62 secs with 997cc motor. $1100 ONO. Phone Ian Drummond at 672-455 (H) or 556-643 (B).

FOR SALE

1098cc motor, Hamlin and Charles head, 997 Cooper camshaft. Motor fully balanced. 46bhp at wheels.
Mounted on recently reconditioned 1964 Mini gearbox.
Available with all extras including twin 1¼ SU carburettors and full extractor or all parts seperately.
Very flexible torquy motor, ideal for fast road car.
Can be tested if required in my Minisprint.

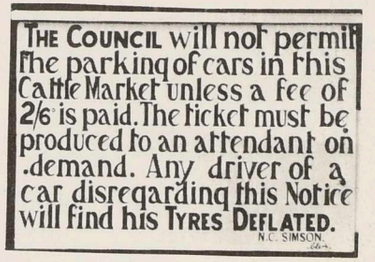
Wolseley 1300 parts. Many parts available including complete rear subframe, wood dash, wheels, carpets, steering rack, rear seats, front hydrolastic units, most panels and damaged bodyshell.

Robin Curtis, 11 Bancroft Tce, Newlands, Tel 788-987 (H) or 556-821 (B)

FREE

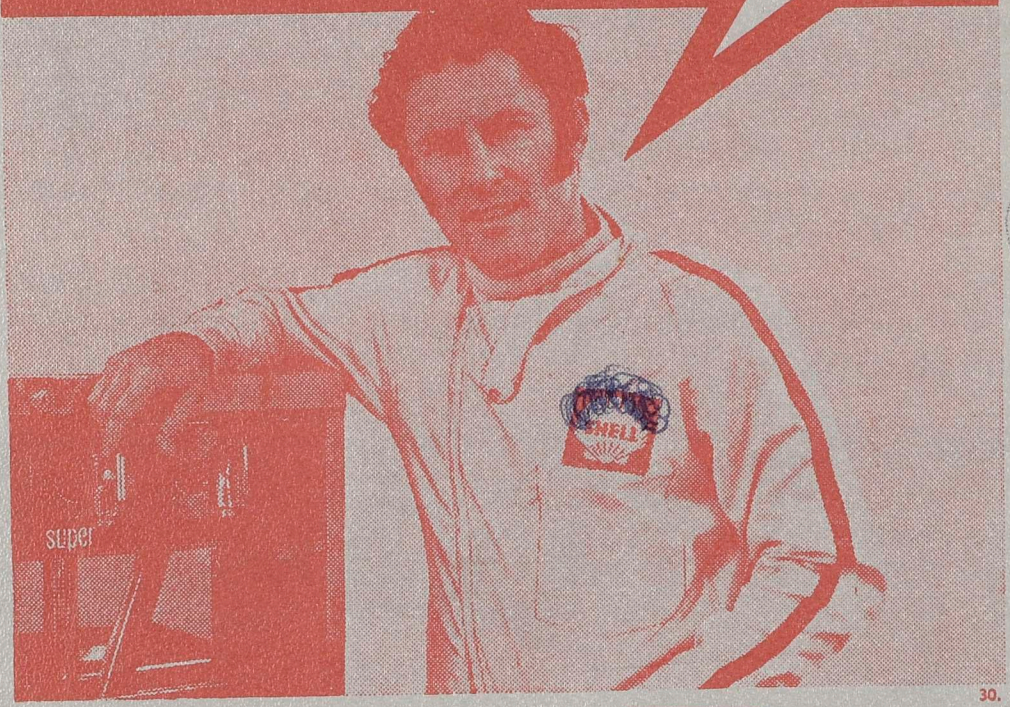
Four very attractive kittens, low mileage, very economical. Ideal present for young child. Phone Gary Lang at 883-488.





Tasman Champion Graham McRae says:

'I use the same Shell oil on the track as I do on the road ...Shell Super' Graham McRae



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MOTORING NEWS BULLETIN

WELLINGTON CAR CLUB

Dec 71



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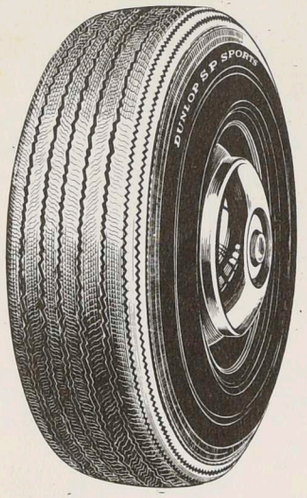

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NEWS BULLETIN OF THE WELLINGTON CAR CLUB

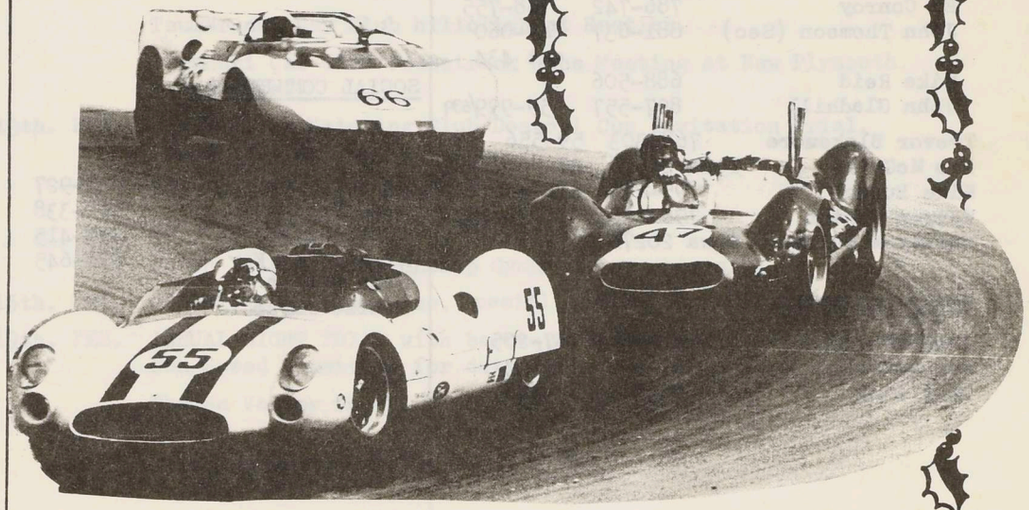


DECEMBER 1971

CONTRIBUTORS -

Warren Denton
Glen Kennar
Ian McGuire
Peter Bennett
Ed Conroy
John Gladhil

MOTORING NEWS



WELLINGTON CAR CLUB (INC). P.O.BOX 5142. WELLINGTON

CLUBROOMS. Russell Terrace, Newtown. Telephone 893-009.
CLUBNIGHTS. Third Tuesday of each month.
SUBSCRIPTIONS. Normal $5, Husband and wife $6, Junior (under 18) $2.50, Country (over 40 miles) $2.50.

			HOME	BUS
PRESIDENT.	Ian Pinkerton.	27 Forth Place, Paremata.	Plim.8084	787-205
SECRETARY.	Pat Tollan.	142 Britomart St. B'pore.	896-058	59-093
TREASURER.	Peter Martin.	31 Arapiko St. Johnsonville.	785-117	558-173
CLUB CAPTAIN.	Ed Conroy	15 Trebann St. Newlands.	786-742	768-755
VICE CAPTAIN.	Alan Brough	6 Henry St, Kilbirnie.	862-338	
COMMITTEE.	Ray Duffell	22 Firth Tce, Karori.	769-632	71-133
	Mike Galvin	121 Duncan Tce, Kilbirnie		873-629
	John Swan	20 Boxhill, Khandallah.	796-658	553-557
	Murray Thompson	6 Richmond Ave, Karori.	766-534	57-804
BULLETIN EDITOR.	Gary Lang	185 Breaker Bay Rd, Seatoun	883-488	59-485

SPEED COMMITTEE

Alan Brough	862-338	
Leonie Brough (Sec)		
Mike Galvin		873-629
Mike Wilkin	Plim 8583	58-779
Warwick Kay	898-645	59-999/
Ian Drummond	672-455	556-643
Kevin George		768-048
Graham Carter	Tawa 3624D	59-999

NON-SPEED COMMITTEE

Ed Conroy	786-742	768-755
John Thomson (Sec)	881-637	49-060 ext 434
Mike Reid	688-506	
John Gladhill	897-557	59-999/539
Trevor Blakemore	768-303	59-556
Ian McGuire	Tawa 2562D	47-800/8243
Mike Burch	795-275	all hours
Warren Denton	796-496	70-179/857
Murray McGuire	Tawa 2027D	

HOUSE COMMITTEE

Ian Pinkerton	Plim 8084	787-205
Ray Duffell	769-632	71-133
Gary Lang	883-488	59-485

INTERNATIONAL RALLY COMMITTEE

Murray Thompson (Dtr)	766-534	57-804
Pat Tollan (Sec)	896-058	59-093
Peter Mair (Finance)	783-714	685-099
Ed Conroy (Comunication)	786-742	768-755
Ray Duffell (Results)	769-632	71-133
John Swan (Equipment)	796-658	553-557
Celia Stockton (Min sec)		57-804

SOCIAL COMMITTEE

Leonie Brough		
Ted Brough	837-927	
Alan Brough	862-338	
Colin Taylor	796-415	58-632
Mr and Mrs Kay.	898-645	59-999
Fran Tollan		
Louise Joyce		

comp. calendar



TUE. 28th. DEC. Bay Park International Race Meeting.

SAT. 8th. JAN. New Zealand Grand Prix at Pukekohe.

SAT. 15th. JAN. Levin International Race Meeting.

TUE. 18th. JAN. CLUBNIGHT at clubrooms. It is hoped to have some of the visiting Tasman drivers present. Film programme includes the new Castrol film 'The Inca Road'.

SAT. 22nd. JAN. Lady Wigram Trophy Race at Christchurch.

MON. 24th. JAN. (Anniversary Day) Funkhana at Queen Elizabeth Park, McKay's Crossing entrance. XXXXXXXXX. Barbeque to follow. 1pm.

SAT. 29th. JAN. Teretonga International Race Meeting.

SUN. 30th. JAN. Wairarapa Car Club Bent Sprint at Lee's Rd Masterton.

TUE. 1st. FEB. MONTHLY NIGHT TRIAL starting from clubrooms at 7pm.

SUN. 6th. FEB. Hutt Valley Car Club's Port Road Drag Races. Phone 692-331 for scrutineering details.

Race Meeting at Timaru.

SAT. 12th. FEB. Wairarapa Car Club Hillclimb at Tinui Valley Rd.

Taumarunui Car Club hillclimb at Raetihi.

Taranaki Car Club Grasstrack Race Meeting at New Plymouth Racecourse.

SUN. 13th. FEB. Hutt Valley Motoring Club Deavoll Cup Invitation Trial. Phone 692-331 for details.

Race Meeting at Ruapuna.

Rotorua Car Club Gold Star Hillclimb.

North Island Championship Gymkhana at Wairoa.

TUE. 15th. FEB. CLUBNIGHT at clubrooms. Special General Meeting preceding prog.

SAT. 19th. FEB. ANNUAL NIGHT TRIAL with barbeque to follow. Starts 4pm. Ring Non Speed Committee for details.

Thames Valley Car Club Gold Star Hillclimb.

TUE. 25th JAN. NOGGIN and NATTER

SUN.	20th. FEB.	Hutt Valley Motoring Club's Invitation Treasure Hunt. Phone 692-331 for details.
TUE.	22nd. FEB.	Noggin and Natter at Tramway Hotel.
SAT.	26th. FEB.	CLUBMAN'S RACE MEETING at Levin, Marshals wanted.
SUN.	27th. FEB.	Wairarapa Car Club's Grasstrack Race Meeting.
SAT.	4th. MAR.	Levin National Race Meeting.
SUN.	5th. MAR.	Putaruru Car Club Gold Star Hillclimb.
TUE.	7th. MAR.	MONTHLY NIGHT TRIAL starting from clubrooms at 7pm.
SAT.	11th. MAR.	Manawatu Car Club Speed Weekend.
SUN.	12th. MAR.	M.G.Car Club Wall Cup Invitation Trial.
		Manawatu Car Club Speed Weekend.
		Northern Sports Car Club Race Meeting at Pukekohe
		Race Meeting at Ruapuna.
SAT.	18th. MAR.	HOUGHTON BAY GOLD STAR HILLCLIMB.
SUN.	19th. MAR.	Wairarapa Car Club Drag Races
		Race Meeting at Timaru.
TUE.	21st. MAR.	CLUBNIGHT at clubrooms.
SAT.	25th. MAR.	Hutt Valley Motoring Club's Clubman's Race Meeting at Levin.
SUN.	26th. MAR.	Rotorua Grasstrack Race Meeting.
TUE.	28th. MAR.	Noggin and Natter at Tramway Hotel.
SAT.	1st. APR.	Whakatane Gold Star Hillclimb.
SUN.	2nd. APR.	Race Meeting at Bay Park.
TUE.	4th. APR.	MONTHLY NIGHT TRIAL.
SAT.	8th. APR.	RALLY/SPRINT.
SUN.	9th. APR.	Hutt Valley Motoring Club Invitation Trial.
		Auckland Car Club Race Meeting at Pukekohe

KAPTAIN KONROYS KHRISTMAS KORNER.

~~Hi~~ Hello there clubmembers and friends.

The Christmas season has come round again. Over the past year the club has provided its members with plenty of opportunity for competition. Considering the active workforce of the club, we provide most types of event. It is obvious that there are some events that are impractical for us to promote,

grasstrack racing and gold star trials just to mention two. If you really believe that the club should run a certain event, then get a team together and offer some practical help to the sub-committee concerned. It is very east to sit back and critisize. The club events, including the Heatway, are organised by 8% of the financial members, ONLY 8%. So you can understand that when some (there are not many) of the 92% grizzle or protest over minor points after an event, why the organiser becomes a little bitter. If a protest is going to win you a gold star trial, then sure..protest. But vexatious protests on closed club events are just not on. The time spent would be put to greater use by helping new comers to trialling or quietly telling the organiser the things that are wrong.

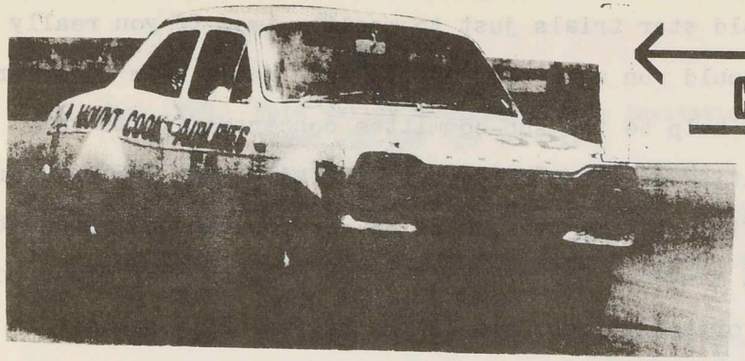
I would like to extend a welcome to all the new members who have joined during the past year. I hope you will be with us for quite some ~~years~~ Time to come, and have a lot of enjoyable motoring within the club.

For the next 12 months the sub-committees have planned 23 non-speed events, 11 speed events, plus of course the Rally. On the social side, we have club-nights ~~and a Noggin & Natter every month~~ as well as about 7 other social events. So it's not a bad line up, is it? *

May I take this opportunity, on behalf of the committee, of wishing all our club members, their wives, and/or girlfriends the very best for the season of Christmas and a bright New Year. No doubt most of you will be motoring a lot over the holiday period so please be careful. Being car club types, you should be better drivers and therefore keep yourselves out of trouble, and what's more important, keep out of other peoples. See you all next year at club events. REMEMBER. Wear your seat belts at all times ~~and try and book a weeks holiday for the Heatway.~~

Seasons greetings.

Eddie Conroy.



cross flow

Wellington Car Club members have been making great acheivements at speed events around the country. At the recent Admiral Road Gold Star Hillclimb our members dominated just about all classes.

Danie Lupp set a new outright hill record in the Rorstan-Climax sports car at 39.49 secs. Brian Taylor (Imp), Harvey Kibble ,(Cooper S), Angus Cameron (Monaro), Tom Donovan (Sprite) and John Warring won their respective classes. Angus Cameron recently dominated the Speed Weekend held by the Taranaki Car Club at Labour Weekend. Angus recorded fastest time of day in the standing quarter, flying quarter and hillclimb. S.Locker-Lampson recorded some very quick times at the recent speed weekend held by the Taumarunui Car Club. He has the Morgan really motoring now.

John Riley is preparing a Monaro for racing in the coming season.

The Bay Park International meeting will see Alan Moffatt and Ian Geoghegan with their Mustangs and also Ron Grable with a Trans-Am Pontiac.

New Zealand production of Vauxhalls will cease next year and Vauxhall dealers will handle Holdens.

Congratulations are due to Murray Ravenscroft and Jane Aldis on their recent marriage.

John Swan has exchanged his Capri for a new Cortina 2000GT.

Ian Foster is reported to be putting an Escort 1300 mill into his Honda Sports.

Auto Fleet Services are tpo present a trophy for the most sucsessful Wellington Car Club entrant in Clubman's events.

A spy reports that the Conroy Cortina has a habit of hanging the tail - whenever Eddie's not driving !

Parnells are concocting a McLaren Can-Am type sports car in the same vein as their buggies. Parts will be from VW.

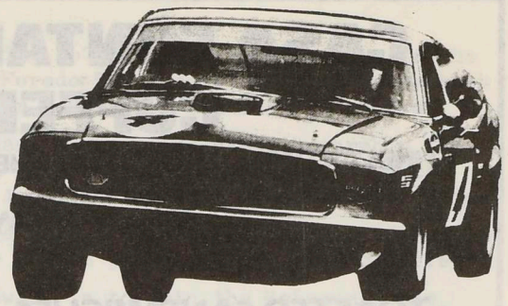
Team Macmob turned up at last months clubnight, despite inclement conditions, in shorts - Where there's no sense, there's no feeling.

John Gladhill and Harvey Kibble are teaming up for the Heatway. They will share stages in John's Mini and will be spomsored once again by the NZBC.

Peter Gentry has the Alfa for sale, is using a Mercedes 190 saloon.

Ian McGuire has taken over editing of the trialling section of the bulletin.

There will be no Bulletin in January. Members will receive the next Bulletin in early February. There is no clubnight in December. The next clubnight is on January 18th when it is hoped to have some of the visiting Tasman drivers present.



PUKEKOHE RACE MEETING 14-11-71

The Northern Sports Car Club's Dunlop Gold Star Race Meeting at Pukekohe on November 14th saw overseas participation in the person of Australians Alan Moffat and Ian Geoghegan.

Both the Aussies were unchallenged on the day as their principal opposition - Paul Fahey and Dennis Marwood were away in Australia. Appearance money or not, it is completely ridiculous for this sort of situation to have occured.

Moffat's Mustang is just about the meanest looking saloon ever seen at Pukekohe and lived up to it's appearance by it's complete domination. Geoghegan's Mustang goes back for several years but is undoubtedly quicker than anything here and would probably have been quicker than Marwood's Camaro. Apart from the visitors the most impressive car present was without doubt Alan Boyle's Viva which went really quick despite it's capacity disadvantage.

Record fields lined up for the production events with several new cars fronting up forrthe first time. Jim Richards had the new McMillan Motors GTHO out for it's initial airing and won with ease although the car was later dumped from the results for having it's rev-limiter disconnected. A smilar fate befell Brocklehurst's XUl which was 'over-tuned'. Robbie Franicivic appeared in an XUl for the first time, this being the new Clayton Motors car.

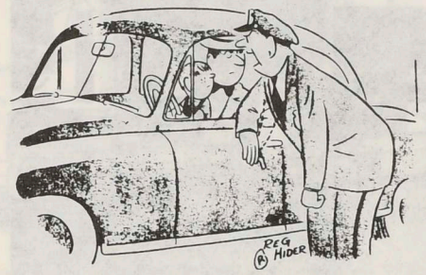
Dave Oxton gave notice that he will need to be watched in the coming Tasman series with his excellent drive in the new Begg in the Gold Star race.

CROSSFLOW (continued)

By the time you read this Levin will have had it's first national Sunday race meeting. May this be the first of many.

Club member Bruce Cook has, we understand, recently rendered unconscious three of our senior clubmen. Ian, Ed and 'K' have all felt his deft touch. Something we have probably all wanted to do at some time.

Manawatu Car Club have been given the go ahead by the local bodies in the area for the new Fielding circuit.



"Which one of you is having all the fun with the horn?"

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• WHERE THE CLUB MEMBERS MEET

• TOASTED SANDWICHES.

• PRIVATE BOOKING.

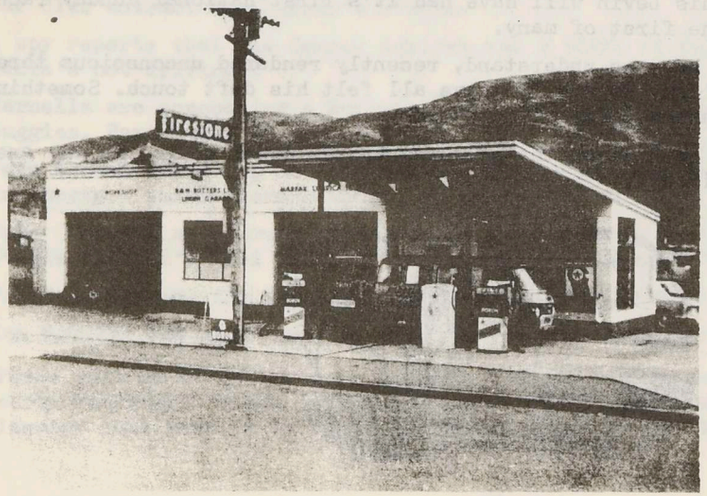
YOUR HOST; PETER BOURAS

38 VICTORIA ST., CITY



R.&W.BUTTERS LTD

LINDEN GARAGE



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LINDEN
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The class-winning 1600cc abd 1200cc Datsuns in the recent Hardie Ferodo 500 race at Bathurst were both disqualified for having non-standard camshafts.

Bob Jane has taken up the distributorship for M.V.Agusta motor cycles in Australia and is importing Agostini for some demonstration rides.

Jean Pierre Beltoise is to be the new number one driver for BRM in place of the late Jo Siffert.

Jackie Stewart is to join the McLaren CanAm team next year. If you can't beat 'em then join 'em.

Australian Dave Walker is to be the number two Lotus pilot next year. This leaves Reine Wissell without a ride.

Wealthy English enthusiast Bernie Ecclestone has purchased the MRD concern, formerly Brabham, from owner Ron Tauranac. Tauranac will stay on as designer.

The works Lotii re to be painted black and gold and will in future be known as John Player Specials.

Johnson's Wax are withdrawing their sponsorship of the CanAm series.

Colin Bond has already being lapping the new Matich F5000 car quicker than the master himself.

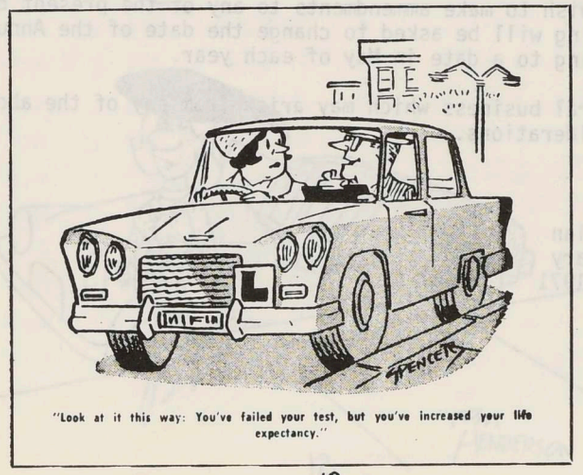
Aston Martin are to produce a cheaper version using a BRM 3 litre engine.

Neil Allen has returned from retirement and will drive the second works Lola in the Tasman series.

Martini and Rossi are forming a Formula One team with Derek Bell as driver. Car will most likely be a Techno.

There will be a class at Le Mans next year for pollutant-free cars.

Holman and Moody of American stock car fame have split up.



"Look at it this way: You've failed your test, but you've increased your life expectancy."

WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142 WELLINGTON, C.1, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTOR SPORT ASSOCIATION OF NEW ZEALAND (INC.)

SPECIAL GENERAL MEETING

In accordance with the provisions of the Constitution and Rules of the Wellington Car Club Inc. notice is hereby given of a Special General Meeting of the Wellington Car Club Inc. to be held in the Club's Clubrooms on Tuesday February 21st 1972.

The purpose of such special General Meeting will be as follows:-

1. To consider a change of financial year of the Club from its present March 31st each year to 31st July each year.

2. To consider in line with the first remit the change of the Annual General Meeting from its present date in April to a date in September each year.

3. Should the members present at this Special General Meeting not wish to make ammendments to any of the present dates the meeting will be asked to change the date of the Annual General Meeting to a date in May of each year.

4. General business which may arise from any of the above considerations.

Patrick P. Tollan
General Secretary
17th December 1971

NOVEMBER MONTHLY NIGHT TRIAL - ORGANISER'S COMMENTS

It appears that many of you who have competed regularly in Wall Cup events this year have not learnt the errors of your ways. Two checks, one in Stebbings Rd and the other in Houghton Bay Rd, were not visited by any competitors all night!

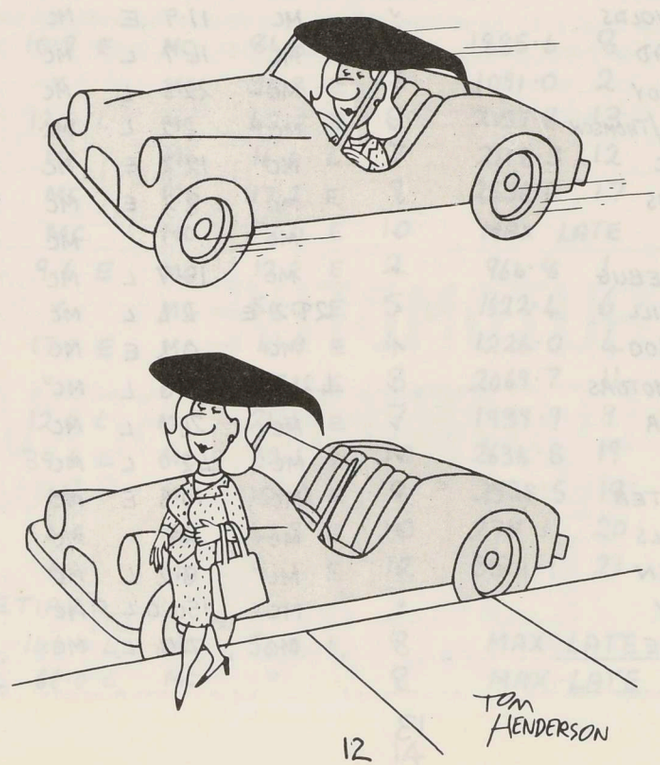
The reason for this seems to be that you do not pay enough attention to detail. The first instruction after the straight line diagrams stated 'Avoid STEBBING RD'. The sign read 'STEBBING RD NO EXIT'. Hence you should have gone down Stebbing Rd. The second to last instruction of section three stated 'Bear left at 45.00 MILES onto unsealed surface'. As the word 'miles' was in Capital letters you should have continued up Houghton Bay Rd and then beared left at the sign 45.00 miles into a manned U-turn check.

Several competitors failed to spell codewords correctly and thus were not credited with gaining the check. And of course if you did not check the spelling of the boards in Takapu Rd, then you were likely to miss further checks.

Other than this, most of you seemed to manage to feel your way around the course. The trial was by no means an easy one, as the results show, but it was designed to show you how major trials are run.

Finally, I would like to thank all the marshals who turned out for the event and who made it possible for the event to run reasonably smoothly. Clocks for the event were supplied by John Ainsworth, horologist, of Lower Hutt, and our grateful thanks go to John for his assistance.

Triple C Rally Team.



NOVEMBER NIGHT TRIAL

		CHECK TRELISSICK CRES	CHECK CASHMERE AVE	CHECK RANU CRES	CHECK STERBING RD	CHECK GLENSIDE RD
1	BOYD BAKER	✓	MC	67·5 L	MC	88·5 L
2	R J. GLADSTONE	✓	MC	24·2 L	MC	51·0 L
3	ECURIE NURG	✓	MC	5·3 E	MC	✓
4	TEAM NON COMPOS	✓	MC	0·5 E	MC	119·3 L
5	I. F. GILL			RETIRED		
6	TEAM FREDA	✓	MC	8·5 L	MC	69·2 L
7	TEAM CRICHTON	✓	MC	9·8 E	MC	43·7 L
8	G. HAWKYARD	✓	MC	53·8 L	MC	133·0 L
9	PENTASTARS	✓	MC	14·5 L	MC	44·1 L
10	HEDGEHOPPERS	✓	MC	25·7 L	MC	146·0 L
11	TEAM SNOOPY	✓	MC	75·7 L	MC	✓
12	A. HOPKINS			RETIRED		
13	TEAM REYNOLDS	✓	MC	11·9 E	MC	104·0 L
14	ECURIE TRIAD	✓	MC	14·7 L	MC	15·2 E
15	TEAM CONROY	✓	MC	22·6 L	MC	100·5 L
16	TEAM BROUGH/THOMSON	✓	MC	4·2 L	MC	9·0 L
17	TEAM PANIC	✓	MC	12·2 E	MC	26·9 L
18	GARY ADAMS	✓	MC	8·2 E	MC	164·5 L
19	TEAM	✓	MC	✓	MC	19·0 L
20	TEAM DOODLEBUG	✓	MC	19·7 L	MC	18·4 L
21	JOHN GLADHILL	✓	29·2 E	4·4 L	MC	52·5 L
22	TEAM EV 1300	✓	MC	0·4 E	MC	17·0 L
23	MIDNIGHT MOTORS	✓	42·3 E	5·0 L	MC	56·5 L
24	N.A. FISHER	✓	MC	25·1 L	MC	17·5 L
25	G. SIVYER	✓	MC	42·0 L	MC	ML
26	DAVID HUNTER	✓	MC	10·5 E	MC	84·0 L
27	SSOR EKALS	✓	MC	MC	MC	MC
28	J. AHRADSEN	✓	MC	8·2 L	MC	94·0 L
29	TEAM TONY	✓	MC	150·0 L	MC	14·5 L
30	DICK PROUSE	✓	MC	71·6 L	MC	0·5 L

CHECK CAR PARK TAWA	CHECK BELL ST	CHECK HOUGHTON BAY RD	FINAL CONTROL	TOTAL BOARDS MISSED	TOTAL POINTS LOST	PLACE	PLACE TWO MAN CREWS
MC	MC	MC	72·1 L	14	MAX LATE		
MC	MC	MC	156·6 L	6	MAX LATE		
46·5 L	3·3 E	MC	✓	3	1135·1	3	2
MC	46·8 L	MC	63·1 E	7	2209·7	15	9
MC	✓	MC	25·2 E	4	1542·9	5	4
23·0 L	MC	MC	26·5 E	5	1723·0	7	
69·1 L	11·1 E	MC	39·0 E	8	MAX LATE		
MC	84·3 L	MC	10·4 E	6	1953·3	10	6
110·4 L	9·5 E	MC	46·0 E	8	MAX LATE		
MC	66·5 L	MC	40·0 E	9	2522·2	16	
54·5 L	10·9 E	MC	84·3 E	6	1885·6	8	5
126·3 L	✓	MC	34·8 E	2	1091·0	2	1
MC	12·5 L	MC	42·2 E	8	2157·8	13	8
109·1 L	MC	MC	16·0 L	7	2118·3	12	
140·1 L	MC	MC	17·2 E	9	2536·4	17	10
128·5 L	MC	MC	72·0 E	10	MAX LATE		
24·0 L	9·6 E	MC	12·2 E	2	964·8	1	
90·3 L	✓	MC	54·0 E	5	1622·4	6	
0·9 E	17·1 E	MC	41·9 E	4	1226·0	4	3
60·2 L	✓	MC	12·1 E	8	2069·7	11	7
MC	12·0 L	MC	24·1 E	7	1939·9	9	
MC	39·6 L	MC	32·6 E	10	2634·8	19	
6·5 L	MC	MC	150·0 E	8	2538·5	18	11
54·3 L	MC	MC	42·3 E	10	2711·1	20	12
MC	MC	MC	81·1 E	12	3501·1	21	13
RETIRED							
MC	146·0 L	MC	56·0 E	8	MAX LATE		
84·0 L	66·0 L	MC	✓	8	MAX LATE		

PENALTIES : MISSED CHECK OR BOARD 180 POINTS. TIME 6 POINTS PER MIN.
E = EARLY L = LATE MC = MISSED CHECK ML = MAX LATE AT CHECK

NOVEMBER MONTHLY NIGHT TRIAL

Last time that I did a write-up on behalf of Team Macmob I gave you a list of things required to make a sucsessful? trialing team, here are two more - 1. A sense of humour, 2. Trial for the fun of it - not to win.

To be quite honest I don't remember too much about the route of the trial but I Know that we went through Khandallah, Johnsonville, used the old Porirua Rd, saw the Linden/Tawa area and came back through town but we seemed to spend so much time checking and re-checking where we were that the whole trial seemed to have run together. Hence the need to be able to laugh at yourself amnd say 'Well, it's all for fun and not for serious'.

We in the team were most surprised to learn that we had done as well as we had, it seemed to us that most of the traps laid were fallen into and we seemed to waste a lot of time asking questions like 'When is a road not a road?' etc. Somehow or other we managed to come out of the fray winning - most surprising as I said.

I feel that many of the teasers in this trial would have been good incorporated in a larger trial, but I think the organisers tried a little too hard to catch too many, too often, for a trial as short as a night trial. Full marks for the 'No Exit' trap and the checkboards purposefully mis-spelt. Good value ideas as they made everybody work hard, but as mentioned above, I don't feel that you have time to go searching for roads in a short trial and I think that one or two of the roads used were a little hard to define as such. Remember, this is not a moan, just a personal opinion.

One more hint which ought to hept those who wonder how some teams keep on doing well - enter as many trials of all sorts that you can - the experience tells.

Our thanks to all concerned - marshals, organisers etc and we hope you have another crack next year, we will look foward to it.

Peter Bennett,

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ALEXANDRA ROAD HILLCLIMB

Incessant rain marred our recent hillclimb on Alexandra Road on 2oth November. Continual drizzle kept times well down but, nevertheless, a good turnout of 28 cars made for a very interesting, if damp, event.

Quite expectedly, Danie Lupp recorded fastest time in the Rorstan-Climax sports car at 65.11.

Second quickest car was Lester Reader's LJR-Ford special which was having it's first outing for some time. Lester recorded a time of 66.22 secs.

The under 1000cc saloon class was won by Kevin George in the Mini with a time of 71.91. Dick Sellens won the next class by a clear three seconds in the modified Toyota Corolla.

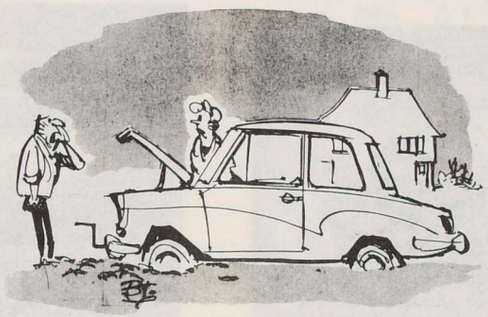
The big car class was the personal property of Angus Cameron with a time of 66.82. Angus, being an all-weather driver was untouchable in the 350 Monaro. There were two cars in the racing class. John Warring's Terrapin Special being quicker than E.Swinbourn's very light motor-cycle engined special.

Some delays were caused during the afternoon by traffic using the hill road to the Hospital.

Unfortunately Jim Harvey came to grief during the morning and the Mini overturned without too much damage. During an afternoon run Graham Noblet smote the 998 Mini front and rear on a piece of the scenery the results of which will require no small amount of straightening out.

DUNCAN McKENZIE MEMORIAL TROPHY POINTS

D.Lupp	15	L.Reader	6	R.Rimmer	1
A.Cameron	9	H.Kibble	3	T.Udy	1
W.Fuller	9	J.Warring	3	E.Swinborne	1
T.Donovan	9	G.Cowie	2	R.Sellens	1



"I must either get a new battery or a new home at the top of a long hill"

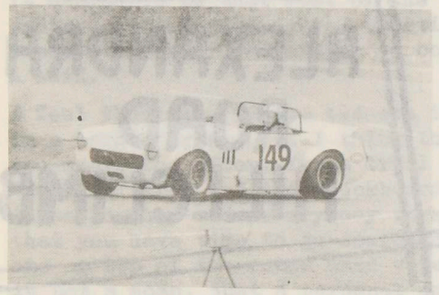
ALEXANDRA ROAD HILLCLIMB 20-11-71 PHOTOS BY GLEN KENNAR Tel 873-502



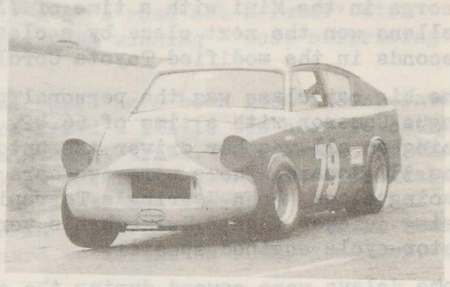
MIKE REID



D. BECKETT



TOM DONOVAN



MALCOLM COFFEY



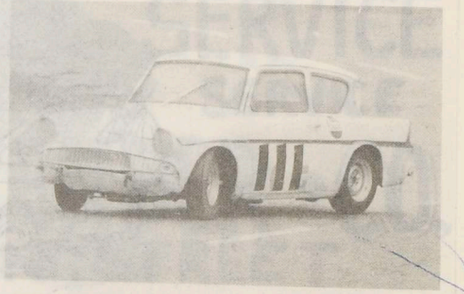
DICK SELLENS



E. SWINBOURN



ANGUS CAMERON



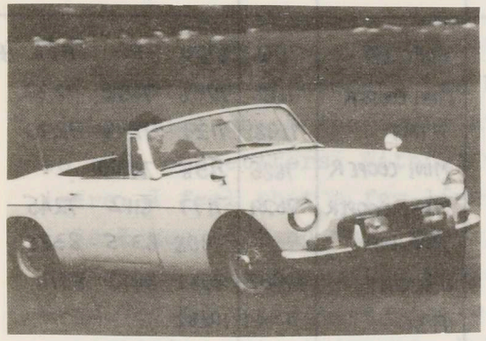
G. CUMMINGS

WAIRARAPA INTERCLUB GYMKHANA



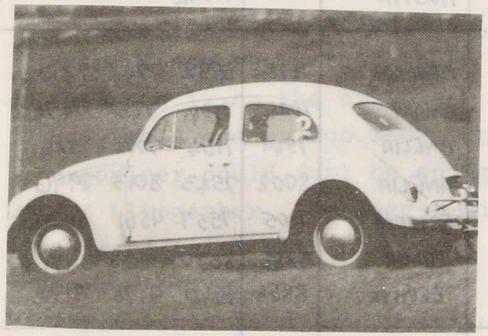
G. DIXON







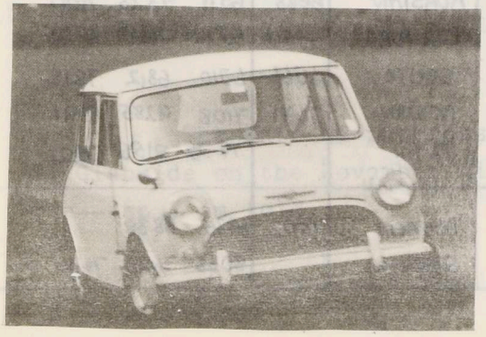
ALAN SMART



M. MATHESON



MRS O'NEILL



MURRAY McGUIRE



KIM NAYLOR

ALEXANDRA ROAD HILLCLIMB 20-11-71

					P	1	2	3	4
SALOONS 0-1000cc	1ST	No 11	K.GEORGE	MINI	72-46	7191	7942	7780	
	2ND	8	B.TAYLOR	IMP	7369	7348	7432	7527	
	3RD	163	G.NOBLET	MINI-COOPER	7476	7424	8092		
	4TH	14	J.PALMER	MINI-COOPER	8176	7749	7969	8028	
	5TH	16	B.DEMONTALK	ANGLIA	10537	10366			
SALOONS-1001-1300cc	1ST	60	R.SELLENS	COROLLA	7066	6750	7320	7134	6978
	2ND	23	R.GIBBONS	MINI COOPER	7166	7056	7458	7232	
	3RD	20	R.SEMPLE	FIAT	7198	7129	7296	7220	
	4TH	4	J.GLADHILL	MINI COOPER	7685	7158	78.00		
	5TH	133	H.KIBBLE	MINI-COOPER	7629	7177	8112	7245	
	6TH	15	N.BROOKER	ANGLIA		7908	8375	8338	
	7TH	9	G.DIXON	ESCORT	10067	8532	8417	8714	
	8TH	17	G.MANZONE	A30	7341	10282			
	9th	117	J.WYLIE	AUSTIN		11512			
SALOONS 1300cc & OVER	1ST	22	A.CAMERON	MONARO	7178	6682	7742	7221	
	2ND	79	M.COFFEY	TRIANG	7024	7130	7762	7478	
	3RD	111	G.CUMMING	ANGLIA	7549	7154	7774	7546	
	4TH	12	M.REID	ANGLIA	8002	7543	8013	7996	
	5TH	2	D.BECKETT	FALCON	7705	7557	9561	8030	
	6TH	7	D.MARMENT	MINOR	7886	8670			
	7TH	6	R.LAKE	ZEPHYR	8856	8940	9476	9173	
SPORTS	1ST	166	D.LUPP	RORSTAN	6648	6511	7328	7100	
	2ND	1	L.READER	LJR-FORD	6550	6622	7168	6945	
	3RD	149	T.DONOVAN	SPRITE	6566	6710	6812	7818	
	4TH	18	S LOCKER-LAMSON	MORGAN	7431	7108	9285	8991	
	5TH	5	R.ELWIN	M.G.		79 76	8156	7821	
RACING	1ST	10	J.WARRING	TERRAPIN	6402	6435	8838		
	2ND	21	E.SWINBOURN	SPECIAL		8048	7420	7430	

TRIAL TALK

This is my first month of taking over the trialling section of our bulletin and although I'm a newcomer to the trialling world I hope that I'll be able to muddle along with a few comments on various topics and a look at coming events.

A good deal of comment has been noted following the Nov. night trial about the apparant intention of trial organisers to trap competitors. Without wishing to attack said organisers, I feel that a few lines to one and all may help.

As I see it (and this view is more or less that of the Non-speed committee) the whole purpose of our night trials -and indeed all trials- is to provide a period of friendly competitive entertainment. Nobody that I know of is forced to go trialling, and so just the fact that 30-odd cars enter every month shows that there is enjoyment to be had. However the onus is on the organiser to see that his trial tests, not traps crews. Too many supposedly clever moves by the organiser could just be enough to put a relatively new crew off altogether. The August night trial showed how a straightforward trial with no tricks can catch the most experienced crew.

For organisers, the rules are laid out in the MANZ book and if you keep to these you can't go wrong.

Make it easy, make it hard, but make it fair !

___)(___

The rate of progress and amount of drift through Glenside on the November night trial varied greatly ---so I am told.

TRIAL TALK

Part of the definition of the word 'trial' in the Pocket Oxford is ...

"...thing that tries one's patience or endurance or faith."

Whether you sit behind the wheel, next door or in the back, that 'thing' at times can easily be behind the wheel, next door or in the back!

000o000

COMMENTS on COMING EVENTS

Monday January 24 '72. Funkhana and Barbeque.

Our first Funkhana was run last summer and the event was a huge success. For those who don't know, a Funkhana is just what the name suggests with the emphasis on FUN.

Last year's tests included golf balls, string, and blindfolds. John Gladhill's evil mind has not been idle these past months so expect anything.

I can recommend this event to everyone -also it is a good day out and will be followed by a barbeque. Bring the family, wife and/or girlfriend to Queen Elizabeth Park starting at 2.00 p.m.

Tuesday February 1st Night Trial

This event will be organised by Team Freda and will be nice and easy. As the organisers hope to take advantage of some Yuletide holidays to dream something up, no details are available yet. However thinking appears to be along conventional lines.

Saturday February 19 Annual Night Trial

1972's Annual Night Trial is being organised by Ecurie Nurg. In past years this event has been entered by

TRIAL TALK

only about half a dozen competitors which makes it far from satisfactory from the organisation point of view. The mere thought of finishing a trial half way to Waikickamoocow at 1.30am tends to put people off somewhat,so this one will be different. Duration will be 3-4 hours terminating shortly after 8pm at a location suitable for sizzling snarlers and so on. A wagon will be provided at the start to protect and transport all carefully labelled supplies.

I hope as many crews as possible will enter this event and put Wgton Car Club high up on the list of placings.

More comments on events further ahead in the next bulletin.

I will take this opportunity to wish all car clubbers a Merry Christmas and Happy New Year.

Ian McGuire

WAIRARAPA CAR CLUB INTERCLUB GYMKHANA

A large entry of fifty competitors turned out for the final gymkhana in this year's series. With the MGCC and HVMC both equal on nine points, and only this event left to decide the series, it was good to see both clubs so well represented.

Unfortunately, but as usual, the Wellington Car Club was poorly represented with only four members competing. The usual series of tests were carried out on a flat but slippery grass surface. Mini drivers found that their usual front wheel drive advantage seemed to be lacking and had to fight hard all afternoon to hold off the sports cars and a very fast Fiat 850.

Entertainment for those watching was provided by J.Gough driving a Tri-Matic Holden utility and Alan Smart in the big Monaro. These two spent most of their time doing 180 or 360 degree spins whenever they put the power on.

In All, a very enjoyable event, and congratulations must go to the organisers who kept things running smoothly. Hard luck for Kim and Brad Naylor however, seems the organisers didn't like the SP44s they brought along for the Mini and they had to leave the normal tyres on for the event.

Warren Denton.

HEATWAY INTERNATIONAL MOTOR RALLY 1972

PRESS RELEASE No. 1

The Heatway International Motor Rally - run so successfully last May - will be on again in 1972. This was announced in a joint statement released today by Heatway Industries Limited (the sponsors) and the Wellington Car Club (the promoters).

The gruelling 2500-mile event will extend over seven days - from 23 to 29 April - and should prove to be an extremely tough test of both men and machines. As was the case with this year's event it will be a "Special Stage" rally, in which the course is divided up into a number of sections or stages varying in length between 5 and 60 miles. Some of these are "touring stages", in which the cars must obey all the rules of the road, mixing with normal traffic, and which serve to link the real meat of the event, the "Special Stages". These sections of road are closed to the public, and the rally cars are set off at one-minute intervals under racing conditions - in other words, sheer speed, driving ability and the reliability of production cars is the deciding factor.

This is probably the toughest of all the various types of motor sport, and one which places a great demand on the stamina of cars and drivers alike.

The rally will start in Wellington and head north via Palmerston North, Taihape, Wanganui, Taumarunui, Te Kuiti and Hamilton, arriving in Auckland on 25 April. After a 24-hour break the crews will head back to Wellington via Paeroa, Tauranga, Whakatane, Gisborne, Tokomaru, Gisborne, Napier, Dannevirke and Masterton.

Up to 100 entries will be accepted. Already the organisers have received dozens of enquiries from prospective entrants, both local and overseas, and it is likely that between a third and a half of the field will be from overseas.

In announcing the event Mr John Wells of Heatway Industries said: "We at "Heatway" feel that if through the sponsorship of these events we can contribute in some form to road safety in New Zealand as well as help provide an event which has now gained world-wide recognition, then our object is achieved."

"We feel that defensive driving by Example, such as undivided attention to conditions and to other road users, the wearing of adequate safety belts at all times, and ensuring that the vehicle is in itself 100 percent roadworthy, are some of the ways in which the Heatway Rally highlights these points to the public."

The president of the Wellington Car Club (Mr Ian Pinkerton) stated his club's pleasure at once again being entrusted with the responsibility of running New Zealand's premier motoring event. "This will be the third major rally the club has organised, so we are amassing a considerable amount of expertise in running this type of event. The Heatway International is, naturally enough, our major project each year, and it has had the effect of welding the members into a highly organised unit, with their efforts building up to a crescendo just before the start of the rally."

"On behalf of the club I would like to thank the Transport Department, County Councils throughout the rally area, and the other car clubs for their help in getting the event off the ground. Without their willing assistance an event of this magnitude just wouldn't be possible" Mr Pinkerton added.

As promoters of the "Heatway" International Motor Rally the Wellington Car Club Inc. are proud to announce the 1972 event with the publication of the Supplementary Regulations enclosed.

In line with our policy of providing everyone involved with as much information as possible we have enclosed a copy of our Basic Route and Divisions Map and between now and the beginning of April we will be issuing bulletins at regular intervals to keep everyone advised of points of interest and news as it comes to hand.

As everyone will appreciate the organisation in an event of this nature involves a tremendous amount of detail but we have a very energetic committee who meet weekly to tackle each problem as it arises.

We are extremely conscious of the tremendous assistance that we have already received from all the thirty County Councils whom we have approached for road closures as it must be appreciated that without their co-operation a rally of this nature would not be possible. Therefore we on our part have programmed the route and rest areas to cause other road users and residents the least inconvenience possible.

Right from the very beginning of our planning we have worked closely with thw N.Z. Transport Department knowing that as in the past, they will be of great assistance in controlling and guiding the rally during the event in April.

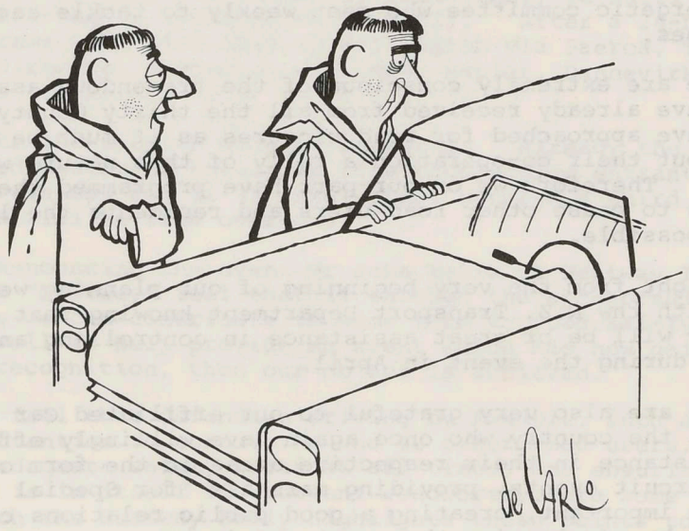
We are also very grateful to our affiliated Car Clubs throughout the country who once again have willingly offered their assistance in their respective areas in the form of organizing special circuit events, providing marshals for Special Stages or just as important, creating a good public relations climate in their area by advertising the event and in many cases canvassing the residents on the closed roads reminding them of the exact time of road closures.

We specifically wish to draw intending competitors' attention to alterations in this year's "Regulations" as a number of changes have been made in a genuine endeavour to ensure a greater degree of safety both for competitors and the public.

Already we have received dozens of applications for "Regs" and in some cases definite entries but may we point out that entries will not be officially received till 1st January 1972. We have increased our limit field from 75 to 100 cars but it is obvious even at this stage that applications for entries will exceed our limit and we have therefore appointed a committee to adjudicate on this problem. Obviously with all other considerations being equal an early entry will be to the competitor's advantage.

Finally may we emphasize that the Rally Committee is only too pleased to assist and co-operate in anyway possible with what ever problems may arise so do not hesitate to avail yourself of their help. We know the "Heatway" 1972 will be the biggest and brightest yet but once again we thank everyone who is helping to make it New Zealand's premier motoring event.

MURRAY THOMPSON
RALLY DIRECTOR

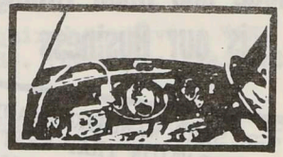


"Like it? I got it for a psalm."

HALDA

SPEEDPILOTS & TRIPMASTERS





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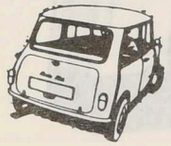

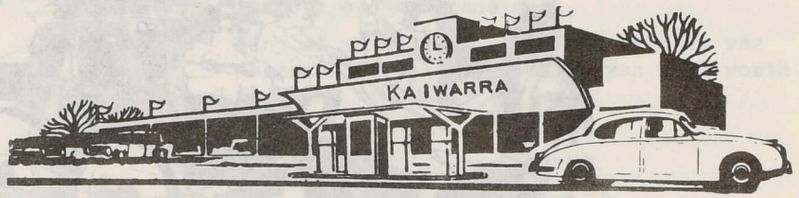

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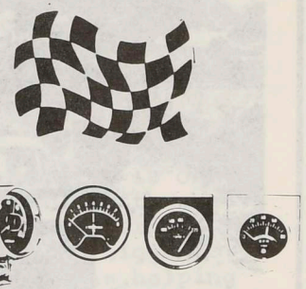
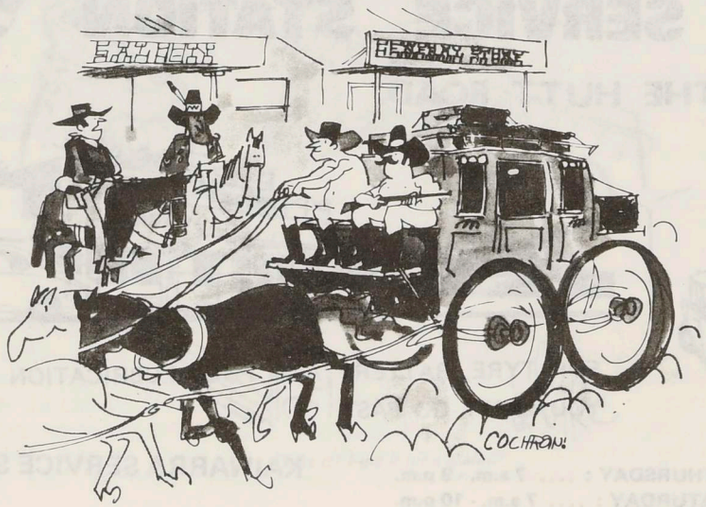


JUST ARRIVED... Australian Warneford Inlet Manifolds.





"There certainly is a lot of nudity on the stage lat-ly."

MANZ NEWS

Saloons competing in the Bank of NSW series will now be required to have a MANZ Log Book (as distinct from the usual scrutineering log card). These are available from Mr T.S.Birch, 29 Yattenden Rd, St Heliers, Auckland.

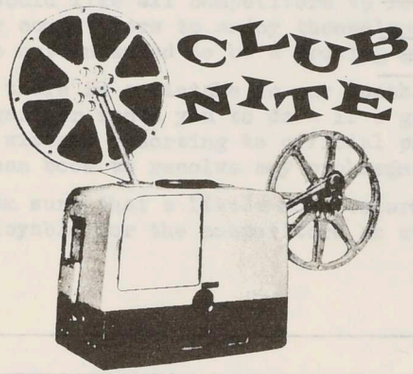
At each Formula Ford meeting one car will be selected at random and inspected for mechanical compliance with the regulations.

Racing tyres are now legal for Formula Ford. The only permiited tyres are Front - Dunlop 175-550 x 13 CR65 D22A 350, Rear - Dunlop 475-1000 x 13 CR65 350 D22A

Full details of latest rules covering Formula Ford, Bank of NSW cars and production saloons are available from the Bulletin Editor.

A DOZEN YEARS AGO

DEC/JAN 59/60.....Go karting was just starting and a full set of ANZCC (MANZ) regs were printed in this bulletin for the benefit of these about to try this new form of the sport.....November had been a busy month with both a Standing and Flying Quarter sprint being held and also a hillclimb at Alexandra Road. Fastest time in the standing Quarter was recorded by Alan Freeman in the Lago Talbot at 14.25. A mechanical failure on this grand old car did not permit it a run in the flying quarter.....Other times were - Dick Butters (A40 Sports) 22.1 72mph, Neil Whittaker (TR2) 17.75 104mph, Peter Slocombe (Jaguar XK120) 16.65 114mph, Fastest saloon was Bill Potts (Raymond Mays Zephyr) 17.95 101mph..... Alexandra Road was run on the short course and fastest time was set by David Evans in the RAL Special at 35.0. Best saloon was Geoff Easterbrook-Smith's Jaguar 3.4 with 40.6.



For the November clubnight we had the full-length feature'Bullitt'.

This film was chosen principally because of it's excellent high speed car chase through the streets of San Francisco.

Many of us had seen the film when it was screened in the city but it was well worth a second viewing.

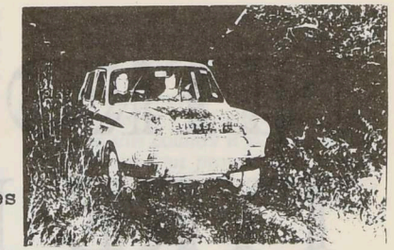
DECEMBER NITE TRIAL

7-11-71

TEAM	M'BIKE	RIGHT	WRONG	ROMA	ESSEX	CONSUL	TOTAL	POSITION
CRIGHTON	30	✓	✓	✓	✓	9	39	
EASY SPIN	5	✓	✓	✓	✓	16	21	10th.
MINX	2	30	30	30	30	24	146	
NON COMPOS	30	✓	✓	✓	✓	11	41	
[redacted]								
ECURIE NURG	0	✓	✓	✓	✓	4	4	4th
PENTA STARS	30	✓	✓	✓	✓	30	60	
HAWK-YARD	4	✓	✓	✓	✓	30	34	
MIDNIGHT MOTORS	30	✓	✓	✓	✓	30	60	
the ORIGINAL N.B.G.	30	✓	✓	✓	✓	20	50	
T. J. DOYLE	30	✓	✓	✓	✓	30	60	
SORR EKALS.	30	✓	✓	✓	✓	25	55	
SNOOPY / LUCAS	30	✓	✓	✓	✓	21	51	
HEDGE HOPPERS	2	✓	✓	✓	✓	25	27	
TEAM COB	30	✓	✓	✓	✓	6	36	
BRIAN & PHILIP	30	✓	✓	✓	✓	29	59	
SHOTGUN	30	✓	✓	✓	✓	23	53	
CONROY	30	✓	✓	✓	✓	3	33	13th =
TONY	30	✓	✓	✓	✓	15	45	
PANIC	2	✓	✓	✓	✓	1	3	2nd =
THOMSON / BROUGH	0	✓	✓	✓	✓	1	1	1st
ECURIE TRIAD	0	✓	✓	✓	✓	3	3	2nd =
REYNOLDS	7	✓	✓	✓	✓	15	22	12th
MAC MOB	1	✓	✓	✓	✓	8	9	8th
FREDA	3	✓	✓	✓	✓	3	6	5th =
ADAMS	2	✓	✓	✓	✓	4	6	5th =
W. McEWAN	0	✓	✓	✓	✓	15	15	10th
Triple C Rally Team	1	✓	✓	✓	✓	5	6	5th =
TWITS ANON	3	✓	✓	✓	✓	30	33	13th =
ENGLEBERT	3	✓	✓	✓	✓	8	11	9th

DUE TO AN OFFICAL PROTEST FROM TRIPLE C RALLY TEAM THE FINAL 4 C/Bds AND FINAL CONTROL HAVE BEEN DELETED. SEE ORGANISERS COMMENTS.

ORGANISED BY JOHN GLADHILL
MARSHALLS : CHRIS BROWN ; ROSS TWIGDEN.



DECEMBER MONTHLY NIGHT TRIAL - ORGANISER'S COMMENTS

It was nice to see 29 competitors out for the last trial of 1971. This trial had been run - well, the tulips had - for the Cashmere Ave School P.T.A. Would you believe that nearly all of the sixty entries completed the course correctly?

Unfortunately I have had to delete the last four checkboards and the final control because an official protest was lodged by Triple C Rally Team (Warren Denton, Phil Parnell and Alan Smart). This team is an experienced Gold Star crew and they protested on the following points -

1. Check Two's clock was incorrectly set.
2. Glen Alton Lane - not Glen Alton Ave.
3. Mileage to club drive was 1.12 not 1.20.
4. Average speed of 25mph in 30 mph area is impossible to maintain.
5. When told to obey detour (if instruction is readable) one follows detours - not Main Rd, Tawa.
6. W'field St sign does not exist. Signs on road should not be used.
7. Incorrect checking of trial.

In reply to this I must admit that the protest is valid in the light of their Gold Star experience. Unfortunately I did not realise the traps which can be read into well intentioned instructions. The 'Obey detour if in force' instruction was intended to apply only if the roadworks in Tawa had not been finished - one merely had to drive around the block and continue on the same road as before. Triple C went off looking for signs saying only 'Detour'.

The time at check 2 has been adjusted. Unfortunately my car will only measure tenths of a mile, as would most competitor's odometers. Most competitors held the 25mph average OK. 'W'field St' was intended to help competitors to select the correct lane at the end of the Quay. 'Glen Alton Lane' was intended to assist competitors [redacted] also.

I would like all competitors to remember that monthly night trials are provided for competitors to enjoy themselves and provide the basics of trialling. They are not intended to be a proving ground for expert Gold Star crews.

If there is a mistake in our monthly night trials sit down and think out what the organiser wants you to do - if a genuine mistake occurs the organiser will correct it without resorting to official protests. Use your reasoning powers not your green book to resolve any problems encountered.

I am sure that a little more tolerance in these events will make them more enjoyable for the competitors as well as the poor old organiser.

J.A.G.

NITROGEN FOR TYRE INFLATION

The use of an inert gas, such as nitrogen, to exclude air from a product and prevent oxidation is not new. In fact, the use of nitrogen for the inflation of rubber containers, including vehicle tyres is far from being a new innovation. Racing drivers, aircraft, vehicle operators, tyre servicing organisations and industrial firms using pressure bags for moulding etc. have been using nitrogen for quite a number of years.

Possibly due to the results already being obtained in the field, interest in the application has grown tremendously, so much so that nitrogen filling stations have come into being, not only in the U.S.A. where research has been intensified, but also in New Zealand.

This is probably as good a time as any to assess the known facts about nitrogen inflation.

WHAT DO WE KNOW ABOUT OVERSEAS EXPERIENCE?

Reports in various journals indicate a growing use of nitrogen for tyre inflation in the U.S.A. and on the Continent. The most factual information that has come to hand so far is a report on a series of tests covering nine million miles. The six tests described are recorded in detail in the November 1967 issue of Rubber Age and show beyond doubt that tyre life for passenger vehicles was extended for an average of 22% when the oxygen concentration was reduced to 0.6%. They also state that reasonable extrapolation of existing passenger and truck tyre performance data would indicate that the process should improve passenger tyre mileage by 25% and truck tyre mileage by 40-50%, while at the same time providing much stronger and safer tyres.

A report from Paris, claims that greatly extended service life has been obtained from the inflatable tyres that are used instead of steel wheels on the underground railway. This rather unique system retains all the characteristics of a normal railway such as dual axles on bogies and normal points control. The guiding system is by means of four horizontal wheels of a smaller diameter, also filled with nitrogen. These wheels run against a lateral track on each side.

At least one large U.K. tyre service organisation is using nitrogen and claim the benefits derived include not only speed and silence during the filling operation, an important factor when carrying out emergency inflation late at night in a built up area, but also immunity from oil impregnation. This can be a significant factor if oil is pumped over from a standard air compressor. The machinery used to produce nitrogen is not oil lubricated and consequently the compressed gas is oil free.

A number of service stations in the U.S.A. are supplying nitrogen for tyre filling as a standard item at a fixed price which would appear to be higher than the prices charged by their New Zealand counterparts.

There are, without doubt many other instances of overseas usage and experience but the foregoing examples show the growing interest in the process.

WHY SHOULD NITROGEN EXTEND TYRE LIFE?

The destructive element for not only tyres, but most organic substances is oxygen. We are all only too well aware of the effect of oxygen on foodstuffs and in these latter days a number of processes have been developed by which oxygen is excluded as far as possible from the atmosphere surrounding the foods. This is usually achieved by nitrogen packing and the infusion of nitrogen through liquid or powdered foods to remove the destructive oxygen.

The same principle is used when we replace the air in a tyre with dry nitrogen gas. There is another factor that must be considered in relation to tyres, and this is generation of heat. Those who are familiar with Arrhenius' Law of chemical reaction will realise that the rate of oxidative deterioration is related to not only the oxygen concentration, but also the temperature or heat rise. The higher the temperature, the greater the oxidation effect. Figures have been given to show that in a vessel pressurised to, say, 90 lbs per sq. in. a rise in temperature of 5°F causes a rise in pressure of one pound per sq. in., so here, we have two destructive factors, heat and pressure plus one destructive element (oxygen).

Experiments and tests have shown very decidedly that there is far less pressure build up with nitrogen, particularly when the tyre is subjected to hard, high speed running, than when the tyre is inflated with air, consequently there is less heat build up or temperature rise. In fact, tests have shown this to be the case.

Another proven fact is that there is far less requirement for "topping up" when nitrogen is used. Many theories have been propounded as to the reason for this. One, which gained a certain amount of credence

was that nitrogen was more dense than oxygen and consequently did not pass through the tyre wall so readily. This is not the case, nitrogen is slightly less dense than oxygen, in fact 0.07387 lb./cu./ft as against 0.08441 lbs/cu./ft. A more reasonable theory is that as oxidation takes place within the tyre, a portion of the oxygen is used, thus lowering the air content of the tyre.

This however, is only a minor possibility when compared with the relative figures for the permeability of oxygen and nitrogen. The rate of permeation of oxygen through rubber is nearly three times as great as the rate of nitrogen, all other factors being equal. The figures given are N_2—7.2 ccs/cm²/sec/cm/cm.Hg. O_2—20.2 ccs/cm²/sec/cm/cm.Hg. From this it follows that air would have a permeability of 10.6 units compared with 7.2 units for nitrogen.

TEST CARRIED OUT IN NEW ZEALAND

Trials have been instituted by a number of firms and while, with few exceptions, good results have been shown, it is difficult to obtain accurate figures. This is not surprising as the institution of tests under strict control conditions can be both time consuming and costly.

Nevertheless some of our largest tyre and transport organisations have been using nitrogen for tyre inflation for a number of years. Most of the few negative reports have shown on investigation that the tyres were insufficiently flushed of air content before being nitrogen filled. This resulted in a residue of oxygen being retained in the tyre. Tyres are nitrogen flushed two or three times before final filling in order to remove all traces of air.

Two tests which were carried out by New Zealand Industrial Gases Limited, gave typical results.

In the first of these, a large carryall earthmoving machine with front wheel epicyclic drive, was having an increase in tyre pressure of nearly 30 p.s.i.g. when working on hard ground. As a matter of interest, the heat build-up in these tyres was sufficiently high to be of some concern. For test purposes one side tyre was flushed and filled with nitrogen and a comparison made with the air filled tyre over the period of a working day. The results were both astounding and conclusive. Both tyres were filled to a pressure of 35 p.s.i.g. and the result was as follows:

	Air	Nitrogen
8 a.m.	35 p.s.i.g.	35 p.s.i.g.
10 a.m.	44	40
11 a.m.	46	42
1 p.m.	48	43
3 p.m.	50	44
4 p.m.	52	44
	Pressure rise 17 p.s.i.g.	Pressure rise 9 p.s.i.g.

In terms of temperature the figures are very significant, but a point worthy of note is that the pressure of the nitrogen filled tyre had ceased to rise after the 3 p.m. reading, whereas the pressure of the air filled tyre had continued to rise. At this stage the handling of the machine became difficult due to unbalanced tyre pressures and the air filled tyre was flushed and nitrogen filled the following day. Another interesting feature of this exercise was that the nitrogen filled tyres did not require "topping up" for several months. Previously it had been a daily task.

Two test runs, each of 100 miles were made with a six cylinder passenger car. The first run, on air filled tyres, carried out in fairly cool and damp ambient conditions showed an increase in tyre pressure all around of 3 p.s.i.g., this being from a starting pressure of 24 p.s.i.g. The same trip with the same vehicle a few days later, but with tyres flushed and filled with nitrogen showed a pressure rise of less than 1 p.s.i.g. all around. This latter trip was made on a day with slightly higher ambient and dry conditions.

FACTORS WHICH CAN BE REGARDED AS PROVEN

The following points have been well brought out by experiments both here and overseas.

1. There is less pressure build up.
2. There is less heat build up.
3. There is less requirement to "top up" pressures, i.e. less leakage.
4. Nitrogen is oil free as it is not delivered from an oil lubricated compressor.

Although accurate figures are not available as yet from tests carried out in this country it is obvious that the above four proven factors must increase tyre life and save covers in a better condition for retreads.

WHAT DOES IT COST TO CHANGE TO NITROGEN INFLATION?

The amount of nitrogen used to flush and fill a vehicle's tyres with nitrogen will vary with the size of tyres and their pressure, but as a guide, a popular six cylinder car would require from 20 cu. ft to 25 cu. ft to effect the changeover. Nitrogen is one of the least costly gases thus making the process quite economical.

WHAT IS THE PROCEDURE FOR CHANGING OVER TO NITROGEN?

The procedure is short and simple. The vehicle is preferably placed on a hoist and all tyres, including the spare or spares deflated by removing the valve inserts. In turn, each tyre is then inflated to two or three pounds pressure at least twice or three times allowing the gas to escape to atmosphere after each flushing. The valve insert is then replaced and the tyre inflated to the recommended pressure. At least three flushings are recommended for the larger sizes of tyre. Should "topping up" be required for any reason at a latter date this should be carried out with nitrogen. The time required to carry out a complete changeover should be not more than fifteen minutes for a private car. Trucks and transport vehicles with dual wheels and larger tyres will naturally take longer. Tyre filling from a nitrogen cylinder is fast and even a truck tyre, say 38 in. x 7 in. can be filled to 120 p.s.i.g. if required in about 1½ minutes.

TEXT OF LETTER FROM STP COMPANY TO N.Z.INDUSTRIAL GASES LTD :

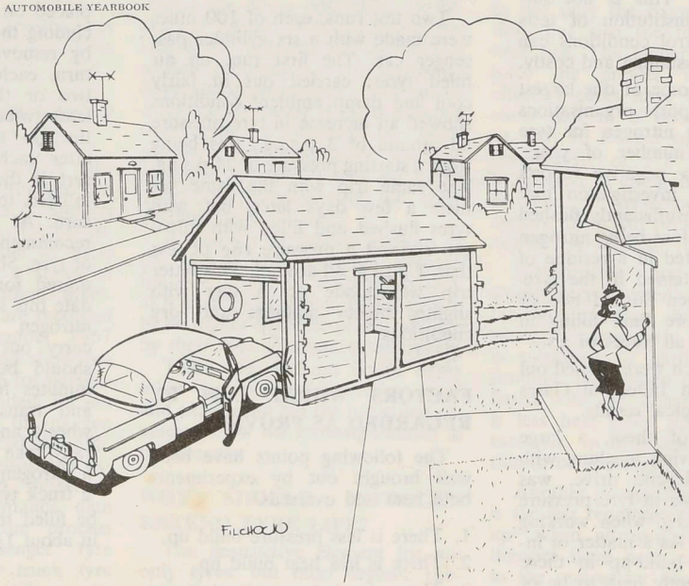
Dear Sir,

On behalf of my Company and the Fiat entrants in the gruelling Heatway Car Rally just completed, I would like to take this opportunity to thank your Company for the supply of nitrogen used in the tyres of both the "Fiat" and New Caledonian teams.

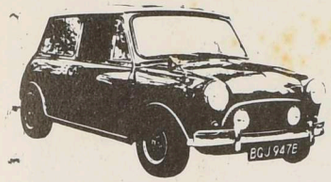
Myself, the drivers and the service crews, of which I was a part, were astounded at the superiority nitrogen has over normally accepted compressed air. The nine cars over the 2,500 mile Rally sustained no loss of pressure through leakage, nor over special high speed sections such as Pukekohe and Levin was there any alteration in tyre pressures due to heat build up. Similar family cars in the Rally using compressed air were affected over the same course with loss of poundage and an increase of up to nine P.S.I. over the speed sections.

Therefore this Heatway Car Rally proved to us all that due to the stable nature of nitrogen in a pneumatic tyre, tyre wear was greatly reduced because they ran far cooler. Because of the interest these cars were to other competitors I know your Company will receive many requests for future motor racing events. I feel your presence would be warranted at these meetings as through motor racing, as with my Company's products, you will be able to convince the private motorist of the benefits available to him.

AUTOMOBILE YEARBOOK



"Dear, I think the front bumper is caught on the garage."



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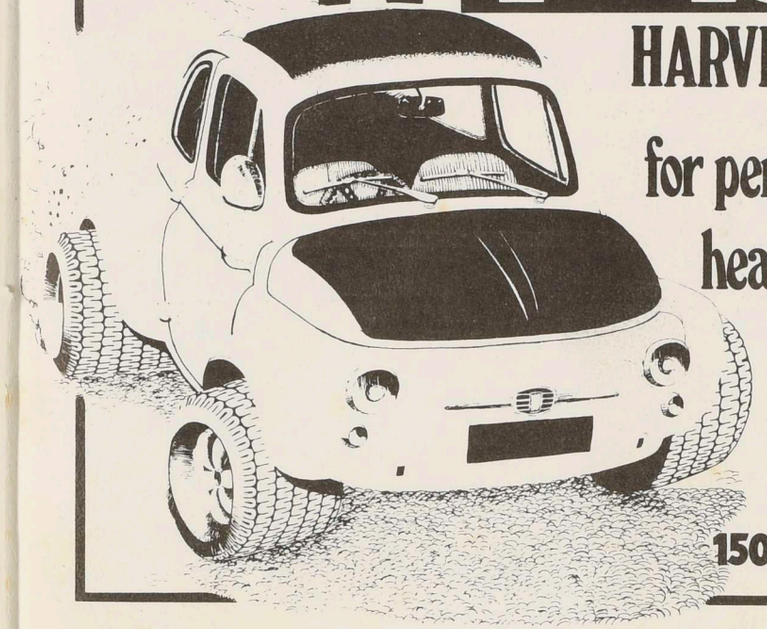
FOR SALE	Vinyl-padded full width roll bar for TR4, TR4A or TR5. Spot lamp bracket (onto bumper) for same. Phone Rick O'Neill at 557-483 (B).
WANTED	Inlet exhaust manifold for Mini or 1100 less carb. Phone Graeme East at 889-296 (H)
FOR SALE	MINI SEVEN, full race, 49bhp at wheels. $1250 ONO. Phone Kevin George at 768-048 (B)
LOST	At the last social. One brown suede jacket, one lady's coat and handbag. Placed in the wrong A40 Farina by mistake. Phone Bruce McPherson at 886-317 (H) or 887-100 (B) or post to club Post Office box.

H&S



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