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bulletin of the wellington car club

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FEBRUARY 1984



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The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

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BULLETIN EDITOR: Jenny Maidens

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The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

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editorial



I've always found it interesting to read articles, surveys, and in particular, letters to papers written by private individuals - announcing and speculating the major causes of road deaths and accidents. The letters in the papers particularly, cite the main cause as 'excessive speeding' which really means anyone travelling faster than they themselves. After having travelled some several hundred miles going away on holiday this New Year, I am still very convinced that the root of the problem of accidents on the road are the very same people who write to the papers! (I am not referring at all to any accidents caused by excessive alcohol intake).

Time after time on the roads whilst we were on holiday we saw and tried to pass them. You know the story; you set out, get on the road for an hour or so, the car is cracking along at a nice 55-60 mph and sounding good - then you come across them. They're not always elderly folk, women drivers and the vehicles are very rarely old and tired. They're the people who write to the papers about speed on the road who are determined to get out there and do their own bit to prevent speed. Little unpaid unofficial MOT 'helpers'. You round a curve, and suddenly there's a great line of traffic ahead of you. And crawling along at 40 mph at the head of the line is Mr Speed Preventer himself - usually aged about 40 onwards, a fairly modern car, with wifey in the passenger's seat - both spending more time with their eyes off the road instead of on it, glaring at all those who dare to overtake.

Nine times out of ten, behind Mr Speed Preventer is a caravan or boat being towed, which hasn't quite got the revs to pull out and overtake quickly. Then behind that, there's another boat or trailer, followed by a line of annoyed drivers, with you at the end and more coming up behind you. Instead of the nice smooth pace you were making, the speedo needle wavers anywhere between 35mph up to a daring 48mph.

We saw it again and again on the roads - near accidents occurring in the above circumstances. Car number three or four in the line gets brassed off at the extra slow speed, and after a couple of miles, decides he's had enough and has a go at passing, attempting to do all those ahead because they're invariably bunched up so tight you can't get in if you're passing one at a time. At holiday time especially, when cars are loaded up to the brim plus roof-racks, many just can't get passed in time, a corner comes up, they're still on the wrong side of the road - and wham! There it is. An accident or fatality or a nearmiss caused by smug little Mr Speed Preventer.

The folk who do get impatient at being held up on the open road aren't themselves 'speed freaks'. They like to maintain a nice, average, just below the limit, speed; and in trying to achieve it, and pushed to extreme annoyance and impatience, accidents involving oncoming cars are caused.

There are a few things in common with all these 'Speed Preventers.' They're always frowning, never smiling (why do this unofficial unpaid job if you're not happy?) and they've always got this amazing ability to keep right in the centre of the road, tending towards the centre line, plus uncanny reflexes in the right foot which instantly enable them to miraculously and dramatically increase speed, some even to the extent of in excess of 80 kmh - when they come to passing lanes. It must be some sort of visual reflex because whenever they see the sign at the end of the passing lane which indicates the road is returning back to one lane, the right foot is instantly lifted off the pedal and everyone's back to 50 or 60 k's again.

I would imagine most people have been booked for speeding at some time or other in their lives - mine have occurred on two lane motorways, involving both mufti and radar, in both cases only a few k's above the legal limit. When one is picked up for speeding, the reason is that by driving in excess of the legal safe limit, one is behaving in a dangerous manner and jeopardising safety for oneself and for others on the road. I have asked many people, including Traffic Officers if there have been any instances where drivers have been pulled up and booked for travelling well below the speed limit, which encourages dangerous and reckless overtaking. No-one knows of such an instance. One traffic officer admitted he had pulled up a slow car and gave the driver a warning, but it was more erratic driving by an elderly man in an elderly car. Personally, I believe that these deaf, insensitive, thick-skinned, supposedly do-gooder accident provoking Speed Preventers should be run off the road if they are incapable of driving at the normal speed limit.



THERE !

new members

New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

PHILIP SHORT - Philip belonged to a Car Club in the U.K., and has participated in Rallies and Speed Events. He's now making a return to Motorsport after an absence of nearly twenty years, and is interested in Speed events and Rallies. Philip drives both a Honda Civic and a Mini.

1983/84 GOLD STAR HILLCLIMB REGION FINALISTS

At the conclusion of the Gold Star Hillclimb Region 4 regional Hillclimbs (Wellington 1 October; Hawkes Bay 6 November; Wairarapa 12 November; Manawatu 3 December) - the top pointscorers eligible to participate in the Gold Star Hillclimb Final to be held on 25/26 February and promoted by the Marlborough Car Club, are:

Ian Taylor (Wellington) 73 points
Denis Coles (Manawatu) 33 points
Tom Donovan (Wellington) 20 points
Lester Reader (HVMC) 20 points
Mark Jennings (Wellington) 18 points
Rick Wollerman (Wairarapa) 17 points

Philip Workman (Wairarapa) 56 points Martin Napier (Wairarapa) 33 points Stuart McChesney (Hawkes Bay) 20 points Andy Blackberry (Hawkes Bay) 19 points Mike Stevens (Hawkes Bay) 17 points

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F1 line-up'84

A total of 15 Formula 1 teams will contest the 1984 World Championship, which will start with the Brazilian Grand Prix at Rio de Janeiro on March 25. Of the 26 drives available, 21 have now been allocated. The teams are listed below in the order in which they finished the 1983 International Cup for Constructors; the 1984 race numbers, which will be revised slightly for this season, have not yet been announced. Only confirmed sponsorship has been included.





Warwick



Sponsorship: John Player Special Drivers: Elio de Angelis (25, Italy, 71 GPs. 1

win); Nigel Mansell (30, Britain, 43 GPs, 0

Team Manager: Peter Warr

Engine: Renault V6 turbo

Tyres: Goodyear

Designer: Gérard Ducaroupa

Engine: Hart 4-cyl turbo Tyres: Pirelli Sponsorship: TBA Drivers: Ayrton Senna da Silva (23, Brazil, 0 GPs); Johnny Cecotto (27, Venezuela, 9 GPs,



De Angella



Rese: Italy

Tyres: Goodvear

Base: Viry-Châtillon, France Team Manager: Jean Sage Designer: Michel Tétu Engine: Renault V6 turbo Tyres: Michelin Sponsorship: Elf Drivers: Patrick Tambay (34, France, 70 GPs. 2 wins) Derek Warwick (29 Britain 27 GPs 0 wins)

Sponsorship: Fiat, Agip, Longines, Marlboro

Drivers: Michele Alboreto (27, Italy, 41 GPs, 2

wins): René Arnoux (35, France, 79 GPs, 8











Team Manager: Herbie Blash Designer: Gordon Murray Engine: BMW 4-cyl turbo Tyres Michelin Sponsorship: Parmalat Drivers: Nelson Piquet (31, Brazil, 76 GPs, 10 wins); TBA. Possibles: John Watson, Teo Fabi Corrado Fabi



Plauet

ATS Base: Bicester, England

Tyres: Goodyear

Team Manager: Gunther Schmid Designer: Gustav Brunner Engine: BMW 4-cvl turbo Tyres: Pirelli Sponsorship: ATS Wheels Driver: Manfred Winkelhock (30 West Germany, 27 GPs, 0 wins)

Sponsorship: Barclay, Nordica

Drivers: Marc Surer (32, Switzerland, 50 GPs,

0 wins); Thierry Boutsen (26, Belgium, 10 GPs,



Base: Didcot, England Team Manager: Peter Collins Designer: Patrick Head Engine: Honda V6 turbo Tyres Goodyear Sponsorship: Saudia, Mobil Drivers: Keke Rosberg (35, Finland, 66 GPs, 2wins); Jacques Laffite (40, France, 136 GPs, Gwins)



Lattite

LIGIER

Base: Vichy, France Team Manager Guy Ligier Designer: Hervé Guilpin Engine: Renault V6 turbo Tyres: Michelin Sponsorship: Loto, Antar, Gitanes Drivers: Andreade Cesaris (24, Italy, 46 GPs, Owins); François Hesnault (23, France, OGPs) (if granted superlicence)



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McLAREN

Base: Woking, England Team Manager: Jo Ramirez Designer: John Barnard Engine: TAG-Porsche V6 turbo Tyres: Michelin Sponsorshin Marthoro

Alain Prost (28, France, 57 GPs)

TYRREL

Engine: Ford-Cosworth DFY V8

Drivers: TBA. Probable: Martin Brundle

Base: Ripley, England Team Manager: Ken Tyrrell Designer: Maurice Phillippe

Tyres: Goodyear

Sponsorship: TBA

Drivers: Niki Lauda (34, Austria, 141 GPs);







OSELL Base: Turin, Italy

Team Manager: Pierluigi Corbari Designer: Tony Southgate Engine: Alfa Romeo V8 turbo Tyres: Pirelli Sponsorship: Kelemata Driver: Piercarlo Ghinzani (32, Italy, 7 GPs, 0 wins)



Ghinzani

Base: Turin, Italy

Team Manager: Gianpaulo Pavanello Designer: Luigi Marmiroli Engine: Alfa Romeo V8 turbo Tyres: Goodvear Sponsorship: Benetton Drivers: Riccardo Patrese (29, Italy, 95 GPs, 2 wins); Eddle Cheever (26, USA, 54 GPs, 0



Cheever

Base: Bicester, England Team Manager: John Macdonald Designer: Dave Kelly Engine: Hart 4-cyl turbo Tyres: Pirelli Sponsorship: TBA

RAM

Driver: TBA. Possibles: Stefan Johansson, Jonathan Palmer



SPIRIT Base: Slough, England Team Manager: John Wickham Designer: Gordon Coppuck Engine: Hart 4-cyl turbo Tyres: Pirelli Sponsorship: TBA Driver: TBA. Possibles: Emerson Fittipaldi,

Fulvio Ballabio, Philippe Alliot







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Dear Secretary & Bulletin Editor,

We would appreciate you passing the following information on to your Club Members by way of your Club Notice Board and Club Newsletter:

WINGS & WHEELS - OHAKEA '84

This combined event will take place on \underline{SUNDAY} , $\underline{19th}$ $\underline{FEBRUARY}$, $\underline{1984}$. \underline{START} \underline{TIME} = 10.00 \underline{am}

The event will be open to Pre-'65 cars, and Vintage, Veteran & Classic Motorcycles.

The first part of the day will comprise the car and motorcycle practice and racing segment, and at approximately 2.15p.m. this activity will cease, and the R.N.Z.A.F. and combined civil aircraft will put on an Air Display.

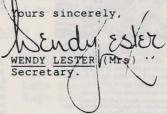
Unofficial testing sessions for cars and motorcycles will take place at Manfeild Autocourse, Feilding on Saturday 18th February, between approx. 11.00a.m. and 4.00p.m. and will be followed by an informal barbecuesocial at the Manawatu Car Club's Clubrooms, which are adjacent to the Circuit.

Interested parties are invited to contact me, and registration forms and other relevant information will be posted out.

My address is as above: P.O. Box 1959, Palmerston North.

Many thanks for your co-operation.







WORLD RALLY CHAMPIONSHIP REVIEW

	Monte Carlo	Sweden	Portugal	Safari	Corsica	Acropolis	New Zeeland	Argentina	1000 Lakes	Sanremo	Ivory Coast	Lombard/RAC	TOTAL
1 H. Mikkola	(10)	20	20	15	_	_	_	20	20	_	15	15	125
2 W. Röhrl	20	-	12	_	15	20	20	_	_	15	-	_	102
3 M. Alén	15	_	10	_	20	15	_	8	12	20	-	_	100
4 S. Blomqvist	12	15	-	_	-	12	_	15	15	-	_	20	89
5 M. Mouton	-	10	15	12	_	-	_	12		4	-	-	53
6 A. Vatanen	8	6	_	20	_	10	-	-	-	-	-	-	44
7 A. Bettega	-	-	-	-	10	8	12	_	-	12	-	-	42 26 26 22
8 S. Mehta	-	-	-	-	_	6	10	10	_	_	-	_	26
8 L. Lampi	-	12	-	-	_	_	_	_	4	_	_	10	26
10 P. Eklund	-	-	-	_	_		-	-	10	-	12	-	22

1. HANNU MIKKOLA

TEN years is a long time to spend at the pinnacle of any sport, but rallying, if nothing else, seems to produce longevity. At 41, Hannu is a worthy World Champion, and despite a trying season he managed to retain his natural sense of humour (just!) and motivation. Hannu recognised this year as providing him with his last chance of taking the crown, but the seemingly never-ending travel and practising take their toll, and in pursuing his goal Hannu spent less than a month at home.

Mikkola retains his not

inconsiderable powers, as was proved on the 1000 Lakes. That was a masterful, brave drive, but it must be said that he still has a tendency to make the odd, unnecessary mistake, his Ivory Coast excursions proving the

You can forget allegations that Mikkola was given the world title thanks to Audi team tactics, and the decision by Lancia not to let



their drivers contest the title down to the line. Mikkola in effect only benefited once from Audi team orders when Stig Blomqvist was told to slow down and let him win in Argentina.

Form guide: Monte 4th; Sweden 1st; Portugal 1st; Safari 2nd; Corsica rtd; Acropolis rtd; New Zealand rtd; Argentina 1st; 1000 Lakes 1st; Sanzemo rtd; Ivory Coast 2nd; RAC 2nd. 125 points.

2. WALTER RÖHRL

ALTHOUGH he lost his title to Hannu Mikkola, 1983 was a far happier one on a personal level for the German. There were only two low points for him — being told to finish behind Markku Alèn on Corsica, and having to take a back seat on Sanremo. There is no reason to disbelieve the fact that Röhrl is the best rally driver around today. That is not to say that he is necessarily the fastest (although he's quicker than the vast majority), but he does manage to combine all the skills and talents to a true professional.

He remains very much his own man (something you must respect him for), and although I don't necessarily subscribe to the view that he is constantly misunderstood and misquoted, Walter has an unfortunate knack of rubbing people up the wrong way. He's certainly rubbed Lancia

up the wrong way with his decision to move to Audi for 1984. Röhrl is careful to select the rallies which suit him best (he astutely avoids the 1000 Lakes), and chink in his armour would seem to be his reluctance to come



to Britain and sample the delight of the final championship round.

His move to Audi next season could be the most telling of his career. Lets hope that it doesn't degenerate into a year of recriminations and excuses.

Form guide: Monte Carlo Ist; Sweden non-starter; Portigal Jrd; Safari n/s; Corsica 2nd; Acropolis Jst; New Zealand Ist; Argentina n/s; 1600 Lakes n/s; Sanaremo 2nd; Ivery Coast n/s; RAC n/s. 102 points.

3. MARKKU ALÉN

WHAT a year for the Finn! The last time he won a World Championship event was Portugal in 1981, and this season he not only took victory on two, but one of these was the all-tarmac Corsica; something which the Finns are not supposed to do.

The fact that Lancia welcomed Röhrl back into the fold with open arms, and then promptly won Monte, was a major incentive for Markku. Corsica and Sanremo couldn't have been better timed and his third on the 1000 Lakes was crucial to Lancia's championship aspirations.

As Lancia supremo Cesare
Florio has remarked, Markku
needs to be angry to be at his most
competitive, so one can only
assume that he was very upset on a
number of occasions. He can get a
little too twitchy for his own peace
of mind, but usually Florio has him
well under control.

Ten years working for the Italians has left its mark, and now Markku can show flashes of Latin temperament. Nevertheless a quite amazing year, and one can only wonder how the RAC Raily would



have turned out if Alén had been allowed to take part in an 037. In the dry, icy conditions it would not have been such an easy task for Blomqvist.

Form guide: Monte, 2nd; Sweden, n / s; Portugal, 4th; Safari, n / s; Corsica, 1st; Acropolis, 2nd; New Zealand, n / s; Argentina, 5th; 1900 Lakes, 3rd; Sanreno, 1st; Ivory Coast, n / s; RAC, n / s. 100 points.

4. STIG BLOMQVIST



THE fastest driver in the World Championship? Probably when the going is particularly slippery or icy. His tarmac form is a largely unknown quantity, although he was third on the Monte, and led the Audi attack. But he's definitely at his happiest on the

loose, and he's even better if he's driving blind. He led both New Zealand and

He led both New Zealand and Argentina using Mikkola's pace notes, a fact which caused ripples within the establishment, but his best drive was on the RAC where he was given his head.

Stig likes to ease out a lead as soon as possible, and having established what he considers a suitable buffer will then dictate the pace. The fact that he signed a contract which stipulated that he would have to forfeit his place in deference to the other full team members if it ever became necessary, had little ultimate bearing on the outcome of the year.

He lives for his driving, but one wonders how he will cope with the extra external pressures of being effectively the Audi team leader next year.

Form guide: Monte, 3rd; Sweden, 2nd; Portugal, rtd; Safari, n / s; Corsica, n / s; Acropolis, 3rd; New Zealand, exc; Argentina, 2nd; 1000 Lakes, 2nd; Sanremo, rtd; Ivory Const, n / s; RAC, 1st. 89 points.

5. MICHÈLE MOUTON

NOT a year which rallying's leading lady will remember with

any fondness. Her best result was second in Portugal, an excellent performance when she caught Rohri and held him off. But as the season progressed she became more and more disenchanted. It was obvious that a full season was putting too much of a strain on her, but she did show a flash of her old fire in New Zealand where she led until her engine blew up.

her engine blew up.
One gets the impression that she has somewhat fallen from favour within the team itself, her volatile outbursts not endearing her to the mechanics, but she did suffer many mechanical problems, the majority brought on by poor servicing.

She should bounce back with a quieter programme in 1984, but her decision not to contest the Monte (or for that matter Corsica) will not exactly please her countryfolk. On the other hand you have to admire her courage for insisting on driving in both the Swedish and 1000 Lakes, two highly specialist events which most



non-Nordic drivers are only too happy to stay clear off. Her drive back to fourth place after early problems in Sweden this year is rated by both Mikkola and Blomqvist as a particularly praiseworthy performance. Form guide: Monte, retired: Sweden, 4th; Portugal, Jadi Safari, 3rd: Corsica, retired: Acropolis, retired; New Zealand, retired: Argentina, 3rd; 1000 Lake, 16th; Saureno, 7th; Ivory Const, a / s; RAC, retired, 35 points.

6. ARI VATANEN



IN his first full year back at World Championship level following his self-imposed sabbatical, he only had his Safari win to look back on with any real feeling of satisfaction. That in itself would be enough for many people, but

Ari is a highly competitive person, and will probably feel not too happy with the ways things went.

As this season blossomed it seemed that he was getting more and more out of sympathy with the Manta 400. It appeared that he was having difficulty adapting to the more precise, concise style demanded by the latest generation of rally cars, even the conventional ones. Ari has never been what one might describe as a tidy driver, his dramatic sideways style in the Escort making him a great favourite of the spectators, and there is no doub that he will adapt. For the time being. however, team-mate Toivonen got the better of him, benefiting from his racing experience, a fact which didn't help Vatanen's general feeling of unease.

Form Gulde: Monte. 5th; Sweden, 6th; Portugal, n / s; Safari, 1st; Corsica, n/s; Acropolis, 4th; New Zealand, n/s; Argentina, n/s; 1000 Lakes, rd; Sanzemo, rtd; Ivory Coust, n / s; RAC, rtd. 44 points.

7. ATTILIO BETTEGA

AN amazing recovery considering that he was out of the sport for 12 months and bravely chose to return to World Championship rallying at the scene of his terrible accident last year. However, this 30-year-old not only managed to overcome the psychological problems associated with Corsica but managed fourth place.

He works well within the

He works well within the framework of an Italian team, and is a pace note specialist. Very useful to have around in a supporting, tactical role, but somewhat overshadowed by the arrival of Massimo Biasion on the Italian scene.

Form guide: Monte, n/s; Sweden, n/s; Portugal, n/s; Safari, n/s; Corsica, 4th; Acropolis, 5th; New Zealand, 3rd; Argentin n/s; 1000 Lakes, n/s; Sanremo, 3rd; Ivory Const, n/s; RAC, n/s. 42 points.

=8. SHEKHAR MEHTA

ALTHOUGH he failed to win his sixth Safari, he nevertheless had a very good year. Not by any means a sprint driver, Shekhar relies on stamina, consistency and his ability to stay out of trouble to get results on the more arduous qualifiers.

qualifiers.

Highlight of his year must have been Argentina where he sampled a Quattro for the first time and finished fourth. The combination of Mehta and the Audi on a Safari would be extremely formidable.

Form guide: Monte, n/s; Sweden, n/s; Portugal, n/s; Safari, retired; Corsica, n/s. Acropolis, 6th, New Zealand, 4th, Argentina, 4th, 1001 Lakes, n/s; Sanremo, n/s; Ivory Cosst, n/s, RAC, n/s. 26 ponts.

=8. LASSE LAMPI

A RARE beast—a Quattro privateer. This quiet, somewhat reticent Finn achieved his ninth place in the championship by dint of three championship outings. His best placing was third on the Swedish. For his efforts he was rewarded with a chase car drive by the factory on the Ivory Coast, something he enjoyed until team policy dictated that he be withdrawn.

withdrawn.
Difficult to know where he is going, and could probably benefit from tackling a particular championship in its entirety. The British Open would probably be a good series for him.

good series for film.

Form guide: Monte, n/s; Sweden, 3rd;

Portugal, n/s; Safari, n/s; Corsica, n/s;

Acropolis, n/s; New Zealand, n/s; Agrentina,

n/s; 1000 Lakes, 7th; Sanremo, n/s; 1yory

Coast, withdrawn; RAC, 4th. 26 points.

10. PER EKLUND

YET another quiet year in terms of World Championship outings. He drove a Saab, Quattro and Celica Turbo, gaining his "A" seeding by dint of finishing third on Ivory Coast.

His one-off Quattro drive to

His one-off Quattro drive to fourth place on the 1000 Lakes was largely ignored, but it was a good solid drive considering his lack of experience with the car. Too tough on his cars for some people's tastes, but he does have the ability to mend them after he's broken them.

Form guide: Monte, n/s; Sweden, retired; Portugal, n/s; Safari, n/s; Corsica, n/s; Acropolis, n/s; New Zealand, n/s; Argentina, n/s; 1000 Lakes, 4th; Sanremo, n/s; Ivory Coast, 3rd; RAC, retired, 22 points.

IRISH TIMES Sunday Crossword

1 2 3 4 5 6 1 1 1 7 1 1 1 8 1 1 1 9 1 1 1 1

ACROSS

- and Judy
- 5. Thrown by a boxer
- 7. Used with a hammer to make nail holes
- 8. A well-known English magazine
- 9. A summer drink

DOWN

- 1. Small, round, green vegetables
- 2. Female sheep
- . Farm birds
- Large expanses of water
- Rugby posts

talking trials



DECEMBER NIGHT TRIAL

As quite an unexperienced trialist, organising this night trial was an eye-opener to all that has to be done for the event to "get it off the ground".

Thanks to the guidelines and advice received from Murray McGuire, no major obstacles were encountered on the night. I must apologise for a few typing errors in the ASRs and a straight ahead I missed in section one (down Henry Street I think).

There were some claims on the night that an "arrow left" sign was not visible at an intersection. As I rechecked this intersection when collecting up the checkboards later on the night, I believe the sign was clearly visible at this intersection and therefore the time that several cars claimed lost has been disallowed, and therefore the results published in the bulletin are the same as announced on the night.

My gratitude is extended to Dave Humphries and his team of helpers and also Murray McGuire for taking over the November night trial as I ended up in hospital two days before the due date with my trial unfinshed. A lesson was learnt.

As a simple and straightforward trial I hope you enjoyed the night and apologise to the people to whom it was not mindbending enough for.

Joanne Stewart

Competitors' Comments

As apparently Team General Sigma was first WCC 2 man crew home on the December Night Trial, we have been requested to comment :

We thoroughly enjoyed Joanne's and Annette's Trial, even though we managed to be the only competitors who made an extra uncalled for trip to the other entrance of the Prison, caused by Silvana and I both agreeing and checking twice, that a sign we were supposed to do an instruction at, was not really clear on the route, and consequently we kept left for another uncalled for few kilometres, making us very late at the second Control! If this had been avoided, we could have possibly broken up the VUCC monopoly on the first three places! However, we both thoroughly enjoyed it. Very clear, concise instructions, although we were also amongst the competitors above who 'lost' the sign (but didn't protest!) we didn't mind as everyone appeared to be in the same boat. Some very well placed check codes (including 'Zoo' and 'Wellington') which makes a varied diversion.

One of the best Trials of the year, I would say, which just goes to show that an enjoyable, good trial doesn't need to be full of 'too smart' traps which leave competitors confused, disgruntled and disenchanted.

JENNY MAIDENS

P.S. Girls can do anything!

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WELLINGTON CAR CLUB - DECEMBER NIGHT TRIAL RESULTS

ORGANISER:

DECEMBER

9

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WELLINGTON CAR CLUB LADIES TRIAL : Sunday 11 December

When Jenny Maidens came to pick up myself and daughter Erin-Leigh to take to the Children's Christmas Party, she was still unsure who she would be entering the Ladies' Trial with. After scouting round the Clubrooms and propositioning (!) various ladies she was still unsuccessful in finding anyone to take the hot seat, so reluctantly, I volunteered, after stating that we would have to take Erin-Leigh and my navigating experience in Trials was virtually zilch. However, that didn't seem to worry her, and armed with suitable bribes for our small back seat passenger (chippies, toffees etc.) we set off.

Once Jenny told me how to spell out the instructions, we were on the road. We didn't worry too much about average speeds, roughly calculating the given kilometres into mph. It seemed fine at the start, round in front of the zoo, then way into a little dead end street, which had us a bit worried. There was a provision to write a checkword whenever we had to do a U turn, so we did this and went back, a bit uneasy as we thought there would be a checkboard as well. However, the rest of the instructions seemed to fit, and before long we came across our first checkboard. The route took us down to Lyall Bay and round to the industrial area of Rongotai, where checkboards, manned checks and U turns came thick and fast.

At this stage, our passenger decided she had had enough of sitting quietly talking to herself, and demanded more action. A quick rifling of Peter Lundberg's (Manned Check) Minties supply and noisy sucking replaced the vocal objections.

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We had a nice little run for so many kilometres around in front of the airport where we kept going until we found a checkboard, then back into Rongotai, then we headed back to the Clubrooms.

There was a really neatly planted checkboard amidst a Keep Left instruction which took us up a windy little street that got narrower and narrower at the top and finally petered out. I remarked it looked like a real goat track, which wasn't far wrong, as there was indeed a goat tethered there! Jenny decided that it was the end of the road, and just as she started to reverse out and I started to write the checkcode for a U turn, I noticed the back of a checkboard cunningly camouflaged by a bush, which turned out to be the cherry!

Anyway, I was really thrilled when it was announced that we had won the Trial. It seemed that our lack of attention to detailed timekeeping won it for us, as we passed a couple of cars 'biding time' and subsequently making an error in their timekeeping. Lovely gifts of smellies for the placegetters. A pity a few more ladies didn't turn up, as Murray and his crew obviously went to a lot of trouble to make it a very enjoyable Trial. I don't feel it was a trial where many people, especially those who were not very experienced, would have got lost, and all found it very good, with plenty of checks to keep on your toes.

Our thanks to Murray McGuire and all those involved.

LYNN DEWHURST

Organised by : MURRAY McGUIRE Checked by : JOHN GLADHILL Checks and Helpers : ALLAN MINES, LLOYD RANCE, JOHN GLADHILL, PETE LUNDBERG

Organiser's Comments: A pity one competitor didn't complete Sub-Section 3. Disappointed with the turn-out. I hope you will all return for next year's event and encourage others to come along.



IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

FEBRUARY

and the second s	WAIRARAPA	Inv.
Sat 4 **HILLCLIMB	WELLINGTON	Inv.
Tues 7 MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WAIRARAPA	Inv.
Sat 11 CLUBMANS RACE MEETING Manfeild	WAIRARAPA	Inv.
Sat 11/Sun 12 NATIONAL MOTORSPORT WEEKEND		
Tues 14 WCC COMMITTEE MEETING (7.30 at Clubrooms)	and the same of	
Sun 19 AUTOCROSS & GYMKHANA	VUCC	Inv.
Sun 19 **WINGS & WHEELS Ohakea	MANAWATU	Nat.
Tues 21 **CLUBNIGHT WCC rooms 8.00pm	WELLINGTON	
Sat 25 RACE MEETING Manfeild FV M7	F. VEE ASSN	Nat.
Sun 26 **GYMKHANA Stewards Trophy	M G	Inv.
Sat 25/Sun 26 GOLD STAR HILLCLIMB FINALS Blenheim	MARLBOROUGH	
MARCH		
	WELLINGTON	Inv.
Sat 3 **HILLCLIMB Houghton Bay	HVMC	Inv.
Sun 4 SPRINT Standing 200m Port Road		Inv.
Sun 4 SPRINT	LEVIN	Inv.
Tues 6 MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WELLINGTON	Nat.
Sun 11 RACE MEETING Manfeild FF M7 FV LS SS	MANAWATU	Nat.
Tues 13 WCC COMMITTEE MEETING (7.30 at Clubrooms)		
Sat 17 SPRINT 200m	WAIRARAPA	Inv.
Tues 20 CLUBNIGHT WCC rooms 8.00 pm	WELLINGTON	
Sat 24 TRIAL	WELLINGTON	Inv.
Sun 25 RALLY	LEVIN	inv.
Sun 25 SPRINT Standing & Flying 1/4	WAIRARAPA	Inv.
Sat 31 CLUBMANS Manfeild	MANAWATU	Inv.



more detailed event info.

HILLCLIMB: Saturday 4 February (Wairarapa Car Club)

The venue is Tea Creek, Carterton. (Take Chester Road on left north of Carterton; left along Mangatariri Road; then Tea Creek Road on your right). The surface is gravel and 1.6km long. Scrutineering between 8.30 and 9.30 am at the venue. Entry Fee \$17.00.

STEWARDS TROPHY GYMKHANA: Sunday 26 February (M.G. Car Club)

The venue is Gary Wall's farm, Martinborough. A 'convoy' will leave Percy Reserve on the Hutt Road at 11.00 am. Venue will be signposted from the Martinborough Town Square. Event commences after documentation at the venue at 12 noon. Entry Fee \$5.00. For further information contact Dave Hanson ph. 627-430.

NORTHLAND AUTO SERVICES HILLCLIMB: Saturday 3 March (Wellington Car Club).

This is a Duncan McKenzie round. Venue is Mt Albert Road (just up from the WCC Clubrooms). Scrutineering and Documentation will be held at Alan Harvie Ltd, Vivian Street, from 6.00 pm to 8.00 pm on Thursday 1 March. For out of town entrants only, scrutineering at the venue from 8.00 am to 9.15 am on Saturday 3 March. Mt Albert Road is sealed, and the course is .9km long. Entry Fee is \$12.00. Overalls, crash hat and fire extinguisher required, plus minimum of MANZ Ungraded Competition Licence and Club Membership card. Regs etc. available from the Secretary, Wellington Car Club Inc., P.O. Box 5142, Wellington. Telephone enquiries to John Marslin 783-141 (home) or 759-171 (bus.)

FEBRUARY CLUBNIGHT FEBRUARY CLUBNIGHT FEBRUARY CL

Clubnight in February will be of a Technical nature, with IAN SNELLGROVE, the Motorsport Association's Chief Technical Officer - Rallies, present, who will be supported by Clubmember RICHARD PROUSE, who has recently joined the ranks of the Technical Department. Ian and Richard will be speaking on the New Zealand Rally Championship, the rally format for the future, touching on homologation and answering any queries. Richard will also cover the current Race Meeting series which he has attended in an official capacity, and speaking on the various discrepancies, his observations etc.

REMEMBER - CLUBNIGHT 8.00 pm TUESDAY 21 FEBRUARY

B

N IGHT FEBRUARY CLUBNIGHT CEBRUARY CLUBNIGHT FEBRUARY CLUBNIGHT FEBRUARY

ATTENTION ALL CLUBMEMBERS !!!

NOTICE IS HEREBY GIVEN of an important event, which will take place on TUESDAY 20 MARCH at the Clubrooms, starting at 8.00 pm. No special licence is required. Scrutineering will be informal. The event will run for approximately two hours, and is designed to inform, test, and entertain you. If you enjoy Motorsport, watch this space in next month's Bulletin for further details.



Secretary General: A. J. SMITHARD

MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

73 76 86 101

21 December 1983

CIRCULAR TO AFFILIATED CLUBS & STEWARDS

WOULD YOU PLEASE PUBLISH THE FOLLOWING AMENDMENTS TO THE 1984
YEARBOOK IN THE NEXT ISSUE OF YOUR CLUB MAGAZINE, FOR THE
ATTENTION OF ALL MOTORSPORT COMPETITORS

NEW ZEALAND RALLY CHAMPIONSHIP ARTICLES

Article 3.2 Delete and replace with:

3.2 Categories and Classes

Vehicles will be run in three categories - Standard Production, Group A, and all other categories. These groups will be divided into the following capacity classes:

a)	Category	1	Standard Pro	duction	(vehicles	complying	with	Category	N or
			FIA Group N	4)					

Class 1 Open capacity

b) Category 2 Group A (vehicles complying with FIA Group A)

Class 2 0 - 1300cc Class 3 1301 - 1600cc Class 4 1601cc and over

c) Category 3 Open category (vehicles complying with FIA Groups B and former FIA Groups 1, 2, 3 and 4 and Schedule I, Group Pacific)

Class 5 0 - 1600cc Class 6 1601cc and over.

Notice is given that as from 1 January 1985 Championship cars complying with Schedule I, Group Pacific, will become ineligible and that Classes 5 and 6 above will be combined into one Open Capacity class.

d) A minimum of five vehicles will be required to constitute a class. Should less than that number be registered at close of Championship Registration prior to the first round, then the Motorsport Association will amalgamate classes at its sole discretion.

Article 3.5 (new)

3.5 A Category N vehicle for the Standard Production class is deemed to be a locally produced or assembled vehicle, of which a minimum of 500 identical models have been produced in twelve calendar months. The proof of eligibility for Category N will be the use of the respective vehicle's Workshop Manual and any amendments, together with a certificate from the manufacturer or assembler that 500 identical models have been produced in the required time.

Representatives for Automobile Sport in New Zealand of The Federation Internationale De L Automobile (Paris)

Patron: His Excellency the Governor-General of New Zealand.

2 ...

Article 4.2 (c) Delete and replace with:

4.2 (c) A Motorsport Association Log Book is required for cars being driven by Registered Championship competitors. No Log Books will be issued for new cars after 30 April 1984 unless they comply with FIA Groups N, A and B or Category N.

Article 18 Delete and replace with

Results

Notification of the place and time of publishing of individual Entry results will be stated in the Supplementary Regulations. These results will be published no later than four hours after the finishing time of the last car by displaying them on a notice board at the time and place so advised for each Rally. A set of final results for each event will be mailed to all competitors and the Motorsport Association by the organisers within seven days of the publication of the final results.

Article 20.1 Number existing paragraph (a)

Article 20.1 (b) (new)

b) New Zealand Group A Rally Champion

This title will be awarded to the first or principal driver nominated on the Championship registration application for Category 2 (Group A) who has gained the highest aggregate number of points overall in Group A_{\bullet}

Article 20.1 (c) (new)

c) New Zealand Junior Rally Champion 1984

This title shall be awarded to the first or principal driver nominated on the Championship Registration application regardless of class who was born after 1 January 1959 who has gained the highest aggregate of points overall in the Championship.

Article 20.2 (c) (new)

c) The overall placing regardless of class for Category 2 and New Zealand Junior Rally Championship competitors.

Article 22.3 (new)

22.3 No prizes or trophies will be awarded to any category or class or amalgamation thereof where there has been less than five cars registered and competing in that category or class or amalgamation thereof throughout the Championship.

APPENDIX R

4/1(a) - delete 'or derivations thereof'

4/1(d) Delete and replace with:

Only currently homologated four wheel drive vehicles may be permitted to compete in rallies. No other four wheel drive vehicle is eligible.

4/3(1) (new)

. . .

1) Tyres. Only tyres suitable for highway use are allowed to be used in rallies.

3 ...

SCHEDULE I

Part 3 3/1(f) (new)

f) Forced induction (e.g. turbocharging, supercharging) is banned unless it is an homologated option for the vehicle concerned or an original factory fitting.

APPENDIX RS

4/1 Delete 'or derivatives therefrom.

SCHEDULE A

Section 11: Vehicle Log Books Delete (1) and replace with:

1. It is required that all vehicles competing in all Championship races recognised by the Motorsport Association have an up to date properly completed Vehicle Log Book. All vehicles being driven by a registered Championship competitor in the New Zealand Rally Championship should have an up to date properly completed Vehicle Log Book.

A.J. SMITHARD SECRETARY GENERAL

ATTENTION ALL NON SPEED COMPETITORS

Does your Insurance Policy adequately cover you for Trialling events? You are strongly recommended to check whether your Company has a cover which can be included on your policy. Following is an example of such a clause, which is included on request, by probably the largest and best-known Motor Vehicle Insurance Company:

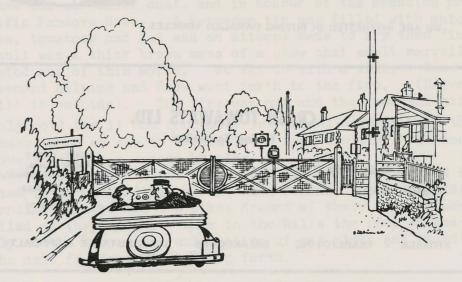
RELIABILITY TRIALS - MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

Notwithstanding anything contained herein to the contrary it is hereby agreed and declared that the indemnity granted under this policy is extended to apply whilst any vehicle described in the Schedule is engaged in any reliability trial conducted in accordance with the rules of and under the jurisdiction of the Motorsport Association New Zealand (Incorporated) or any Branch of this Association.

PROVIDED ALWAYS THAT:

- (i) Any such aforementioned reliability trial shall not exceed seventy-two (72) hours in duration.
- (ii) The indemnity granted under this extension shall be confined to reliability trials conducted on roads within New Zealand and shall not apply to or include any hill climb, field event, speed test or sporting trial held in conjunction with or in relation to such reliability trial.

HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! R 1984 CORVETTE CALENDARS A HUGE 34in x 23in POSTER/1984 CALENDAR IN FULL COLOUR, FEATURING ELEVEN NEW ZEALAND CORVETTES SUPERBLY PRINTED ON HEAVY DUTY GLOSSY PAPER VERY EXCLUSIVE VERY PROFESSIONAL EXCLUSIVE COLOUR PHOTOGRAPHS VERY LIMITED EDITION! GET YOUR'S NOW from JENNY MAIDENS (tel. 843-112(h); 723-520(w) !!! ONLY \$5.00 EACH !!! P.S. This is not a private enterprise. Any profits made go towards the 1984 N.Z. Corvette Convention, to assist with such expenses as security, travel reimbursements to those travelling by ferry, public relations etc. ! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY! HURRY!



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AGATHA versus THE GODS

Part 3 of our serial by Gordand D.G. Markerton (and sadly, the final episode)

December 1950

Agatha, of course, didn't break down. The road was atrocious, the gradient beyond imagination. Yet Agatha never faltered. Even the motor bikes had to be assisted up the steepest part, but Agatha pushed on regardless and finally inched her fat tyres over the last crest and flopped to a standstill in front of the radar station. We'd made it! Round five to us.

It was a jubilant party that set about organising camp for the night. With no camping gear we just naturally moved into the station buildings. There were six of these - large, commodicus, and apparently deserted. There was a resevoir and a high look-out tower. One building housed two beautiful big diesel generating sets - and the door was not even shut. We eyed the engines longingly but decided reluctantly that they were not quite suitable for a "special."

We chose the orderly room for our quarters. It had large windows that commanded the magnificent sweep of the bays below with the surf a great white fringe stretching for miles. Faintly, away to the north in the fading light, could be seen the Three Kings. Westward a solitary lighthouse blinked monotonously.

Dave was our chief chef, and in honour of the occasion prepared a terrific Pandora Stew. A kerosene tin was filled with onions, potatoes, tomatoes and fat and an attempt made to fry them "in situ". The result was a thick brown mess of a stew that smelt marvellous and tasted out of this world. We set to with a will. Came time for a second helping and Snow went forth to the fire. (Naturally we had built it outside). The fire was out and the stew was cold. Well and truly cold for it had congealed into a solid fatty cake that would have taken an axe to wrench loose from the tin. We decided unanimously against a second helping.

That night, seven tired men slept like logs on the hard floor and voted it as comfortable a rest as a feather bed. Outside in the moonlight Agatha and the bikes dreamt of their accomplishments and smiled as they slept. Back in the hills the gods looked on benignly at the successful culmination of our plans and mused over what the next few days might bring forth.

We stirred early next morning. Agatha and the bikes were filled with petrol from the cans, and our gear stowed away in Agatha's broad stern. We were soon on the road south and re traced our wheel tracks back past Te Puki. To reach the upper end of the Ninety mile beach we had to travel down a stream bed for no less than one and a half miles. To make things exciting the stream bed was mostly quicksand which prevented us from stopping to admire the scenery. Not that there was much to admire to be sure, for we were travelling between huge hills of sand, often over one hundred feet high. Sand all round us, sand under our wheels, sand as far ahead as we could see. A desolate waste indeed. It was not until the beach drew nearer that there was any relief to the monotony of sand, and this was nothing more than occasional scraggy shrubs clinging perilously to life in this barren wilderness. There was no other sign of life anywhere. No animals, no birds. Imagine our surprise then when we emerged onto the beach to be confronted with a sign post pointing southwards to Waipapakauri.

The beach itself was at once exhibarating and depressing. Exhilarating in its prospect of a flat out "blind" and depressing in its sheer vastness. It was at least half a mile wide. A stiff southerly wind, drummed up by the gods for the occasion. blew a sheet of dry sand up the beach at hub cap level. This driving sand was like a carpet over the entire beach so that we had the appearance of travelling fast axle deep in sand. A peculiar sensation. Landward were low black tussock covered sandhills, seaward was the Tasman, grey and white flecked in the wind. Before us, mile after mile of beach. The run down was without incident. We struck very little soft sand and the time for the fifty miles, including stops for photographs and a detour over the rocky outcrop half way down made necessary by the high tide. was

under the hour.

At Waipapakauri we climbed off the beach. We were bowling merrily along the road, with Agatha glad to be on a hard surface again and showing her high spirits by pinging the gravel against her sides, when one of the crew espied a cake of chocolate right in our path. Manna from heaven! We slewed to a stop and retrieved it. A little further on a balaclava was found, then a playing card. Then another card and another. What was this? A treasure hunt? Eventually we had collected a whole pack of cards and a miscellaney of other objects as well. Had the gods relented and were they now showering us with gifts? The mystery was solved when we caught up with Bush riding blithely along, unconscious of the fact that the cover of his pack had come undone and was spewing the contents along the road!

The amazing thing was that we had recovered every article that had been dropped. Truly the gods were kind. Poor mugs us, we went on our way rejoicing.

At Keri Keri it happened. The heavens opened and we were virtually flooded out of our camp. This meant packing in the rain, and after bidding adieu to Ray and Eric, resumed our homeward journey with ourselves and everything else thoroughly soaked. Still we were in high spirits and laughed at the gods. Let it rain now, we were homeward bound.

It never pays to tempt fate. We know that now. For a malignant devil crept beneath Agatha, and with a mighty crack and a tremendous subsidance, broke the main leaf of the rear spring. We worked in the mud and wet as best we could to make the ends secure, and with muddy tempers as well as clothes finally crawled ahead. Dave and Jack mounted the pillion seats of the bikes leaving Snow to guide Agatha as gently as he could. With no rear suspension the jolting was horrible. Poor, once jaunty Agatha, crawled painfully onwards, her tail between her legs. Fifteen hours later she shuffled on to the ferry for the trip across the harbour to Auckland in the early hours of the morning. Round six to the gods. But definitely!

Two days later Ron and Snow were lying prone under Agatha in a local garage, struggling manfully to fit a new spring with two extra leaves. The air around them was quivering with descriptive grammar when who should poke his friendly face under Agatha but our then Bulletin Editor, accompanied by his wife! The banging and the grammar stopped simultaneously, but it is still unknown whether his wife has yet forgiven the offenders. That round went to the gods too. methinks.

Agatha's Spring was finally fitted, and with her tail in the air once more, she loped home via Taupo and Napier. The appearance of the Editor was the gods last pleasantry. for Agatha reeled in the road under her flying wheels without so much as a hiccough, and with two thousand miles showing on her speedometer, breasted into Khandallah with as much verve as when she had set out two weeks previously. We had lasted the distance and finished full of fight. THE END.

Two women met after not having seen each other for many, many years. One said 'I remember that boy you were going out with that you married. We all said it was puppy

^{&#}x27;It must have been' sighed the other. We did get married, and he's given me a dog's life ever since.'

bits & pieces 🐡 🍆 💍

IT'S A GIRL! IT'S A GIRL! (It's two girls!)

Our sincere congratulations to **BILL** and **SHERRY KING**, and also to **PETER** and **TINA JENSEN** for respectively producing over the Holiday break, a beautiful daughter each. We've heard they were born only a few hours apart, and although we're not aware of Sherry's style of transportation to the hospital, apparently it was pretty close for Peter and Tina, complete with Police escort over the last stage. We've also heard that Peter is considering joining the Four Wheel Drive Club, after successfully negotiating footpaths, traffic islands etc. en route to the hospital.

The fashionable application of reflective tint overlays on car windscreens and windows is to get the thumbs-down from the Ministry of Transport, if a proposed amendment to the Traffic Regulations is enforced. The effect of the coated overlay (similar to one-way glass) is deemed to be a hazard on two counts - the tinting because it considerably reduces the driver's seeing, particularly at night; and the reflective outside through bouncing back glare and sunlight during the day and headlights at night into the eyes of other drivers.

Scientists have computed that it takes a fifth of a second to blink an eye, and that a person blinks twenty five times a minute. Thus, a motorist who averaged 90 kph on a ten hour trip drives 55 kilometres with his eyes shut!

There are a lot of us round who sigh and roll our eyes and envy the JAPANESE, with superb new car lines being produced all the time, all available to the average person. But, it's not all that simple. To even get a Civil Driver's Licence to enable one to drive one of the exotic new models, the test is as follows: The candidate must first pass a medical fitness examination and eye test. He must then undertake a standard minimum course of 30 lectures and 27 practical driving sessions (each lasting 50 minutes) at an average cost of \$1,200. The course is tedious, long, and difficult. After 17 sessions on an artificial road network at the driving school, the learner is assessed for a provisional licence - but only if he passes a 30 minute theory test covering 50 questions on traffic regulations. Having passed, he then progresses to a further course of 10 lessons, accompanied by an instructor, on public roads. Finally, he must pass a 20 minute driving test, an hour long examination on road rules and mechanical knowledge and eye test. Then, after finally getting a driving licence, it must be renewed every three years and on the condition that the holder passes another medical check and attends a refresher course on the latest traffic legislation! (One would need to plan a new car a year or so ahead!)

Just think how far we've come in the twentieth century! The man who used to be a COG IN THE WHEEL is now a DIGIT IN THE COMPUTER!

And today ... if it's not in the computer, it doesn't exist!

Are you aware that from now on, Ministry of Transport Officers will be issued with HANDCUFFS? In a move to counter the ever-increasing incidents of assaults on traffic officers, particularly when breath testing at night, the handcuffs will be issued as standard equipment, but not just for the asking. Two day training courses are being conducted for selected personnel from traffic districts throughout New Zealand. This nucleus of officers will then train their district traffic staff in the physical application of handcuffs and the all important legal policy constraints. Only officers who have completed this training will be permitted to carry handcuffs. They are, the Ministry makes clear, for emergency use only.

AND GOD REALLY DOES LOVE CHEVS AND THEIR DRIVERS . . .

Two very significant events happened to Jim and myself over the Christmas/New Year break. The first was that we are still alive and not the owners of a totally incinerated car; and the second revelation is that there are in fact, true 'Knights of the Road.'

We set out early on Boxing Day on the first leg of our trip to Coromandel in Jim's very recently acquired turboed '71 Z28 Camaro. It was our first long trip in the car, and after stopping to visit in Feilding, the car hummed along beautifully on the back road which joins up with SHI a few miles south of Taihape. We coasted superbly along the new highway into Taihape and passed through the town. There's a big petrol station at the north end, and for some unaccountable impulsive reason, Jim decided to top up the tank, even though the gas station was crowded, he still had a good third of a tank of gas left, and it was only 30 k's to Waiouru. Anyway, when we eventually got into the pumps, I noticed black smoke seeping out under the sides of the bonnet, increasing in volume all the time. Jim got the bonnet open a fraction to try and peer in whilst I was fumbling with the fire extinguisher, when whoosh! Flame spurted all out the sides. A very quick guy nearby grabbed his extinguisher from his boat and gave the fire a few spurts. Jim then went back and started to push the car ahead clear of the pumps, when there was a great bellow of flame from under both sides of the car. They pushed it clear, then opened the bonnet and we got the extinguishers into it again, using them up. The bloke at the garage then caught on to what was happening, and arrived with the station's big heavy duty extinguisher which died after one second's blast - empty. The fire siren started, and the Volunteer Fire Brigade arrived and finished transforming the colour of the front of the car from green to white.

As you can imagine, this all caused quite a stir and there was no lack of cars stopping and people crowding round to have a look. Various wires and leads were burnt out, and it transpired that an oil lead had strayed too near part of the turbo, which then ruptured with the heat and started the fire. People then started drifting off, the Fire Brigade left, and the garage man appeared not to want to know.

The car looked very sad. The damage didn't look too bad and seemed mainly confined to a few leads and wiring. At half past three on Boxing Day in Taihape - what do you do? I said to Jim we should make enquiries to see if there were any Hot Rodders in town, and a chap standing nearby said 'I'm a Hot Rodder.' He and Jim had a look and decided that it was definitely all a job for someone with the 'know how' as they couldn't quite work out where all the burnt out wires were supposed to go. Anyway, this chap then invited us back to his house in the next street for coffee, and told us that the majority of the town's people who could have helped (towing, auto electrician etc.) were away on holiday. He then volunteered the information that he had a trailer, he had a car capable of pulling the trailer with the Camaro on it, and he was willing to trailer us and the car back to Wellington!

Loading the Camaro onto the trailer was not without problems. It was just a bit too wide with its fat tyres to get on, so it was jacked up and two skinny spares put on one side to fit it on snugly with no room to spare. So we headed off back to Wellington in a '55 Chevy, towing the Camaro very ably and smoothly, arriving back at 11.30 at night. Our saviour spent the night with us, then trailered the Camaro down to our spare garage and assisted with getting it off and into the garage, before returning home to Taihape. We returned home, discarded half our luggage, and repacked into a car with no back seat, and set off a day late, at midday. The rest of the trip passed without incident.

We are still walking round marvelling at our guardian angel. There was no real reason to stop at Taihape, and we shudder to think what would have happened had we continued on to Waiouru. A few miles on the open road, and it wouldn't only be a blistered bonnet we had to contend with! And the second miracle is that Warren Murray of Taihape was at home, and just happened to come down to the garage to see what all the hoo-hah was about. We are sure that if he hadn'thappened to have been there, we wouldn't have been able to get home so promptly and willingly and miss only one day of our holiday. It was just sheer luck for us, that both Warren and God love Chevs!

JENNY MAIDENS



Profile: MICHELE MOUTON

The darling of the World Rally Championship scene, respected by her co-workers, admired by her fellow competitors, adored by her myriad fans, unique, attractive, one of the brightest stars in World Motorsport - and a woman.

Michèle was born and raised in the south of France, in Grasse, the perfume capital of the world. She spent her time when she left college trying to decide what to do in life. She studied law for a year, worked in a home for the disabled and worked for her father in his insurance business for a while. But although surrounded by the sweet smells of perfume, her preference clearly ran to the smells of gasoline and hot engines. Her father, himself a keen rally enthusiast, provided Michèle with her first real taste of the sport. She started, like so many others, in the co-driver's seat, with her first event being the 1973 Monte Carlo Rally. After a few outings, she decided she'd rather be behind the wheel, than next to it. Daddy obliged by providing her with a Renault Alpine 1600. This was only the beginning of the bad news for all her male fellow competitors.

Her first stint at driving was the Paris-San Rafael Rally, followed by her first World Championship Rally in 1974 - the Corsica Rally, in which she drove a Renault Alpine A110 and finished a very credible 12th. During the next few years, still sticking with Renaults, she competed more and more, winning the French Ladies Championship on her first attempt, then the coveted 'Coupe des Dames' at the Monte Carlo Rally. In 1977, she became the European Ladies Champion as well as runner up in the European Rally Championship. In 1978, she got her first works drive from Fiat, in the exotic Lancia Stratos. She finished 7th overall on the Monte Carlo. Then, driving a Fiat 131 Abarth, she finished 5th in Corsica and won the Tour de France.

During the next two years, she stuck with the Fiat Team until late in 1980, when she drove an Audi Quattro in a lesser event, and won it. Soon after, Audi Sport announced it was planning to mount a full scale assault on the World Rallying scene in 1981, for both the drivers' and manufacturers' titles. The press release named Hannu Mikkola as the first driver and Michèle Mouton as the second.

Of course, Audi came in for a lot of speculation for assigning a 'mere girl' to drive one of their supercars, when there was an abundance of well qualified male drivers around who could presumably handle the car just as well, if not better. But Audi knew that Michèle was a public relations goldmine for them. As well as being a very attractive, feminine young lady she was, as Mikkola described her, 'a fantastic driver'. And in a car that backfired and shot flames, no less! All over the world, hardcore rally fans sat up and began to take notice, and with good reason. A little French lady was blowing the doors off all their favourite rally driver heros.

That same year, Michèle made it into the rally history books. She won the San Remo in the Audi, thus becoming the first woman to win a championship rally.

For 1982, the line-up was the same - Mikkola and Mouton. Mikkola seemed to be having a lousy year, failing to finish on most of the '82 events. Walter Rohrl was making a great impact driving for Opel, and with Michèle winning the Portugal Rally and then the Acropolis, the points gap between her and Rohrl began to narrow dramatically. It also became apparent that Rohrl did not like being beaten by 'a small French girl.' In August, she picked up her third win - in the Rally of Brasil, which had only four finishers. The series was close to being a draw, with Rohrl holding onto a very slender lead. The next rally, a Drivers only Championship, was the Côte d'Ivoire, and it would be the decider. Then, the day before the rally was due to start, Michèle received word that her father had died in France. Audi, in sympathy, made arrangements to withdraw the car, but at the last minute, Michèle decided to

go ahead and drive. She hit the lead and kept it for four days, then bombed out on the final leg, giving Rohrl his second win of the season. Rohrl could then not be beaten in 1982 for the driver's title, with only one rally left. However, she did not ease up, and in the RAC Rally one month later, Mikkola and Mouton were 1-2, giving Audi the World Rally Manufacturers' title.

In 1983, Michèle's fortunes have not been good. Her ability has not appeared to have lessened, but she seems to have been plagued continuously with, sometimes very minor, mechanical bugs and faults - wheels falling off, water in the petrol tank, small, important clips on hoses falling off, etc.

Travelling the championship circuit takes a lot out of a person. For Michèle, it's non stop continent hopping, with very few visits home. In 1982, she and her boyfriend Claude were only able to spend one month at their rented home in Grasse. Most of the time, when she's on the road, Claude travels with the Audi Sport crew and helps them during the rallies.

Each of the rallies that makes up the WRC Series appeals to different drivers. As with any driver, Michèle has her favourites - Corsica, because it's very difficult to finish; the Acropolis, because it's probably the toughest rally in the world, and the RAC, because it has a little bit of everything, and there is no practising. She likes the principle of not allowing practice, and would like all WRC rallies to be this way.

While there are a few other women drivers in world rallying, they are nowhere near Michèle's calibre yet. She's right up there at the top with the men, battling to win. Mikkola perhaps knows her best, and has this to say: 'She can be World Champion. I don't think the journalists, or the other drivers, really know just how good she is. They say it is the car that makes her successful, that it's an incredible car, and she's just along for the ride. That's not how it is. I know, because I have to drive against her, and I know what speeds she is doing. She is fantastic!'

Although Michèle may not be as fast as some of the drivers on the circuit, she is one of the most consistent. She prefers the longer events with longer stages, and handles them well. She states that she feels she is more steady than the other drivers over long hauls, mainly because women have the stamina to do well on long distance events. In summing up, Michèle states about herself:

'I rally because I love the sport. I love to drive. Rallying is traditionally a man's sport, and in the beginning I was just trying to do the best with my little car. Today, I drive the same way that I did ten years ago, but I prefer to do better in each succeeding rally, then to always look at the year end result. If I win all the rallies, then I must be Champion. But for me, the title is nothing. You can be Champion because the others are not so lucky. Sadly, it isn't something that is strictly your ability versus theirs. No, to become Champion is not in my mind. I just try at each rally to do my best - for me, and for Audi.'

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- We need others to allow us to participate
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 (Taken from 'Know How' Edition No. 4)

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PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles) \$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS'
IS EACH CLUBNIGHT

The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

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editorial



There are some people in this world who really enjoy writing letters - letters to express pleasure and critical letters. I am of the belief that Wellington Car Club members do not fall into either category, as I can only recall one letter being written to the Club Bulletin in the last ten months. Anyway, that's beside the point, as I am now going to make an appeal to you all out there to pick up a pen and put it to paper and compose a short letter. Who to? Some background information first.

Prior to last year, there were plenty of people round grumbling about the lack of good Motorsport on television, all complaining about how useless TVNZ Sports Department were. Then last year, TVNZ got their act into gear, realised just how many people out there sat down and watched Motorsport, and we got a dramatic improvement in coverage with all the major Formula One races, the Sanyo Rally screened twice, Benson & Hedges, Bathurst and a vastly improved greater coverage of our International Race Meetings over the New Year. To take the point further, if I heard 'Did you watch Bathurst last night?' once, I heard it a hundred times. Plus, 'Can't go out tonight, the such and such Grand Prix is on.' So really, we've had a very good year last year for Motorsport coverage, and hopefully, if TVNZ get some feedback from you people - the folk who sit at home and watch these events on your TV's - we will continue to have the same standard in the future.

Let's face it. With most major sporting events being sponsored these days, selling to TVNZ is of prime importance, and with so many sports clamouring to be televised, it's obvious that they can pick and choose what to show. You may well ask - 'Why are they showing golf from the States on TV this afternoon when Bathurst is on at the same time?' The answer, my friends, is that hundreds of golfers around the country write to TVNZ and say how marvellous it was seeing such and such tournament on TV and how much they enjoyed it. That's partly why some things get screened that don't seem to be very interesting to you folk that give you cause to complain, because TVNZ are planning their future sporting programmes on one word - FEEDBACK. If they had a choice, say, of screening live from Sydney a Croquet Championship, or live from Melbourne coverage of Bathurst, what do you think the Programmes Department would choose, if they had a file of letters five centimetres thick from Croquet fans all showing their appreciation for previous Croquet events, and two letters from Motorsport fans?

And so, a word of warning now. We may not be able to expect the same excellent improved coverage of Motorsport in the near future. If you enjoyed what you saw last year and want to see more this year - write to TVNZ and tell them.

To encourage you even further if you aren't too good with words, simply copy the following:

The Head of Sport, Television New Zealand, P.O. Box 30945, Lower Hutt:

Dear Sir, I am writing to tell you how much I appreciated and enjoyed your television coverage of Motorsport last year. I hope your Motorsport programmes this year are up to the same standard, and I am really looking forward to the same continued, exciting viewing this year. Can we have more Motorsport on television please? Yours faithfully.

Of course, the above is just a simple guideline. To those of you who are a little more eloquent in grammar and speech, please feel free to word your own letters. You could even fill up the page and list down a few of the events you really enjoyed watching. And, as a further incentive to get you motivated, I am sure Lynn (the Club) will even reimburse you the cost of a 24¢ stamp.

JENNY MAIDENS

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

PETER GEORGE and CHER STRACHAN - Peter is an Electrical Serviceman, and Cher is an Accountant. Obviously both Fiat fans, as they have a Fiat 131 and a Fiat 125, and are both interested in Speed events.

MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBN R Club Night in March is one you mustn't miss! For all Non Speed members, this is a Trial that really will impress! To all you Speed Members, come along and enjoy Trialling without even leaving the Clubrooms! To all others - get involved with your Club and try! We are having a SLIDE TRIAL, which has never been tried before in our Club. It will be run with the kind assistance of Steve Budd and Steve McCallum of the Victoria University Car Club, and it has had really good feedback from people who have seen it. SO BE AT THE CLUBROOMS ON TUESDAY 13 MARCH - 8.00 pm FOR GOOD MOTORSPORT!

FEBRUARY CLUB NIGHT

MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBN

As those who attended February Clubnight were aware, the pre-publicised presence of lan Snellgrove, Chief Technical Officer - Rallies of the Motorsport Association, was not forthcoming. Ian unfortunately suffered an accident that morning, in that he could not avoid inhaling some dangerous fumes, and consequently suffered damage to his throat and vocal cords, which virtually rendered him speechless. However, Richard Prouse gave a very enlightening and interesting insight into a Technical Officer's duties and experiences over the past racing season, and lan has promised to make it to Club Night on a future occasion

FUNKHANA: 22 January 1984

As a previous Bulletin advertisement stated, the Picnic/Social event of the year was held on the Sunday of Wellington Anniversary Weekend. Murray McGuire and I drove out to Paekakariki in convoy, leaving at 12.00 pm, thinking we would be there in plenty of time for a picnic lunch. However, at one stage, I thought the power of Bulletin advertising was underestimated! The traffic heading north was incredible - bumper to bumper from Porirua to Paekakariki!

We finally arrived to a beautiful day and proceeded to have what the event was supposed to be, a Fun Day, where the normally good performer at Gymkhanas was put in the same position as everyone else. We had some interesting sights - notably, Murray McGuire losing interest in how much water should be in the cup, and with a gleam in his eye, made the Morris roar and his passenger wear the water! Allan Mines also put up a very credible performance and made the new Accord do some interesting feats.

I'm not sure how the day finished after the event due to commitments back in Wellington, but plans were afoot before I left, for what sounded to be a very pleasant barbecue down at the beach.

LLOYD RANCE

Allan Mines

FUNKHANA RESULTS

I ONKIDUAL IN	CESOLIS							
Driver	Water Waiter	Sack & Clover	Circles	Gladiators	Blindfold	Passenger Gladiators	Total	Place
Murray McGuire	63.5	46.2	19.4	36.2	79.5	43.4	288.2	4
Lloyd Rance	62.1	49.0	19.9	37.5	81.6	35.1	285.2	2
Dave Humphreys	66.0	46.1	22.6	34.5	72.8	31.2	273.2	1
Shane Pierson	92.0	54.1	25.8	38.4	107.0	53.0	370.3	9
John Pierson	70.6	55.1	20.0	40.6	90.9	40.2	317.4	5
Jenny Pierson	79.5	51.8	19.2	53.0	110.0	45.9	359.4	8
Marilyn Pierson	95.2	56.6	23.2	75.4	104.0	34.1	388.6	11
Ian Miller	83.6	56.3	30.6	45.4	132.0	36.0	383.9	10
Jenny Horner	75.2	52.3	32.6	44.2	89.8	39.7	333.8	7
Andy Mills	62.3	43.8	22.1	40.8	86.8	30.8	286.6	3

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Looking for an enjoyable, informal, very reasonable fun meal? The MOUNT COOK CAFE is. I am sure, a well known institution to you all. Everyone has at some stage, driven past it in Wallace Street.

The Café opens with breakfast at 8.00 am - it was originally established as a place where Polytech students could get a cheap, nutritious meal, and is in fact staffed by Polytech students. It closes around 9.30 or so, so obviously it's not a place to go to spend the night. Service is always cheery and bright and fast.

And the menu! Not Cordon Bleu stuff, but intriguing delights such as 'Freddie's Zucchini Feta Fritters' (\$6.00 - and beautiful!); 'Gauchoburger and Fries' (\$6.50) - and the most staid and expensive item of all - 'Steak and Mushrooms' at \$9.50. There's a choice of around ten main courses - you'll forget McDonalds if you try one of the MOUNT COOK burgers! Lamb Cutlets with Grape Sauce is another example of the 'difference' in foods. The desserts are also superb - if you've room for them. The longstanding favourite is Rocky Road Icecream, which is always on the Menu. They seem to change it round every now and then, but most of the favourites remain. All meals come with a whopping salad on the plate - and not your old lettuce and tomato and cucumber variety. Real, imaginative salads. Iced water and two chunks of French bread and butter are automatically given you when you arrive.

The Café is BYO, and you can't make reservations. It's pretty popular, but if full, you won't have to wait long. You're seated when places become available, thus, two of you might find yourselves sharing with two strangers or at the end or in the middle of a long table with ten or so others. However, it's all good fun and no-one minds.

The Café comprises two rooms - the main dining area that opens straight off the street, where the floor is beautifully bricked, the tables solid, and the chairs all Bentwood. The top part of the walls is a pleasant 'coffe and milk' coloured paper - wooden boards below down to the floor - and plenty of large stuffed parrots and Norman Rockwell paintings to give a bit of colour. Not to mention the beautiful old bright red bubble gum machine! The other dining room just off the passage is more conservative, with tiny floral patterned paper with an old fashioned 'parlour' atmosphere, but also very pleasant. Out back, there's a beautiful little yard, also bricked, with tables for dining in summer.

It's delightful to pop in for a weekend lunch during summer - great for the kids too with great plates of enormous wedges of interesting cake, munchies, banana shakes, black-currant drinks and the like. The big 'plus' for the MOUNT COOK is its inexpensiveness and variety.

As I said, it's not a venue to spend the evening at (Maidens visit very regularly - leaving home, walking there and back and dining in around an hour - longer if I succumb to the Rocky Road Ice Cream!) but it's definitely a must for informal, fun dining. If you haven't been yet, the best tip is not to plan to eat there - just pop in on the spur of the moment. You'll be a definite fan, as I don't know anyone who hasn't enjoyed it.

JENNY MAIDENS

Know the easiest and cheapest way to hire a car?
Put four bricks under it. the last chance. The organisers will be producing a map for about \$2.00, so you can

ROBBO'S Rally Ramblings



The CENTRAL REGION Rally Series dates for 1984 are:

March 25	Levin Car Club
May 12	Manawatu Car Club
May 19	Wairarapa Car Club
July 21	Hawkes Bay Car Club
August 4	Taranaki Car Club
August 18	Taupo Car Club
September 22	Wellington Car Club
October 13	Victoria University Car Club

To qualify for the Series, drivers must reside in the Central Region Rally area, i.e. Taumarunui-Taupo-Gisborne and areas as far south as Wellington.

Points are awarded to the Number One driver as indicated on entry forms, and will be on the basis of class placings from 21 points for first, down to 2 points for nineteenth, with 1 point to finishers lower than this. Only the best five rounds count.

Classes will be: 0 - 1300cc 1301 - 1600cc 1601cc and over

I can supply copies of Regulations to those Clubmembers who wish them.

The first event is Levin's, and entries close on 12 March. The address is P.O. Box 216, Levin. Entry Fee is \$30.00, and late entries will be accepted until 19 March, for an extra \$5.00. The event will be the usual 4 x 1 format in the Kohitere Forest, starting at 9.00 am on Sunday 25 March. There will be four stages totalling 40 kilometres, with a total distance of 75 kilometres. The event should take six hours and provision has been made for a meal break. There will be no food available at the venue, so pack lots of sammies and soup.

Events for the North Island section of the NEW ZEALAND RALLY CHAMPIONSHIP are:

Tokoroa Car Club July 21 Hawkes Bay Car Club August 11 Hamilton Car Club September 8 Northern Sports Car Club

The Premier rounds of the Championship, open to all competitors, which carry double points, are the Northern Sports Car Club event on September 8, and South Canterbury on September 29.

Entries and Regulations for Tokoroa's event are available now. I have copies for those who are interested. The event will be a good night rally, starting at 3.00 pm on Saturday until 7.00 am on Sunday. A total of 405 kilometres with 14 stages totalling 273 kilometres. There are 6 public road stages. Entry Fee is \$50.00, and entries close on 11 April. Late entries, plus an extra \$10.00, will be accepted up to 30 April. Documentation and Scrutineering will be held on the Saturday morning. There will be a 60 minute Parc Fermé during and at the end of the event. Meals will be available there at \$11.00 for the mid break (three course meal) and \$5.00 for breakfast. Rally Headquarters is the Timberlands Hotel, where the meal break will be. Always a good standard of tucker there during events! Meal tickets must be purchased with Documentation being the last chance. The organisers will be producing a map for about \$2.00, so you can find your way around. Accommodation is available, and at Timberlands, a discount of 15% on room rate is offered - first come, first served.

These two events kick off the Rally season for most competitors, and I hope to bring you further reports and information on these two Championships as they progress, plus further events as information comes to hand.

If any Clubmember wishes advice on any events, please ring me at home (357-027).

GRAEME ROBERTSON CHAIRMAN - RALLY COMMITTEE

P.S. DON'T FORGET THE TOYOTA RALLY SYMPOSIUM ON SATURDAY 24 MARCH ! (See full page details elsewhere in this Bulletin)

ATTENTION RALLY ENTHUSIASTS!

- DO YOU HAVE A CAR THAT WON'T GO ROUND CORNERS?
- DO YOU WANT TO FIND OUT IF YOUR CO-DRIVER GETS CAR SICK?
- DO YOU PUT HARD OR SOFT SUSPENSION IN THE CAR?
- DO YOU WANT TO FIND OUT IF YOU CAN HANDLE YOUR CAR?

If the answer to any or all of the above is YES, then what you need is a road to practice on! Safely!

INTERESTED ?

For a moderate cost, there is available in the Wellington local area, a private venue with a reasonable gravel surface which is available to a small group of drivers to sort out their vehicles. If you think that you, your car or co-driver (or all three together) need sorting out over a short piece of closed road, then contact:

RAY LORD

tel. 284-788 (bus) 268-253 (home)

WORLD RALLY CHAMPIONSHIP REVIEW

World Championship for Drivers -round 2 **European Rally Championship** -co-eff 4

Swedish International — February 10/12

66 starters - A1 finishers

World Rally Championship for drivers - after 2 rounds Blomqvist Röhrl Mouton Mikkola Eklund Therier Mats Jonsson Bettega Lars-Erik Torph

bits & pieces 🐡 📞 💍

Are you aware that we have, in this country, a TRAFFIC LIGHT FOR SLOW MOVING COWS? Well, there is one, on Highway 2 at Omokoroa, between Katikati and Tauranga, where a dairy farm brackets the road. It's a flashing amber, and was installed in 1977 because visibility problems on the approach from Tauranga created a hazard when stock was moved across the road. But while the farmer willingly paid the original cost of the traffic light, repeated vandalism (it's been smashed or stolen at least four times) has left him less than enthusiastic about maintenance costs. And since the warning light has no basis in traffic law, the National Roads Board has declined to chip in. Because of the high traffic volume daily on the highway, the Board has suggested that a stock underpass be constructed instead, which they will pay part of. So, the fate of New Zealand's only traffic light for cattle is still undecided.

Some sad news for all you BOURBON drinkers - the last 90-proof bourbon distilled in Virginia, USA, is being discontinued for lack of sales. The bourbon, made by A. Smith Bowman, used to be 100-proof, but was scaled down to 90 two years ago in a bid to attract more customers. Last year though, sales dropped to 500 cases. The decision means the Company's 80-proof bourbon will be the most potent available. Sentimentalists reacted to the news by buying up every last 90-proof bottle available.

The Sydney Morning Herald recently printed a story that a certain lad named David Cerbery had been charged with STEALING 99 CARS. David is 18 years of age. The cars he was said to have stolen included three Ferraris, two Pontiac Trans Ams, two Porches, two BMW's, a Mustang, five Jaguars and a Mercedes. Most of the others were Holden Commodores, including one Brock. A lad with cosmopolitan and expensive tastes!

And in Victoria, there's a new group of watch-dogs as well as the Highway Patrol and the parking police. The new group are called ENVIRONMENT PROTECTION AUTHORITY OFFICERS, and their job is to watch the back end of cars for smoke. In fact, if your car discharges smoke continuously for more than ten seconds, an EPA Officer can issue you with a notice which will prohibit the sale or use of the vehicle until things get fixed up. But then if the car smokes for more than ten seconds, maybe it's not an emission problem - it may simply be on fire.





crossflow

Overheard a few weeks ago - JUDY ALEXANDER and JENNY MAIDENS with heads together over a series of exotic cocktails - going through the pro's and con's of buying a competitive Formula Vee to share. Too late though, the one they were interested in had already been snapped up.

A nice touch noted at the January MANFEILD MEETING - in the Ladies' loo in the pits some thoughtful person had popped some fresh flowers in a vase and stood them on a box with a neatly printed sign (very like Wendy Lester's handwork!) 'Have a Nice Day - Manfeild.'

Our heartiest congratulations to LISA and ROGER ELLINGHAM, who, by the time you read this, will be married. It's reported that already the union is in jeopardy - a few minor disagreements as to whether the honeymoon be cut short so Roger can enter a Rally, or something to that effect! Never mind Roger, you've gained an enthusiastic co-driver anyway!

Well, PETE LUNDBERG is in the news again. Seems that poor old Pete is having a spot of bother finding a camshaft that suits his car. It appears the reason Pete's been so quiet lately, is that he obtained a new cam, went to a lot of trouble getting it in the car, only to find it was a bummer! So back to the old one and the problems again. (Trade it in a GM car, Pete!)

Talking to a couple of Clubmembers at the February Clubnight - all expressed great enthusiasm about the **WINGS AND WHEELS** display at Ohakea on Sunday 19 February. Seems it was a terrific day, and of course a couple of stories came filtering back about the antics of a couple of Wellington Car Club members!

Greatest mirth came from the performance by PETER BENNETT in his 'Mini Mazda' - we're all wondering what he's going to do about his fuel pump! Apparently, Peter put on a great performance - tremendous, in fact - every time he went out - for the first three laps, then zonked out through lack of pump capacity!

And still on Ohakea - we hear that DANIE LUPP almost had a quick refresher in boxing lessons in the pits after his race! He was apparently trying to prove that body panels in 3.8 Mk II Jaguars are stronger than Mercedes, but the Mercedes owner wanted to prove that owners of German cars are better at fisticuffs than owners of English cars!

And Women's Lib continues to thrive in the Club! It's been reported that JOAN EVANS is now the proud owner of a nice blue Mitsubishi Cordia Turbo - and Lance is most put out because Joan won't let him enter it in Gymkhanas! Stick to your guns, Joan!

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PAUL RADISICH - RACING FOR NEW ZEALAND

FOR THE FIRST TIME IN MORE THAN 20 YEARS THE MOTOR RACING DRIVER TO EUROPE SCHEME HAS BEEN RE-INTRODUCED

THE ORIGINAL AWARD WHICH SET <u>BRUCE MC LAREN</u> AND <u>DENNIS HULME</u>
ON THEIR WAY TO SUCCESS WAS INSTITUTED BY THE NEW ZEALAND
INTERNATIONAL GRAND PRIX ASSOCIATION

THE 1983 AWARD TO HENDERSON DRIVER PAUL RADISICH HAS BEEN MADE BY THE MOTORSPORT ASSOCIATION OF NEW ZEALAND FOR OUTSTANDING ACHIEVEMENT BY AN UP AND COMING NEW ZEALAND DRIVER

IN AN EFFORT TO GET NEW ZEALAND'S NAME INTO THE INTERNATIONAL MOTOR RACING ARENA AGAIN, PAUL HOPES TO COMPETE IN FORMULA THREE RACES IN BRITAIN IN 1984. THE FORMULA HAS BEEN USED AS A STEPPING STONE TO THE PINNACLE OF THE SPORT - FORMULA ONE - BY MANY DRIVERS INCLUDING WORLD CHAMPIONS LIKE EMERSON FITTIPALDI, JAMES HUNT, JODY SCHECKTER AND NELSON PIQUET

A TRUST HAS BEEN FORMED TO RAISE THE FINANCE THROUGH SPONSORSHIP AND DONATIONS SO RADISICH CAN COMPETE IN BRITAIN

THE TRUSTEES INCLUDE, DENNIS HULME, THE 1967 WORLD CHAMPION AND CHRIS AMON, THE FORMER FERRARI FORMULA ONE DRIVER, AS WELL AS THE PRESIDENT OF MANZ, MORRIE CHANDLER.

THE RACING FOR NEW ZEALAND TRUST FOLLOWS A SIMILAR SCHEME WHICH HAS OPERATED IN BRITAIN IN RECENT YEARS TO HELP FINANCE YOUNG DRIVERS INTO THE HIGHER LEVELS OF THE SPORT

PEOPLE WISHING TO CONTRIBUTE TO THE <u>'RACING FOR NEW ZEALAND'</u> FUND SHOULD LEAVE THEIR DONATION WITH THE 'RACING FOR NEW ZEALAND' NEWMANS MOTOR HOME AT THE CIRCUIT OR

THE NEAREST BRANCH OF THE BANK OF NEW ZEALAND

OR POST TO

RACING FOR NEW ZEALAND TRUST' PRIVATE BOX 5696 WELLESELY STREET AUCKLAND











ALSO VERY APPLICABLE TO CAR TRAILERING

THE SCENARIO is all-too familiar: a tar-melting summer's day with a snail-paced line of cars trapped behind a swaying caravan or a white line-hugging trailered boat. And as the tempers and radiators of the following motorists reach boiling point, they can be forgiven for wondering why can't more blankety-blank people who tow learn to do it properly.

Most can. The problem is that there's only one way to learn how to tow and that's out on the road. Also, too many motorists fondly imagine — until they actually start towing that it doesn't require any special technique or skill.

As the experienced will soon tell you (with a knowing smile), successful and stress-free towing most emphatically involves certain dos and don'ts. These start well before you even get behind the wheel, and they are applicable to both caravans and trailers.

BALANCING ACT

With both the prime objective is to have the two partners of the rig — car and caravan/trailer — attuned to each other. Achieve this and half your towing problems are solved. You'll have a stable outfit you can confidently and safely tow almost anywhere.



Where does worry-free towing begin? First ensure that your car can handle the towing weight. There are other criteria best answered by a caravan/trailer dealer, but a rule-of-thumb guide to what your car's engine can effectively tow is shown in the chart below.

Engine Rating (cm³)	Caravan Weight (kg)	Engine Rating (cm³)	Caravan Weight (kg)
1000 -	- 600	1800 -	- 1080
1200 -	— 720	2000 -	- 1200
1400 -	- 840	2500 -	- 1500
1600 -	- 960	3500 -	- 2100

Next, the tyres. As that commercial says, everything rides on them and never more so than when you're towing. It's essential that you have the right type of tyres to cope with the laden weight of your van, and that they're inflated to the correct pressure.

Tyre pressures for the average-sized caravan should be approximately 240 kPa—too little air can induce caravan sway. Ensure, too, that tyre pressure is the same on both sides. An extra 15-20 kPa is also recommended in the rear car tyres.

The ideal tyre combination is to have the same type on both the car and caravan (diagram A). If you do want tyres with higher cornering power, don't fit them on the front of the car as this can cause unstable oversteer. Ditto the rear wheels where they can provoke snaking. They're best fitted on the caravan.

ON THE LEVEL

Probably the most critical factor effecting your towing is the way in which you load the caravan. The formula for-success is to concentrate most of the load over the axle to keep the centre of gravity low, and evenly balance the remainder.

To apportion the load, install or store heavy items low over the axle, medium weight fittings and goods to the rear and the front, with light goods stored up towards roof level (diagram B). Remember, too, you've not only to get the caravan level balanced fore and aft but also port and starboard.

At the same time 10°, of the weight (about 50 kg for a medium-sized van) should be on the towbar. If your van is nose-light the car's steering will feel sluggish. Don't overload the nose, on the other hand, or the steering will be dangerously light and the van is likely to wag once you're under way.

A trap for beginners is to overlook the marked effect certain items can have. Gas cylinders on the drawbar? The noseweight will vary, depending on how much gas you've used, by as much as 22 kg. The volume of water in the water tank is another factor; so is the awning, a refrigerator and even an over-

loaded car boot.

To help spread the weight evenly over the rig and to control sway, a stabiliser can be fitted onto the drawbar which will transfer drawbar weight forward to the front wheels of the car. The stabiliser is easily fitted and to adjust the degree of weight distribution (using a spirit level) requires only finger-tip control.

A common beginner's fault is incorrect towball height. If the car's towball is too low for the van's coupling, insert height adjusters (spacers) between the tongue of the towbar and the towball.

After you've hitched up always ensure that the coupling is securely fitted to the drawbar. If there are boltholes, the coupling should be bolted to the drawbar. Double-check that the socket tongue which holds the socket securely on the towball isn't worn or you risk the coupling coming undone, and fit the safety chain required by law.

Before moving off always make a final check and develop it as a routine. All loose items stowed or secured? Windows and door closed and locked? Corner jacks up? Jockey wheel in towing position? Coupling fully locked? Handbrake off? Stabiliser attached? Safety chain attached? Lights working? Gas off at cylinder?

Awesome thought: you're now in charge of an outfit perhaps 10 m long, nearly the length of a bus. There's also an extra 36 cm width on either side and an additional 2 m or more in height to consider. Not suprisingly, you will have to assume a whole new driving technique and responsibility.

KEEP IT MOVING

Ready to roll. Quell those jitters and let the clutch out slowly. What you've got to learn is that happy compromise between letting it slip and engaging it too fast. Take each gear change gently, don't rush it, but allow the engine revs to build up before moving into the next gear.

Once underway strive to maintain a steady momentum. Learn to read the road ahead to avoid having to slow down and so lose acceleration. If you must slow down, rely more on the engine rather than the brakes. In fact, you'll tow more smoothly and impose least strain on the transmission if you go down through the gears as often as you change up.

In hilly country — and that's most of New Zealand — it's particularly important that you don't lose that impetus. This doesn't mean rushing a hill, foot flat to the floor, but rather changing down early and keeping up the revs

Use that same gear change for the descent too. Never rely on the brakes only. Aside from the danger of brake

fade, the caravan's over-rider will throw its brakes on too rapidly, giving a very jerky ride — and a treacherous one in wet conditions

If the worst has happened and you've stalled going up a hill, don't panic. Try and restart just the once. If it won't pull away, there is no use riding the clutch and risk burning it out. Instead, let the rig roll back with the caravan angled into the verge, then get out and chock the rear wheels of the car.

Now you can attempt another takeoff without having to worry about the
handbrake. The purpose of having the
rig angled is to give the car time to get
going with the clutch fully engaged before taking up the load again. (As a
safety measure, try and get another
motorist posted to warn following traffic of your manouering.)

On the open road drive about a metre out from the verge. Keeping away from the side of the road is important for several reasons. If you wander into the metal and have to brake, for example, the uneven combination of smooth tarseal and rough gravel on the caravan's two wheels can throw it into a slew.

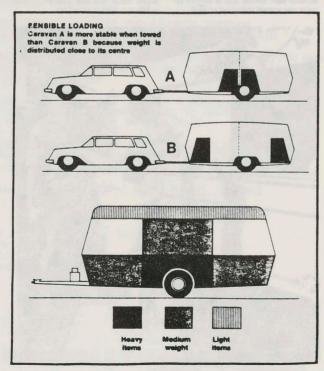
Avoiding the verge also ensures that, on a steeply cambered section, the top of the leaning van doesn't clip roadside posts. Note, too, that this extra height also poses a hazard in the form of overhanging trees.

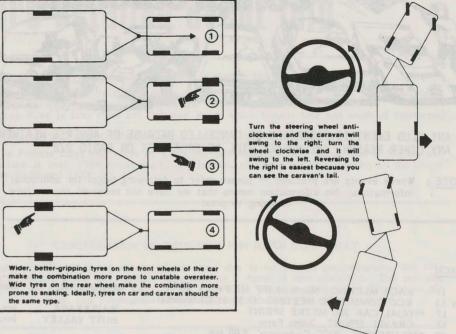
KEEP YOUR DISTANCE

Your relationship to other road-users should be distant. Literally. Aim on leaving a gap between your rig and the vehicle in front that's half as much again as you'd normally leave if you were driving the car only. This provides a reserve stopping distance and a haven for vehicles overtaking you

Which brings us to towing courtesy. With a 70 km/h speed limit you can't keep to the speed of the general traffic and you shouldn't try. But don't let a queue build up behind you if you can safely pull over to one side. However, don't let some impatient road-hog try and bully you into this. Courtesy is, after all, a two-way affair.

When overtaking another moving vehicle or parked vehicles, shift out well in advance to avoid hitting them. Turning corners also requires a wide approach. The caravan's wheels don't follow the track of the car exactly — the caravan's inside wheel actually turns tighter — which means you could catch





Tips on Towing

or mount the kerb if you turn too sharply.

You're towing along smoothly when suddenly the caravan or trailer starts to over wildly from side to side until it sets the back of the car violently fish-tailing. This is snaking and it's frightening. But what causes it?

Usually speed. It's a convincing reason for staying within the speed limit because it's most likely to strike at 80 km/h plus. It can also be triggered by gusting side winds, a backwash of turbulence thrown out by a passing big truck, or if your caravan isn't properly balanced.

To correct a snake before it has your rigid jack-knifing and ultimately over-turning requires a cool head and a light foot on the brake. Basically, you must steer ahead, change down, and v-e-r-y gently intermittently brake, all of which help the snake iron itself out.

GET IN BEHIND

You've arrived. The site looks perfect except for one thing — you've got to reverse on to it. Nothing quite so intimidates a new caravanner as this backward step, and you're going to need practice at home to get the knack (The AA Driving School can come out

and help you with a lesson.)

Knowing which way to turn the steer-ing wheel when parking a caravan or trailer is easy in principle — turn the steering wheel anti-clockwise to swing the caravan right, clockwise to swing the caravan to the left (diagram C) — but not so easy in practice. You will probably make some false moves at first until you gain experience.

Once you've reached the required angle of turn, bring the steering wheel over to the opposite lock so that the carnow follows the caravan around. The tighter the radius of turn the more lock you'll need on the car. Then ease off the lock or the caravan will start to turn the other way.

Through all of this keep movement down to a crawl because the slightest direction change by the car is amplified by the caravan's wheels. If you can, always reverse to the right so you can watch the back of the caravan from the driver's door.

If reversing to the left, your blind side, look through the car's rear window and line something up on the caravan's length to get the correct angle of approach. Soon you will see the tail swing into view through the side window. In a tight situation get someone to guide you or even manhandle the caravan into position.

Finally, unless it's a necessary tight turn, try to prevent the angle between the car and the caravan from becoming too acute. The sharper the angle, the quicker it can jack-knife car and caravan together. Once past the point of return no amount of follow-around lock on the car will correct it, so go forward and try again. Always pull well forward the length of the rig.

Boat trailering presents a couple of additional cautions. First, brakes — or the lack of them. Brakes are required only for trailer loads of 2000 kg or more, which means the majority of boat trailers are relying on the car for stopping power. With, perhaps, a \$10,000 boat riding behind you keep your speed down, especially in the wet.

Even with the boat off the trailer you still need to exercise care, because now the trailer drops out of your line of vision. Consequently, it's all too easy to forget how long the trailer is or even if it's still coupled up to your car. Which could lead to some expensive parking.

One final word: don't overdo it. Confine a day's towing to about 250-300 km. For the driver, it's a lot more demanding than driving just the car and, after all, the end object is pleasure, not a lear of endurance.

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IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

MARCH

MAKCH		
Sun 11 RACE MEETING Manfeild (FF M7 FV LS SS)	MANAWATU	Nat.
Tues 13 WCC COMMITTEE MEETING (7.30 at Clubrooms)	The second secon	
Sat 17 ** DUAL CAR 200 METRE SPRINT	WAIRARAPA	Inv.
Sat 17 GRAVEL SPRINT Judds Farm	HUTT VALLEY	Inv.
Tues 20 **CLUBNIGHT WCC Clubrooms 8.00 pm		
Sat 24 **SPEED EQUIPMENT INVITE TRIAL	WELLINGTON	Inv.
Sat 24 **WCC GREAT CASINO EVENING	WELLINGTON	Open
Sun 25 **SPRINT Standing/Flying 400m	WAIRARAPA	Inv.
Sat 31 CLUBMANS Manfeild	MANAWATU	Inv.
Sat 31 **TOYOTA RALLY SEMINAR Burma Lodge	WELLINGTON	Open
Sal 31 TOTOTA RALL I SLIMITARE Builla Louge	<u> </u>	
APRIL		
Sun 1 HILLCLIMB Wallaceville	HUTT VALLEY	Inv.
Tues 3 MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WELLINGTON	Inv.
Sun 8 SPRINT Puketiro Road	WAIRARAPA	Inv.
Tues 10 WCC COMMITTEE MEETING (7.30 at Clubrooms)		
Sun 15 TARSEAL SPRINT	LEVIN	Inv.
Tues 17 CLUBNIGHT WCC Clubrooms 8.00 pm		
Sun 22 GYMKHANA Stewards Trophy	KAPITI	lnv.
	VICT. UNIV.	Inv.
	WAIRARAPA	Inv.
Sun 29 AUTOCROSS Kim Naylor	WAIKAKAFA	1/14.

NATIONAL RALLYCROSS SERIES

The Hamilton Car Club's PARAMOUNT RECAPS RALLYCROSS CHAMPIONSHIP SERIES will be held on the Club circuit on Sundays 4 MARCH, 1 APRIL, 15 APRIL and 13 MAY. The course is seal, compacted fine metal, concrete gobi paving, and a shallow concreted running water splash. Minimum Competition Licence requirement is Ungraded with a Medical Certificate. This is a popular series, with most North Island Clubs providing competitors each year. For further information, tel. Hamilton Car Club ph. 54-210, or write to P.O. Box 6029, Hamilton

more detailed event info.

DUAL CAR 200 METRE SPRINT: Saturday 17 March (Wairarapa Car Club)

The venue is Waingawa Road, and the entry fee for the event is \$10.00. The event starts at 11.00am, preceded by Scrutineering at the venue from 10.00 - 11.00 am. (Waingawa Road is first right off Cornwall Road, which bisects SH2 just south of Masterton)

STANDING/FLYING 400 METRE SPRINT : Sunday 25 March (Wairarapa Car Club)

Venue is Francis Line, just north of Carterton (off Hughes Line). Entry Fee is \$10.00, and the surface is seal. The event starts at 11.00am, preceded by Scrutineering at the venue between 10.00 and 11.00 am.

CANCELLATION OF WANGANUI 1984 RIVER CITY RALLY

The Wanganui Car Club regretfully advises that due to unforeseen circumstances, the 1984 River City Rally, which was to have been held on 7 April, is now cancelled. This was also a round of the Central Region Rally Series. The Club proposes to hold a Rallysprint on the same date, and information on this will be forthcoming in the near future



INVITATION TRIAL

SATURDAY 24 MARCH 1984

commencing at the Wellington Car Club Clubrooms Russell Terrace, Newtown, at 1.00 pm

AN INFORMAL, FUN TYPE TRIAL - NO MAPREADING

ENTRY FEE ONLY \$6.00

The Trial will last approximately two and a half hours
Please ensure each car has some type of reliable
timepiece

GOOD PRIZES - not necessarily allocated to top placegetters - Refreshments afterwards

* P.S. Why not stay on for the Great W.C.C. Casino

* Evening on the same date, commencing at 8.00 pm?

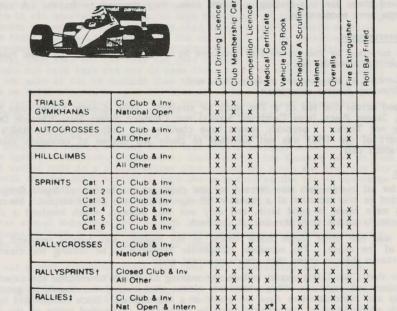


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Competition Checklist

REQUIREMENTS FOR EVENTS: CHECKLIST (General guide)





Closed Club & Inv. Nat Open & Intern

RACES

JOIN THE DOTS

solution on page 52

talking trials



FEBRUARY NIGHT TRIAL: Organiser's Comments

I quite enjoyed my first attempt as Organiser. Particularly pleasing was the large turnout with 17 starters. The moral victors were Murray McGuire/Allan Mines - however, after I penalised them for mis-spelling a check code, they dropped to fourth. A couple of problems were encountered:

Tee Intersections

I was surprised by the controversy produced by the definition of a ${}^tT^{t}$. The rule book is not specific in words, but :

- a) Looking at the diagram in Rule 24/4, and
- b) from my limited experience

the road across the top of a Tee must be straight. Thus, Everest Street (into Nicholson Road), Jasons Place (into Cambrian Street) and Chisbury Street (into Churton Drive) are clearly not Tee's. I probably should have clarified the definition in the ASR's because this part of the Trial was not intended to cause the degree of confusion that it did. Sorry about that!

Claims

Time for all competitors was deleted for the check at the bottom of Ngaio Gorge after I neglected to take account of a movable BP sign outside the petrol station. Several other claims were made in good faith, and only one was allowed, which involved a sign not being clearly visible from the line of approach.

There was one other claim made which, in my opinion, was totally removed from the spirit of the event. The nameless competitor appeared to be making the claim for no other reason than to cover that crew's apparent error.

I agree that Club Trials should include the making of claims to enhance the experience of competitor and organiser alike; however, claims that exceed the bounds of good sportsmanship and reasonableness have no place in a Night Trial. Such competitors appear to have no appreciation of the efforts made by organisers. I avoided ruling on the claim on the basis of my personal feelings; rather, found a rule, the interpretation of which enabled me to disallow the claim.

As a closing point, my thanks to my helpers on the night and prior to the event. Thanks also to those competitors who expressed their appreciation of the Trial. Very encouraging!

One final lesson learned was not to put rude words on checkboards - it makes them all the more attractive to theft!

DAVE JENNINGS

A load of wigs was stolen from a truck on SH1 north of Levin. The police are combing the area.

FEBRUARY NIGHT TRIAL

After having spent three of the previous four weekends at the annual summer motorsport race meetings, it was with some worderment that we turned up at the clubrooms for the first night trial of 1984.

It was nice to see a few clubmembers who have not been noted for their efforts at trialling turning up to have a go at this event. Had a chat with some to try and explain the meaning of some terms, how exactly and literally one has to take the instructions, the meanings of some abbreviations and what priorities are and the effect they can have.

Anyhow, on to the trial. From the start there was a fairly simple route to the ODO check distance, not enough error to worry about a correction for us, and then it all started to happen. We were instructed to turn after a BP sign, but someone had moved the BP forecourt sign from the Kaiwharawhara service station right from their forecourt to the other side of the previous road, which caused us to turn before the organiser had intended, do a little exploring, come back out the road and then because of an overiding instruction, turn right and head back the way we came from. After 20 minutes of detouring to try and make it fit we decided that this was not meant to be an organiser's trap so we tried alternate means and managed to find a CHECK car. Being now back on time, after having a chat with Robbo and family, and reasonably sure of which way to go, we set off again to try and find our way.

Up the Ngaio Gorge to watch out for a misspelt sign which gave us a detour and then a checkboard and on our way for a tour of the northern suburbs. We travelled through Ngaio, Khandallah, Broadmedows, Johnsonville, and Churton Park to find Control tucked away in a little street then around the block and over the top to go back through Johnsonville to join the main road at the top of Ngauranga Gorge. Down the gorge and along the Hutt Road to go right at Sar Street in Thordon and find Robbo and family again doing a Control.

A section around Wadestown then through the city and some of Newtown and Island Bay brought us back to the clubrooms for the usual cup of coffee or tea with biscuits while Dave Jennings worked out results.

All in all a very enjoyable trial with some very interesting but not too confusing traps which we felt was a good introduction to trialling for some and a/reasonable trial for restarting after the Christmas break. Congratulations Dave and helpers on a well thought out trial.

We unfortunately couldn't wait around for results as Nicola had fallen over while skating that afternoon and her wr ist was hurting so we took her to the Accident and Emergency department at the Hospital to find out two hours later that she had only strained her wrist, no breaks or sprains, and after wearing a sling for two days everything came right.

John Thomson for Team Moggy.

A man, his wife and young son were dining at a fashionable restaurant. They were delighted with the food, and very surprised by the generosity of the helpings.

'We could take some home for supper or tomorrow's tea' whispered the woman, 'but we don't want the people in the restaurant to know that. Ask for a doggy bag.'

Her husband called the waiter and said 'Would it be all right to put the rest of our meal in a bag for us to take home to our dog?'

The young son was immediately alive with excitement. 'Oh boy!' he shrilled to the whole restaurant, 'WE'RE GONNA GET A DOG!'

RESULTS : FEBRUARY NIGHT TRIAL

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ORGANISER: Dave Jennings CHECKED BY: Graeme Robertson
CONTROLS: Alan Harvie; Graeme Robertson; Norah Wills
COMMENT: All time to first Manned Check has been deleted as a result of second
BP sign

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\$ \$	AND HEARD HOW GREAT IT WAS AFTERWARDS!	\$\$
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\$\$	to Miles Towlin Series 12	\$ \$
\$\$	IT'S ALL HAPPENING ON	\$ \$
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SATURDAY 31 MARCH

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GUEST SPEAKERS AND TOPICS TO BE COVERED INCLUDE :

- PAUL ADAMS: DRIVING TECHNIQUES
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 Kevin is a well performed competitor with an excellent record of well prepared and reliable cars
- KEVIN LANCASTER: SERVICING
 Currently employed as a full time organiser of the Sanyo International Rally, Kevin is also one of the most experienced navigators in the country, and extremely informative about Servicing
- GRAEME ROBERTSON: TIMING SYSTEMS & ROUTE BOOKS
 A Rally Navigator since 1973, previous organiser of the Hella
 National Rallies and Co-Plotter of the 1981-83 International
 Rallies, Graeme offers valuable advice on understanding
 Timing and reading Route Books
- IAN SNELLGROVE: VEHICLE ELIGIBILITY

 Chief Technical Officer Rallies, for the Motorsport Association, lan has been responsible for increasing professionalism in the Rally Technical area, and is extremely switched-on to homologation and Vehicle Eligibility

REGISTRATION CHARGE: \$3.00

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For any further information please contact: Graeme Robertson tel. Wellington 357-027 (h)



Ken's Kookeny Konner

GREETINGS FELLOW MOTORING ENTHUSIASTS!

I have been asked by your Editor to contribute - exclusively - to the Wellington Car Club. a short series on easy to follow, simple yet spectacular, recipes for all Motoring Chaps. Now, you may ask - what has cooking got to do with spark plugs and timing and getting the car ready for Motor Racing? The answer, chaps, is everything. You may not realise just at present, but chances are your little wifie may just be getting a teensy weensy bit tired of you all dashing off at weekends to have a good time in your cars, and now is the time to start showing your appreciation a little, by knuckling in, putting an apron on over your overalls, and cooking up something a wee bit special for the wife and kids.

The recipes I've chosen are all simple to prepare - many's the time I've dashed home after a day's hard racing, taken over the kitchen, and whipped up one of the following marvellous surprises. No kidding fellas - my life at home has improved 120% since I've started showing my appreciation for Mavis in getting a few meals ready. So, I'll give you five of my specialist, easiest menus this week, and five slightly more complicated ones to try next week.

To start with, all being fair, you've really got to get the kids out of the way whilst you're in the kitchen whipping up something spectacular for the wife. So, here's a very simple wholesome meal to keep the kids happy whilst you bundle them off to look at TV:

MANFEILD MARSHMALLOW & APPLE SANDWICHES

(A tea-time treat for kiddies and senior citizens alike)

1 sweet eating apple

Slices of bread

1 packet pink & white marshmallows

Chocolate sprinkles

Peel and core the apple. Cut into thin slices, taking care that there is no taint of onion on your chopping board! Spread onto slices of buttered wholemeal bread. Cut marshmallows into thin slices and spread over apple, sprinkle with chocolate hail, and stick sandwich firmly together by hand, taking care that there is no taint of oil or grease on the palm. Bundle off to TV room.

Now, on to the serious stuff:

CHANDLER'S CHOWDER

1 tin sweetened condensed milk Salt and pepper

Water

2 tins Taiwanese smoked ovsters

Blend condensed milk with water and seasoning and simmer for 15 minutes. Add smoked oysters in their own lovely juices and serve with a chopped parsley garnish. The little shrivelled grey oysters will bob around on the surface of your sweet creamy soup and the flavour is just indescribable!

TIMARU CURRIED RABBIT IN GRAPEFRUIT CASES

2 grapefruits 1/2 cup condensed milk 2 desertspoons flour 1 teaspoon grated onion Salt to taste 1/2 an apple, peeled, cored & pulped Squeeze of lemon juice

1 tablespoon curry powder (more or less) 1 dessertspoon chopped parsley Soft breadcrumbs

1 dessertspoon butter

2 cups diced cooked bunny meat (if you are worried, you can use veal though I hear this can be cruel)

Cut the grapefruit in halves and remove pulp, or use leftover grapefruit skins from breakfast (keeping an eye open for toast crumbs and cigarette butts). Melt butter, add flour and cook 2 minutes. Stir in curry, onion, salt and apple. Simmer 5 minutes. Fold in parsley, bunny rabbit (or tinned tuna), lemon juice and coconut. Slosh in grapefruit cases and sprinkle top with breadcrumbs. Bake on greasy tray in a moderate oven for 15-20 minutes. Garnish with pineapple rings topped with chutney and grated cheddar.

O.K. so far? That's a starter that'll be sure to win you smiles and favours from the family. Believe me - they'll think you're marvellous, especially if you volunteer to wash up afterwards! Life should be just splendid for the next fortnight! And now, I'm sure many of you have been out of favour in the past by arriving home after a Race Meeting with all your fellow co-drivers, who, or course, are not adverse to a meal whilst enjoying your liquid hospitality. Here's a couple of recipes to finish with, that I often use after a hard day's racing at Pukekohe, that simply dazzles and amazes all the other chaps! They take no time to whip up, and keep me onside with the family, as well.

YUGOSLAV HOP MASH

1 tablespoon coconut

Fill a 3 quart stew-pan full of water. Add salt and 2 peeled and sliced potatoes. When potatoes are half cooked, stir in four cups of hop flour. When it boils, make a hole in the middle with a wooden spoon and cook the mush for 20 minutes. Then pour the water off into another pan. Stir the mush well with a wooden spoon and add some water from the other pan if necessary. When the mush is well mixed, pour 1/2 cup of hot fat over it, stir again, and leave for a few minutes. Then spoon the mush into an earthenware dish, pour another 1/2 cup of fat over it and sprinkle with crunchy, crumbed Weet Bix.

Note: Many lovely Yugoslavs have settled in New Zealand, so if you ever have to feed one, this recipe comes in very handy.

TERETONGA CHEAPIE CAMP SURPRISE

8oz tin sliced peaches 1/4 pint tomato sauce 1 tablespoon Worcestershire sauce 2 tablespoons pineapple syrup Generous pinch of mixed spice

(a cold weather special)

8oz tin luncheon meat, or pressed ham if you're extravagent, or Jellimeat if you're hard up Juice of half a lemon Dash of tabasco sauce (optional) Dash of gin (optional)

Get meat out of tin in one piece, then slice and arrange slices in a shallow dish, popping peach slices in a layer on top. Whisk all the other ingredients together and smother meat. Can be eaten cold if you're in a hurry, or heat for 15 minutes in a medium oven and serve hot with mashed potatoes and extra tomato sauce. Scrumptious!

Well, chaps - these should keep you busy for a couple of weeks or so, in between tuning the car. Make a start with these, and I'll be back next week with a further five delicious mouthwatering masterpieces. Tootle-loo for now! Yours in Motorsport -

COMPETITION LICENCES: what's all the mystery?

Driver's Licence - (Motorsport Association Competition Licence) must be held in all competitions except Closed Club and Invitation Trials, Closed Club and Invitation Gymkhanas, Closed Club straight sprints, and for navigating only in Closed Club Rallies.

(a) Types of Competition Licences and Validity.

Ungraded Licences

· All events except Races and Rallies of any status

 Navigation in all status Rallies and Rallysprints except an International Rally where the licence must be endorsed 'International Rally Navigation'.

Provisional Racing/Rally Licences

These are valid for:

All events except driving in National and International Races and Rallies.

National Racing and Rally Licences

These are valid for:

· All events except driving in International events.

National Racing Licence

- · Valid for all events except driving in International Races and all status Rallies. **National Rally Licence**
- · Valid for all events except driving in International Rallies and all status Races. International Racing Licence
- · Valid for all events except driving in any Rally.

International Rally Licence

· Valid for all events except driving in any Race.

(inntional)	(Lenostgo)	Ungraded	Prov. Race/ Rally	Rally Grade	Racing Grade	Inter- national Rally Grade	Inter- national Racing Grade
Gymkhanas	Nat. Open	X	X	X	X	X	X
Trials	Nat. Open	X	X	Х	X	X	X
- lessite	CI. Club	X	X	X	X	X	X
Speed	Inv	X	Х	Х	X	X	X
Events	Nat. Open	X	X	X	X	X	X
THE STREET	Cl. Club	12th 200	X	X	X	X	X
Rallies	Inv.	TWOIL	Х	Х	X	X	X
	Nat. Open			Х		X	
	Internat.	1 1	H			X	Lys Rh
_ X w 3	Cl. Club	NEW AND	Х	X	X	X	X
Racing	Inv.		X	Х	X	Х	X
	Nat. Open				X	-Arriva	X
	Internat.						X

To obtain a higher grade Competition Licence, or a multiple grade licence le.g. move from Provisional licence to a National Racing or Rally grade; or if an International Racing grade is presently held and a Rally or International Rally grading is also required), a competitor must complete the required observations towards that grading under a Motorsport Association Steward's observance, on the standard Observation card, available free of charge from the Motorsport Association Office. Sample of this form is shown in Appendix A. Note: Refer also NCR 109(b)

Competition Licence Cover Notes — These are issued by Club secretaries as a temporary licence to enable new competitors to compete at an event which requires an Ungraded Competition Licence (with or without an Observation Card), while they await the arrival of their Competition Licence.

To qualify, a competitor completes a Competition Licence Application Form, attaches the relevant fee, and hands this to the Club Secretary, who will issue the Cover Note at no charge. The Cover Note is valid for 14 days.

(b) Upgrading

1. Provisional Racing/Rally licences to National

To upgrade a Provisional licence to National grade, a competitor must hand in the licence, together with observation card at Documentation at all the events he enters (Closed or Invitation) for his performance in those events to be observed. During the meeting, his performance will be observed and assessed and against each observation the Stewards will note any comment necessary on the Observation Card.

The result of the observation will be recorded by the Stewards of the Meeting who have sole discretion on whether or not a performance is

When the necessary two satisfactory observations have been achieved, the licence, together with the Observation Card and completed questionnaire must be sent immediately to the Motorsport Association, P.O. Box 3793, Wellington, for the licence to be upgraded.

The criteria for successful observation are as follows-

The applicant should drive in a competitive, sportsman-like manner without needless exuberance, or displays of incompe-

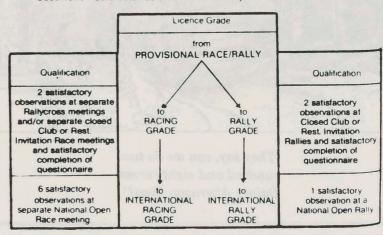
Rallies: The applicant should drive in a competitive, sportsman-like

manner, and complete at least half of the Special Stages of the

2. National Licences to International

To upgrade a National Racing licence to International Racing, six satisfactory observations at separate National Open Race Meetings are required, recorded on the official Observation Card obtainable from the Motorsport Association.

To upgrade a National Rally licence to International Rally, one satisfactory observation at a National Rally is required, recorded on the official Observation Card obtainable from the Motorsport Association.



NOTE: Ungraded licences cannot be used for upgrading

classifieds



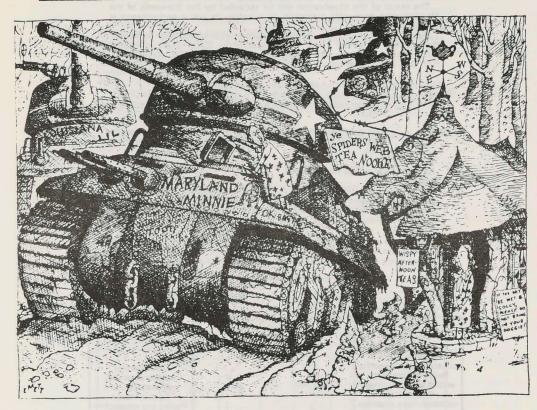
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President	Alan Harvie	838-742	858-549 (w)
Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	277-747	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
	Lynn Dewhurst	887-924	
	Dave Humphreys	786-028	
	lan Laming	882-599	858-669 (w)
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w)
	John Marslin	783-141	denk all the h
	Lloyd Rance	759-986	

SPEED John Marslin and Greg Lang
NON SPEED Dave Humphreys and Lloyd Rance

RALLIES Graeme Robertson

SOCIAL Lynn Mollison, Lynn Dewhurst & Jenny Maidens

PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

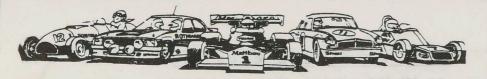
MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: Jenny Maidens

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IS EACH CLUBNIGHT

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NORTHLAND AUTO SERVICES DUNCAN MCKENZIE MT ALBERT HILLCLIMB

The annual Mt Albert Road Hillclimb attracted a good entry of 38 cars. Fortunately, the weather man was kind, giving us an excellent day's competition. Congratulations must go to Tom Donovan for his spectacular win, knocking 1.2 seconds off the record he set last year. Sympathy must go to Colin Werner who put his Datsun down a bank. However, I understand the car isn't too badly damaged.

The presentation of some cars was more akin to Te Marua than Mt Albert Road, and the organisers have decided that cars presented in similar condition at future events will be rejected at Scrutineering.

I would like to thank all the Marshals who assisted during the event. However, I found it disturbing that in a Club the size of ours, getting Marshals is like trying to find a needle in a haystack. Without the help of some personal friends of mine, who were not necessarily interested in Motorsport, the event could not have been staged.

Thanks to Northland Auto Services for giving their support by sponsoring the event. After the day's competition, it was back to the Clubrooms for drinks and prizes. This was attended by the majority of competitors.

Finally, special thanks to John Marslin for his assistance.

GREG LANG CLERK OF COURSE

Editor's Comments

The subject of the lack of willing people to act as Marshals for Speed Events, and in particular, the difficulty Greg had trying to find willing persons for Mt Albert Road, which necessitated in his calling on his non Motorsport personal friends, finally in desparation; was discussed at great length at the last Club Executive Committee Meeting.

To tell the truth - the Committee doesn't know what to do about the lack of willing volunteers to assist - and it's not only at Speed events. However, it became very clear as to which way the tide will be turning for future events, resulting in two options:

- No organiser is going to be willing to run an event is he/she has not a full complement of necessary officials - therefore, no more events
- It is highly possible that at future events a stipulation will be placed on all competitors to each provide a Marshal for the day's competition - no accompanying Marshal - no entering the event.

At present, it's all very well for Speed competitors to say 'Well, I can't be a Marshal -I'm competing' - but competitors purely through driving in the event make it necessary to provide Marshals for your wellbeing and safety. Why leave the job to persons who in most cases have never even driven in a Hillclimb or on a Sprint? What about the days when you're not competing - have you ever volunteered your services to assist others in the facet of the Sport? I agree with Greg - it's pretty disgusting when you have to call on non Motorsport acquaintances to help out at events to ensure competitors can enjoy their day's racing. YOU HAVE BEEN WARNED !!!

Overleaf, Lynn Dewhurst (who is a Lynn of the female gender) has prepared an article on Marshalling. Read it.

NORTHLAND AUTO SERVICES. MT ALBERT HILLCHIMB. DUNCAN MCKENZIE 3rd March 1984

Car No.	DRIVERS NAME.	C.C. RATING.	Run.	Run. 2.	Run.	PLACE IN CLASS.
1.	Lloyd Evans.Capri.	1998.	48.49.	49.40.	ton tunds	1601-2000 3rd.
2.	Graeme Davidson.Mini	.2292.	54.74.	53.69.	53.08.	2001-+ 10th.
3.	Peter Rush. Starlet.	1193.	50.46.	49.75.	51.04.	0-1300 9th.
4.	Alan Harvie.Laser.	1499.	48.93.	49.53.	48.98.	1301-1600.4th.
5.	Lloyd Rance.Mini.	1293.	49.37.	50.03.	-	0-1300.7th.
6.	Mark MoLoney.Mazda.	1272.	52.55.	52.41.	52.56.	0-1300.10th
7.	Robert Corich. Datsun	.1397.	47.05.	46.96.	46.68.	1301-1600. 2nd.
8.	Peter Roser.Mazda.	2292.	49.57.	48.69.	alter-mai	2001-+ 8th.
9.	Dave Glasson. Escort.	1993.	46.50.	46.87.	46.13.	1601-2000. 1st.
10.	Neil Roots. Datsun.	1298.	D.N.F.	or non-ol shoot	1 20-10	0-1300.13th
11.	John Marslin.Mazda.	2292.	47.42.	46.83.	-	2001-+ 7th.
12.	Rex Pike. Nissan.	1171.	50.90.	49.38.	48,76.	0-1300. 6th.
13.	Phil Workman. Nissan.		50.42.	50.74.	49.40.	0-1300. 8th.
14.	Pete Lundberg.Capri.		47.12.	46.63.	46,54.	2001-+ 6th.
15.	Danie Lupp. Holden.	5000.	46:59.	46.14.	45.98.	2001-+ 5th
16.	Ray Lord. Galant.	1600.	48.00.	48.31.	48.26.	1301-1600 3rd
17.	Pete Zivkovic.Mini.	1293.	46.78.	48.00.	-	0-1300 1st.
18.	Dave Johnson. Mini.	1293.	48.00.	47.75.	48.44.	0-1300. 4th.
19.	Colin Werner.Datsun.		48.84.	48.34.	D.N.F.	0-1300. 5th
20.	Ian Lawrence. Datsun.		47.25.	48.48.	47.26.	0-1300. 2nd.
21.	Roger Rouse. Mini.	850.	-	54.54.	56.20.	0-1300.11th
22.	Tom Donovan. March.	1784.	36.25.	35.66.	36.16.	Sports. 1st.
23.	Roger Rouse.M.G.B.	1800.	HE AND NO	53.67.	53.64.	Sports. 5th.
24.	Joe McAndrew.Mazda.	2292.	43.02.	Court Country	-	2001-+. 2nd.
25.	Paul Chapman. Mazda.	2292.	61.73.	THE WORLD	No. 1 Transit	2001-+. 11th.
26.	Helen Reader. F/V.	1192.	46.42.	45.77.	45.48.	Sports. 2nd.
27.	Vic Middleditch Fiat.		57.27.	64.22.	57.33.	0-1300.12th
28.	Allan Huxford. Escort		47.59.	50.40.	47.70.	1601-2000. 2nd.
29.	Mike Galvin.Mazda.		45.95.	46.29.	46.05.	2001-± 4th.
30.	Don McLean. Datsun.	2598.	48.25.	47.94.		Sports. 3rd.
31.	Mike Dear. Torana.	3000.	50.27.	50.89.	50.85.	2001-+ 9th.
32.	Gerald Adam. Austin.	1293.	51.88.	51.43.	50.94.1	0-1300 10th.
33.	Ian Taylor. Escort.	4400.	41.72.	41.75.	41.24.	2001-+ 1st.
34.	David Gilliver.MGBC.		50.51.	50.99.	50.55.	Sports. 4th.
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	(Chevettee)	ANDR OF HOC	BIDGES TOO		1	Tunda destananti
+8.	Frank Miesson.Laser.		46.59.	45.75.	46.18.	1301-1600. 1st.
55.	Tony Burrows. Mini.	848.	48.25.	47.54,	47.39.	

First Four Placings Overall.

Car 22. Tom Donovan 1st. Car 33. Ian Taylor 2nd.

Car 24. Joe McAndrew. 3rd.

Car 36. Graham Anderson.4th

Q. Where does a baby monkey sleep?
A. In an apricot.

MARSHALLING: What it's all about

Since I've joined the Car Club Committee, I've heard all the moans and gripes from the Organisers of events about not being able to get enough helpers and marshals. I've been Chief Marshal at the Club's major event, the Taupo Rally, and I know their problems. I don't drive at all, and I've been marshalling for the competitors of the Wellington Car Club for some six or seven years now, and all I can say is - it is great fun!

How many of you people who moan about delays at events have ever marshalled? Not many, I bet!

There is nothing to being a Marshal. All you need is common sense. There is on-the-spot training at all events, and special training groups for people who do Timing on Rallies, so there is no excuse for saying 'I don't know what to do.'

If drivers at events each brought a Marshal, there would be no problems, and the Organisers wouldn't have to spend hours ringing round. So, how about it, drivers? Bring a friend, or whatever. They would get to see all the action, plenty of time for photos, lots of fresh air and plenty of exercise - just what everyone needs. Also, any Car Club member who marshalls is eligible for the Marshal's Trophy donated by the late Ross Gordon. This trophy at present hangs on my lounge wall, and has done several times in the past.

The events the Wellington Car Club runs are for its own members. Need I remind you that our Club is the best in the Wellington area? Let's keep it that way. Without Marshals, there will be no events!

So, if you want to be on the Marshal's list, ring me: Lynn Dewhurst, on 887-924.

LYNN DEWHURST (Marshal of the Year - 1977-78; 1981 - 82; 1982 - 83; and perhaps 1983 - 84?)

ATTENTION ALL INTENDING INTERNATIONAL RALLY AND NATIONAL RALLY CHAMPIONSHIP DRIVERS

We have been requested by the Motorsport Association to advise you of the following important changes:

Homologation

The Association has received from the FIA, a very recent bulletin containing drastic changes to vehicle homologations, differing greatly from the list printed in the 1984 FIA Book. The most important changes in the new homologation list are that some vehicles whose homologations had ceased, have now been rehomologated and are again current and valid for International Rallies. We have received the entire list from the Motorsport Association, and because of its great length, this has been placed on the Noticeboard at the Clubrooms for members' perusal.

1984 Appendix J to the FIA Code

We are also advised that important changes have occurred in the 1984 FIA Appendix J, in some cases differing greatly from the 1983 version printed in the 1984 Motorsport Yearbook. There is a copy of this on the Noticeboard also, and it is understood that the details in all changes have also been circulated by the Association to the organisers of the 1984 Sanyo Rally of New Zealand, and to all registered drivers in the 1984 New Zealand Rally Championship.

new members



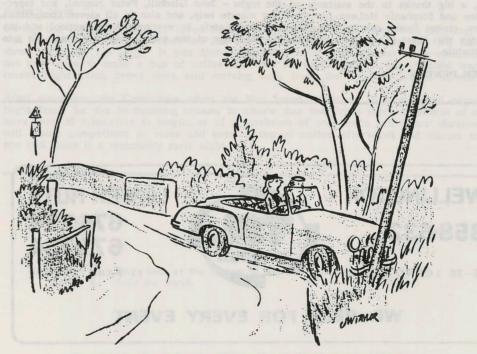
New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

GARRY FOX - Garry is a Company Director and drives a Monaro 308. He's also interested in Rallies.

ALAN GILOVITCH - Another G.M. man, Alan's a Mechanic and tells us he's interested in all facets of the Sport.

BRENDAN OLSEN - Brendan is a Drafting Cadet, and drives an 1100cc Mk I Escort. He's also a member of the Manawatu Car Club, and is keen to participate in all levels of Motorsport.

DONALD SEARLE - Donald is also a member of the Mazda Rotary Enthusiasts Club, so no points awarded for guessing what he drives! (It's an RX2). Donald is keen to enter Sprints, Hillclimbs and Gymkhanas.



'There's the first lie - the booklet said it would cruise happily at sixty all day.'

talking trials



PETER HUGHES ELECTRICAL MARCH NIGHT TRIAL

As it was the last Night Trial of the 1983/84 Series, it was suggested that Scuderia Tigerius may wish to set a reasonably difficult event (in preparation for the forthcoming Wall Trophy Series) and so it was with this in mind that the March Night Trial took shape over Waitangi (New Zealand Day) weekend. I decided to make every effort to have an event where every time there was a trap or alternative route, no matter which way a competitor went, they always ended up back on the route again, with or without gaining a check. Ten old (and well tried) ideas appeared suitable to fit in with the signs/intersections in the Wadestown/ Khandallah area, and the route slowly took shape.

The results proved that most people were fairly switched on and only missed three or four checks. Congratulations must go to Bruce Maddock and Carol Smith who were the only crew to pick up all the checkboards and thus won the event by a country mile. To those who got 'Pom' for a second time after spotting that there was no 'Cross Kerb' in a CRI, I must apologise for my one mistake; a line then missing in the Handout. Time has been deleted at the next Time Check (and maximum lateness adjusted for those concerned).

I hope everyone liked the idea of having CRI or ASR number on clarification arrows to make things extra clear. Most people I spoke to approved, and I hope future Organisers adopt the method. Lady Luck smiled on the event and all arrows and checks stayed in place all night. Thanks must go to Peter Hughes for the prizes for the event and to our 'advertisers' in both the ASR's and the CRI's, whose money/goods helped to defer expenses.

Finally, a big thanks to the assitants on the night - John Gladhill, Peter Hughes, and especially Don and Stephanie McLean for their last minute help, and also to all eleven competitors. The few claims (most able to be answered immediately to everyone's satisfaction) and the knowledge that most competitors enjoyed the challenge of the event, made the hours put into it worthwhile.

WARREN DENTON

WELLINGTON 858-632



676-334 671-734

18-20 LORNE STREET 11 PARK AVENUE

WE RENT FOR EVERY EVENT

PETER HUGHES ELECTRICAL MARCH NIGHT TRIAL

Yes folks, it's me again, having been granted the dubious decision by Warren to supply the competitors' write-up on the March Night Trial.

Prior to the event, Warren had managed to nearly reduce Silvana to a nervous wreck, by dropping little snippets about the nature of the Trial and hinting at the many numerous traps (but not giving anything away!). Consequently, we spent the night reading double meanings into everything and looking for many traps that weren't there! However, we consider we did fairly well, although we would have probably been second if we hadn't not fallen into the Sigma Crescent trap the first time round, and missed the trap and the resultant cherry!

As usual, up to Warren's excellent standard and very enjoyable. Encouraging to note that Warren had deliberately set about to make a Trial that the hard-core enthusiasts would enjoy as well as one that the newer Triallists wouldn't get lost on, although I note that one crew didn't make it home. I felt, and I believe others did, it was maybe a trifle too long for a Night Trial, but I can understand Warren's logic about 'making the last of the Series a bumper edition.' The results overleaf have been excellently compiled, and Warren has noted the traps. The timing schedule was pretty tight, and we, along with many others, found ourselves with only 15 minutes to get back to the Clubrooms whilst we still had half a page or so of CRI's and still in Khandallah!

A good Trial, Warren, and a beaut to wind up the Series. I'm still a little bit doubtful about Bruce Maddock virtually clean-sheeting - wasn't that him who treated you to a slap-up meal at Plimmer House on the Saturday night before the Trial?

JENNY MAIDENS

Editor's Note

During the discussion on Non Speed Events at the March Club Committee Meeting, concern was expressed that many competitors felt some of the Night Trials, especially the last two or three, were far too long. It was found that some were so long, that many competitors did not have time to enjoy a cup of coffee and wait for results, and it was recalled that at one recent Night Trial, crews were still arriving back from the Trial at around eleven o'clock.

After discussion, the Committee asked the Non Speed Chairman to instruct all organisers of Night Trials for the forthcoming season, to ensure that the Trials meet a criteria of either no more than 30 kilometres in length, or of a maximum of one and a half hours' duration, which will enable competitors to relax and enjoy a cup of coffee afterwards and discuss the Trial, and still make it a reasonably early night.

- Q. What lives at the bottom of the sea with a shotgun?
- A. Billy the Squid.

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT PETER HUGHES ELECTRICAL MARCH NIGHT TRIAL

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P.TO.

PRIZES FROM ! PETER HUGHES ELECTRICAL & GLADHILL DRAFTING SERVICES .

WELLINGTON CAR CLUB TRIAL RESULTS

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Ken's Kookery Korner

WELL HELLO THERE AGAIN FELLOW MOTORING ENTHUSIASTS!

I had a wee chat to a couple of your fellows on the Committee, and they tell me that the few simple recipes I gave you last month went down a treat! Great stuff, chaps! And now you've realised just how advantageous it is for you to pop on the pinny and do your stuff in the kitchen, you'll really be thrilled at the results of your efforts on this month's recipes! Rewards will be uncountable - I promise. To start with, as we're still getting some nice warm sunny weather, I've included two simple, delicious salads:

LIGHTHOUSE SALAD

Take two pineapple rings and stick a peeled banana through the holes in the centre. Slice about an inch off the bottom of a green pepper and remove the seeds. Sit the pineapple rings on the pepper, cover the whole thing with mayonnaise and top with a cherry.

And a more elaborate version of this delicious salad:

CANDLE SALAD

Pineapple rings Crisp lettuce Banana

Mayonnaise Maraschino cherry

For each person, arrange a chilled pineapple ring on a bed of crisp lettuce. Insert a juicy but firm banana, which has been cut in half crosswise, into the hole in the centre of the pineapple slice so that it stands upright - just like a candle. Place a teaspoon of mayonnaise on the tip of the 'candle' and allow it to run decoratively down the sides like melted wax. A red maraschino cherry on the tip forms the flame.

And now chaps, I think you're ready to try the masterpiece coup d'état of yours truly. A real winner, absolutely guaranteed to provide you with everlasting adoration!

HAM JOAN CRAWFORD

(A wonderful standby in your deep freeze when you arrive home with all those unexpected racing drivers after a Meeting)

One 16-18 lb ham

1 case king sized Coca Cola

2 sliced onions

½ cup vinegar

2 tablespoons dry mustard

½ cup sugar

1 cup brown sugar

I large packet glacé cherries

1 large tin of pineapple rings

Soak your ham for at least 10 or 12 hours. Scrub well and place in the largest pot available. Add case of Coca Cola (only the liquid naturally). Top up with enough water to cover ham then add onions, sugar, vinegar and mustard. Bring to the boil, turn heat to low and simmer for 25 minutes per pound (7-8 hours). Allow to cool in the liquid for 2-3 hours, then remove ham from the pot and skin. Stick cloves in the top, sprinkle generously with brown sugar, place on a roasting rack and cook for 1½ hours at low heat. Garnish with pineapple slices, pineapple chunks and cherries.

Note: Do not contemplate this recipe if you have to rustle up an eleventh hour snack.

You could actually choose one of the easy starters I gave you last week, prepare the ham dish for the main course, and use the following recipes for a delicious four or five course 'special occasion' treat for the family. I recommend the Lighthouse Salad, together with the following recipe:

SPINACH CHARTREUSE

Spinach

Pineapple ielly crystals

Eta Mayonnaise Hard boiled eggs

Cut a great big pile of spinach or silver beet out of the garden. Cram in a pot and cook then place all in a blender. Add half a packet of jelly crystals. Turn into a round buttered mould with a hole in the centre. Turn out when the jelly mixture has set and fill the centre with mayonnaise and chopped hard boiled eggs. Serve with a delicious glass of chilled yellow or green Chartreuse (available from some of our better liquor outlets).

And for the dessert course - wow and gain total admiration from all your friends by serving up the following naturalist, Kiwi home grown specialty:

WONDERFUL WETA CAKE

Any kind of basic cake to use as a base

8 oz ground almonds

1 lb icing sugar

2 egg yolks

1 teaspoon almond essence

1 teaspoon lemon juice

melted jam

Plastic coated wire

A few maraschino cherries

Put all the ingredients for almond paste into a bowl, mix, and knead until smooth. (Clean hands please!) Divide the paste, keeping a quarter of it for the weta. Colour three quarters of the paste light green and the divide the other quarter in half and colour each half light brown and dark brown for the weta. Brush the top and sides of the cake with melted jam. Roll a quarter of the green paste into a strip and put it round the sides of the cake. Make a circle with the remaining green paste and chop it to resemble grass. Place on top of the cake. Make a weta from alternate strips of light and dark brown paste, etching features with a pointed object (small Philips screwdriver will do). Coat plastic coated wire in marzipan and make the legs. Stick in two cloves for the eyes. Place weta on top of cake as convincingly as possible.

Note: If consuming this attractive cake out of doors, at a picnic or a barbie - it is advisable to gobble it down as quickly as possible before the kids stamp it to death.

And now, a delicious little something to produce to accompany the Tia Maria Coffees after your masterpiece meal:

MONTY'S LITTLE BUMBLE BEE BALLS

1/4 lb raisins

1/2 cup walnuts

1 cup dessicated coconut

1/2 cup almonds

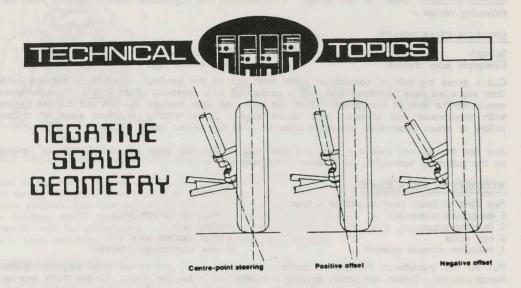
1 cup dates

1/4 packet pineapple jelly crystals

1 cup sultanas 1/2 tin condensed milk

Chop ingredients and add coconut and jelly crystals. Fold in condensed milk. Make dear little balls (with spotless hands) by rolling between your palms, about the size of a walnut. Roll your little balls in extra coconut. Place half a maraschino cherry on each ball. Bake your balls in a moderate oven 15-20 minutes. Your balls can be kept in the fridge until needed.

Well, chaps - that's it. All Kenny's little tried and true treasures brought to light. I hope you've enjoyed your little sojourn into the kitchen with me. One last little point - please remember to pop the pinny into the dirty clothes basket if you've soiled it, and please, do remember to tidy up the kitchen afterwards! Many a race driver has found all his little culinary labours gone to waste by wives and girlfriends walking into the kitchen after a delicious meal and viewing the carnage. Lots of luck, and tootle-loo!



WHEN A road test report mentions that the new model has "negative offset geometry" or "negative scrub geometry," the average reader is impressed but probably not enlightened. The term is one of those design refinements often claimed but rarely explained.

Briefly, negative offset is an active safety feature built into the steering geometry of many front-drive cars. Its purpose is to ensure straight-ahead steering in the event of uneven braking - when one front wheel, for example,

hits a patch of ice or oil slick, or the brake fails on one side only.

Since the other wheel/brake would grab effectively in such a situation, there is potential for a nasty accident. Without the corrective influence of negative offset the car can suddenly veer in the direction of the heavily braked wheel, with perhaps disastrous consequences.

Negative offset was first seen in Europe in 1972 on the Audi 80, but was invented by a Dr Ostwald some 15 years earlier. A research engineer with ATE, the West German brake manufacturer, he had been trying to perfect a system that would prevent wheels from locking, under heavy brak-

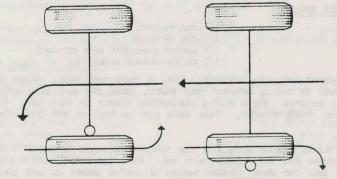
In the course of this research, however, he realised that even the best ABS (anti-blockier-system) would not eliminate the tendency of veering to one side under uneven braking. From then on he turned his attention to what is known as the "point of intersection."

ANGLING FOR ADVANTAGE

Imagine two lines. One is drawn straight down through the centre of the tyre. The other is drawn through the angle of kingpin inclination (as seen from the front of the vehicle), and where it hits the road surface is the point of intersection. See drawings above.

If the two lines intersect right at the road surface under the centre of the tyre, this is "centre-point steering." If the kingpin angle is steep and its line hits the road inside the centre of the tyre, we have "positive" offset. If the angle is broader and its line passes to the outside of the tyre, we have "negative" offset.

Until quite recently car design favoured the positive offset approach. But Dr Ostwald discovered that a car with positive offset not only tends to veer in the direction of the more effectively braked wheel, but that the front wheels are also automatically steered in



during braking, the wheel is pulled back and in, causing the vehicle to swerve left

and out, thus straightening the steering

Technical Topics

the same direction.

This happens because the braking force tends to pull the braked wheel backwards. In doing so the wheel will pivot around the kingpin axis to point in the same direction in which the car is already veering, thus reinforcing the plunge to one side.

The solution was to alter the angle of kingpin inclination so that the point of intersection moved to the outside of the tyre's centre line, changing positive offset to negative. This pivots the braked wheel against the direction of the veer - in effect using one problem to cancel the other.

A beneficial side effect was discovered as well. Experiments showed a considerable reduction in kickback transmitted to the steering wheel, an inheritance of the unequal torque reactions common to front-wheel drive.

Of course, any offset other than exact centre point steering will cause the tyre's contact patch or "footprint" to distort when the wheel is pivoted about the steering axis. This is known as tyre "scrub," and is why negative offset is sometimes known as negative scrub geometry.

STEERING COMMITTEE

Patents for negative offset geometry were granted to Dr Ostwald and ATE in 1960. However, to achieve the necessary angles meant moving the fixed brake caliper and disc assembly deep inside the dish of the wheel. It was not until ATE developed the less spaceconsuming swinging brake caliper some time later that installation became prac-

Argument against the development seems to centre on loss of feel in the steering, and a tendency for the steering to feel as if it is going over centre when

approaching full lock. But this kind of debate is understandable when you consider the bewildering set of variables which confront engineers responsible for steering design.

They have to consider not only "feel" but responsiveness, ease of parking, reduction of kickback, elimination of torque steer, resistance to shimmy, and avoidance of tyre roar, thump, squeal and heterodyning. At the same time these factors have to be integrated with front suspension and braking systems.

Not all manufacturers incorporate negative offset even today. Mercedes-Benz do not use it on models equipped with ABS, and curiously Ford in the UK have applied it to their frontdrive Fiesta but not to their front drive

Most modern front-drive cars do have negative offset. Let's hope you never have cause to test it.

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WORLD RALLY CHAMPIONSHIP REVIEW

World Rally Championship for Makes — Round 2 World Rally Championship for **Drivers Round 3**

Port Wine Rally of Portugal -7/10 March, 1984

		mai on, root	
1.	H. Mikkola/A. Hertz	Audi Quattro (GpB)	. 7h 35m 32s
2	M. Alen/I. Kivimaki	Lancia Rally (GpB)	. 7h 35m 59s
3.	A. Bettega/M. Perissinot .	Lancia Rally (GpB)	"7h 58m 21s
4.	M. Blasion/T. Siviero	Lancia Rally (GpB)	**7h 59m 22s
5.	J. Ragnotti/P. Thimonier	Renault 5T (GpB)	. 8h 13m 42s
6.	W. Röhrl/C. Geistdörfer	Audi Quattro (GpB)	**8h 21m 22s
	K. Grundel/P. Diekmann	VW Goff GTI (GpA)	. 8h 39m 00s
8.	J. Ortiago/J. Batista	Toyota Corolla (GpA)	9h 19m 44s
9.	C. Dorche/G. Thimonier	Citroen Visa Chrono (GpB)	9h 25m 03s
	R. Gooding/R. Jenkins	Vauxhall Chevette 2300HS	R
		(GpB)	***9h 34m 37s
	70 -	anton 20 finishers	

pionship for Makes — Positions after

(Round 2)	36 points	5. Toyota	10 points
1. Audi			
2. Lancia	26 points	6. Citroen	4 points
3. Renault	22 points	7. Nissan	2 points
4. VW	21 points	Vauxhall	2 points

	Rally of	Portugal	
(Round 3)			
1. Blomgvist	35 points	= Biasion	18 points
2. Mikkola	32 points	7. Mouton	15 points
3. Röhri	26 points	8. Eklund	12 points
4. Bettega	18 points	9. Therier	10 points
= Alén	18 points	= Jonsson	10 points



IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

APRIL

Sun 1	HILLCLIMB Wallaceville	HUTT VALLEY	Inv.
Tues 3	MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WELLINGTON	Inv.
Sun 8	**SPRINT Puketiro Road	WAIRARAPA	Inv.
Tues 10	WCC COMMITTEE MEETING (7.30 at Clubrooms)		
Sun 15	TARSEAL SPRINT	LEVIN	Inv.
Tues 17	CLUBNIGHT WCC Clubrooms 8.00 p.m.		
Sun 22	GYMKHANA Stewards Trophy	KAPITI	Inv.
Wed 25	Anzac Day Walking Trial	VICT. UNIV.	Inv.
Sun 29	AUTOCROSS Kim Naylor	WAIRARAPA	Inv.
Jul. 27	No recite 55 Kim Naylor	WILLIAM II	
MAY			
Tues 1	MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WELLINGTON	Inv.
Sat 5	CLUBMANS RACE MEETING - Manfeild	WELLINGTON	Inv.
Sun 6	**AUTOCROSS - Kim Naylor	HUTT VALLEY	Inv.
Tues 8	WCC COMMITTEE MEETING (7.30 at Clubrooms)		
Sun 13	GRAVEL SPRINT	KAPITI	Inv.
Tues 15	CLUBNIGHT WCC Clubrooms 8.00 p.m.		
Sat 19	RALLY	WAIRARAPA	Inv.
Sun 20	SPRINT - Gravel	VICT. UNIV.	Inv.
Sat 26	TRIAL - Wall Trophy	KAPITI	Inv.
Sun 27	HILLCLIMB - Rangitumau - Duncan McKenzie	WAIRARAPA	Inv.
Sun 27	GRAVEL SPRINT	LEVIN	Inv.



more detailed event info.

GRAVEL SPRINT: Sunday 8 April (Wairarapa Car Club)

This event is a WMSA Trophy Series Round. The venue is Puketiro Road, Gladstone, South Wair

GRAVEL SPRINT: Sunday 8 April (Wairarapa Car Club)

This event is a WMSA Trophy Series Round. The venue is Puketiro Road, Gladstone, South Wairarapa. The event starts at 10.30 a.m., with Scrutineering at the venue from 9.00 to 10.00 a.m. Entry Fee \$12.00.

KIM NAYLOR AUTOCROSS: Sunday 6 May (Hutt Valley Motoring Club)

The venue is Te Marua, starting at 10.30 a.m. Scrutineering at the venue from 8.30 a.m. to 10.00 a.m.

STOP PRESS! THE WMSA ANNUAL PRIZEGIVING WILL THIS YEAR BE HELD IN THE HUTT VALLEY MOTORING CLUB'S CLUBROOMS, HALFORD PLACE (AN EXTENSION OF JACKSON STREET), PETONE. AN INFORMAL NIGHT. ALL WELCOME. STARTS AROUND 8.00 p.m. THURSDAY 12 APRIL.

The Club will be receiving the Wall Trophy for Trials, and Alan Harvie will receive the Pierson Cup for his Gymkhana efforts. SO COME ALONG - WEAR YOUR CLUB JERSEY AND SUPPORT THE CLUB!

APRIL CLUBNIGHT APRIL CLUBNIGHT APRIL CLUBNIGHT APRIL CLUBNIGHT APRIL CLU FILMS FROM ROBBO! NIGHT APRIL CLUBNIGHT APRIL CLUBNIGHT APRIL CLUBNIGHT APRIL CLUBNIGHT APR Tuesday 17 April

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letters

34 Solway Street MASTERTON

Dear Clubmembers

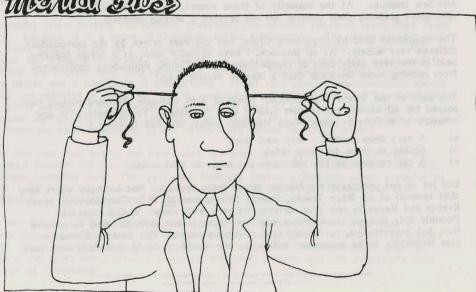
Just a quick note from Sunny Masterton. I had an invitation from Eugene Childs to share the Escort at the Manfeild One Hour Clubmans Race. I could not make it to Manfeild until 10.30 a.m. on the Sunday morning, so I had no practice. Eugene did not get a very good practice time because of new radials, so the car was only on Grid 20. I had Alan Harvie and Danie Lupp in front of me on the grid. It was still raining when we started, and as the wiper stopped working after half a lap, I drove completely blind for about four laps till the track started drying out. After that, I really started enjoying myself, taking my lap times down from 1.40 to 1.34 and passing one or two cars a lap. All too soon, the Pit Board was out, and I pulled in for the driver change. Eugene went out after refuelling and changing a wheel. He lapped steadily at 1.34 to 1.36 until the end of the race. I was rather surprised the car lasted an hour, as being a race car, an hour is a long time to be pulling high revs. Still, it lasted, which I suppose says something for my engine building! We came in eighth after all that hard work, so roll on the next One Hour! My thanks to Eugene and the crew and thanks also to Manfeild for a mighty event.

KEVIN GEORGE

P.S. You're all welcome to come and visit us and the old house any time you're over this side of the hill.

Editor's Note: Thanks very much for the newsy letter, Kevin. Good to hear all's going well in the sunny Wairarapa. Hope the whole Club doesn't descend on you at one time!







Motorsport Association of New Zealand Inc.

Secretary General A J SMITHARD

PO Box 3793 Wellington New Zealand Telephone 723-520

CIRCULAR TO AFFILIATED CLUBS

Following is a little historic information on the Association, and a few comments gleaned from Annual General Meeting Minutes, that might be of interest to affiliated Clubs and their Clubmembers.

Extracts from a Resumé compiled by Secretary P.L. Lupp in 1959

The Association of New Zealand Car Clubs Inc. (ANZCC) is the National controlling body for Automobile Sport, membership comprising the Member Clubs who are actively promoting Motorsport in the country.

The inaugural meeting was held in Wellington on 18 October 1947. At the time of this Meeting, the following Clubs were associated: N.Z. Motor Racing Drivers Association (Auckland Car Club); Manawatu Car Club; Canterbury Car Club; Otago Sports Car Club; Northern Sports Car Club; Hawkes Bay Car Club; N.Z. Sports Car Club (Wellington Car Club); Veteran & Vintage Association.

In 1959, there were 48 member Clubs, with a further 6 applying for affiliation.

In the early stages of its operation ('48 - '51) the ANZCC found the control of Motorsport relatively simple and straightforward - the control being merely by agreement with its member Clubs, very few rules being required or evident. At about this time, competitive events comprised mainly Gymkhanas, short Trials, a smattering of Beach Races, a few sprint events, and quite a few Hillclimbs these proving to be the most popular. It is interesting to note that most of these events were run mainly for the enjoyment of competitors, with no prize monies, and few trophies. At the majority of these events, as there were but few spectators present, their control did not present a serious problem .

The equipment used by Organising Clubs, and the cars driven by the competitors differed very widely. As an instance, I have actually seen, at a Sprint Meeting held in the very early days of competitive sport, Timing Equipment constructed from nothing more intricate than a humble 'mouse trap.'

The days of the 'Home Built Special' powered with virtually standard motors have passed for all except the smaller Closed Club Meetings. To compete with any measure of success in major Race Meetings today, one has to have :

- A very deep pocket very well lined
- Ability to drive fast and safely
- A car capable of 120-130 miles per hour, in that order.

But let us not underrate the humble Home Built Special. Not so many years ago, that veteran of all Race Tracks, George Smith, won all N.Z. Championship Speed Events and Races in one year, driving his very well known 'G.C.S. Special.' Possibly only George alone knows just how many power units he used to achieve this, but nevertheless, his record still stands unbroken. The modern Special is also something to be contended with - no one would or could underrate such cars

Representatives for Automobile Sport in New Zealand of The Federation Internationale De L'Automobile (Paris

2 ...

as the Lyoming built by Ralph Watson, or the Stanton Brothers 'Stanton Special' (better known as the Crop Duster). Both of these cars, and many others, are ingenious in all respects, and compete regularly with resounding success.

In the middle era - '51 to '56 - as greater interest and support became manifest, more stringent control was agreed upon and more and more Rules became necessary for sage and equitable competition. With the constant upgrading of cars, events and the competence of drivers, it is quite evident that the 'Finger must be on the pulse' at all times to maintain safe conditions for all concerned. The successive Executive Committees of the Association have been, and are most mindful that safety, as far as can be humanly seen, must be maintained at all costs.

In November 1956, the Royal Automobile Club (London) delegated to the ANZCC the sole right to control automobile sport in New Zealand, on their behalf.

The amount of Motorsport promoted annually by Clubs represents quite something. The following estimates will indicate the amount of competitor interest during the past season:

Race Miles driven by competitors Hillclimb miles driven Trials miles driven by competitors

49,500 (excluding practice) 1,247,500 (not including Organisers or

The above three indicate the main, but not the only type of events conducted.

Racing can be divided into three main classes - major races, sports car races and minor racing. Major racing is very specialised, and very expensive. Minor races include Saloon Car racing, which, incidentally, can be more expensive than most of us care to admit. Falling in between these two classes is the Sports Car Racing. This is for the 'dyed in the wool' enthusiast who normally uses his car as everyday transport.

Hillclimb driving is also a very specialised art. With a high-powered car, disaster can overtake in centi-seconds. Many major hillclimbs have been won by a few hundredths of a second, and it is interesting to note that in many cases this has been fought out between two cars of widely differing types. Sometimes, a brilliant performance by driver and car will stand as a record for years, but in most cases, largely depending on weather and surface conditions, the Fastest Time of Day is lowered at successive events on the same course.

Successful Trials Driving has latterly developed into another phase of specialised Team work. Largely, it is a game of Organiser versus Competitor. The majority of Trials are Time Trials, which vary in length from 30 miles to 1,000 miles or more. At regular and irregular intervals, the competitor is given Instructions and is required to traverse the course using map references, AA signs, identification points, mileages, road names and a multitude of instructions - all at very precise predetermined speeds which are selected in advance. In the more advanced Trials, speeds to be maintained are often quoted, as an instance, 29.75 mph, or even 27.755 mph. Naturally, the standard instruments in most cars could not achieve this accuracy, so possibly some of the most accurate timepieces in the country are owned by Trials drivers.

Over the past four years, the Associated has been proud to be associated with the Standard Vacuum Oil Co. (NZ) Ltd in the promotion of that fabulous event, the N.Z. Mobilgas Economy Run. This year, the Mobilgas Economy Run will cover a course of some 1,120 miles in the South Island, starting in Blenheim on 17 November and concluding in Christchurch on 20 November.

For the future, all enthusiasts eagerly await the day when they will be able to freely import good cars and will have easy access to good fuel with which to power them. Even though this may be denied us for some time, the enthusiasm will not wane - the Sport has a greater following than ever before, and the indications show no sign of weakening.

The enthusiasm of member Clubs is most heartening, and bodes well for the future. The staggering efforts of the members of the Levin Motor Racing Club and the Southland Sports Car Club in providing permanent race tracks must not pass unmentioned. It is pleasing to note that further permanent tracks are on the drawing board.

The general control of Motorsport in latter years has passed through a somewhat difficult period, but with the establishment of a permanent and full time office late in last year, the position is slowly but surely consolidating. At the same time, there is no place for complacency - the operations of the Association must progress in parallel with the Sport, and for preference, just a little ahead.

Well, there's not all that much change in 24 years, especially in the Trialling scene! Below, are a few extracts gleaned from Minutes of past AGM's noted for interest.

September 1948

Clubs were written to recommending that competing cars be not permitted to compete without maximum bodywork consisting of sufficient construction to hold the drivers on corners and over bumps, metal fireproof bulkhead, and a bonnet.

A recommendation to competitors that crash hats of an approved pattern should be used in open cars competing in speed events. Not being insisted on at present due to difficulty in obtaining supplies.

November 1948

Conference Expenses - Travel Equalisation (for a meeting in Wellington)
Calculated on 2nd class rail between points and boat services at £1.15.0. Cost =
£3.9.5 from each Club represented.

December 1948

The 'Sportscar' magazine was first published and also sold publicly. It was adopted as the official organ of the ANZCC.

August 1949

Member Clubs to each nominate to the Executive Committee two permanent Stewards, which persons would be formed into a pool by the Association from which Stewards for events would be drawn.

The Butcher Cup was inaugurated - to be competed for annually for one of the Championship events, preferably the Road Race, to be competed for solely in New Zealand, the cup not to leave New Zealand. (presently awarded to the Gold Star RAcing Champion)

Clubs were advised that all competing cars should all have their registration stickers showing in all events, and should display warrants of fitness.

August 1950

Admittance to the Association sought by the 'Competitors Car Club' based in Auckland. Admittance was opposed by the delegates from the Northern Sports Car Club and the Auckland Car Club on the grounds that there was not room in Auckland for three Clubs. (The Club was admitted).

The magazine 'Sportscar' appeared to be suffering problems, and 'Modern Motoring' was offered to Clubs to contribute information to.

4 ...

August 1951

The 'Competitors Car Club' was wound up.

The Canterbury Car Club opposed the affiliation of the Motor Racing Club on the grounds that 'one Club is sufficient for Christchurch, and the Canterbury Car Club is a democratic body and is therefore adjustable to the needs of all Christchurch support.' The Canterbury Car Club delegate went on to say that 'certain of the events run by the Motor Racing Club were 'humbug', for which statement he was thoroughly chastised.

The Hamilton Car Club presented a remit that 'Permit Fees for Closed Club events be abolished. This was withdrawn and the Club supported the Hawkes Bay Car Club remit 'That where Closed Club events are concerned, permits be required only for Speed Events' which remit was Carried.

August 1952

The Auckland Car Club proposed a remit (Carried) 'That the Executive Committee produce in booklet form the current Constitution and Rules of the Association.'

Caltex Oil N.Z. Ltd donated £5.0.0 to assist with expenses connected with the Conference, which was accepted with appreciation.

The Hamilton Car Club proposed a remit that one third of Competition Licence fees be retained by the partent Club. The remit was Lost.

The Otago Sports Car Club proposed a £1 levy on Competition Licence Holders (Lost).

The Taranaki Car Club proposed separate North Island and South Island control of Motorsport. The remit was Lost.

August 1955

A remit was passed to the effect that a Chief Steward be elected, who shall be empowered to appoint Area Stewards. Mr A. Stafford of Levin was elected.

Capitation Levy was first proposed - at the rate of 1/- per head.

August 1957

A remit was passed that the present charge for National Competition Licences at 12/6 (including Rule Book) remain unaltered.

Capitation Levy was increased to 2/- per head.

August 1958

A Resolution was passed to employ a full time Secretary.

Capitation Levy was increased to 3/6 per head.

October 1958

First mooting by Mr R.W.A. Frost to change the name of the Association from the Association of New Zealand Car Clubs, the reason being the name was too difficult for outsiders to understand and remember.

August 1959

New Competition Licence fees set. Basic 10/- plus 2/6 for Rule Book; FIA licence 30/-.

Tune 1960

First mooting of Competition Licence Declaration form.

August 196

Resolution passed at AGM to appoint a Publicity Officer for the Association.

August 1962

Mr Keith Speedy first registered as Hamilton Car Club delegate at AGM in Dunedin.

1965

1965 AGCM approved change of name of Association to Motorsport Association of New Zealand.

JENNY MAIDENS

ROBBO'S Rally Ramblings



Well, the Rally season will soon be upon us and information regarding events is starting to come in thick and fast.

International Rally

You will all be aware that once again we have a World Championship Rally. This will be in the Auckland-Rotorua area, from 23 to 26 June.

The tentative timetable is for the event to commence on Saturday at 10.00 a.m. in Auckland until finishing back in Auckland at 10.00 p.m. that night. This leg will go north and use a number of the roads that have previously been used in the Hella Lights Rally. Leg 2 starts at 10.00 a.m. and finishes at 10.00 p.m. in Rotorua. This leg is basically similar to last year's first leg. The third leg is a long one, commencing at 9.00 a.m. Monday and finishing at 11.00 p.m. that night. This leg revolves around the Rotorua area and the first part of it has a very new thing tried in New Zealand - the first two stages then away to do three or four more, then back to re-do the first two stages again in the same direction. All these will be in daylight and should afford excellent viewing. The Rally will then go back to Rotorua for a small parc fermé before going south around the Taupo forest area before returning back to Rotorua. Leg 4 commences on Tuesday at 7.00 a.m. in Rotorua and travels via Pio Pio, Te Kuiti, Otorohanga, until finishing back in Auckland at 9.00 p.m. that evening.

Basically, the format is: Four legs, four days long; four days of daylight; no throughthe-night driving, and no legs longer than 14 hours, with shorter stages and a longer number of stages.

It really looks like a good event!

National Championship

The first round, to be organised by the Tokoroa Car Club, will be held on 6 May, and I advised you of the details of this in last month's bulletin.

Central Region Rally Series

Unfortunately, the Levin Car Club event has had to be cancelled because of unforeseen circumstances. I understand that a logging contractor required to use the road in question on the day. However, the Club has organised a Rallysprint on the same day in the same forest. I hope to bring you a report of this next month.

The Wanganui Car Club unfortunately has also had to change their Rally into a Rally-sprint. It will be held on 7 April 1984, and entries are now open, closing on Saturday 31 March. There is a maximum number of entries of 75, and I have copies of ASR's at the moment. The event will be approximately 6 kilometres in length, and will be held in the Lismore Forest.

Manawatu now have the honour of running the first round of this year's Championship. I have been speaking to Cam Taylor regarding their event, and it really sounds a beauty! They have 200 kilometres of Special, split over 11 stages, only 2 of which are forestry ones. Cam assures me that the rest of the Specials are on good based interesting county roads. The event starts in Taihape at 11.00 p.m. and finishes the next day in Palmerston North at 2.00 p.m. There will be a break of approximately 45 minutes in Taihape after seven stages.

Scrutineering and Documentation will be in Taihape from 7.00 p.m. until 10.00 p.m. Spectator maps will be available at Documentation. I have copies of ASR's.

Dunlop Rallysprint

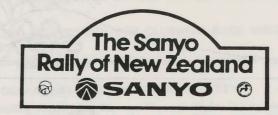
This popular event, promoted by Christchurch based RATEC, will be held on 19/20 May in the Ashley Forest. Entries close on 7 May. Entry Fee is \$48.00, and late entries will be accepted until 17 May at \$85.00. I have ASR's. It is understood that Television New Zealand will be televising this live, so watch for it if you can't be there.

ASR's/Mailing List

As a number of you will be wishing to enter events and may not necessarily be on Organisers' Mailing Lists - if you wish to contact me, I will prepare a list to send out any ASR's that I get. So, contact me, and get your name down.

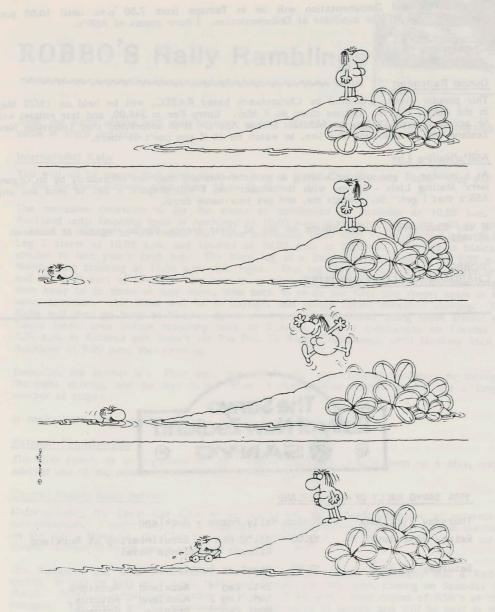
If any Clubmember wishes advice on any of these events, please ring me at home on 357-027.

'ROBBO' CHAIRMAN : RALLY COMMITTEE



1984 SANYO RALLY OF NEW ZEALAND

Dunlop	Rally Forum - Auckland
10.00 -	- 15.30 hrs - Scrutineering at Auckland Airport Travelodge Hotel
10.00	Start at Auckland Domain
	Set. Leg 1 Auckland - Auckland Sun. Leg 2 Auckland - Rotorua Mon. Leg 3 Rotorua - Rotorua Tue. Leg 4 Rotorua - Auckland
21.00	Finish at Auckland Airport Travelodge
15.30	Prizegiving Ceremony followed by a Social Function at Auckland Airport Travelodge
	10.00 -



Q. Who did Dracula eventually marry?

A. The girl necks door.



E

D

crossflow

We've been told that HEATHER McGUIRE got a bit of a fright the other day. She had apparently nipped down to the basement under the house and the door shut behind her. Young son Kevin, entering into the spirit of things, turned the key in the door, and no way could he or was he going to unlock it again, despite Heather's pleadings through the door. Kevin then decided to take the only way out, and ran away, and Heather was left locked in the basement, wondering if she was doomed to become the Hermit of Johnsonville. Very fortunately, MOIRA HUMPHREYS happened to come outside and astutely picked up muffled yells for help. She soon sized the situation up, and unlocked the door and let a very relieved Heather out. No doubt Murray has been busy figuring out some way to prevent the same thing happening again!

Well, folks, that's all the gossip for this month. There surely must be more, but I haven't heard it. If you like reading the CROSSFLOW page, I suggest that YOU phone ME if you have any news or tale about fellow Clubmembers. (The above was phoned to me at home, and the call took about two minutes). I have two phone numbers in the front of the bulletin so if you want to keep the page going and interesting, get to it. How can I print it if I don't know about it?

WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

MARSHALS AND HELPERS FOR OUR CLUBMANS RACE MEETING AT MANFEILD ON 5 MAY:

Please contact Lynn Dewhurst on 887-924

TRIALLING ORGANISERS AND NON SPEED HELPERS:

We need Trialling Organisers for our Monthly Night Trials and various other Trials and Non Speed events throughout the year. Please come forward and offer your services, no matter how limited they may be, so we can continue the fine standard and variety of events as we have done in the past. Motorsport doesn't just happen! Contact Dave Humphreys on 786-028.

TED WANTED WANTE

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wall jobs







I don't believe in tune-ups for cars. What I believe in is wall jobs. What's a wall job? That's when you take the car over to a garage and say, 'Hey, give her a tune up, O.K.?' And the guy says, 'Yeah, O.K. Come back on Thursday.' After you've gone, he drives it over by the wall, where it stays. When you come back on Thursday, or at 5 o'clock or whatever, there are greasy fingerprints on the steering wheel and a bill for \$58.95, but the car never left the spot. That's a wall job. People get them every day.

Wall jobs are the standard solution to warrants of fitness. Oh, if it's something major, like maybe one cylinder head fell off and lodged in the steering linkage, that will be fixed O.K. But say the glovebox door flops open every time the torque converter locks up, or there is a noise in the boot that sounds like elephants tap dancing; about these matters you have to prove the intensity of your dissatisfaction. First, you have to take a three day wall job. Then, if you bring it back again because it's not fixed, they know you're serious and they'll attempt a fix.

A bloke I know up in the middle of the North Island bought a brand new car off the local dealer last year. Typically, it had a few minor problems that should have been picked up in the pre-delivery inspection - but nothing serious. After driving around for a couple of weeks, he took it back to the dealer. They insisted on keeping it four days. They parked it beside a wall - in this case, a mesh fence. Well, this bloke happened to be going past a couple of days later, and noticed that the bonnet had been raised and was ajar. It transpired that somebody had climbed over the fence and stolen the carburretor and battery. The car had been unmoved so long that the foreman had no idea when the theft occurred. And, of course, he was terribly sorry, but replacing the carburretor and battery would take another day.

A lady friend of mine took her Fiat to a local repair shop. She was experiencing problems with gear changes - sometimes it wouldn't shift right. Her bill was \$600 to overhaul the five speed. A few days later, when she drove it on a trip, she found it wouldn't shift again. She took it to another mechanic, who told her that the transmission had never been touched. When the first mechanic was beaten up about it, he admitted the wall job but said if she took it back, he'd fix it right the next time.

There's big money in wall jobs. To start, they don't take a lot of training. An enterprising mechanic can even do two or three of them at once! Any service work not easily verified is a prime candidate for a wall job. Oil changes are charged but not done. Shock absorbers are not replaced. Front-end alignments are faked. That free 3000 kilometre service on your new car is an engraved invitation for a wall job. It's free to you because the assembler is so intent on having certain service operations performed - it greatly increases the chances that the car will be trouble-free later - that he takes it upon himself to pay the dealer. The dealer pockets the money and does the easy things on the list. I once took a new car back for such a service - the list included retorquing the head - and the mechanic never even bothered to wipe off the cam-cover dust.







'All ready for you, Mr. Milligan.

But don't get disheartened! Not all mechanics are dishonest. Not even the majority of them are. As a class, they're no worse than insurance agents or rugby players. But, in the case of the bigger garages, they work in a system that rewards fraud. It's called flat rate. Every dealer has a book that tells how long it takes to do every conceivable repair to a car, be it adjusting the alternator belt tension or changing the third main bearing. The mechanic gets paid for the number of hours the book says the job requires. If he takes longer - tough! If he finishes in half the time - bingo! And if skipping certain steps is necessary to get done in half the time, well, maybe nobody will notice.

Even if there is no fraud, the flat-rate system pretty well rules out the sort of preventative maintenance that most people assume - at least hope - they're getting when they take their cars back to the dealer for routine service checks. There just isn't a lot of time to check for frayed brake hoses when you're driving in new spark plugs with an air wrench to beat the flat rate.

The best way to avoid wall jobs is to have a good and honest mechanic. I know such people exist, because once I was lucky enough to have one regularly work on my car - then he left the country. Failing that, the next best way to avoid wall jobs is to never take your car in for a tune-up. This is the 'don't fix it unless it's busted' philosophy of car maintenance. Basic courses of mechanics are available at most polytechs, and car manuals are cheap enough and easy to follow. Spark plug changes could be the life of the car, and you don't need a great deal of mechanical aptitude to be able to set the gap yourself and change the plugs and select the right wrench. The air filters need replacing once in a while as well and the points checked, but it's far easier for you to learn to do this stuff than is to leave the car with a mechanic. Besides - when you do it, you know it's been done.

So, I don't believe in taking the car into a garage for tune-ups. Basically, I'm a guts-maintenance kind of person. That's when you do the things that make sense and guts out the rest. I would absolutely change the oil and filter when the car manual says so. And check the oil level frequently. And buy your own oil in bulk and add and change it yourself at home - how often have you fumed and waited at the local garage for petrol whilst the mechanic is busy with the car in front, checking and topping up the oil and water? But apart from that, be sensitive to the way your car behaves. Look for puddles of oil on the ground under it. Listen for new noises. Feel for vibrations. But don't be a hypochondriac about it. When something in your car need attention, it will tell you. Your car will wear out; there's nothing you can do about that. You just don't want to hasten the process by letting it run dry of lubricant. And when something does wear out, you want to catch it early enough so that it doesn't wreck something else.

Those who think of their cars as pets and lavish them with tune-ups will consider the above method to be do-nothing-maintenance. I think of it as doing my own wall jobs. The car, for its part, doesn't know the difference.

classifieds



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Caution .- Avoid contact with the eyes and open cuts. Keep away from 'naked flames' (both old and new).

Patient: 'Doctor, Doctor, people keep ignoring me!' Doctor: 'Next please!'

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MOTORING NEWS

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1984



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Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	277-747	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
Committee	Lynn Dewhurst	887-924	
	Dave Humphreys	786-028	
	Ian Laming	882-599	858-669 (w)
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w)
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	Lloyd Rance	759-986	

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PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: Jenny Maidens

Serini Maraena

DEADLINE FOR COPY FOR 'MOTORING NEWS'
IS EACH CLUBNIGHT

The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

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editorial



On reading other Car Clubs' Bulletins each month, it is little consolation to learn that the Wellington Car Club is not the only one suffering from a massive lack of Clubmember support. Some of the reports of apathy sound quite serious, and obviously it is a general trend throughout all Clubs in the country. We, as the biggest Club in Wellington, are no exception.

I sometimes ponder at all the time spent preparing this monthly Bulletin - is it worth it? All the pleas, questions and notices of events that I am requested to place in it obviously fall on blind eyes. You, as members, elected your Executive Committee last year, and for the few who are interested in knowing, that Committee works very hard and has your interests at heart. We try to run events that we think competitors will like. Obviously, in a lot of cases, our judgement is wrong, but how can the Committee know when no-one tells us? A Questionnaire published a few months ago resulted in a pathetic response, so we plod on blindly and do what we think best.

But then why should you, as members of the Club, do anything to help the Club or support it? Yer pays yer money and that's it. By paying yer money, yer can get a licence to go and do all the events you want to compete in. I mean, why does the Club have a Committee? It's the Committee's job to organise events for you and make sure you have a good and safe time, isn't it? And if a Club's got a bum Committee that doesn't organise as many events as you'd like to compete in, well, there's plenty of other Clubs around in the area that are organising something you can have a go in, isn't there? So I suppose to a lot of Clubmembers, the above doesn't matter terribly much.

We have on the present Committee, several members who also served on the previous Committee, and to those Clubmembers who have been in the Club for some time, you will only be too aware of the massive debenture repayments facing the Committees of the last two years. Coupled with this major repayment, the Club, through the Committee's decision, has also paid out many hundreds of dollars for new radios, and we are now informed that the Club badly needs and must have, if we are to continue to run successful Speed events, new timing gear, which will be in the region of over \$1,000.00. Where will the money come from to run events that are successful for competitors? We've heard many tales of very disgruntled competitors bitterly lamenting the failure of the old timing equipment, and we have a very experienced, well known, Speed Event organiser who has informed the Committee that he is refusing to organise any further Speed Events until the timing gear is replaced. Fair enough - but again, where will the money come from for this kind of expenditure?

The Committee hopes that these kinds of funds, plus funds to pay back debenture holders, will in bulk come from Fund Raising, Social types of events. So, we had a Casino Evening last month. If even half the current Club membership had supported it, we probably would have been able to buy the timing equipment the following week - and that's a fact! What we had from a Club membership of around 200 odd husbands and wives was 53 people, and around half of these were non Car Club people. If you don't like Casino Evenings, which are a helluva lot of fun, then what do you like? What would you support in the way of a Fund Raising event?

In August, the Committee is going to promote a Garage Sale in the Clubrooms. Be warned, we will be phoning each and every one of you to support it. Don't worry, it's not hard, physical manpower we want - it's any articles you may have at home, like used furniture, old vases, lamps, books, records etc. The Clubrooms are definitely in the right area for a massive Garage Sale, and we've got the covered facilities free to stage it. If you can't bring your contributions along to the Garage Sale, then we'll arrange to come and pick it up. How's that for a fair exchange? It's a great avenue for making money for the Club, which profits you can be guaranteed will go back into the Club to help each and every Clubmember. More details about the Garage Sale in next month's Bulletin.

JENNY MAIDENS



new members

New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

MARK ATTFIELD - Mark is a Rental Rep, and owns a hot Torana. (Good man!) He's keen to get into Speed Events and test the car's paces.

JEREMY BLANDFORD - Jeremy is a past member of the Club, and after a lapse of six years is getting back into the Sport again. His last stint was co-driving in the 1978 Rally of New Zealand.

TIMOTHY FELLOWS - With an impressive ownership listing of a Morris 8 Hot Rod, a Mini and a Model T Track Roadster, Timothy would have to be a Mechanic! He's had experience of drag racing, and is keen to enter Speed Events and Gymkhanas. We'll be looking forward to see which cars front up!

MARTIN JANSSEN - Martin owns an impressive grunter - a 351 V8 Falcon Coupe. Another one to look forward to seeing in the near future.

MICHAEL PROVON - A G.M. V8 owner this time - Michael drives a 308 Holden. He's keen to compete in Speed Events, and has had experience from the sidelines as part of a Pit Crew.

IAN SNALAM - Ian is a Fleet Service Manager, and drives an Escort Van. He's interested in Rallies, Speed Events and maybe Autocrosses.

ATTENTION ALL RECENT CLUBMEMBERS

ON SATURDAY 9 JUNE, the Club will be promoting a Bent Sprint at South Makara. The Sprint will be open only to members of the Wellington Car Club, and the format will be tailored to those of you who are just starting out in Speed Events, where there will be no pressure, and the whole emphasis will be low-key and a fun, enjoyable day. It's a good sealed road, ideal if you're just starting out in Speed Events and are still finding your way round the car handling. Full details will be in next month's Bulletin, but if you want more information now, phone Greg Lang on 883-488

FORMULA 1 WORLD CHAMPIONSHIP

BRAZILIAN GRAND PRIX: 25 March 1984: Round 1

No. DRIVER		CAR	I APS	TIME	SPE	EED (MPH)	BRAKE	S	SUSP.	G BOX	PLU	GS	INJECT.	ELECS	
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2 6 K. ROSBER	G	WILLIAMS FW 09	61	Ih. 48m. 15.006s.	110	2.790	A.P.	FEE	KONI	HEW FOR	Hex		HONDA	CONTROL	
3 II E.DE ANGI	LIS	LOTUS 95T	61	Ih. 45m. 38.620s.	110	. 479	CHET/LOC	FRE	KONI	-HEN AND	-	MPION	REHAULT		
4 23 E. CHEEVE	2	ALFA ROMEO 184T	60				POCK	PER	KONI	ALPA ROMEO	CHA		LUCAS	PAREL	نف
5 3 M. BRUND	E	TYRRELL 012	60			STATE OF STREET	A. P.	PHR	KONI	-HETLAND	-	-	LUCAS	COMPAG	26
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B 17 M. SURER	MARIN	ARROWS AG	59	Para Tables cal		ID MORE	LOCK	PER	KONI	-HEWLAND	CHA		BMW	Kongress	109
9 10 J. PALMER		RAM OI	58				LOCK	FEB	KONI	HEW FOR	CMA	MFION	HART-	- LUCA	
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19 A. SENNA	8	TURBO.							-						-
4 S. BELLOF		BROKEN THROTTLE	_ CA	BLE.	-				-		_		- RENA		4
21 M. BALDI		TURBO.				E. DE ANG		4	-			4 ALPA			13
27 M.ALBORETO		BRAKES.				E. CHEEV		2			-		ELL - FOI		2
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I N. PIQUET		ENGINE.										-	-		
2 N. MANSELL		ACCIDENT.							1		1	-		-	+
8 H. LAUDA		GEARBOX.	-										MITE TO	TOTAL S	
ZZIR. PATRESE	40				-				-		-	-		-	+

SOUTH AFRICAN GRAND PRIX: 7 April 1984: Round 2

51 BROKEN FRONT SUSPENSION

PROPERTY	COOKIN	JLTS DRIVER		CAR	LAPS	TIME		SPEED (MPH)	BRAKES		SUSP.	G / BOX	PLUGS	INJECT.	ELECS.
1	8	N LAUDA		MCLAREN MP4-2	75	lh. 29m. 23	430 5	128.367	S.E.P.	FER	KONI	MCLAREN-	CHAMPION	BOSCH	BOSCH
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3	16	D. WARWICK	SALE OF	REHAULT RE 50	74				LOCK	FER	KONI		CHAMPION	REHAULT	RENAULT
4	22	R. PATRESE		ALFA ROMEO IBAT	73				LOCK	FER	KONI	ALFA BOMED	CHAMPION	Lucas	-DMOPLE
5	26	A. DE CEBAR	15	LIGIER JS 23	73		Lanca de la		A.F/BREMS	FER	KONI	HEW FOS	CHAMPION	REHALLT	REHAUL"
6	19	A. SENNA		TOLEMAN TO 1888	72			The same of the sa	BIRL/LOCK	FER	KONI	TOLEMAND	CHAMPION	HART-	- LUCAS
7		E DE ANGEL	15	LOTUS 95T	71				CIRL/LOCK	FER	KONI	- HET LAND	CHAMPION	REMALLT	RENAULT
8	21	M. BALDI		SPIRIT 101	71				LOCK	FER	KONI	HEW ME B	CHAMPION	-LUCAS	-WCAS
9		M. SURER		ARROWS AG	71				LOCK	FER	KONI	-HEWLAND	CHAMPION	BMW	CONTACTLES
0	25	F HESNAULT		LIGIER JS 23	71				A.F./BREMO	PER	KOHI	HEW FGB	CHAMPION	RENALT	REMAUL
11	3	M. BRUNDLE		TYRRELL 012	71				A.P.	FER	KOHI	TYRRELL	CHAMPION		COMACTE
2		M. ALBORET		FERRARI 126 CA	70	HOT RUNNING	AT		BREMBO	FER	KONI	FERRARI	CHAMPION		- DIMOFLE
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- Q. Where did Napoleon keep his armies?
- A. Up his sleevies.





crossflow

Tales of woe in the Crossflow column this month!

First up, many of you triallists will know **WAYNE GAIR**, one of our Trialling membership. We understand that one of the beloved Peugeots is no more. Apparently had a run in with a Daihatsu on a country road, and the Daihatsu demolished it without suffering much damage at all, believe it or not! (P.S. The Daihatsu was in actual fact the large multi-wheel variety with a big engine and a tray on the back!)

One member we heard of had a spot of bother on the Desert Road. Is it true that RICK O'NEILL showers his new Piazza and the Civic with TLC and neglects the Company Jaguar? Must be so. The latter mentioned had a spot of loss of water trouble, hose gone or something, and had to call for help from Waiouru. However, Rick did endeavour to do something about it in the meantime. He unpacked his young son's bike from the trailer and sent him out into the desert to look for water! Last reports are that young O'Neill is two thirds the way up Ruapehu eyeing a patch of snow!

We also heard that a Honda Civic and a Valiant tried to mate on the Horokiwi Road recently. One of the penalties of living at the top of a narrow winding road, huh JACQUIE? BRETT COLLINGS is keeping very quiet about it too!

Dave went into work one Monday morning and he had a black eye. His friend Pete said to him "How did you get a black eye Dave?" and Dave said - "Well in church yesterday I was standing behind a lady when we were singing, and her dress was stuck between her buttocks. And I thought I should save her some embarrassment so I pulled it out. Next thing you know, she turned around and gave me a black eye."

"Oh" said Pete, and they went on with their work.

The next Monday Dave came into work with another black eye.

Pete said "You didn't do it again did you Dave " and Dave said - "No mate, but the same thing happened. When we stood up to sing I was standing

behind the very same lady and her dress was stuck in her buttocks again. The man next to me pulled it out and I knew she didn't like that so I put it back in - and that's when I got this black eye."

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talking trials



APRIL NIGHT TRIAL

The April Night Trial, ably organised by Wayne Gair one of our trialling members, consisted of four parts or sections. These sections, in turn, were labelled: - ODO, KERMIT'S CAPERS, PUGGY'S PROGNOSTICATIONS and finally FORE. When you add to these sections the codes used on some of the unmanned check boards, codes such as BENJY, BENJIE, BBENGGJY, ENJY, BEJEDY, YENGEDY, ENJIE, DEEJAY, BBENGDY, you will begin to realise the sort of trial it was.

Very well thought out with "mugs" routes throughout it was unfortunate that firstly a coded check board disappeared (no fault of the organiser) and then a check board with a code on it shouldn't have had a code! This was the organiser's fault and amends were made by deleting a check board and time related to the foul up.

Team Macmob, consisting Annette Miet, Allan Mines and myself enjoyed a good trial and ended up the winners. We missed two checks, one through not seeing a Post Office posting box (to go right at) and the other through taking the "straight ahead" road when told to proceed through a crossroads. The organiser's interpretation being to take the centre one of the 3 other roads comprising the crossroads. e.g.:-



There were a number of other 'contentious' instructions but the mugs route kept you right if you went a different way from the organiser's intent. These resulted in some good discussion points at the end!

Looking at the parking penalties incurred by a lot of competitors there are some pretty poor parkers among the trial competitors!

A good turn out of competitors and although I'll be out of town personally for May's trial, I'll be there for the June one.

Murray McGuire.

Team Macmob

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^{&#}x27;Did you hear that they sent up a Japanese astronaut?'

^{&#}x27;No, first I've heard of it.'

^{&#}x27;Well, they must have. I heard on the radio this morning that there's a little nip in the air.'

INVITATION TRIAL: Saturday 24 March 1984

It was most disappointing to have an abysmal turn-out for my Invitation Trial. Mind you, I should have been warned that the event was doomed from the start, as it ended up unchecked and one Check and one Control short anyway. It also started late, as I was unable to make it back to the Clubrooms on time after putting out all the checkboards to do the Start and Finish Controls myself, as everyone I asked was otherwise occupied at the time. (I did have some offers of help from Committee members when they realised I was short of manpower, but as all the Committee were going to be busy with the Casino Evening that night I declined to ask them, thinking instead I would approach Trialling competitors).

Anyway, four crews turned up, all from the Wellington Car Club. The Trial had been split in to three sections, and the whole thing lasted around 2½ hours. I deviated from the usual Targa timing and used Time of Day and Time checkboards. The first section went out through Johnsonville with an over-rider to go right at all Tees, and was fairly straightforward. The next section went via the old main road through Glenside, and scouted around Tawa and Linden, with an over-rider to note how many times the word 'Redwood' appeared, and to write the word down. 'William' also featured prominently during the Trial, as competitors were requested to write my dog's name on their cards every time a U turn was necessitated. After a quick trip up and down Grenada North's main street to collect a 'William', Section 2 finished back in Johnsonville.

The first part of Section 3 was Straight Line maps, which went through Newlands and Paparangi, and contained two checkboards, these, strangely and coincidentally, being at the start of Jane Grove and the end of Brooker Grove! The Straight Lines finished at the top of the Ngauranga Gorge, then a keep left all the way to the Park Royal in Oriental Bay, where a simple route took competitors over the hill through the back of Hataitai back to the Clubrooms.

The whole idea was to have basically, a fairly simple Trial, with no deliberate traps. All crews who participated told me they thoroughly enjoyed it. The Robertsons were a litle cross at missing my 'usual' Checkboard outside No. 9 Tinakori Road, and then somehow managed to drive past the Manned Check in Tinakori Road! There were a few hiccups, I must admit. My Timing was a little astray, but the whole Trial had been plotted in my m.p.h. Torana, and I had been hoping that when checked, it would have been done from start to finish in a car with a kilometre speedo, but after 2 declinations after being let down, the Trial was never checked. The other thing was that I neglected, was to award the 'cherry' for a deliberate wrong instruction in the last section, but no-one fell for the trap anyway. As all suffered the same on my little timing miscalculations, I didn't worry too much about it. (Robbo has since told me the correct method of determining timing from section to section!)

To all you regular Triallists who were too busy or otherwise occupied on the day - I'm sorry you missed out. I had loads of prizes, all sponsored to the tune of around \$70, and the Trial was a piece of cake. (Ask Ron and Irene Sealey how much they enjoyed it, and Mark Jennings who won it - his first event!) Consequently, every team received prizes. You probably won't get another chance, as I certainly won't be doing another Invite Trial - it's not worth all the time, effort and dollars for gas that I put into it - and I shall be strongly recommending to your Committee that Invite Trials of this nature are a complete waste of time and obviously not worth the trouble as competitors don't want to compete in them.

Results from the Trial are:

1st Mark Jennings

2nd John and Marie Thomson

3rd Ron and Irene Sealey

4th Robertson Family

My sincere thanks to Controls and Checks: JIM MAIDENS for patiently hammering up Checkboards; JEANETTE MARSLIN (with broken leg) and PHIL MORETON for Controls, and PETER GEORGE and CHER STRACHAN for Manned Check, and my best friend, JILL MATTHEWS, a non Triallist and a non Car Club member, but an avid supporter of the Club's social events, for managing to find the time on 3 occasions to help me plot and check the Trial.

JENNY MAIDENS



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RELEASE NO. 1

MARSHALL TREADS 1984 GOLD STAR TRIAL

The first round of the National Gold Star Trials Championship will be run by the Auckland Car Club on Saturday 2 June 1984 (Queens Birthday weekend).

Overall sponsorship of the event has again been provided by Marshall Treads, the Tyre Professionals, of Newmarket, and this support, together with assistance from numerous subsidiary sponsors will provide a prize list once again justifying the title of "New Zealand's richest car trial". Total prize value in excess of \$750 will be available, together with a vast array of trophies.

The event has been plotted by Doug Bone and Peter Batten, both of whom have been members of the Gold Star Championship winning crew for the last 5 years. The plotters have again promised a good clean event of about 8 hours duration. The trial will start from the premises of Marshall Treads at 9 am, and traverse the South Auckland area to Te Kauwhata before finishing at the Auckland Car Club clubrooms where refreshments and meals will be available. Included as the second part of the event will be Auckland Car Club's round of the Mercury Trophy interclub series.

Additional Supplementary Regulations can be obtained from Auckland Car Club, P.O.Box 27-063, Mt Roskill. Entries close on Wednesday, 23 May.

ENDS

CONTACT: Doug Bone, Ph 544-651 (home)

bits & pieces



Two men who attempted to rob a hotel in New Hampshire made a successful getaway in a CORVETTE because there just happened to be a Corvette rally in town. The men, armed with a pistol, accosted a clerk who was unable to open a cash box. The would-be robbers then fired a shot through the ceiling, ran to their car, and sped away empty handed. The police set up road blocks but the wanted green Corvette melted into the traffic jam of cars - about 300 other Corvettes in town for the rally. Dozens of Corvettes were stopped, police said, but not the one they were looking for.

RICHARD HAMBLIN, Studio Director of Interior Design for AUSTIN ROVER, predicts major developments in car interiors in the near future. Such new technology will include cars being fitted with features such as navigation and radar range finding, and the space to house such new features will come from redesign of existing features, such as radios, cassette players and graphic equalisers being relocated and designed so as to permit use of them by only a slot for a cassette. Controls could be integrated on steering column stalks or satellite features on the facia. Hamblin also predicts, and is currently researching, an idea of a 'super credit card' which would contain codes to adjust the seat, the steering column, heating, ventilation etc. The same card could also operate petrol pumps, debit the driver's account, open the garage doors at home, and even prevent a driver exceeding the speed limit if he wanted to!

The LEAST SATISFACTORY GARAGE in the history of covered car parking adjoins a semidetached house at Elkwood, Templelogue in Dublin (where else?) In 1978, prospective buyers of Mr Donal O'Carroll's home were intrigued to see that four concrete steps lead up to the front of the garage. The estate agent handling the sale said: 'I understand the driveway was very steep, which was why the steps were put in. The garage is ideal for anyone wanting an extra room, but certainly not if you want to park your car.'

Bugged by talking cars? What would you think of one that SCREAMS? The latest in car protection is a voice-synthesized alarm that not only emits the usual piercing siren, but adds a chorus of 'Burglar!' Burglar!' to make it perfectly clear what the problem is. The alarm is manufactured by a firm called Cahs Inc., in New York.

To those of you who are FORD drivers with dents in the palm of your hand - you'll no doubt be pleased to learn that Ford USA have decided to return the horn button on most models to its rightful place on the centre of the steering wheel. Just how that will affect the rest of Fords manufactured throughout the world, I am unable to tell you.

A new York attorney had his BMW STOLEN from a city street, but he is grateful to the thieves. The car was returned to him by the police in much better condition than before it was stolen. It was returned reupholstered, fitted with wire wheels, fog lights, a new stereo, racing seats, a padded steering wheel and matching gearshift knob - about \$3,000 worth of improvements. Police said the thieves apparently had decided to keep the car for themselves rather than have it dismantled.

A JEANS MANUFACTURER in Los Angeles is putting out jeans with car nametags on them such as Camaro, Corvette, Trans Am and Firebird on the hip labels, for teens and men. For women, however, the label reads only 'Style Auto.' The reason? A spokesman for the Company claims 'women didn't like the idea of 'Camaro' filling up their rear end.'

During a visit to his doctor in March 1978, Mr Harold Senby of Leeds found that his hearing improved when the hearing aid he had been wearing for the past 20 years was removed. 'With it in I couldn't hear much,' he said. 'But with it out, I had almost perfect hearing.' Closer medical examination revealed that in the 1950's a deaf aid mould was made for his left ear, instead of the right (the problem one). 'Over the years I have been fitted with several new aids,' said Mr Senby, 'but no-one noticed that I had been wearing them in the wrong hole.'

Subaru have announced their intention to enter a third works 4WD car in this year's Sanyo Rally of New Zealand, driven by the FIRST JAPANESE COMPETITORS to drive in our International Rally. The driver is 29 year old Junichiro Kato, with co-driver Masahi Umino, and the two are recognised as one of the top crews in Japan. The other two Subarus will be driven by Kiwis Tony Teesdale and Possum Bourne.



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IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

MAY

**	Sat	5	WCC COMMITTEE MEETING (7.30 at Clubrooms)	WELLINGTON	Inv.
**	Sat Sun	12 13	DAYBREAKER RALLY GRAVEL SPRINT	MANAWATU KAPITI	Inv.
**	Sun Sat Sun	19 20 26	CLUBNIGHT WCC Clubrooms 8.00 p.m. RALLY GRAVEL SPRINT TRIAL - Wall Trophy HILLCLIMB - Rangitumau - Duncan McKenzie GRAVEL SPRINT	WAIRARAPA VICTORIA UNIV. KAPITI WAIRARAPA LEVIN	Inv. Inv. Inv. Inv.
	JUNE				
**	Sat Sat Tues	2	GOLD STAR TRIAL SPEED EVENT MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	AUCKLAND HUTT VALLEY WELLINGTON	Open Inv. Inv.
**	Tues Tues	19	SEALED BENT SPRINT - South Makara WCC COMMITTEE MEETING (7.30 at Clubrooms) CLUBNIGHT WCC Clubrooms 8.00 p.m.	WELLINGTON	Close
	22 - Sun		SANYO RALLY OF NEW ZEALAND Autocross	WAIRARAPA	Int. Inv.



more detailed event info.

CLUBMANS RACE MEETING: Saturday 5 May (Wellington Car Club)

Scrutineering will take place at Manfeild from 8.00 a.m. to 9.30 a.m. Racing starts at 10.30 a.m. For further information, phone John Marslin 783-141 after 6.00 p.m.

DAYBREAKER RALLY: Saturday 12 May (Manawatu Car Club)

First round of the Central Region Rally Series. The Rally runs from Taihape through to the Manawatu. Scrutineering is in Taihape from 7 - 10 pm on Friday 11 May. For further information, phone the Secretary of the Club, on Palmerston North 85-698.

GRAVEL SPRINT: Sunday 20 May (Victoria University Car Club)

Venue not yet confirmed. Scrutineering will be from 9.00 - 10.00 a.m. on the Sunday at Impact Services, 44 Sydney Street, Petone, to Schedule A standard. The event will start at 10.30 a.m. For more information, phone Grant Dally on 663-096.

CLUBNIGHT MAY CLUBNIGHT MAY CLUBNIGHT MAY CLUBNIGHT MAY

C	SOMETHING OLD, SOMETHING NEW, SOMETHING BLUE?	C
U B N	Old = Historic movie of Levin and Alexandra Road events (1960's) New = Honda F1 video Blue = A film on the making of a Unipart Calendar	LUBN
G H	(The exact content may change, but the theme will remain the same.) If you have any old photos that you think may be of interest, please bring them along.	I G H
M	REMEMBER - CLUBNIGHT - 8.00 pm - TUESDAY 15 MAY	T
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WORLD DRIVERS CHAMPIONSHIP

1	25 Mar	Brazil			
2	9 Apl	South Africa			
3	29 Apl	Belgium	WOR	LD RALLY CH	MINONEHID
4	6 May	San Marino		VERS AND CO	
5	20 May	France	1	21-28 Jan	Monte Carlo
6	3 Jun	Monaco	,	10-12 Feb	Sweden*
7	17 Jun	Canada	3	6-11 Mar	Portugal
8	24 Jun	USA - Detroit	4	12-16 Api	East Africa
9	9 Jul	USA - Dallas*	-	4-6 May	
10	22 Jul	Great Britain	6	26 May-2 Jun	Corsica
11	5 Aug	Germany	7	22-27 Jun	Greece
12	19 Aug	Austria	8	23-29 Jul	New Zealand
13	26 Aug	Netherlands	9		Argentina
14	9 Sep	Italy	and the second	22-26 Aug	Finland
15	23 Sep	USA - New York*	10	30 Sep-7 Oct	Italy
16	7 Oct	German	11	29 Oct-5 Nov	
10	7 001	(OP Europe)	12	25-29 Nov	Great Britain
• 10	be confirm	ed (Or Europe)		es not count towe	ords Constructor

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The Committee would specially like to thank the following for their donations and services:

NORTHLAND AUTO SERVICES LLOYD RANCE SUPER LIQUORMAN - Taranaki Street ALL THE COMMITTEE MEMBERS AND WIVES WHO WORKED HARD ALL EVENING EPUNI P.T.A. ENTERTAINMENT ENTERPRISES

To those of you who would have liked to have come but were unable - sorry you missed a great evening. We'll have another one in a few months' time. To those of you who could have come but couldn't be bothered - stiff cheese. You missed a great night and probably much better value and cheaper than the entertainment you chose otherwise.

CASINO EVENING REVIEW

It must be said from the point of view of all those who attended the recent CASINO EVENING on 24 March, that the evening was an outstanding success. Maybe not from a financial point of view for the Club, but as far as value for money - spot on!

The Epuni PTA who came and ran the evening were as polished and professional as ever, (although I do wish they'd change their slaters more frequently!); the liquids flowed under the skilful attention of our most attractive barperson yet, in the form of Marilyn Harvie although I must hasten to add there were others dispensing as well, although not so good looking!

The evening followed the same pattern as previously - very cautious bets to start off, with a great demand for extra 'funny money' to gamble with, then bingo - everything comes right and suddenly everyone is walking round stuffing notes by the million in their pockets! The food was great, and plenty of it, and the crowd, although small, was congenial and the atmosphere was terrific.

The highlight of course, was the Auction after play stopped. This year, the Executive Committee decided the standard of prizes should be higher, and consequently, there were great goodies in the form of medal winning imported wines, \$50 cash and \$20 cash, a lovely range of ladies' cosmetics, six packs, liqueurs, and the inevitable two booby prizes. The Auctioneer conducted the auction splendidly, with a variety of hilarious 'deciders'. One of the most popular decisions went to Marie Thomson, who collected a prize for 'The Sexiest Ladies' Legs.' Poor Marie managed for the second year in a row, to pick the number of one of the booby prizes, and then when John 'won' a prize, he managed to pick the other booby prize!

Northland Auto Services (John Marslin) made a terrific gesture in putting up a \$50 cash note, which was (secretly) put into the No. 13 envelope. The Committee were aware of the prize, and only a select handful who weren't in the Auction bidding knew it was No. 13. As the Auction went on, the tension built up as to who was going to be the lucky person, and believe it or not, it was the last prize remaining! The Auctioneer had been primed that it was the choice prize, so he made it a 'hardy' by announcing the lucky last would go to a man with the hairiest chest. Thus, after the rush that followed to show off all their manly hair, the ladies present were treated to a mixture of both sexy and revolting sights of hairy chests and guts! By very popular acclamation, the winner was chosen by unanimous decision, and Graeme (Robbo) Robertson went home a very happy man with \$50

hip hip hurrah!

CRC CHEMICALS LIMITED have announced that they are to sponsor the New Zealand Rally Championship and have signed an agreement to do so for the next three years, including this year. For 1984, it is recognised that most organisers of Championship rounds have already negotiated individual event sponsorship, but CRC are allocating money to each organising Club towards organising expenses. In addition to this, for 1984, CRC are providing \$3,600.00 to be paid into the Championship Prize Pool for distribution to overall Championship winners.

In 1985 and 1986, CRC will pay organisers more money to assist with running costs, and the sums of \$7,200.00 will be paid into the prize pool for Championship winners at the end of the last round. In addition, ancillary prizes such as jackets etc. will be available as additional prizes.

Competitors will be required to carry CRC advertising on their cars, in the form of door banners at the top in 1984. Championship entrants will also receive pocket badges. In 1985 and 1986, competitors will also be required to display logos on their cars.

CRC have entered Championship negotiations with the spirit of the utmost goodwill and as a consequence, they encourage individual organising Clubs to still contract their own event sponsors. They are willing to work with these sponsors provided the sponsorship does not dilute their involvement in the Championship as a whole. From now onwards, the Championship will be known as the CRC NEW ZEALAND RALLY CHAMPIONSHIP.

Good on you, CRC!

TOYOTA NEW ZEALAND has announced its increased Prize Schedule for Toyota drivers who are registered in the New Zealand Rally Championship (excluding those drivers already sponsored by Toyota). For the Championship, Toyota are offering in Classes 2, 3 and 4 - \$1,000 to the first Toyota driver home, \$750 for second, and \$500 for third. As well, there is a new award for drivers entered in Class 1, which is \$500 to the first Toyota driver home, \$350 for second, and \$150 for third. These awards also apply to the Sanyo Rally of New Zealand, except the amounts shown will be doubled.

In addition, Toyota have inaugurated a Challenge Series, entitled the 'Toyota Group A Challenge Series for New Zealand Rallies'. This Award will consist of cash and points towards the overall Championship award, which is in addition to cash prizes at each round! Points will be awarded on a basis of 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 at each Regional round of the New Zealand Rally Championship, with double points for the two Premier rounds and the Sanyo Rally - all calculated on Toyota drivers highest placing overall, second highest, etc. The Points Pool has a total prize of \$5,000.00, plus trophies to the first three winners.

Great to see another Manufacturer getting behind the scenes and offering great encouragement and incentive to our Motorsport competitors!

DUNLOP NEW ZEALAND LIMITED are again this year sponsoring the very popular and sought after 'Dunlop Rally Driver of the Year' award. All eight rallies counting towards the CRC New Zealand Rally Championship plus the Sanyo Rally of New Zealand count towards the overall title, which award is not always granted to the outright winner of the Championship, and a cash prize of \$2,000. In addition, at each round there are 'Driver of the Event' prizes.

Dunlop have also inaugurated a new Award this year, that of Junior Rally Champion. To qualify, drivers must be registered in the New Zealand Rally Championship and must be 25 years of age or under, as at 1 January 1984, and the title of Junior Rally Champion plus a cash prize of \$1,000 come with the Award. Judging criteria will be the same events as the Rally Driver of the Year.

Nice one - again - Dunlop!

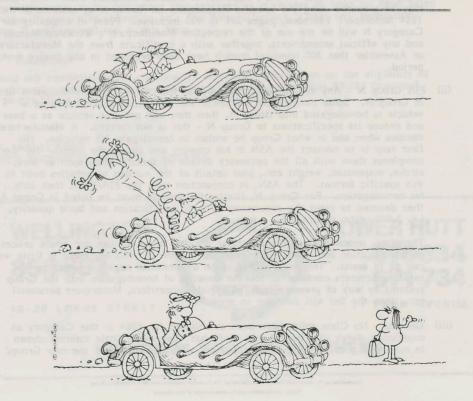


letters

Following the recent Casino Night, I feel moved to write a note of special thanks to the committee people responsible for the organising and running of the function. A good job very well done.

Now unfortunately the brick-bats. Where was the support from the club members? The turn out wasn't brilliant and hopefully we will end up in a break-even situation and not a loss. With a bit of support we'd have made some money. The most disappointing aspect was members taking tickets from the organisers or committee members on the understanding they would sell them or be using them themselves and then doing neither. Not even having the decency to contact those concerned to advise of non-usage of the tickets, this resulted in over-catering with subsequent additional costs. If I've pricked a few peoples' consciences then good. All club members end up paying for a few peoples' tardiness. Donations are always gratefully received.

M.McGuire.





Motorsport Association of New Zealand Inc.

Secretary General A J SMITHARD

PO Box 3793 Wellington New Zealand Telephone 723-520

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18 April 1984

CIRCULAR TO AFFILIATED CLUBS

PLEASE INSERT IN YOUR CLUB BULLETIN

NATIONAL RALLY CHAMPIONSHIP

The 1984 CRC National Rally Championship has now commenced and a few points of confusion have arisen concerning eligibility of vehicles. The Rally Advisory Committee released a circular to all Clubs on 21 December 1983, outlining the revised classes and the forward plan for future Championships. Unfortunately, it has become obvious that all potential competitors are not aware of that circular, nor its implications. To assist, we will explain each Category and Class applicable.

- a) Category 1 Standard Production (Vehicles complying with Category N or FIA Group N)
- (i) Category N For a vehicle to be eligible in this class it must have been assembled in New Zealand, of which a minimum of 500 identical models have been produced in twelve calendar months. All items listed under Mandatory Equipment as Schedule A and I Appendix R must be complied with. The vehicle may be prepared using the Specific Regulations for Group N as outlined in the 1984 Motorsport Yearbook, pages 397 to 400 inclusive. Proof of eligibility for Category N will be the use of the respective Manufacturer's Workshop Manual and any official amendments, together with a certificate from the Manufacturer or Assembler that 500 identical models have been produced in any twelve month period.
- (ii) FIA Group N Any vehicle which appears on the current FIA homologation list in Group N. Some competitors are under the impression that so long as a vehicle is homologated into Group A, then they can use this vehicle as a base and detune its specifications to Group N - this is not correct. A Manufacturer decides when and in what Group he wishes to homologate his vehicles. His first step is to contact the ASN in his country and obtain the forms. He then completes them with all the necessary details of specification, such as bore, stroke, suspension, weight etc., plus details of the number of vehicles built to this specific format. The ASN, in conjunction with the FIA/FISA, then lists his homologation. For Group N, firstly, the vehicle must be listed in Group A, then detuned to meet the requirements, both specification and build quantity, i.e. 5,000 units, in Group N.

Therefore, unless a given Manufacturer decides to go through the whole process of homologation and building the required volume of vehicles, there is little we can do to assist. This may appear to be a somewhat negative situation, but as Manufacturers continue to see the benefits of homologation into the Group systems by way of pressure from potential competitors, Motorsport personnel etc., then the list will continue to grow.

(iii) General - No Class splits have been established for 1984 in this Category as experience shows that in the past there has been very little interest shown in running Standard Production. However, with the advent of the new Group/ Class structure, we feel sure that the bulk of our 1985 fields could well be in this category and Class breaks will then be established.

(b) Category 2 - Group A (Vehicles complying with FIA Group A)

This category has been split into three classes: 0 - 1300cc; 1301 - 1600cc; 1601cc and over.

The recently released February 1984 Homologation List (sent to all Clubs) shows that the FIA/FISA have recognised that a problem exists with time lag on expiry of old Group 2 vehicles, and new generation Group A versions, and have taken the step of extending the date limits plus increasing the number of automatic transfers through to Group A. Admittedly, some of these transfers are only for 12-24 months, but they will certainly assist.

In view of this list, there are now a big proportion of last year's rally competitors who can now, by making a few changes, transfer their entries into this category.

(c) Category 3 - Open Category (Vehicles complying with FIA Groups and former FIA Groups 1, 2, 3 and 4 and Schedule I, Group Pacific)

Two Classes - 0 - 1600cc; 1601cc and over.

ADDITIONAL TO THIS CATEGORY IN THE REGIONAL ROUNDS ARE VEHICLES COMPLYING WITH SCHEDULE A IN ACCORD WITH ARTICLE 3.3 APPENDIX R (page 354 of the 1984 Motorsport Yearbook).

This is by far the largest category and encompasses a wide variety of vehicles. Very little needs to be said about this category as it relates to what we have based previous National Championships on. The only difference is that new generation Group B vehicles will run in this class.

(d) Conclusion

Should any competitor wish clarification or further information on the eligibility of his particular vehicle, I can be contacted at Paraparaumu phone 85-185 (business) or 84-029 (after hours - but not after 9.00 p.m. please).

I.W. SNELLGROVE CHIEF TECHNICAL OFFICER - RALLIES

> WELLINGTON 858-632



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NEW SEX EXPERIMENTS AT HOME YOU CAN DO

Experiment

- What you need:
- Different kinds of apples, lemons, ar
- missile, ask Mom if you can borow from the kitchen. But be careful! A An MX missile. (If you don't have
- What you do:
- Take off your clothes.
- Cut off a piece from each food.
- e a chart to show which foods not. and which are Mak 2 0

are





Foods	Red	Not red
oranges		×
apples (with skin)	×	M ₂ WS
lemons		×
tomatoes	×	0010

Why:

No one knows

Another Experiment

Take an old shoe box

holes in one end of the a pencil Poke N

shoe box. Put dirt in the

Take off your clothes.

orgasm? an Did you learn? Non did



gastro quide

Well, we finally made it to Majoribanks Street to visit the GENGHIS KHAN licensed restaurant, after hearing so much about it. If you decide to go - it is wise to book. I tried to book for two on a Wednesday night, and had to accept a booking for 8.30 (no hassle though). The first major shock. I think, is the sheer noise when you step inside off the pavement. The restaurant itself is one long, large room, and it was jam packed full of tables and people, all eating and talking their heads off. No big hassle though, you soon become part of it when you sit down.

The décor has been kept fairly simple. Dark red carpet, dark red ceiling, and dark green walls, with relief coming from long, lighted monochrome panels depicting Mongolian type scenes. A large bar is situated on one side wall, and the toilets are modern and clean.

The food at the GENGHIS KHAN purports to be Mongolian. Not being familiar with Mongolian culinary delights, I cannot vouch for its authenticity, but it's good. As full as the restaurant was, we had prompt, pleasant service at all times. To start with, we were given four pieces, or flat rolls, of a delicious bread, which resembled flat parcels sprinkled with sesame seeds. I think they may have contained a filling - it was difficult to ascertain on close inspection - but it was delicious. We were then offered a choice of two soups - Beef and Vegetable or Chicken and Sweet Corn. The Chicken soup was very tasty.

At this stage, we were somewhat in the dark as to what we should do next. We were probably fortunate in recognising a couple of friends who explained the procedure of procuring your main meal. My only criticism of the evening was this lack of 'know how'. Anyway, it transpires that you make your way down to the front of the restaurant, select a deep bowl and proceed to fill it with selections from the refrigerated food bar. Four meats are offered, which are beef, chicken, lamb and pork, carved into very thin slices and loosely rolled. One then proceeds to eight dishes filled with salad type ingredients, such as watercress, brocolli, lettuce, tomato etc. and this is piled in your dish on top of the meat. Then, the decisions. Eight deep bowls confront you, each labelled with a type of seasoning, or flavouring, such as soy sauce, white wine, ginger marinade, pineapple, garlic (very concentrated, but delicious -I if you like garlic!) and the like.

Two Chinese cooks await you, and take your dish piled full of food from you. They tip it on to a very large steel plate, about three inches thick, which is fired from below by manuka logs (piled neatly against the wall). They then proceed to cook your food on the steel plate, turning and tossing it with giant chopsticks, for about thirty minutes, then scoop it back in your bowl and return it to you to take back to your table and eat - with chopsticks. The heat generated from the fire through the steel plate must be incredible, as the food is still piping hot and tasty when you eat it after only around thirty seconds' cooking, and has, with the cooking process, diminished by about half the quantity. However, the great feature about the restaurant is that you are then quite free to go up and have another helping, or two, or three, or whatever. The price paid for the meal is a set price, much as a smorgasbord, and you can have as many helpings as you like. All at \$9.50 a head.

A few desserts are offered in the manner of Chinese desserts, such as lychees etc. and the usual range of beverages including Chinese tea, which goes down well after the meal.

How do I rate it? Very, very good. Main features are its originality, it's great for a quick meal if you want to be out in a hurry, and the most amazing thing - the way, way down cost of the evening. The wine list is a good menu, offering a good variety of all types of wine, both local and imported.

Our total cost for the evening, which included two spirit drinks when we arrived, a bottle of Australian White Burgundy (\$11.00); one soup; a main course each of which we had two helpings; all the bread we were offered; and Chinese tea for two - \$39.00 - which is pretty great value in anyone's books!

Another 'fun' type restaurant in Wellington. Probably best to go with a couple of friends, and remember to book! (Phone number not in phone book - 843-592). I thoroughly enjoyed it, not only the inexpensiveness, but the atmosphere and the tasty, different food.

JENNY MAIDENS



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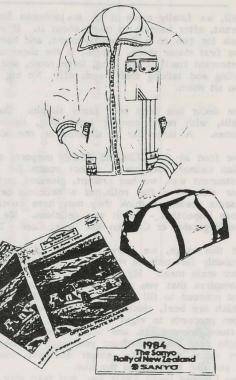
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HERMES
ELECTRONIC TYPEWRITERS

To those of you who attended the recent TOYOTA RALLY SYMPOSIUM, no doubt you were all making good use of the free pans and jotter pads thoughtfully supplied by the sponsors. A couple of our rallying fraternity couldn't make it along, and requested that a friend who was able to attend, jot down a few notes for them, which the 'friend' kindly obliged by doing accordingly. One of the rally team, on receiving the jottings on Servicing, was so tickled by the results, that she thought everyone should share the gems! (For personal reasons, the contributors prefer to remain anonymous).

It's probably not that fair to criticise other people's hard work, however most people would see the funny side of this.

(Taken from notes on servicing prepared by Kevin Lancaster.)

SERVICE BOTH CAR AND DRIVER

The mind boggles!!

ENSURE BEFORE CAR LEAVES THAT ALL WHEEL NUTS ARE CHECKED -PREFERABLY DRIVER AND CO-DRIVER

Never been called that before now have you ?

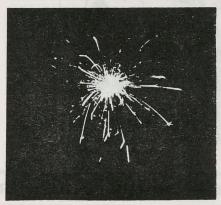
NEVER USE WHEEL BRACE OUT OF RALLY CAR

How do you change the wheel then ?

We didn't make it to the Rally Symposium but one of our crew went and picked up some very valuable tips. To Kevin Lancaster, even though after afew beers your notes took on a different light, they were well prepared and certainly helpful.

HOW BABIES ARE MADE.

When gas is heated, it condenses, forming a very small fireball. As it grows hotter, the fireball continues to shrink until it finally explodes with a deafening roar scientists call "the big bang." After the dust settles, the obstetrician takes a rag and wipes off the baby that has been spontaneously created. Usually the baby stays in the hospital for a day or two to recover; it then goes home with a lady chosen to be its mother.





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1972 Mazda RX3. 12A motor, 10A gearbox and diff., mags, new P3 Pirelli tyres, roll cage, new shocks. \$3,200 or near offer. Phone John Marslin 783-141 (home) or 759-171 (work).

Twin 45 Sidedrafts, Double Air Cleaner and Manifold to suit 4 cylinder Ford. Also, Extractors for 2 litre Ford, and 2 Wipac 55 watt driving lights. Phone Mike Fisher 277-197.

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Mag wheels, Aunger or Cheviot Trident pattern (or similar), and steel wheels 6" x 13" to fit Cortina, Escort, Hunter etc. Phone Mike Fisher 277-197.

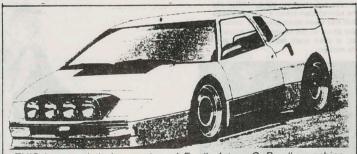
WANTED !!!

MATERIALS FOR THE MAKING OF CHECKBOARDS - can you help?

Hardboard probably most suitable - offcuts or damaged sheets. Must be able to be cut into 45×30 cm minimum size pieces.

WITCHES HATS FOR EVENT (Gymkhanas etc.) MARKINGS - do you know where the Club can obtain some at favourable prices?

VOLUNTEERS TO ASSIST ON DAY OF GOLD STAR TRIAL (August 18th) - Check points, results etc. Phone Murray McGuire on 784-423.



THIS is an artist's impression of Ford's future GpB rally machine according to Road and Track magazine. Ford is known to be holding on to its RS1700T engines and "those in the know" say an RAC Rally début as a course car couldn't be too futuristic.

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MOTORING NEWS

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JUNE

1984



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P.O. BOX 5142 Wellington tel. (Clubrooms) 892-309

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Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	268-253	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
The state of the s	Lynn Dewhurst	887-924	
	Dave Humphreys	786-028	
	Ian Laming	882-599	858-669 (w)
	Greg Lang	883-488	
		843-112	723-520 (w)
		783-141	
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RALLIES Graeme Robertson

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PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

UBSCRIPTIONS :	\$25.00	for	Ordinary	membership	and	for	husband	and	wife	
THAT RIPLICIALS	3/2-1/1/	IOL	Ordinary	membership	allu	101	Husballa	alla	MITC	

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

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BULLETIN EDITOR:

Jenny Maidens

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The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

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FORMULA 1 WORLD CHAMPIONSHIP

SAN MARINO GRAND PRIX: 6 May 1984: Round 4

Mai	No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES		SUSP	G BOX	PLUGS	INJECT	ELECS
1		A. PROST	MCLAREN MP 4/2	60	Ih. 36m. 53.679 s.	116.354		FER	KONI	Har LAND	CHAMPION	BOSCH	BOSCH
2	28	R. ARNOUX	FERRARI 126 C4	60		116.072	EMEN-BO	FER	KONI	FERRARI	CHAMPION	LUCAS	PARELLI
3		E. DE ANGELIS	LOTUS 95T	59	POT BUNNING AT			PER	KONI	LOTUE	CHAMPION	REMAULT	REMAULT
4	16	D. WARWICK	RENAULT RE BO	59				PER	KONI	HENALT-	CHAMPION	REMAULT	REMAULT
5		S. BELLOF	TYRRELL DIZ	59				FER	KONI	-HBOLAND	CHAMPION	LUCAS	LUCAS.
6	18	T. BOUTSEN	ARROWS AG	59			Lock	-	KONI	HEW FOR	CHAMPION	LUCAB	Lucas
		A. DE CESARIS	LIGIER JS 23	58	HOT BLIMPEUS AT		AP-MEN	Per.	KONI	HEWFOD	CHAMPION	REHALLT	REMAULT
8	23	E. CHEEVER	ALFA ROMEO 184T	58	HOT BUMMEND AT		LOCK	-	KONI	ALPA ROMEO	CHAMPION	LUCAS	PHOPLEX
9	21	M. BALDI	SPIRIT 1016	58			TOOL	PWR.	KONI	HEW PEB	E H A M F 1 0 H	HART-	HART
10	10	J. PALMER	RAM OR	57			LOCK	FER	KONI	HEW FGB	C H A M P O N	HAMT.	HART-
11	3	M. BRUNDLE	TYRRELL OR	55	PINISH		A.P.	FER	KONI	- HEALT	CHAMPION	LUCAS	SOUTH THE
	20			-	LUMBURG AT FINESH		AIRI I					HAMITA	HART.
	-	J. CECOTTO	TOLEMAN TO 183 B	52	BUT UNCLASSIFIED.		GIRT-LOCK	FER	KONI	PERSON.	EHAMFION	-Lucas	TUGAB

RETIREMENTS No. DRIVER LAPS REASON				CHAMPIONSHIP POINTS DRIVER						CONSTRUCTOR				
15	P. TAMBAY	10	ACCIDENT WITH CHEEVER.	1	1	A. PROST	24			ı	MCLAREN - POR SCHE	33		
25	F. HESNAULT	0	ACCIDENT WITH LAFFITE.	2	I	. WARWICK	13		1 2	2	FERRARI	19		
6	K.ROBBERG	2	ELECTRICS.	3 =	E	E. DE ANGELIS	10				RENAULT	14		
12	N. MANSELL	2	BRAKES	3=	F	Z. ARNOUX	10				LOTUS - RENAULT	10		
22	R. PATRESE	7	ENGINE.	5=	1	1. LAUDA	9			5	WILLIAMS -HONDA	9		
5	J. LAFFITE	12	ENGINE.	5 =	1	1. ALBORETO	9				ALFA ROMEO	6		
8	H. LAUDA	15	ENGINE.	5 .	IK	ROSBERG	9			7	TYRRELL-FORD	15		
27	M. ALBORETO	24	BROKEN EXHAUST.	8 =	E	CHEEVER	13				LIGIER-RENAULT	12		
14	M. WINKELHOCK	31	TURBO.	8 =	R	PATRESE	3				TOLEMAN-HART	1		
17	M. SURER	40	TURBO.	8 =	S	BELLOF	3				ARROWS - FORD	1		
30	U.GARTHER	47	ENGINE.	11 =	1	1. BRUNDLE	2				Barrier .			
2	T. FABI	49	TURSO.	11=	A	DE CESARIS	2							
1	N. PIQUET	40	TURBO.	13=	P	TAMBAY	1			T	DOI: 10			
9	P. ALLIOT	54	TURBO.	13=	A	SENNA	1							
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						Constant Constant		AP I SERVE			SOUTH	1		

World Rally Championship for Makes — round four World Rally Championship for Drivers — round five

Tour of Corsica — May 3/5

1.	M. Alén / I. Kivimaki (GpB Lancia Rally 037)	13h 24m 56s
2.	M. Biasion / T. Siviero (GpB Lancia Rally 037)	13h 29m 11s
3.	J. Ragnotti / P. Thimonier (GpB Renault 5 Turbo)	13h 33m 16s
4.	J. P. Nicolas / C. Pasquier (GpB Peugeot 205 Turbo 16)	13h 44m 50s
5.	S. Blomqvist / B. Cederberg (GpB Audi Quattro A2)	13h 45m 55s
	J. C. Andruet / M. Rick (GpB Lancia Rally 037)	
7.	A. Bettega / S. Cresto (GpB Lancia Rally 037)	13h 55m 40s
8.	F. Chatriot / M. Perin (GpB Renault 5 Turbo)	13h 57m 25s
	G. Frequelin / "Tilber" (GpB Opel Manta 400)	
	Y. Loubet / P. Trivero (GpB Alfa Romeo GTV6)	
	155 starters, 58 finishers	

Championship points

Makes (after four rounds)	minos	Drivers (after five rounds)							
1. Audi		1. M. Alén 48 pts							
2. Lancia	56 pts	2. H. Mikkola 44 pts							
3. Renault		3. S. Blomqvist 43 pts							
4. Toyota		4. M. Biasion							
5. Volkswagen	21 pts	5. W. Röhri							
6. Opel		6. A. Bettega 24 pts							





New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

PHILIP SCOTT - Philip is a Printer, and past experience includes that of a Co-driver.



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WE RENT FOR EVERY EVENT

talking trials



May Night Trial

For this months night trial Ian and I decided that we would make it a fairly straight-forward event with only one or possibly two traps per section. This was in an attempt to make the trial easy to set and check. It turns out however that even the easiest trial can catch even the most experienced triallist, with several of the more experienced teams missing at least one check

The check-board names was one area where we had some amusement, with most of the names sounding like Peugeot. This was, of course, to get back at Wayne Gair for the previous months dig at Rover. We were glad that Wayne turned up and found it amusing.

Most competitors got most of the checks except one down a small straight ahead in Breaker Bay (PEUGATORY) I think, while another competitor (who I won't name) drove right past one.

We enjoyed setting this trial, and it was most gratifying when the majority of the competitors came up and thanked us for it.

Thank You

For a change, it was a pleasure to compete on a Night Trial that was straightforward and accurate. On some of the events in the past few months, the Organisers have tried to be too clever with traps and interpretation of rules and have tripped themselves up to the detriment of the Trial.

The Trial started as usual at the Clubrooms on the first Tuesday of the month and proceeded to the end of Section Control in Queens Drive. The route took us up Mt Albert Road, over the hill into Lyall Bay. The only catch was that TORU ST did not exist. If you used it, you missed a Check.

Section Two, Sub Section One, Straight Line Maps: These are easy. We proceeded from Point A to Point D on the map. This took us all round the industrial area of Rongotai. It must have been easy - were were eight minutes early. Sub Section Two - only six instructions. 'Can't be too bad.' 'What's this at the top?' An Over-riding instruction. Left and right alternately at each intersection. This took the number of instructions from 6 to 21 and us from Breaker Bay to Miramar via Seatoun!

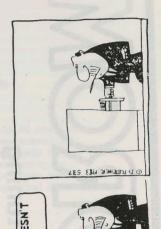
Section Three - Over-riding instruction - Right at all Tee intersections. This section took us back to the Rongotai area then on to Newtown and back to the Clubrooms.

We only lost 31 points - 2 checkboards missed (Trev's fault) and 11 minutes early (my oversight) but the 31 points lost was only good enough to give us 5th place. Maybe all the 'Guns' will stay away one month and give us a chance!

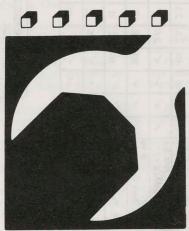
I would predict that if all monthly Night Trials were of this standard (maybe a little longer) we would have 40 competitors every month. Thanks to Ian Laming and Dave Hansen, the Checker, and the Checks.

TEAM CONROY (Trevor Blakemore and Eddie Conroy)

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SANYO RALLY OF NEW ZEALAND COMING EVENTS -

	to year hand and wall no save of printing to only and In
21 June 1984	Dunlop Rally Forum - 8:00pm Auckland Airport Travelodge. Tickets \$5.00 available from the Rally Office, P O Box 9804, Newmarket, Auckland. The proceeds will be used entirely to assist to run the Rally. The only opportunity to hear International Rally Super Stars in grass roots conversation on todays rally scenes supported by an excellent new rally film.
22 June 1984	Scrutineering - 10:00am - 3:30pm at Auckland Airport Travelodge.
23 June 1984	Leg One starts 10:00am at the Domain Auckland and finishes at 10:00pm at Auckland Airport Travelodge.
24 June 1984	Leg Two starts at 10:00am at Auckland Airport Travelodge and finishes at 10:00pm at Rotorua Travelodge.
25 June 1984	Leg Three starts at 9:00am at Rotorua Travelodge and finishes at 11:00pm at Rotorua Travelodge.
26 June 1984	Leg Four starts 7:00am at Rotorua Travelodge and finishes at 9:00pm at Auckland Airport Travelodge.
27 June 1984	Prizegiving Ceremony 3:30pm at the Auckland Airport Travelodge followed by Social Festivities for the remainder of the evening. Full bar and dining facilities will be available. Everyones invited - no tickets are necessary.



With the biggest motor sport event in this country only weeks away the pressure is really "on the" organising committee and other senior officials who at the time of writing were beginning to finalise their arrangements to ensure that we have another smooth running event. Without any doubt this event will be one of the best ever in this country, both from a route layout point of view and the high quality entry expected.

To date the publicity for the event has been outstanding and rallying has earnt a lot of valuable friends as a result of the efforts of our highly professional and efficient press relations team. Many national newspapers are intending to carry feature articles on the event but considerable publicity has been gained via general interest magazines such as "Adventure" and "Auckland Metro".

At the time of writing Television New Zealand were still finalising their coverage of the event with news coverage being confirmed. Notable television personalities and familiar faces on the motor sport scene, Graham Booth and Tony Palmer, will be guiding two separate ENG camera units throughout the event to provide two news packages per day for network sportsnews each night of the rally. Once again Radio New Zealand will be covering the event throughout with Ian Woodley and Brian Kelly with a proposed summary of results each night at approximately 11:00pm.

Much controversy has now surrounded the overseas teams, in particular the Martini Lancia team. They are now only a few points behind Audi and at the time of writing a definite decision was to be made as to whether or not they would compete in the event. Similar controversy surrounds the Audi team who have entered three cars but only nominated drivers for two. We can only wait to see their final decision by June 5th. The definite overseas starters to date are as follows:-

Rohrl (Audi Quattro), Blomqvist (Audi Quattro), Waldegard (Toyota Celica Turbo), Kankkunen (Toyota Celica Turbo), Kato (Subaru RX Coupe), Bagard (Renault R5 Turbo), Berteil (BMW 323 i), Paraferrer (Alfa Romeo Alfasud 1500 T.I.), Bagard (Peugeot 104 ZS), Robertson (Vauxhall Chevette HS 2300).

At the time of writing it was possible that Shekhar Mehta would also be a definite starter.

Various changes in the event format have so far proved popular but the real test will come on the actual rally, in particular the attitude and behaviour of spectators both in the stages and traveling on the public road. Another problem which has eventuated is the use of helicopters and as a result of problems caused last year with scaring farm stock etc. the Civil Aviation will be monitoring the flight plans of all helicopters associated with the event.

To provide spectators and enthusiasts with adequate information the rally programmes and route maps will again be available but in a new format. This year an 84 page publication is being produced comprising good articles of interest complete with photographs and a 24 page supplement containing the Dunlop Route Maps. The route maps this year will be more explicit particularly around forestry regions but instructions given in the maps will have to be strictly adhered to for spectators to gain maximum viewing and to assist the smooth running of the event.

Once again the Dunlop Rally Forum will be held before the event and as usual a good attendance by rally enthusiasts is expected. As the event will take place at the Auckland Airport Travelodge where most international personalities will be staying a good guest panel should also be in attendance. The invited speakers include: Stig Blomqvist, Bjorn Cederberg, Roland Gumpert, Bjorn Waldegard, Juha Kankkunen and Henry Liddon. A supporting panel of private overseas entrants and local competitors could also be featured and the evening will be hosted by Radio New Zealand's Ian Woodley. Another feature of this forum will be the first showing of the Audi Sport film covering the 1983 World Rally Championship.

That just about covers what is happening with the event but when spectating please remember that events like this do not just happen they have to be organised and paid for. We are providing the motor sport fraternity of New Zealand with a first class World Championship event. How about supporting us by purchasing one or more of the Official Rally products available in association with the event.

Kindest regards,

Kevin Lancaster Rally Co-ordinator.

A stranger walks into a bar and announces to the barman. 'Hey fella! Have I got some terrific Irish jokes for you guys!' The bartender leans over to him and says, 'Listen, if I were you, I'd watch your tongue. The two 250-pound bouncers here are Irish, I'm Irish and I'm no midget, and every man here is Irish.' 'Oh that's okay' said the stranger cheerfully. I'll talk v-e-ry s-l-o-w-l-v.'

An obviously gay guy swished onto a bus to face a derogatory sneer from the massive bus driver. 'Faggot!' he growled, 'where's your pearls?' 'Pearls with corduroy!' shrieked the gay, 'are you mad?'





IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

JUNE

	-			
Tues Tues Tues	12	MONTHLY NIGHT TRIAL (7.15 start WCC rooms) WCC COMMITTEE MEETING (7.30 at Clubrooms) CLUBNIGHT WCC Clubrooms 8.00 p.m.	WELLINGTON	Inv.
22 -				
Sun		AUTOCROSS	WAIRARAPA	Inv.
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JULY	_			
Tues	3	MONTHLY NIGHT TRIAL (7.15 start WCC rooms)	WELLINGTON	Inv.
Sun		SPRINT - Duncan McKenzie	VICTORIA UNIV.	
Tues		WCC COMMITTEE Meeting (7.30 at Clubrooms)		
Sat		AUTOCROSS - Kim Naylor	WELLINGTON	Inv.
	15	HILLCLIMB	WAIRARAPA	Inv.
Tues	17	WELLINGTON CAR CLUB PRIZEGIVING - 8.00 pm		
Sun	22	PHOTOGRAPHIC TRIAL		Inv.
Sat	28	CLUBMANS - Manfeild	HUTT VALLEY	Inv.
Sat	28	**RALLY	NELSON	Inv.
Sun	29	SPRINT	KAPITI	Inv.



more detailed event info.

GARDEN COURT MOTORS/RADIO NELSON RALLY: Saturday 28 July (Nelson Car Club)

The Rally starts at 8.15am on the Saturday morning, and covers 180 kms, all run in the Golden Downs State Forest, many roads of which were used in the 1980 Motogard Rally. Prizemoney offered is in excess of \$5,000. The first cars are expected to finish around 3.30 pm on the Saturday afternoon. For further information, entry forms and Regs, write to the Rally Secretary, Nelson Car Club Inc., P.O. Box 231, Nelson.

CANCELLED EVENTS

The Hutt Valley Motoring Club Autocross which was to have been held at Te Marua on Saturday 2 June, has now been cancelled

The Wellington Car Club Bent Sprint, which was to have been held at South Makara on Saturday 9 June, has unfortunately been cancelled owing to the fact that a road closure on that date. It is intended that this event will be rescheduled for a couple of months' time

WELLINGTON CAR CLUB ANNUAL PRIZEGIVING

The Annual Prizegiving will this year be held on the July Clubnight - Tuesday 17 July 1984, commencing at 8.00 p.m. It is hoped that a full schedule of prize and trophy winners will be available for publication in next month's Bulletin

NOTICE OF ANNUAL GENERAL MEETING OF THE WELLINGTON CAR CLUB INC.

THE ANNUAL GENERAL MEETING of the Wellington Car Club Inc. will be held at the Clubrooms, commencing at 8.00 p.m., on Tuesday 18 September 1984

L. MOLLISON Secretary

PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

SPEED TRAP SHOWDOWN

MANY OF OUR older members can recall the days in the 1930s when AA patrols would salute whenever a car bearing the club badge went by. If no salute was given, the member was warned that a traffic officer could be lying in wait on the road ahead.

Not many know, however, that this practice had its beginnings in Britain as a counter-attack against unreasonable turn-of-the-century enforcement. Times were tough for the pioneer motorists then, but made tougher by what appeared to be a police determination to run the new infernal contraptions off the road.

By 1904 a speed limit of 20 mph had been imposed on all roads, whether in town or open country. Heavy penalties were inflicted on anyone who exceeded it, even by a fraction. Speed traps were the rule everywhere, and the natural hostility of horse-loving Edwardian magistrates saw to it that police evidence was irrefutable.

If a driver went slowly he would be prosecuted for making too much noise. If he went neither too slowly nor too fast, then another charge would be found—a registration plate slightly obscured by mud, perhaps, or the plate not sufficiently lit at night.

By 1905 the persecution had become so blatant that some action had to be taken if motoring was to survive. It was then that a small group of enthusiasts, organised later that year as the AA of Great Britain, hit on a novel early warning scheme.

At their own expense they started a trial service of cyclist patrols, mainly recruited from newspaper messengers, whose job it was to patrol the Brighton Road on weekends. Their task was to find out where the police were operating and to warn passing motorists.

The service quickly proved its value, reducing the number of convictions on that road dramatically within a month. Encouraged, the group appealed for public support and the AA was founded with a membership of 90 that August, A few weeks later the fledging band faced its first major test.

It happened one morning when a police inspector and his constables lay in wait behind a beech hedge on the Portsmouth Road. There was a hill at this spot, requiring the driver to change to low gear and chug laboriously up the slope.



No sooner had one driver done so than the policeman stepped out and charged him-with exceeding the 20 mph speed limit. Uphill? In low gear? But the protests were unavailing — even when an AA scout (a newsboy hired for this duty) appeared and asserted he had followed the car uphill at the same speed.

Back the motorist travelled to London, where the AA secretary welcomed him with open arms. At last! A case where the charge was so ridiculous, and the evidence for the defence so overwhelming, that even the most one-eyed of magistrates would have to concede a police bias.

But no, the Association had still underestimated the animosity of officialdom. Not only was the prosecution's case accepted by the Court and the "culprit" fined, despite the scout's testimony, but the scout himself was then arrested for periury.

Pulling out all stops at the latter's trial, the AA made a final effort. A key point rose when the defence showed that the police inspector bought his stopwatch with his own money, so keen was he to trap motor cars. The magistrate was unimpressed, but not so the jury — they found the scout not guilty.

The war lingered on for some time after this, of course, but in 1906 the AA scored another victory. Again defending a member charged with exceeding the speed limit, they brought the car's manufacturer to the stand. He testified that the model was incapable of doing 20 mph in any circumstances!

By now the road patrols were so effective that the police tried a test case of their own — prosecuting a scout for impeding the police in the execution of their duty. Since this charge could hardly be denied a change in tactics was needed.

The solution was the non-signal. By instructing their patrols to salute when the road was clear but to take no action when the police were in the vicinity, the prosecution of scouts was successfully stymied. It's rather difficult to prove an "impeding" case against someone for doing nothing at all!

And that's how it all started.



gastro guide

We finally visited a Restaurant we hadn't heard all that much about (apart from megabucks!) and were curious enough one night, along with another two couples, to try out the **PARKROYAL.** To start with, the most disconcerting fact about entering the hotel is that you go in 'through the back door' with a doorman to direct you to the one and only lift upstairs.

Once at Reception, you are directed along to the Bar, which is, as is the décor in the rest of the place, fairly opulent - lots of stuffed chairs, marble tables and that kind of thing. The bar wasn't too busy, and eventually we had to approach the bar to get our drinks order taken. Rather than risk another long wait, we later proceeded into the Dining Room which we could see was swarming with attentive staff.

Most of the tables in the Restaurant have a harbour view, and one is taken immediately by the awesome presentation of expensive silver on the table. The Restaurant itself would seat probably around 60-70 people, and the surroundings are plush. The walls are papered in copper metallic type paper, furnishings are very opulent, but with a rather busy paisley carpet. The tables are beautifully set with good quality china, candles and flowers.

The menu is fairly extensive - a choice of six cold appetisers at average price of \$7.50; two hot entrées - escargots and mussels - and three soups offered. For main courses, there are four fish dishes - average price around \$17.00, with prawns offered at \$26.50. As well as Specials, there are nine meat dishes at around \$17-\$18.00 average, plus three of something I can't read from my notes, which are between \$16.50 - \$18.50. Six desserts offered, around \$6.00.

The service is faultless, from presentation of the 'special' dishes from beneath an enormous tureen on a trolley, to the flambing at the table of one of the more exotic and equally exotically priced, special coffees - very potent.

Wines, I cannot comment on as I was not given the oppoerunity of perusing the wine list. However, I would imagine it would be a very extensive list.

Overall comment? Perhaps a wee bit disappointing. The food itself was very good, the service excellent and unobtrusive (red wine decanted at the table; everything silverserviced, choice of several types of bread); the romantic accompaniment on the grand piano was fine - but I feel somehow the whole thing is a little unreal, or too opulent, or something. However, I could be wrong, and certainly, if the opportunity arises in the future to be taken again, I would not refuse.

JENNY MAIDENS

Did you hear about the two Aussie hunters who got themselves all set up for a weekend of hunting? They gathered their guns and the dogs and the ammunition and the orange hats and tramped about for hours, but with no luck whatsoever. And when they came out of the woods at dusk, they looked around at all the other hunters who were carrying braces of pheasant and quail, ducks and geese - even a deer or two.

'Gee' said the first Aussie to his companion. 'Everyone else seems to be doing pretty well for themselves. Whaddaya reckon we could be doing wrong?'

'I dunno' said the other. 'Maybe we're not throwing the dogs up high enough.'

bits & pieces

Well known and popular Committee member, LLOYD RANCE has tendered his resignation from the Club Committee. The reason for this reluctant decision is that Lloyd is off overseas. To start with - six months in Holland on holiday! Good luck on your travels Lloyd, and drop us a line for the Bulletin every now and then.

The NISSAN SUNNY was the world's top selling car in 1983, with 556,340 cars being produced. 377,900 of these were exported to 130 countries, making the Sunny Japan's top export model.

The story of the LEAST SUCCESSFUL CAR. Ford produced the car of the decade in 1957 - the EDSEL. Half of the models sold proved spectacularly defective. If lucky, you could have got a car with any or all of the following features: Doors that would'nt close, bonnets and boots that wouldn't open, batteries that went flat, hooters that stuck, hubcaps that dropped off, paint that peeled, transmissions that siezed up, brakes that failed and push buttons that couldn't be pushed even with three of you trying! In a stroke of marketing genius, the Edsel, one of the biggest and most lavish cars ever built, coincided with a phase when people increasingly wanted economy cars. As Time magazine said - 'It was a classic case of the wrong car for the wrong market at the wrong time.' Unpopular to begin with, the car's popularity declined. One business writer at the time likened the Edsel's sales graph to an extremely dangerous ski-slope. He added that, so far as he knew, there was only one case of an Edsel ever being stolen.

HELLA Limited have introduced a new range of map reading lights. The new lamps have in-built on/off switches, 12v 5w halogen bulbs and black chromeplated arms. There are two models for permanent fixing, with 500mm and 195mm arms length, and a 160mm model for occasional use with a cigar lighter fitting.

World-wide JAGUAR sales during the first three months of 1984, at 7,810, were 19% up on January-March figures of 6,542 in 1983. These figures include a boost of 31% in Jaguar's biggest market, the USA, where 3,871 cars were sold during the first quarter.

When David Schwartz left University in 1972, he set up RENT-A-WRECK as a joke. Being a natural prankster, he acquired a fleet of beat-up, shabby, wreckages waiting for the scrap heap in California. He put on a cap and looked forward to watching people's faces as he conducted them around the choice of bumperless, dented junkmobiles. To his lasting surprise, there was an insatiable demand for them, and now he has 26 thriving branches all over America. 'People like driving round in the worst cars available' he said. 'If a driver damages the side of a car and is honest enough to admit it, I tell him to forget it. If they bring a car back late we overlook it. If they've had a crash and it doesn't involve another vehicle we might overlook that too.' 'Where's the ashtray?' asked one Los Angeles wife, as she settled into the ripped interior. 'Honey' said her husband - 'the whole car's the ashtray!'

What exams do farmers take?

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speed scene

WELLINGTON CAR CLUB CLUBMANS : 5 May 1984

It was pleasing to see a good turnout for this year's Clubmans, with many people making the trip from Wellington. An interesting change this year was the presence of Go Karts, who, along with all competitors, provided a very good standard of competition. Fastest car of the day was Rod Collier, making a welcome return to racing in the ex Tony Marsh Datsun.

The competition throughout the day was very keen and intense with most attention going to the Wellington Car Club race, this year being won by Danie Lupp in his SS Commodore. There were a few casualties during the day, most of them being taken in a good humoured nature and none being too serious.

When racing finished, it was back to a hotel in Feilding for the After Event Function where prizes by the sponsors (Iain Mollison - Universal Tyres - Danie Lupp (Archer & Lupp Services) were presented.

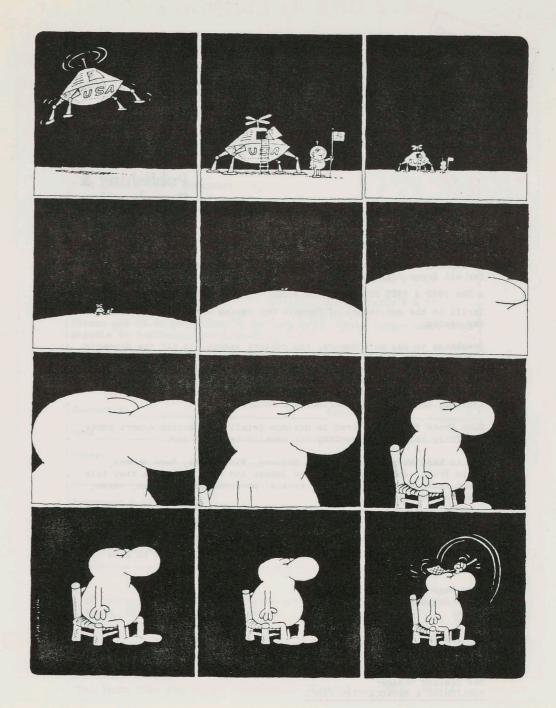
I would like to thank all the people involved in Marshalling, Scrutineering, Timekeeping, Secretary, Radio set up and Track Officials, and any others who made it a very smooth running and worthwhile event. Special thanks must go to John Marslin and Lynn Dewhurst for their assistance.

GREG LANG

Special thanks for the timing for the Clubmans, to Bruce McPherson (L.V. Martin)

MOTORSPORT ASSOCIATION ANNUAL GENERAL COUNCIL MEETING

This year, the Motorsport Association's Annual General Council Meeting is to be held in Auckland, from Friday 8 June to Sunday 10 June. Three official representatives of the Wellington Car Club will attend - Graeme Robertson as Delegate, Alan Harvie to cover Racing and Speed Advisory Meetings, and Murray McGuire to cover the Trials Advisory Meetings. Robbo will also attend the Rally Advisory Meeting. All the above will be funishing a report to the Bulletin on the outcome of the various remits, and be reporting on rule changes and other matters of interest. This year, Robbo is standing for the Executive Committee of the Motorsport Association, and is standing down as a long-serving member of the Trials Advisory Committee. We are very confident of his chances, as he has a lot of support from other Car Clubs who have nominated him for the Executive Committee, and for those of you who know him, we are sure you will wish him every success



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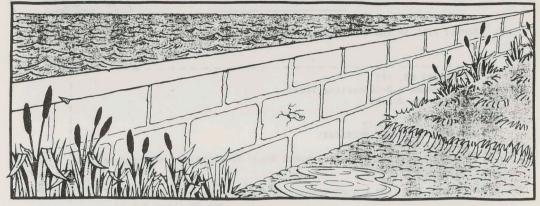
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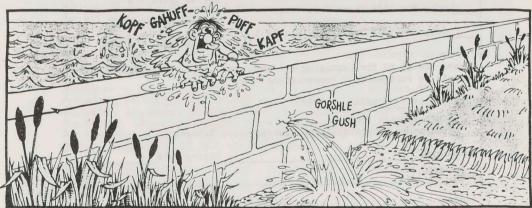
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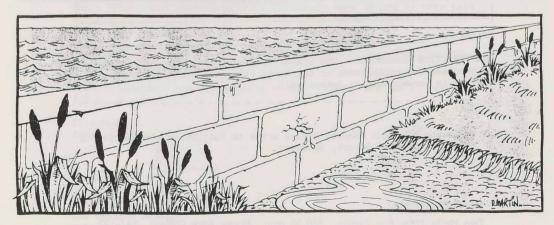
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Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	268-253	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
	Lynn Dewhurst	887-924	
	Dave Humphreys	786-028	
	Ian Laming	882-599	858-669 (w)
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w)
	John Marslin	783-141	visial various

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NON SPEED Dave Humphreys and Lloyd Rance

RALLIES Graeme Robertson

SOCIAL Lynn Mollison, Lynn Dewhurst & Jenny Maidens

PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR : Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS'

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editorial



A fairly weighty proportion of the Bulletin this month consists of Motorsport Association business - a report on the Annual General Meeting, plus all the addresses of the Executive Committee of that body and other Reports. Who are these people - you may well be asking. They are the photographs in the front of your Motorsport Association Yearbook and are those persons chosen by delegates of Car Clubs to administer and govern all aspects of your Sport.

Many of you won't bother to read the addresses, but, nevertheless, I have included them in their entirety, because I believe they all have a message, and they are important. I agree, in their entirety, they are pretty hard reading due to the tiny print, but persevere, because they involve you and your sport.

I have a slight advantage over many of you in that, due to the nature of my job, I know each Executive Member fairly well, and believe me, they are not figure heads; nor are they woofters. Each one takes his elected task very seriously, and all are very approachable. It never ceases to amaze me when with a crowd of Motorsport folk, to hear the names of the Executive members bandied around, often coupled with very expressive adjectives - normally to their detriment - but to my knowledge, they are rarely approached by the individual Club or Clubmember, yet their addresses and phone numbers are reproduced for your information in the front of the Yearbook.

Immediately after the conclusion of an Annual Meeting, the newly elected Executive Committee of the Motorsport Association hold their first Executive Meeting. It only lasts a few minutes, but the main purpose of that meeting is to allocate each Executive member the Chairmanship of each of the four committees governing our Sport - Racing, Rally, Speed and Trials.

The Wellington Car Club, and you, its members, are very priviledged at the present time, in that we share with only one other Car Club in past history, the fact that we are lucky enough to have two Motorsport Association Executive Committee members as keen and active members of our Club. Graeme 'Robbo' Robertson easily won the votes of delegates and was elected to the vacant position created by Isobel Boreham, and Ross Montgomery had no trouble in achieving votes to commence his third term on the Executive Committee. There are only six elected Executive members, and our Club can claim one third of the total number. Ross continues Chairmanship of the Rally Advisory Committee, and Robbo takes charge of the Speed Advisory Committee. Robbo is also a past, longserving member of the Trials Advisory Committee, so there's three of the four main avenues of our Sport right at our doorstep. As far as Racing goes, well, Rob Lester is the Chairman of that Advisory Committee, and Palmerston North isn't too far away from Wellington.

So, in relation to other Car Clubs in the country, we're really pretty lucky. But will we use this gift? I certainly hope so. Both Robbo and Ross, and indeed, all the Executive members are only too aware of the value of the average Car Club member, and all are only too willing to lend an ear to seemingly small problems or queries. If requested, they will pass on ideas and queries to the various experienced members of the Advisory Committees, or on to the whole Executive Committee. Not only are they there to help govern the Sport, but they are there representing you, the Clubmember. They, I am sure, all have one idea in mind to have all aspects of Motorsport in the country running nice and smoothly, with no hassles. So, let's help them. Let's tell them of any areas we're not happy about, or any problems we have, and ask explanations of things we don't agree with. Let's get Ross and Robbo on Clubnight and ask them about things; ask explanations and advice. If you're not happy with any aspect of Motorsport at the present time, then don't moan and grumble over a beer at the end of an event or in the pub - we've got the solution right within our Club - let's utilise it!

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

NEIL ROOTS - Neil drives a Datsun Sunny, a Datsun 1200 and a Morris 1300 (at different times, of course!) He's keen on Speed, Rallies and Autocrosses, and is also a member of the Victoria University Car Club.

GLENN STEWART - Another Rotary man, Glenn drives a coupe model and is interested in competing in Speed Events and Gymkhanas. Glenn is a Martial Arts enthusiast, and is also keenly involved in the Model Airplane scene.

MICHAEL STOVE - Michael is a Civil Servant - another Laser Sport man - and is keen to get into Speed Events.

COLIN WOOD - Colin is a Pump Attendant and is interested in all types of competition except Rallies. A member of both camps (saves arguments!) he drives a Mk I '65 GT Cortina and has made a marvellous choice for his second car - a '73 GTR XU1 Torana! Good man!

A Pole, an Italian and an Irishman had planned an expedition across the Sahara, and at the appointed time each showed up with the baggage critical to his survival. Motioning to his flask, the Irishman said, 'It's going to be thirsty business, this crossing the desert, and I'll need a drop to drink.' Nodding his approval, the Italian pointed to his potful of pasta. 'Itsa gonna be hungry work,' he said. They looked across at the Pole, who is carrying nothing but a turquoise and white left front door to a '57 Chevy. 'It's going to be plenty hot out there,' he explained, 'and I want to be able to roll down the window.'

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MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

annual general council meeting

WHAT TOOK PLACE - some of the time - by ALAN HARVIE

My idea this year, as we had three volunteers to go to Conference, and they were all experts in their own field, was to make my own way there and just join in going to any Meetings I might be interested in and just show the flag, as the saying goes. But with the withdrawal of two of these people (through no fault of their own), I finished up as Observer to our official delegate, Graeme Robertson.

Having Graeme as Delegate was very good as he has an indepth knowledge of all aspects of the Sport. He went to all the Advisory Meetings and it was good to have someone with his knowledge sitting behind me at the two Meetings I went to as Delegate.

Generally, I found the Conference this year interesting, but it had little to report back on any major matters. My most pleasant job was to be asked on behalf of Tom Donovan, to pick up his Gold Star Hillclimb cup (as he is away overseas). This cup was presented along with other cups, at the Annual Dinner in front of a couple of hundred people, receiving the cup from retiring Executive Member, Isobel Boreham, who has a strong interest in the Gold Star Hillclimb Series. It was a pleasure.

The Advisory Meetings I attended were Racing and Speed. The Racing Advisory Meeting was at 1.00 p.m. on the Friday, chaired by Rob Lester. Out of the seven remits submitted, four were withdrawn, one was carried, one was lost, and one lost through lack of a Seconder. The remit that was carried was the fact that quite often the Flag Marshals do not understand the correct use of the flags and their meanings. It was proposed to produce a pamphlet to give to Flag Marshals so they will have a full understanding of the flags they are to be using. Also, we are going to have available to all the Car Clubs, new videos on this subject (provided by the Ford Motor Company) and other interesting information.

One other remit discussed and referred to the Ford Register for probable acceptance, was that the engines on the Pacific cars may be used as a stress bearing member, which would bring us into line with England, Australia and America, and would allow us to import cars from these parts of the world without structural alteration.

In the discussion on the report Rob Lester made, was the ever continuing debate on Sports Sedans versus OSCA cars, and it seems that unless both sides get together and get OSCA going in the North Island as well, we in the North Island are going to get none of this class of racing. The rift between these two classes seems unsolvable and with the few Sports Sedans that are around now, probably the time is now to have the tried and proven OSCA all over New Zealand. At least we would get to see some of this type of racing.

The Speed Advisory Meeting was at 8.30 a.m. on the Saturday morning and was chaired by Isobel Boreham. There were three remits. The first remit, and the only one to be accepted, was that fire extinguishers shall be a BCF type with a minimum capacity of .90 kilos. This was carried with a recommendation to phase it in by 1986 to give competitors a chance to change over. The main reason for the change is that the vibration in these vehicles compacts the powder inside the extinguisher and when the trigger is pulled, they seldom work. It was tried by one Club at a Speed Meeting to remove five extinguishers from competing cars, and I believe only one worked properly; hence the change, as BCF is a liquid.

Taumarunui Car Club again brought their remit before us to try and change the points system used for Gold Star Hillclimbs, but again it was lost. As this is the third time it has been put forward, in one way or another, I think it must be time to forget it completely. Remit No. 3 was Start Orders at Gold Star Hillclimb Finals - after the first official run, the competitors be seeded as follows: Slowest cars first, to fastest cars last. This was proposed to

allow competitors of approximately the same speed groups to be using the same road conditions; this being because of the problems of gravel, everyone wanting to go last. Also, on the seal, it gives the later competitors a chance to see the times of preceding cars and what times they have to beat. It was amended slightly to - all drivers to be seeded after each official run with the slowest driver starting first, through to the fastest driver last, using the best previous official time, and was carried.

A very important change to the Executive Committee was the fact that our delegate, Graeme Robertson, was voted on, replacing the retiring Isobel Boreham. With five people competing for three positions, it was extremely gratifying to have our Vice Club Captain on the Executive Committee of the Motorsport Association. It is a credit to Graeme and a credit to our Club.

Graeme and I also attended the ROANZ Meeting. For those of you who don't know what this company does, it runs the (this year) Sanyo Rally of New Zealand. Our Club, which is a major shareholder, attends the AGM each year. It was reported that the Rally is all under control and is in the hands of a very capable Committee. It seems unreal, but the success of this year's profitability will be on the sale of programmes, bags, jerseys and jackets etc., all displaying the Sanyo Rally insignia. The quality of these products is good, and they were advertised in your June bulletin. Check them out yourself and tell your friends. Also, the programme this year has the rally maps enclosed. Other discussions at the Meeting were the changing of the Company's name from the Rally Organisers Association of N.Z. Ltd, to Rally of New Zealand Ltd, which is what it's really all about; talking to overseas drivers and sponsors, the name becomes self explanatory.

WHAT ELSE HAPPENED - all of the time - and the gossip - by JENNY MAIDENS

Although not officially representing the Club, but attending the Annual Conference as part of my job with the Motorsport Association, I thought I would add a few more observations.

Firstly, Robbo apologises, but he ran out of time to prepare a report on the Conference. As some of you are aware, he is co-driving for John Coker in the Sanyo Rally, but no doubt he will read Alan's and my observations and furnish a report on the remainder of happenings in next month's bulletin.

I am pleased to report first up, that your Club's representatives conducted themselves in an (almost) exemplory fashion at the Annual Dinner on the Saturday night. The meal was very, very good - considering they were catering for 200 people simultaneously - and the standard far above the normal tucker available at the restaurant where you get all your hotel meals. (Alan Harvie was going to do a Gastro Guide on it, but then got worried about how we would fill the rest of the page.) Alan and Marilyn were both well dressed and Robbo conducted himself in true, diplomatic style. (He had to behave, the voting hadn't yet taken place for the Executive positions.) I was kept busy all night, as (un)fortunately I was at a table with copious red wine drinkers. One of these men (not a Wellingtonian) had the most amazing capacity - he managed to drink at least twice as much as me. The first reds that were brought out were a particularly good Cabernet, and then unfortunately, the quality deteriorated so I had to spend a good deal of time in the latter part of the evening, wandering round all the tables trying to swap our inferior red for the better one. Thank you, Jenny Pierson. You made our table a much happier place. First to disappear (although not my doing at all) was President Morrie Chandler's red, as it was noticed he was the only one at the table on red and it was the general concensus that one glass was ample for him as he had to do a certain amount of official speaking, so we gave it a good home. Anyway, on to the serious stuff:

The various Gold Star and other Award winners were:

Gold Star Racing Gold Star Rallying Gold Star Hillclimbs Gold Star Trials Ken Smith Malcolm Stewart Tom Donovan Doug Bone Formula Ford Formula Vee Shellsport ANZ Touring Cars Laser Sports Jim Clark Trophy Steel Award Steve Richards Roger Coles Tony Marsh Gary Sprague Craig Coleman Steve Richards Craig Coleman

Another two memorable Awards were made by the Motorsport Association, which bestowed two Awards of Merit. These are very sparingly allocated, and comprise an Award of Merit badge and personal citation. It is the highest possible Motorsport Award, and is awarded to those persons the Association deems have contributed above normal time, duties and effort to the Sport. They are always a complete surprise to the recipients. The first was presented to Trevor Birch, from Auckland, in recognition of his superb Technical skills and time and effort to the Sport, and the second was awarded to President Morrie Chandler who, for I believe, the first time in his life, was floored for words in accepting it. It is, I'm sure, a very emotional and proud moment.

Two other awards were made - a beautiful crystal and silver claret jug was presented to Isobel Boreham on her retirement from seven years on the Executive Committee (Motorsport Association Secretary General Alan Smithard has already visited Rotorua and tested its capabilities); and a presentation was made to a wonderful old gentleman - Justice Alan Coates, who has chaired the National Court of Appeal for many years, and is now retiring. As well, during the course of the weekend, Isobel Boreham had arranged a raffle, the prize being in the form of a superb model car filled with aged Jim Beam bourbon. I had spent Saturday agonizing on how I was going to present myself back home with a bourbon filled model car with a blue oval decal on the bonnet, but didn't worry when I found I hadn't won it. (What happened?) It was won by a tinny gentleman many of you will know, who, fortunately does not come from our Club, being one John Waller from Kapiti. I was hoping to sit with him on the way home and test the quality of the product, but unfortunately he wasn't on my plane. A few hundred dollars' profit was made from this raffle, the proceeds of which are going to help our Formula Ford Driver to Europe to participate in the Champion of Champions Formula Ford race.

And now on to the general remits put before Conference: The Executive Committee had put up several remits pertaining to the Constitution of the Association, most of which were formality changes and were passed. One that didn't get through was on the voting of the actual Executive members, where it was proposed that each member serve, and only stand for re-election, every three years.

The standard of general remits put forward by Clubs was good in the odd isolated case, and abysmal in the majority of others. Such proposals as being allowed to attend Executive Committee meetings (that would cost you all as Clubmembers - they'd have to build a grand-stand in Tinakori Road, or hire out the Michael Fowler Centre); forcing the Committee to definitely accept any Council decisions; and numerous questions by one boring delegate into every Real Estate aspect of the Motorsport Association offices. These hardly got a Seconder, and were of course soundly defeated. Some of you may be lucky enough to be able to read reports on the Conference by these Delegates - they'll be the reports full of whinges.

A few remits of merit that were passed - Clubs may apply for a 'Rally Practice Day' to enable drivers to test their cars, take potential sponsors for a ride, etc.

The system for upgrading a Provisional Rally licence to National Rally will undergo a change, inasmuch as now, the requirements will be that competitors in their first two rallies attend a meeting with a Steward or senior person at the rally to discuss safety aspects etc. of rallying.

The old remit (yet again) resurfaced of allowing cars to be scrutineered away from home, this time by a Technical Officer. Philip Spender, Chief Technical Officer - Racing addressed the meeting and explained the difficulties, and the remit was withdrawn.

(I think a lot of these Clubs expect a hell of a lot from our Stewards and Technical Officers and tend to forget that these hardworking people are doing a totally voluntary job. They

only get paid for actual expenses such as accommodation when they travel away, and petrol, and in a lot of cases, many of them don't even claim for petrol. In fact, all of the Association's officers, apart from the administration staff at the office, do a voluntary unpaid job. It's a pity a few more people didn't realise this instead of taking it for granted and expecting everything).

Another remit expected Area Technical Officers to examine suspected faulty helmets and arrange associated freight backwards and forwards, and try to collect costs from the owner of a faulty helmet, but Philip Spender explained that to test a helmet, it had to go to Wanganui and testing comprised testing to destruction! So that one was lost.

The North Otago Car Club received support for the staging of an International Rally in the South Island in 1986, which will in no way, it was explained by the Club, prejudice the present Rally of New Zealand.

That was about the standard of the various general remits submitted by Clubs. I suppose one can take two views - there are always Clubs who feel that they (or a particular office bearer in that Club) is not getting a fair deal and want to perform about it; or the view that everyone must be satisfied if there's nothing major to consider changing. It was interesting to note that in the General Business at the end of the Meeting, several Observers were granted permission to address the Meeting, and all stated very vehemently that at this particular AGCM, they were amazed that very few delegates had put no input into the Meeting, and the view expressed that the Executive Committee would go away with no idea what the Car Clubs and general Club membership wanted. Keith Douglas remarked on many of the futile remits put, especially to the Racing Advisory Committee, that had been lost or withdrawn or lapsed, and suggested that future Conferences may well be better utilised by sharing various ideas and suggestions. He cited the example of a couple of folk from the Manawatu Car Club who had brought along a very enterprising computerised timing system, and requested that they set it up and show everyone, which they did. Alan had a look at it and will tell you about it, if you're interested.

At the end of the Meeting, the Executive had posed a few comments for delegates, and eminating from these is that there will be two Organisers' Seminars this year, one in Auckland and one in Wellington; and all competitors who are into National Series that involves travel between the islands and who are tired of Cook Strait Ferry squabbles were reminded of the excellent service and reliability of the Spirit of Free Enterprise to and from Wellington and Christchurch.

One very important point that was discussed at the Race Advisory Meeting, which eminated from a meeting of Race Promoters held the day before, was that as from 1 June 1985, all the circuit operators and owners agreed that their track facilities would no longer be available to non affiliated Motorsport Association Clubs or organisations. As President Morrie told the general Meeting, for too long these fringe and marque Clubs had been enjoying the circuits and facilities that our Clubs owned and maintained without contributing any thing. The Motorsport Association will now commence a concentrated effort to 'gather these organisations into its folds' and as an inducement and encouragement, they have lowered the present Capitation Levy paid to the Association by all Clubs on their memberships. The decision to restrict circuit use to affiliated Clubs only was taken by a free vote of the circuit owning Clubs' representatives themselves.

The Motorsport Association Executive Committee elected for the forthcoming year is :

President (unopposed)	Morrie Chandler (Auckland)
Vice Presidents	Rob Lester (Palmerston North); Barry Higham (Christchurch)
Executive Committee	Ross Montgomery (Wellington); Graham Pierce (Tauranga); Graeme Robertson (Wellington)

Advisory Committees:

Racing	Reg Cook; Keith Douglas; David Smith
Rally	John Coker; Mike Fletcher; Carl Rabbidge
Speed	Dick Gardner; Ian Ivey; Struan Robertson
Trials	John Bent; Graeme Sharp; Doug Bone.

A couple of the Advisory Committee Chairmen's Reports were worthy of note, and Alan has suggested that these also be reprinted. So, as I stated in the Editorial, it's a fairly weighty AGCM content in this Bulletin, but I hope you will take the time to read them, and thus gain a further insight into the sport, and learn of some of the problems.

Good news from Gary Jackson of the Ford Motor Company - he announced at the Annual Dinner that the Ford Motor Company will be contributing even more prizemoney to the Racing Series for the coming season. I'm sure it's all due to Gary's hard work and enthusiasm for the Sport. A great man - he was present the entire weekend taking in all the proceedings. (Tried the new Ford Cocktail? I have - ask Gary for the recipe, if he'll give it to you!)

No doubt Robbo will give us a report on the Rally and Speed Advisory Meetings and the resulting changes in the next Bulletin. When we receive a listing of the changes that have occurred from the Motorsport Association, these will be reprinted. And finally, (yes, I am going to finish here) I would like to state that I ended my participation in the weekend in a very pleasant manner, thanks to a certain President of a Car Club situated and named after one of our North Island lakes - clue - not Taupo; who had the audacity to bet with me that Robbo would not get on the Executive Committee. The bet was a bottle of good wine, which I had with late lunch on the Sunday. Unfortunately, the prices on the wine list were totally outrageous, so I had to settle for a N.Z. Chardonnay at \$12.00, but it was still enjoyable. At least he had the grace to decline any of it. I searched for Robbo as I felt it only fair he should have some, but unfortunately he was at the ROANZ Meeting. I also won a dollar from Ross Montgomery who should know better than to accept a bet on one of the other positions - tempted by the fantastic odds I was offering.

ADDRESS BY VICE PRESIDENT ROB LESTER TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

Ladies and Gentlemen

Much has been said again about the need to encourage Allcomers Sports Sedan Racing. May I make a few points in this regard. The only way a free formula can succeed on our circuits is where the racing is strictly for fun, and even here, were tip toeing over broken glass. For instance, within minutes of Bob Homewood's race wins at Baypark this Easter - and I might add he had a splendidly constructed piece of machinery there as a free form engineering exercise - there were rumbles that this car was outside the spirit of the rules - and I say 'rules' in inverted commas, because of course there were no rules; but this is the problem we run in to. Can somebody tell me how we can ever get North Island Sports Sedan Racing with our South Island OSCA colleagues without a major bitch session? Can someone tell me why the drivers who are most voluble and cantankerous in their support of allcomers, so rarely make it to a grid? Can someone tell me where, world-wide, a free formula is prospering as a major International or National Championship?

People are saying that Group A, Group Pacific is impossibly expensive. Has anybody caused to consider the megabucks that would be tipped into a Free Saloon Formula, should such a formula become a major Championship?

On a more positive side, I am very pleased to be able to tell you that a momentous - in my view - announcement will be made at the Dinner tonight with regard to the future of Circuit Racing in this country. I believe that never before has such an opportunity been offered to a young, or not so young, New Zealand Driver, and I commend you all to pay particular attention tonight when this announcement is made.

Also, in the course of the last day, I've been listening with interest at the Advisory Committee Meetings. This morning in particular, I listened with interest to a long discussion relating to the Gold Star Hillclimb Championship. It's occurred to me that all too often in our Sport, where problems arise, we tend to turn inwards rather than look outwards. As in any business, I believe we have to ask ourselves, if something isn't working, clearly, there aren't the incentives there for people to want to participate. The challenge then comes back, not to turn inwards and try and cobble together rules that will accommodate those who are already only half interested, but to say to ourselves - What can we do to make this thing more positive, obviously more attractive, for people to want to compete in? Now I would suggest to you that the answers are not too difficult, when you consider that probably the main reason why anybody competes in Motorsport is so that at the end of the day, or the end of the season, they can have something tangible to show for their efforts, and that's not Prizemoney. I would commend, for instance, to the organisers of Gold Star Hillclimb Championships, to the organisers of Rallysprints, to the organisers of Gymkhanas - whatever - to look a little perhaps, at their presentations. You know, it doesn't cost a lot of money to assemble a winner's laurel leaves. It doesn't take a hell of a lot of innovation to find a soap box somewhere that you can stand him or her on and place those laurel leaves around his or her neck and present them with a bottle of bubbly. I know of people who have got laurel leaves in the course of their attendance at one particular circuit who have them pinned on the wall of their homes and they've been there for years. It does mean something. It doesn't cost a hell of a lot, but what I am suggesting to you is that if you're going to make these sporting events prosper, you have got to hang prestige at the end of them. You've got to make people really feel important if their efforts have gained them a win, and I suggest you can do it without a lot of major expense.

Isobel, today and tomorrow are your last appearances at the Executive table. I'd like to thank you for the seven years that you've committed to Motorsport at this level. I'd like to say that you've added a new dimension to our Sport, and I'm not suggesting this in physical terms. It's been very nice to have a woman at our Executive Meetings. It certainly has, on occasions, toned down the language, but that of course is not the important issue. The important issue is that we have had a new point of view, and this has been very definitely helpful. I hope that Isobel isn't the last lady that stands for office in this Sport in the immediate future. We have got an awful lot of ladies who do participate in our Sport at all levels, and too few of them, unfortunately, are involved in administration at the top. They seem to do the work without getting either the praise or the opportunity to put forward their ideas.

To the administrative staff in Wellington - once again, my sincere thanks for a year of co-operation. Of the occasional disagreement - and this is only to be expected when you get strong willed and competent people doing a job, and particularly, I would like to say to Jenny Maidens, your typing and presentation of the Agenda papers is an absolute credit to you. You see here in front of you the results of the new photocopying machine, and as always, Jenny's immaculate presentation in typing.

Finally, I would like to say to the organisers of the International Rally upcoming - Bravo! I doff my hat in admiration to the efforts and ingenuity, the entrepreneural skills that have been exposed in this area, and I can only say to you that you are poised for a momentous event, for which all of us, as participants in Motorsport, and indeed, all New Zealand, are justifiably going to be proud. And to you all, thank you very much indeed.

ROB LESTER VICE PRESIDENT

ADDRESS BY VICE PRESIDENT BARRY HIGHAM TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

Delegates and Motorsport Enthusiasts

Most of us here today belong to a body called the Motorsport Association of New Zealand Incorporated. The operative words in this body are the words 'Motor' and 'Sport'. Just to draw your attention to the meanings of these two words - the dictionary indicates that 'Sport' is a form of amusement, or to take part in a game, whilst 'Motor' is an engine, supplying motive power to a vehicle. It would therefore suggest that Motorsport should be a form of amusement or competition in a vehicle supplying motive power. However, it has become evident over the past couple of years or more, that competitors in our organisation seem to be ignoring the sporting part of our name. I refer of course, to those competitors who grizzle, groan, protest and appeal decisions that displease them. Now, I am not for one moment suggesting that we should withdraw competitors' rights. Competitors who have a legitimate complaint must, and will aways have, the right to challenge a decision. What I do suggest is that occasionally competitors fail to reconsider or actually consider the repercussions of their actions. Protests, appeals and legal battles are one of the quickest ways to get offside with an event sponsor. Sponsors are difficult enough to obtain, and we cannot afford the luxury of having competitors with petty grizzles upsetting them. It's a well known fact of our Sport that once upon a time the really big headaches were born, bred, matured and died in the world of Trialling, but not so today. Trials suffered to some extent, at the expense of Rallying, but it does appear, fortunately, that some form of sensibility has emerged in Trialling today. Rallying, on the other hand, appears to be suffering currently at the hands of the protestor. Rallies which can boast to be protest free appear to now be in the minority. It could be argued that the grizzlers that were once in Trialling have shifted camps to Rallying. As a true-blue Triallits, I would like to deny all aspects of that, of course!

It's not only restricted to Rallies, however. I get to read Stewards' Reports of Race Meetings, where Stewards have sat all afternoon, and sometimes into the evening, in a cramped caravan dealing with protest hearings and reports, and yet, their main function at that event and their prime responsibility, is one of safety. They get little opportunity to deal with those matters, sitting in a cramped caravan dealing with protestors.

And I read in our Chief Steward's Report to this Conference, where recently we had a protest on a Gymkhana, for goodness sake! You must wonder what our Sport is coming to, when we have to report on a protest of one of the most basic of Car Club events, a Gymkhana. The time has surely come for competitors to think before they act; to consider the consequences before they sign their protest cheque. Naturally, the promoters and organisers have also got to play their part, for without the event conforming to the rules and regulations, how can we expect the competitors to play the game. Let's all make an effort to try and put the 'sport' back into Motorsport!

A word about a different subject now - the Road Toll. I don't need to tell you that the mounting road toll is obviously causing concern for our Ministry of Transport chiefs and their heads in the Beehive. I would like to think that this Association and more particularly, its members, could assist the Government in some sort of community project to help to get the message across to the drivers of our country. I believe this could be done in conjunction with another national organisation. For instance, we could approach the Automobile Association or the Accident Compensation Commission, and through our member Clubs, join forces on a national basis to provide sufficient manpower to run a Government approved Community Education Programme. You may say that Defensive Driving Courses already do this, and I agree. However, by making a planned approach to the Government we, the Motorsport Association, can show that we are concerned about the road toll, and more importantly, are endeavouring to assist in the matter. As you may know, we are always seeking, or endeavouring to seek, monetary support from our Government for our Sport, and if we show them that we are willing to help in a matter of national concern, then they may well return their thanks in dollars. Certainly, food for thought, and worth a try.

As Robbie said, this is Isobel's final appearance on the Executive table, having been with us for seven years. She has been a long time supporter, like myself, of the smaller Clubs, always ensuring that their interests are protected at the Executive table. Often quietly spoken, and a silent slogger, Isobel nevertheless aired her views on important decisions that had to be made. Naturally, she was also keen to look after our female competitors in our member Clubs, and I think that is particularly important. She has chaired the Speed Advisory Committee admirably, and the high number of Gold Star Hillclimbs currently being organised is a credit to Isobel and her Committee. I say thank you, and farewell, Isobel, and wish you all the best for your retirement, shall we say.

Last, but certainly not least, I wish to thank the Stewarding personnel, capably lead by John Reid, the Technical Department under the joint umbrella of Phil Spender and Ian Snellgrove, and of course, the Motorsport Association office staff, Alan, Jenny and Christine, who have done an admirable job during the year. Thank you very much.

BARRY HIGHAM VICE PRESIDENT ADDRESS BY EXECUTIVE MEMBER ISOBEL BOREHAM TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTOR-SPORT ASSOCIATION OF NEW ZEALAND INC.

Mr President, Ladies and Gentlemen, Delegates

Your attendance at this AGM is one of the most important commitments your Club makes during the year. You are here to make decisions on the administration of our Sport, and your participation is very important, particularly in the remits. These will affect your Clubs, so you must be familiar with them. You are the people who make these rules, and approve or amend the Income and Expenditure accounts, so please stand up and be heard; and please, go back to your Clubs with a full report on the Conference. After last year's AGM, I read the July issue of 21 Club magazines to see just what delegates reported back to their Clubs. I noticed that it cost one Club in the vicinity of \$600.00 to send their people to Conference. Now that is a lot of money if you're going to be seen and not heard. Of the 13 Clubs who reported on the AGM, 5 Clubs printed one to three pages, 3 Clubs printed four pages, and 5 Clubs presented six to seven and a half pages of well set out information. The rest of the Clubs apparently didn't have anything to say about this important Meeting. Their Delegates actually sat around this table with you, and then went back to their Clubs with nothing to report at all. Can you believe that?

I have enjoyed my time on the Executive Committee, but I now feel it is time to step aside and let someone with new ideas and who is a little closer to the competition, to take over.

In closing, I would like to thank you all for giving me the opportunity to serve our Sport, especially those Clubs who have supported me over the last seven years. I would like to thank the present and past members of the Executive for their assistance and comradeship during this time. Gentlemen, it has been much appreciated. Thank you all.

ISOBEL BOREHAM
EXECUTIVE COMMITTEE

ADDRESS BY EXECUTIVE MEMBER ROSS MONTGOMERY TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

Mr President, Delegates, Ladies and Gentlemen

At the end of the 60's, a new facet of our Sport arrived on the scene - Special Stage Rallying. Then, in 1971, we had our first International Rally. This progressed to what was the biggest adventure of all time - the Heatway Rally that started in the South Island and finished in the North Island. It was exciting stuff! You could wreck your car, spend a day fixing it, and get back in the action. Times progressed, and we lost Heatway sponsorship. Radio New Zealand sponsorship, Motogard, and we fortunately managed to obtain sponsorship from Sanyo. Along the way, we had our first World Championship event, with the Fiat Team and the exciting Ari Vatanen. World Championship was to come our way again with the South Island Motogard, with the magical Mercedes Team. On again, off again - World Championships have seen Works Teams from Audi, Opel, Datsun, Lancia and Toyota, along with other overseas competitors. Great for New Zealand Motorsport! All this overseas participation saw the local competitor become more professional, buying and building better cars and pouring more and more dollars into our Sport. But the question we must ask ourselves - has the building better cars and pouring more and more dollars into our Sport. But the question we must ask ourselves - has the building better cars and pouring more and more dollars into our Sport. But the question we must ask ourselves - has the building better cars and pouring more and more dollars into our Sport. But the question we must ask ourselves - has the building better cars and pouring more and more dollars into our Sport. But the question we must ask ourselves - leaf the formation of coming first - one competitor protested against another competitor, and then, tit for tat, that competitor protested against another competitor, and then, tit for tat, that competitor protested against another competitor, and then, tit for tat, that competitor protested against another competitor, and then, tit for tat, that competitor protested against another competitor, and then, tit

I well remember the first Rally I was involved with. The rules were vague - in fact, it wasn't even called a Rally, it was called a Sporting Trial. The main thing was, everybody had a ton of fun. Has progress seen us lose our sense of excitement and adventure?

This weekend, we say goodbye to Isobel on our Executive. On the short time I've been on the Executive, there have been the odd occasions where Isobel has had to exercise great discretion at some of the phrases our Executive members use. I wish you well, Isobel, knowing full well you maintain your interest in Motorsport.

In closing, I would like to thank our office staff, Alan, Jenny and Christine, for their help during the year, and the many letters and memos that they've had typed for me have been greatly appreciated. We haven't always agreed on points, but at least we've been able to sit down, have a cup of coffee and discuss them, and have a lot of fun and enjoyment out of our involvement in Motorsport. I hope that other people in New Zealand can obtain that same sort of fun, enjoyment, and excitement. Thank you.

ROSS MONTGOMERY EXECUTIVE COMMITTEE

ADDRESS BY EXECUTIVE MEMBER GRAHAM PIERCE TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTOR-SPORT ASSOCIATION OF NEW ZEALAND INC.

I had some notes here; unfortunately, they've all been used up by the previous speakers, so perhaps I'll be brave and say exactly what I think. The question that has been asked of me so far by everybody I meet this weekend, is Righto, your first year in MANZ - what do you think?

Ladies and Gentlemen - I said it before I got on to the MANZ Executive, and I will say it again. I am not happy. The first thing that makes me very unhappy is the Executive utilises their time, and your money - more importantly - to administer the Sport. It is not a Sport, I tell you, when you can sit for five hours with learned people like our Chief Steward and all be petrified to move in case somebody sues this Association. Some of them are major items, with money involved, but I would ask you to bear in mind that some of them, as Barry said, when you get down to a Gymkhana - for God's sake - and this is what you are paying for! I would suggest to you, and I'm not saying there are any of those people in this room - I'm sure there are not - but I would suggest you go back to your Clubs, and to your competitors, and tell those people that quite frankly, I don't believe you can afford to have them in Motorsport, because they are not sportsmen, and say to them, that if you cannot win on ability, don't try it with a protest buck because it won't work. Because it is going to put this Sport down the road, and as David Oxton said, for God's sake - what are we wasting our time for? I believe the Sport needs longterm projections, and I will say in this regard I am staggered and appalled at the workload that your Senior Vice President Rob Lester and President Morrie Chandler put up with. And quite frankly, it is not necessary, because you are creating those problems, and you criticise and say - we are not getting to grips with it. Quite frankly, I think you might be right! But if you just get rid of those whingers, then someone might get with it and do some longterm projections, which is the purpose for which, I believe, you put us all here.

I have got to say that the Stewards and the Chief Steward and the Technical Committee this year have been, if nothing else, exemplory. They have done a wonderful job, but I would ask you to consider this - if you are unhappy, then why do you come to Conference and all sit around and put in remits that have been there so many times before, and waste your money. Why don't we just adjourn the Meeting and all go to the bar? Because that appears to be the only place that most of you have anything to say, and I agree - not all is well - and you should be standing up here and asking us why it is not well. Not in the bar, and not on remits that are withdrawn and mean nothing.

Gentlemen and ladies - all is not well. I am not happy, and after one year on the MANZ Executive, quite frankly, as a business man, after one meeting - I felt like flagging it away. Fortunately, or unfortunately, I am not that sort of person, and I've been involved in Motorsport for a long time, and I believe in Motorsport, but I do not believe in Motorsport the way it is going at the moment, and I would suggest that quite frankly, you've got to stand up and you've got to stir, and you've got to say what you mean, in Conference, where your members have paid you to come - not in the bar.

I thank you for the opportunity of being able to speak to you, and I hope you have a good Conference, and I hope you have something to offer, constructively. Thank you.

GRAHAM PIERCE
EXECUTIVE COMMITTEE

ADDRESS BY PRESIDENT MORRIE CHANDLER TO THE 37th ANNUAL GENERAL COUNCIL MEETING OF THE MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

I think I can say that Motorsport, in spite of perhaps a little bit of gloom and despondency that may have entered some of the discussions you've heard today, is in fact, alive and well. I didn't say it hasn't got any problems. It's got some problems, but if we didn't have any problems, then I think we'd have cause to worry. I believe that we've got no cause for concern with the problems we've got, because, as in the past, we'll solve them. I think one of the items which makes me believe that Motorsport is alive and well and going strong, is if you look at the injection and the interest of new sponsors during the past twelve months. ANZ have come in and joined the fray and they appear to be very satisfied with what they're getting. They seem very enthusiastic. Another new sponsor onto the scene is CRC. Again, I addressed a very small group of people this morning who are doing the Rally Championship this year, and I'm sure their enthusiasm rubbed off on the people in that room. I think probably at the moment our biggest challenge is International Motor Racing. Unfortunately, we are dictated to by the trends internationally, and whether we like it or not, we've got to follow that particular course of action. We are too small and too few in number to set up our own scene. If we have something that is divorced from the rest of the world, we haven't got a hope of getting people here from the rest of the world. If at least we have something that is recognised, identifiable and seen, then we do at least have an opportunity. International Promoters have taken, what I consider, a very brave move in moving their International events forward from the traditional holiday period to the immediate pre-Christmas period. Not without a degree of trauma I'm sure for many of you who have already planned your calendars. Whether it will work or not, I don't know, and I guess I've got to say it's not the Motorsport Association who's taking the gamble. The gamble is being taken by the promoters concerned who are putting their dollars on the line and hope they're going to attract enough people through the gate in that immediate pre-Christmas period to pay all the bills. Their reason for doing it is after assessing all the various possibilities that exist; they feel they have a better opportunity of getting international competitors here at the very tail of their season than they have at getting them here when they're all trying to negotiate new contracts. That's one of the items in their thoughts. The other item is to fall in line with requirements of Television. We unfortunately, or fortunately, whichever way you like to look at it, have to meet the dictates of Television if we want television exposure. And, we have a thing called cricket, as most of you would have heard, being played in this country in the coming summer season, and a fair amount of television time is committed during the January period. Another reason that encouraged your International promoters to make a move in the direction to a period of the year when they could get television.

The challenge of International Motor Racing I am sure will be taken up and in due course we will no doubt have some resolution, but it will always be a very, very hard road, because of the costs of doing it, and because the costs are beyond the majority of people who can participate at that level in this country.

As an Executive Committee, we remain committed to International Motorsport at all levels. The International Rally - we are very fortunate that all is going well at the moment, and we hope it keeps going that way. International Motor Racing - we certainly remain committed to, and International Formula, we also now remain committed to, and this is evidenced in the direction of Group A for some of our Racing Championships. The reasons are really quite sound. Some years ago, I used to be quite negative to all of these worldwide rules we could never understand - we didn't really want to follow - and what do people in Europe know about what goes on in New Zealand? Over the yearned that there are some very clever people over there, and some of their rules, when you first read them, don't exactly encourage you. When you get into a problem situation and you study those rules, you find in fact that they're very well thought out, and they do cover a lot of points. The advantages of pursuing an International formula are that you then have a pool of Motor Vehicles which are available. You may not be able to afford to buy them in the first year, you may well have to wait until they become - shall we say - second hand, before they make their way to this country, but the possibility exists, and if you're not clever in the mechanical field, you don't necessarily have a big problem, because at least you know that the equipment that is available to you and the equipment that is available to the other chappie is ostensibly the same, so the opportunities at least, for levelling out, exist with the International formula.

At the moment, our International Rally is a showcase for New Zealand Motorsport. This year, in excess of 20% of the competitors will be International. The first time we've ever managed to reach that figure. There are millions of dollars invested. I don't know how many millions, but if you sit down and start to think about it, it's quite phenominal. Our Government obviously recognises it, because on this occasion, they've allocated two senior Ministers to attend on that event and address it at various stages, so the Government obviously recognises the value, and that doesn't do Motorsport any harm whatsoever. I'm neither being pro-rally nor pro-racing - I'm pro-Motorsport, and if we can keep waving the flag of Motorsport in front of the public, potential sponsors and media - it's got to be good for it. Perhaps the only disappointing thing about the whole exercise is that we have to rely on our ability to market product associated with an event to be able to afford to run it. It's a bit ridiculous, isn't it, when the whole success or otherwise of the budget depends on how many programmes you sell, and that goes out into other events as well. Unfortunately, it's a state of the country. We don't have the million dollar investors in the advertising field, and so we've got to cobble together the best possible associated activities that we can to make the thing successful.

I ask whether we are achieving anything, and some of your previous speakers asked that same question, and therefore, I'm not going to dwell too long on it. I do say, however, I went home last night and reflected on yesterday, and I really felt it was a day of non achievements. We really didn't achieve anything. A large number of remits were passed to the Advisory Committees to deal with. Wouldn't it have been good to have made a decision? And then told the Advisory Committees - now, that's what we want. Go and sort out the fine nitty gritty of how we do it. I think many of you should come better prepared to Conference. I challenged a couple of Clubs yesterday after a meeting, because they had a case they wanted to put. It had already been defeated last year and they were upset about it, and so they put the matter on the Agenda this year. I was appalled at their lack of preparation. It's no wonder it went down again! I shared their opinion, but I wasn't going to speak on their behalf because they weren't doing the job themselves. They didn't do their homework. I hope all of you are doing your homework, because that's why you're here.

Perhaps some of the more pleasant things to talk about - something that dwells in my mind - there are periods in time when you have a down, particularly at an administrative end. You wonder why on earth you are putting all the hours of effort into it. We were having dinner at a local restaurant to the Motorsport Office at a recent Executive Meeting, and I guess you could say we were wallowing in our drinks, or in our self sympathy, and a Motorsport competitor, unknown to us, was in the room, and must have overheard part of the conversation, and he stood aside the table and waited until our conversation had finished, and he said - 'I'd like you to know that I recognise who you are, and I'd like you to know that I appreciate what you're doing, and I appreciate the time and effort you put into it, and it may not be seen from your side to be appreciated by the great majority, but we do.' And I would say, that the morale of your Executive Committee probably went up about 500%, and a little bit of thanks from time to time instead of a bit of knocking goes a long, long way.

I wondered after listening to it yesterday whether perhaps we are over-legislating. Perhaps we should be looking more at education, and not legislation. That's not a new phrase, I've heard it many times before, and yet yesterday, we did start to bring in more legislation to control things, where I personally believe that more effort and education would have done a better job. I ask you to ponder that one as you vote on some of the remits during this weekend, and when you prepare your remits for next year. Perhaps on the basis of legislation, I could now be criticised, because having said that, during the course of this weekend, we're going to discuss legislation relative to fringe Motorsport Clubs, and you could well say to me, well, having said education not legislation, why don't you go out and educate the fringe Motorsport Clubs instead of bringing in legislation to bring them into line? To which I say, we have been attempting to educate; we have been attempting to bring them into the Sport; and perhaps the time has come now for a little bit of legislation, because the education hasn't totally worked. No doubt we'll be discussing that in more detail during the meeting.

I touched briefly on Television a little while ago. I can say that it's a rocky road; it's a very difficult road; but we do make progress with Television New Zealand. In the main, they're good people to deal with. At the working level, they've recorded on more than one occasion, their thanks for the support and co-operation they have received from the various promoters in the venues that they visited. They have a great admiration for the organising ability of all of the Clubs which they've been involved with - be it Racing or Rallysprint. They have nevertheless had a very high opinion. We continue to try; we are at least recognised by them, and we are in a position now to talk on a person to person basis. We now hold three meetings a year with the Director of Sport Television - Keith McEwen. He comes and sits in the Motorsport Office and spends a day with us, and that in itself has got to be a major achievement. Unfortunately, some of the undertakings that are given on these occasions are subsequently changed. It may not be his fault. He may get back to the office and find he's got problems. It's very frustrating for us, who announce that certain things are going to happen. We tell the sponsor of the International Rally - yes, it's all organised; there will be a stage covered live on television on Sunday morning - to find three weeks later, we get a letter to say sorry, we can't do that, the cameras are too busy at Eden Park. However, we continue to try, and I am sure that if we continue this approach, Motorsport will gain from television coverage.

I ask you to consider before tomorrow, the back couple of pages of your Agenda paper, where we have some topics put there by the Motorsport Executive for discussion if we have time at General Business. The role of the Motorsport Association - just what do you expect of your Executive? Do you expect them to be administrators; do you expect them to be entrepreneurs; do you expect them to be mploy Public Relations people and splash the name of Motorsport all over the place? I don't intend to dwell on it now, but I'd like you to dwell on it before we get to tomorrow's meeting, so perhaps when we come to discuss it, you've got some suggestions. We're looking for constructive aggestions. Also on the back page of your Agenda paper is a little tear-off piece for you to put the name of your Club and yourself if you're interested in the Association setting up some more Education Forums. We tried it before Christmas last year, and it fell down the slots, because partly lack of enthusiasm, and partly it became evident that our timing was wrong, so we made a decision that it was the wrong time to do it, we'll try it again. If you're interested, please show your interest by filling out the paper. If you're not interested, don't fill out the paper - that's fine - because if we don't get enough interest, there's no point in pursuing it. It's an expensive exercise. It's your money we're spending. We're not prepared to spend it unless we're sure you want it.

The rest of the Executive have said thanks to Isobel and I can repeat nothing that they haven't already said. It really has been very pleasant to have Isobel on board. She has done an excellent job. Isobel has been the one we can rely upon to do the job that no other member of the Executive would do - the difficult job; the laborious job; the tedious job; the job that nevertheless needed doing, and Isobel tended to be the one that ended up with those sorts of jobs on the Executive, and she did it without complaining, and she did it very well. I take my hat off to Isobel. She has done, I consider, an excellent job in what used to be regarded as a man't sport.

I would like to thank the Executive Committee for the support I have received during the year. I'd like to thank our Stewarding and Technical Department. I believe this year they have raised the images of both of those Departments considerably, and we hope that that continues. I'm sure it will. And finally, I'd like to thank the office staff, who, in spite of disagreements from time to time and agreements on many other times, have nevertheless provided the necessary support to make it possible, particularly the Agenda paper, touched on by Rob. For the first year every, this paper was prepared in-house. Typed in our office, photographed in our office, stapled in our office. That's some areas in which our administrative people can help to save costs. I don't know the exact figure, but our Secretary General estimates that probably in excess of \$800 was saved by the efforts of our office staff. That's worth thinking about. Thank you all.

MORRIE CHANDLER PRESIDENT

WELLINGTON CAR CLUB TROPHY WINNERS 1984

My apologies for not having prepared this list a bit earlier but I unfortunately have to work for a living and my work has caused me to be away from Wellington for a large part of the last year.

This list has been prepared from the information supplied by some event organisers and where organisers haven't bothered to supply information I have gleaned it from other Clubs' Bulletins and Motoring News. Organisers take note!

1983 Calendar Year:

DUNCAN McKENZIE TROPHY - - - - - - P.Workman - Wairarapa Car Club KIM NAYLOR TROPHY - - - - - - - Victoria University Car Club

1983/84 Competition Year:

SPEED TROPHY - - - - - - - - - Alan Harvie McMILLAN TROPHY - - - - - - NO EVENT THORNTON TROPHY - - - - - - - Alan Harvie HOWARD TOLLEY CUP - - - - - - NO EVENT DOBBIE BROTHERS CUP - - - - - NO EVENT GRANT TROPHY - - - - - - - - NO EVENT H.E.W.SILVER TROPHY - - - - - - NO EVENT GIBBONS TROPHY - - - - - - - NO EVENT NU TREAD TROPHY ----- Judy Alexander WELLINGTON CAR CLUB TROPHY - - - - - Ian Taylor FRIENDLY CAR SALES TROPHY - - - - - Peter Zivkovic SHERIDAN ENTERPRISES TROPHY - - - - Ian Taylor JUBILEE ROSE BOWL - - - - - - Mark Jennings D.P. FISHER TROPHY - - - - - Tom Donovan MORGAN WORKERS TROPHY - - - - - John Thomson ATKINSON TROPHY - - - - - - - Alan Harvie HONEYPOT TROPHY - - - - - - - John & Jenny Pierson HOLLIS NIGHT TRIAL TROPHY - - - - - John & Jenny Pierson HANSEN TROPHY - - - - - - - - Marie Thomson ROLAND CLAPPERTON TROPHY - - - - - Marie Thomson MONTHLY NIGHT TRIAL TROPHY - - - - - Moggy (The Thomsons) EAST TROPHY - - - - - - - General Sigma (Maidens/Prouse) NOVICE TRIALIST TROPHY - - - - - The Sealeys LADIES TROPHY - - - - - - - Marie Thomson MARSHALLS SHIELD - - - - - - - Lynn Dewhurst CLUBMANS TROPHY - - - - - - - Mike Galvin GRAVEL HILLCLIMB TROPHY - - - - - NO EVENT UNDER 1000 c.c. TROPHY - - - - - - Judy Alexander WELLINGTON CAR CLUB RALLY TROPHY - - - Graeme Robertson

Well there it is, hopefully I will be able to prepare the list a bit earlier next year, depends on how those results come in from organisers and other clubs.

The allocation of trophies to particular types of event has been discussed by the club committee and it has been decided to alter some of the trophy allocations. This will only affect a few of the trophies for the next competition year

John Marslin announced at last clubnight that he will put up a trophy to be awarded to the organiser of the most speed events in a competition year so this will also be included in the next list.

John Thomson Pointskeeper

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JULY CLUBNIGHT JULY C
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IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

JULY

Sat 14 **KIM NAYLOR AUTOCROSS Sun 15 HILLCLIMB Tues 19 CLUBNIGHT - ANNUAL PRIZEGIVING 8.00 p.m. WELLINGTON Sun 22 **PHOTOGRAPHIC TRIAL Sat 28 **CLUBMANS RACE MEETING - Manfeild Sun 29 SPRINT WELLINGTON WELLINGTON HUTT VALLEY Inv. KAPITI	Sun 1 Tues 3	**GYMKHANA MONTHLY NIGHT TRIAL (7.15 start at Club **TARSEAL NIGHT SPRINT	wellington Wellington VUCC	Cl. Club Inv. Inv.
Tues 19 CLUBNIGHT - ANNUAL PRIZEGIVING 8.00 p.m. WELLINGTON Sun 22 **PHOTOGRAPHIC TRIAL Sat 28 **CLUBMANS RACE MEETING - Manfeild HUTT VALLEY Inv.	541	**KIM NAYLOR AUTOCROSS		
Sat 28 **CLUBMANS RACE MEETING - Manfeild HUTT VALLEY Inv.	Tues 19	CLUBNIGHT - ANNUAL PRIZEGIVING 8.00	9	
	Sat 28	**CLUBMANS RACE MEETING - Manfeild		

AUGUST		
Sat 4 **TSL SOUTH MAKARA SPRINT	WELLINGTON	Inv.
Tues 7 MONTHLY NIGHT TRIAL (7.15 start at Clubrooms)	WELLINGTON	Inv.
	WELLINGTON	
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0.00	WELLINGTON	
Tues 21 CLUBNIGHT - Clubrooms 8.00 p.m. Sun 26 KIM NAYLOR AUTOCROSS	KAPITI	Inv.



more detailed event info.

GYMKHANA: Sunday 1 July (Wellington Car Club)

This is a Closed Club event for our Clubmembers only, so if you haven't been in a Gymkhana before, this is an ideal opportunity. The venue is our regular venue at the Housing Corp land adjacent to the Porirua Tip. Start time is 1.30 p.m. prompt, so be early. Any standard production vehicle may enter. No special tyres permitted. All female drivers are encouraged with special concessions by the organisers.

TARSEAL NIGHT SPRINT: Saturday 7/Sunday 8 July: (Victoria University Car Club)

The venue is the Makara Hill Road, from Makara Cemetry to the summit of Makara Hill which is 3 km long. Entry Fee is \$15.00, and Scrutineering is from 7.30 p.m. - 9.00 p.m. on Saturday 7 July at Makara Service Station, Makara Township. Drivers' briefing at 9.30 p.m. at the top of Karori Hill. Start time 10.00 p.m. Entries limited to 25 entries. As this is a new venue, the organisers suggest competitors familiarise themselves with it, but note any 'practice' or speeding will result in automatic disbarring from entering. For further information, phone Grant Dally on 663-096.

KIM NAYLOR AUTOCROSS: Saturday 14 July (Wellington Car Club)

The venue is at Otaihanga, and is a 300m dirt track. Access is from Otaihanga Road, just north of Paraparaumu (the road to Southwards). Venue will be signposted. Scrutineering will be at the venue from 8.45 a.m. to 10.15 a.m., followed by a compulsory drivers' briefing at 10.30 a.m. Entry Fee \$10.00. For full Regs and further information, phone Greg Lang on 883-488 after 7.00 p.m.

PHOTOGRAPHIC TRIAL: Sunday 22 July (Wellington Car Club)

A fun, fun, fun Trial, open to all WMSA Clubmembers. Starts at the WCC Clubrooms at 1.30 p.m. Duration, around one hour, followed by tea and bikkies and a video of the recent Monaco Grand Prix. Entry Fee \$5.00. No super Trialling skills required. Please notify Murray McGuire of intention to compete (to prepare photos), phone 784-423, prior to Tuesday 17 July.

CLUBMANS RACE MEETING: Manfeild: Saturday 28 July (Hutt Valley Motoring Club) Start time 10.30 a.m. with Scrutineering at the venue at 8.15 a.m.

TSL SOUTH MAKARA SPRINT: Saturday 4 August (Wellington Car Club)

The venue is South Makara Road (left after Service Station, a few k's along and past the Golf Course). The road is sealed, and the event starts at 10.00 a.m. Scrutineering is at the venue from 8.00 - 9.30 a.m., followed by Drivers' Briefing. Entry Fee \$15.00. For further details, phone Greg Lang on 883-488 after 7.00 p.m.

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Interested? Contact Jenny Maidens on 723-520 (day) or 843-112 (home)

You must have seen these attractive dark blue, well made jerseys being sported by many of our Clubmembers (male and female). So - why haven't you got one? Ahhhh - you didn't know where to get them? Phone Alan Harvie, or drop a line to the Club, P.O. Box 5142, Wellington, and enclose your cheque for the ridiculously low price of only \$40.00

P.S. No cheques will be banked until the jerseys arrive. Delivery from order one month

UNNATURAL LAWS

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from behind a parked truck the instant you astute individuals have noticed that such event, rather, the rule. Men like Murphy, Pete it their lifework to ferret out the operating govern the frustrating lives we mortals live.

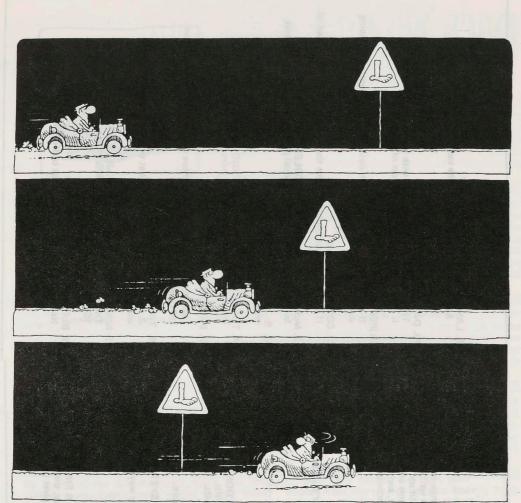
- 1. MURPHY'S LAW
 If anything can go wrong, it will.
- O'TOOL'S COMMENTARY ON MURPHY'S LAW Murphy was an optimist.
- 3. THE UNSPEAKABLE LAW
 As soon as you mention someth
 ... if it's good, it goes away.
 ... if it's bad, it happens.
- NONRECIPROCAL LAWS OF EXPECTATIONS Negative expectations yield negative results. Positive expectations yield negative results.
- 5. ROCKELL'S LAW

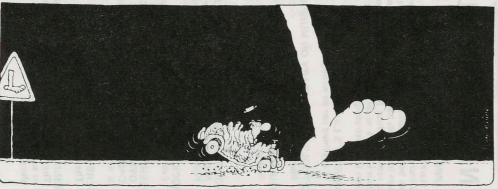
 Every man has a scheme that will not work.
- Once you open a can of worms, the only way to recan them is to use a larger can. FEEHAN'S FIRST LAW OF EVOLVING SYSTEMS DYNAMICS
- DERBY'S OBSERVATION The other line moves faster.
- SKINNER'S CONSTANT (FLANNAGAN'S FINAGLING FACTOR) That quantity which, when multiplied by, divided by, added to, or subtracted from the answer you get, gives you the answer you should have gotten.

9. LAW OF SELECTIVE GRAVITY An object will fall so as to do the

- 9A. DAVE SMITH'S COROLLARY
 The chance of the bread falling with t
 is directly proportional to the cost of
- 10. PEARSON'S FIRST LAW
 If a research project is not worth doing at all, it is well.
- 11. COMPTON'S LAW
 If the facts do not conform to the theory, they
- 12. McKAY'S LAW OF LARGE PROBLEMS Inside every large problem is a small problem struggling to
- B. J's FIRST LAW When in doubt, mumble.

- 14. THE GOLDEN RULE OF ARTS AND SCIENCES Whoever has the gold makes the rules.
- There are two types of people: those who divide people into two types, and those who don't. 15. ERICKSEN'S DISTINCTION
- TIM OAK'S GREAT LAW
 A man with one watch knows what time it i watches is never sure.
- 17. NINETY-NINETY RULE OF PROJECT SCHEDULES The first 90% of the task takes 90% of the time, and the 10% takes the other 90%.
 - BLOOMFIELD'S FOURTH LAW Necessity is the mother of strange bedfellows.





STOP !!!

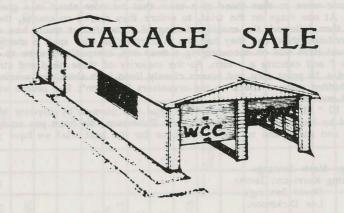
don't throw it away!



if it's usable, wearable, readable or edible and you don't want it

THEN THE CLUB DOES

WE'RE GOING PUBLIC AND HOLDING OUR VERY FIRST WELLINGTON CAR CLUB



WE WANT YOUR (good) JUNK!

(Books, records, five-year-old Mother In Law gifts that have served the compulsory timespan, vases, furniture, or whatever - if it's in good nick, we'll take it by the trailer load. Bring to the July Clubnight, or to the Clubrooms on the Saturday before, or phone Jenny Maidens 843-112)

sunday 12 august

talking trials



FROM THE WINNERS OF THE JUNE NIGHT TRIAL

Setting out from Johnsonville when the last trialist must have been leaving the clubrooms drama was upon us almost immediately when rounding a corner of Ngaranga Gorge to find ourselves in one of those " will the car stop in time or will it not" situations. Fortunately none of the half dozen cars involved in the Demolition Derby was occupying the emergency lane so it was done, the traffic island and thematter became purely academic.

Arriving at the clubrooms to find only five of us there, we paid the necessary money to, and collected the necessary parapharnalia from the only person

money to, and collected the necessary parapharnalia from the only person there who wasn't in our team, and after a hurried glance through our instructions sailed off with our usual pre- trial confidence.

The further the trial progressed the more this confidence waned as we seemed to arrive at the places we were meant to arrive at, found the check boards we were to find and only had one of our " step out of the car and lets see who's right " instances. Things were going too smoothly we were having the trialist foreboding of being drawn into a trap how ever none was forthcoming (as long as you don't call a small "c" in the CRI'Sin Donald McLean St. a trap) and we arrived back at the clubrooms to find ourselves once again the only team in evidence. It turned out we had not only accfued the least number of penalty points for our first night trial win but had also managed F.T.D. As the following trialists trickled in we were treated to the usual tales of woe, none more so than those of a team that meander about in a green Mazda. At one stage on the trial, to ensure they stayed on course, they hid till we passed then followed, the ensuing circling of a roundabout would how everappear to have confused them and they had the misfortune to mis- spell a checkboard One novel item was on encountering a dead end, competitors were to shout "Yippee" and execute a u-turn. As the majority of these dead end streets required a 10 point turn and houses closely lined both sides, we wondered if there was a hidden manned check or the organisers just didn't like people who lived in dead end streets.

Item " 10 " of the ASR'S stated "This trial was planned by Annette Miet and checked by Murray McGuire and Graeme Robertson. We hope you enjoyed it " We did and would like to thank the above for the best trial we have yet been on.

Steering Mark Jennings
Navigating Kerri-ann James
David Jennings
Lee Dickinson.



39 26 60 80 5 00 66 0 0 FOB MOD 0 0 0 RESULTS GODEO DOM-0 MESCO 0 TRIBL RODEO 0 40 5 + CONTROL 0 OOSSH" TEAM 0 0 0 FRENCH 0 SNUMLY. SERCOMO . 0 WELLINGTON KODEO 0 RIA 00 3 3 0 3 5 S. WETAHIAD ORGANISER COSSIT June JENNINGS LAMING Mocas HUMPHRIES MORETON Ā 中的中的

ASSISTED

ORGANISER'S COMMENTS

Well, you can't please all the people all the time. For those who don't like narrow street and U turns, my Trial proved a little horrendous; however, who said Night Trials are supposed to be for relaxing? A Lazyboy, TV set or Spa Pool is for that!

For all the wry comments received about the quaint picturesque Mount Victoria alleyways, most people had no trouble scoring all the checks in that section. Surprisingly, most people missed 'French' at the top of the upper level of McFarlane Street, after doing a U turn at 'Hood St' and looking for a second left. And the people who missed 'French' also missed the U turn and of course, the wonderful views of the harbour. Some people preferred Hataitai, by what I hear!

I apologise for the second right at the top of Majoribanks Street. My error. However, it was a slip where you could not have gone far without landing back on the correct route. The other area where points were lost was by turning left at 'Donald McLean St' and missing the check car further along the road. Apart from these missed checks, only timing separated the placegetters.

The majority of competitors tackled the course without much trouble at all and the winning team lost 12 points, which was a marvellous effort.

Thank you to all the people who helped me on the night - Peter Jensen, Ian Jensen and Murray McGuire. My apologies to Peter Jensen who was left out in the cold for so long. Thanks to Murray McGuire and Graeme Robertson for checking the Trial. Last, but not least, thank you to whoever did the dishes! Even though my Trial seemed to set somewhat of a challenge to a few competitors, I hope that most of you did enjoy it. Thank you for competing.

ANNETTE MIET

The WELLINGTON CAR CLUB wishes to thank UNIVERSAL TYRE COMPANY for their participation in our recent Clubmans

For those requiring <u>new</u> tyres, UNIVERSAL TYRE COMPANY also offers up to four at trade price, plus free fitting and balancing

THIS OFFER IS ONLY AVAILABLE FOR JULY AND AUGUST, AND THE FORM BELOW MUST BE PRESENTED

For July and August only, present this form to UNIVERSAL TYRE COMPANY

Donald McLean Street, Newtown; or Fitzherbert Street, Petone

FOR YOUR NEW SET OF TYRES AT TRADE PRICE PLUS FREE FITTING AND

BALANCING

The Snap Instant Printing GOLD STAR TRIAL 1984

AUGUST 18th 1984

START AND FINISH AT SOUTHWARD TRUST MOTOR MUSEUM,
OTAIHANGA ROAD (OFF STATE HIGHWAY 1), PARAPARAUMU

FIRST CAR STARTS 9.00 a.m. AND FINISHES APPROX 5.00 p.m.

LUNCH AT THE SCOUT HALL, WAITARERE DOMAIN, WAITARERE

FIRST CAR DUE APPROX 11.45 a.m.

COMPULSORY REFUEL AT HUDSON & BURNHAM LTD, 537 QUEEN STREET LEVIN – A BP SERVICE STATION

FIRST CAR DUE APPROX 2.15 p.m.

EVENT PROMOTED BY THE WELLINGTON CAR CLUB INC

ALL ENQUIRIES TO P.O. BOX 5142, WELLINGTON

OR THE ORGANISER, MURRAY MCGUIRE, HOME PHONE 784-423 WELLINGTON



NOTE: ENTRIES CLOSE FRIDAY 3rd AUGUST



bits & pieces 🐡 📞 💍

It was good to note a couple of celebrity guests participating in the JUNE NIGHT TRIAL, in the form of Wolter Kuiper from The Evening Post, and Jim and Diana Webber (AA Motor World). Doing a spot of familiarisation before the Gold Star Trial!

It may be a little more difficult now to find the old MG Sports Car Plant in Abingdon, England, which was shuttered four years ago - someone has stolen the factory's two wrought iron gates bearing the MG logo.

NISSAN could pull out of World Championship Rallying next year so that it can concentrate on developing a four wheel drive Group B car for 1986. That was the rumour in Greece during the Acropolis. The company is well aware that the 240RS with its normally aspirated 260 bhp engine and four wheel drive is becoming increasingly outmoded on the current World Championship scene. As far as a replacement for the 240RS is concerned, the most likely possibility would be a four wheel drive variation on the compact Cherry model range, the Group B car powered by a turbocharged engine.

In the early 1970's Mrs Helen Ireland of Auburn in California failed her **DRIVING TEST** in the first second. She got into the car, said 'Good Morning' to the tester and started the engine. However, she mistook the accelerator for the clutch and shot straight through the wall of the Driving Test Centre.

And, an ACCELERATOR/CLUTCH confusion enabled Mrs Beatrice Park to drive into the River Wey at Guildford during her fifth test. She and her examiner climbed on to the roof of the car and waited to be rescued. The examiner was later sent home in a state of shock, still clutching his clipboard. When Mrs Park asked if she had passed her test, she was told: 'We cannot say until we have seen the examiner's report.'

BRITISH LEYLAND PLC, the British Auto manufacturer, reported greatly reduced losses and a small operating profit before interest and tax in 1983. A major contribution to the improvement was made by Jaguar Cars Ltd, which had an excellent year. In 1983, Jaguar had an operating profit before interest and tax of \$74.2 million, an increase of \$54.0 million over the \$20.2 million reported the year earlier. BL attributed the increase to stronger sales of Jaguar luxury cars, which were 7,100 units higher than 1982. It also credited improvements in cost performance and a favourable exchange rate for the operating profit.

The tiny firm **BRISTOL CARS** is attempting to crack the U.S. market again. Bristol is planning to certify its 197 inch long Beaufighter targa by the end of the 1984 model year. The Beaufighter looks something like a Sixties Mustang that's been put on the rack, and it's powered by a 5.9 litre Chrysler V8, in both normally aspirated and turbocharged forms. The price tag should be in the dizzying realm of 75 grand (US) or more.

In 1977, 32 COVENTRY HOUSEWIVES decided to 'pop over to Paris' for the weekend. Such were the delays and disasters encountered that they arrived in the French capital with only two hours to spare before they were due to return home. One of their number, Mrs Cathleen Fox, said: 'It was ridiculous. We spent all weekend travelling.' After eight hours on the boat and fifteen hours on the coach, the housewives got out to find that they were still 80 miles from Paris. They booked into a hotel at Compeigne where they had to rest three to a room. 'Then a cat wet the bed' said one of the women, 'and we were six to a room.' When eventually they got to Paris, they found that the courier couldn't speak French. After a quick look round, they set off for home, and on the way, again called at the same hotel, where the same cat wet the bed again and also ate their chicken lunch prior to their arrival.

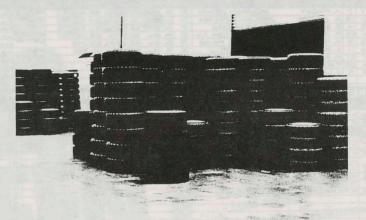
How about a **GREAT DINNER OUT** on Saturday 18 August? Why not join the crews of our Gold Star Trial team at Southwards Museum? A very reasonable price for a good night out. Open to all. Phone Murray McGuire for further details.

DID YOU KNOW???

The Sanyo Rally of New Zealand SANYO

— A LOOK BEHIND THE SCENES OF NEW ZEALAND'S WORLD CHAMPIONSHIP RALLY

- 1: The average works (or factory) supported rally team will bring into the country the following:-2 Rally Cars 2 Drivers and Co-Driver (total of 25 Mechanics 25 Management Personnel 1 Lawyer 1 Doctor 2 Containers of Spare Parts and Equipment (approx. 40 tonnes total) 130 Wheels and Tyres per The reason for this high quantity is that the high power output of these exotic cars causes rear tyres to wear out in approximately 40 kilometres. The cars also have several different tyre treads and compounds to suit each individual special stage surface e.a. aravel, tarseal, pumice, wet roads, dry roads, etc.
- 2: The cost for one of these teams to compete seriously in the event (presuming they come from Europe) can be up to \$750,000.
- 3: The cost for a team (or manufacturer) to make a serious assault on the World Rally Championship can be anything between 8 and 25 million dollars depending on how many events entered and how many cars are campaigned.
- 4: The reason manufacturers spend such colossal amounts is that winning the World Championship has drastic effects on the European and Japanese Vehicle Sales Markets.
- There are over 350 International Rallies held around the World each year. Only 10 are selected for the World Championship. Amid considerable controversy New Zealand hosts a round in preference to Australia, U.S.A. Canada, South Africa, Japan and West Germany. The available selection of roads, standard of organisation and popularity with competitors and teams supports our inclusion although some teams are not in favour owing to the expense involved because of our geographical location.
- 6: In 1983, 95 Journalists, Reporters and Media representatives attended and followed the even throughout. Over 40 of



Jack Inwood

- them were from Europe and Japan alone. Some overseas media people were representing up to 5 Agencies.
- 7: To allow media to be serviced and to ensure reports were able to be sent to destinations throughout the world four telex machines are specially installed at the Rally Headquarters and are operated 24 hours per day for 6 days.
- 8: Approximately 450 Overseas travellers will come to N.Z. especially for the event, including competitors, teams, spectators, media, tourists and Film crews.
- 9: As a result of the rally a financial input of up to 6.3 million dollars will pour into the Auckland Area and an estimated 3.1 million into Rotorua for the 3 days the rally is based there.
- The total cost of organising a World Championship Rally in New Zealand is approximately \$395,000.
- 11: If one adds up all expenses involved as a result of the rally (i.e. including Organisation Costs Competitors Costs

- Spectator Costs
 Sponsorship
 Official Expenses etc.
 an estimated total of 15 million
 dollars will be spent for the 4
 day event.
- 12: The total number of Officials required to run the Sanyo Rally "on the day" is approximately 1500.
- 13: Despite the huge costs and manpower required to organise the event no spectator admission charges have yet been made thus making the event "the biggest free show in town".
- 14: The Road Books for the rally contain 360 pages of instructions. Each page has 5 instructions each of which conveys an average of 5 pieces of information to the co-driver. The road book therefore conveys 9000 pieces of information relevant to the rally route. Four separate checking crews check the road book thoroughly before the event by travelling the entire route at least twice after the road book instructions have been completed.

FORMULA 1 WORLD CHAMPIONSHIP

MONACO GRAND PRIX: 3 June 1984

	No.	DRIVER	CAR	LAPS	TIME		SPEED (MPH)	BRAKES		SUSP.	G BOX	PLUGS		INJECT	ELECS
1	7	A. PROST	MCLAREN MP 4/2	31	Ih. Olm.	07.7403.	62.619			BILBTEIN	MCLAREN-	CHAMP		BOSCH	BOSCH
2	19	A. SEHNA	TOLEMAN TG 184	31	Ih. Olm.	15.186 3.	62.501	GRL-LOCK	FER	KONI	-MEALWO	CHAMP		HAST-LUCAS	WAT-LUCA
3	4	S. BELLOF	TYRRELL 012	31	Ih. Olm.	28.881 4	62.261	AP.	FER	KONI	-HERLAND	CHAMP		LUCAS	LUCAS .
4	28	R. ARNOUX	FERRARI 126 C4	31	Ih. Olm.	36.817 .	62.137	野変数へから	FER	KONI	PERRARI	CHAPP	0 2	LUCAS	DIMOFLER
5	6	K. ROSBERG	WILLIAMS PW 09	31	Ih. Olm.	42.986 5	62.013	A.P.	FER	KONI	HEW PGB	MEK	000	HONDA	CONTACTLES
6	11	E. DE ANGELIS	LOTUS 95T	31	Ih. Olm.	52.179 s.	61.888	BRENGO	PER	KONI	LOTUS -	CHAMP.	. "	RENAULT	REMAULT
7	27	M. ALBORETO	FERRARI 126 C4	30			0	\$50.00mg6	FER	KONI	PERRARI	CHAMP		LUCAS	PHOPLEH
8	24	PGHINZAHI	OSELLA FA IF	30			The second	LOCK	FER	KONI	ALFA ROMBO	EHAMP		LUCAS	MAGEL!
9	5	J. LAFFITE	WILLIAMS FW 09	30	Part la			A.P.	FFR	KONI	HEW PES	Nak	100	HOHDA	DOMO-TL 853

RETIREMENTS 10. DRIVER LAPS REASON	CHAMPIONSHIP POINTS DRIVER		CONSTRUCTOR	
6 D WARWICK O ACCIDENT	I A PROST 284	111	MCLAREN-PORSCHE	464
5 P. TAMBAY O ACCIDENT.	2 N. LAUDA 18	2	FERRARI	234
6 A. DE CESARIS O ENGINE.	3 R. ARNOUX 44		RENAULT	20
DU. CECOTTO I ENGINE DIED.	4 D. WARWICK 13	14	LOTUS-RENAULT	164
2 C.FABI 9 SPUN OFF.	5 E. DE ANGELIS 124	5	WILLIAMS-HONDA	11
5 F HESNAULT 12 SPUN OFF	6 K.ROSBERG II	6	TYRRELL - FORD	7
H. PIQUET 14 BPUN OFF.	7 M. ALBORETO 9	7	ALFA ROMEO	6
2 N. MANBELL IS ACCIDENT.	8 PTAMBAY 7		TOLEMAN - HART	4
4 M. WINKELHOCK 22 ACCIDENT.	9 S.BELLOF 5		LIGIER-RENAULT	2
N. LAUDA 23 SPUN OFF.	DEN.MANSELL 4	10	ARROWS - FORD	1
2 R. PATRESE 24 ELECTRICS.	DEA. SENNA 4			
	12 E CHEEVER 3			
	R. PATRESE 3		O deservable	
	14 - M. BRUNDLE 2			
	14= A DE CESARIS 2			
	16 T. BOUTSEN 1			

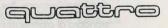
World	Rally	Championship round 5	for	Makes
World	Rally	Championship round 6	for	Drivers

Rothmans Acropolis Rally, May 26-31

ı	1. S. Blomgvist / B. Cederberg (GpG Audi Quattro A2)	10h 41m 51s
ı	2. H. Mikkola / A. Hertz (GpB Audi Quattro A2)	10h 44m 58s
ı	3. M. Alén / I. Kivimaki (GpB Lancia Rally 037)	10h 56m 01s
ı	4. A. Bettega / S. Cresto (GpB Lancia Rally 037)	11h 03m 49s
١	5. J. Buffum / F. Gallagher (GpB Audi Quattro A2)	11h 22m 10s
١	6. T. Salonen / S. Harjanne (GpB Nissan 240RS)	11h 26m 29s
	7. S. Mehta / Y. Mehta (GpB Nissan 240RS)	11h 33m 57s
	8. G. Moschous / A. Konstantakatos (GpB Nissan 240RS)	11h 47m 45s
	9. A. Warmbold / "Biche" (GpB Mazda RX7)	12h 06m 38s
	10. Y. Iwahsita / Y. Nakahara (GpB Nissan 240RS)	12h 36m 23s
	32 finishers, 105 starters.	

Championship placing

	World Championship for Makes	World Rally Championship for Drivers
1.		1. S. Blomqvist 63 pts
2	Lancia 70 pts	2. M. Alen 60 pts
3.	Renault	3. H. Mikkola 59 pts
		4. A. Bettega 34 pts
5.	Volkswagen 21 pts	5. M. Biasion
	Nissan 20 pts	6. W. Röhri





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BENSON& HEDGES SALOON CAR SERIES

BAYPARK

MANFEILD

PUKEKOHE

May, 1984.

INFORMATION SHEET - NOT REGULATIONS.

1984 BENSON & HEDGES SALDON CAR SERIES.

MANFEILD SUNDAY, 14TH OCTOBER 1984 - DURATION - 4 HOURS

BAYPARK SUNDAY, 21ST OCTOBER 1984 - DURATION - 21 HOURS

PUKEKOHE SUNDAY, 28TH OCTOBER 1984 - DURATION - 6 HOURS.

Note: The Pukekohe event will be televised live.

The information contained hereunder are the principal changes that the Organisers will be making to the 1983 Race Regulations.

ELIGIBILITY OF CARS:

There will be two categories, viz:

A. SUPER CARS:

- (i) FIA Group A Cars.
- (ii) New Zealand and Australian cars homologated by MANZ and/or CAMS to Group A specifications. A list of cars eligible under this category will be available as soon as it has been compiled by the Motorsport Association.

Note: Many of the cars listed for the ANZ Bank Touring Car Series will be eligible for the Benson & Hedges Series.

(iii) Class 0 - 6000cc -Sub-Classes: 0-2000cc; 2001-3000cc; 3001-6000cc.

B. NEW ZEALAND ASSEMBLED SALOON CAR CLASSIFICATION.

(i) Minimum annual production 200 units.

Note: Provision will be made in the Regulations for new model cars (that manufacturers have commenced assembly of) of which less than 200 units have been assembled by the 1st October 1984 to run in the Series. A bond will be required.

- (ii) Cars must have been first registered subsequent to 1st October 1981.
- (iii) Turbo chargers are permitted provided they have been fitted to the car by the manufacturer before being offered for sale to the public.

Note: Turbo chargers fitted after the initial production and assembly of a car will not be eligible.

The engine capacity of a turbo charged car will be rated to a higher capacity by multiplying the swept volume of the engine by a factor of 1.4 as set out under the rules of the F.I.A.

(iv) The classes will be :-

0 - 1350cc 1351 - 1500cc 1501 - 1800cc 1801 - 2000cc

2001cc & Over.

(v) Racing Tyres will be permitted. These will most likely be Dunlop compound 139; however final decision will be notified in due course.

Minor wheel changes will be permitted to accommodate the mounting of racing tyres. Such changes will be described in the organiser's Vehicle Specification Sheet.

Copies of the Regulations will be available in June. Please advise our office if you wish to have one mailed to you.

New Zealand International Grand Prix (Auck.) Inc., P.O. Box 11-129, Ellerslie, Auckland Telephone: 593-108. All Entrant/Competitor correspondence should be sent to this address.

The Benson & Hedges Technical Committee comprises :-

Trevor Birch (Chairman) Ph: 770-896 (B)

lan lvers (Member)

Eric Mallard (Secretary) Ph: 593-108 (B).

ENTRIES FOR THE SERIES CLOSE EARLY SEPTEMBER.

NOTICE OF ANNUAL GENERAL MEETING OF THE WELLINGTON CAR CLUB INC.

THE ANNUAL GENERAL MEETING of the Wellington Car Club Inc. will be held at the Clubrooms, commencing at 8.00 p.m., on Tuesday 18 September 1984

L. MOLLISON Secretary

classifieds



FOR SALE

Outside television aerial, plus mounting hockey stick - Channel 2-7. Suits Karori, Hataitai, Miramar, Seatoun etc. Almost brand new - only erected for three months. Plus cable. New condition. A bargain at only \$40.00. the lot. Phone Jenny Maidens 723-520(w); 843-112(h).

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- 1 x 550/1500 15 Near new retreads
- 3 x M50 14 Near new retreads
- 2 x H60 14 Near new retreads
- 1 x Pressurised Alloy Fuel Tank (10 gallons) triangle shaped
- 1 x Alloy Batter Box and lid
- 1 x Competition Seat (new covering)
- 1 x Valiant Speedway Saloon (Hemi Turbocharged)

Contact Ian Snalam. Universal Tyres, Petone. 688-094/688-093 (work); 664-948 (home)

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1963 Alfa Romeo Sprint Speciale. Fully and properly restored early Giulia. Owner willing to ship anywhere worldwide. This is an immaculate example. US\$25,000. Tony Scodwell, 6229 Fargo Ave, Las Vegas, Nev. 89107, USA.

ELECTION ADVICE

Worried about what Labour will do if they get in? Bothered that National might be in again for another three years? Then don't vote for either. Vote Values! Call in and have a chat on the Values Party policy with your friendly candidate, Peter Lundberg, over a cup of tea at the Party Offices at 21 Vivan Street, any time. All welcome. (Also standing as the United Home Consumers Front Party candidate in Miramar).

What do you get when you cross an elephant with a kangaroo? Bloody big holes all over Australia.



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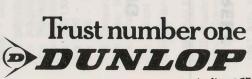


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and we don't mean maybe!

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the wellington car club

box 5142 wellington

AUGUST

1984



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P.O. BOX 5142 Wellington tel. (Clubrooms) 892-309

EXECUTIVE COMMITTEE:

President	Alan Harvie	838-742	858-549 (w)
Secretary	Lynn Mollison	785-706	859-809 (w
Treasurer	Ray Lord	268-253	284-788 (w
Club Captain	Murray McGuire	784-423	720-880 (w
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
	Lynn Dewhurst	887-924	
	Dave Humphreys	786-028	
	Ian Laming	882-599	858-669 (w
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w
	John Marslin	783-141	

SPEED	John Marslin and Greg Lang
NON SPEED	Dave Humphreys and Lloyd Rance

RALLIES Graeme Robertson

SOCIAL Lynn Mollison, Lynn Dewhurst & Jenny Maidens

PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife	SUBSCRIPTIONS:	\$25.00	for	Ordinary	membership	and	for	husband	and	wife
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\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles) \$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

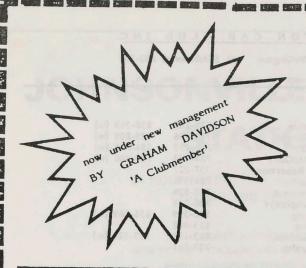
MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR : Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS'
IS EACH CLUBNIGHT

The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

'Motoring News' is printed by Bayleys Allprint Services Ltd, 11 Manners Street, Wellington



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AUTOMOTIVE DISMANTLERS

Hours Monday to Friday 8.30 a.m. - 5.30 p.m. Saturday 9.00 a.m. - 5.00 p.m.

we are buyers of damaged, rusty, mechanically broken, or going cars give us a chance to make an offer on anything you are offering for sale

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

WOLTER KUIPER - Wolter is a Journalist, owns a Vauxhall, and has been a keen competitor in Motorcycle events.

JONATHAN SCHWASS - Jonathan is well known as an active VUCC member, of which Club he is a past Club Captain. He drives an Ibex and an Avenger, and has had one year of rally and co-driving, and has been active in Motorsport for three years. He is also a Journalist for the Evening Post and correspondent for N.Z. Motoring News.

GREGORY SAINSBURY - Gregory is also a Journalist, and drives a 1957 Rover 90. (As may be suspected by now - the above three new members have all been invited to take part in the WCC's Gold Star Trial on 18 August!)

NOTICE OF ANNUAL GENERAL MEETING OF THE WELLINGTON CAR CLUB INC.

THE ANNUAL GENERAL MEETING of the Wellington Car Club Inc. will be held at the Clubrooms, commencing at 8.00 p.m., on Tuesday 18 September 1984

L. MOLLISON Secretary

WELLINGTON 858-632

TSL RENTALS 676·334 671·734

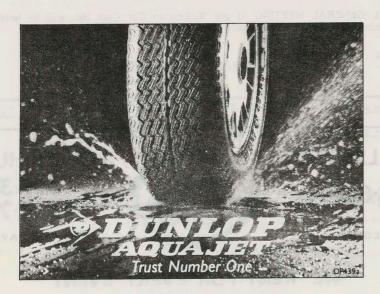
18-20 LORNE STREET 11 PARK AVENUE

WE RENT FOR EVERY EVENT

PLEASE HELP US WITH OUR GARAGE SALE! IT WILL BE HELD IN THE CLUBROOMS AND AS YOU KNOW, OUR SITUATION IS IN A GREAT AREA FOR POTENTIAL BUYERS. WE NEED ANYTHING SALEABLE YOU DON'T NEED ANY MORE - BOOKS, RECORDS, PRESENTABLE CLOTHING, ANY HOUSEHOLD ITEMS, FURNITURE, KNICK-KNACKS ETC. WE COULD GAIN A FAIR AMOUNT OF EXTRA FUNDS FOR THE CLUB, WITH YOUR HELP. SATURDAY 11 AUGUST WILL BE COLLECTION DAY AT THE CLUBROOMS, FROM ABOUT 11 O'CLOCK ON. OR YOU CAN DROP ANY GOODS OFF TO A COMMITTEE MEMBER OR AT THE CLUBROOMS (WHEN OPEN) PRIOR TO THIS. VARIOUS COMMITTEE MEMBERS WILL BE PHONING YOU FOR A REMINDER, SO HAVE A SORT OUT NOW! WE ALSO REQUIRE VOLUNTEERS TO HELP SORT AND PRICE GOODS ON THE SATURDAY, AND WILLING HELPERS AND SELLERS ON THE SUNDAY. IF YOU HAVE ANY GOODS TO OFFER BUT CAN'T DELIVER THEM, OR YOU ARE WILLING TO ASSIST, PHONE JENNY MAIDENS ON 843-112 (home) OR 723-520 (work). EVERY OFFER WILL BE

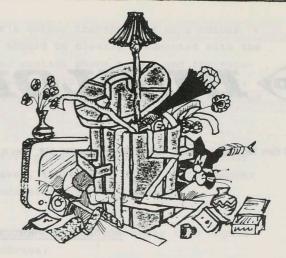
GREATLY APPRECIATED

A man charged with stealing a pair of trousers was found not guilty. Although he was told by the magistrate that he was a free man and could leave the court, he insisted on staying in the dock. His solicitor rushed over to him and whispered fiercely: 'Come on, man! Don't stay there annoying the magistrate. He's got another case to try - come on out of it!' 'I can't' said the reluctant client. 'The owner of the trousers is standing over there, and I've still got them on!'



STOP !!!

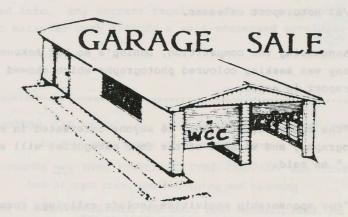
don't throw it away!



if it's usable, wearable, readable or edible and you don't want it

THEN THE CLUB DOES

WE'RE GOING PUBLIC AND HOLDING OUR VERY FIRST WELLINGTON CAR CLUB



WE WANT YOUR (good) JUNK!

(Books, records, five-year-old Mother In Law gifts that have served the compulsory timespan, vases, furniture, or whatever - if it's in good nick, we'll take it by the trailer load. If you can't bring it to the Clubrooms on the Saturday before, then phone Jenny Maidens for collection

sunday 12 august





20 Kent Terrace, Wellington. PO Box 3244. Phone 849-918. Telex NZ 3059

June 29, 1984

MOTORSPORT PHOTOGRAPHS SOUGHT

New Zealand motorsport's best action photographs in 1984 will earn cash rewards in a recently announced competition.

Sponsored by Dunlop New Zealand Ltd, this motorsport photography competition offers more than \$1,000 in prize money. The four winning entries will also be displayed on the company's 1984/85 Motorsport calendar.

Announcing the competition, Dunlop's Mr Ulf Ackeus said the company was seeking coloured photographs which showed New Zealand motorsport in action.

"The competition is open to anyone interested in motorsport photography, and winners of the four categories will earn \$275 each," he said.

"Our sponsorship activities include rallying, Formula Vee racing, saloon car racing and motorcycle racing, and, ideally, we are asking for entries which illustrate these four categories," Mr Ackeus said.

Mr Ackeus said that the judges panel would consist of representatives from the N.2. Professional Photographers Association, the Motorsport Association of New Zealand, and Dunlop New Zealand Ltd.

Entries should be either a colour transparency or a colour print plus its negative and should be clearly documented with the photographer's name, address, contact phone number and the category of entry. A photo caption providing details of the event, personalities and vehicle identification, should also be included if possible.

Entries are limited to five photographs in each of the four motorsport categories. However, there is no limit on the number of categories which may be contested, Mr Ackeus said.

All entries should be mailed to arrive no later than August 16, 1984 at the following address:

Dunlop Motorsport Photography Competition
P O Box 9691
WELLINGTON

The judges decision will be final and no correspondence will be entered into. Any entrant requiring the return of photographic material must include a self-addressed envelope.

The WELLINGTON CAR CLUB wishes to thank UNIVERSAL TYRE COMPANY for their participation in our recent Clubmans

For those requiring <u>new</u> tyres, UNIVERSAL TYRE COMPANY also offers up to four at trade price, plus free fitting and balancing

THIS OFFER IS ONLY AVAILABLE FOR JULY AND AUGUST, AND THE FORM BELOW MUST BE PRESENTED

For July and August only, present this form to UNIVERSAL TYRE COMPANY

Donald McLean Street, Newtown; or Fitzherbert Street, Petone

FOR YOUR NEW SET OF TYRES AT TRADE PRICE PLUS FREE FITTING AND

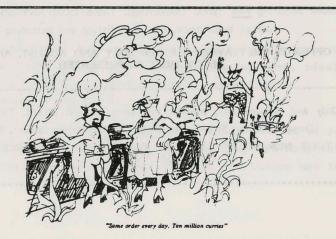
BALANCING

FORMULA 1 WORLD CHAMPIONSHIP

DALLAS GRAND PRIX: 8 July 1984

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In 1971, Mr and Mrs William Farmer of Margate travelled to Wales for their summer holidays. At the start of the week, they joined a British Rail mystery tour. It took them straight back to Margate. 'We were expecting the Welsh mountains,' they said afterwards. 'We nearly fell through the platform,' said Mr Farmer, who had been looking forward to getting away all the summer. Declining a tour of the town, Mr and Mrs Farmer popped home for a cup of tea.





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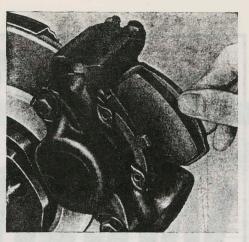
DISC BRAKE MAINTENANCE

Various designs of disc brakes are to be found on a wide range of cars: Girling and Lockheed on many family cars, and Dunlop on Jaguar, Aston Martin and other highperformance models. In all cases the principle is the same—a cast-iron disc which rotates with the road wheel is braked by the pressure of a pair of friction pads, hydraulically operated and enclosed in a caliper unit that straddles the disc. The design differences are mainly in the hydraulic actuating mechanism and construction of the caliper unit. Where the car is fitted with disc brakes at all four wheels, the rear units are provided with additional mechanism for hand brake operation.

Routine adjustment for wear is not required with disc brakes, because wear on the fricton linings of the pads is automatically taken up in the hydraulic system. For this reason the level of fluid in the brake reservoir may gradually fall as the thickness of the lining material diminishes. Where front disc and rear drum brakes are fitted, however, the rear brakes will require regular shoe adjustment as previously described (unless of the self-adjusting type). The hydraulic system, too, should be checked for fluid level and signs of leakage every 3,000 kms, irrespective of the arrangement of disc or drum-and-disc brakes fitted.

Pad Replacement. The friction linings on the pads should be inspected for wear every 10,000 kms; this is best done by removing the road wheel concerned. When worn, the pads are easily removed and replacement pads fitted

The manufacturers of brakes recommend replacing the pads when they have worn to a thickness of in. (3 mm). It is dangerous to use a car



Fitting a new friction pad in a disc brake. The pads in this type are retained by spring clips which can be removed after extracting two split pins.

when the pads have worn down to 1.5mm thickness.

Three types of caliper have been introduced by this maker, involving slight differences in servicing. The two earlier types have pads which are retained by upper and lower plates. In some cases antirattle springs are fitted under these plates. The plate bolts must be loosened and the plates swung round to allow the pads to be withdrawn. The latest type has its pads secured by spring clips which can easily be removed to allow extraction of the pads.

When replacing worn pads, the car must first be jacked up and the road wheel removed. Then take out the old pads.

Before the new pads are inserted, the pistons must be pushed as far as possible into the cylinder bores, a job that may require quite heavy pressure. The new pads can then be fully inserted. If antisqueak shims are fitted, make sure that these are located behind the brake pad and that the direction arrow on them faces the forward rotation of the disc. The retaining plates or spring clips can then be replaced and secured. This procedure applies to both front and rear brakes and after replacing all the pads it is only necessary to pump the foot pedal until solid resistance is felt, when the brakes will be adjusted for correct clearance.

Super- versus Turbocharger

WHY IS IT THAT CARMAKERS ARE USING TURBOCHARGERS INSTEAD OF SUPERCHARGERS? I'VE HEARD THAT SUPERCHARGERS ADD POWER AT ANY RPM, WITHOUT LAG, WHEREAS TURBOCHARGERS HAVE 'TURBO LAG' TO SOME DEGREE. THE ONLY NEGATIVE THING I'VE HEARD ABOUR SUPERCHARGERS IS THAT FUEL ECONOMY ISN'T GOOD. BUT NEITHER IS IT VERY GOOD WHEN YOU KICK IN THE TURBOCHARGER. IT APPEARS THAT PEOPLE WOULD PREFER THEIR POWER IMMEDIATELY INSTEAD OF AFTER A LAG.

The above is basically correct. A supercharger, positively driven by the engine via gears, provides its boost virtually without lag whereas a turbocharger, which needs both engine rpm and a bit of time to build up speed after you open the throttle, delivers it after a certain lag.

The current popularity of turbochargers seems to have its roots in the triple challenge of combining high engine power with clean exhaust and good fuel economy. On the other hand it also provides a handy way for engineers to recoup power lost to emission controls without developing new engines. Typically, a turbocharged engine can be calibrated to run through the EPA tests with little if any action from the turbocharger - and hence minimal effect on the EPA fuel economy and emissions numbers.

Briefly, the turbocharger's best known disadvantage is the abovementioned lag, present to one degree or another, in all turbocharged cars. Still less well known is the fundamentally exotic nature of a turbocharger. It is an extremely high speed device, made to very close tolerances of expensive heat-resistant materials, and is both sensitive to the way the car is driven and expensive to repair when damaged. Special instructions in owners' manuals of turbocharged cars often admonish the driver to wait a few seconds before driving away with a cold engine or turning off a hot engine to protect the turbo from damage.

Revived attention to the mechanical supercharger, often used in the past to boost the power of auto engines, is already creating competition for the turbocharger. Lancia is offering some models in Europe with a supercharged version of the Fiat 2.0 litre twincam engine. Road tests find that these cars provide excellent throttle response at as low as 1500 rpm. Fuel consumption, however, is on the heavy side. The supercharger has the advantage of offering instant boost at all engine speeds and any accelerator pedal setting. This could be particularly attractive in typical New Zealand driving, where speeds are low and full power seldom used. But because it takes engine power to drive it, as opposed to the 'free' exhaust energy the turbocharger uses, it tends to increase fuel consumption more than a turbocharger in this type of driving. Generally, though, both suffer from the fact that compression ratio has to be lowered.

It is generally believed that a supercharger system costs less than a comparable turbocharger system. Some proponents say it presents fewer thermal problems (a turbocharger is constantly subjected to hot exhaust gas), although up to now, superchargers have not been known for their durability. They're also not known for quietness – a typical supercharger emits a distinct whine. Turbochargers whine as well, but many production car installations are audibly virtually undetectable.

And as to the present state - thanks to intense development during the last decade, turbocharging is being brought to a high state of refinement, but at the same time, new and concentrated effort is being devoted to the supercharger.

bits & pieces 🕬 📞

The sleek shape of the ROVER is destined to become an eye-catching sight on the roads of India. This follows agreement with the Austin Rover Group by Standard Motor Products of India (SMPI) to proceed with a £10 million project to produce, under licence, 12,000 executive saloons, based on the Rover, for sale in India. SMPI is investing in a new assembly facility at its existing light commercial vehicles plant in Madras and the first car is scheduled for production in early 1985. Initially, SMPI will build the new car from body shell sub-assemblies and components shipped from the UK but an increasing proportion of the vehicle will be progressively sourced from within India.

The British have managed to come up with some rather quaint defences in the wake of the country's tough new DRINK-DRIVE LAWS. A Mr Kenneth Collins recently managed to satisfy the Court that his urine contained microorganisms capable of producing alcohol. His appeal against a drink-drive conviction was thus allowed.

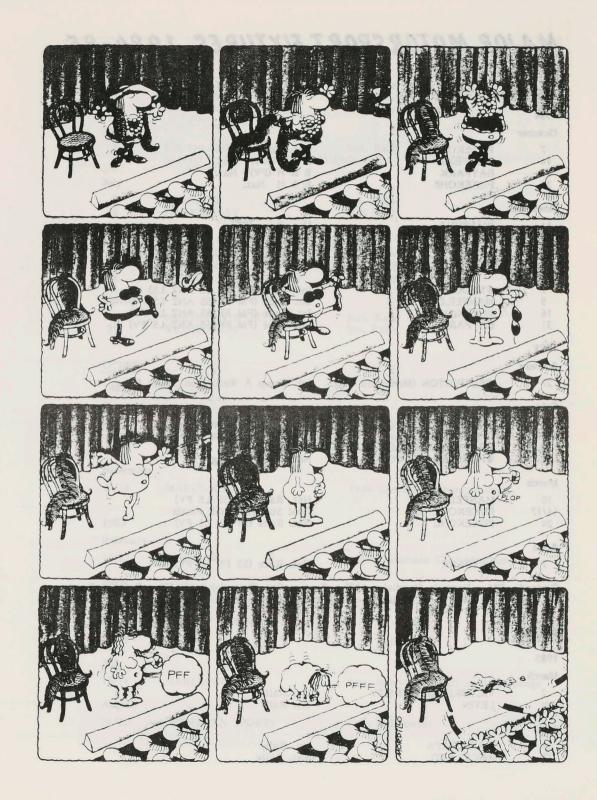
New Zealand's first 60 km/h SPEED LIMIT, on Memorial Avenue in Christchurch, seems to be working well. Introduced in April, the new limit is a trial compromise between the previous 70 km/h limit and urban development which would otherwise dictate a reduction to 50. A section of road lined with school, parks and many houses, as well as providing an access to the airport, but also being wide and straight, the road differs considerably from a congested city street, which accounts for the trial 'buffer' limit of 60 km/h. The Ministry of Transport is hopeful that such trial cases will provide valuable guidelines for similar adoption elsewhere.

JUDAS THADDAEUS was one of Christ's apostles and later became known as Saint Jude. For the next eighteen centuries, however, he was entirely ignored. While other saints were invoked daily, hardly a prayer was offered in St Jude's direction. This was largely because he was confused in the public mind with Judas Iscariot who betrayed Christ. The oversight was eventually corrected when the Church made him the Patron Saint of Hopeless Cases.

The Chief Traffic Superintendent for the MINISTRY OF TRANSPORT, Mr Ian Coddington, is quoted recently as saying 'The flashing of headlights to motorists approaching as a warning of speed traps ahead is 'costing lives' and 'making speed enforcement almost impossible.' The gentleman's own Department, on the other hand, tells us that it is drunk driving, reckless driving, dangerous overtaking and other similar serious offences which kill people. Hardly consolable for the lone motorist travelling at 100 km/h alone and safely on the motorway when he's picked up by the radar!

The new ROVER 213, just introduced in the U.K., bears a distinct resemblance to a recent New Zealand release - but not with a Rover badge. The new Rover line-up - really the 1984 Honda Civic range in disguise - replaces Austin Rover's earlier Civic-derived model, the Triumph Acclaim. While the Rover 214 differs slightly in styling from the four door Honda Civic seen in New Zealand, it is technically the same vehicle that won the 1983/84 Car of the Year Award for Honda in Japan.

It's worth noting, in spite of our recent price freeze, that Motor Vehicle claims payouts by our INSURANCE COMPANIES in 1983 was an estimated 12% greater than in 1982. Taken over the whole country, a recent report from the Insurance Council states that the average claim now calculates out at about \$800 - and Auckland repair costs are 9% above the New Zealand average. One reason for the relatively high average is that about a quarter of the total costs of all claims are for total losses or write-offs. Total claims paid out by the industry last year exceeded \$185 million, or about \$3.7 million every working week. Statistics show that, annually, one claim is made for every five private vehicles; two for every five business cars, and three for every five rental vehicles. And, drivers under 21 cost several surveyed companies the most - an average of \$1,070 per claim.



MAJOR MOTORSPORT FIXTURES 1984-85

RACING and SPEED 1984 October PUKEKOHE Nat. Race (FV) 14 MANFEILD B&H (FV) Nat. BAYPARK 21 B&H (FV) Nat. 28 PUKEKOHE B&H Nat. November 11 RUAPUNA Nat. Race (FF) TIMARU 18 Nat. Race (FF SS ANZ LS) 25 TERETONGA Nat. Race (FF SS ANZ LS) December 2 WIGRAM Int. Race (FM FF SS ANZ LS) 9 MANFEILD Int. Race (FM FF SS ANZ LS FV) Int. Race (FM FF SS ANZ LS FV) 16 PUKEKOHE 31 BAYPARK Int. Race (FM FF SS ANZ LS FV) 1985 January 27 WELLINGTON (Manawatu CC) Int. Group A Wellington Street Race February PUKEKOHE Int. Group A Saloon Race 16/17 GISBORNE C.C. National Gymkhana Championships Nat. Race (FV) 23 MANFEILD (Formula Vee Assn) 24 WHENUAPAI (TACCOC) Nat. Race Meeting March MANFEILD 10 Nat. Race (FF SS LS FV) 16/17 PUKEKOHE C.C. Gold Star Hillclimb Finals Nat. Race (FF SS LS FV) 24 PUKEKOHE April 7 BAYPARK Nat. Race (SS FF LS FV) (Legend: FM = Formula Mondial; ANZ = Touring Car Championship; FF = Formula Ford; FV = Formula Vee; SS = Shellsport; LS = Laser Sport) RALLIES 1985 March Inv. Rally 2 VICTORIA UNIVERSITY 24 LEVIN Inv. Rally April 13 WAIRARAPA Inv. Rally

Nat. Rally

27

AUCKLAND

May		
4	MANAWATU	Inv. Rally
19	ROTORUA	Inv. Rally
25	WANGANUI	Inv. Rally
June		
1	SOUTHLAND SPORTS SANYO RALLY OF NEW ZEALA	Nat. Rally - Premier round
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July		
7	TOKOROA	Inv. Rally
20	HAWKES BAY	Nat. Rally
August		
3	TARANAKI	Inv. Rally
10	HAMILTON	Nat. Rally
17	TAUPO	Inv. Rally
September		
7	NORTHERN SPORTS	Nat. Rally - Premier round
21	WELLINGTON	Inv. Rally
OTHER		
1984		
October		
6	MANAWATU	Nat. Gold Star Trial
13	TAUMARUNUI	Nat. Gold Star Hillclimb
22	LEVIN	Inv. Rallysprint
November		
17/18	MARLBOROUGH	1984 Gymkhana Championships
	W IN ED ONC COLL	1784 Gymkhana Championships
1985		
February		
	CISPORAL	ADVOTES DE LA PROPERTIE DE LA SECUCIONE
16/17	GISBORNE	1985 Gymkhana Championships
April		
20	HAWKES BAY	Inv. Rallysprint
May		
18/19	RATEC	New Dellarence
10/17	KAILC	Nat. Rallysprint
July		
13/14	MARLBOROUGH	Nat. Inter-Island Hillclimb Challenge
August		
24/25	NORTHERN SPORTS	No. Dellinsin
2+12)	NORTHERN SPORTS	Nat. Rallysprint



IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

AUGUST

Sat 4 Tues 7	**TSL SOUTH MAKARA SPRINT	WELLINGTON	Inv.
Sun 12	**GARAGE SALE - WCC Clubrooms	WELLINGTON	Inv.
Sat 18 Sat 18	**GOLD STAR AND WALL TROPHY TRIAL **WAIMIHIA FOREST RALLY	WELLINGTON TAUPO	Nat.
Tues 21	CLUBNIGHT - Clubrooms 8.00 p.m.	WELLINGTON	Rest.Nat.
Sun 26	**KIM NAYLOR AUTOCROSS	WELLINGTON	Inv.

SEPTEMBER

Tues	4	MONTHLY NIGHT TRIAL	WELLINGTON	Inv.
Sat	8	WALL TROPHY MIDNITE TRIAL	VUCC	Inv.
Sat	8	RALLYSPRINT	WAIRARAPA	Inv.
Sun		SPRINT Lees Road	WAIRARAPA	Inv.
Sun	16	GRAVEL HILLCLIMB	HUTT VALLEY	Inv.
Tues	18	WELLINGTON CAR CLUB AGM 8.00 pm	WELLINGTON	ternos i
Sat	22	WAIMIHIA RALLY	WELLINGTON	Rest.Nat.
Sun	30	GYMKHANA	VUCC	Inv.



more detailed event info.

TSL SOUTH MAKARA SPRINT : Saturday 4 August (Wellington Car Club)

The venue is South Makara Road (left after Service Station, a few k's along and past the Golf Course). The road is sealed, and the event starts at 10.00 a.m. Scrutineering is at the venue from 8.00 - 9.30 a.m., followed by Drivers' Briefing. Entry Fee \$15.00. For further details, phone Greg Lang on 883-488 after 7.00 p.m.

WAIMIHIA FOREST RALLY: Saturday 18 August (Taupo Car Club)

Approximately 210 kms in the Waimihia Forest, with approximately 150 km of Special Stages. Entries close on 8 August, and entry fee is \$47.00. Maximum number of entries is 70. The Rally is sponsored by Wrightcars Toyota, Taupo, and carries a minimum of \$1,500 in prizemoney plus trophies. For further information and Regs., contact Robbo or the Secretary of the Rally, Debbie Locke, phone Taupo 84-289 (home).

KIM NAYLOR AUTOCROSS: Sunday 26 August (Wellington Car Club)

The venue is the Autocross Track, Otaihanga Road, north of Paraparaumu. Start time is 10.30 a.m. Scrutineering at the venue from 9.30 a.m. Entry Fee \$8.00. For further information, phone Greg Lang on 883-488 (home).

POST GOLD STAR TRIAL DINNER: SOUTHWARDS MUSEUM

Saturday 18 August

Join the competitors and officials of the Snap Instant Printing Wellington Car Club Gold Star and Wall Trophy Trial for dinner after the event at Southwards Museum. Open to all. Cost only \$15.00 per head, for a buffet dinner comprising Soup; 2 cold meats, 3 salads, fish and french fries; selection of desserts; coffee and tea. Phone Murray McGuire on 784-423 (home) or 720-880 (work) for your reservation before Friday 3 August

CLUBNIGHT AUGUST CLUBNI

PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

spectating the sanyo by Lisa Ellingham

Seem to remember doing this before. Donned our hats and coats, biscuits and coffee packed, charging up the island in hope of finding at least 6 or 7 spots a day for prefect viewing. Yes, we were following the International Rally (again) and had already entered into the spirit of things. Wonder if the Lerts will be there. Remember the guy dressed up as an Ape and the line of brown eyes getting applause when lit up by competitors lights at llpm somewhere in the back of Taupo. You wouldn't want to bum out on that corner would you?

Driving north of Auckland first thing Saturday morning we spotted a sign hanging off a motorway bridge...."Reg Who ?".....yes, there was definitely a certain amount of spirit in the air.

First stop special stage two. Remembering the golden rule when following the International we got a good park and off up the road to check out the viewing. For those of you who aren't familiar with the golden rule, it is simply this. When arriving at your chosen spot you discover ten thousand other people have beaten you to it and it looks as if you won't get a park within 2 miles of the place...don't give up. DO NOT PARK YOUR CAR. Put it into gear and just keep on driving but be careful not to run over excited spectators leaving their Morris Minors and don't hit anyone's precious BMW. The rule states that if you persevere, 9 times out of 10 you'll get a park right by the road closure sign. Try it one day, but not when we're looking for one.

Had to wait about 30 minutes for the first car and in that time a good number of spectators arrived and crowded our well chosen spot. Plenty of name dropping went on, "Stig" this and "Hannu" that, all the usual things you expect to hear from the enthusiasts. Then there's the authentic lot who come equipped with the "COME ON SUCH AND SUCH" banners and the caps and jackets bearing "AUDI TEAM" logos.

Just a minute.....where's our "COME ON MARK" banner ? Where's our "GO FOR IT ROBBO" flag ? After all, with all the name dropping amongst the crowds surely we have to be affiliated to someone!

It's a well known fact that in peace time the Kiwis and the Ockers are nothing short of competitors, always striving to be better than the other. But in war time they automatically band together and become one for all and all for one. Why doesn't this happen in times like the Sanyo Rally. We may compete in a club event but for the International why aren't we cheering for our fellow members. Perhaps we're the only car club people here. Not so.

First car.....gone. You think you've remembered how they were last year but on your first glimpse you discover you've forgotten. They are faster and more impressive every time. There seems to be no such thing as a hard act to follow.

Well that was enough to get everbody going. As the noise disappears up the hill the crowd decide that maybe they'll take afew steps back and get into deep discussions on the power of the Quattro. Watch the next 10 cars and it's time to go.

After watching the first cars afew times you begin to settle in, and although they're still leaving you open mouthed you begin to wonder how those further back in the field are doing. Decided to wait and see Mark Jennings come through. By this stage all the spectators are acquainted and forming little groups all over the place. As each car is due there's a general mumble of names as each group announces who is next.

We're waiting for Mark and apparently he's next. While looking around for a good spot to set up camera we discover there are quite afew people from the Wellington Car Club doing just the same. Where's our "COME ON MARK" banner? Now's the ideal time to stretch it along the roadside. Maybe he'll see it and at least feel encouraged. Maybe he'll pass Neil or Reg or Walter!! Pity we haven't got one. Here he comes.

Lots of cheering and encouraging noises from all, a good display. Off to the next stage.

Getting cold now, and dark, time for a trip to the shop. Filled up on pies and rubbish then over to watch the beginning of a stage. There's Mark again. On the way out we see Robbo very seriously studying his papers. Stayed the night in Auckland and one of our lot had a bit of trouble blowing up the lilo. It's better than the floor we're told!

After the good viewing on Saturday we were in a mad rush to get down to Te Kauwhata where the local school put on bar-b-qued sausages and cans of drink. Now that's enterprising......where's our banner?

Good spot this, plenty of people jeering and generally getting excited about the day ahead. Watch the first 6 cars which seem faster than yesterday and then off to the next stage.

Another good spot up the road, into the forest and after viewing as long as possible we discover Mark is out of the field. (Should have had that banner!) Bad luck Mark, we supported you all day Saturday but didn't quite have our act together. Got a photo for you anyway.

Saw plenty of great motorsport on Sunday. Went on down to Te Kuiti where we saw Robbo again and made suitable cheering noises. Had a decent meal to prepare us for a cold night and then off to Tokoroa for afew forest stages.

Had a bit of a problem here. Driving along we spotted heaps of cars and decided we'd got our guestimate wrong again so we exercised the golden rule and found a park. Charging off into the forest we discovered close on 100 people popping out from ditches and positioning themselves on banks. Yes, this is the spot. After a while we heard rally noises but they seemed to remain in the distance. No, this is NOT the spot. Golden rule No.2 is now in force. Do not assume everybody else knows where to go.....they don't.

Finally caught up with the field for the last stage. Very spectacular.

Monday morning in Rotorua is not a good place to be when there's a frost. So we reluctantly load into the car with New Zealand wool products all over us and drive east for the first stage. Peak traffic in Rotorua isn't a problem, not when you've got a woolly hat blocking the sound of their horns from your ears!

There they are again, even though it's Monday there are still those faithful rally followers, we included.

Excellent viewing in the morning. Our host for the previous night had said his goodbyes at 8 o'clock that morning and taken himself off to work. But who is this walking up the road in a collar and tie? Some people have it made! Had lunch in Rotorua and had a rather long wait until the next stage, so we joined the clans to get a good look at the remaining field. Yip, there's Robbo's car. Good for him.

As we were limited for time off from work, we watched the next stage and then headed for home. After all the excitement of the previous three days we were feeling very bored sitting in the car watching the trees whiz past, so we played 21 guesses to liven things up. It passes the time very quickly, especially when everyone cheats.

We had a great time, as usual, and next year no doubt we'll do the same again. Can't help wondering why we left the flags and banners at home, especially when there were so many supporters from our club. Surely somebody should have remembered to organize a support group from our club..........oh that's right, we don't do that sort of thing. I'm quite sure that if it was Y O U competing you'd feel very encouraged if you saw your name on a banner with alot of proud faces holding it up.

Good on you Robbo for finishing so well, and to you Mark for trying so hard. We may have forgotten the banner but we were wishing you luck anyway.

Thanks, Lisa, for such a beaut, well written article. Much appreciated - Ed.

JULY NIGHT TRIAL Organiser's Comments

Well done Eddie Conroy and team - bad luck Murray McGuire and team.
One of these days I hope to set a Trial that Murray can't 'clean sheet'!
The Thomsons also 'clean sheeted' and kept good time, but unfortunately, they missed the Manned Check the first time.

In my view, all the accessways of Guilford Terrace are 'obviously private'. However, I allowed a small claim because one accessway in particular could have been seen as ambiguous to the event's technically minded competitors.

Sorry about the muck-up in the last section, folks! I have deleted all late time in the last section because the instructions for CHECK DAIHATSU should have included a U turn. We missed this during checking because I deleted too many words after making changes during checking.

All penalties relating to CHECK RUBBISH (Westland St) were also deleted because I now agree that the sign BUS STOP and KEEP CLEAR separated by the continuous line, is in fact two signs and was therefore not a trap.

I also allowed a claim of two minutes (10 claimed) for time lost at St Mary's College (Guilford Terrace).

Apart from all that, I hope you enjoyed the Trial. I enjoyed setting it. Thanks to Dave Humphreys and Alan Harvie for running the event.

DAVE JENNINGS

That on merit Team Conroy should be requested to give an account of a Monthly Night Trial must be something of an historical event! Perhaps at last our true potential is starting to blossom forth. More likely though, is that the driver in the team is now taking instructions.

The Trial started for us at the back of the field (as usual) and we proceeded on our way some 2 or 3 minutes late (as usual). The route took us up Mt Victoria from Newtown and the first trap (mis-spelt sign) was spotted immediately - or was it to be another sample of a normal Night Trial? We carried on, fingers and toes crossed. On finding a McGuire cursing and swearing and going the wrong way, we knew we were right. Nice little trap in Oriental Parade - unfortunately out brain was used by at least one other crew - then on to the Control in Thorndon. This section seemed straightforward apart from a slight slip-up with the curbs and channels by that driver fellow mentioned above. However, the other half of the crew managed to sort out the problem. The loop round Thorndon ended back at the same Control.

From here, I'm a bit hazy as to where we went. However, the main two things that stand out are having to do a U turn in a very narrow street (Everton Tce) with houses so close you could touch them. This is ridiculous and organisers and checkers must put a stop to this nonsense. It is time that local residents were given some consideration.

Finally, we were on our way home to find another trap that was well conceived and poorly executed, (Who checked this?) so that we ended up in Lyall Bay whereas we should have been in the Clubrooms. Never mind, we assumed that there was a hitch and so back to base. Apart from the couple of grizzles, it was an enjoyable evening, and thanks to all.

TEAM CONROY (P.S. After this, if anyone wants a navigator I think I will be available

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NIGHT TRIAL

A night trial was held on Saturday, July 27th. Competitors knew nothing of the route or conditions until they arrived at the starting point at the Wellington Railway Station at 7.30 p.m. except that the distance was approximately 20 miles over metal roads. Nine cars took part and assembled in appropriately cold rain at the starting point to receive instructions. The route was as follows:

Wellington to Johnsonville via Main North Road. Thence along the Ohariu Bay Road, returning to Wellington via Makara Hill and Karori. Hazards were not very numerous but everyone got caught somewhere. Before the start competitors had produce licences and warrants of fitness—not that the Club has become extremely moral but these are small points we are all careless about. Then to ensure that everyone maintained the set average of 20 m.p.h., a secret check at Johnsonville was arranged and manned by Ansell. A stop and re-start test was held on Makara Hill, and G. Easterbrook Smith and the Secretary were the officials concerned. Starting and finishing was in the hands of Ferrier and Toby Easterbrook-Smith.

Promptly at 8 p.m. the first man got away, to be followed by the others at two minute intervals. It is said that one competitor was entirely involuntary. As the cars were having distinguishing paper crosses pasted on the near side headlamps, a stray Mörris 8 at the end of the line did not escape Ferrier's attention. When the somewhat astonished owner discovered the whys and wherefores he very sportingly went through the trial.

At the first check only one car was on time, Forlong's Austin 12/4, but no cars lost marks by refusing to dip on the face of the check cars lights. One or two people got a little tied up at the Johnsonville turn off though no one actually lost themselves. Opinions varied on the matter of maintaining the 20 m.p.h. average through the Ohariu Gorge. Some were extremely blase, while others said they had to work hard. The fact remains that only Watson in the Le Mans Singer finished the entire course dead on time.

The second check produced some amusing incidents. Atkinson stopped and started the Alvis very neatly but his acceleration away from the line was in the best hill climb manner, the Alvis spinning its wheels viciously and throwing small stones about with a marked disregard for officialdom. Murphy with the 1½ litre M.G. stopped perhaps ten yards from the line and when waved on with a torch shot past the line and was only stopped by a loud shout from the torch-waving official. A rather surprising number ran back on restarting though with some it was only a matter of an inch or so admittedly. However, the Secretary was extremely brutal about it all, possibly because he stood in the rain while Easterbrook-Smith sat in the car and jotted down the marks lost. Whatever the cause, all but perfect re-starts were penalised.

Competitors were checked in again at the Station. It was impossible to work out results on the spot, so all adjourned to a nearby milk bar for the usual talk. The event was a decided success, and a very pleasing feature was the fact that Mesdames Forlong, Tolley and Atkinson rode with their respective husbands. In fact, Mrs. Forlong acted as an extremely efficient timekeeper and contributed very largely to Forlong's success. It is hoped to run similar events at fairly frequent intervals.

TAKEN FROM N.Z. SPORTS CAR CLUB BULLETIN: September 1946

The Snap Instant Printing GOLD STAR TRIAL 1984



AUGUST 18th 1984

START AND FINISH AT SOUTHWARD TRUST MOTOR MUSEUM,
OTAIHANGA ROAD (OFF STATE HIGHWAY 1), PARAPARAUMU

FIRST CAR STARTS 9.00 a.m. AND FINISHES APPROX 5.00 p.m.

LUNCH AT THE SCOUT HALL, WAITARERE DOMAIN, WAITARERE

FIRST CAR DUE APPROX 11.45 a.m.

COMPULSORY REFUEL AT HUDSON & BURNHAM LTD, 537 QUEEN STREET LEVIN – A BP SERVICE STATION

FIRST CAR DUE APPROX 2.15 p.m.

EVENT PROMOTED BY THE WELLINGTON CAR CLUB INC

ALL ENQUIRIES TO P.O. BOX 5142, WELLINGTON

OR THE ORGANISER, MURRAY MCGUIRE, HOME PHONE 784-423 WELLINGTON



NOTE: ENTRIES CLOSE FRIDAY 3rd AUGUST





exchange dellorto installations tuning agents for wel rustproofing ecialised

50 phone



gymkhana jottings

WCC GYMKHANA : SUNDAY 1 JULY

After weeks of very unseasonal but most acceptable weather, we were greeted with heavy rain on the morning of the event. Phone calls started coming in as to a decision on going ahead which at first looked doubtful. However, about 11.30, the rain stopped and the sun broke through, so I decided to check out the venue and make the 'Big D'.

The ground was slushy on top but a hard base underneath, so I gave it the green light and rang up Iain Mollison to put the smile back on his dial. We had six competitors finally front up and a really good day was had by all. Alan Harvie narrowly took out first place as usual with the rest of us content to spray the mud around. The only lady entry turned in a very creditable performance - only 151 points behind the winner.

For those who missed out for thinking the weather was against it, should remember the phone is not difficult to use, and you pay for the privilege anyway.

DAVE HUMPHREYS

RESULTS

	e, with	Wiggle Woggle	Clover Leaf	Inc. Circles	Garage	Chicane	Figure 8	Total	Place
1.	Dave Humphreys	42	38	90	51.25	39	29	289.25	4
2.	Iain Mollison	37	34.5	77.5	46.25	37	28.25	265.5	2
3.	Kevin Simpson	40	42	102	56.5 + 5	47.25	34	326.5	5
4.	Gail Simpson	52	53	110	87.7	50.25	39.25	392.2	6
5.	Alan Harvie	34	30.75	71.7	45.25	32.5	27	241.2	1
6.	Ian Snalam	45	37.5	82.7	57	37.5	26.25	285.95	3

A rabbi, a priest and a minister were having a discussion as to how they divided up the collection plate. The minister explained that he drew a circle on the ground, tossed the collection in the air, and that all the money that landed in the circle was for God and that what landed outside was for himself and the parish. The priest said that his system was similar; he just drew a straight line, tossed the money up, and that what landed on one side was for God and on the other for himself and the church. The rabbi admitted that his system worked along somewhat the same lines. 'I just toss the plate up in the air,' he explained, 'and anything God can catch he can keep.'



Ford Motor Company
of New Zealand Limited

P.O. Box 30012 Lower Hutt, New Zealand

June 12, 1984

FORD LASER SPORT CHAMPIONSHIP
The 1984/85 Ford Laser Sport Championship will extend over
the six major races, each one week apart, that make up
the core of the new season's calendar.

Prize money will be as follows:

November	18	Timaru	\$1.750
November			\$1,750
		Teretonga	
December		Wigram	\$1,750
December	9	Manfeild	\$1,750
December	16	Pukekohe	\$1,750
December	31	Bay Park	\$1,750

Plus an overall championship prize fund, paid out to the top six placegetters at the rate of \$15 per championship point earned. This fund could amount to \$4,500 as an end of season payout.

Tight control will be maintained on panel damage, with continuation of the single Judge of Fact (Laser Sport only) approach, with power to administer acmerit championship points where appropriate, and the ability to exclude a competitor from starting (or receiving Company prize money) if carryover panel damage from a previous event does not meet required appearance standards.

MOTORCRAFT FORMULA FORD CHAMPIONSHIP
Formula Ford racing in New Zealand has intensified in terms of competitiveness and interest over the last two seasons, and the following announcements are sure to add new dimension to this growing formula.

Basic prize money over the six round championship will be as follows:

November	18	Timaru	\$2,100
November	25	Teretonga	\$2,100
December	2	Wigram	\$2,100
December	9	Manfeild	\$2,100
December	16	Pukekohe	\$2,100
December	31	Bay Park	\$2,100

As for the Laser Sport Championship, an overall Championship price fund will be implemented, on the same basis of \$15 per championship point for the first six placegetters in the final championship standings.

Advice is now being received confirming plans for a World Champion of Champions final at a major European meeting in mid 1985. With this in mind, the Company has now confirmed its financial support for the MANZ Driver to Europe Scheme in 1985, with a return UK airfare and expenses now included as a bonus award to the 1984/85 Motorcraft Formula Ford Champion.

With Ford of Europe indicating their extensive support for the new World Final, including the provision of new, identically prepared cars for each competitor, the Driver to Europe promise is now a very attractive and exciting incentive for all Motorcraft Formula Ford drivers.

The decision to shorten the Championship to six rounds has not been made lightly, and reflects the Company's requirement that the Championship be structured in such a way that promotion and interest can be maximised and sustained. Obviously this could not be achieved with a two and a half month gap between the end of December and the next national meetings in mid March.

As an offset, the Company is confirming separate, non championship financial support for the following selected meetings:

October 21	Timaru
November 11	Ruapuna
March 10	Manfeild
March 24	Pukekohe
April 7	Bay Park

The planning is now in place to guarantee the 1984/85 championship season will be not just one to remember, but one to participate in. The Ford Laser Sport and Motorcraft Formula Ford Championships now provide perhaps the best incentive and return in New Zealand motorsport today. The Company is pleased to be involved.

Yours faithfully,

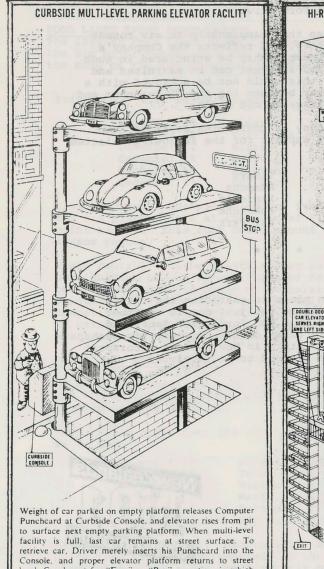
G.S. Jackson, VEHICLE SALES MANAGER

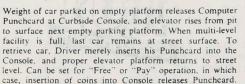


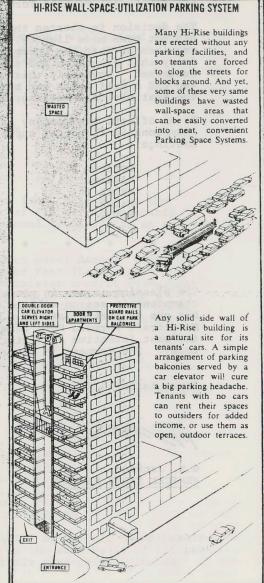
THE RECENT CITY COUNCIL DECISION TO ALLEVIATE SEVERE PARKING PROB-LEMS AND CONGESTION IN THE CITY HAS HAD SOME SURPRISED REACTION FROM MANY OF OUR CLUBMEMBERS. FOLLOWING, ARE EXAMPLES OF THE SCHEMES TO BE IMPLEMENTED AND THEIR LOCATIONS

To be installed outside O'Neills Photo Service Ltd, 37 Courtenay

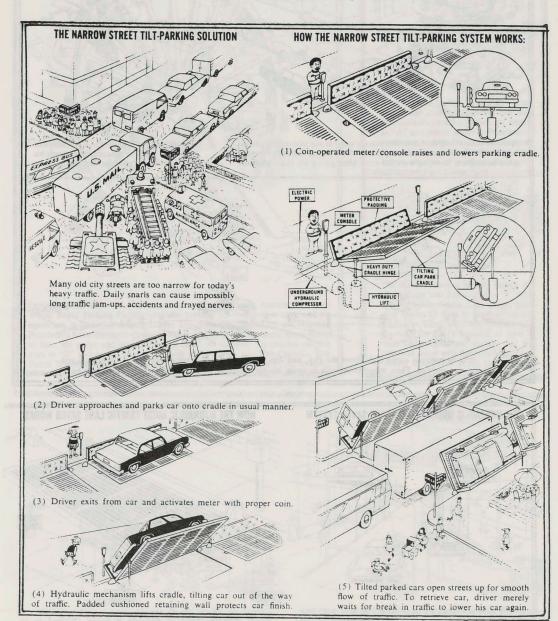
To be installed outside C.W. Martin Ltd. 9-13 Tory Street

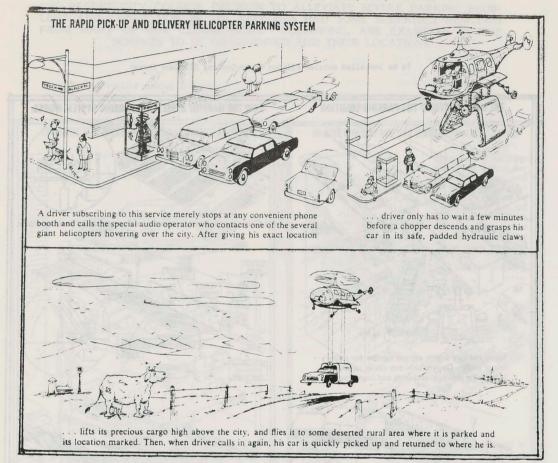


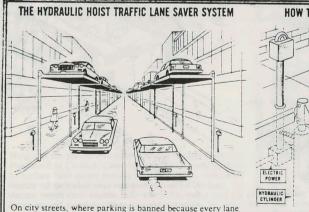




To be installed outside Ellmers Mower Centre, 239 Cuba Street



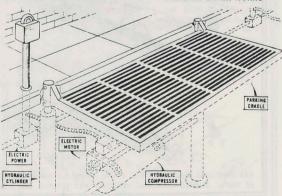




On city streets, where parking is banned because every lane from curb to curb is needed for heavy moving traffic, this system restores the equally-needed but lost parking spaces.

(1) Parking cradle own meter-activated to the control of the contr

HOW THE HYDRAULIC HOIST TRAFFIC LANE SAVER WORKS



(1) Parking cradle at curbside is firmly attached to its own meter-activated underground hydraulic hoist mechanism.

To be constructed outside Alan Harvie Ltd, 21 Vivian Street

THE AUTOMATED FERRIS WHEEL RAPID PARKING FACILITY THE AUTOMATED FERRIS WHEEL RAPID PARKING FACILITY

Occupying the space of only six surface-parked cars, the Automated Ferris Wheel Rapid Parking Facility provides parking for twenty-four cars, and its operation is fast and simple. Driver enters at "A" and takes a Computer Punchcard from Entrance Console. This instantly brings an empty space down to him. He parks and leaves. Elapsed time: 30 seconds. To retrieve car, he goes to "B" and inserts Punchcard with proper coins into Exit Console. The Ferris Wheel spins car to him and he drives off. Elapsed time: 30 seconds.

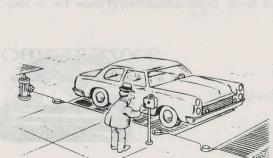
To be constructed at the WCC Clubrooms, Russell Terrace



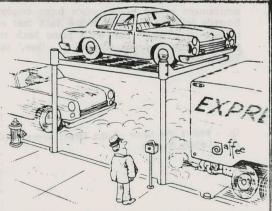
Lazy Susan facility is totally automated and computerized for fast and economical operation. When car enters at "A" and driver removes Punchcard, computer signals for an empty space. Instantly, the Lazy Susan spins and lowers or rises to produce the space.



To leave, customer merely inserts his Puncheard into Exit Console "B" with proper coins. Again, Lazy Susan spins and lowers or rises to produce the car instantly. Thus, what was once an ugly parking lot for a handful of cars is now a fast, efficient facility for ten times as many with the added beauty of lovely mini-parks at all four corners.



(2) After Driver parks his car on the cradle, he deposits the proper coins into the meter which activates the hoist.



(3) The car is lifted aloft instantly, leaving the space below free for heavy traffic to flow easily beneath it.

classifieds



FOR SALE

LASER SPORT PARTS - Complete running gear/interior from near new (5,000 km) 1982 Laser Sport. Seats - wiring - loom - engine/gearbox - struts - driveshafts etc. The lot must go. Phone Frank Miessen 842-505

WANTED

One set steel Laser wheels. Phone Frank Miessen 842-505

Roll cage to fit Chevette Hatchback. Phone Greg Lang 847-595 (work) or 883-488 (home)

RALLY SERVICE CREW WANTED to help maintain and run a Rally Car in both National and Club Rallies on a regular basis. If you want to go rallying but can't afford a car then join in. Phone Ray Lord 268-253 (late evenings and weekends)

The LEAST SUCCESSFUL TOURIST on record is one Mr Nicholas Scotti of San Francisco. In 1977 he flew from America to his native Italy to visit relatives. En route, the plane made a one hour fuel stop at Kennedy Airport. Thinking he had arrived, Mr Scotti got out and spent two days in New York, believing he was in Rome. When his nephews were not there to meet him, Mr Scotti assumed they had been delayed in the heavy Roman traffic mentioned in their letters. While trying to track down their address, the great traveller could not help noticing that modernisation had brushed aside most, if not all, of the ancient city's landmarks. He also noticed that many people spoke English with a distinct American accent. However, he just assumed it was for their benefit that so many street signs were written in English. Mr Scotti spoke very little English himself and next asked a policeman (in Italian) the way to the bus depot. As chance would have it, the policeman came from Naples and replied fluently in the same tongue. After twelve hours travelling round on a bus, the driver handed him over to a second policeman. There followed a brief argument in which Mr Scotti expressed amazement at the Rome police force employing someone who did not speak his own language. Scotti's brilliance is seen in the fact that even when told he was in New York, he refused to believe it. To get him on a plane back to San Francisco, he was raced to the airport in a police car with sirens screaming. 'See,' said Scotti to his interpreter, 'I know I'm in Italy. That's how they drive.'

Q. What's the name of the street where policemen live?
A. Letsby Avenue.



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WELLINGTON CAR CLUB INC. PO BOX 5142. WGTN.

PERMIT No.355

Trust number one **DUNLOP**

and we don't mean maybe!

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the wellington car club

box 5142 wellington

SEPTEMBER 1984



IGNITION PARTS

for your car

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NEW TYRES, RETREADS AND SECOND HAND TYRES,
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JOHNSONVILLE SERVICE STATION

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WELLINGTON CAR CLUB INC.

P.O. BOX 5142 Wellington tel. (Clubrooms) 892-309

EXECUTIVE COMMITTEE:

President	Alan Harvie	838-742	858-549 (w)
Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	268-253	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
Committee	Lynn Dewhurst	881-031	
	Dave Humphreys	786-028	
	Ian Laming	882-599	858-669 (w)
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w)
	John Marslin	783-141	13, 1800, 1917

SPEED	John Marslin and Greg Lang
NON SPEED	Dave Humphreys and Lloyd Rand

RALLIES Graeme Robertson

SOCIAL Lynn Mollison, Lynn Dewhurst & Jenny Maidens

PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS:	\$25.00 for Ordinary membership and for husband and wife
	\$15.00 for under eighteen years
	\$15.00 for Country Membership (over 40 miles)
	\$20.00 for Associate membership
	Motorsport Association Capitation Levy = \$5.00
	Joining Fee for new members = \$7.50

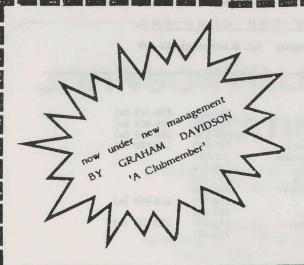
MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR : Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS'
IS EACH CLUBNIGHT

The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

'Motoring News' is printed by Bayleys Allprint Services Ltd, 11 Manners Street, Wellington



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we are buyers of damaged, rusty, mechanically broken, or going cars give us a chance to make an offer on anything you are offering for sale

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

BOB GRAY - A big welcome back to the Club to Bob, who, many of you will recall, was very active in Trialling, Rallies and Autocrosses. Hope your participation in Club events for the coming year won't just be limited to the Gold Star Trial, Bob! I'm sure you'll recognise a few old familiar faces.

MARTIN MACLEAN - Martin is a Radio Technician, and drives a Laser Sport. He has indicated he is interested in Trialling and Gymkhanas, so watch out Alan Harvie! There could be another Laser after your points!

KEVIN and GAIL SIMPSON - Kevin and Gail own two cars - an Alfa Sud 1.5 and a Toyota Corolla 1600 GT. Kevin has previously competed in Clubmans and National Racing, and is keen on entering all competitions except Rallying.

BLENDDYN STERLING - Many of you will recall Blenddyn used to co-drive for Alan Martin in rallies a few years ago. He is a Draughtsman, and drives a Mitsubishi Sigma. Although he hasn't actively competed for the last two years ago, maybe we can entice him into reappearing in future Speed Events!

ROBERT TREADWELL - Robert is a Mechanic, and is a keen Volkswagen man. He is interested in Speed Events and Gymkhanas.

JIM and DIANA WEBBER - Jim is a well-known Journalist and Motoring Correspondent, and he and Diana were enticed into the Club by the Gold Star Trial. As a family with 'various' cars, here's hoping to see them along at future Trialling events.

MARK WILLIAMS - Mark is another Volkswagen enthusiast, and also owns an RX2. He is a Mechanic, and has had Gymkhana experience. Mark is interested in Speed Events and Gymkhanas.

WELLINGTON 858-632

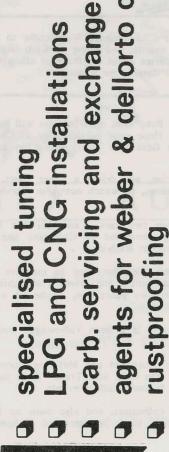


676·334 671·734

11 PARK AVENUE

18-20 LORNE STREET

WE RENT FOR EVERY EVENT





d 00 ohone



letters

Dear Editor

I have been a member of the Club for about two years, and will soon be moving to Christchurch to work.

I would like to thank the Clubmembers for their advice and assistance over this period, particularly ALAN HARVIE, LLOYD EVANS and JENNY MAIDENS; plus all those involved in organising some great events.

I hope to keep in touch in future. Once again, thanks.

FRANK MIESSEN (Soon to be South Islander)

 We'll all miss your cheery disposition, sportsmanship and help with events, Frank.
 Our loss - Canterbury's gain. Hope we'll be able to keep track of you through National racing points! - Ed.

Dear Editor

The Wellington Car Club is the biggest Car Club in Wellington, yet when it comes to organising and helping with Speed Events, no-one seems interested. The majority of Clubmembers are interested in Speed Events, but their interest doesn't go as far as helping. Sure enough, there are people who do, or have done a great deal of work, but these are the same people each time.

If it wasn't for the same four dedicated persons who have been the sole force behind Speed Events, there would not have been any events. And there may not be any in the future if Coubmembers don't 'pull their fingers out' and start supporting their Club.

This is my first year on the Committee and I was amazed to see that a Club our size relies on the same people who are fed up chasing around disinterested Clubmembers.

I am organising the Gold Star Hillclimb at Alexandra Road on 6 October. The event is probably one of the biggest events on the Club calendar. At Clubnight and in the Bulletin I will ask for assistance in actually running the event and in the form of Marshals. It is unfortunately probable that from a Club membership the size of ours, only one or two people will offer their services as Marshals. Probably the same two people that offer their help every time. After making a considerable number of telephone calls and discovering that every one is going to a wedding, a funeral or some other prior engagement, I will probably have a total of five or six Marshals.

It is virtually impossible to run an event without a guaranteed number of Marshals. Unless there is a considerable increase in member enthusiasm and participation, it will become virtually impossible to hold any future Speed Events.

GREG LANG



Motorsport Association of New Zealand Inc.

A J SMITHARD

PO Box 3793 Wellington New Zealand Telephone 723-520

8 August 1984

CIRCULAR TO AFFILIATED CLUBS

PLEASE INSERT IN YOUR NEXT CLUB BULLETIN FOR THE ATTENTION OF ALL MOTORSPORT COMPETITORS

TRIALS REGULATIONS AMENDMENTS

The matters that were referred to the Trials Advisory Committee as a result of the last Annual General Council Meeting have now been received back from that Committee and finalised. These will come into operation as at 1 January 1985, except the alteration to Appendix T 18/6, which is of immediate effect. The alteration is :

Appendix T 18/6

Delete the last sentence and substitute the following:

'There shall be only one navigational and/or timekeeping instruction at any one route point at any one time. If a timekeeping instruction is given at the same route point as a navigational instruction then it must be combined with a navigational instruction or listed in a separate Speed Schedule.'

OTHER RULE AMENDMENTS

Except as listed in this circular, all other amendments to rules will come into operation on 1 January 1985 and will be contained in the 1985 Yearbook.

AMENDMENTS TO CRC NEW ZEALAND RALLY CHAMPIONSHIP ARTICLES

Title

Amend to read: 'Articles governing the CRC New Zealand Rally Championship'

Article 1

Add, as the first paragraph:

'Name of the Championship. The name of the Championship shall be CRC RALLY CHAMPIONSHIP. All rallies comprising the Championship must bear the above name in all Supplementary Regulations, Articles, Press Releases, Programmes and Public Address.'

Article 2

Add 2.7: 'Entrants who are registered for the Championship qualify to compete for both points and prizemoney at both premier rounds of the Championship in addition to the regional and Championship rounds in their nominated region.'

Add 2.8: 'It is the responsibility of the competitor to obtain the necessary entry form for each event and complete this in accordance with the Supplementary Regulations for that event.'

Article 6

2 ...

Add 6.3: 'It is mandatory that each competing vehicle carry the following CRC advertising:

- a) One CRC advertising sticker in a prominent position on each front wing (mudguard)
- A CRC bonnet banner across the bonnet of the car in the position described in 6.2(b) above: or, if this space is already being used by the individual event organiser's sponsor, then the CRC bonnet banner will be affixed immediately above the local sponsor's advertising. In no case may the space described in 6.2(b) above be used for any other advertising.'

Article 22

Delete and insert:

1st Overall - \$1,200.00; 2nd Overall - \$750.00; 3rd Overall - \$400.00

Class 1: 1st Overall - \$200.00; 2nd Overall - \$120.00; 3rd Overall - \$80.00

Classes 2, 3, 4, 5, & 6: 1st Overall - \$250.00; 2nd Overall - \$150.00; 3rd Overall - \$100.0

In addition to the above, trophies will be awarded to the driver and navigator for the first three overall positions and the first positions in each class.'

Article 22.3

Delete and insert:

'22.3. Should there be in any class only four or three registered Championship entries competing in either premier event, only 50% of the prizemoneys for that class will be paid. If there are less than three registered Championship entries competing in any class in either premier event, only 50% of first prize will be paid.'

Add 22.4: Junior Rally Champion (highest points overall to driver under 25 years of age as at 1 January 1984. Contributed by Dunlop New Zealand Limited - \$1,000.00.

Add 22.5 : Group A Championship

1st Overall - \$1,200.00; 2nd Overall - \$500.00; 3rd Overall - \$300.00; 4th Overall - \$200.00; 5th Overall - \$100.00.'

UPGRADING RALLY LICENCES

The following provision will be put in place, commencing from 1 January 1985. However, if Clubs are in a position to implement it earlier, this will be accepted, with a proviso that the Clubs concerned notify this office of their intention to use the system described below:

'That for the purposes of upgrading Provisional Rally licences to National grades competitors at their first two rallies be required to attend Question and Answer sessions, conducted by suitably qualified personnel. Such personnel are to be drawn either from senior competitors or organisers. These two sessions would then take the place of the present observations and would be entered on the Observation Cards. The Question and Answer topics are to be safety related.'

USE OF A2 TYRES

Strict adherence to Group A Specifications would prevent cars under 2000cc rating from using A2 tyres. Recognising that these tyres are in common use and stocks of them are still available, although diminishing, it has been decided to grant a dispensation from Group A Specifications in this regard for the 1984/85 National Rally Championship events.

GROUP A TOURING CAR SPECIFICATIONS

Enclosed is the final approved copy of the Vehicle Specifications covering Group A Saloons in New Zealand for the coming year. There is one addition to the Eligibility List, that being the Cortina TE, the exact description of which will be published separately.

STANDARD RACING ENTRY FEES 1984/85 SEASON

The following entry fees become effective for the forthcoming Racing Season:

Formula Vee and Laser Sports \$25.00 National Touring Car Championship \$50.00

All other Motorsport Association Racing Championships \$30.00

All fees include the Motorsport Association Competition Levy.

LASER CHAMPIONSHIP DATES AND AMENDMENTS

18 November1984The Levels24 NovemberTeretonga22 DecemberWigram9 DecemberManfeild16 DecemberPukekohe31 DecemberBaypark

Minimum/Maximum Race Distances: Two heats, 16-22 kilometres per heat

: One Race, 25-30 kilometres

Tyres: As per 1983 Regulations

Prizemoney Schedule

Race Prizes

1st \$340.00; 2nd \$260.00; 3rd \$220.00; 4th \$180.00; 5th \$170.00; 6th \$160.00; 7th \$140.00; 8th \$120.00; 9th \$100.00, 10th \$60.00 (Half for Heats)

End of Season Championship Prize Fund

\$15.00 per Championship point for the first six overall placegetters.

FORMULA FORD CHAMPIONSHIP

Dates

. . .

18	November	1984	The Level
25	November		Teretonga
2	December		Wigram
9	December		Manfeild
16	December		Pukekohe
31	December		Baypark

Minimum/Maximum Race Distances: Two heats, 26-40 kilometres per heat : One Race, 40-60 kilometres

Prizemoney Schedule

1st \$500.00; 2nd \$400.00; 3rd \$300.00; 4th \$240.00; 5th \$160.00; 6th \$140.00; 7th \$120.00; 8th \$100.00; 9th \$80.00; 10th \$60.00 (Half for Heats)

End of Season Championship Prize Fund

\$15.00 per Championship point for first six overall placegetters.

COMPETITION NUMBERS

Competition Numbers in future will consist of only two digits, numbered from 1 to 99 inclusive. None of these numbers may be prefixed by the number/s '0'.

ANZ BANK TOURING CAR CHAMPIONSHIP

Classes

4 ...

The Championship will run in three classes: 0 - 2000 cc 2001 - 3000 cc 3001 - 6000 cc

Prize Schedule

Class 0 - 2000cc and 2001 - 3000cc (combined)
1st \$700.00; 2nd \$500.00; 3rd \$350.00; 4th \$200.00; 5th \$150.00; 6th \$100.00

Class 3001 - 6000cc
1st \$1,000.00; 2nd \$800.00; 3rd \$500.00; 4th \$300.00; 5th \$250.00; 6th \$150.00.

PASSENGERS IN CARS

Clubs are reminded that it is permissable for an experienced competitor to take an inexperienced competitor as an educational exercise. It is stressed that passengers in cars are not permitted in competition except where this is provided for, e.g. rallies.

DUTY ON COMPETITION TYRES

We have been advised by the late Minister of Customs that in response to representations made by this Association to Government some months ago, that a duty concession policy in relation to Motorsport Competition Tyres has been agreed to. The policy falls into two categories:

- Clearly identifiable tyres which are not substitutable for any tyres manufactured in New Zealand
- b) Other types of tyres which will be considered on individual application.

Two approvals have been published under Category A. They are:

- Go Kart tyres all sizes up to and including 152.4mm (6 inches)
- · Slicks being tyres with no visible tread pattern, for circuit racing only.

Enquiries are being made of Dunlop, Firestone and Goodyear with regard to other types of tyres included in Category B, as any application must be supported by the manufacturers.

A.J. SMITHARD SECRETARY GENERAL

The Motorsport Association also advises that the following Helmet specification number is now accepted as safe for competition: NZS 5430. This addition will appear in the 1985 Yearbook



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given of the Annual General Meeting of the Wellington Car Club Inc., to be held at the Clubrooms, Russell Terrace, Newtown, Wellington, commencing at 8.00 p.m. on Tuesday 18 September 1984

AGENDA

- 1. Approval of Minutes of previous Annual General Meeting
- 2. President's Report
- 3. Approval of Annual Accounts for the Year Ended 31 July 1984
- 4. Consideration of proposed Rule Changes to Constitution (see opposite)
- 5. Subscriptions
- 6. Election of Office Bearers
- 7. General Business

Members unable to attend the Annual General Meeting may make written nominations of members for election as Officers of the Club. The member nominated must accept the nomination either in writing or personally at the Meeting, otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him or her. Written appointments must be received by the Secretary three days prior to the date of the Meeting

L. MOLLISON SECRETARY

*** WANTED ***

MARSHALS DESPERATELY NEEDED FOR OUR MOST PRESTIGEOUS SPEED EVENT OF THE YEAR - THE ARCHER & LUPP SERVICES BP GOLD STAR HILLCLIMB AT ALEXANDRA ROAD ON SATURDAY 6 OCTOBER. IT'S NOT HARD WORK - A GREAT DAY'S EXCITEMENT GUARANTEED. COME ON ALL YOU SPEED FOLK WHO AREN'T COMPETING THIS TIME! WHAT ABOUT LENDING A HAND? PHONE GREG LANG - 883-488 (H)

SUGGESTED CHANGES TO CURRENT RULES OF WELLINGTON CAR CLUB (INC.) TO BE DISCUSSED AT THE ANNUAL GENERAL MEETING

Rule

- Any person wishing to attain membership of the Club shall make application to the Secretary in such form as may from time to time be prescribed by the Committee, agreeing to accept and abide by the rules for the time being of the Club and shall with such application tender the entrance fee, MANZ Levy and the appropriate subscription for the financial year of the Club in which such application is made.
- 5(b) Applications for membership shall be referred to and determined by the Committee and in the case of an application being declined, the entrance fee, MANZ Levy and the subscription shall be refunded to the applicant in full.
- 5(c)(ii) Add: Full membership rights apply to each of the parties to a husband and wife membership
- 6(a) Club Vice Captain Add (Optional)
- 9(a) The Executive Committee shall meet as often as requisite but at least once every calendar month as an ordinary meeting (January excepted). At least seven days notice of such meeting shall be given orally or in writing to all committee members by the Secretary.
- 10(c)(v) Change existing (v) to read:

 $\underline{Q}uorum$: At any Annual or Special General Meeting a quorum shall be thirty financial members present at the commencement of the meeting.

If a quorum is not present, the meeting shall be adjourned for not less than one and not more than five weeks and at least three days' notice given to all financial members of the adjourned meeting at their last known address. Business may then be transacted at the adjourned meeting irrespective of the presence of the specified quorum. Notice in the Club Bulletin will be taken as being sent to all current members.

12(c) Cheques:

The Club may open and maintain Bank Accounts and Cheques on the Bank Account of the Club shall be signed by any two of the following:

President, Club Captain, Secretary or Treasurer, and any one of these may endorse cheques for lodgement.

(Lynn Mollison)
Secretary

talking trials



PHOTOGRAPHIC TRIAL Sunday 22 July 1984

PLACING	COMPETITOR	CLUB	TIMING PENALTIES	PHOTO PENALTIES	TOTAL POINTS LOST
1	Watts & Hanson's	MG	10	600	610
2	Gair & McDonald etc	VUCC	130	500	630
3	McCallum & Duncan	VUCC	500	300	800
4	Mines & Mowday etc	WN	140	800	940
5	Gould & Rapley	VUCC	100	900	1000
6	Harvey Family	WN	20	1000	1020
7	Te Punga & Southon	VUCC	60	1000	1060
8	McGuire Family	WN	30	1100	1130
9	Jennings, Dickinson et	c·WN	0	1200	1200
10 .	Moreton Family etc	WN	30	1200	1230
11	Miller & Pierson etc	WN	0	1300	1300
12	Murray's etc	VUCC	80	1300	1380
13	Rowse & Walter etc	MG	190	1200	1390
14 =	Lundbergs etc	WN	20	1500	1520
14 =	DeJoux & Smith	VUCC	20	1500	1520
16 =	Humphrey's etc	WN	150	1400	1550
16 =	Thomson Family	WN	150	1400	1550
18	Clay Family etc	WN	70	1500	1570
19	Southward & Hean etc	VUCC	0	1700	1700
20	Hector Family	MG	0	1800	1800
21	Douglas Family	Levin	170	1700	1870

Organised by Rick O'Neill, to whom special thanks go for a great afternoon. Thanks also to Ted Clay for the loan of the Monaco G.P. video, and Bruce McPherson for the video player. It was nice to see the Douglas' down from Levin - trust you enjoyed the afternoon. Hopefully, the other WMSA Clubs who weren't represented this year will follow this lead and turn out next year.

Arrived at the Clubrooms with a fellow work-mate, and with Annette Miet joining us, we received a sheet of photos of signs and pictures taken from buildings around the city. One photo we recognised was the Sports Car Showrooms in Wakefield Street, so we headed for it, and while travelling down Tory Street, found a faded sign that matched a photo.

In travelling around the city trying to identify the photos on the sheet, we were able to find some that we recognised and find some that we could not recognise.

After driving round for over an hour, we headed back to the Clubrooms where tea and bikkies were waiting and watched a videon of the Monaco Grand Prix. Towards the end of the afternoon the results were called out, and we managed to come 4th. Well done, Team! Many thanks to the organiser for a very enjoyable afternoon.

ALLAN MINES for Team Honda

P.S. When's the next one?



GUARDIAN WELLINGTON CAR CLUB real estate Itd

OCTOBER NIGHT TRIAL

TUESDAY 2 OCTOBER

7.00 p.m. start at the Clubrooms

\$100.00 First Prize \$50.00 Second Prize \$25.00 Third Prize \$50.00 First Novice Plus Novelty Prizes

A straightforward Trial with no unnecessary technicalities Special tips for beginners Set by Lee Dickinson and Kerri James - checked by Mark Jennings (Any enquiries, phone Lee 786-849)

Guardian Real Estate Ltd 20 Johnsonville Road Johnsonville tel. 784-839

An Irishman, an Italian and a Jew were marooned on an island. While walking along the beach, one of them came across an old bottle. He rubbed it, and out came a genie, who was empowered to grant them each their dearest wish.

'Ah,' said the Italian, 'let me go back to the Old Country, where the wine is sweet and the women are beautiful.' Poof - he vanished.

'For me,' said the Jew, 'I want to go to the Holy Land and live out the rest of my days with my people.' Poof - he vanished.

'Gee,' said the Irishman, 'it's kind of lonely here. I wish I had my friends back.'

* * * HELP WANTED * * *

DO YOU HAVE ???

- A Car ?
- Lots of Nerve ?
- A Free Weekend? (22/23 September)

If the Answer is YES ... then THE TAUPO RALLY IS COMING UP

SATURDAY 22 SEPTEMBER 1984

Can You Help Marshal? Then ring Lynn - 881-031 - and come Rallying in Taupo LOTS OF FUN!



speed scene

OFFICIAL RESULTS: WELLINGTON CAR CLUB TSL SOUTH MAKARA BENT SPRINT SATURDAY 4 AUGUST 1984

Driver	· Club	Car	Practice	Run 1	Run 2	Run 3	Place O/A	Place Class
Alan Harvie	WN	Laser Sport	47.95	46.60	45.83	46.10	5	2
Erika Currie	MG	Mini	57.95	56.33	55.13	53.88	10	3
Neil Roots	VUCC	Datsun Sunny	50.49	47.34	46.39	46.12	6	3
Ted Clay	WN	Datsun 1200	53.97	52.61	51.47	50.55	9	2
Lloyd Evans	WN	Capri	47.07	45.53	45.44	44.67	3	1
Neil Whiting	WN	Mini	(Off)		62.04	100000	11	4
Peter de Joux	VUCC	Anglia 1500	49.69	48.54	56.53	49.10	7	4
Ian Taylor	WN	Escort 4.4	44.52	42.02	41.18	41.11	1	1390
lain Mollison	WN	Toyota Levin	46.37	45.55	44.77	44.39	2	1
Grant Dally	VUCC	Viva 2000	48.40	45.97	46.20	45.39	4	2
Peter Zivkovic	WN	Mini	57.99			48.84	8	151 900

With thanks to Event Officials:

GREG LANG - Organiser; JENNY MAIDENS - Secretary & Timing;

Marshals - Clubmembers - LYNN DEWHURST, FRANK MIESSEN, JEREMY LANG, COLIN WOOD, WAYNE McNAUGHT. Non Clubmembers - ANDREW GRANT, ANDREW MEO, BRUCE McNAUGHT. COLIN WERNER, JOANNE GRATZER. Scrutineering - PETER ZIVKOVIC

TSL RENTALS SOUTH MAKARA SPRINT

The annual TSL South Makara Sprint attracted a disappointing entry of 11 cars; disappointing in that a large amount of work had been done preparing the road. However, there was an excellent day's competition with some competitors getting 6 runs as well as a practice run. Congratulations must go to Ian Taylor on setting the fastest time with a very spectacular display of driving.

There were two incidents during the day - Neil Whiting took a liking to a fence, damaging the front of his Mini. Also, Peter de Joux's Anglia had an argument with a bank. After repairs, both drivers rejoined the day's competition.

Prizegiving, which was held in the Makara Community Hall, was well attended. As well as the usual overall and class prizes, there were two special prizes which were a token of appreciation for the Marshals who endured the cold and windy conditions. The two Marshals whose names were drawn out of a hat (ice cream container) were Lynn Dewhurst and Colin Werner.

Thanks must go to TSL Rentals for their continuation of sponsorship. Also, thanks to everyone who assisted during the day with Marshalling, Scrutineering, Timekeeping and Secretarial work. Special thanks to Wayne and Bruce McNaught, who put a great deal of effort into making it a very successful day.

GREG LANG Organiser

THE MISFORTUNES OF NEIL WHITING at the TSL South Makara Sprint







IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

SEPTEMBER

Tues	MONTHLY NIGHT TRIAL (7.15 at Clubrooms)	WELLINGTON	Inv.
Sat 8	**WALL TROPHY MIDNITE TRIAL	VUCC	Inv.
Sat 8	RALLYSPRINT	WAIRARAPA	Inv.
Sun 1	GRAVEL HILLCLIMB	HUTT VALLEY	Inv.
Tues 1	WELLINGTON CAR CLUB AGCM 8.00 p.m.	WELLINGTON	
Sat 22	**WAIMIHIA RALLY - Taupo	WELLINGTON	Inv.
Sun 3) GYMKHANA	VUCC	Inv.

OCTOBER

<u>OCTOBER</u>					
T	ues	2	**MONTHLY NIGHT TRIAL (7.15 at Clubrooms)	WELLINGTON	Inv.
S	at	6	**GOLD STAR HILLCLIMB - Alexandra Road	WELLINGTON	Inv.
S	at	13	**GOLD STAR HILLCLIMB - Taumarunui	TAUMARUNUI	Nat.
S	un	14	BENSON & HEDGES - 4 hour race - Manfeild	MANAWATU	Nat.
T	ues	16	CLUBNIGHT - Clubrooms 8.00 p.m.	WELLINGTON	
S	un	21	BENSON & HEDGES - 2½ hour race - Baypark	BOPMRA	Nat.
S	un	21	SPRINT - Duncan McKenzie	KAPITI	Inv.
N	lon	22	**GYMKHANA - Stewards Trophy	WELLINGTON	Inv.
S	at	27	BRAILLE RALLY (Trial for Blind)	WELLINGTON	
0	ct	27	CLUBMANS RACE MEETING - Manfeild	HVMC	Inv.
S	un	28	SPRINT - Duncan McKenzie	LEVIN	Inv.
S	un	28	BENSON & HEDGES - 6 hour race - Pukekohe	NZIGP	Nat.



more detailed event info.

BENT SPRINT : LEES ROAD : WAIRARAPA : SUNDAY 9 SEPTEMBER : NOW POSTPONED

WALL TROPHY MIDNITE TRIAL: Saturday 8 September (Victoria University Car Club)

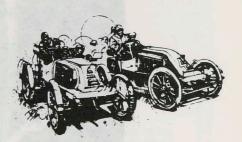
Duration - around four hours. The Trial starts and finises at 24 Te Moana Road, Waikanae. First car away at 12 noon. The entry fee is \$15.00, and normal entries close on 1 September, with late entries being accepted up to 12 o'clock on the day with a late entry penalty of \$5. The Trial is about 250 km long. The essential map for mapreading is NZMS 260 S24 Foxton Edition 1 1980. The remainder of the Trial is plotted within the confines of NZMS 1 N152 and NZMS 1 N156 and pt N157. Register entries with Bruce Maddock, Midnite Trial, 7 Wilford Street, Upper Hutt.

TAUMARUNUI 100 GOLD STAR HILLCLIMB : Saturday 13 October (Taumarunui Car Club)

This is a National Open event. The course is that part of Kururau Road from the Carter Road intersection to the summit and is 4 km long, 5.5 metres wide and apart from the starting pad is all metal. It is 4 km from Taumarunui Railway Station. Scrutineering is at Turaki Motors on Friday 12 October from 6.00 to 8.30 p.m., and on Saturday 13 October from 8.00 to 9.00 a.m. Driver's briefing at 9.30 a.m. Entry Fee (to 10 October) is \$12.00 and late entries of \$18.00 will be accepted until 13 October. Write to the Secretary, P.O. Box 254, Taumarunui. Classes are: Saloons - up to 1300cc; 1301 - 1600cc; 1601 - 2000cc and 2000cc and over; Sports/Racing - unlimited. Awards - FTD = \$200 cash; Fastest Lady = \$50; Class Awards - 1st = \$50; 2nd = \$30; 3rd = \$20.

STEWARDS TROPHY GYMKHANA: Monday 22 October (Wellington Car Club)

A Stewards Trophy event. It will be held on the Housing Corp. Land, adjacent to the Porirua Tip, and will start at 12.30 p.m. Competitor requirements - Civil Driver's Licence, and WMSA Club membership card. The event is open to all production vehicles using standard road tyres - no rally or special tyres. The organiser will reserve the right to refuse any entry that does not comply with the Regulations. Enquiries - phone Dave Humphreys - 786-028 (home)



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WANTED !!!

- Are you innovative, enthusiastic, energetic and full of good ideas?
- Hardworking, prepared to organise, help and devote yourself to a worthy, although sometimes unappreciated task for a year?

IF SO, THEN WE NEED YOU ON THE WELLINGTON CAR CLUB COMMITTEE

At the AGCM on Tuesday 18 September, one of the main items on the Agenda will be the election of the Club Officers and Committee Members by you, the Clubmembers. The following persons will not be available for re-election this coming term: Lynn Mollison (Secretary), John Marslin, Dave Humphreys, Chris Clarke and Lloyd Rance, who is now overseas.

According to our present Constitution, the Club needs, in addition to its main Office Bearers, a Committee of not more than 8 members nor less than 5 members - a total Committee of 10 - 13 members. Present Committee members who are prepared to serve a further term are: Alan Harvie, Ray Lord, Murray McGuire, Graeme Robertson, Lynn Dewhurst, Ian Laming, Greg Lang and Jenny Maidens.

If all the above are successful in being re-elected, WE WILL STILL NEED A FURTHER TWO OR FIVE NEW COMMITTEE MEMBERS.

If you feel you would like to involve yourself more in the Club's activities, you are prepared to involve yourself in the running of the Club, accept a challenge and responsibility, and are prepared to attend Committee Meetings, Clubnights and other activities - THEN WE NEED YOU! Make your availability and willingness known to a standing Committee Member before the AGM on 18 September



here it is folks the great 'wrap-up' of the CRRS rally scene!



WADDOOD BALLY

promoted by the WELLINGTON CAR CLUB at Taupo

SIX SPECIAL STAGES

145 km TOTAL LENGTH

SATURDAY 22 SEPTEMBER

ENTRY FEE \$40.00. ENTRIES CLOSE FRIDAY 14 SEPTEMBER LATE ENTRIES AN EXTRA \$10.00. WRITE FOR REGS NOW

: The Secretary
WAIMIHIA RALLY
P.O. Box 13392
WELLINGTON 4

LAST CHANGE FOR THE YEAR FOR A RALLY GRADING!
LAST ROUND OF THE CARS!



Ford Motor Company of New Zealand Limited

P.O. Box 30012 Lower Hutt, New Zealand

August 7, 1984

TO: ALL FORD DEALERS, COMPETITORS, and INTERESTED PARTIES.

MOTORSPORT NEWSLETTER 5/84

Benson and Hedges Saloon Car Series

This year's Benson and Hedges Saloon Car Series will be held over the traditional three round format as follows:

Manfield, Feilding, October 14 4 hours
Bay Park, Mt Maunganui October 21 2½ hours
Pukekohe October 28 6 hours

Present planning is for the Pukekohe event to be broadcast live on television.

The format of this year's series is similar to previous years in that it combines a "supercar" class with a New Zealand assembled section. The supercar class is based on the new touring car regulations based on international Group A. Entries in this area are presently vague and it will be some weeks yet before this situation is clarified.

Many discussions were held on the format of the Benson and Hedges Series, with considerable interest and support expressed from many quarters in revising the Series to become a true New Zealand Manufacturers Championship. Whilst this has not eventuated, the New Zealand production classes are likely to receive more support and attention than ever before, partly because of the uncertainty over Group A entries and partly reflecting the new model competition in the New Zealand car market.

Therefore, recognising these factors, the Company is very pleased to announce the following prize money support for each of the three races, for each class.

Pos	erall Class sition achieved by Ford competitor	Within each class, Prize Money for Ford competitors,irrespective of overall position in the class*		
First	\$500	\$500		
Second	\$350	\$350		TOTAL PARTY
Third	\$250	\$250	FETT THE ATT	709 3100
Fourth	\$200	\$200	ING	
			7	11: 1

*If only a single Ford is entered in the class, then he will be required to finish in the first four overall to qualify.

As an example, a Ford entry that leads home the other Fords in the Class, and finishes second overall in the Class would receive \$500 plus \$350 ie \$850.

The foregoing will apply to each of the ${\tt New}$ Zealand assembled Classes:

0 - 1350 cc 1351 - 1500 cc 1501 - 1800 cc 1801 - 2000 cc Over 2000 cc

Competitors are asked to note that the provision of this level of support has been designed to both recognise and reward loyalty shown to Ford product, and to provide an offset to the type of support previously given wherebythe Company endeavoured to assist competitors with the purchase of ex FMC fleet vehicles. Apart from some assistance to competitors in the Laser Sport Series, the Company is unlikely to be able to assist directly Benson and Hedges competitors because of the everchanging circumstances in the new car market, with fleet replacements being delayed to boost "pre devaluation" production for dealers.

All Benson and Hedges competitors wishing to claim this special prize money will be required to prominently display "Ford" and "Motorcraft" decals on their cars.

Whilst this support does not extend to the Group A/ Open Section of the Benson and Hedges Series, prospective Ford competitors in this class are advised that the Company is still reviewing this area, dependent somewhat upon more information regarding likely entries etc. An announcement will be made at a later date.

Very truly yours,

withing of the ince

VEHICLE SALES MANAGER

MANFEILD ASSOCIATE MEMBERSHIP

On payment of \$20.00, you will receive a Season's Ticket for the three Manfeild Meetings. You will have a Reserved Seat in the MSD-Speirs Stand (although you can use the ticket to sit anywhere else you desire). You get free Car Parking and free entry to the Pits

The ticket covers the 14 October BENSON & HEDGES MEETING, the 9 December INTERNATIONAL MEETING and the 10 March NATIONAL MEETING

For further details and application forms, telephone Rob or Wendy Lester - Palmerston North 77459 (8.00 a.m. - 5.30 p.m.) or write to P.O. Box 1959

Palmerston North

the Wellington Car Club invites

COMPETITORS FROM ALL AFFILIATED CLUBS FROM MANAWATU SOUTH . .

to compete in the



SATURDAY 6 OCTOBER

alexandra road mt victoria

1.6 KILOMETRES OF SEAL ON WELLINGTON'S MOST SCENIC ROAD!

followed by an After-Event function with Prizegiving and full Refreshments

THE FIRST MIGHTY EVENT OF THE FOUR GOLD STAR HILLCLIMBS IN QUALIFYING REGION 4!

6 OCTOBER

3 NOVEMBER 10 NOVEMBER

10 NOVEMBER 2 DECEMBER WELLINGTON CAR CLUB HAWKES BAY CAR CLUB WAIRARAPA CAR CLUB MANAWATU CAR CLUB

REGS AVAILABLE NOW FROM :

Mr Greg Lang
Archer & Lupp Services BP Gold Star Hillclimb
P.O. Box 19076
Aro Street ... WELLINGTON

Any enquiries, please phone Greg on 847-595 (day) or 883-488 (evenings)

Note: Entries close Monday 24 September. Strict limit of 40 cars.

ENTRY FEE : \$20.00



crossflow

Congratulations to MURRAY McGUIRE and ALLAN MINES, who were the only Wellington Car Club competitors on a recent Fiat Wall Trophy Trial. The good news is that they won the Trial with ease, but unfortunately the lack of other Wellington competitors meant we missed out on making up a Team for the Wall Trophy points.

Well, well - he's been keeping very quiet about it, but we'll do him a favour by making it public right through the Club. Who? **PETER LUNDBERG**, of course - he recently tied the knot with **ROSIE**. Congratulations, Pete! And all the best to Rosie. (P.S. Now the news is out, Pete will be shouting all his mates at the next Clubnight).

And, we've heard that Wellington Car Clubmembers made a few big impressions at the recent Taupo Rally \dots

CHRIS CLARKE was passed in one stage, up to his axles in sand. The rumour we've heard for those of you going up to our own Waimihia Rally, is that that particular corner definitely - now - is not in the Wellington Rally route book. (Chris and Robbo went and plotted our rally in the Waimihia recently).

HARVEY KIBBLE entered the rally, and came in fifth! Shows you what happens when he's driving, and not Dave!

Our spies also tell us that we've got a budding stuntman in the Club. For those of you who have seen the movie 'Gumball Rally', you may recall the guy in the Camaro doing a very spectacular mileage sideways on two wheels. Well, RAY LORD is out to beat his record. Co-driver ROBBO reported afterwards that at the time he had his head down reading the book, looked up at the corner, and thought: 'That's strange - all I can see is sand, and it is coming at me and hitting me in the face!' It was about then he noticed that they'd lost the windscreen. He didn't let on if a change of Jockeys was on the cards!

At least the bearer of a lot of the above had the guts to come clean, although he does wish to keep anonymous! (Clue - Car. No. 60 in the Taupo Rally, drives a H--a). This particular (experienced!) man and his co-driver, both 'forgot' to check in on the first stage! Then had to start second to last, but still managed a very creditable finish.

And the good news on our Rally scene - we do have one Clubmember who is making a very good impression on the Central Region Series, and hasn't (that we've heard about) managed to disgrace himself - ROGER ELLINGHAM, we understand, is leading his class in the CRRS in his Gemini. Keep it up, Roger! Blow em all into the weeds at Taupo!

- Q. What do you call an Irishman wearing a raincoat?
 - OF THE PROPERTY AND
- Q. What do you call an Irishman wearing two raincoats?
- A. Max.
- Q. What do you call an Irishman wearing two raincoats in a cemetry?
- A. Max Bygraves.

OBITUARY

TO OUR PAST PRESIDENT

PETER MAIR

Passed Away December 1983 - Age 35

Peter was our Club's Immediate Past President, holding office from September 1980 - 1981. Peter died from an illness that had been with him for years.

My first meeting with Peter was at the beginning of his term as President. I was at that time Club Captain, and his wife, Claudia, was Treasurer.

Peter and I became good friends during this time, and we attended Conference with out wives at Auckland that year, travelling up together and having a really good time.

His interest in cars was insatiable, helping me with my Torana. He had an interest in all Club events.

Peter's job with Toyota took him overseas regularly, and he had a lot to do with the design of parts of the Toyota Cressida, especially the Compo sound system that was in these Cressida cars. On his trips overseas, he would always being back kitset models of cars (of which he had a cupboard full) of unmade ones. These, he had hoped to assemble in his later years. The already assembled racing cars, vintage cars and trucks were on display around his home in Tawa.

Earlier days of Peter's have been hard to recap, but with asking around, it seems if there were cars, there Peter was too. Always ready to help, especially Technical problems. I am aware of his help in organising on our earlier Heatway Rallies and his help engineeringwise to people like Graeme McRae in the era of his early race car building.

Peter and Claudia went to Brisbane seeking new work, as he was highly specialised, there being no satisfactory vacancies in New Zealand; also, seeking doctors who might be able to cure his illness. Marilyn and I went to Brisbane at this time, and we were entertained and shown great hospitality whilst we were there by Peter and Claudia.

In 1983, Peter and Claudia returned to New Zealand, thinking they might settle here again. They then knew Peter did not have long to live, but in December 1983 they packed up and returned to Brisbane to buy a new house, which Peter only lived in for three days before being admitted for the final time to Brisbane Hospital. Peter's death notice appeared in our paper on 31 December 1983 whilst I was away. It was not brought to my attention until Claudia phoned me in the middle of this year, she presuming I knew.

I write this as a close friend of Peter's. After a long and most unpleasant illness, May he Rest in Peace.

ALAN HARVIE President

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CLUB JERSEYS

You must have seen these attractive dark blue, well made jerseys being sported by many of our Clubmembers (male and female). So - why haven't you got one? Ahhhh - you didn't know where to get them? Phone Alan Harvie, or drop a line to the Club, P.O. Box 5142, Wellington, and enclose your cheque for the ridiculously low price of only \$40.00

Sizes: 36" 38" 40" 42" 44" SM M OS XOS XXOS

P.S. No cheques will be banked until the jerseys arrive. Delivery from order - one month

HAWKES BAY AND HAMILTON NATIONAL RALLIES

a report from Ross Montgomery



The second round of the CRC Rally Championship in the North Island was the Hawkes Bay Car Club's event. This was also a Central Region round.

This event was my first event with Gary Smith in his immaculately prepared Escort RS1800. Having respect for Gary's driving, although only in his first season of competitive driving, I must admit I was a little worried as I proceeded to Hastings.

Our programme was to do Scrutineering early and then work out our servicing plan. Arriving at the agreed time at the venue, it was encouraging to wait with Ray Lord for our cars to arrive.

We were seeded No. 7 for the event, with all the noters ahead of us - Teesdale, Allport, Cook, Jennings etc. The first stage was half seal. The start came, and off we went. Bloody hell! These Escorts get up and go real quick! The start was uphill and right on the top was a Zetka out. Malcolm Stewart had missed the top corner and ended up over the bank. Fortunately, no damage or injury. Allport managed to hit a road sign which flicked up over the bonnet, smashed the window and did considerable damage to the roof. Gary was a bit rusty, having not driven for a while. We were a bit off the pace, but a long way to go.

The second stage was all metal with big drops over the side - fortunately, the driver's side. Time a bit better as Gary settled down. Stages 3 and 4 through forests saw little problem. We passed Brian Green in Stage 4!

Stage 5 was a public road, very quick except for the final 200 metres. This was wet, thick metal. All happened very quick, but sideways out of the corner, then smash into the bank. Completely rearranged the front of the car. Fortunately, a long meal break following enabled us to straighten the front end and continue.

The rest of the rally went smoothly except for a puncture in the 7th stage, which cost us 3½ minutes. A good rally with a satisfactory 9th placing. Mark Jennings came 6th and Glenn McIntyre finished 4 seconds ahead of us for 8th.

Round 3 of the Championship was the Hamilton Tarmac Rally. A complete tarseal event was a little frightening, to say the least! We were seeded to start four on the road, with only Cook, Teesdale and Paul Adams ahead.

Stage 1 was around the streets of Hamilton. We set fourth fastest time, only 5 seconds behind Cook, which was good. Stage 2 was the first real stage. The Escort has a new Terratrip which not only records distance travelled, but can indicate speed. On a long straight, I decided to have a look - it was showing 160, 165, 175, 180, 186 when I turned it off.

Stage 3 was the longest of the event. 31.85 kilometres in 16.41 minutes is quick! We had fourth fastest time - Tony Teesdale had beaten us by 30 seconds.

The meal break after 6 stages had Teesdale and Cook first equal, with out car in third place. At the end of the 12 stage event, Tony Teesdale had pulled out a 55 second gap on Reg Cook, who was 3m.16s ahead of our third placing.

Whilst the Tarmac Rally was exciting, it is, in my opinion, dangerous. A check in the last stage on our Terratrip revealed a speed of 202 km/hour.

CRC NEW ZEALAND RALLY CHAMPIONSHIP

CURRENT OVERALL POINTS AND PLACINGS BEFORE LAST TWO PREMIER ROUNDS

Inky Tulloch	North Island	Escort RS 1800	55 points
Reg Cook	North Island	Nissan 240 RS	40 points
Brian Stokes	South Island	Escort RS 1800	35 points
Carl Rabbidge	South Island	Nissan HA 10	34 points
Tony Teesdale	North Island	Nissan 240 RS	32 points
Paul Adams	North Island	Corolla AE 86	30 points
Mark Jennings	North Island	Escort RS 1800	21 points
Neil Allport	North Island	Escort RS	20 points
Andrew Neill	South Island	Escort RS 1800	19 points
Possum Bourne	North Island	Subaru RX Coupe	18 points
			MANY

* * * HELP WANTED * * *

CAN YOU HELP MARSHAL AT THE TAUPO RALLY? 22 SEPTEMBER 1984

Please don't make me ring you - you ring me! Lynn - 881-031

WE NEED BOTH TIME AND BLOCK MARSHALS

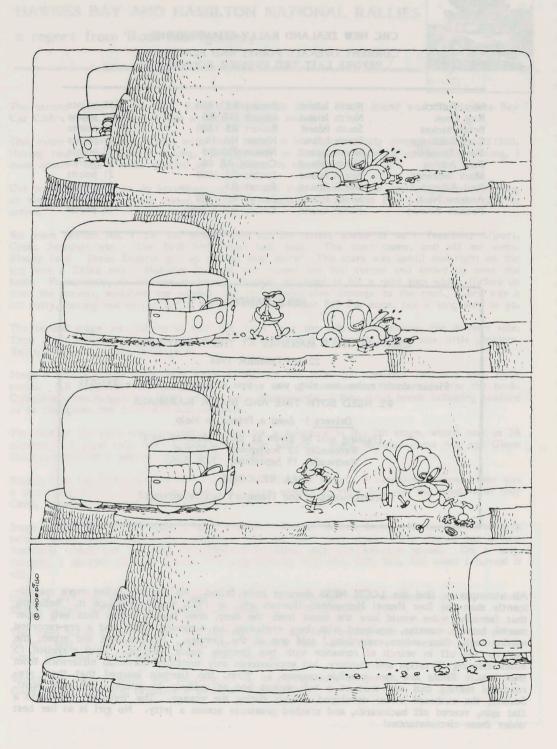
Drivers! Send a Friend to Help

Training will be given at the Clubrooms on:
Wednesday 12 September 7.30 p.m.
Wednesday 19 September 7.30 p.m.

ALL WELCOME

Accommodation and Transport can be arranged

All attempts to find the LOCH NESS monster have failed. No one has failed more magnificently than the four Hemel Hempstead firemen who, in 1975, tried to seduce it. Believing that feminine wiles would lure the beast from the deep, they built a thirty foot long paper maché female monster, equipped with long eyelashes, an outboard motor and a pre-recorded mating call. 'Sex solves everything,' said one of the firemen. Painted blue and green, the monster set off in search of romance with two firemen inside steering. They travelled 15 miles offering flirtation and mystery, but encountered only sustained hormonal difference from the deep. There are two possible reasons: First, the firemen learned that their pre-recorded mating call was that of a bull walrus and so unlikely to interest the Ness beast. Second, the outboard motor developed a fault during the voyage. The 'monster' went into a flat spin, veered off backwards, and crashed prostrate across a jetty. No girl is at her best under these circumstances!



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WAITING FOR PORSCHE



On an average working day, you can find some 25 expectant soon-to-be Porsche owners sitting around a large open room awaiting delivery. The decor on the walls includes cylinder heads, steering wheels and engine blocks arranged like a sculpture. Porsche Club badges from all around the world feature on another wall. Stuffed sectionals that swallow you up are arranged in little conversation areas with plants all around. A trim and prim Miss Efficiency takes your papers, gives you coffee and tells you to wait for your name to be called.

More expectant car buyers arrive and the anxiety level builds. The tension builds unbearably. After 20 minutes, you start getting nervous. Isn't it warm in here? People begin to pace. Cigarettes are being relighted with rapidity. But everyone's trying to look cool, and everyone's eyes are on the glass doors. The guy over the way can't take his eyes off them, and suddenly his is the first name called out. He jumps up, and the whole room nearly follows him in chain reaction.

When the attendants approach, they are carrying licence plates and documents and are wearing beatific smiles. A warm, congratulatory handshake is made. An hour of this is too much! The two people who were ahead have received their cars and gone. I steel myself for the next announcement. The last attendant was a young, striking looking young woman. I don't think I can handle being introduced to this manly rite by a young woman! I want someone who looks as though he just stepped out of a Messerschmitt - preferably wearing steel rimmed glasses.

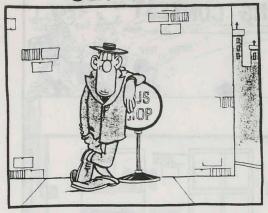
Another couple arrives wearing matching Porsche jackets and trailing a dog that looks like a dwarf version of a poodle. If they are going to bring a dog in here, surely at least it should be a Doberman, or a German Shepherd? Hey, hang on a minute! Hans and Helga are getting theirs now! I was here before them. Me, wearing a five year old rally jacket with no animal embroidered on the chest. It figures. Oh, oh. They're being told their car is not ready. It's a 944. Although the engines are made here, the car is assembled elsewhere and the 944's have to be trucked in. The truck has broken down. Porsche doesn't make trucks.

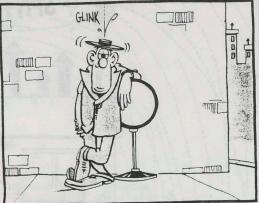
Then, unbelievably, through a haze, I hear my name being called. A brisk young man sits me down, processes my papers, and has me sign here, here and here. Still in a fog, I follow him up a back staircase that leads to a rear lot and there, arranged like precious jewels on an asphalt display pad, are more sparkling new Porches than you'd ever see again - except, possibly, at an Auckland Dental Convention. Cabrios, Turbos and 928's. I instantly forget what the platinum colour I had chosen looks like and only when the registration is matched up do I realise that here is my baby - at last!

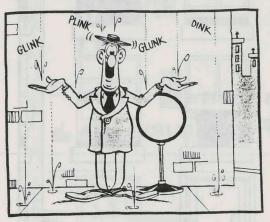
The attendant says something about keeping it under 5000 rpm for the first 600 miles as he shows me the interior. His thorough description of the car's features and components is totally lost on me, so giddy am I with excitement. Fortunately, I manage to spy a comprehensive owner's manual in the glovebox. Cautiously, carefully, I drive out, pick up my luggage and head out of the city. I have planned a further tour for a few days before having the car shipped home. This is Porsche country, and because I have come this far, why not enjoy it?

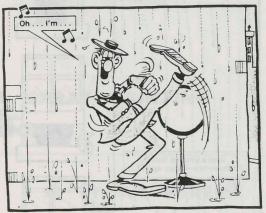
With thanks to Hugh G. Reckshun

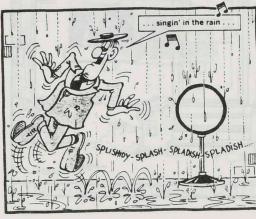
ONE DAY LAST APRIL

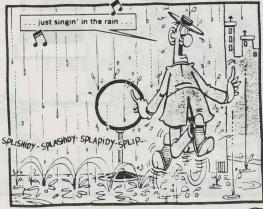




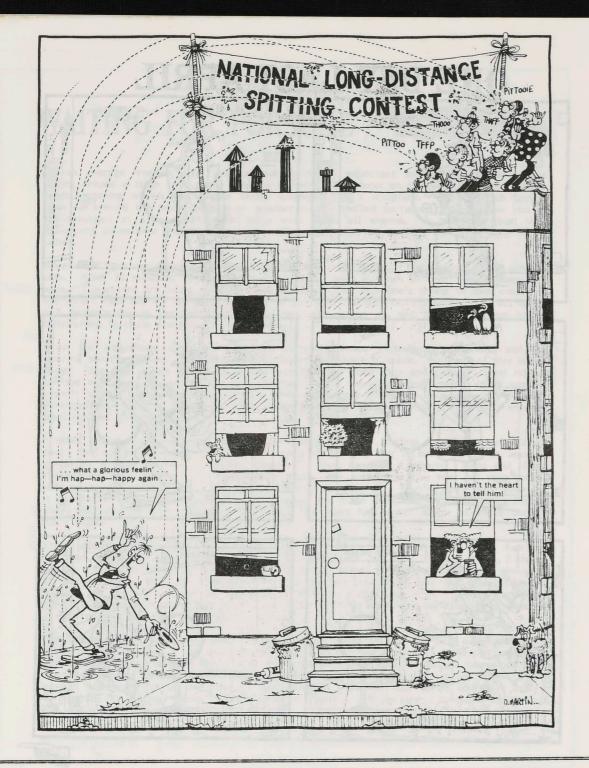












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MOTORING NEWS

REGISTERED AT POHO AS A MAGAZINE

bulletin of the Wellington car club

box 5142 wellington

OCTOBER 1984



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P.O. BOX 5142 Wellington tel. (Clubrooms) 892-309

EXECUTIVE COMMITTEE:

President	Alan Harvie	838-742	858-549 (w)
Secretary	Lynn Mollison	785-706	859-809 (w)
Treasurer	Ray Lord	268-253	284-788 (w)
Club Captain	Murray McGuire	784-423	720-880 (w)
Vice Club Captain	Graeme Robertson	357-027	
Committee	Chris Clarke	784-354	
	Lynn Dewhurst	881-031	
	Dave Humphreys	786-028	PRODUCTION OF THE PARTY OF THE
	Ian Laming	882-599	858-669 (w)
	Greg Lang	883-488	
	Jenny Maidens	843-112	723-520 (w)
	John Marslin	783-141	

SPEED John Marslin and Greg Lang
NON SPEED Dave Humphreys and Lloyd Rance

RALLIES Graeme Robertson

SOCIAL Lynn Mollison, Lynn Dewhurst & Jenny Maidens

PUBLIC RELATIONS Jenny Maidens
CLUBROOMS Neil Whiting
POINTSKEEPER John Thomson

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January).

The Executive Committee meets on the second Tuesday of each month

SUBSCRIPTIONS: \$25.00 for Ordinary membership and for husband and wife

\$15.00 for under eighteen years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate membership

Motorsport Association Capitation Levy = \$5.00

Joining Fee for new members = \$7.50

MEMBERSHIP FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR :

Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS'
IS EACH CLUBNIGHT

The views expressed in 'Motoring News' do not necessarily represent the views of the Executive Committee or Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for every piece uplifted

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President's Annual Report 1984

As this 1983/84 year draws to a close, my report reflects on this past year.

If we were a business, I'm sure our shareholders would be pleased with the financial result. I have seen a preliminary report of our Balance Sheet, and it is pleasing. Most people would say - but, this is a Club, and any profit making is purely incidental. I disagree. I think our Club should make a profit, as this money (from wherever it comes) is needed to run our Club and improve it for the future.

Our Club has had a financial debt hanging over its head for years now. Last year, I said in my report that it stood at approximately \$10,000. This year, it is down to approximately \$4,000. This is through general fundraising and more donations of these debentures and interest owed on these debentures. This means that by this time next year, the Club will be (all going well) debt free.

This money hasn't come from raising Club memberships or big entry fees at our events, because I personally don't expect our members to pay exorbitant amounts to participate in our Sport. But our funds should come from outside - be it Raffles, Garage Sale, or any fundraising that we can do. We do need money to further our Sport - please keep this in mind - for these types of fundraising are already being arranged for the near future.

This year, all events that were put on our Calendar have been held, and have been run very expertly. Only two events had to be rearranged - one through the weather and the other due to sickness. This is a good record. Other Clubs plan lots of events at the beginning of the year and spend the rest of the year making excuses for why they don't hold them.

One problem which is as old as the Club itself is how to get people to marshal at events, or just to generally come forward to lend a hand. We seem to be always asking for people to help with this event and that event - even to the stage of phoning all our members.

Some of our events are quite big and important - be it Rally, Racing or Trialling. The way I can see around this problem of Marshals etc. is to perhaps encourage competitors of each event to help with the running of another event, and hopefully, if this reciprocal help was available, even if we are helping in a field that does not really interest us, at least we would have the help at the events we wish to compete in with no problems. Clubmembers often say after the event, 'You should have asked me!', but it is impossible to ask each person individually. Keep your eye on the events coming up in our magazine and ring up the organiser and offer your services.

The social side of our Club needs building up. Let's face it - Motor cars aren't the B All and End All! Our Club has had its first game of Indoor Cricket against the Victoria University Car Club. This was at very short notice. A team was fielded. We didn't win, but we had fun! I would like to see this side of the Club growing. I thought one of the interests of joining any Club was to meet people. After the next cricket game, which is late on a Saturday afternoon, I hope that both teams and spectators will, after the game, socialise in an appropriate manner.

Our past Committee has worked well this year. We are fortunate to have had such capable people in these positions. I hope that this next year, some of our general members will stand for the Committee. Please don't stand in the background and say 'I don't know enough about that side of it.' Enthusiasm is all that is needed. Even if you do not or cannot stand for the Committee, each of our Committee members has one or another side of the Club to look after, be it Trialling, Rallies, Social etc. These are broken up into Sub-Committees, and the work is shared, so taking the load off one or two people.

Unluckily, we are losing a few of the Committee this year, some to other parts of the country. Lynn Mollison, who has served us for many years as Secretary, and who has a wealth of knowledge in Club business, has resigned. Her service to the Club will be greatly missed. Also, John Marslin is off to greener pastures. He has been with the Club for more years than he probably wishes to remember. His organisation and past work is a real credit to the Club.

Normally, at this time of the year, I am thinking it may be time to give away my position as President of the Club and fall into the background, but this year, with the people we have available and the possibilities we have to draw out of our members for the incoming Committee, I will be standing for President, and standing firmly. With important events - Fundraising and likewise, our major rally, Alexandra Road Gold Star Hillclimb, Round the Streets Racing after Christmas, and the possibility that we are going to be holding a round of the CRC New Zealand Rally Championship next year, I can see an exciting and demanding year ahead. Thank you.

ALAN HARVIE PRESIDENT

OUR SINCERE SYMPATHIES AND CONDOLENCES
TO WAYNE AND KAREN HUXFORD, WHOSE
LITTLE NINE MONTH OLD BABY SON, MATTHEW,
PASSED AWAY SUDDENLY ON 23 AUGUST

MAY HE REST IN PEACE



NOTE!

IF YOU HAVEN'T PAID YOUR 1984/85
MEMBERSHIP SUBSCRIPTION, THEN THIS
WILL BE YOUR LAST BULLETIN!

Junk, Glorious Junk . . .

Well, the Car Club ran the long time planned Garage Sale - not, as was advertised, on Sunday 12 August - but two weeks later, on 26 August (the reason being the lack of manpower to help on the day, like around ten people) - and boy, it was great!

Things started on Saturday 25 August about 11.30 a.m. Jenny and myself turned up at the Clubrooms after putting up advertising signs on the way. First point of order was a cup of coffee, then we armed ourselves with pens and lots of sticky labels and started pricing things. About two minutes later, some people poked their heads in the side door, asking if this is where the Garage Sale was. Jenny told them it was Sunday. Oh, sorry, thought the sign said today! Oh, well, while we're here, can we look round? Quick conference between Jenny and myself - Yeah, O.K. then. Next, they wanted to buy things. Yeah, O.K. We finally got rid of them, then Mr Laming Sir arrived to lend a hand with the mechanical items pricing. Good one, Ian, many thanks.

So, we went about pricing, and a couple of dedicated Clubmembers arrived bearing more goodies for the sale. Thanks, folks, it all helped. Finally, after pricing for what seemed like ages, we finished. Time for me to go home to drop off child then proceed to work.

Sunday - arrived at the Clubrooms at 9.45 a.m. to find Jenny working hard. I hadn't even taken off my jacket when people started arriving (dealers). Can we look round? NO, we say, we don't open until 11 o'clock, PLEASE! Oh, O.K. No buying until we are ready to open, we told them. Well, that was a joke! We sold about \$100.00 worth in the next half hour. So we gave up as hoards of people were arriving.

The helpers were also arriving - Iain Mollison and Cynthia, Alan Harvie, Dave Humphreys, Greg Lang and Bill Alexander - Greg and Dave were our 'heavies', standing at the door with arms crossed, checking bags and price tags which had a pink cross to indicate they had been paid for. A few tried to hot-tail it with unpaid goodies, but our trusty guards soon stopped any attempted thefts. Good one, boys!

For about one and a half hours, the place was packed with all sorts of bargain hunters. As the saying goes - 'One man's rubbish is another man's treasure' - sure was on Sunday. It was quite fun to watch people relishing in that horrible green shirt someone passed on to me, or Erin-Leigh's outgrown socks, or Jenny's purple lightshade, and Bill's washing machine going out the door with happy customers.

Just after twelve, things quietened down a little, and from then on, only the odd few merry shoppers came by. One man had a pen and paper and was going through all the Penthouse magazines totting up the prices. He then stood by his gigantic pile, hoping that someone would help him, so I went over, and for some strange reason, he went very red in the face! I guess he thought a female shouldn't handle a sale of such matter! Never mind, I just took his money and he left. I would imagine he'll be doing a lot of reading for a while judging by the size of his stock of Penthouses - must have had at least 20!

Well, things got even slower, so we decided to have lunch. Later, it was almost dead, so we had a celebration drink and packed up and cleaned up, and decided it was all worth the time and effort. Had another drink, then went about our ways home.

I would very much like to thank the <u>FIFTEEN</u> or so people who donated bits and pieces of their unwanted household and other items for the sale - it was great! Thanks to you few souls (and I hope you're enjoying the space you've made at home), we raised around \$900.00. We could have sold much, much more - if we had had it to sell. So, if we have another at some time in the future, it should be even better if more of you decide to part with some of your junk.

Thanks again to all concerned.

LYNN DEWHURST

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

DAVID DRISCOLL - David comes to us from the Mazda Rotary Club, and now drives a Toyota Celica GT. He is an Automotive Engineer, and has had experience at Manfeild, Speed Events and Trialling.

BERNARD and **JULIE HUYNEN** - Bernard is also a member of the Austin Healey Club of New Zealand, and naturally enough, drives an Austin Healey. He is an Electronics Technician and is keen on competing in Speed Events.

MARK SPIERS - Mark is a Mechanic, and drives a Subaru. He is also a member of Ray Lord's Service Crew.

Jesus was making his usual rounds in heaven when he noticed a wizened, white-haired old man sitting in a corner looking very disconsolate. The next week he was disturbed to come across him again, looking equally miserable, and a week later, he stopped to talk to him.

'See here, old fellow,' said Jesus kindly, 'this is heaven. The sun is shining, you've got all you could want to eat, all the instruments you might want to play - you're supposed to be blissfully happy - what's wrong?'

'Well,' said the old man, 'you see, I was a carpenter on earth, and lost my only, dearly beloved son at an early age. And here in heaven I was hoping more than anything to find him.'

Tears sprang to Jesus' eyes. 'Father!' he cried.

The old man jumped to his feet, bursting into tears, and sobbed, 'Pinnocchio!'

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28 September 1984

REPORT TO SHAREHOLDING CLUBS

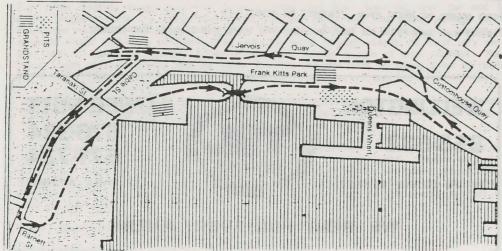
At the Annual General Meeting of Shareholders held in June, the Directors reported on the basis of the financial loss sustained in the organisation of the 1983 Sanyo Rally. We also reported that we were confident that we had identified some of the reasons and had introduced a number of new ideas that would see a reversal of this situation. Although there are still some aspects of the 1984 event to be finalised, the Directors are pleased to report that the event was financially successful and our objectives were achieved.

As most shareholders will be aware, the event was well received by both International competitors and Observers, and we are confident of retaining our world status. We must not, however, become complacent and the Directors' policy is towards continuing improvement.

The Directors believe that the future strength of the event lies in making it truly international. To this end, we will be mounting a 'Sales Presentation' to Motorsport people in Japan in early November to endeavour to increase the interest from this area. The Japan Automobile Federation are assisting us by ensuring that all interested parties will be present. A video with Japanese speech is being prepared, and Japanese language brochures are also being prepared.

In conclusion, may we record our thanks to all Clubs and Clubmembers who have assisted us in raising the standard of the Rally of New Zealand to its present level. Let's keep it there!

M.D. CHANDLER CHAIRMAN For the Directors



Wellington Street Race Circuit



letters

Dear Editor

There is to be an International Road Race on Wellington's waterfront on January 27 1985, but as yet, very little has been mentioned in this bulletin about it. Is this because there are not enough details being supplied by the organisers? And why is it a Manawatu Car Club event?

If possible, could you feed us some more info through these pages.

Yours faithfully
ANDY MILLS

Dear Andy

You're right on the first count. The reason very little has been in 'Motoring News' about the Wellington Street Race next January is that very little information has been released by the organisers. When information is released, it appears to be in the form of National Press Releases to the media, so there is little point in repeating in the Club Bulletin any information I read in our local paper or hear on local radio.

However, I have checked with Alan Smithard, Secretary General of the Motorsport Association, as to whether there is any further information to date. He advises that, to his knowledge, the main promoters of the Series, who are based in Auckland, are busy negotiating overseas drivers, vehicles etc. to participate. Supplementary Regulations have been drafted (not yet released, subject to approval) and no doubt when these are finalised they will be released, plus with various Newsletters, to all interested parties via the various Car Clubs, by the NZIGP Association in Auckland. The proposed circuit has been inspected by the Motorsport Association Chief Track Inspector, as well.

One point that may be worth mentioning at this stage - there are a lot of people round who are expressing interest in competing in the event. It should be pointed out that, with the inclusion of overseas drivers, the Series will be full International status events, and therefore only drivers holding Competition Licences with an International Racing grading will be able to compete.

The Wellington Street Race will indeed be organised under the umbrella of the Manawatu Car Club. That organisation is the obvious choice. The Wellington Car Club, nor any other Club in the Wellington area, has neither the expertise, the equipment, manpower nor the knowledge to co-ordinate an event of this size. We have enough trouble trying to get ten Clubmembers as Marshals for a Hillclimb, let alone trying to organise an International Race Meeting.

It should be pointed out that when the scheme was first mooted and confirmed, some three or four months back, the Manawatu Car Club was very quick off the mark (even prior to this time, on a confidential nature) to seek our Committee's sanction and approval of its involvement of the event. Our President, Alan Harvie, is a member of a Sub-Committee of the organisers, along with the Presidents of the other two major Car Clubs in the Wellington area, and we have pledged all the support and help we can give.

Never fear - the Wellington Car Club will be involved in any way that is required. It is anticipated that we will be hearing from the Manawatu Car Club in the very near future as to our involvement, and we'll be counting on the support and help from our Clubmembers, as well. Hope this clears up a few queries for you.

JENNY MAIDENS



Motorsport Association of New Zealand Inc.

Secretary General A J SMITHARD

PO Box 3793 Wellington New Zealand Telephone 723-520

17 101 109 120

MEMORANDUM TO AFFILIATED CLUBS

PLEASE PLACE THIS MEMORANDUM IN THE NEXT ISSUE OF YOUR CLUB BULLETIN FOR THE INFORMATION OF ALL MOTORSPORT COMPETITORS

1. CHEATING

In addition to any other penalty provided for in the National Competition Rules, Schedules or Appendices thereto, any driver of competitor adjudged guilty of violating vehicle specifications in any competitions will be excluded from that competition and any other competition he/she has been involved in previously that day, and debarred from competing in any further competition that day.

The Executive Committee, in making this policy decision, believes that this action will deter competitors from taking a chance of 'not being found out' if he/she realises that being caught means exclusion for the Meeting, irrespective of whether different cars are being driven.

2. CONSUMPTION OF ALCOHOL DURING COMPETITIONS

The rules debarring the consumption of alcohol by competitors during an event apply equally to officials and organisers.

No alcohol should be consumed by anyone connected with the organisation or running of an event during its progress. This includes marshals on rallies, where recently, allegations have been made that some persons have been indulging.

3. COMMONWEALTH GAMES 1990

The Association intends to examine the feasability of promoting a 'Motorsport Spectacular' in conjunction with the Commonwealth Games in Auckland in 1990. Clubs are invited to consider this matter and forward any ideas they have to this office.

Initial thoughts are that the whole country should be involved and perhaps a type of 'rally' for all types of vehicles could be held, starting in Invercargill and finishing in Auckland at the Games site, picking up goodwill messages etc. on the way through various towns.

4. RACING ON NON-PERMANENT CIRCUITS

All Clubs are advised that any proposal for the conduct of National or International Motor Racing on other than permanent circuits licensed by the Association will require the lodgement with the Association of a bank secured bond of \$50,000.

This policy has been adopted to ensure that any proposal is serious and as a protection to the operators of the established permanent circuits.

5. AMENDMENTS TO GYMKHANA REGULATIONS: Valid | November 1984

Article 4(b) Add new sentence at the end of this Article:

'The method of determining a 'rotating start order' must be stated in the ASR's'

Article 4(c)(i) Delete completely and renumber subsequent paragraphs

Article 4(c)(ii) Delete and replace with:

'A driver may only compete in one class and with one vehicle'

Article 4(c)(iii) Delete and replace with:

'A driver may only drive the vehicle nominated on his entry form. However, notwithstanding the provisions of NCR 79, competitors in the N.Z. Gymkhana Championship may share a vehicle!

Article 4(d) Delete and renumber remaining paragraphs

Article 4(e)(iii) Delete and replace with:

'The finish line shall be defined as the line across the entrance to the finish garage or a line as close to that line as the operation of the automatic/manual timing apparatus permits. Timing ceasing when the first portion of the vehicle, travelling in the direction required for the test, crosses the finish line. After timing has ceased the vehicle must halt completely within the bounds of the finish garage. Appendix Y 6/2 applies. This manoeuvre must be completed without reversing. For forward finishes, any point of the front half of the vehicle must precede all points of the rear half of the vehicle across the finish line. For reverse finishes, the opposite applies.'

Article 5(b) Add at end:

'Cars specially prepared for Motorsport competition and complying in all other respects with Article 5(a) but which do not have all interior trim and seating fitted shall be eligibile provided that the car is not lighter than the standard production version. The onus of proof to the Clerk of Course's satisfaction lies with the competitor.'

Article 5(f) Delete and replace with:

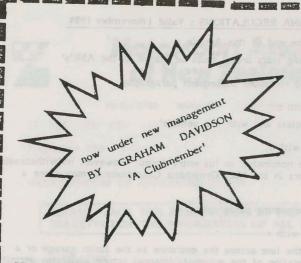
'Competing vehicles must have a current warrant of fitness and shall be checked for eligibility requirements prior to the event.'

Article 7 Delete and replace with:

'Schedule of Penalties

- Five second penalty added to competitor's time for test for :
 - 1. Permanently displacing a marker (other than a garage marker) from its original position
 - 2. Car not fully garaged
 - 3. Crossing side or rear of garage boundary.
- Penalty of slowest competitor's time including 7(a) penalties for test plus five seconds
 - 1. Failure to carry out test in correct method of travel
 - 2. Failure to attempt of complete test
 - 3. Failure to cross finish line in the correct direction of travel
 - 4. Failure to stop completely at the end of test
 - 5. Finishing test with car completely outside finish garage boundaries.'

A.J. SMITHARD SECRETARY GENERAL



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RALLY CHAMPIONSHIPS 1985

We have been requested to run a round of the CRC RALLY CHAMPIONSHIPS in 1985.

The round will be on 10 August 1985.

ORGANISING MARSHALLS

An initial meeting will be held at CLUBROOMS on Monday 29 October at 7.30 mm.

We need a large team to make this event hum !!!!

BE INVOLVED

BE INVOLVED



SEASONAL SERVICING

In addition to the routine jobs that must be done at regular mileage intervals, a general check-over should be carried out in the spring in anticipation of warmweather motoring, and again in the autumn to forestall cold-weather starting and running troubles.

Hot-weather Motoring. During the spring engine check-over, particular attention should be paid to those points which are likely to cause trouble during warm weather: mainly to be expected are overheating and fuel-vaporization troubles.

The engine cooling system is obviously the most important consideration. The radiator and water passages should be de-scaled and flushed out.

It is best to refill the system with anti-freeze solution as this will protect it against corrosion, and the anti-freeze will slightly raise the boiling point of the water. Make sure that the filler cap on the

radiator header tank or on the expansion tank is maintaining the correct pressure in the system. A leaking cap will allow coolant to escape if the system is not of the sealed type, and it can also cause overheating. Most well-equipped service stations can test the cap with a combined pump and gauge. If in any doubt, renew the cap; it is not expensive. Check the thermostat and renew it if there is any doubt about its condition or if it is two years old, and then go over the radiator and heater hoses and renew any that have softened or perished. Again, renewal after two years is a sound rule.

Next, carry out the normal servicing of the ignition, carburettor and fuel supply systems. A slightly weak mixture or retarded ignition timing can cause overheating in hot weather, while pre-ignition -caused by unsuitable spark plugs or detonation due to over-advanced ignition timing-will also cause overheating. If severe detonation occurs at high speed and with a wide throttle opening, it may damage the pistons.

Fuel-starvation can be caused in hotweather by vapour locks forming in the petrol pipe. This is a fairly common trouble on some models and can be cured only by re-routing the pipe so that it is well clear of the exhaust manifold, exhaust pipe and silencer; or, if this is not possible, by wrapping the vulnerable sections of the pipe with asbestos string. If fuel vaporizes in the float chamber of the carburettor when the engine is idling or is switched-off after a fast run or after a hard climb in low gear, an asbestos-faced heat shield, fitted between the carburettor and the exhaust manifold, may cure the trouble.



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IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

OCTOBER

Sat	6	GOLD STAR HILLCLIMB - Alexandra Road	WELLINGTON	Inv.
Sat	13	**GOLD STAR HILLCLIMB - Taumarunui	TAUMARUNUI	Nat.
Sun	14	**BENSON & HEDGES - 4 hour race - Manfeild	MANAWATU	Nat.
Tues	16	CLUBNIGHT - Clubrooms 8.00 p.m.	WELLINGTON	
Sun	21	BENSON & HEDGES - 2½ hour race - Baypark	BOPMRA	Nat.
Sun	21	SPRINT - Duncan McKenzie	KAPITI	Inv.
Mon	22	**GYMKHANA - Stewards Trophy	WELLINGTON	Inv.
Sat	27	BRAILLE RALLY (Trial for the Blind)	WELLINGTON	
Sat	27	CLUBMANS RACE MEETING - Manfeild	HVMC	Inv.
Sun	28	SPRINT - Duncan McKenzie	LEVIN	Inv.
Sun	28	BENSON & HEDGES - 6 hour Race - Pukekohe	NZIGP	Nat.

NOV	EMBER			
Sat	3	GOLD STAR HILLCLIMB	HAWKES BAY	Inv.
Tues	6	MONTHLY NIGHT TRIAL - WCC Clubrooms - 7.15 p.m.	WELLINGTON	C.C
Sat	10	GOLD STAR HILLCLIMB - Admiral Road	WAIRARAPA	Inv.
Sun	11	GYMKHANA - Stewards Trophy	KAPITI	Inv.
Sat	17	GRAVEL SPRINT	HUTT VALLEY	Inv.
Sun	18	ECONOMY RID	WELLINGTON	Inv.
Tues	20	CLUBNIGHT - Clubrooms 8.00 p.m.	WELLINGTON	
Sat	24	HILLCLIMB	WELLINGTON	C.C
Sun		AUTOCROSS - Kim Naylor	VUCC	Inv.



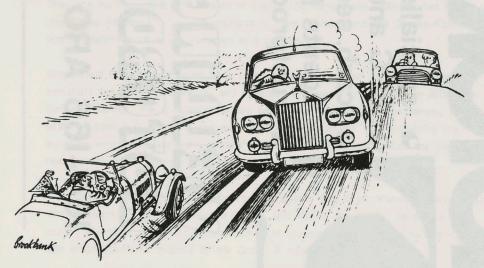
more detailed event info.

TAUMARUNUI 100 GOLD STAR HILLCLIMB: Saturday 13 October (Taumarunui Car Club)

This is a National Open event. The course is that part of Kururau Road from the Carter Road intersection to the summit and is 4 km long, 5.5 metres wide and apart from the starting pad is all metal. It is 4 km from Taumarunui Railway Station. Scrutineering is at Turaki Motors on Friday 12 October from 6.00 to 8.30 p.m., and on Saturday 13 October from 8.00 to 9.00 a.m. Driver's briefing at 9.30 a.m. Entry Fee (to 10 October) is \$12.00 and late entries of \$18.00 will be accepted until 13 October. Write to the Secretary, P.O. Box 254, Taumarunui. Classes are: Saloons - up to 1300cc; 1301 - 1600cc; 1601 - 2000cc and 2000cc and over; Sports/Racing - unlimited. Awards - FTD = \$200 cash; Fastest Lady = \$50; Class Awards - 1st = \$50; 2nd = \$30; 3rd = \$20.

STEWARDS TROPHY GYMKHANA: Monday 22 October (Wellington Car Club)

A Stewards Trophy event. It will be held on the Housing Corp. Land, adjacent to the Porirua Tip, and will start at 12.30 p.m. Competitor requirements - Civil Driver's Licence, and WMSA Club membership card. The event is open to all production vehicles using standard road tyres - no rally or special tyres. The organiser will reserve the right to refuse any entry that does not comply with the Regulations. Enquiries - phone Dave Humphreys - 786-028 (home)



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NEWS MEDIA RELEASE NO.3.

FOR IMMEDIATE RELEASE.

GIANT KILLER FOR BENSON & HEDGES SERIES.

Former New Zealand and United States Formula Mondial Champion Dave McMillan and former New Zealand Sports Car Champion Garry Pedersen are throwing out a strong challenge to the Australian V8 domination of the Benson & Hedges Series.

They are racing a Group A version of Fiat's 130 horsepower, 200kmh, hot hatchback, the Ritmo Abarth 130TC, with sponsorship from Gillette and the Gemco-Fiat-Lancia-Mazda dealership in which Pedersen is a partner.

The Abarth Ritmo is powered by a twin carburettor version of the twin overhead camshaft two litre Fiat engine, and Pedersen estimates it will produce 200bph in Group A form. He and McMillan are bargaining on the car's nimbleness, strong braking, good fuel economy and excellent power-to-weight ratio providing the equation which will allow the little Fiat four to take on and match the big horsepower, eight cylinder Ford and Holden giants.

They sought the advice of Fiat-Lancia's race and raily team Manager, Nino Russo, and development engineer Georgio Pianta, and visited the Abarth factory in Italy during aEuropean fact-finding tour aimed at ensuring the Fiat is a fully-competitive car which conforms exactly to the Group A rules.

They've dubbed the car the Gillette Giant-killer and will be out to turn their words into actions at Manfeild, Saypark and Pukekohe.



BENSON& HEDGES SALOON CAR SERIES

BAYPARK MANFEILD PUKEKOHE

BA	AYPARK	MANFEILD	PU	KEKOHE
				84/2
Car	1984 L	IST OF ENTRI	ES. *Entry not firm.	
No.	Drivers.	Sponsor/Entrant.	Car.	c.c.
GRO	DUP A.			
1	Ray Smith (Takapuna) Denny Hulme (Lake Rotoiti)	Auckland Coin & Bullion	Holden Commodore	5000
2	Robbie Francevic(Mairangi Bay) John Morton (Birkenhead)	Metro Magazine	Ford Fairmont	5780
3	Kent Baigent (Remuera) Neal Lowe(Bucklands Beach)	Tellus Vacuum Cleaners	BMW 635 CSI	3500
4	Neville Crichton (Auckland) Wayne Wilkinson(Bucklands Beach	h)		
5	Veen Smith (Hobsonville) Bruce Manon (Takapuna)	Veen Smith Builders	Holden Commodore	5047
6	Bruce Fowler(Bucklands Beach) Kirk Stoneman (Titirangi)	Schofield & Co.Ltd.	Holden Commodore	5044
7	Bruce Anderson (Whenuapai) Wayne Anderson (Whenuapai)	Anderson's Betabuild Centres.	Ford Falcon	5800
8	Garry Pedersen (New Lynn) Dave McMillan (Auckland)	Gillette/More/Gemco	Fiat Ritmo Aberth 130TC	1995
9	Robert Belbin (Hamilton) Chris Belbin (Hāmilton	Pegasus Enterprises	Mazda RX7	2292
10	Glenn McIntyre (Paraparaumu) Dennis Roderick (Waikanae)	Rodmac Homes Ltd.	Isuzu Gemini	1800
11	Bob Barry (Onehunga) Marsden Robinson (Pakuranga)	L. Tattle.	Tiat Ritmo Abarth 130TC	1995
12	Derek Macdonald (Remuera) Ross Macdonald (Auckland)	Macdonald Halligan Motors Ltd.	Mitsubishi Starion	1997
14	Rod Collingwood (Nelson) Leo Leonard (Tekapo)	C.R.C.	Nissan 300 ZX	2983
•15	Paul Radisich (Henderson) Peter Williamson (Australia)	Frank Radisich	Toyota Celica Supra	2800
1600	c.c. Class:			
17	Paul Adams (Albany) Allan Woolf (Whangaparoa)	P. Adams	Toyota Corolla G.T	. 1587
18	Steve Willy (Green Bay) Kerry Bolton (Auckland)	S. Willy	Toyota Corolla G.T	. 1588
19	Kevin Simpson (Whitby) Danie Lupp (Khandallah)	Archer Lupp Services	Toyota Corolla G.T	. 1588

21	Murray O'Donnell (Auckland) Dave Parton (Auckland)	Auckland Motors/C.R.C.	Mitsubishi Tredia Turbo.	2240T
Class	s C. 1801cc-2000cc.	- New Zealand Assembl	ed.	
41	Ken Smith (Manurewa) John Power (Wellington)	Philips Electrical/ Panmure Motors	Ford Telstar GL .	2000
42	Jim Donald (Bucklands Beach) Ted Jarvis (Hillsborough)	D. & W. Ford Pukekohe	Ford Telstar GL	2000
43	Phil Myhre (Rotorua) Graeme Bowkett (Auckland)	Lakeland Ford	Ford Telstar GL	2000
44	Bruce Lees (Papakura) Neil Allport (Auckland)	Lees Ford/Mainfreight	Ford Telstar GL	2000
45	Jock MacVicar (Auckland) Ross Macdonald (Auckland)	Macdonald Halligan Motors Ltd.	Mitsubishi Mirage Turbo.	1974
46	Phil Ornstien (Pukekohe) Bob Gibson (Eastbourne)	P.R. Ornstien	Mirsubishi Mirage Turbo.	1974
47	Roy Hiscock (Lower Hutt) T.B.A.	Lynwood Homes Ltd.	Micsubishi Sigma GLX	2000
48	Ray Williams (Orewa) Elvie Williams (Orewa)	Nissan New Zealand	Nissan Bluebird	2000
Clas	s E. 1351cc-1500cc N	ew Zealand Assembled.		
61	Ed. Lamont (Maraetai Beach) Pete Ambler (Pakuranga)	Hertz	Ford Laser Sport	1500
62	David Slater (Bucklands Beach) Colin Bond (Sydney)	McMillan Ford Auckland	Ford Laser Sport	1490
63	Win Jacob (Mt. Roskill) Neil Johns (Whangarei)	Ted Jarvis Racing/ Jacob Demolition.	Ford Laser Sport	1500
64	Warwick Irving (Papatoetoe) Paul Christie (Bucklands Beach)	Auckland Fork Truck Hire.	Ford Laser Sport	1490
65	Sydney Gardiner (Wiri) Rupert Gardiner(Papatoetoe)	South Auckland Motors	Ford Laser Sport	1500
66	Bryce Platt (Meadowbank) Lance Johnston (Henderson)	Shaker Run/ Mirage Film Co.	Ford Laser Sport	1500
67	Bob Smith (Fordell) Ray Purdy (Wanganui)	Bob Smith Motors Fordell.	Ford Laser Sport	1500
68	Bill Williams (Auckland) Robin Reid (Auckland)	General Equipment/ Commercial Linen.	Ford Laser Sport	1490
69	Murray Starnes (Palm.North) Alan Curtis (Palm. North)	Comfort Zone Waterbed Centres.	Ford Laser Sport	1500
*70	Mike Austin (Hamilton) Jim Clark (Auckland)	M. Austin	Ford Laser Sport	1500
71	Dauntsey Teagle (Torbay) Charlie Munro(Sandringham)	Unipart/Motorcorp	Honda Civic Sport	1488
72	Mark Jennings (Wellington) Dave Barrow (Wellington)	U.D.C. Finance/Leycars	Honda Civic Sport	1488
73	Brian Audas (Hamilton) Stuart McFarlane (Hamilton)	Bowie Keith Motors Cambridge.	Honda Civic Sport	1488
74	Grant Campbell (Auckland) Ron Campbell (Takapuna)	Percy Honda	Honda Civic Sport	1488
Clas	s F. 0-1350c.c.	- New 7 aland Assem	obled.	
81	Brendan Dugan (Papakura) Hugh Munro (Ramarama)	B. Dugan	Toyota Corolla	1295

talking trials



WELLINGTON CAR CLUB INC

AUGUST 1984 NIGHT TRIAL - RESULTS

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R	ENTRANT	D	Y	DI	DI	01	Y	YI	YI		PI	Y	YI	YI	Y	RI	II	01		L !	EI	[4
1	26 STREET	0	10	10	10	0	0	0	0	30	0	0	0	0	0	0	0	0	7	67	41	2
2	SCUD TIG	0	10	10	0	0	0	0	0	14	0	0	0	0	0	0	0	10	9	53	2	1
3	SMIDDOCK	0	0	10	10	0	0	0	0	30	0	0	0	0	0	0	0	10	10	70	6	4
4	MAC MOB	0	10	10	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	39	1	-
5	COOL & GANG	0	10	10	0	0	0	0	0	30	0	0	0	0	0	0	10	0	0	60	3	-
6	EVEREST	0	10	10	10	0	0	0	0	27	0	0	0	0	0	0	10	10	3	80	7	5
7	1600	0	10	10	0	0	0	0	0	30	0	0	0	0	0	0	0	10	8	68	5	3
8	66	0	10	10	0	0	0	01	0	30	10	10	10	10	10	0	0	10	8	118	8	6
9	ccs	0	0	0	10	10	10	10	10	30	10	10	10	10	10	10	10	10	2	162	10	-
10	CONROY	0	10	10	10	0	0	0	0	30	10	0	10	10	10	0	10	10	30	150	9	7

Organised by John and Marie Thomson, Checked by Robbo, Time CHECK Morrie Hogan.

The event did not turn out quite the way I had intended with the Overriding instruction causing some major problems to competitors. However, competitors seemed to understand the explanation I gave but felt there was still some chance of ambiguity. No one felt the need to claim on this.

One competitor claimed against the speed schedule because the ASRs gave a different finish time to what would be if the speed schedule was followed. I have allowed this claim even though it was not intended to be a trap in that manner.

Th rush to get corrections done to the ASRs and CRIs on the day before the trial meant that I did not have time to arrange photocopying so ran off 20 copies of everything on a machine (same as I am using for these results) and did not have time to check individual copies. Unfortunately some copies were not as clear as I would have wished with a ribbon which had dry spots causing some quote marks and grammar to go wrong.

Thank you to all who took part and for your understanding of the situation.

John Thomson for Moggy.



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

TRIALLING

WHERE IT'S BEEN.....

WHERE IT'S AT

WHERE IT IS GOING TO.....

This is an open invitation for representatives from the WMSA Clubs PLUS any club member who has ever trialled (or who would like to start), to attend a "lets talk trialling" session to be held at:-

WELLINGTON CAR CLUB CLUBROOMS, RUSSELL TERRACE, NEWTOWN

TIME:

7.30 p.m.

DATE:

Tuesday 23rd October, 1984.

PUT THE DATE IN YOUR DIARY OR ON YOUR CALENDAR NOW !!!

* * * * * * * *

Trialling, as all sport, has its ups and downs as regards support from competitors. At the moment we seem to be experiencing a bit of a down. The Wall Trophy Trial series has had three rounds this year so far, and apart from the Gold Star Trial (with celebrity and out-of-towners competing) the maximum number of competitors has been around a dozen. The same can be said for club trials including the "open to all" Wellington Car Club Night Trial series. Hardly good support for all the work an organiser has put into an event.

There is any number of reasons for this low level of support, but I believe that a lot of it has been brought about by organisers who have been trying to:-

- (1) "out-wit" competitors with vague or debatable "traps".
- (2) Used unsuitable roads and insisted on u-turns in narrow, deadend residential roads.
- (3) Been inconsistent in their instructions, interpretations etc.

I believe that if all clubs are represented and all past, present and some future triallists attend the session detailed above, and that if we look at the problem from a positive point of view, then trialling can once again become a well-supported, fun form of motorsport in the greater Wellington area.

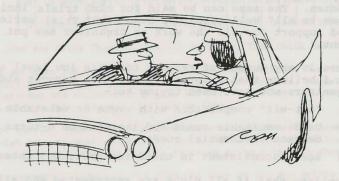
If anyone has any specific (positive) ideas that they would like to put forward for discussion, please ring me at home on 784-423, Wellington (before 9.00 p.m., please) prior to the date of the session.

Murray McGuire

SEPTEMBER MONTHLY NIGHT TRIM RESULTS

COMPRITION	SEETION ONK	TIME	SECTION TWO	JIME	TOTAL	PLACE
TEAM MOCEY (THUMSON FAMILY)	4×30 = 120	0	1 × 30 = 30	0	150]=
TEAM HONDA (A.MINES of A.MIET)	3 > 30 = 90	80	4×30 = 120	85	375	7
O. JEWNINGS &	2 2 30 = 60	30	2 × 30 = 60	0	150	1=
P. BURKE & Co	5×30 = 150	60	5 * 30 = 150	0	360	6
J. PALMER &	3 × 30 = 90	60	4×30 = 120	0	270	5
M. JENNINGS & L. DICKINSON & R. HICKS	2 × 30 = 60	30 _	2×30 = 60	0	150	1=
TEAM 1600	2×30 =60	70	3×30 = 90	0	220	4

UKGANISIO (AT SHORT NOTICE) BY MURCHY M'GMIRK OX THAN MARMES.



"So I hit a pedestrian once in a while - what about the thousands I miss?"

SEPTEMBER NITE TRIAL - CO-WINNER'S COMMENTS

I spent a busy hour on Tuesday afternoon trying to get together a team with which to continue the keen rivalry with my brother. I finally got hold of one of my passengers from the Gold Star to form the basis of a team, but try as I might I could not increase on that, everybody was either washing their hair that night or they had a pressing engagement with the mother-in-law.

All this effort was of course for nought, the original organiser of the event was sick, the trial turned out to be a "go-nowhere" map reading trial. Once I got over the trauma of not getting out on the streets I began to appreciate the trouble Murray McGuire had gone to at very short notice.

Split into two sections, the first was scheduled to take only 20 minutes. The first couple of traps involved recognising that fire breaks were not roads and to remember to start again from a different point whenever you reached a specified point. We were going well except that time ran out and we then plotted ourselves into a dead-end that didn't look like a dead-end. Well we went straight ahead (through the trees?? over a bank??) and ended up missing two checks in our mis-guided attempts to complete the last CRI.

The second section allowed plenty of time, it looked easy. There were intructions about using only metalled or sealed roads, and about doing U-turns at the edge of the map. We sorted out the a loop in the middle of the map instead of having to U-turn at the edge. Had to scratch the head a bit about whether the instruction to do loops clockwise had priority over the rule about completing CRI's in the shortest distance, we decided that shortest was best. We also had to think carefully about how to cross one bridge 3 times and to pass "COZENS ROAD" in 2 seperate CRI's.

We had some much time that we went over it again. We still had 10 minutes to spare. As I said, easy! NOT SO!! We missed the first check!! Did not see the little bit of road that went off the map that would have permitted us to do a U-turn. AND wrong, the shortest distance rule has the lowest priority, we went the wrong way around the loop. Fortunately Team Moggy and Team Jennings "B" did not do any better so we ended up with a 3-way tie.

Thanks and congratulations to Murray for a thoughtful trial, at short notice.

Dave Jennings, for Team Jennings "A".

The SNAP INSTANT PRINT GOLD STAR TRIAL 1984

FINAL	RESULTS

CAR NO.	DRIVER	SEC 1	SEC 2/1	SEC 2/2	SEC 3/1	SEC 3/2	SEC 4/1	SEC 4/2	SEC 5	TOTAL	PLACE
1	J RAPLEY	258	53	83	23	18	103	224	73	835	2
2*	J WEBBER	791	457	98	247	233	871	334	357	3388	15
3	W STRAND	410	33	145	55	90	387	209	126	1455	4
4* M	. SAINSBURY	894	244	118	111	245	899	660	305	3476	16=
5	P BURKE	770	269	302	254	168	986	508	219	3476	16=
6*	W KUIPER	347	1080	840	420	391	1527	300	348	5253	18
7	B MADDOCK	490	100	24	120	155	252	298	72	1511	5
8*	M MACLEAN	471	159	80	97	173	402	242	327	1951	10
9 V	. MIDDLEDITCH	329	164	159	247	157	678	418	114	2266	12
10	D BONE	357	. 4	5	12	21	125	240	0 .	764	1
11	M JENNINGS	642	204	210	140	554	357	300	353	2760	14
12	I CARDWELL	142	378	139	90	24	681	311	192	1957	11
13 D	. HUMPHREYS	321	347	148	83	84	295	334	206	1818	7
14	J PIERSON	391	305	146	60	172	202	383	0	1659	6
15	D JENNINGS	414	323	111	123	178	205	345	131	1830	8
16	P SERGENT	444	22	170	67	14	345	250	114	1426	3
17	L EVANS	409	238	148	172	147	818	340	296	2568	13
18	S JAMES	427	354	173	96	96	217	408	154	1925	9

^{*} DENOTES NOT ELIGIBLE FOR GOLD STAR CHAMPIONSHIP POINTS.

WALL TROPHY TEAM PLACINGS

VUCC	TEAM	1	CAR	1	9	835	0	CAR	7	@	1511 = 2346	lst
WGTN	TEAM	1	CAR	2	9	3388	0	CAR	4	@	3476 = 6864	4th
WGTN	TEAM	2	CAR	6	a	5253	0	CAR	8	9	1951 = 7204	5th
WGTN	TEAM	3	CAR	11	. e	2760) (CAF	2]	.3	@ 1818=4578	3rd
WGTN	TEAM	4	CAR	15	a	1830) (CAF	2]	7	@ 2568=4398	2nd

The following additions/alterations have been made to the results sheets and the provisional results. These changes are incorporated in the final results

- (1) Section One. Check MORV* has been deleted from the results.
- (2) Section Two. Fourth manned check (Te Horo Beach Road extension).
 All penalties at this check have been deleted.
- (3) Section Three. Sub-section One. Check GOR added after Check BID. CRI5, sign quoted is deemed to be at the intersection, therefore you go right after the intersection, not the sign.
- (4) Section Four. Sub-section Two. Check BEN deleted so that only one check was penalised for competitors who crossed "ARAPAEPAE ROAD" whilst carrying out CRI2.
- (5) Section Five. Time penalties have been calculated for the final Control as follows:For competitors who correctly identified the final average of 0.5 km/h and nominated their time accordingly relevant time penalties. All other competitors have been given the benefit of any doubt and their time penalties have been calculated using a 5 km/h final average.

In providing these final results I would like to thank all competing crews for their participation in the Snap Instant Print Gold Star Trial 1984. I hope you enjoyed both the challenge of the event and the after-event function as much as I enjoyed the plotting and running of it (in spite of the hours and hours of work it entailed!).

I was most disappointed that protests were deemed to be necessary on the event as I have always believed (perhaps being naive) that regardless of the accuracy of an organisers event, part of the art of trialling is being able to identify where something is wrong (we all make errors) and apply common-sense to arrive at an answer to it. After all, all competitors receive the same instructions, ASR's etc and therefore all are treated equally in that sense. I tried to be fair and reasonable in my deliberations on the claims submitted and hope that those of you who did submit claims feel you were given a fair hearing.

On the night I was very remiss (I'm pleading a certain amount of brain-fade from a long and busy day) in not asking you all to show your appreciation to all the various sponsors and in particular to Barry Mattingley for the tremendous support that Snap Instant Print gave to the event. Without them we could not have made the event the success that I believe it was. Thank you very much Barry and Snap Instant Print.

I would also like to take this opportunity to say thank you to all the people who assisted us ably and willingly on the day (and before and after) with Check duties; route checking, setting out and pulling down; results; lunch preparation; post-event refreshments etc, etc, etc.

To those competitors who are "going for the Gold Star", I wish you well in the next two rounds. I am looking forward to "mixing it" with you on the Manawatu event, unfortunately I can't make it to the Christchurch one. To all competitors, good trialling.

MURRAY MCGUIRE



Ford Motor Company
of New Zealand Limited

P.O. Box 30012 Lower Hutt, New Zealand

September 4, 1984.

MOTORSPORT NEWSLETTER

To: ALL FORD DEALERS,
COMPETITORS AND INTERESTED PARTIES.

AGC ANNOUNCED AS EXCITING NEW SPONSORS FOR THE FORD

LASER SPORT CHAMPIONSHIP

* * * * * * * * * * * * * *

We are pleased to announce to all competitors, Ford dealers and Motorsport enthusiasts, sponsorship of the Ford Laser Sport Championship by Australian Guarantee Corporation - AGC.

The Series will now be known as the:

"AGC FORD LASER SPORT CHAMPIONSHIP"

with this announcement, prize money has been increased to a minimum of \$2000 per meeting over the six rounds of the championship, plus a final championship award fund of \$15 per championship point earned over the first six placegetters, representing a further \$4500 payout.

The total championship prize money now stands at \$16500, a very substantial return for an essentially low cost standard production series over just six short, sharp rounds.

AGC's substantial contribution is welcomed, supporting the earlier announcement of indicative prize money for the season. AGC will be well recognised as NZ's leading finance company involved in the motor industry and their new involvement in motorsport with Ford further consolidates this position.

All competitors in the AGC Ford Laser Sport Championship will be expected to display the sponsor's logo's and further information on this aspect will be advised separately.



Concurrent with this announcement we advise that after lengthy review by both the Company and the Motorsport Association of the tyre options for the championship - road radials or racing slicks. The pros and cons of each have been fully evaluated and the Company's decision is to retain the status quo. Essentially this has been done to ensure that maximum competitor interest can be encouraged and maintained. Whilst racing slicks would have undoubtedly proven attractive to a number of "professional competitors" it would have eliminated the club type of entrant from approaching a single event.

With this decision made and the new sponsorship announced, we look forward to all competitors getting behind the series and approaching it in the spirit with which it has been designed. To allow us to keep in close touch with all prospective entrants, we ask all interested competitors in the AGC Ford Laser Sport Championship to contact the Company as follows to confirm their interest:

Mrs. P. Bratton, Secretary, Vehicle Sales Department, Ford Motor Company of New Zealand Ltd., P.O. Box 30012, LOWER HUTT.

Please convey this message to anyone you know is interested who may not be a recipient of this newsletter.

As we conclude this newsletter, it's very relevant to highlight the success of the AGC Ford Laser Sport Championship in providing the motor racing stars. It's no coincidence that both winners of the prestigeous Owen Steel Trophy for NZ's up and coming professional drivers have come from Laser Sports - Richard Lester in 1983 and Craig Coleman in 1984. This Championship provides the ideal training ground in which to start a promising career and impress the following season's sponsors. Don't overlook the opportunity!

Good motor racing and thank you for your support.

G.S. Jackson, VEHICLE SALES MANAGER.

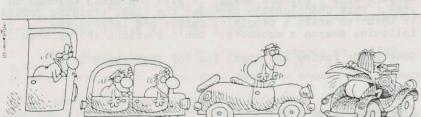












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'Who's there?'
'Irish burglar'

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DUNLOP

and we don't mean maybe!

MOTORING NEWS

REGISTERED AT POHO AS A MAGAZINE

bulletin of the Wellington car club

box 5142 wellington

NOVEMBER 1984



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WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

EXECUTIVE COMMITTEE	the Wellington Con Links	3 - 10						
President Secretary Treasurer Club Captain Vice Club Captain Committee:	Aian Harvie Lisa Ellingham Ray Lord Murray McGuire Graeme Robertson Lynn Dewhurst Roger Ellingham	838-742 288-523 268-253 784-423 357-027 881-031 288-523 783-801	858-549 (w) 683-125 (w) 284-788 (w) 720-880 (w) 280-357 (w) 738-670 (w)					
	Dave Jennings Ian Laming Greg Lang Jenny Maidens Annette Miet Iain Mollison	883-488 843-112 844-730 796-449	858-669 (w) 847-595 (w) 723-520 (w) 730-663 (w) 688-093 (w)					
SPEED	Greg Lang, Roger Elling	gham, Iain Molliso	on					
NON SPEED	Dave Jennings, Ian Lam	Dave Jennings, Ian Laming, Murray McGuire						
RALLIES	Graeme Robertson, Lynn	n Dewhurst, Ian I	aming					
SOCIAL	Lynn Dewhurst, Lisa Ell	lingham, Annette	Miet					
PUBLIC RELATIONS	Jenny Maidens							
CHIEF SCRUTINEER	Lloyd Evans	637-289	767-726 (w)					
POINTSKEEPER	John Thomson	784-305						
CLUBROOMS	Neil Whiting							

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS:	\$30.00 for Ordinary Members and for Husband and Wife
	\$15.00 for under Eighteen Years
	\$15.00 for Country Membership (over 40 miles)
	\$20.00 for Associate Membership
	(all above include Motorsport Association Capitation Levy)
	Joining Fee for New Members: \$7.50

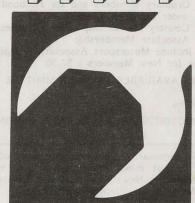
MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: Jenny Maidens

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted

'Motoring News' is printed by Bayleys Services Ltd, 11 Manners Street, Wellington



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of Mark Jennings' Service Crew.

Gymkhanas.

INOVEMBER CLUBNIGHT INOVEMBER CLUBNIGHT INOVEMBER CLUBNIGHT INO

New members who have joined the Wellington Car Club medently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

CAMIN HIGGINS - Gavin is a Sales Rep, and also a member of the Audkland Car Club.

WARREN HORN - Warren drives a Datsun 1200, and has competed in the B & H Series for two years. He's an Administration Manager, and interested in Speed Events and

GORDON RUSSEL - Another Datsun 1/200 ffan, plus a Triiumph 2000. Gordon is a Computer Engineer, and is keen to get in to Gymkhanas and Trialling. Itte's also a member

litte's another Mazda Man (RX2) and has been rallying for about six years.

Guest Speaker at November Clubnight will be JOHN MARSHALL, Managing Director of UNIMERSAL TYRE CO. LTD. John has been invited to come along and discuss technical ins-and-outs, to pass on tips on tyre care, and generally answer queries and help with any problems you may have

UBNIGHT INOVEMBER CLUBNIGHT INOVEMBER CLUBNIGHT INOVEMBER CLUB

858-632

18-20 LORNE STREET



11 PARK AVENUE

RENT FOR EVERY EVENT



crossflow

Congratulations to PHIL and RAEWYN MORETON on the recent addition to their family. Aren't they clever - a daughter this time, so now they have an example of each mode!

So, who was in the **LEAD CAR** at the **WAIMIHIA RALLY**? Is it true the driver goes to sleep at the wheel whilst the Co-driver/Navigator hides under the dash? How else can the over-shooting of the only Spectator corner on SS1 be explained? It's a good thing the spectators on the corner pointed out the correct direction of travel, or the Rally may have ground to a halt with the Lead Car lost!

The language was certainly colourful during Scrutineering of the recent Archer & Lupp Services BP Gold Star Hillclimb! Many drivers were grumbling after being rejected by LLOYD EVANS and his capable Scrutineering Team - fortunately, most of the field of over half were only minorly rejected, and rectified their problems overnight. However, Lloyd, you'll be pleased to know that the next day everyone was full of praise for your capabilities, and all agreed your Scrutineering was top-notch! Seems like after this one event we've already got the praise and favourable impressions of many Speed competitors.

Incidentally, LLOYD has agreed to accept the title of 'Club Scrutineer', which means that if any of you potential Speed or Rally competitors have any queries as to the required scrutineering standards, or want to know how or what to do, Lloyd will be more than pleased to assist. His phone numbers appear in the listings on the first page of every bulletin.

One driver whose car did not pass Scrutineering for the Gold Star Hillclimb first time around was PETE LUNDBERG. Pete's Capri was rejected because of a wheel bearing, which he had had on order for the past two or three weeks, and it hadn't arrived in time. On the Friday night Pete was pretty dejected about the whole thing, but lo and behold he turned up at the venue next morning, was re-scrutineered, and passed! (Check the event results for his impressive times!) It appears that two good fairies (of the 'straight' nature) roused him out of bed early Saturday morning, procured a new wheel bearing, and righted the car. Big pluses for Club team spirit rallied by ALAN HARVIE and IAIN MOLLISON!

And the Post-Script: **PETE** was obviously so amazed at being able to compete again, it must have fuddled his memory. Went to do his practice run, and discovered he was out of petrol! A hasty retreat down to the local garage!

And we hear that ALAN HARVIE nearly didn't make it to the start line at Alexandra Road with his car in the gleaming, pristine condition it's always in for competition. He must have heard that JOHN RONGEN was doing overtime on his Laser Sport replacing the head gasket during the week, so Alan rushed his Laser up to the Motordrome for a last minute tweaking up. The results must have been pretty effective it came off the dynotuner, resulting in a stoved-in driver's door! Fortunately for Alan, he's got very good contacts with the panel-beating trade, so managed to get the Laser in for a rush job. One would never notice - unless one had been told (and not by Alan!)

Twasn't the only blue our esteemed President made that week. He started off on the wrong foot at the first meeting of the new Committee by insisting on calling our new Secretary by the wrong name (Eeleyesa) and insisted on it all night! LISA (Leesa) was most unimpressed, but fortunately ALAN's brain fade disappeared before she handed in her resignation!



letters

Dear Ed

What has happened to your 'Gastro Guide?' I personally am at a loss to know where to eat on my very occasional nights out on the town, as I previously was able to use your Guide as a pointer to the reasonable gastronomic delights in Wellington city. I am hoping for an early resumption of this very missed item in the bulletin.

GRAHAM DAVIDSON

Dear Graham

I never dreamed such a 'non Motorsport' item in a Car Club bulletin would be of so much interest! The lapse over the past few months has not been because we have not been eating out so often, but I was hoping to get a 'Gastro Guide Contest' going. However, I have let the gap widen too much, hence, no contest. I'll see what I can do in the next few issues. In the meantime, check out this month's Gastro Guide - even though it isn't in the normal vein! Ed.

DUE TO AN OVERSIGHT ... the required six weeks' Notice of Intention to change the Club Rules was not complied with prior to the AGM. It was decided therefore that this business would have to be deferred until a Special General Meeting could be held.

The Committee has decided that the February 1985 Clubnight will incorporate this Special General Meeting and that full notice of the relevant amendments etc. will be placed in the December bulletin.

If you have anything you would like raised at the Special General Meeting, please advise the Secretary in writing prior to 15 November.

ARE YOU DISSATISFIED WITH ANY PARTICULAR THING REGARDING THE ADMINISTRATION OF MOTORSPORT IN NEW ZEALAND; EVENTS, RULES AND REGULATIONS OR WHATEVER?

If so, please pass your feelings on to MURRAY McGUIRE before Christmas, so that he can put together any proposals for changes for the Club to consider, which in turn would lead up to the raising of remits to go forward at the next Motorsport Association AGCM

The Motorsport Association and the Rules are in existence for your benefit. If you think changes are needed - do something positive about it rather than just talking about it!

talking trials



The Claytons 'Midnight'

The 8th September saw the running of the third round of the 1984 Wall Trophy Series, this one organised by the Victoria University Car Club. The 'Midnight' has been around for a number of years now, but this year saw the event being run in daylight hours in deference to the current trend towards day-time events.

A good turnout from Wellington Car Club saw three teams entered (6 cars). Unfortunately, the same support wasn't forthcoming from other Clubs, with only 11 entries altogether.

The event itself ran between Waikanae and the northern districts of Levin. It was a well thought out Trial that was unfortunately spoilt by a lack of finishing touches which saw some coded checkboards put out incorrectly, a couple of CRI errors and some inconsistencies in terminology.

The mapreading section send up as a 'plot it onto the map and hand it in' section rather than an on-the-road section. This was necessary to reduce the total trial time and length and was primarily caused by the problem of scale on the new metric series maps. Plotting a simple instruction on these maps results in a lot of mileage.

In the first instance, all time penalties were deleted at two Control points and the final section was deleted completely. The greatest shame of all was the uncertainty as to how mapreading penalties were accrued (the organiser's route was incorrect!) and then the delay in results. Some very rough provisional results were apparently provided later on in the day, after many competitors (us included) had had to leave, and then the Final(?) results were sent out or given out over a two week period with the writer not receiving his until 11 October. This, for me, really spoilt the event, and hopefully, this situation will not be repeated.

Wellington Car Club competitors results and placings:

	Points Lost	Placing Overall
Murray and Heather McGuire	237	2nd
Dave Jennings and Lee Dickinson	402	5th
John and Marie Thomson	480	6th
Allan Mines and Annette Miet	569	8th
Lloyd Evans and Noel Williams	720	10th
Dave and Moira Humphreys	828	11th
Wall Trophy Team Results		
McGuire and Thomson	2nd	
Jennings and Evans	4th	
Humphreys and Mines	5th	

MURRAY McGUIRE

HERRYS 7300 373NY HERYS RESULTS 0 BRISIOL HIDNY : Hat WELLINGTON

Ronzoni Downhill



rally rumbles

1984 NZ Rally Championship Results



							Chemicals
Overa	all Results					10000	
1st	Tony Teesdale	Nissan 240 RS	86	6th	Brian Stokes	Escort RS1800	
2nd	Reg Cook	Nissan 240 RS	80	7th=	Carl Rabbidge	Nissan HA10	38
3rd	Malcolm Stewart	Escort RS1800	78	7th=	Mike Montgomer		38 30
4th 5th	Paul Adams Inky Tulloch	Corolla AE 86 Escort RS1800	70 63	9th 10th	Possum Bourne Hugh Owen	Subaru RX Escort	26
Class	1 (FIA Group N,	, Category N, Op	en Capa	acity)			
1st	Rick Piper	Laser Sport	92	3rd	Michael Paddy	Corolla	15
2nd	Brent Hills	Escort Sport	35				
Class	2 (Group A : 0-1	300cc)					
1st	Ray Wilson	Toyota Starlet	105	4th	Brent Rawstron	Toyota Starlet	
2nd	Ross Meekings	Toyota Corolla	65	5th	Dave Strong	Toyota Starlet	
3rd	Tim Crawley	Toyota Starlet	63	6th	David Hobbs	Toyota Coroll	a 26
Class	3 (FIA Group A	: 1301 - 1600cc					
1st	Bruce McKenzie	Toyota Sprinter		4th	Kevin Bremer	Toyota Coroll	
2nd	Dave McMillan	Lancer EX	104	5th	Tony Carter	Toyota Coroll	a 12
3rd	Mark Errington	Toyota Corolla	70				
Class	4 (FIA Group A	4: 1601cc and o	ver)				
1st	Possum Bourne	Subaru RX	60	3rd	Adrian Landon-I	Lane Fiat 131R	15
2nd	Peter Watt	Mazda RX7	20				
Class	5 (FIA Group B,	Former FIA Gro	oups 1-4	, Group	Pacific: 0 - 160)0cc)	
1st	Paul Adams	Corolla AE 86	120	4th	John Campbell	Datsun 1200	59
2nd	Andrew Neill	Escort RS1600	93	5th	John Keast	Ford Escort	53
3rd	Kevin Preest	Ford Escort	65	6th	Trevor Gillard	Ford Escort	48
Class	6 (FIA Group B	, Former FIA G	roups 1-	4, Group	Pacific: 1601c	c and over)	
1st	Tony Teesdale	Nissan 240 RS	86	4th	Inky Tulloch	Escort RS180	
2nd	Malcolm Stewart		83	5th	Brian Stokes	Escort RS180	
3rd	Reg Cook	Nissan 240 RS	82	6th	Carl Rabbidge	Nissan HA10	54
Group	A						
1st	Bruce McKenzie	Toyota Sprinter	105	4th	Dave McMillan	Lancer EX	63
2nd	Possum Bourne	Subaru RX	100	5th	Mark Errington	Toyota Coroll	
3rd	Ray Wilson	Toyota Starlet	80	6th	Ross Meekings	Toyota Coroll	a 46
Dunlo	op Junior Rally Ch	ampionship (25	years of	f age ar	nd under)		
1st	Mike Montgomery	Mazda RX7	100	4th	Trevor Gillard	Ford Escort	63
2nd	Tim Crawley	Toyota Starlet	67	5th	Stuart Weeber	Ford Escort	45
3rd	Marty Roestenbur	g Ford Escort	65	6th	Bevan Dyet	Nissan 160Y	35

0 -	1300 PLACINGS	PUR II	NE CENT	nne ne					2	GREEN BRIAN	95	21	19	-	13	21	21
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	GRIMMER PETER	99	19	19	21 16 13	-	19	19	=7	CLARKE CHRIS	78 78	18	17	19	18	-	6
3	CLARKE CHRIS	78 76	15	16	13	16	14	16	10	BIMPSON KEVIN	76	18	15	12	M	16	15
5	CHAMLEY TIM	57		21	19	17	21		11	BATE BRYAN	70 57	-	10	15	10	18	17
6 7	BROWN ROD LAWKENCE IAN	35	1 .	17	4	10	-		13	BTEWART KEITH	55	19	9	12	-	-	15
9	BOTT GREG	32 27	17	-	-	10	15	17	-15		52 51	15	11 21	9	21	14	12
10	MADE JOHN	26	7-7-	-	-	14	17	9	=15	HUXFORD ALAN	51	16	12	12	11	19	-
11	BLAKE BTUART	21	-	-	-	21	-	- 10	=17	BLENKIRON A	49		7	2	14	10	18
13	HOBBS DAVE	18	-		10	-	-	-	=20		48	11	14	-	15	-	19
-15	TAYLOR JOHN	14	16	100	-	-	-	16	=20		47	-	15	13	9	16	16
=15	RICHARDS KEN	15	-	-	15	15	-	-	=23	LORD RAY	41	-	16	17	-	-	
=17	MURLAND SHANE	15	-	14	-	12	-	-	=23	B NNIUD	41	-	10	19	10	-	5
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0 - 1300 PLACINGS FOR THE CENTRAL REGION RALLY BERIES

Q. How do you get virgin wool?

OVERALL PLACINOS FOR THE CENTRAL REGION RALLY SERIES

1 GRINNER PETER 99 19 19 21 - 19 21

A. From ugly sheep.

RESULTS FORMATTED BY AWA'S CORONA PERSONAL MICROCOMPUTER

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14 M. WRIGHT P. SEDDES RS2000 C 8.53 9.26 13.31 17.51 6.29 31.37 0.00 0.00 0.00 87.47 15 D. STRONG T. AIDINS STRALET A 7.41 9.17 13.07 16.24 6.09 31.44 0.00 0.00 0.00 0.00 84.22 16 A. RELNKIRON G. MONTEPWESTE STRALE C 7.40 9.24 13.35 16.25 6.10 31.24 0.00 0.00 0.00 0.00 84.22 17 M. RICHARDS H. MIDDLETON SURWY A 7.51 9.34 13.46 16.34 0.00 33.52 0.00 0.00 0.00 0.00 84.22 19 8.8 BATE C 7.40 9.24 13.35 16.25 16.34 0.00 33.52 0.00 0.00 0.00 0.00 0.00 85.34 19 8.8 BATE C 7.40 9.24 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 85.34 19 8.8 BATE C 7.40 9.46 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 85.34 12 12 12 12 12 12 12 12 12 12 12 12 12																•
15 D. STRONG T. RIDING STARLET A 7.41 9.17 13.07 16.24 6.09 31.44 0.00 0.00 0.00 84.22 16 A. BLENKIRON 6. MENTEDWESTES STARLE C 7.40 9.24 13.35 16.25 6.10 31.24 0.00 0.00 0.00 0.00 84.35 17 K. RICHARDS M. MIDICIPON SIMPY A 7.51 9.34 13.46 16.34 0.00 33.52 0.00 0.00 0.00 0.00 0.00 84.35 17 K. RICHARDS M. MIDICIPON SIMPY A 7.51 9.34 13.46 16.34 0.00 33.52 0.00 0.00 0.00 0.00 0.00 84.35 19 G. ARBYLE S. RIDGLEY NISSAN C 8.02 9.46 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 85.47 19 G. ARBYLE S. RIDGLEY NISSAN C 8.02 9.46 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.07 6.20 32.07 0.00 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 0.00 85.47 19 G. RIDING M. MAREFIELD SIMMY A 8.21 10.21 14.42 18.15 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															18	12
16 A. BLENKIRON G. MONTEDMENIE STARLE C 7.40 9.24 13.35 16.25 6.10 31.24 0.00 0.00 0.00 0.00 84.35 17 K. RICHARDS M. M.JDLETON SUNNY A 7.51 9.34 13.45 16.34 0.00 33.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.0															3	1
17 X. RICHARDS W. M. MIDDLETON SUNNY A 7.51 9.34 13.46 16.34 0.00 33.52 0.00 0.00 0.00 0.00 0.00 18 B. BRITE C. PURCELL REGOOD C 7.45 9.16 13.14 16.41 6.07 31.36 0.00 0.00 0.00 0.00 85.47 19 6.38 19															5	À
18 B. BATE C. PURCELL RS2000 C 7.45 9.16 13.14 16.41 6.07 31.36 0.00 0.00 0.00 0.00 82.33 19 6. ARGYLE S. RIDGLEY MISSAN C 8.02 9.46 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 85.47 19 19 19 19 19 19 19 19 19 19 19 19 19															9 11	•
19 G. ARGYLE S. RIDGLEY NISSAN C 8.02 9.46 13.25 17.07 6.20 32.07 0.00 0.00 0.00 0.00 85.41 20 H. BOSELEY D. GILES CORTINA B 7.52 9.33 16.04 16.48 99.00 0.00 0.00 0.00 0.00 0.00 0.00 0.															6	5
20 H. BUSSLEY D. GILES CORTINA B 7.52 9.33 16.04 16.48 99.00 0.00 0.00 0.00 0.00 0.00 0.00 1.01 1. LILL D. McCONNEL ESCORT C 7.59 9.31 13.13 17.03 6.30 31.43 0.00 0.00 0.00 0.00 85.59 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.															13	11
21 V. LIIL. 0. McCONNEL ESCORT C 7.59 9.31 13.13 17.03 6.30 31.43 0.00 0.00 0.00 85.55 22 P. GRIMMER M. MAREFIELD SUNNY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 0.00 87.16 23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															13	11
22 P. GRIMMER M. MAKEFIELD SUNNY A 8.11 9.41 13.28 17.10 6.23 32.23 0.00 0.00 0.00 87.19 23 D. AYLING V. HUGHES ESCORT B 8.01 9.49 13.52 16.48 6.14 32.00 0.00 0.00 0.00 0.00 88.44 24 R. BRACEGIRDLE W. GRAY COROLLA C 8.12 10.21 10.21 18.15 0.00 0.00 0.00 0.00 0.00 0.00 107.01 25 I. SCHWLER P. MENETL ESCORT B 8.20 9.48 14.02 34.18 6.45 33.55 0.00 0.00 0.00 0.00 107.01 26 C. CLARKE B. STUART NISSAN A 8.36 10.11 14.31 18.45 7.05 34.29 0.00 0.00 0.00 0.00 107.01 27 D. LEYTON S. BAIN ESCORT B 8.24 9.39 13.44 17.23 6.26 33.04 0.00 0.00 0.00 0.00 93.3 27 D. LEYTON S. BAIN ESCORT B 8.24 9.39 13.44 17.23 6.26 33.04 0.00 0.00 0.00 0.00 93.3 28 M. BELVIN G. TOMER ESCORT B 8.13 9.57 16.07 17.27 6.41 0.00 0.00 0.00 0.00 0.00 91.5 30 G. LAIZZELL B. GREENLEES ESCORT B 8.04 9.29 13.18 17.11 6.53 37.01 0.00 0.00 0.00 0.00 91.5 31 M. SCILLITT G. BACH ESCORT C 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															10	9
23 D. AYLING V. HUGHES ESCORT B 8.01 9.49 13.52 16.48 6.14 32.00 0.00 0.00 0.00 0.00 85.44 24 R. BRACEGIRULE W. GRAY COROLLA C 8.12 10.21 14.42 18.15 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															15	2
24 R. BRACEGIRDLE M. GRAY COROLLA C 8.12 10.21 14.42 18.15 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															12	1
25 I. SCHULER P. McNEIL SCORT B 8.20 9.48 14.02 34.18 6.45 33.55 0.00 0.00 0.00 107.01 26 C. CLARKE B. STUART NISSAN A 8.36 10.11 14.31 18.45 7.05 34.29 0.00 0.00 0.00 0.00 93.3 327 D. LEYTON S. BAIN SCORT B 8.24 9.39 13.44 17.23 6.26 33.04 0.00 0.00 0.00 0.00 88.44 28 M. SALVIN G. TOMBER SCORT B 8.13 9.57 16.07 17.27 6.41 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															17	1
26 C. CLARKE B. STUART NISSAN A 8.36 10.11 14.31 18.45 7.05 34.29 0.00 0.00 0.00 0.00 93.37 D. LEYTON S. BAIN ESCORT B 8.24 9.39 13.44 17.23 6.26 33.04 0.00 0.00 0.00 0.00 88.44 28 M. SALVIN G. TODWER ESCORT B 8.13 9.57 16.07 17.27 6.41 0.00 0.00 0.00 0.00 0.00 0.00 29 M. JONES B. SHANERTON MAZDARX3 C 8.04 9.29 13.18 17.11 6.53 37.01 0.00 0.00 0.00 0.00 91.5 30 S. LAIZZELL B. GREENLESS ESCORT B 8.09 9.39 13.51 17.14 6.56 32.22 0.00 0.00 0.00 0.00 91.5 31 M. SOLLITT G. BACH ESCORT C 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															ΕΛ	18
27 D. LEYTON S. BAIN ESCORT B 8.24 9.39 13.44 17.23 6.26 33.04 0.00 0.00 0.00 88.44 28 M. GALVIN G. TODMER ESCORT B 8.13 9.57 16.07 17.27 6.41 0.00 0.00 0.00 0.00 0.00 0.00 9.05 33 06. L.XIZZELL B. GREENLES ESCORT B 8.09 9.39 13.18 17.11 6.53 37.01 0.00 0.00 0.00 0.00 91.5 18.18 M. SOLLITT G. BACH ESCORT C 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															50	4
28 M. BALVIN G. TODMER ESCORT B 8.13 9.57 16.07 17.27 6.41 0.00 0.00 0.00 0.00 0.00 0.00 2.00 2.0															20	6
29 M. JONES B. SWANERTON MAZDARX3 C 8.04 9.29 13.18 17.11 6.53 37.01 0.00 0.00 0.00 0.00 91.5 30 G. INIZZELL B. GREENLEES ESCORT B 8.09 9.39 13.51 17.14 6.26 32.22 0.00 0.00 0.00 0.00 87.4 31 M. SOLLITT G. BACH SCORT C 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															20	0
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31 M. SOLLITT G. BACH															23	14
32 6. LOWEN M. JULIAN MAZDARX2 C 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															11	4
33 P. WEBLEY R. BENNETT MAZDARX2 C																
24 S. ROBERTSON A. McKAY COROLLA A B.20 9.51 14.30 17.37 B.13 33.45 0.00 0.00 0.00 0.00 92.1 35 N. GYDE K. GYDE AVENGER B 8.04 9.43 13.58 17.05 6.23 32.22 0.00 0.00 0.00 0.00 87.3 36 R. ELLINGHAM P. MERRIE GEMINI B B.06 9.52 13.49 17.13 6.21 32.36 0.00 0.00 0.00 0.00 87.5 37 N. NEWATT P. COLE LEVIN B 7.56 9.31 13.32 17.31 6.31 31.57 0.00 0.00 0.00 0.00 86.5 38 J. DODUNSKI P. CURD FIAT B 8.52 11.03 15.15 19.48 9.57 65.02 0.00 0.00 0.00 0.00 129.5 39 R. LORD M. SPIERS SALANT B 8.40 10.28 14.07 18.02 13.26 34.54 0.00 0.00 0.00 0.00 129.5 4.0 K. PEARSEY A. TURNER ESCORT B 7.40 8.33 37.16 16.50 5.02 31.17 0.00 0.00 0.00 0.00 108.3 4.1 D. HOFFMAN L. BOOTTEN ESCORT B 8.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 4.5 S. BLAKE K. SARDER COROLLA A 8.21 23.17 17.07 17.47 7.31 54.14 0.00 0.00 0.00 0.00 4.5 S. BLAKE K. SARDER COROLLA A 8.21 23.17 17.07 17.47 7.31 54.14 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.09 14.24 18.18 6.52 33.06 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.09 14.24 18.18 6.52 33.06 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 4.5 A. HOFFMAN D. LOUGHLIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00															25	15
35 N. GYDE															26 25	15
36 R. ELLINGHAM P. MERRIE SEMINI B 8.06 9.52 13.49 17.13 6.21 32.36 0.00 0.00 0.00 0.00 87.5 37 M. NEVATT P. COLE LEVIN B 7.55 9.31 13.32 17.31 6.31 31.57 0.00 0.00 0.00 0.00 88.5 38 J. DODUNSKI P. CURD FIAT B 8.52 11.03 15.15 19.48 9.57 65.02 0.00 0.00 0.00 0.00 129.5 39 R. LORD M. SPIERS SALANT B 8.40 10.28 14.07 18.02 13.26 34.54 0.00 0.00 0.00 0.00 129.5 40 D. MERRIEY A. TURNER ESCORT B 7.40 9.33 37.16 16.50 5.02 31.17 0.00 0.00 0.00 0.00 198.3 41 D. HOFFMAN L. BOOTTEN ESCORT B 8.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 92.3 42 J. STONE P. BARMER VIVA C 8.43 10.31 15.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 128.1 44 K. STEMART G. BICHAN ESCORT B 8.21 23.17 17.07 17.47 7.31 54.14 0.00 0.00 0.00 0.00 128.1 45 A. HOFFMAN D. LGUGHLIN ESCORT B 8.45 10.09 14.24 18.18 6.52 33.06 0.00 0.00 0.00 0.00 13.3 45 A. HOFFMAN D. LGUGHLIN ESCORT C 8.06 9.50 13.51 17.10 7.12 32.33 0.00 0.00 0.00 0.00 98.4 45 M. PADDY C. MERSIN ESCORT C 8.04 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 98.4 46 M. PADDY C. MERSIN ESCORT B 8.45 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 0.00 98.4 47 G. GAMPSELL K. FERRIS GEMINI B 8.45 10.19 14.24 18.15 0.00 18.37 7.00 0.00 0.00 0.00 98.4 48 I. JENSEN T. CLAY ESCORT B 8.45 10.09 14.24 18.50 0.43 8.57 35.03 0.00 0.00 0.00 98.4																2
37 M. NEVATT P. COLE															15	5
18 J. DDDUNSKI P. CURD FIRT B 8.52 11.03 15.15 19.48 9.57 65.02 0.00 0.00 0.00 0.00 129.5 19 R. LORD M. SPIERS GALANT B 5.40 10.28 14.07 18.02 13.26 34.54 0.00 0.00 0.00 0.00 95.3 1.00 K. PERRSEY R. TURNER ESCRI B 7.40 9.33 37.16 16.50 9.02 31.17 0.00 0.00 0.00 0.00 108.3 11 D. HOFFMAN L. BOOTTEN ESCRI B 8.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 92.5 12 J. STONE P. BRAKER VIVA C 8.43 10.31 15.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															19	2
79 R. LORD M. SPIERS BALANT B 5.40 10.28 14.07 18.02 15.26 34.54 0.00 0.00 0.00 0.00 95.3 1.0 K. PEARSEY A. TURNER ESCORT B 7.40 9.33 37.16 16.50 5.02 31.17 0.00 0.00 0.00 0.00 108.3 1.1 D. HOFFMAN L. BOOTTEN ESCORT B 5.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 92.5 1.2 J. STONE P. EARMER VIVA C 8.43 10.31 15.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															14	22
-0 K. PEARSEY A. TURNER ESCORT B 7.40 9.33 37.16 16.50 6.02 31.17 0.00 0.00 0.00 0.00 198.3 11 D. HOFFMAN L. BOUTTEN ESCORT B 8.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 92.5 12 J. STONE P. BARKER VIVA C 8.43 10.31 15.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															56	
11 D. HOFFMAN L. BOOTTEN ESCORT B 6.23 9.51 13.56 17.23 10.13 33.12 0.00 0.00 0.00 0.00 92.5 12 J. STONE P. BARKER VIVA C 8.43 10.31 15.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0															42	15
1.2 J. STONE P. BARKER VIVA C 8.43 10.31 15.12 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.0															52	20
45 S. BLAKE K. SARDNER CORDLLA A 8.21 23.17 17.07 17.47 7.31 54.14 0.00 0.00 0.00 0.00 128.1 44 K. STEWART A. BICHAN ESCORT B 8.45 10.09 14.24 18.18 6.52 33.06 0.00 0.00 0.00 0.00 91.3 14.5 A. HOFFMAN D. LOUGHLIN ESCORT C 8.06 9.50 13.51 17.10 7.12 32.33 0.00 0.00 0.00 0.00 83.4 15 M. PADDY C. MORERN CORDLLA A 9.14 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 57.3 14.7 S. CAMPBELL K. FERRIS GEMINI B 8.43 10.18 14.20 18.32 7.20 34.22 0.00 0.00 0.00 53.3 18.3 1.3 19.3 19.3 19.3 19.3 19.3 19.3 19.															27	9
44 K. STEWART A. BICHAN ESCORT B 8.45 10.09 14.24 18.18 6.52 33.06 0.00 0.00 0.00 0.00 91.3 1.5 A. HOFFMAN D. LGUGALIN ESCORT C 8.06 9.50 13.51 17.10 7.12 32.33 0.00 0.00 0.00 0.00 88.4 1.5 M. PADDY C. MORERN COROLLA A 9.14 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 97.3 1.7 G. CAMPBELL K. FERRIS GEMINI B 8.43 10.18 14.20 18.32 7.20 34.22 0.00 0.00 0.00 53.5 1.9 I. JENSEN T. CLAY ESCORT B 8.45 10.09 14.24 19.30 8.41 33.37 0.00 0.00 0.00 98.4 1.9 K. SIMPEDN P. LAURENCE ESCORT A 8.43 10.24 14.50 20.43 8.57 35.03 0.00 0.00 0.00 98.4														0.00	-	
L5 A. HOFFMAN D. LGUGALIN ESCORT C 8.06 9.50 13.51 17.10 7.12 32.33 0.00 0.00 0.00 0.00 88.4 15 M. PADDY C. MOREON CORDLIA A 9.14 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 97.3 14.7 15 0.04 15.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0														128.17	55	13
LS M. PADDY C. MORSON CORDLLA A 9.14 10.49 14.58 19.27 7.04 35.02 0.00 0.00 0.00 97.3 17 G. CARABELL K. FERRIS GEMINI B 8.43 10.18 14.20 18.32 7.20 34.22 0.00 0.00 0.00 53.3 18 1. JENSEN T. CLAY ESCORT B 8.45 10.09 14.24 18.30 6.41 33.37 0.00 0.00 0.00 98.4 19.5 K. SIMPSON P. LAURENCE ESCORT A 8.43 10.24 14.50 20.43 6.57 35.03 0.00 0.00 0.00 98.4														91.34	22	7
LT G. CAMPBELL K. FERRIS GEMINI B 8.43 10.18 14.20 18.32 7.20 34.22 0.00 0.00 0.00 53.3 18 1. JENSEN T. CLAY ESCORT B 8.46 10.09 14.24 18.30 6.41 33.37 0.00 0.00 0.00 92.0 19 K. SIMPSON P. LAURENCE ESCORT A 8.43 10.24 14.50 20.43 8.57 33.03 0.00 0.00 0.00 93.4														35.42	21	13
49 I. JENSEN T. CLAY ESCORT B 8.46 10.09 14.24 18.30 6.41 33.37 0.00 0.00 0.00 92.0 19 K. SIMPSON P. LAURENCE ESCORT A 8.43 10.24 14.50 20.43 8.57 33.03 0.00 0.00 0.00 98.4														97,34	35	9
L3 K. SEMPSON P. LAURENCE ESCORT A 8.43 10.24 14.50 20.43 6.57 JS.07 0.00 0.00 0.00 95.4														93.35	29	11
														92.07	24	8
F. D. MONE THEORY REPORTS OF SECULO 17 19 19 19 19 19 19 19 19 19 19 19 19 19														95.40	34	7
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	. D	. WING	T. LLOYD	BOORDLLA ADV	8.58	10.13	14.47	18.26	€, 47	35.53	0.00	0.00	0.00	95.04	2;	5

1984 WAIMIHIA FOREST RALLY

RESULTS FORMATTED BY AWA'S CORONA PERSONAL MICROCOMPUTER

Car			13,152.5	Car			In	dividual	Stace T	ines (Mi	nutes and	Seconds	5)			Over	In
	Driver	Co-	driver		Class	1	2	3	4	5	6	7	8	9	Total	all (Class
51	B. SIVERSEN	Κ.	SIVERSEN	ESCORT	В	8.47	19.57	14, 27	40.36	5.51	0.00	0.00	0.00	0.00	0.00		
52	H. MacINTOSH		GORINSKI	CLUBRAN	A	8.41	10.30	14.49	19.15	7.02	35.08	0.00	0.00	0.00	35.25	55	6
53	N. WILLS	2250		NISSAN	В	8.49	10.33	14.39	19.10	7.12	37.45	0.00	0.00	0.00	38.08	38	13
54	G. ANDERSON		BRUCE	KAZDARX	3 C	7.26	28.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
55	A. SHORT		McLOUGHL IN		A	9.21	11.11	15.02	19.21	7.20	36.12	0.00	0.00	0.00	98.27	40	10
55	H. BOWLES		BOWLES	TURBOMI	N C	8.53	10.39	14.55	18.45	6.55	35.15	0.00	0.00	0.00	95.23	32	16
57	T. BOORER		EDGAR	ESCORT	В	9.09	10.28	14.54	20.14	6.56	35.21	0.00	0.00	0.00	98.02	37	12
58	B. SOLLITT		BARR	ESCORT	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
59	M. CHILCOTT		DOMETT	ESCORT	9	8, 57	11.07	15.36	20.03	7.30	36.55	0.00	0.00	0.00	100.09	43	16
60	B. MILNE		TERRY	ANGLIA	В	9.49	12.00	17.02	22.12	8.21	42.02	0.00	0.00	0.00	111.26	53	21
61	M. WILLIAMSO			MINI	A	10.14	13.25	17.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
62	M. JOHNSON		DELAHUNTY		В	8.47	11.06	14.33	18.10	6.45	48.12	0.00	0.00	0.00	107.33	51	19
63	T. CARKEEK		LEERSNIDE		В	8.48	10.30	14.26	18.33	8.45	34.13	0.00	0.00	0.00	93.15	28	10
E4	R. SIME		SIME	NISSAN	В	9.45	11.21	15.38	20.37	7.11	36.25	0.00	0.00	0.00	100.57	45	17
65	P. RUSH		JENNINGS	COROLLA	a .	9.14	10.25	15. 11	19.41	7.02	35.33	0.00	0.00	0.00	97.06	35	8
65	R. MARTIN		MARTIN	NISSAN	C	7.49	9.30	13.33	32.24	6.31	31.28	0.00	0.00	0.00	101.15	46	17
67	J. BABBASE		ELSTON	MINI	A	8.37	12.22	14.29	18.10	6.29	72.50	0.00	0.00	0.00	132.57	57	14
58	S. BORRELL	1000	COOKE	NISSAN	В	9.14	10.44	15.02	20.03	6.57	35.19	0.00	0.00	0.00	98.19	33	14
69	W. HAY		MURRAY	ESCORT	A	8.59	11.00	15. 13	20.37	8.03	35.29	0.00	0.00	0.00	99.21	41	11
71	D. YOUNGSON			refect		9.36	11.05	15.56	19.48	6.55	36.54	0.00	0.00	0.00	100.14	44	12
73	R. 60SS		DAVEY	RX7	C	7.19	9. 24	13. 20	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
74			WALKER	VIVA	2	9.41	12.07	16.44	22, 36	9.08	45.00	0.00	0.00	0.00	2000-	54	21

A VERY BIG THANK YOU . . .

To all the people who gave their time and help to run another successful Taupo Rally on Saturday 22 September. I hope to see as many willing people at Taupo next year!

Thanks to - John Chamberlain; Judy Alexander; John Waller and friends; Pete Lundberg; Alan Harvie; Rick O'Neill; Allan Mines; Steve Moutian; Mark Ludgate; Iain Morris; Don Blakemore; Ray Lord and friends; Murray McGuire; Dave Humphries; Ross Butters; Ray Duffel; Eddie Conroy; Graeme Robertson; Peter Martin and son Paul; Ruth Shepherd; John Swan; Greg Lang; John Marslin; Lisa Ellingham; Tom and Christine Adams; Chris Clarke; George and Leah Beam; Dave Davies; Miles Fowler; Mark Jennings' Service Crew; Paulette Dewhurst; Vanda Connelly; Ian Jensen; Richard Mills; Trevor Williams; John Thomson; Glenn Stewart; AWA; Scrutineers - and the many others whose names I do not know.

LYNN DEWHURST

Chief Marshal - Waimihia Rally

Q. Did you hear about the ambitious young lady who said she'd do anything for a fur coat? Now she can't even button it over her tummy.



IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON. THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

NOVEMBER

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DECEMBER

		- CONTRACT SHOW	
Sat	2	**GOLD STAR HILLCLIMB MANAWATU	Inv.
Sat	2	INT. RACE MEETING - FM FF SS ANZ LS WIGRAM	Int.
Sat	2	GYMKHANA - Stewards Trophy HUTT VALLEY M.C.	Inv.
Tues	4	MONTHLY NIGHT TRIAL - WCC rooms 7.15 WELLINGTON	C.C
Sun	9	INT. RACE MEETING - FM FF SS ANZ LS MANFEILD	Int.
Sat	15	GYMKHANA - Vesta Trophy - Trentham Race Cs. VUCC	Inv.
Sun		INT. RACE MEETING - FM FF SS ANZ LS PUKEKOHE	Int.
Sun	16	(LADIES' TRIAL	
Din.		(KIDS' CHRISTMAS PARTY WCC Clubrooms WELLINGTON	Inv.
		(ADULT CHRISTMAS BARBECUE	
Tues	18	CLUBNIGHT - END-OF-YEAR-WRAP-UP WELLINGTON	
Mon	31	INT. RACE MEETING - FM FF SS ANZ LS BAYPARK	Int.



more detailed event info.

WOOLF MUFFLERS NATIONAL RALLYSPRINT: 10/11 November (Northern Sports C.C.)

The venue is Cossey's Farm circuit (all Aucklanders obviously know where this is). Entry limited to 60 cars. \$1,000.00 in prizemoney, plus Lumen International tune-up equipment. Scrutineering on Friday night at the Takanini Tectyl Rustproofing Centre. Every competitor will get 3 runs on the Saturday and one run each on the Sunday before the fastest 32 breakdown commences. For further information, entry forms and regs - contact: Mrs Jeanette Dale, 59 Rosewarne Crescent, Auckland 8 - telephone 818-3682

GYMKHANA: Sunday 11 November (Kapiti Car Club)

Venue is Queen Elizabeth Park (by the trams), McKays Crossing. Start time - 11.00 a.m. Road tyres only. For further information contact Greg Bott - tel. PRM 35-991.

UP-DOWN PALMER HEAD HILLCLIMB : Saturday 17 November (Wellington Car Club)

Entrance to venue is through gates at the south end of Ahuriri Street (Strathmore). The course is 1.7 kilometres. Entry Fee \$10.00. Scrutineering 8.30 - 9.30 a.m. on the day at the venue. For further information, contact Iain Mollison 796-449

NEW ZEALAND GYMKHANA CHAMPIONSHIPS : Saturday 17 November (Mariborough Car Club)

The venue is the Marlborough Car Club grounds, Omaka. Entry Fee - \$15.00. Sponsored by Cheviot Wheels. Prizemoney totals \$1,500 in trade prizes, with more to come. Winner also receives a set of four Cheviot Alloy Wheels valued at \$560 and the Cheviot Gymkhana Championship trophy. Scrutineering and Documentation at the venue 8,30 - 9.30 am. Drivers' Briefing 9.45 am. Start Time 10.00 am. Good After Event function. For further information, entry form, regs, copy of tests etc., contact Sharyn Cameron, P.O. Box 473, Blenheim, tel. 84-217 (h) or 81-399 (w) Blenheim.

KIM NAYLOR AUTOCROSS and NIGHT AUTOCROSS: Sunday 25 November (Victoria University Car Club)

The venue is near Aotea College, Porirua. Venue surface is dirt/grass surface. Scrutineering is from midday to 1.00 p.m., followed by Drivers' Briefing. Night Autocross afterwards is optional, but competitors in it must have competed during the day. For further information, phone Wayne Gair on 783-727.

GOLD STAR HILLCLIMB: Sunday 2 December (Manawatu Car Club)

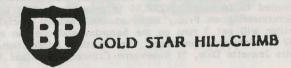
The last GSHC in our region. The venue is Saddle Road, near Ashhurst. Scrutineering will take place on the day, from 8.30 - 9.30 am at the Ashhurst Service Centre, 94 Napier Road, Ashhurst. The venue is sealed, 1.3 kilometres in length, and is situated about 2 km from the Pohingina River Bridge. Documentation at Scrutineering. Compulsory Drivers' Briefing at 9.45 a.m. Entry Fee \$10.00. For further information, contact The Secretary, Manawatu Car Club Inc., P.O. Box 542, Palmerston North, tel. 85698

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speed scene

Archer & Lupp Services 3



Our annual Gold Star Hillclimb was held on 6 October, with both the single-seater and saloon records being broken. Tom Donovan, in possibly his last outing in the March, set a new hill record of 42.27 seconds. Ian Taylor in his V8 Escort also set a cracking pace going under 50 seconds with a new saloon record of 49.29 seconds.

For the first time in three years, the weatherman was kind, giving us a pleasant day to enjoy the day's competition. The Scrutineers were kept busy on the morning, largely due to the high failure rate at Friday night's scrutineering and the large number of local entries who failed to turn up on Friday.

After much midnight oil had been burned, there were 39 cars set for the day's competition. The entries varied from a Renault 10 to a Formula Pacific. Much interest was focussed on the return of Jon Warring (N.Z. Gold Star Hillclimb Champion 10 years ago) in his immaculate Porsche 911 Carrera.

Once Drivers' Briefing concluded, the drivers attacked the hill. First run was Practice and the following three, Official runs. The whole day ran very smoothly, not once having to stop competition for driver error. Mind you, there were a few cars seen rotating at the dipper! Ian Taylor and Pete Lundberg decided to go around during the day, and a certain white Chevette was seen scraping a fence!

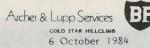
The After-Event Function was held in the Clubrooms straight after the event. Prizes were awarded to the winners of each class and there were several special prizes, one of them going to Jon Warring for the Best Presented Car. There was a special draw for the Marshals who did an excellent job, especially controlling the very large influx of spectators.

The day ran very smoothly, largely due to the band of helpers who made everything run like clockwork. Many thanks to Archer & Lupp Services and BP for their sponsorship. I would also like to thank the numerous people who helped during the event with Scrutineering, Secretary and Timekeeping, Marshalling, setting up the After Event Function, and cleaning up. This would have to be one of the best events on the Club's Calendar!

GREG LANG Organiser

A drunk was staggering down the main street of the town. Somehow, he managed to make it up the steps of the cathedral and into the building, where he crashed from pew to pew, finally making his way to a side aisle and into a confessional. A priest had been observing the man's sorry progress, and, figuring the fellow was in need of some assistance, proceeded to enter his side of the confessional. But his attention was rewarded only by a lengthy silence. Finally, he asked, 'May I help you, my son?'

'I dunno,' came the drunk's voice from behind the partition. 'You got any paper on your side?'

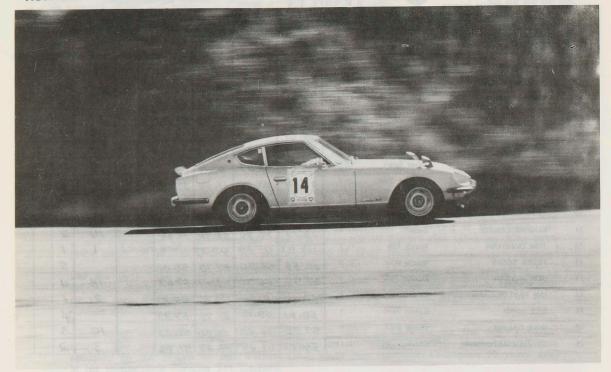


RESULTS

WELLINGTON CAR CLUB (INC.)

Car No.	Driver	Car	Class	Practice	Run 1	Run 2	Run 3		O/A	Class
1	DANIE LUPP	Commodore SS	2) 6	56.87	56.06	55.80	55.60		11	3
2	MIKE HOURIGAN	E-Type Jaguar	2) 6	55.47	54.37	53.73	53.79		6=	1
3	GRAEME HOOK	Corvette	2) 6	64.10	60.38	58.74	60.11			4
4	LLOYD EVANS	Capri	1) 4	58.45	58.43	57.73	56.90		17	3
5	KEVIN GILL	Spitfire Mk IV	1) 5	58.61	57.50	59.20	56.42		15	1
6	STUART McCHESNEY	Lotus 7	1) 4	_	55.95	53.63	52.49		5	1
7	JOHN RONGEN .	Laser Sport	2) 3	60,40	58.27	57.16	57.43		19	3
8	JOHN FENDALL	Triumph TR6	2) 5	57.01	55,90	57.54	55.43		9	2
9	IAIN MOLLISON	Toyota Levin	2) 3	38.52	56.04	56.15	55,90		13	2
10	PETE LUNDBERG	Capri	2) 6	57.26	67.48	54.58	55.57		8	2
.11	EUGENE CHILDS	Escort	1) 4	58.13	56.50	56.30	56.86		14	2
12	TOM DONOVAN	March 77B	1) 7	43.93	43.09	42.27		record	1	1
13	PETER ROSER	Mazda RX4	2) 5	60.83	58.90	57.78	58.01			5
14	DON McLEAN	Datsun 260Z	2) 5	57.95	56.91	57.47	57.69		18	4
15	IAN TAYLOR	Escort V8	1) 6	63.06	51.10	50.78			2	1
16	RAY LORD	Galant 1600	1) 3	59.61	59.19	61.78	59.39			3
17	MIKE GALVIN	Mazda RX2	2) 5	57.38	55.59		56.23		10	3
18	GRAHAM ANDERSON	Chevette V8	1) 6	54.00	53.25	53,23			3	12

Car No.	Driver	Car	Class	Practice	Run 1	Run 2	Run 3		11	
19	WAYNE MCKINNON	MGB	2) 4	81.30	66.90	66.19	65.34		1	
20	ALAN HARVIE	Laser Sport	2) 3	58.52		57.50			4	
21	RAY HARTLEY	Honda Civic	1) 3	61.73		59.66			4	
22	VIC MIDDLEDITCH	Lancia	2) 2	65.37		68.94		Marin Care	3	
23	IAN JENSEN	Escort	1) 3	61.11	1 .	60.33		of the second	2	
24	STEVE MARTIN	Mazda RX3	1) 5	60.49	57.47	57.62	57.24	20	2	
25	MIKE FISHER	Datsun 1200	1) 2	59.10	57.62		57.60	16	1	
26	DON BILLBROUGH	Fiat 1245	2) 3	61.04	63.65	60.48	60.00		6	
27	VICTOR SHAW	Renault 10	1) 2	66.46	67.19		75.06		3	
28	BRENDAN BATEUP	Lotus 7	2) 3	55.09	54.45	53.82	53,73	6=	1	
29	DAVID GILLIVER	MGB GT V8	2) 6	63.11	60.80	59.95	59.66		4	
30	DAVID DRISCOLL	Toyota Celica GT	2) 3	62.97	61.26	61.01	60.53		7	
31	MIKE DEAR	Torana GTR XUI	2) 5	61.16	1	60.63			7	
32	WAYNE GAIR	Mazda RX2	2) 5	62.27		59.51			6	
33	MARK MILLDOVE	Avenger	1) 6	56.71	56.11	57.43	55.65	12	3	
34	PETER BARNIE	Corolla	2) 2	60.07		59.41			1	
35	GREG BUCKLAND	Escort	2) 2	66.13	64.01	63.51	63.08	1399	2	Ē
36										
37	MARK TAYLOR	Datsun 1200	1) 2	59.76	59.56	57.48	58.31		2	
38	EDWARD BOORER	Escort	2) 3	59.84					5	
39	KEITH PFEFFER	Suzuki CXG	1)3		60,18		A CONTRACTOR OF THE PARTY OF TH		1	N
40	JON WARRING	Porsche Carrera	2) 5	57.02	52.83			1.4	1	



Above: Don McLean

Below: Ray Hartley





PHOTOS - Thanks to Bruce McNaught and Rick O'Neill

Above: John Rongen Below: Jon Warring



The Crushing of Victoria (with pardon to E.R.)

After reading a load of drivel in a recent Victoria Car Club publication, I felt it was time for a reply.

This Indoor Cricket is GOOD STUFF - once you learn how to do it. Well, us Wellington Car Club boys learn quick!

I must admit, we were beaten in the first game, but in true Wellington Car Club fashion, we came fighting back in the second match. It was only an ever-so-slight lapse in concentration by the tail end which lead to a very unlucky draw, particularly after outstanding innings by 'Paddles' Galvin, 'Lopping Chatty' Lundberg, 'Underarm(?)' Harvie and yours truly! I feel the unavailability through injury of 'Lance' (Dingbat) Banfield may have weakened the brilliant well-performed side.

This leads me to the most recent game, held at 7.30 p.m. at the Petone Stadium. What a performance !!! The team at nearly full strength, with the inclusion of 'Lance' (Dingbat) crushed the Victoria team - 89 - 57! It is impossible to praise any one of our outstanding team! The battle was brilliant! The bowling shattering! And the feilding superb!

P.S. But the best part about this crushing of Vic., was that they were silly enough to challenge yet again!

I.J.M.

Well, well, well! I can imagine once the above gets to the notice of the so-called 'ace' cricketers of the VUCC, the line will be running hot for a re-challenge in Indoor Cricket. I am sure our worthy team could do with the inclusion of a few of you secretive and modest cricket-players out there! I would say our W.C.C. team would welcome the inclusion of a 'Richard' (we don't mind if you don't front up with the Toyota) and a Mystery or two! If you fancy yourself as a 'Glenn' or 'Martin', then get your dabs on the hotline quick, and have a chat to Iain Mollison. We have to stop this VUCC rabbiting-on once and for all and show 'em who reigns supreme! ... Ed.

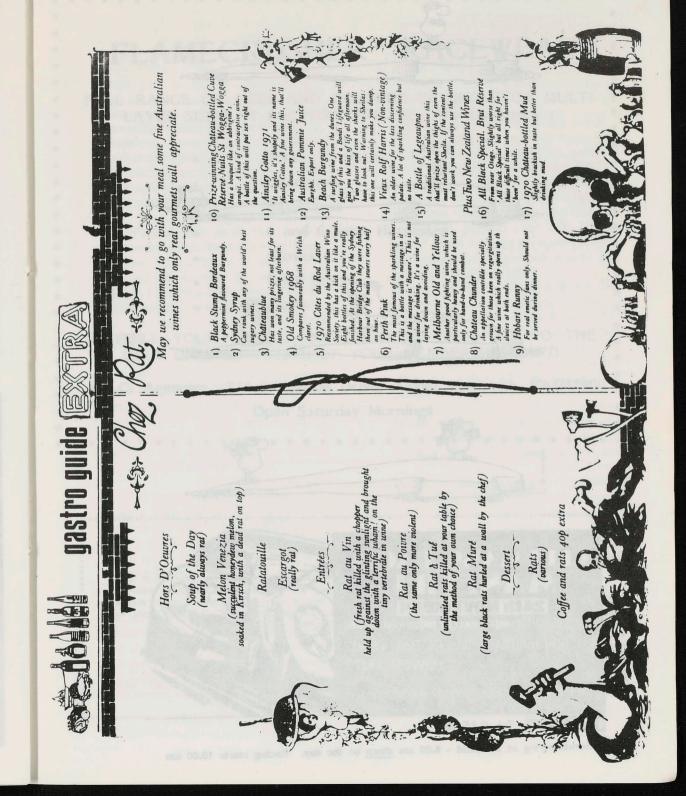
A group of scientists discovered an apelike creature in the wilds which they were certain was the Missing Link. The proof of their theory, though, required that a human mate with the ape in order to see what characteristics the progeny would take on. So they put an ad in the paper: '£5,000 to Mate with Ape'.

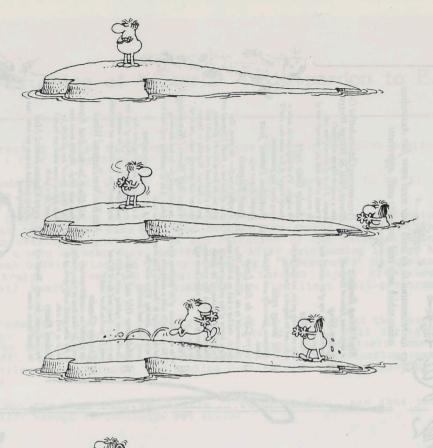
The next morning, an Irishman called up in response to the ad and said he'd be willing to be part of the experiment. 'But', he said, 'I have three conditions.' The scientists agreed to hear him out.

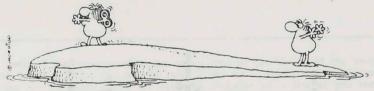
'First: My wife must never know.

Second: Any children born must be raised as Catholics.

Third: If I can pay in instalments, I'm definitely interested.



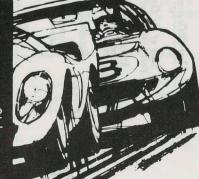




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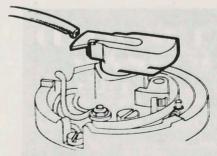
Rotor and Distributor Cap. Trouble here can be due to a cracked cap: electrical corrosion on the segments inside the cap and the rotor; a broken brush or spring inside the cap; a bad connection between the high-tension lead and the cap; or a defective rotor shorting to the distributor spindle. The rotor is easily checked by repeating the spark test with the H.T. lead held close to the brass section of the rotor

If the moulding is cracked and current is escaping through the rotor to the distributor spindle and back to earth, a spark will be obtained between the lead and rotor when the contact breaker points are flicked open.

A crack in the distributor cap can often be seen after cleaning with a soft cloth. A remedy is to break the path of current tracking from the segments to the distributor body, and a small hole drilled through the crack is often enough to do this. Replacement is the only effective answer, though.

Electrical corrosion on the rotor and segments should be carefully cleaned off, but not scraped

As good a way



If the insulation of the rotor arm is cracked, a spark will appear when this test is repeated on the brass pick-up.

as any to clean a rotor is to rub it on a tyre. A weak brush spring can be stretched as an expedient, and a broken brush can be temporarily replaced with a length of thin wire wound in the same direction as rotor movement (usually anti-clockwise) so that it is constantly tightened.

One other factor that might cause a break in the supply of high-tension current to the plugs is too high a resistance of the leads. Normally, this should be about 1,800 ohms, but deterioration can multiply this to the point where current is no longer conducted.

Low-tension Circuit. Trouble in the upper half of the distributor must be suspected when the H.T. lead from the coil produces a spark on test. But if only a weak spark or no spark at all is obtained, then the low-tension circuit

comprising the primary side of the coil, the condenser and the contact breaker points, is suspect.

An ammeter fitted to the car is useful but not essential for this next stage of testing. Assuming first that one is fitted, it ought to give a fluctuating reading between zero and 3 amps or so as the points open and close when the engine is turned over with the ignition switched om. No reading indicates an interrupted circuit, and a constant reading means that the points are not opening. On cars without an ammeter, switch on the ignition, turn the engine until the points are closed, then flick these open two or three times with the thumb. There should be a weak spark between the contacts.

First make sure that all connections are intact and the plastics insulation free from damp. If an interrupted circuit exists, it is most likely to be in the coil itself (Fig. 3.8), so make a test on the CB terminal when the points are open. If no spark is obtained when a screwdriver earthed on the engine is touched to the terminal, either the low-tension supply from the battery has failed or the coil is at fault. A spark from the CB terminal when the points are closed indicates failure in the low-tension circuit, most likely through dirty points.

The low-tension supply is the easier of the two to check, so pull off the Lucar connection from the SW terminal of the coil, pull back the insulation and flash the metal end

piece against a good earth with the ignition switched on (Fig. 3.9). If there is a spark, change the coil. No spark means that the low-tension supply from the battery through the control box and ignition switch has failed.

An emergency measure is to connect a lead direct from the A1 outlet on the control box to the coil SW terminal, or a lead direct from the battery if this is under the bonnet. Press the starter and make for home if the engine fires, but check the wiring over and rectify the fault as soon as possible.

The supply and coil will be suspect when there is no spark from the test on the CB terminal of the coil. But if a spark is present, then check for continuity in the thin wire running from the coil's CB terminal to the distributor (see Fig. 3.7). Disconnect at that end and try flashing it on the engine. A break in continuity in the wire itself is most unlikely, but it can occur and the cause will probably be a chafed insulation. A live lead now isolates trouble to the distributor, in either the points or the condenser.



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	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)
SPEED	Greg Lang, Roger Elling	ham, Iain Molliso	ner avec sta
NON SPEED	Dave Jennings, Ian Lami	ng, Murray McGu	uire
RALLIES	Graeme Robertson, Lynn	Dewhurst, Ian L	aming
SOCIAL	Lynn Dewhurst, Lisa Elli	ingham, Annette	Miet
PUBLIC RELATIONS	Jenny Maidens		
CHIEF SCRUTINEER	Lloyd Evans	637-289	767-726 (w)

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00 pm

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS:

POINTSKEEPER

CLUBROOMS

\$30.00 for Ordinary Members and for Husband and Wife

\$15.00 for under Eighteen Years

\$15.00 for Country Membership (over 40 miles)

\$20.00 for Associate Membership

(all above include Motorsport Association Capitation Levy)

784-305

Joining Fee for New Members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR:

Jenny Maidens

John Thomson

Neil Whiting

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted

'Motoring News' is printed by Bayleys Services Ltd, 11 Manners Street, Wellington

Club Captain's Report - December 1984

By the time you read this, George Orwells year will rapidly be drawing to a close. I hope it hasn't been as bad for you as George predicted it was going to be.

Personally, I feel we've had an excellent year, with lots of well organised and well supported events. My thanks (on your behalf) go to all those who did the organising.

The coming year sees us running a Gold Star Trial (probably, but not confirmed at time of writing), a round of the National rally series, a round of the Central Region Rally series and a round of the regional Gold Star Hill Climb qualifying series. A busy year of major events plus of course our normal invite and closed club events too. I have listed elsewhere a calendar of (relevant to Wellington members) the years events as determined at a recent W.M.S.A. (Wellington Motor Sport Association for those that don't know) meeting. If there isn't something there for you to have a go at - what are you in the Car Club for?

To all members who "haven't quite made it" to any events, club night or whatever during the last year, how about making your top New Years Resolution - "I will attend (and compete in or help run) at least 2 events next year?" And don't forget the social events during the year too. Lets make 1985 even better than 1984 was.

The debentures are rapidly being paid off and given some good support of the odd fund-raising venture we will be out of the woods very quickly.

Murray McGuire



"Well, it was red and shiny and had other firemen all over it!"



Q. What do you call a gorilla with a machine gun?

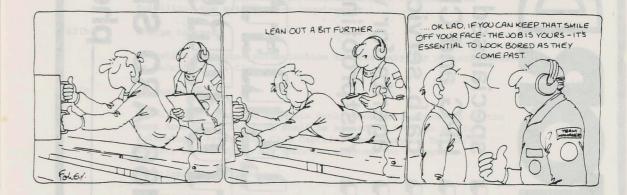
new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

JULIE McRAE - In case the name is familiar, Julie is Graeme's niece, and has inherited the true McRae enthusiasm! Julie is a Sales Co-ordinator, currently owns an older Mini (but is looking around for a good Club car) and is interested in getting her teeth into every form of Motorsport apart from Rallies.

MARTIN SMITH - Martin is a builder, and drives a Falcon. He is keen to participate in all forms of Motorsport. A good sign!



WELLINGTON 858-632

18-20 LORNE STREET

TSL RENTALS 676:334 671:734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

exchange dellorto installations and tuning agents for weber and CNG servicing rustproofing pecialised

WELLINGTON CAR CLUB INC.

NOTICE is hereby given of a Special Meeting of the Wellington Car Club, to be held in the Clubrooms, on Tuesday 19 February 1985 at 8.00 p.m., to approve or otherwise the following amendments to the Club's Constitution

SUGGESTED AMENDMENTS TO THE WELLINGTON CAR CLUB (INC.) CONSTITUTION RULE NO. AMENDMENT 6(a) Club Vice Captain - delete 9(a) Add January excepted. 10(c)(v) Change to read: Quorum: At any Annual or Special General Meeting a quorum shall be thirty financial members present at the commencement of the If a quorum is not present, the meeting shall be adjourned for not less than one and not more than five weeks and at least three days' notice given to all financial members of the adjourned meeting at their last known address. Business may then be transacted at the adjourned meeting irrespective of the presence of the specified quorum. Notice in the Club Bulletin sent to all current members will be considered as fulfilling the notification requirement. 12(b) Change to read: Executive Committee authorisation is necessary for all expenditure on behalf of the Club. 12(c) Change to read: The club may open and maintain Bank Accounts and cheques on the Bank Account of the Club shall be signed by any two of the following: President, Club Captain, Secretary or Treasurer, and any one of these may endorse cheques for lodgement. Additional Paragraph:

Additionally accounts may be opened for specific major events and the signatories for these accounts will be determined by the Executive. The accounts will only operate for the organisation of a specific event and a full financial statement is to be made available 6 weeks after the event. The account will then be frozen until reallocated by the Executive.

Rule should finish after the word donor on the 3rd line.

LISA ELLINGHAM SECRETARY

(Note: It is anticipated the above transactions will not take more than 10-15 minutes.

Normal Clubnight programme will resume immediately afterwards).

talking trials



NOVEMBER NIGHT TRIAL

My first thoughts after getting the Trial set up were making sure the typing was correct; unfortunately I missed out before 'To Broadmeadows'; however, this did not appear to affect anybody as checks around this section were written down.

The Trial was designation only to have three main traps:

- Turn right at Haumiia 'St (spelt with two ii's should be Haumia St, checkboard at Fire Station Johnsonville opposite Farmers fixed this
- Turn left at Rangoon St. This is over kerb and channelling which roads are deemed not to exist in the ASR's
- 3. Proceed to Comtrol Control spelt incorrectly. Clarification arrow on side of Clubrooms and board at left hand door and instructions Section 3 corrected those that spotted this on the CRI's.

Any other traps etc. or misdirections per CRI's were not intentional and judging from the number of checkboards got people backon the route which was what was intended on the CRI's.

Time claims have not been included as this would seem to have to apply to everyone. In any case, I could not have Dave Jennings and crew ending up with a clean sheet for time as well as checkboards. Well done, Dave!

Once again, I hope all those that were on the Trial enjoyed it and those that didn't come missed out on a good night out. Prizes sponsored by the ANZ Bank were drawn at random from a hat.

P.S. If anyone would like tickets for the coming ANZ Touring Car Championships circuit please telephone me at 739-290.

PHIL MORETON - Organiser

Ivory Coast in trouble

Following another disastrous Ivory Coast Rally (with the usual problems of insufficient entries, cars getting lost in the jungle; and other minor points). President Balestre stated at the FISA press conference last week that he had requested the Rallies Commission to investigate the inadequacies of this year's event.

It seems that there should be plenty of material for those involved, and M Balestre did comment that the outcome of the Commission's investigations could effect the 1985 calendar.

Paddy suspected his wife of infidelity and began to follow her movements. Sure enough, his suspicions were justified. Coming home from work early one day, he burst into the bedroom and found his wife in bed with another man. Crazed with grief, he put the pistol to his own head. 'Don't laugh!' he shouted when his wife burst out in giggles - 'You're next!'

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The 13th Annual Braille Trial.

28-10-21

The 13th Annual Broille Trial has now been run. It was a pleasure to be associated with the Foundation for the Blind in the running of the 'Braille Rally'. With the good route set by Ian Laming and the preparing of the maps and the time and check schedule by Peter Martin, the trial proved to be an enjoyable event. The weather helped to make the event being fine and warm.

The Organisers of this years event wish to thank those people who turned out to look after and drive the members of the Foundation. The drivers this year were a very willing bunch. This willing attitude makes the organiser's work aesier and more rewarding. We hope to see you all next year..

THANKS TO..... The drivers.

Alan Harvie (and John Marslin) for sticking on the stickers.

Ruth Shepherd for ably looking after the paper work.

Trevor Blakemore and Sid Franklin for being checks
on the event.

Barry Lakeman for producing an accurate and rapid result.

Kay Poynton Of the Foundation for enabling us to
provide something for those less fortunate
than ourselves.

Congratulations and thanks to all involved.

One on the left and right together.

Peter Martin. Eddie Conroy.

BRAILLE TRIALS.

Previous	Winners and their Na	avigators and the guest n	avigator.
YEAR.	DRIVER	NAVIGATOR.	GUEST.
1972	'K' Foulkes	Bert Sagar.	C 7 6 6 10 100
1973	Pam Dorey	Ruth McPherson.	A STATE WAYER
1974	John Sinclair	Noel McIvor	Brian Edwards.
1975	Pam Dorey	Ruth McFherson.	Neville Lodge.
1976	Varren Denton	Robyn Pollard	Dougal Stevenson.
1977	Feter Martin	Grace Theeler	John Hayden
1978	Murray McGuire	M Todd	- Die wite
1979	Jenny Nidd	Pat Nind	Bob Parker.
1980	John Pierson	Sylv i a Grimes.	Gordon Bunkall
1981	Murray McGuire	Joan Cooper	Harry Lavington.
1982	John Gladhill	Owen Palamountain.	Philip Liner
1983	John Marslin	Jann Rutherford	Peter Sledmere
1984	Dave Jennings	Ray McKie	Grant Moffatt.

THE NOVICE AND THE NEWSMONGER

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HAVIGATOR	Grant Moffat	John Doornebosch	Alison Wilson	Margaret Counsell	David Southee	Owen Falamountain	Robyn Pollard	Mark Lockett		Linda Paea	Grace Wheeler	Sue Leslie	Franz Veuger	Kath Burns	Elleen Soane	Kevin Ward	Alan McLean	Nell Trembath	Jann Rutherford	Joan Cooper	Nana Upu	Frank Thackery	Mary Becker	Boyd Mason	Ray McKie	Rewi Noah	Cecily Agnew	May Southee	3111 Falshaw	Clarite VollHeim	Anil Jina	Marton Sutherland	Teresa Johnston
	John Groy	Jenny Maidens	Hendy Dobbie	Dave Humphreys	Allan Mines	Glenn Watt	Dave Richards	Ian Hebbend		reter bourke	John Marslin	John Thomson	Richard Chan	Ian Jensen	Michael Dear	Grant Hennes	Ray Duffell	Lisa Ellingham	Jim Conroy	Anne Conroy	Lloyd Evans	John Gladhill	Nena Kent=Johnston	Faul Wilson	Dave Jennings	Leicester Banfield	Brian Dear	Fhil Moreton	Chris Follon	Wike Jalvin	hurray Seduire	Bruce Normerson	Alan Harvie
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THE NOVICE AND THE NEWSMONGER

'Now' said the Newsmonger, 'a report on this 13th Annual Braille Car Rally, if you please.' 'Well, sir,' she smiled, 'the Rally was staged by the Wellington Car Club and the RNZ Foundation for the Blind, on the 28th October 1984. Thirty two teams competed; Wellington Car Club drivers with Blind Navigators, using special raised maps prepared by Gordon Anderson and Nancy Rutherford of the Wellington Braille Club. A car for the Guest Navigator was loaned to John Croy by Continental Car Services Wellington Ltd, and a mini bus by Hertz Rentals of Taranaki Street.'

'Madam, this is very boring fact. I want headline grabbing news!'

'Well, there had to be a last-minute replacement of the guest navigator which caused a flap, but Grant Moffat, Chairman of the Hutt County Council, stepped nobly into the breach.'

'Very obliging of him, as no-one really likes to be a second choice. What else?'

'The cleaner dropped a seat-belt strap into the engine compartment of the mini bus and it was noisily mangling itself until one of the Blind Navigators managed to retrieve it, much to the driver's relief.'

'That happens every time a novice drives one of those things - a non event. Go on.'

'The route was well-planned, scenically exciting, and tricky enough for triallists to enjoy. The overall organisation of the trial was efficient, unobtrusive and effective, as you'd expect with Eddie Conroy as Co-ordinator.'

'Hmmmm. I've heard of him. Not newsworthy. Too clever by far.'

'The drivers all smiled and so did the navigators. The passengers enjoyed themselves too - well, except one who ended up in a smoke-free zone instead of a gasper's jalopy.'

'Take a breath, madam. Surely some driver must have become hopelessly lost and driven blindly through a fence?'

'On the contrary, sir, even the last carload arrived laughing and the only thing that the driver demolished was an entire chocolate cake!'

'The media aren't interested any more of course.'

'Oh, yes! Good coverage on radio and an excellent 'Today Tonight' slot. Very pleasing for the Club and the Foundation, especially as it was shown on Braille Collection Day.'

'Was nothing forgotten?'

'Well, the cups were overlooked until Friday, but they turned up on the day, all bright and shiny and ready for presentation.'

'You all enjoyed the event?'

'It was marvellous fun, and everyone's looking forward to next year!'

'Madam, this event was far too happy and successful to be newsworthy, and your reporting style is awful! Run away!'

KAY POINTON - Royal New Zealand Foundation for the Blind

SITUATIONS VACANT

KEEN, MOTORSPORT ORIENTATED PERSON/S TO UNDERTAKE EDITORSHIP OF TOP MOTORSPORT MONTHLY PUBLICATION

The Position:

To undertake future Editorship of one of the country's top monthly Car Club Bulletins - namely, your own Club's 'Motoring News'

Duties Involved:

To assemble, arrange preparation and lay-out material camera-ready for printing each month; collection of finished stapled product and distribution

Remuneration Offered:

None - but a great reward of achievement and satisfaction at a job well done and enjoyed. No personal expense involved

Qualities Required:

A good sense of humour; responsibility; coherent writing ability; ability to meet deadlines

Qualities Not Required:

No previous printing experience of lay-out, paste-ups etc. essential as the job is simple and easily explained. Full training and assistance at start will be given

Job Commencement:

New Editorial staff urgently needed for compilation of February Bulletin and thence on. This would mean 'wrap-up' by Clubnight in January

INTERESTED? ALWAYS WANTED TO HAVE A GO?

Now's your chance. Please contact :

Jenny Maidens

tel. 723-520 (day); 843-112 (home)

Note

Please, if you're even half way interested - don't leave it to 'Someone Else'. There's no guarantee 'Someone' will be able to provide you with your February and future Bulletins!

26th October 1984

TO:- The Secretary:

WMSA H.V.M.C.

H.V.M.C.

JAGUAR DRIVERS CLUB

KAPITI CAR CLUB

LEVIN CAR CLUB

M.G. CAR CLUB

VICTORIA UNIVERSITY CAR CLUB WAIRARAPA CAR CLUB CLUB LOTUS (NZ) LTD FIAT OWNERS CLUB (NZ) LTD WELLINGTON CAR CLUB

Dear Sir/Madam

On Tuesday 23rd October a meeting was held at the Wellington Car Club Clubrooms of representatives from most of the WMSA clubs.

Those who attended were:-

HVMC	Jim Hibbs	Fiat Owners	Trevor Wall
Kapiti CC	Greg Bott Ernie Leslie Lesley Leslie	Wellington CC	Phil Moreton Allan Mines Noel Williams Lloyd Evans
v.u.c.c.	Paul Te Punga John Rapley		Murray McGuire

The meeting had been called to discuss car trialling within the WMSA clubs.

A good discussion was held and the following action was agreed to:-

Three events are to be organised and run in the New Year. These events will have a standard set of ASR's and all be of approximately 1 to 1½ hours duration, finishing with a social function of some sort.

The first trial will be organised by representatives of V.U.C.C. and it is proposed it will be run on Sunday 17th February 1985, starting at 2.30pm and finishing with a barbeque. This event will start and finish at the Wellington Car Club Clubrooms, Russell Terrace, Newtown, Wellington.

The second trial will be organised by representatives of H.V.M.C. and Fiat Owners Club and it is proposed it will be run on Sunday 17th March 1985, starting and finishing at the H.V.M.C. Clubrooms, Petone.

The third trial will be organised by representatives of Kapiti Car Club and it is proposed it will be run on Sunday 14th April 1985, starting and finishing at a suitable venue in the Paraparaumu area.

All of the events will be checked by Murray McGuire of Wellington Car Club.

The events are to be set to a common standard and will be designed to provide an introduction platform to trialling for new or novice triallists. A major part of each event will be the provision of a full explanation of the event at the end so that each and every competitor will understand where they went (or should have) and why. They will not be demanding events with intricate route-finding.

It is requested that all W.M.S.A. club members be made aware of these events and the reasons for their running, i.e. to introduce new people to the cheapest and least demanding (in terms of vehicle requirements) form of motorsport. All that competitors will require is a club membership, a roadworthy car, a minimum of two persons per car, a clip board of some sort, a pen and pencil, a few dollars entry fee and a desire to learn about trialling and to enjoy motorsport with other enthusiasts.

Further information will be forwarded by the respective organisers as the details are finalised. Your assistance in actively promoting these events with all your club members is requested.

It was hoped by those present that all W.M.S.A. clubs would take advantage of these trials to try and encourage member participation. This is particularly so with those clubs that have not run or been involved with trialling in recent years.

If any further information is required, please do not hesitate to contact any of the persons who attended the meeting. I personally may be contacted on phone 784-423 home or via the Wellington Car Club, P.O. Box 5142, Wellington.

Murray Refune.

POINTS RAISED AT WMSA MEETING 29 OCTOBER 1984

- Hutt Valley Motor Club advised that in future at selected events they would require competitors to provide a Marshal' or incur a higher entry fee. Event Regulations will stipulate if this is to apply.
- 2. Hutt Valley Stewards Trophy Gymkhana notified entry fee of \$8.00 will be reduced.
- Sherpa Challenge Rally Series Tyre Discount Plan follow-up letter to be sent to Clubs.
- Change of Address of Steward: Neil Cruickshank, now 9 Nugget Grove, Raumati Beach. Phone: 88180 (home) 684-491 (bus).
- 5. Wellington Car Club still owes WMSA Registration Fee of \$15.00.
- 6. Requested that two copies of Invitations be sent to Clubs when advising of events.
- Results of Invite (and in particular, Interclub Series) Events to be sent to all WMSA. Clubs as well as competitors and WMSA.
- 8. Update of WMSA Club Contacts List.
- 9. 1985 Calendar put together and 1984 events updated.
- 10. Next WMSA Meeting 22 January 1985.



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

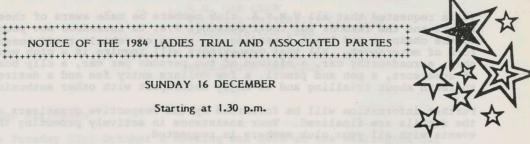
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AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

NOTICE OF THE 1984 LADIES TRIAL AND ASSOCIATED PARTIES *-----

SUNDAY 16 DECEMBER

Starting at 1.30 p.m.



Approximately 1.25 hours long, suitable for Novice and Experienced Triallists. This event is open to female members of all the Wellington Motor Sport Association (WMSA) Clubs or wives, female friends, sisters, mothers, grandmothers, nieces and mistresses of male members.

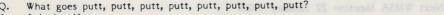
ENTRY FEE IS ONLY \$4.00, AND THERE WILL BE PRIZES

Prior Notice of Intention to Compete please to Allan Mines, ph. 780-670 (h) (It helps us to cut costs of printing if we know how many are competing)

DON'T WORRY about Babysitting problems - bring the children too, as the menfolk will be entertaining them whilst the 'girls' are competing. Combined with the afternoon will be a CHRISTMAS PARTY. Please bring a wrapped and suitably identified present for all children in your care (maximim value approximately \$6). Father Christmas will be attending at about 4.00 p.m.

AND THEN: There will be a Bar-B-Que Party into the evening. Refreshments will be available. Bring your own foodstuff and utensils, and a Bar-B-Que if you





A. A bad golfer.

SOOOPER CHRISTMAS GIFT IDEAS!

Headrest Antimacassar



This handsome, hand-tied macrame headrest cover keeps hair treatments, dandruff, and natural secretions off most headrests; protects upholstery during whiplash, sitting up straight, or pulling over to the side of the road for a little snooze. Antimacassar unravels easily for convenient tieoff and custom fit. Hand Wash: never say Dry. Set of 2 weighs 81/4 oz.

NEATO Headrest Antimacassar, \$10.75 ppd.

Color, Doily.

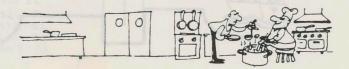


-Navel Reamer

Gently but thoroughly cleans and buffs navel interior. Hand operated, rotary action. all-cotton buff pad is mounted on gimbaltype suspension system for painless adjustment to innies, outies, or unusually shaped navels. Replacement buff pad Avail-'able. Frequent use of this grooming aid improves self-contemplation skills as well as insuring hygienic receptacle for salt when eating celery in bed.

LNT Navel Reamer, \$18.75 ppd.

Wt., 3 oz.



!!! YOU ARE NEEDED !!!

MOTORSPORT ASSOCIATION NATIONAL RAFFLE

You have all received a letter detailing the funds the Club can make through sales of these tickets. Last time, we made around \$1,700! In addition to your own sales, the Club has organised the setting up of two public selling points, in December and February, from Friday lunch time through to Saturday morning. Laser Sports identical to the prizes in the raffle will be on display. The venues are:

MAIDSTONE MALL Upper Hutt

14/15 December 1984

JOHNSONVILLE MALL Johnsonville

1/2 February 1985

Please, we need a few volunteers to give us an hour or two to help man these selling points. If you can assist at all, please contact:

JENNY MAIDENS tel. 723-520 (w) 843-112 (h)

WELLINGTON STREET RACE 27 January 1985

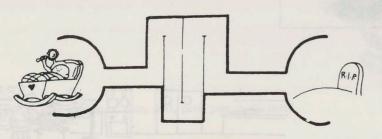
We have been requested to assist in providing persons to help on the day with the above event - as many folk as we can supply; i.e. big numbers of you. We have been told that nobody who is helping will miss out on any of the action! A great opportunity to help out and be a part of things - all for free!

If you would like to be involved in this exciting event - you may even have friends or family who would like to be part of the action - then please contact, NOW!

ALAN HARVIE tel. 838-742 (h) 858-549 (w)

A once-in-a-interime opportunity!

BE INVOLVED



See if you can find your way from the cradle to the grave through this exciting maze!



gymkhana jottings

WCC GYMKHANA: PORIRUA: Monday 22 October

This event has traditionally been accompanied by exceptional weather, and this time was no exception. 9.00 a.m. saw the sun shining, but a phone call from Rick O'Neill around 10 o'clock confirmed that the black cloud rolling in meant trouble. Soon, the only thing hot around was my phone! With tongue in cheek and a bit of local knowledge on the venue, I decided to run the event and hope for a break in the weather. Fortunately, it did, and things started on time.

Fifteen entrants, including a couple of late entries, enjoyed an event that started with slippery conditions which later dried out to give a hard, smooth surface. The wind was fairly strong which made things a little unpleasant, but didn't affect the event. Some very close competition resulted in the final placings depending on the final run, where Alan Harvie narrowly took first place from Grant Dally (VUCC) only one second behind. I managed to get it all together to take first in class (rear wheel drive) from lain Mollison, with Pete Lundberg only three-hundredths of a second further back.

My thanks go to Cynthia, Alan and Murray for helping with timing.

DAVE HUMPHREYS Organiser

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3RD WETN 2 1/7 332.52

4TH WETN 4 4/10 340.81

5TH WETN 3 5/8 347.73

WCC GYMKHANA: PORIRUA: Monday 22 October

Labour Weekend - and Monday arrives - a beautiful hot sunny morning. What a day for a Gymkhana and Barbecue afterwards! The weather forecast says bad weather coming later this morning. For the first time in ages, unluckily, they are right.

At 11.00 a.m. a southerly storm arrives with strong wind gusts and driving hail - the biggest I've seen in years. I think to myself - the event starts at 12.30 - maybe I should ring Murray and suggest we call it a Mudplug! I arrive at the venue. The rain has just stopped, but the wind is a gale. Let's get on with the Gymkhana and get it over and done with! The surface is greasy but not too bad. Should dry out with this wind, at least there is no dust.

I wonder where is the usual competition from Victoria University Car Club. There is keen competition for the Stewards' Trophy cup for Gymkhanas and also for the Pierson Cup. I do my first two runs at Test No. 1. It is greasy, and my times are not too good. Off to Test No. 2 and have my two runs there; and what's this? Here arrive the Victoria C.C. competitors! Now that the top surface has been removed from these first two tests, these guys are going to fly around here, as the surface is now dry! Oh, woe is me! The Mini of Grant Dally has taken nearly two seconds off me in the first test and the same in the second test. To try to make up four seconds over the next five tests against a Mini! Well, I thought, no way! Even to beat them in one is not bad!

By this time (even though it is a fun sort of event) I have rewritten the rules in my head over the last few minutes. All cars should run in numerical order for the first three tests, and reverse order for the last three tests. This would make things fairer.

Test No. 3, and I pluck three quarters of a second from the Mini. The next test, No. 4, I get nearly three seconds. Hey, things are looking better! Test No. 5, and I get a few hundredths more to my total, but I'm still behind. It's all in the last test and we both know this. My first run - I'm a second behind his time, but I changed up to second gear when I shouldn't have. I hope this is the reason! Now, last run, and I give it all and I beat his time by exactly one second. Phew!

I personally think the excitement for Gymkhanas can be as much as out on the race track. Why not come and try it some time?

There were 15 competitors on the day and for a terrible day, not a bad gathering. We adjourned to Murray McGuire's place for a Barbecue that we had inside, but was quite enjoyable. For these events, the Club needs as many competitors as we can get there to win the Stewards' Trophy Cup. There is normally someone driving a similar type of car for you to compete against. Dave Humphrey's Datsun Sunny is very quick, and I'm sure Peter Jensen in his Holden Rodeo seemed to be enjoying himself. Gymkhanas are not so much a speed test as driving skill - come and try yours at the next event! Check this out with your Bulletin, there are some close to Christmas.

Thanks to the organisers and timekeepers for a good event.

ALAN HARVIE

Q. What's worse than finding a worm in your apple?
A. Finding half a worm.



KAPITI STEWARDS TROPHY INTER-CLUB GYMKHANA - 11 NOVEMBER 1984

The competition for the Stewards Trophy was hotting up and as a result there was a good turnout of competitors for this event - 27 all told I believe, VUCC and Wellington being the best represented clubs. It was a good competitive day with the only criticism being the delays in setting out and running the six tests. VUCC and Wellington have managed to run 20 odd cars through six tests in about 3½ hours, Kapiti took from 11.00 a.m. (official start time although it actually started after 11.30 a.m.) until after 4.00 p.m. I left at 4.00 p.m. and they were still going. In the future, I hope all organisers will make their events afternoon only (i.e. 1.00 p.m. start) as this minimises the disruption to competitors - particularly those with family to consider.

No results were provided on the day so just how everyone went is still a mystery (at the time of writing) although I think that Alan Harvie should have won it - he turned in another excellent performance.

Watching how some competitors are sitting around waiting for the grass to get cut up before doing their runs, so as to benefit from a more "grippy" surface, makes me think it is time that set start orders be established for each test prior to the days competition. In that way everyone would have a turn at being first (amongst the first 5 at least) to do a test, or last. Food for thought.

Having been offered the use of Dave Johnson's Rally Mini - I was able to compete in a mini again and leave the Marina for Mum to take the kids to the James Smith Parade. I had an absolute ball - tyres were a problem though. I started on some Bridgestone racing (all weather) tyres in the front but they proved to be very heavy in the steering and gave considerable kick-back. So, in deference to my wrists, I changed to some old, hard, nearly bald Dunlop SP radials. These were easier on my wrists but coupled with the "cammy" engine, traction was a real problem. Managed to bowl over two hats (the rear mud flaps poke out the side about 12" and that was enough to clip the hats) - that's my excuse anyway! Dave has the car up for sale and I certainly would have no hesitation in recommending it to anyone. In its current tune it isn't the best for gymkhanas but for a club car for hillclimbs, sprints, rallies and the like it would have to be tremendous. If you're interested ring Dave at Dave Johnson Cars - at the bottom of Adelaide Road on the left going up - phone 851-971 (what's the commission Dave!?).

Thanks to Dave for the use of his car - I'd nearly forgotten how much fun Minis are to run.

MURRAY McGUIRE.



IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB

NOTE: Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

DECEMBER

Tues 4 MONTHLY NIGHT TRIAL - WCC rooms 7.15 Sun 9 INT. RACE MEETING - FM SS FF ANZ LS Sat 15 **GYMKHANA - Vesta Trophy Sun 16 INT. RACE MEETING - FM FF SS ANZ LS Sun 16 **LADIES TRIAL/XMAS PARTY/BARBECUE Tues 18 CLUBNIGHT - END OF YEAR WRAP-UP	WELLINGTON MANFEILD VUCC PUKEKOHE WELLINGTON WELLINGTON	C.C. Int. Inv. Int.
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Tues 18 CLUBNIGHT - END OF YEAR WRAP-UP	WELLINGTON	
JANUARY		
Tues 1 INT. RACE MEETING - FM FF SS ANZ LS Tues 15 CLUBNIGHT WCC Clubrooms 8.00 p.m.	BAYPARK WELLINGTON	Int.
Sat 19 GYMKHANA	WAIRARAPA	Inv.
Sun 20 **FUNKHANA/BARBECUE	WELLINGTON WMSA	C.C.
Tues 22 WMSA Meeting Sun 27 WELLINGTON GROUP A SALOON STREET RACE	WWISH	Int.
Sun 27 WELLINGTON GROUP A SALOON STREET RACE		
FEBRUARY		
Sun 3 DUNCAN McKENZIE HILLCLIMB - Kukutaku Road	LEVIN	Inv. C.C.
Tues 5 MONTHLY NIGHT TRIAL 7.15 p.m. WCC Rooms	WELLINGTON	Inv.
Sat 9 CLUBMANS - Manfeild	VUCC	Inv.
Sun 10 GYMKHANA - Stewards Trophy Sun 17 TRIAL/BARBECUE - start time 2.30 p.m. WCC rooms	VUCC	Inv.
	GISBORNE	Nat.
16/17 1985 NATIONAL GYMKHANA CHAMPIONSHIPS Tues 19 CLUBNIGHT WCC Clubrooms 8.00 p.m.	WELLINGTON	13.1
Sat 23 RACE MEETING - Manfeild (Formula Vee)	FV ASSN	Nat.
Sat 23 HILLCLIMB	WAIRARAPA	Inv.
Sup 24 AUTOCROSS - Kim Naylor	KAPITI	IIIV.



AUTOCROSS - Kim Naylor

more detailed event info.

GYMKHANA: VESTA BATTERY TROPHY: Saturday 15 December (Victoria University C.C.)

Start time - 12.30 p.m. Venue is Trentham Racecourse - North end of Infield - entrance off Camp Road. Entry Fee \$5.00. No rally tyres, knobblies etc. For further information contact Wayne Gair, tel. 783-727 (home)





THERE WILL BE NO NIGHT TRIAL IN JANUARY THERE WILL BE A CLUBNIGHT (3rd Tuesday) IN JANUARY

THERE WILL BE NO BULLETIN IN JANUARY (Nor February, nor March, nor April unless a new Editor volunteers to prepare it)

CLUBNIGHT DECEMBER CLUBNIGHT DECEMBER CLUBNIGHT INFORMAL CHRISTMAS PARTY AT CLUBROOMS 8.00 p.m. START INFORMAL CHRISTMAS PARTY AT CLUBROOMS 8.00 p.m. START INFORMAL CH RISTMAS PARTY AT CLUBROOMS 8.00 p.m. STA RT INFORMAL CHRISTMAS PARTY AT CLUBROO MS 8.00 p.m. START INFORMAL CHRISTMAS PAR TY AT CLUBROOMS 8.00 p.m. START INFORMAL ECEMBER CLUBNIGHT DECEMBER CLUBNIGHT DECEMBER L



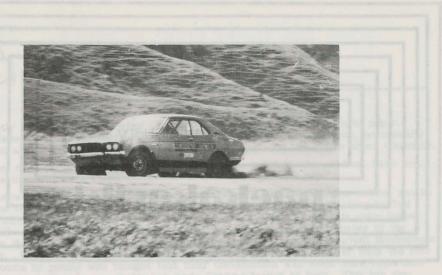
PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE



Murray McGuire mowing 'em down.



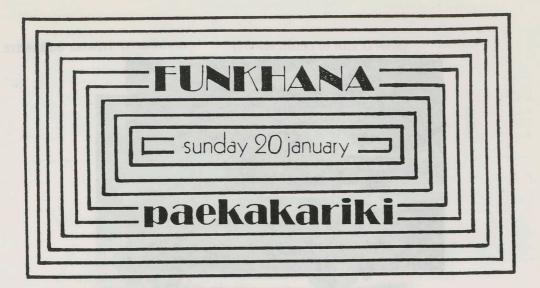
Alan Harvie doing it all right.



Ray Lord giving it heaps.



Peter Jensen - Gymkhana anything!



THE PICNIC/SOCIAL EVENT OF THE NEW YEAR !

THIS EVENT IS FOR WCC MEMBERS AND THEIR FAMILIES, AND ALWAYS ENDS UP WITH A BARBECUE PARTY AT THE BEACH

VENUE IS QUEEN ELIZABETH PARK, PAEKAKARIKI - McKAY'S CROSSING ENTRANCE (by the trams) - LOOK FOR THE SIGNS

It's the Sunday of Wellington Anniversary Weekend - no work the next day! Bring your swimming gear, kids, cricket/softball equipment, frisbees etc. for a great day out - and your car of course

DON'T FORGET YOUR FOOD AND REFRESHMENTS, BARBECUE (if you own one) AND A FEW DOLLARS ENTRY FEE

Any cancellation will be broadcast over 2ZB, but as we've ordered a fine day we're not anticipating a cancellation notice!

START TIME: 1 o'clock

A Kiwi and an Aussie were in a bar in Sydney watching TV when the late night news came on. The first sensational story was of a berserk woman poised on a window ledge ten stories up a building.

'I bet you a hundred dollars she won't jump,' said the Aussie to the Kiwi.

'You got a deal,' said the Kiwi, shaking the Aussie's hand. A few minutes later, the woman plunged to a gory death. The Aussie sadly forked over the money and ordered another beer, only to look up in astonishment as the Kiwi tugged on his sleeve and tried to hand the hundred dollars back.

'No, it's all yours,' he protested. 'You won the bet fair and square.'

'Nah,' said the Kiwi, 'I saw it all happen on the six o'clock news.'

What do you call a camel with three humps?

'I saw it happen on the six o'clock news too,' said the Aussie, 'but I never thought she'd do it again at ten.'



Having recently attended the November Clubnight, I feel that I must put pen to paper. As a Clubmember who regularly attends Clubnight, sometimes helps run events, occasionally competes, and always reads all of 'Motoring News', I have one or two gripes about Clubnight.

I always enjoy most of the Clubnights, whether we have a guest speaker, videos, films etc. or just talk with other Clubmembers.

On the November Clubnight we had some very good videos of recent overseas rallies, and in particular, the very spectacular 1984 Rally of 1000 Lakes that was brought along by Ted Clay. I am sure that most people present would very much like to view this again (even avid triallists!) We were also very fortunate in having a very long time member of the Club, Graeme McRae, give a very informative off-the-cuff talk about his current involvement in Motorsport. However, I felt that this was marred by the continual chatter from the rear of the Clubrooms by people who thought that their conversation was much more important. I felt that this was not only very rude, but made Graeme harder to hear. This has also happened at previous Clubnights. There is always the Committee Room or outside.

The other point arises from the ever-increasing need for people to assist in the running of events. The twenty or thirty people that attend Clubnight are hounded to assist with events. It would be good just to be asked nicely as it is generally a large proportion of the ones present that help anyway. I know that some will say we have asked nicely but have not had much success, but I am sure that by hounding there will be even less.

I realise that the Committee will need a lot of help to run the round of the National Rally Championship next year. With the right approach, I am sure that this will be forthcoming, with a chance for all members to become involved with their very good Club and Committee.

ACTIVE CLUBMEMBER

Thank you for your comments. I am positive that your 'gripes' concerning those persons holding conversations at the rear of the Clubrooms during Clubnight will bring about positive action in future, as now those persons will be aware of the disruptions they are causing now the matter has been brought to their attention.

We will ask Ted if he would be good enough in the New Year to loan us the 1000 Lake Rally tape again for another viewing - we'll try and advertise it a month earlier this time!

With regard to the Marshals - this is always a problem. You state you have helped organise events in the past, so you will be aware how difficult it is to obtain personnel. Yes, it does seem unfair that those regular Clubnight attenders are always 'beaten up' to assist with events and sometimes, I agree, the pressure is really put on! However, by that stage, no doubt an Organiser is pretty desperate, as unfortunately the majority of our Clubmembers are very reluctant to come forward and voluntarily offer their services.

The Committee is aware that it is the same people all the time who help out at events. Unfortunately, we have to face the fact that many of our Clubmembers only join the Club as it is necessary for them to do so to obtain a Competition Licence and compete in their chosen events. It is also unfortunate that this is the only interest they have in the Club, and they expect events to be run and fully manned for their enjoyment without ever putting anything back into the Club. It is a fact we have to face.

The subject will be discussed again at the next Committee Meeting. The Hutt Valley Motoring Club ran a Clubmans at Manfeild on 24 November, and tried an experiment that worked very well. They increased entry fees (the cost of hiring Manfeild has increased 75% as well) then made a good reduction for those who attended and provided a Marshal. This apparently worked very well. A full complement of 'helpers' (around 36) were on hand during the day, and this greatly eased the organiser's load of having to hound people to assist on the day. It could well be that this type of scheme may have to be implemented on all our future Speed Events. The 'User-Pay' system.

Thank you for bringing the above to our attention - Editor.

THE THREE LITRE BENTLEY.

A TRUE INCIDENT.

By R. GIBBONS.

One Sunday morning in February this year three young men comprising the air force, the navy and a civilian hung about a certain service station at the end of a half mile of straight concrete road near Auckland. An SS1 drew up and was inspected critically. It went off with a rather unladylike roar.

"As I was saying," went on the air force peevishly as the civilian and the navy gaped after it, "As I was saying, the Aston. considering its heavy body, has a really terrific performance." The navy looked interested. "Do you mean to say the Speed Six, the O.E. and the Aston saloon all have identical performances?" he asked incredulously.

"No, I didn't say that

"Well, you have said at different times that the performance of each was terrific and that comes to the same thing!" The civilian laughed wickedly and remarked that the Speed Six was terrific because it would spin its wheels on wet grass, the 30/98 was terrific because it made a noise like four thousand c.c. Nortons and the Aston Martin was terrific because it had a heavy body.

"Here comes the Bentley," whooped the Navy. "Hurray!" And there it was looking very much a Bentley as it rumbled up the road. No windscreen, no hood, no front mudguards, a rev counter which worked and a very nicely kept motor shining with polished metal and red paint. Engine No. 60, single carb, short chassis, close ratio gearbox, two wheel brakes, 820 x 120 tyres.

The kindness of the airforce and the owner had made possible this little jaunt of seventy odd miles to Muriwai and back. The civilian and the navy not having had much to do with Bentleys for about ten years were very much looking forward to the outing. As they rumbled off adjusting goggles and balaclavas the owner gave details of a very extensive and thorough overhaul carried out on the motor and chassis. He was very enthusiastic about the car and said he wouldn't part with it at any price. "Why did your Father sell his 3-litre?" he shot at the civilian reproachfully. This rather caught the civilian off his guard and he said it was because his father, though a humourist, didn't see the fun in making a noise like an aeroplane and looking like a road race only to be passed by silent and inexpensive family saloons. Fortunately the owner was too busy with the handbrake and a tram just then to hear properly but the navy made a stifled sort of noise, in fact the navy continued to make stifled sort of noises at intervals and the air force was very busy keeping itself warm because the civilian's bad leg had got hi ma front seat with the result that he and the owner remained dry from the waist down throughout. For once the American type of high bonnet line favoured by the early Bentleys was appreciated.

Clear of the suburbs the car really got going, the exhaust note rising to a fine deep roar, front wheels dithering and flapping as those of a Bentley can. "Would someone else like to drive?" Would they what! Someone else took the wheel rather cautiously, experimented with the brakes, popped up and down the ratios once or twice, skipped one, tried a couple of flat out snicks into third and everyone breathed again as the Bentley thundered on its way. Pedestrians stopped, motorists stared, motor cyclists accelerated. The winding road to the beach, while it did not bring out any unsuspected qualities of roadholding or brakeing did accentuate the fascination of that fine gearbox and the thrilling whine of the gears.

The run home promised to be wet. The owner said they would have to stop and shelter. Someone suggested that it might not stop raining and someone else said, "Father didn't have the hood up for two years and used the car every day!" (But it did have a windscreen!) Anyway it did rain in buckets and the car didn't stop but went faster. The navy said it was nothing to the bridge of a M.T.B. at full throttle in a choppy sea. The rev. counter needle started going round the dial, a fine cloud of spray behind, wonderful exhaust note, brakes that kept everyone on tenderhooks. A 1937 Pontiac gave chase, passed, but the Bentley hung onto it going up to 2,300 on a straight. What with the rush of the wind, stinging rain and poor visibility excitement was terrific. They bucketed downhill and up a steep grade both cars accelerating for all they were worth and the Ponty gaining surprisingly little. As they followed it into some tricky bends the owner of the Bentley shouted that he had lots in hand and could pass if he wanted to. The crew clutched the side as they slithered down to an awkward bridge, a V8 coming up behind held their attention until it too went the way of the Ponty.

When at last the Bentley pulled up under a verandah and the dripping crew disgorged themselves great was the excitement and much the talk. All agreed that it had been a thrilling run in a grand old car.

The next morning the navy and the civilian set out on their 450 mile run south, threading their way through suburban traffic for the first few miles. A tram held them up, they slipped into third, the revs went up with a woosh, powerful brakes slowed them for an intersection, no one even looked at them. "Do you realize," the navy remarked, "that we went faster passing that tram than we went all day in the Bentley yesterday?"

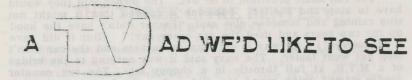
TAKEN FROM N.Z. SPORTS CAR CLUB BULLETIN : August 1945



There goes a car with exactly the same number as ours.



"Look at it this way, lady—the whole damn world is down there looking up your dress!"

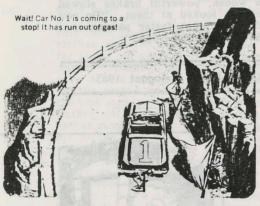


The Shill Gasoline Commercial

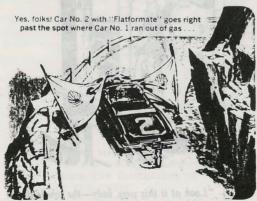
Here we are at the base of famous Mike's Peak with two identical cars. Both cars are using the same measured amount of Shill Premium gas. The only difference is—car No. 2 has the mileage ingredient "Flatformate"!















crossflow

Fill in the missing words ... We hear that prominent Clubmember RICK O'N.... will be celebrating his 4.th birthday (clue - worth a celebration) on the night of our December Fun-Impromptu-Informal-Clubnight-Party. Be in quick to get in for Ri..'s shout - also guaranteed he'll be in no fit state to be taking ph--ogr--hs that night!

Oh boy! We've been contemplating a 'Raspberry of the Month', or 'The Most Popular Person to appear in Crossflow' award or something similar. He's done it again folks! Ours truly Presidente has made the column again. There's yet another - yes, another - addition to the HARVIE stable, in the form of a bright red Mazda 323! And, to cap it all, it's even got an LZ 323 numberplate! (Obviously envies the Ed's JM 202 plate, but at least my initials on the plate are correct!) You'd think a bloke might get bored with cleaning two red cars and a yellow one, wouldn't you? However, our spies inform us that Amuri Motors only had two initial deliveries of aforesaid model - one in red and the other in steel grey. Frightened that the grey model may have been mistaken for JOHN RONGEN'S Laser Sport, Alan? Or is it that 'bright' is being noticed!

P.S. Ask Harvie what the current bribe 'Motor Registration for 'personalised' number plates is at present!

ANNETTE MIET is organising the Funkhana to be held on Sunday 20 January. Venue is McKay's crossing entrance of Queen Elizabeth Park, Paekakariki. Rumour has it that she is devising tests to 'Hold Back the Lads' and 'Give the Girls Advantages'. (Ed - points deducted for knocking over garage cones?) Could be just the chance for you girls to really show the 'Boss' who is 'Boss'! (Ladies can compete in the same car as the 'Boss', different numbers and timing of course) It's a great day out for competitors or spectators, so pencil it in now. A Barbecue is always held after the event. A great venue for the kids to enjoy a safe day out - this means all kids - from infants through to those bigger ones with pot tummies! (See event info. elsewhere in this Bulletin)

Knoll Coward



PALMER HEAD UP & DOWN.

Saturday 17 November 1984

The day dawned a cold overcast windy day. My first thought was shit as scrutineering progressed, the sky's lightened and eventually the sun began to shine. The day turned out to be rather warm but windy.

With a disappointing entry of 13 we got under way. What we lacked in numbers we made up in a competitive spirit.

At the end of the day only 5 sec separated the first 7 cars. One of the closest margins being between first and second. 3000cc versus 1600cc ??? Sorry about that PETE.

The day ran very smoothly. The timing gear worked well and so did the radio's. After all that's all that can go wrong. At this venue except for the competitors: UNDERPANTS which were working overtime. You may say why???

I am still working my little oops out but you could also ask!!!
GAVIN HIGGINS, TED CLAY, YOUR'S, ALAN HARVIE, DAVID DRISCOLL and I think BERNIE HAYMAN might have been amongst the underpants brigade as well.

Fortunatly the only major damage was a bent door and guard on POOR OLD DAVID'S VERY NICE CELICA:

We finished off with a quite ale at the clubrooms to end a great day.

THANKS TO THE MARSHALLS AND HELPERS. A SPECIAL THANKS TO THE NON MEMBER MARSHALLS.

Iain Mollison (Organisor)

The old maid came into the pet shop and asked to look at parrots. She wanted a parrot who could talk-but who only said "nice things."

"Here's a fine bird," the pet shop owner said. "Notice there's a string tied to each leg. Pull the left leg and he recites the Lord's Prayer. Pull the right string and he recites the Ten Commandments."

"What happens if I pull both strings at one time?" the old maid asked.

"I fall off my perch, you silly bitch!" the parrot

A wolf lounging in a hotel lobby perked up when an attractive lady passed by. When his standard "good evening, dear" brought nothing more than a frigid glance, he

"Pardon me, I thought you were my mother." "I couldn't be," she replied icily, "I'm married!"



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WELLINGTON CAR CLUB

	Placing	9th 12th 2nd 3rd 4th 6th 10th 11th 7th 8th
	Run 6	98.81 108.85 105.81 104.62 113.37
	Run 5	108.01 115.17 111.70 102.10 104.74 105.37 109.70 DNF
	Run 4	110.70 1116.35 112.35 199.43 100.35 1105.47 1107.35 109.87 109.87
	Run 3	108.37 117.70 111.53 100.00 101.31 103.53 103.92 111.20 DNF 99.27 104.57
	Run 2	1112. 1112. 1113. 1113. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100. 1100.
	Run 1	110.61 128.30 115.10 100.87 102.14 110.01 109.63 111.80 100.04 108.31
SULTS	Practice	114.27 122.60 118.50 103.60 103.60 132.47 111.81 113.20 117.60 110.15
ж п	Car	Mazda RX 2 Mazda RX 2 Datsun 1200 Toyota Levin Laser Sport Mazda RX 3 Galant 16L Austin Healey Cortina MklGT Toyota Celica Ford Capri Hillman Avenger Nissan B 110
	Car No Driver	1 Gavin Higgins 2 John Paine 3 Ted Clay 4 Iain Mollison 5 Alan Harvie 6 Glenn Stewart 7 Ray Lord 8 Bernie Haynen 9 Mike Macready 10 David Driscoll 11 Peter Lumberg 12 Neil Gyde 13 Chris Clarke

the and Without е. possibl event noa people to the not of Many Thanks event would

Greg Lang (Clerk of the Course)
Lloyd Evans (Scrutineer)
Eddie Conroy (Timing Gear)
Jenny Maidens and Cynthia James (Secretary)
Marshalls: Lynn Dewuhurst, Rick O'Neill, Mike Pr

Earl

Ellingham, member).

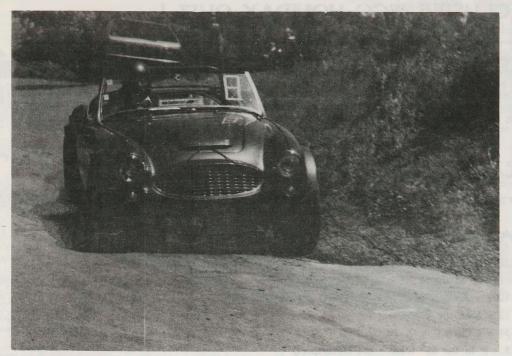
Rodger E



Above: Glenn Stewart

Below: Pete Lunberg





Above: Bernie Huynen

Below: Ray Lord



EXCLUSIVE WCC HOLIDAY QUIZ!

This test does not measure your intelligence, your fluency with words, and certainly not your mathematical ability! It will however, give you some gauge of your mental flexibility and creativity and will prove whether you are fit to be let loose on a Gymkhana circuit. Since the test was developed, few people have solved more than half the twelve questions in the first try (apart from the Editor, who answered all questions in 5 minutes). Many, however, reported getting answers long after the test had been set aside, particularly at unexpected moments when their minds were relaxed, and some reported solving questions over a period of days. Take this as your personal challenge!

Note: This is not another one of your Editor's inane jokes. This is serious, second only to the Listener Crossword. (Answers further on in this episode - don't cheat! We're watching!)

Example: 16 = O in the P Answer = 16 Ounces in the Pound

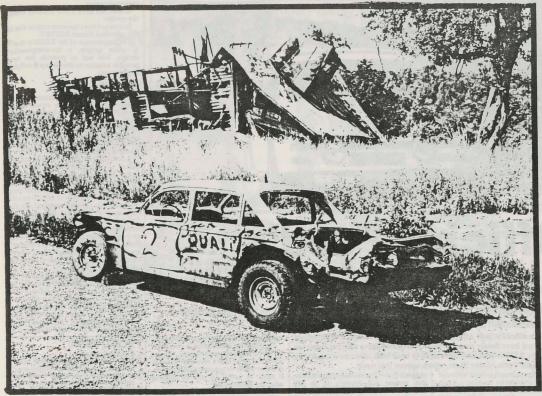
- 1. 26 = L of the A
- 2. 7 = W of the W
- 3. 1001 = AN
- 4. 12 = S of the Z
- 5. 54 = C in a P with J's
- 6. 9 = P in the SS (clue not Motorsport)
- 7. 88 = PK's
- 8. 32 = D at which W F's
- 9. 13 = S on the AF
- 10. 18 = H on a GC
- 11. 90 = D's in a RA
- 12. 200 = D's for PG in M

A man carrying a ladder through a crowded street, had the misfortune to break a plate-glass window in a store. He immediately dropped his ladder and broke into a run, but he had been seen by the shopkeeper, who dashed after him in company with several salesmen. The man was soon caught.

"Here, you!" shouted the angry shopkeeper, when he had regained his breath. "You have broken my window!"

"I have," admitted the man, "and didn't you see me running home to get the money to pay for it?"





By wiring the house himself. Bob saved enough money to buy a Buick



Blomavist — observer in Chester.

Audi drop Stig from RAC Rally assault Having spent the year chasing the World Rally Championship on events which he would have preferred to miss. Stig Blomqvist has been left out of the Audi team which will contest the Lombard RAC Rally. The Swede clinched the sport's premier title on the Ivory Coast affair, and had hoped that he would get a

crack at the British event.

Instead Audi are fielding Hannu Mikkola in the British A2 Quattro, and Michele Mouton in a Sport. Servicing and on-event organisation will come from Audi Sport UK, and the total involvement from Ingolstadt will consist of some mechanics who have experience with the Sport Quattro and a couple of vans.

vans.

"The RAC is not important to us anymore." commented Arwed Fischer of Audi Sport. "Why bother when you have won the Manufacturers title and finished first and second in the Drivers series? It has been a long season and 1985 will be even harder. We need time for testing, as we intended to tackle the full Championship in 1985 with the same team."

The puzzle centres on the way that Audi have earned the awards however, and their decision to ignore Blomqvist's request to tackle the final event. The Swede has played a major part in the RAC's recent history, and has not missed a year since 1979. Incidentally on that occasion he put his Saab in a ditch, and was joined moments after by Per Teller of the control of the control of the purchased of the control of the control



Official: Ford's car of the future

GRAHAM ROBSON takes the wraps off the RS200, the car that has been the subject of much speculation by the specialist press in recent months.

So now it's official at last! After 22 months of concept, design, and prototype testing, Ford have finally revealed their four-wheel-drive rallying Supercar project, the RS200. Four cars have already been built, and one of them is on display at the Turin Motor Show, which opened this week.

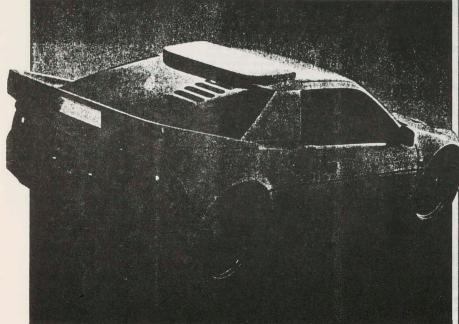
The prototype shown is in basic 'roadcar' tune, with a modestly boosted 1.8-litre ford-Cosworth turbocharged BDT enhorsepower, and will be used by Ford gine peaking at 230 bhp (DIN) at 6000
works drivers towards the end of the 1985
rpm. However, Ford's press information
international season, in addition to being

available for sale to private owners.

The time for speculation is now over for Ford have not only shown the car itself, but produced a revealing cutaway drawing which we reproduce in this issue It might be useful if I start by defining what the RS200 is not:
It is not based on the Escort structure.

It is not based on the Sierra structure. It does not have a transversely

The row of slots in the rear window are immediately above the turbocharger in order to get the hot air out of the engine bay



nounted engine.

It does not have a rear radiator und

It does not have the same engine size he cancelled Escort RS1700T

The importance of the RS200 is that is, quite simply, a 'no-compromised design, laid out to provide the beginnessible solution to the Group B rallying

Origins

The RS200 owes its existence to the change in homologation rules, dating from 1979, when four-wheel-drive car were no longer specifically outlawe and to the fact that the Audi Quattro, spite of many drawbacks to its configuration, came to dominate World Chan pionship rallying in the early 1980s.

After the Quattro was announced, b before it started winning, Ford had begun the design of the front-engine rear-drive Escort RS1700T at Boreham but even though it was prematurely revealed in the summer of 1981, it was no in production, or homologated, by the beginning of 1983. At this point the Quattro had been winning, or makin headlines, for two whole seasons, the mid-engined rear-wheel-drive Lancia Rally had been launched, and Peugeot transverse mid-engined four-wheel drive 205 Turbo 16 was almost ready fo

Time was rapidly running out for the RS1700T (and, quite coincidentally, for the C100 Group C endurance car project), and the result was a wholesale change of policy, and top management In March 1983, motor sport chief Karl Ludvigsen moved on, and Stuart Turner moved over from Public Relations to

FORD RS200

Configuration

Mid-engined, two- or four-wheel-drive, closed two-seater coupe. Fully-stressed platform struc-ture, with integral passenger cabin and bott-on tubular stiffening sub-frames at front and rear.

Chassis

Platform structure, main floor and major bul Platform structure, main floor and major bulk-heads in Clabe-Geijay aluminium honeycomb sandwich, steel front and rear chassis exten-sions, steel skins. Bolf-on tubular stiffening sub-frames, front and rear, built in tubular roll cage. Removable GRP body skin sections, front and rear.

Engine

Four-cylinder light-alloy 16-valve BDT unit, with turbocharging, and intercooler. Bore, stroke and capacity: 86 × 77.62mm, 1803cc. Garrett AiResearch T03/04 turbocharger, air-to-air inter-Amesearch (30x4 trabocharger, air-to-air inter-cooling, Bosch fuel injection, and Ford EEC IV electronic engine management system. Com-pression ratio (geometric) 8.2:1, and a maximum of 0.8 atm (11.5 psi) boost. (Rally car. 7.8:1 compression, and up to 1.2 atm/17.3psi boost.) Maximum power: 230 bhp (DIN) at 6000 rpm (Rally car: up to 380 bhp.) Maximum torque: 206 lb ft. (DIN) at 4500 rpm

Transmission

Choice of rear-wheel, or four-wheel-drive, driver controlled, with front, rear, and centre Ferguson riscous-control limited slip differentials. Lockable centre diff. Torque split of 37% (front)/63% (rear), or 50/50 if centre differential locked. Twin plate 7.25ins diameter AP clutch. Primary drive ratio 0.864:1. Gearbox ratios: 2.692, 1.824, 1.318. 1.043. 0.786. reverse 3.083:1. Final drive ratio

Suspension and brakes

Independent front suspension, by double wish-bones, fwin coll/spring/damper units, adjustable arrb-roll bar, and adjustable nde height. Rack and pinion steering, 2.3 turns lock-to-lock. Turning circle (kerbs) 31ff6ins. Independent rear suspension, by double wishbones, twin coil spring damper units, anti-roll bar, adjustable toe-in control link, and adjustable ride heights. Servoassisted ventilated disc brakes at front and rear, 11.2 diameter, and 1.0in thick. Speedline alloy composite road wheels, with 8.0ins rims. 225 50VR-16ins Pirelli P700 radial ply tyres.

Dimensions

Wheelbase	99.6ir
Front track	59.11
Reartrack	58.9ir
Overall length	157.5ii
Overall width	69.0ii
Fueltank 16.2	9.2 Impenal gallor
Kerb weight (estimated)	2315lbs (1050kg

HOW BABIES ARE MADE.



Choose an extra grownup around the house you will not miss. (Make sure your grownup is not preshrunk.)



Put grownup in washing machine and set dial to Heavy Duty. Turn water to hot. Add one-half cup of detergent (or one cup if grownup is soiled). Add softener to final rinse.



Tumble dry grownup.



When you hear a little cry, open dryer immediately and take out your newborn baby-April fresh and static-free!

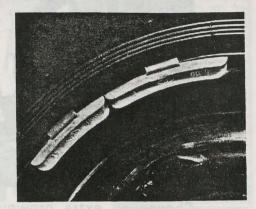


BACKYARD BONNES

Wheel Balance. Balanced tyres and wheels are vitally important because out-of-balance can seriously affect steering control at certain speeds, more often in the high speed range. Out-of-balance can be caused by wheel damage or brake drum eccentricity, by uneven tread wear round the circumference, by cover or tube repairs, and by re-positioning a tyre on the wheel. Present-day tyres have an indication or location mark showing where it should be fitted, using the valve as the datum position.

There are two kinds of out-of-balance, "static" and "dynamic". The former can be detected by allowing the wheel to rotate freely on a centre; if it always comes to rest in the same position, then there is static out-of-balance. A wheel assembly which shows no static out-of-balance could still be dynamically out-of-balance. The weight distribution across the tyre or wheel could vary and yet be balanced about the axle. This produces an oscillation from side to side as the wheel rotates.

There are two types of balance testing equipment, one in which the tyre-wheel assembly is taken off the vehicle for testing on a precision balance machine and the other in which the balance tester is coupled to the wheel whilst it is still on the vehicle. These machines indicate, by an optical device, the size and position of the balance weights necessary to bring the assembly into correct static or dynamic balance.



Wheel balancing is carried out by attaching clip-on balance weights to the wheel rim, after checking on a dynamic wheel balancing machine.

It is always desirable to have the wheel balance checked when tyre wear is abnormal, when steering seems heavy or imprecise, after a kerb has been struck or a minor collision, and when new tyres are fitted.

Theoretically the whole of the wheel assembly should be in balance, as is the case when approved after testing on the vehicle. But doing so, however, lessens the chances of favourable interchangeability of wheels, as recommended by tyre manufacturers, without necessarily re-balancing on each occasion. Testing and correcting away from the vehicle is, therefore, generally preferred.

Lead balance weights are fitted with spring clips by which they can be securely attached to the rim flange



DID WE LEAVE SOMETHING?

Does there exist a family that, as they drive away for that long-awaited summer holiday, doesn't suddenly realise they have forgotten something? We doubt it. With so many details to organise right up to the moment of departure, it's hardly surprising that two or three are overlooked.

ADVANCE PREPARATIONS

Advise neighbours Stop newspaper delivery Return library books Dispose of rubbish Arrange for lawn cutting Arrange for mail collection Pay bills Renew insurance cover

FINAL PREPARATIONS

Turn off hot water
Put away tools
Pack a lunch
Close and fasten windows
Lock doors

CAR CHECK

Renew warrrant of fitness Water and oil Window rag Battery Tyres, including spare Usually it's something that seems unimportant when the plans are made, but assumes vital significance once you've left the house. Normally this reminder pops into mind about 10 km from the starting point, just far enough along to trigger a healthy argument about turning back.

Jack and tools Spare fan belt Rope Full tank of petrol

REMEMBER PERSONAL NEEDS

Money
Cheque book
Driver's licence
AA membership card
Glasses
Medicine and pills
House keys
Duplicate car keys
Watch
Wallet/purse
Travel papers and tickets

NEEDS WHILE TRAVELLING

Road maps
Litter bag
Lunch
Bottle opener

But by the time the arguments simmer down, of course, it's too late to turn back. So to avoid such rancour and the inconvenience of doing without, we recommend to you the checklight shown below. Just detach this page from the magazine and check off the items before the family gets in the car.

Sweets and biscuits Torch with batteries AA Breakdown Map Games, magazines Camera and film Picnic blanket

AND HOLIDAY NEEDS

Transistor radio
Books
Writing pad, pen, stamps
Insecticide
Umbrella
Thermos flask
Sports gear
Swimming togs
Pack of cards
Toys for youngsters
Coat-hangers
Needle and thread
Linen
Suntan cream
First aid kit

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ANSWERS TO WCC HOLIDAY QUIZ

- Letters of the Alphabet
- 2. Wonders of the World
- Arabian Nights
- 4. Signs of the Zodiac
- 5. Cards in a Pack with Jokers
- 6. Planets in the Solar System
- 7. Piano Keys
- 8. Degrees Fahrenheit at which Water Freezes
- 9. Stripes on the American Flag
- 10. Holes on a Golf Course
- 11. Degrees in a Right Angle
- A FREE BOTTLE OF WINE TO FIRST PERSON WHO RINGS EDITOR WITH CORRECT ANSWER!



- . Where do you find the youngest soldiers?
- A. In the infantry.

classifieds



One of our recent Clubmembers, Jim Webber, has donated the following books and magazines to the Club: These are offered to Clubmembers at a very reasonable price.

The 100 Greatest American Cars	\$2.00
Motoring for the Millions	\$5.00
Supertuning your Firebird Trans Am	\$2.00
Ken Purdy's Book of Automobiles	\$3.00
Modified Motoring	\$2.00
V.W Sedan Fastback and Valiant Manual	\$2.00
Austin Morris 1100/1300 Overhaul & Tuning	\$1.00
The Bullnose and Flatnose Morris	\$2.00
Ford Consul Handbook	\$2.00
Tuning and Maintenance of MG's	\$2.00
The Austin 7	\$2.00
The Alfa Romeo	\$2.00
Tuning Carburettors	\$2.00
Hillman Imps - Tuning, Overhaul and Servicing	\$2.00

Plus many assorted Marque Manuals and Handbooks - many, many copies of Road & Track, Wheels, Car, Car & Driver, Motorland, Drive plus many supplements - make an offer!

Please contact Murray McGuire next Clubnight

FOR SALE: Honda Civic Club car - has finished last 14 out of 15 rallies. Very strong-Heaps of spares. Offers??? Phone Rick O'Neill 846-483 (w) or 842-401 (h)

and finally: a very happy christmas and safe new year to all

and hey! be careful out there!





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and we don't mean maybe!