

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club
box 5142 wellington

FEBRUARY 1985



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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 :

President	Aian Harvie	838-742	858-549 (w)
Secretary	Lisa Ellingham	288-523	683-125 (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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	280-357 (w)
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	723-520 (w)
	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)

SPEED	Greg Lang, Roger Ellingham, Iain Mollison		
NON SPEED	Dave Jennings, Ian Laming, Murray McGuire		
RALLIES	Graeme Robertson, Lynn Dewhurst, Ian Laming		
SOCIAL	Lynn Dewhurst, Lisa Ellingham, Annette Miet		
PUBLIC RELATIONS			
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 :

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 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



WELLINGTON CAR CLUB

DUNCAN MCKENZIE

MT. ALBERT RD HILLCLIMB

SATURDAY 9th MARCH



All Enquiries
Greg Lang
883-488 Hm
847-595 Wk



Marshalls also required



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

John Paine is an Asst Manager Travelodge. He is the owner of a RX 2 Mazda, is interested in Rallying and sealed sprints. And has been or still is a member of Auckland Car Club.

Warren Horn is an Admin Manager. He owns a Datsun 1200. He is interested in Circuit Racing having done B. and H. series for two years.

Adrian Sun is a Service Station Manager. Don't know what he drives.

Tom Caccia-Birch is an Apprentice Cabinet maker. He owns a 1970 Escort.

Stuart Owers is an Estate Agent. He owns several cars, being 1970 Corvette, 1972 Corvette, and a 1975 Hunter. Look out Jenny and Jimm. He has been racing in the USA with S.C.C.A. And been an instructor for Bill Scott Racing.

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

talking trials



WELLINGTON CAR CLUB

NOVELTY TRIAL, Sunday 10 March, 1985.

Starts 1.30pm from the carpark at the corner of Korokoro Rd and the Hutt Rd, Petone. (adjacent to the traffic lights near Petone Railway Station)

Status is closed club.

Members of Manchester Unity are invited to participate under a special permit, as prospective members.

Entry fee is \$4.00.

Duration will be approx. 2 hours, distance approx. 60 km finishing at Wellington Car Club clubrooms, Russell Tce, Newtown.

- You will need -
- a car (with a current WoF)
 - at least one passenger (navigator)
 - a pen (or two)
 - a current drivers licence
 - a 2 litre ice cream container (or similar).

- These may help -
- "Going Trialling" pamphlet (for novices)
 - Hutt/Wgton street map
 - a clipboard.

This is a straight forward trial with some "novel" requirements. There are no complicated instructions or technical traps.

Our congratulations to LEICESTER BANFEILD for academic achievements! Giving up Motorsport for twelve months has certainly paid dividends - we note that Leicester has two further qualifications - Real Estate Accounting and Real Estate Appraisal. How's the plans for a (competition) Corolla coming along, Leicester?

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT Ladies Trial... 16 December 1984

Beyond
 MINI
 SHOOT
 CHECK CAR
 SKIPOLE
 VICE
 RENO
 SHIP
 SHIP
 CONTROL
 TIME LEFT

COMPETITORS	TEAM	Beyond	MINI	SHOOT	CHECK CAR	SKIPOLE	VICE	RENO	SHIP	SHIP	CONTROL	POINTS	PLACE
Margie Thomas	1	✓ 10	✓ 10	✓ 30	✓	✓	✓	✓ 10	✓	✓	✓	60	5
Annette Miel	2	✓ 130	✓ 10	✓ 137	✓ 10	✓ 10	✓	✓ 10	✓	✓	✓	31	1
Diane Jennings	3	✓ 10	✓ 10	✓ 156	✓ 10	✓ 10	✓	✓ 10	✓	✓	✓	48	3
Ruth Sprittle	4	✓ 150	✓ 10	✓ 154	✓	✓	✓	✓ 10	✓	✓	✓	37	2
Cynthia James	5	✓ 150	✓ 10	✓ 216	✓ 10	✓	✓	✓ 10	✓	✓	✓	53	4

ORGANISER... Allan Mines
 ASSISTED BY...
 CHECKED BY... Wynne Gow

COMMENTS
 As this was my first attempt at setting a trial I was please with the comments from the competitors though disappointed at the turnout. My thanks to Wynne Gow for checking and Paul for being a check Allan Mines

REGULATIONS FOR THE 1985 CENTRAL REGION RALLY SERIES

The following regulations will determine the Central Region Rally Series for 1985.

Representatives of Clubs proposing to run a round in the Central Region Rally Series must attend the Central Region Rally Panel Annual Meeting otherwise the status of their rally will be at the discretion of the Annual Meeting.

1. The rallies constituting the rounds of the Series will be announced by the Central Region Rally Panel. Each round of the Series will be identified by an announcement of that fact in the Supplementary Regulations for each event. Entries will not be reserved for Series contenders. The first two rallies of the Series must not be National status events.
2. Points towards the Driver's award will be given to the number 1 driver as nominated on each entry form for each rally in the Series. Points towards the Navigator's award will be given to the Navigator as nominated on each entry form for each rally in the series.
3. To qualify as a Driver's Series contender the nominated driver must reside in the Central Region Rally Panel area. To qualify as a Navigator's Series contender the nominated Navigator must reside in the Central region Rally Panel area. This area is New Plymouth, Taumararui, Taupo, Gisborne and areas south as far as Wellington.
4. Points will be awarded from each round for class placings only, in accordance with the following scale.
 - 21 points for 1st in class
 - 19 points for 2nd in class
 - 18 points for 3rd in class
 - 17 points for 4th in class
 - 16 points for 5th in class
 - 15 points for 6th in class
 - 14 points for 7th in class
 - 13 points for 8th in class
 - 12 points for 9th in class
 - 11 points for 10th in class
 - 10 points for 11th in class
 - 9 points for 12th in class
 - 8 points for 13th in class
 - 7 points for 14th in class
 - 6 points for 15th in class
 - 5 points for 16th in class
 - 4 points for 17th in class
 - 3 points for 18th in class
 - 2 points for 19th in class
 - 1 point for all other finishers.

A driver may count his best FIVE rounds only.

5. The following classes will be recognized for the Series
 - Class A 0 - 1300cc
 - Class B 1301 - 1600cc
 - Class C 1601cc and over

6. Trophies will be awarded to the 1st, 2nd and 3rd placed Driver's in each class, and to the 1st, 2nd and 3rd placed Navigators overall.

The Series Trophy will be awarded to the Driver with the most points at the end of the Series, regardless of class.

Trophies will be funded by a \$100.00 donation from each promoting club.

7. A form for entering all information required to identify which competitors are eligible for points will be prepared by the Secretary, and forwarded to each organising club before the event.

This completed form and the results must be forwarded to the Panel Secretary at the conclusion of each event.

8. Where more than one competitor ties for 1st, 2nd or 3rd place a countback on their placings in each round will take place, i.e. a competitor having the greatest number of first placings will be deemed to be ahead in a tie. If no first placings, second placings will be counted etc.

9. The Central Region Rally Series for 1985 will consist of the following rounds:-

- Round 1 March 2 Victoria University Car Club
- Round 2 March 24 Levin Car Club
- Round 3 April 14 Wairarapa Car Club
- Round 4 July 20 Hawkes Bay Car Club (National)
- Round 5 August 3 Taranaki Car Club
- Round 6 August 10 Wellington Car Club (National)
- Round 7 August 17 Taupo Car Club
- Round 8 September 21 Wellington Waimihia ?
- Round 9 October 19 Kapiti Car Club

Manawatu Car Club will try to fit a round in when they decide on a suitable date.

Panel Chairman
Cam Taylor
6 Chelwood St.
Palmerston North
Phone (063)79-527

Panel Secretary
John Waller
24 Kaka Road
Raumati Beach
Ph FRM (058)84-902 Home
WGN (04)729-379 Bus

THE RALLY SEEDING

The computerised rally seeding is based on a competitor's representative stage times.

Careful study of past results lead me to believe that, on average, any competitor's stage times, when all goes well, are a constant percentage different from any other competitor. And this is the basis of the system.

The first step of the operation is to enter the stage times into the computer, and ensure that they add up to the correct totals.

The seeding list is then updated from these results. Firstly the fastest times for every stage are found. Then each competitor's times are compared with the fastest times to get a mean percentage difference. Unrepresentatively slow times are then dropped from the calculations and all usable results for a driver are then meaned again. If a competitor has too many bad stages on an event their seeding will suffer.

Once all the mean percentage differences have been found, they are all compared with the competitor's previous results to obtain a performance factor for that event. This assumes that the average competitor will, on average, put up the same average performance on every event. It also enables the system to relate any competitor's performance on any event to any other result in the system, and to add a new competitor in their correct place.

The next step is to add the competitor's adjusted percentage to their previous results. Only the latest four results are kept for any competitor, but they must have completed at least three stages in representative times before any result is added to the system, unless they had no previous entry.

So far only two, mutually exclusive, suggestions have been made to improve the system. Those who are fast and fragile want only the first three stages to count, whilst the slow and steady want credit for finishing. Both these suggestions could lead to even more anomalies than are currently in the system.

It must be recognized that a good placing in a rally will not necessarily lead to an improved seeding. It depends on who the opposition is.

If any competitor has any complaints regarding their seeding, would they please let me know the details on one of the attached forms, and I will see what can be done.

John Waller
Secretary
Central Region Rally Panel



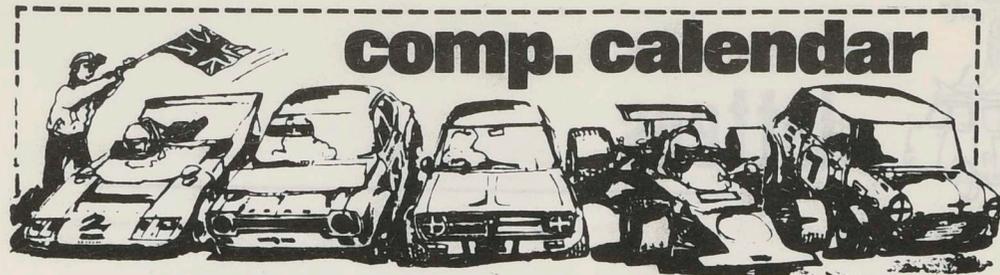
letters

Rickles Lane
After many years of rallying, I took the opportunity to lease a 'Shellsport' Racing Car, and try my hand at a little 'roundy-roundy' for this summer's season.

Pete Larnell's Shellsport Civic was available, so we reached a mutually agreeable arrangement and have so far competed at Mansfield, Pike, + Baypark for a total of 2 6ths, 1 8th, ~~and~~ one 13th, and one DNF. (and a lot of fun!)

The first 4 cars in the Shellsport Series this year seem to be in a class of their own and are a lot faster than the rest of us, and the Civic seems to be about in the middle of the next bunch, except at Pike where top speed along the straights makes us a lot less competitive. We are going to try a different cam profile for the next meeting, to try for a few more hp. but as the motor is really reliable at the moment, I don't want to risk engine blow-ups for the sake of a couple of seconds a lap.

I still want to buy a Group A car for this seasons rallying, so I need to sell my Rally Civic soon (hint-hint!).



comp. calendar

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

Sun 3	DUNCAN MCKENZIE HILLCLIMB - Kukutaku Road	LEVIN	Inv.
Tues 5	MONTHLY NIGHT TRIAL 7.15 p.m. WCC Rooms	WELLINGTON	C.C.
Sat 9	CLUBMANS - Manfeild	WAIRARAPA	Inv.
Sun 10	GYMKHANA - Stewards Trophy	VUCC	Inv.
Sun 17	TRIAL/BARBECUE - start time 2.30 p.m. WCC rooms	VUCC	Inv.
16/17	1985 NATIONAL GYMKHANA CHAMPIONSHIPS	GISBORNE	Nat.
Tues 19	CLUBNIGHT WCC Clubrooms 8.00 p.m.	WELLINGTON	
Sat 23	RACE MEETING - Manfeild (Formula Vee)	FV ASSN	Nat.
Sat 23	HILLCLIMB	WAIRARAPA	Inv.
Sun 24	AUTOCROSS - Kim Naylor	KAPITI	Inv.

MARCH

Sat 2	VUCC CENTRAL REGION ROUND	VUCC	INV
Sun 3	HAMILTON NAT RX	HAMILTON	
Tues 5	MONTHLY NIGHT TRIAL WCC CLUBROOMS 7.15 p.m.		C.C.
Sat 9	DUNCAN MCKENZIE HILLCLIMB MT ALBERT	WELLINGTON	INV
Sun 10	MANAWATU NAT (FF SS LS FV)	MANAWATU	INV
SAT 16/17	PUKEKOHE GSHC FINAL	PUKEKOHE	
Tues 19	CLUBNIGHT WCC CLUBROOMS 8 p.m.	WELLINGTON	
Sun 24	AUCKLAND NAT (FF SS LS FV)	AUCKLAND	
SUN " 24	LEVIN CENTRAL REGION ROUND	LEVIN	INV
Sat 30	MANAWATU		INV
Sun 31	GRAVEL SPRINT	WAIRARAPA	INV

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)

WCC DUNCAN MCKENZIE MT ALBERT RD 9th MARCH 1985

start 9.30 am.

telephone enquiries to Gregg Lang PH 883488 (Home)
PH 847595 (Work)

The venue is Mt Albert Rd. Access is from Russell Terrace WELLINGTON.

The surface is sealed and approx. .9km long

Marshall's shall be required for the day ring Gregg Lang if you can help.

Changing times

16 years ago

SHE looks so cool and comfortable in just a nappy.

She said her first word today.

She's terribly shy of strangers.

Isn't it exciting? She's getting her first tooth.

Don't you wish that she could stay this age?

She can sit and look at her picture books for hours.

I think she is going to have a nose just like her daddy's.

I'll be so happy when she gets off her two-o'clock feeding so I can get some rest.

Today

You march straight back into the house and put on more clothes.

QUI-ET!

No daughter of mine is going out on a blind date.

Dentist bills! Dentist bills!

Stop being such a baby.

When are you going to study?

Absolutely not. Plastic surgery is out of the question.

And furthermore, young lady, your mother waited up for you until 2 a.m.



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

W.M.S.A. INTER-CLUB CHAMPIONSHIP EVENTS PLUS OTHER RELEVANT INVITE EVENTS

1) WALL TROPHY TRIAL EVENTS

- 4th May Wellington "Honey Pot" Gold Star and Wall Trophy Trial
- 18 May Fiat Owners Wall Trophy Trial
- 7 July Wellington Winter 100 Invite Trial
- 21 July VUCC "Midnight" Wall Trophy Trial. WCC Night Trial Trophy to highest placed Wellington member.
- 13 October Kapiti Wall Trophy Trial
- 23 November M.G. Wall Trophy Trial

2) STEWARDS TROPHY GYMKHANA EVENTS

- 10 February VUCC Event
- 20 April M.G. Event
- 21 October Wellington Event
- 1 December HVMC Event

3) DUNCAN MCKENZIE HILL CLIMB EVENTS

- 3 February Levin Event
- 9 March Wellington Event
- 5 May Wairarapa Event
- 26 May VUCC Event
- 13 July Wairarapa Event
- 5 October Wellington Event - Gold Star Qualifier
- 3 November Levin Event
- 9 November Wairarapa Gold Star Qualifier (not Duncan McKenzie)

4) GRAVEL SPRINT EVENTS

- 23 February Wairarapa Event
- 31 March Wairarapa Event
- 23 June Levin Event
- 28 July Kapiti Event
- 18 August VUCC Event
- 8 September HVMC Event

5) KIM NAYLOR AUTOCROSS EVENTS

- 24 February Kapiti Event
- 28 April Wairarapa Event
- 3 June Kapiti Event
- 6 July Wellington Event
- 14 July Wairarapa Event
- 6 October HVMC Event
- 24 November VUCC Event

6) LOCAL RALLY'S

- 2 March ✓ VUCC Central Region Round
- 24 March ✓ Levin Central Region Round
- 13 April 14 Wairarapa Central Region Round
- 20 July ✓ Hawkes Bay Central Region Round
- 3 August ✓ Taranaki Central Region Round
- 10 August ✓ Wellington CRC National Round
- 17 August ✓ Taupo Central Region Round
- 21 September ✓ Wellington Central Region Round
- ? October ? Manawatu Central Region Round

7) CLUBMAN'S RACE MEETING - MANFIELD

- 9 February Wairarapa
- 11 May Wellington
- 27 July HVMC

19 " KAP



ROAD RULES REVIEW

CHANGES IN traffic law usually come in bunches, and this year could be one of those bumper bunch years. Shelved or delayed by the snap election and subsequent change of government, a large number of policy proposals affecting motorists have accumulated. Many of them will be ready for a decision and possible enactment.

Don't jump the gun, though. The proposals listed below, as reported by the Ministry of Transport, are still under consideration or in the research stage. They are not law until the Government says they are law, and some of them may never get that far.

Warrant of Fitness — New Vehicles

It has been proposed that WoF inspections for new vehicles (under 3 years old) be required only once a year rather than every 6 months. More stringent test requirements could be considered in association with this relaxation of test frequency.

The AA opposes this change. Our inspection experience indicates that even brand-new cars can develop safety faults fairly quickly.

Identifying Vehicle Ownership

Early consideration will be given to the Traffic Infringement Offences Bill No 2, introduced a year ago. Arising from the inquiry into disguised registrations, the Bill would require personal identification and a specified address for the acceptance of notices and summonses.

The time within which owners may be prosecuted for falsely registering a vehicle would be extended from 6 months to 2 years.

Bicycles on Footpaths

It has been proposed to allow children under either 12 or 14 (and those engaged

in letterbox deliveries) to cycle on footpaths, provided they do not cycle in front of shops and schools.

The AA appreciates the concern for young children at risk on busy roads, but is also concerned that the proposal could exchange one risk for another. Footpaths are the last refuge of pedestrian safety, particularly for the elderly, the blind, and very young children. The proposal needs more study, perhaps restricting footpath riding to a much younger age limit.

Personalised Number Plates

Often suggested but until now believed impractical — the Motor Registration Centre still uses a manual record-keeping system — a plan to allow the premium purchase of specified letter/number combinations is now being considered.

Over-70 Testing

The Motor Drivers Regulations have been completely redrafted and are now being reviewed. The proposed change of most interest concerns the retesting of elderly drivers:

Instead of requiring practical tests at age 70, 72, and 74 and thereafter annually, the first retest would not come until age 75 and then annually. A medical check would be required at 70 but not again until 75.

The AA supports the principle of retesting but would welcome this sensible relaxation of the age requirements.

Lifetime Driving Licence

The possibility of motorists paying in advance for a long-term licence, not requiring renewal until age 50, is being investigated. Other alternatives are a 10-year licence or a compulsory 5-year licence instead of the 1-to-5-year option

presently available. A decision already made will replace the one-month June relicensing period with year-round "birthday" relicensing at the earliest opportunity.

Probationary Driving Licence

Now with the Parliamentary Committee on Road Safety is a package of proposals, many times amended and redrafted over the past several years, which would re-introduce a two-stage licensing system for learner-drivers. The first stage would be a probationary period, with driving restrictions, before a full licence was granted.

The AA supports the intention of the proposal, although questioning the need for restrictions on adult learners and previously licensed drivers. We are also concerned that two stages may grow to three, multiplying the administrative and enforcement problems.

Open Road Speed Limit

Also with the committee, for early consideration, is the proposal to increase the open road limit from 80 to 90 km/h. The Ministry has supported the AA in this, but not our added recommendation of a 100 km/h limit for selected highways and motorways.

Insecure Loads

It has been proposed that present regulations be strengthened with a code of practice for securing loads on vehicles, and that penalties for breaches of the regulations be increased. The owner or operator would be considered absolutely liable, without the need for proving neglect, if a load should fall from the truck.

The AA supports stronger measures, but is uneasy about absolute liability without right of explanation.

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 <i>-9c</i>
------	---------------------------------------

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 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 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 Committee. 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 Committee.

13	Rule should finish after the word <u>donor</u> 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).

With thanks to AUTO AGE (A.A. Auckland)

5/e 11/e

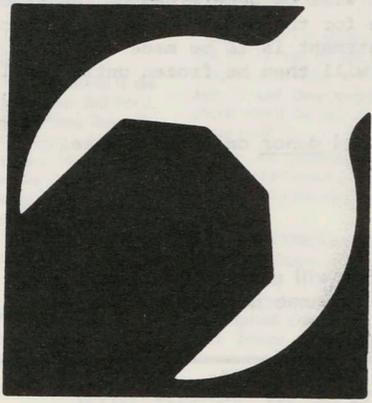
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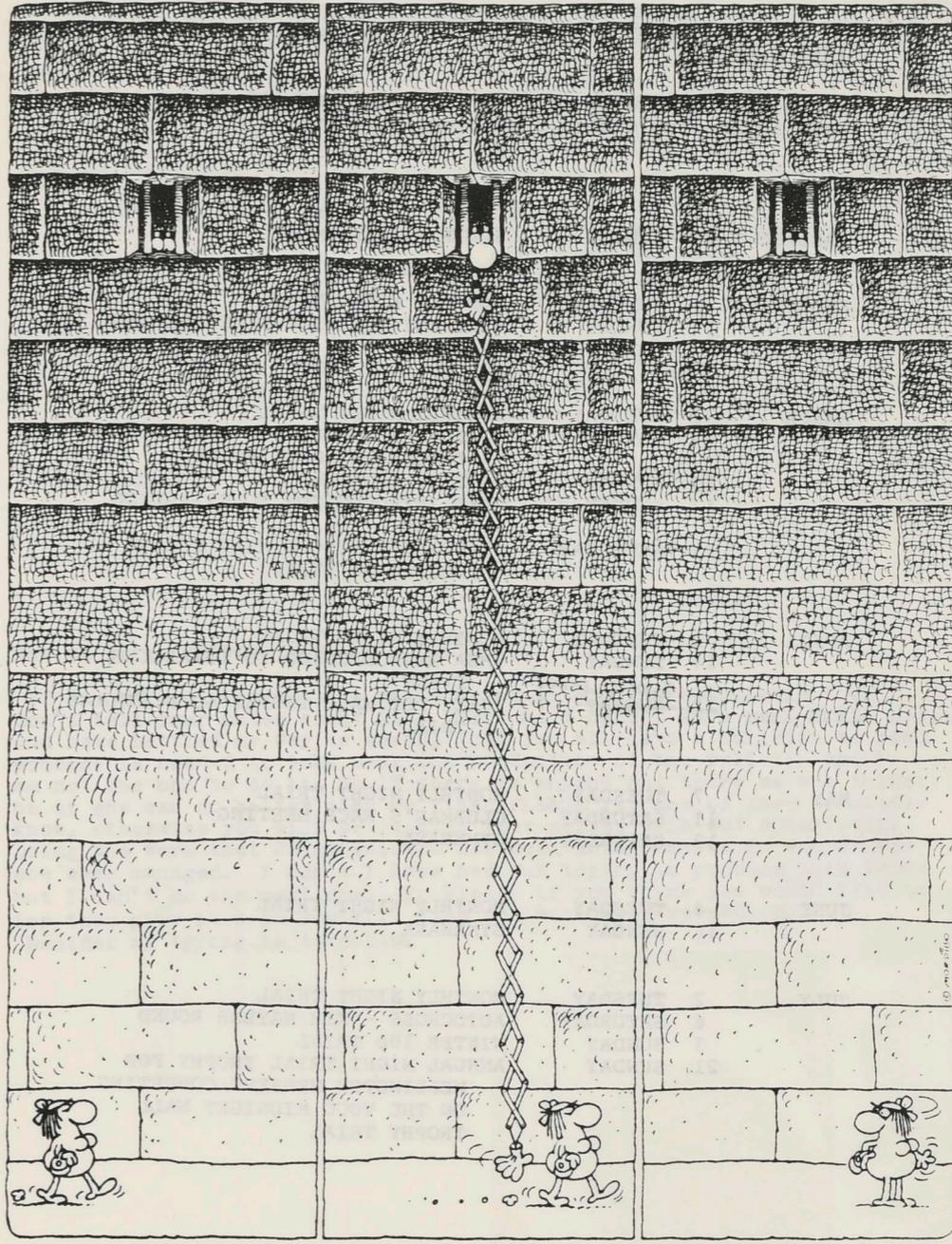
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1985 EVENTS

Organised by Wellington or applicable to Wellington Trophies.
WMSA inter-club events listed separately.

JANUARY	20	SUNDAY	FUNKHANA/BAR-B-QUE
FEBRUARY	5	TUESDAY	MONTHLY NIGHT TRIAL
	17	SUNDAY	WMSA INTRODUCTION TO TRIALLING EVENT
MARCH	5	TUESDAY	MONTHLY NIGHT TRIAL
	9	SATURDAY	HILLCLIMB - HOUGHTON BAY - DUNCAN MCKENZIE ROUND
	10	SUNDAY	NOVELTY TRIAL
	17	SUNDAY	WMSA INTRODUCTION TO TRIALLING EVENT
	23	SATURDAY	STANDING/FLYING 1/4 MILE SPRINT - WAIRARAPA EVENT
APRIL	2	TUESDAY	MONTHLY NIGHT TRIAL
	14	SUNDAY	WMSA INTRODUCTION TO TRIALLING EVENT
	14	SUNDAY SAT MAY	HONEY POT WALL TROPHY GOLD STAP TRIAL
MAY	7	TUESDAY	MONTHLY NIGHT TRIAL
	11	SATURDAY	CLUBMAN'S RACE MEETING
	19	SATURDAY	GYMKHANA
JUNE	4	TUESDAY	MONTHLY NIGHT TRIAL
	16	SUNDAY	GYMKHANA
JULY	2	TUESDAY	MONTHLY NIGHT TRIAL
	6	SATURDAY	AUTOCROSS - KIM NAYLOR ROUND
	7	SUNDAY	WINTER 100 TRIAL
	21	SUNDAY	ANNUAL NIGHT TRIAL TROPHY FOR WELLINGTON MEMBERS COMPETING ON THE VUCC MIDNIGHT WALL TROPHY TRIAL

AUGUST 4 SUNDAY ECONOMY RUN
6 TUESDAY MONTHLY NIGHT TRIAL
10 SATURDAY NATIONAL CRC RALLY
25 SUNDAY PHOTOGRAPHIC TRIAL

SEPTEMBER 3 TUESDAY MONTHLY NIGHT TRIAL
21 SATURDAY WAIMIHIA (TAUPO) RALLY -
CENTRAL REGION ROUND

OCTOBER 1 TUESDAY MONTHLY NIGHT TRIAL
5 SATURDAY HILLCLIMB, ALEXANDRA ROAD -
GOLD STAR QUALIFIER
MONDAY GYMKHANA - STEWARDS TROPHY
UNDAY BRAILLE TRIAL

NOVEMBER 5 TUESDAY MONTHLY NIGHT TRIAL
10 SUNDAY NOVELTY TRIAL
16 SATURDAY HILLCLIMB - PALMER HEAD

DECEMBER 3 TUESDAY MONTHLY NIGHT TRIAL
15 SUNDAY LADIES TRIAL

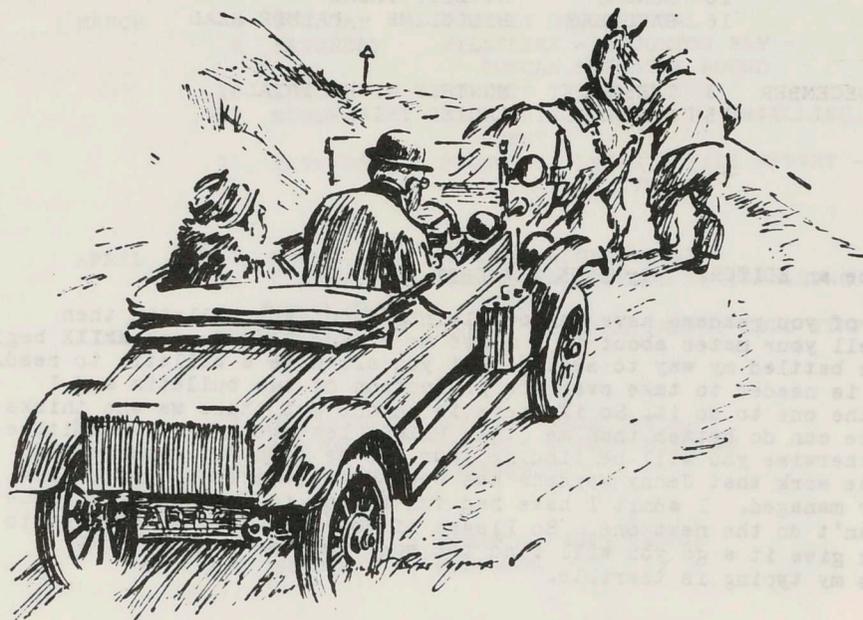
How to be an EDITOR. By LYNN DEWHURST.

If any of you readers have any complaints about the bulletin then don't tell your mates about it. Give me a hand, I am a rank ~~XXXX~~ beginner and have battled my way to seeing that you all have a bulletin to read. someone is needed to take over the production of the bulletin and I am not the one to do it. So if there is anyone out there ~~me~~ who thinks he or she can do better than me then PLEASE let one of the Committee know, otherwise you will be finding your selves with out a bulletin. Doing the work that Jenny Maidens has been doing makes me wonder how she ever managed. I admit I have had fun trying to produce this issue but I can't do the next one. So Please if you think you would like to try then give it a go you will find the work very rewarding. Besides my typing is terrible.

classifieds



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)



Wife (bitterly): 'Why not buy this horse? He's the best we've had yet.'

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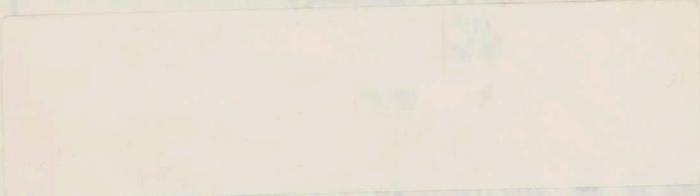
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MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

MARCH 1985



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P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

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Secretary	Lisa Ellingham	288-523	683-125 (w)
Treasurer	Ray Lord	268-253	284-788 (w)
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Neil Whiting

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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 material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted

" NEW BULLETIN EDITOR "

John Paine

John is a new member of the Club, joining late in 1984, after a job transfer with Travelodge.

A Keen Motorsport enthusiast for many years, John was previously a member of Auckland Car Club, where he dabbled with a Mazda in Club rallies and sprints.

John is keen to learn and help in the organising of events and of course compete in as many as possible.

Julie McRae

Julie is also a new member to the club, and a keen Motorsport enthusiast.

Julie currently owns a mini and is interested in gymkhanas, hillclimbs and speed events.

Julie's invaluable help on the typewriter will greatly assist John in compiling the bulletin.

Porsche car owners are a special breed and their vehicle points to certain aspects of their personality. Chabot says.

"These people are often entrepreneurs, who need to be loved and recognised for what they are and what they have achieved," he says.

The latest Porsche "extra" that is available for the cars in the States at the moment, is a link between the car radio and the exhaust system.

At the flick of a switch a driver can tune into his exhaust roar and bring it inside his vehicle in stereo or through earphones, depending on the company in the car.

The "extra" owes its existence to Porsche's automotive engineering excellence in being able to eliminate engine noises while driving.



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

MUCKESH BAMJI- Drives a Ford Escort.

SHAN HAGERAATS- Shan is a builder and owns a v.w. and a Isuzu.

Eef & ROLF HUIJSER- Have participated in all forms of motor sport except Autocross and own a Capri Mercury.

BARRY & JOAN MATTINGLEY- Own a Honda Accord.

DEREK & WENDY MATTINGLEY- Own a Vauxhall Victor and a Viva, and used to belong to the Canterbury Car Club.

MAHESH UNKA- Mahesh is a salesman and owns a Mini

Nick Gibson

Nick is a Marketing Services Co-ordinator for Ados Chemicals Co Ltd. He owns a Ford Laser Sports and a bright coloured Mini. In Nick's first gymkana event he finished first with Ian Mollison in the team placings. Watch out Mr Harvie.

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671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

Talking Trials

On Sunday 17th February the first of three novice trials was run. Twelve entries were received and I believe all enjoyed themselves immensely. Some were "regular triallists" but most were newcomers to trialling.

Now on Sunday 17th March the second of these novice trials is being run so don't miss the chance to learn about trialling if you haven't been.

These trials are designed for all club members to experience trialling. It is hoped that those of you who have often thought, "I'd like to give it a go one day", will take the opportunity to join others and give it a go this time.

If you are short of a car and driver or you are a driver with a car but no passenger/navigator, don't despair, all we have to do is do some mixing and matching - just ring IAN LAMING, phone 324-396 at home, and he will arrange everything.

And whilst on the subject of trialling, don't miss the March Night Trial, starts 7:15 p.m. on Tuesday 5th March.

Novice trial Sunday 17th March start and finish at Hutt Valley Motoring Club Rooms, situated right at the Eastern end of Jackson Street, Petone.

Event starts at 2:30 p.m. (don't be late) and is approximately 1³/₄ hours long.

A bar-b-que will be held at the finish, wet or fine, and refreshments (and some F.O.C. emergency rations) will be available.

Child minding arrangements can be made if required. Any queries ring the organiser, Jim Hibbs: Telephone No. 662-340 (Home)



letters

21st February 1985

Dear Editor,

It is with regret that I must tender my resignation from the Wellington Car Club. Although my duties here have kept my participation in the club at a level far below that which I would like it to have been. I have thoroughly enjoyed my association with the club, and would particularly like to thank Jenny Maidens for all her help at M.A.N.Z. A transfer mean that I will be moving to the mainland.

Yours Sincerely
Steve Gill

WANTED WANTED WANTED WANTED

Can you help your club? We require a number of ring binders suitable for containing our library of club monthly bulletins. If you can help please ring: Murry McGuire ph784-423 home.





comp. calendar

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

Tues 5	MONTHLY NIGHT TRIAL-WCC rooms 7.15	WELLINGTON C.C.
Sat 9	DUNCAN MCKENZIE HILLCLIMB Mt Albert POSTPONED	WELLINGTON Inv.
Sun 10	**NOVELTY TRIAL Start 1.30pm Perceys reserve	WELLINGTON Inv.
Sun 10	MANAWATU NATIONAL. (ff.ss.m7.fv)	MANAWATU Inv.
Tues 12	EXECUTIVE MEETING WCC rooms	
Sat 16/17	**PUKEKOHE -Gold Star Final	PUKEKOHE
Sun 17	NOVICE TRIAL-Starts Hutt Valley Clubrooms 2.30pm	HUTT VALLEY INV
Mon 18	WMSA- meeting WCC rooms	WELLINGTON C.C.
Tues 19	CLUBNIGHT-WCC rooms 8.00pm	WELLINGTON
Thurs 21	WMSA- prize giving hutt valley clubrooms	ALL WELCOME
Sat 23	**STANDING & FLYING 1/4 mile-francis line	WAIRARAPA Inv.
Sun 24	AUCKLAND NATIONAL- (ff.ss.ls.fv.)	AUCKLAND
Sun 24	*LEVIN CENTRAL REGION ROUND-4x1 rally	LEVIN Inv.
Sun 24	AUTOCROSS- otaihanga Paraparaum	KAPITI Inv.
Sat 30	**MANAWATU CLUBMANS	MANAWATU Inv.
Sun 31	GRAVEL SPRINT	WAIRARAPA Inv.
Sun 31	HAMILTON NATIONAL RALLEYCROSS-championships	HAMILTON Inv.

APRIL

Tues 2	MONTHLY NIGHT TRIAL-WCC rooms 7.15pm	WELLINGTON C.C.
Sun 7	BAYPARK NATIONAL (ss.ff.ls.fv.)	
Tues 9	EXECUTIVE MEETING WCC rooms	
Sat 13	WAIRARAPA CENTRAL REGION RALLEY	WAIRARAPA Inv.
Sun 14	FIAT OWNERS TRIAL	
Tues 16	CLUBNIGHT- WCC rooms *8pm	WELLINGTON
Sat 20	HAWKES BAY RALLEY	HAWKES BAY Inv.
Sun 21	WALLACEVILLE- Hillclimb	HUTT VALLEY Inv.
Thur 25	WALKING TRIAL	VUCC Inv.
Sat 27	AUCKLAND NATIONAL RALLEY	
Sat 27	HILLCLIMB- Alexander rd	WELLINGTON Inv.
Sun 27	WAIRARAPA AUTOCROSS - Kim Naylor	WAIRARAPA Inv.

more detailed event info.

NOVELTY TRIAL SUNDAY 10 MARCH WCC

Starts 1.30pm from the car park at Perceys Reserve, Hutt rd Petone
Entry fee is \$4.00. Duration will be aprox. 2 hours, distance- 60 KM
finishing at Wellington Car Club Clubrooms, Russell tce Newtown.

COUNTIES MAZDA GOLDSTAR HILLCLIMB CHAMPS (Promoted by Pukekohe Car Club.

To be held on March 16&17. Saturdays Hillclimb is at the sealed hill at Bright RD Waiuku starting at 9.30am. Sundays loose surface event is to be held at Murrays Road Tuakau, also starting at 9.30. Prizegiving will be at the Pukekohe clubrooms with \$1000.00 worth of prize money to be given out.

STANDING & FLYING 1/4 MILE 23 MARCH Wairarapa Inv.

The venue is Francis Line Carterton, and is sealed. Road width is approx 16ft
Flying 1/4 mile acceleration length approx 3/4 mile. Scrutineering will be held at the venue between 9am & 10am on the day. The event will commence at 10.30am. Entry fee is \$12.00.
Highest placed WCC members will receive WCC trophies for this standing Flying 1/4 mile.

LEVIN CENTRAL REGION RALLEY Sunday 24 March

Entry fee is \$40.00. The event is to start at 10am, and the venue is Kohitere Forest, East of Levin (up and over the hill.) Scrutineering will be at Kenden Ford, Queen street Levin.

CLUBMANS RACE MEETING SATURDAY 30 MARCH Manawatu Inv.

Entries are \$15.00 and close 27th March. Regs can be obtained from Lisa Ellingham (288-523).

MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH

A
R IAN SNELLGROVE - Chief Technical Officer (Rallies) of the
C Motorsport Association, will be along for the March Clubnight
H to talk to members about rally car preparation for the coming
season, Group A, the CRC NZ Rally Championship this year, and
C will generally be happy to answer any queries about rallying,
L rally car preparation, etc.
U
B NIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT MARCH CLUBNIGHT



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

MOTORSPORT **Newsletter**

FEBRUARY, 1985

RAFFLE

Although it is presently being well supported, remember, by the selling of your raffle tickets you are helping both the Motorsport Association and your own Club.

COMMONWEALTH GAMES

It has been resolved that the Motorsport Association will work with the organisers of the Commonwealth Games to promote a special motorsporting spectacular in association with the Games. At this stage it is intended that it will encompass all aspects of motorsport and will be open to all types of vehicles. Details are still being finalised. It is expected a special section will exist for two-wheeled vehicles and for vintage and historic vehicles.

MINISTER OF SPORT AND TOURISM

The President and Secretary-General attended on the Minister of Sport and Recreation recently and made submissions seeking greater support from Government circles in the development of motorsport and its greater interests.

MEMBERSHIP AND COMPETITOR CAR WINDOW STICKERS

are now available. All competitors will be issued with these identification stickers when their competition licences are issued. All members of member Clubs will also be issued, directly from the Club, membership stickers. The stickers are attractive two colour and are suitable for fixing on the outside of the car window.

NEW MEMBERS

The Association welcomes the affiliation of recent member Clubs; namely, The Capri Car Club of New Zealand, The Austin Healey Car Club of New Zealand, The Porsche Club of New Zealand, The GT Falcon Club of New Zealand.

In recognition of the growing interest in historic and marque Clubs the Association will be moving at its Annual Meeting in June to establish an advisory committee dealing specifically with the activities of these Clubs. Nominations for positions on this Committee will be sought from member Clubs in accordance with the Constitution.

ORGANISERS SEMINARS

The training seminars originally proposed at the last conference have now been

2 ...

established and are being conducted during March. It is hoped that these will be well attended by member Clubs and organisers in an endeavour to assist in a development and organisation of the ever-increasing complexity of our sport.

MANUFACTURERS CHAMPIONSHIP

A Manufacturers Motor Racing Championship has now been put in place and will commence in 1986. This Championship, which will be sponsored, will be strongly supported by the major motor vehicle manufacturers in New Zealand, and is expected to establish a show case for the New Zealand motor vehicle assembly industry. The formal announcement of the sponsorship will be made in March.

CUSTOMS

The Association will again be making representations to the Minister of Customs for a reduction in duty and tariffs on competition motor vehicles and specifically tyres. We were previously successful in obtaining dispensation on duty for some aspects of competition tyres. This relief was, however, cancelled by the new Government. Further representations are now being made to have this re-implemented.

ROLE OF CLERKS OF COURSE

Major changes to the rules dealing with the duties of the Clerks of the Course are being instituted. In effect, these rules will place the power for the application of the rules and the regulations in the hands of the Clerks of the Course, and will then mean that our Stewards can correctly carry out their role of adjudicators in the case of disputes. It is hoped that this will result in a speeding up of the judiciary procedure surrounding our motorsporting events and, particularly, in the racing arena.

CRC NEW ZEALAND RALLY CHAMPIONSHIP

Final plans for this are now being completed. A meeting of organising Clubs has been set down for early March to finalise arrangements for this Championship. Once again, championships will be in place for 'Overall Championship' Group A classification and 'Junior Championship'. Greater recognition will be given to the Group A Championship to encourage greater participation in this level of our sport. In addition, a Manufacturers' Section will be introduced.

JENNY MAIDENS

It is with regret that Clubs and club members will learn that Jenny has resigned her position with the Motorsport Association. After seven and a half years with us she is to try pastures new in catering for the 'rumbley tums' of Wellington.

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TAUPO - THE GREAT TOURIST ATTRACTION ?????

During our holiday break we decided to travel up to Auckland and see what they all rave on about. You know.....beaches, good weather, beaches, interesting eating places, beaches, sailing and perhaps a few beaches. Our first thought was driving all that way in one day under the hot sun was a bit too much so why not stay in the ever famous Taupo. Good idea? I think NOT.

Checked out the motel guide and found a nice place to stay. Not too expensive, (the tarrif finished on 30th November so didn't expect to pay much more), "Nice and cosy for two please.....yes just the one night....do you have a spa.....lovely, see you then."

No problems, it's all on, load up the car and away.

Decided to travel later in the day and arrived in Taupo around 7pm. Checked in and decided to whip out for a nice meal and then take over the spa. "Sorry madam the spa is booked then", "What about" "And then too" and then and then and then. Okay so we're down to a nice meal and no spa.

Thought we would try out a place we'd heard had very good meals at very good prices. You have to remember about prices on the first few days of your holiday or else you find what was originally planned as a 15 day treat soon becomes a 5 day expense!! Well, the garlic bread was quite obviously last Tuesdays thrown into the freezer without enough protection, dragged out again some time yesterday and especially over heated for disguise just recently. The meal looked edible on delivery but required a hacksaw and pitch fork for the odd few mouthfulls and by the end of the mains we decided ordering a dessert would be masochism. The account was much larger than the value although we had to admit we'd had worse meals.

On to the side shows across the road. "Yes I want you to win me a giant fluffy bear, just like in the movies!!" These side shows are a real have, crooked firing rifles, clowns that won't keep their heads still, blunt darts, they had it all."Okay, so you didn't win the selected prize and I had to win my own Rubic Triangle, who wanted a giant fluffy bear anyway?" (Me!) A ride on a Ferrari Car seemed like a great idea, but it's not the sort of thing a girl does in a dress. So we watched. There were large type brownish skinned people of the male variety crashing into each other which wasn't very appealing or encouraging. On to the Cinema 180 bubble which made me dizzy and made Roger keep on telling me to stand up straight. I had to close my eyes to stop myself from getting told off.

How about a chocolate bar from the take-aways? That's just fine if you want to stand at the counter for at least 7 or 8 minutes without being served while you watch the lady make one hamburger. Super service here in Taupo!!

So the whole evening had been a disaster and we decided that a Gin and Orange would fix everything (well it usually does) so why not pop into the Cobb and get one. If you're very lucky and catch them at the right time, you'll be able to queue there all by your little self as well. Then they'll put ice in your drink when you said not to and while you've been waiting all this time the spare seats have been filled. Just stand there for a while (looking stupid) and one will eventually become vacant. Then you'll be able to watch the bar man belt the metal rail with a broom in full view of the patrons so he can close the bar. When he's done that twenty-twelve times he'll pull the roller dividers down and make alot of noise and crashing sounds and swear occasionally, if you're very lucky.

Let's go home.

Squashed into the little room and turned on the idiot box and watched a silly movie with Dick Van Dyke (naturally) until close down.

"The bed was very comfortable but not worth \$72.00" we muttered to ourselves as we smiled nicely at the lady and wondered how she could possibly smile when she said "\$72.00 for a very small room with no time in the spa and generally a lousy place like Taupo."

You may have had a brilliant time in Taupo these holidays and may not have had the same experiences as we did, but since then we have wondered about the tourist industry, in particular, that in Taupo, and wondered just how many people have been put off by the service...or lack of, the astronomical prices for just about everything and the general lack of concern for retaining the "Taupo, what a great place" status.

We certainly won't be in a hurry to return.

Lisa Ellingham.

Funkhana Paekakariki 20th January 1985

Organisers Comment.

The beautiful day ordered, dawned bright and fine for the Funkhana, and there was a good turnout of cars, little did they know what was in store for them.

I had thought of a test at which the female sex would have the advantage over the males. But where were the girls! None entered. That was a shame however, I nearly cracked up watching the antics of grown men trying to walk and drive balancing a book on top of their head. However, most were not slow. They cheated. On a fun day too! Shame on them. Roofes and sun visors were put to good use. I'm going to have to invent some counter measures such as scrutineers for next year and definitely no cushions allowed.

After scrubbing the first round for those who did not complete it honestle and giving the culprits a stern warning we had a relatively straight second round, to which Mr Naylor said "Oh! really you know it wasn't so hard after all!"

Secretly, I think they all had a jolly good time, even if it was for girls! Soon after, we all adjourned to the beach for refreshments, a swim, and lots to eat! It was really a fun day and thanks to those who helped me on the day.

Annette Miet.

ANNIVERSARY WEEKEND FUNKIHANA RESULTS

Driver	Water on Barrel	Grounds with String	Points Scored on Top of Head	Lost Water Hoops	Cladettes	Total	Place
Dave Humphries	42	20.3	38	67.5	32	199.8	2
Murray McQuire	40.5	18.6	71	60	33	223.1	4
Phil Moreton	55	18.6	59.5	74	29	236.1	6
Alan Harju	39	16.9	58	63.9	46	183.8	1
Iain Mullison	50	18.6	43	77.3	34	222.9	3
Iain Paine	64	17.5	92	68.8	33	275.3	7
Ted Clug	47	23.4	116	84.4	34	304.8	10
Kim Naylor	37	20.8	98	83.5	39	278.3	8
Mark Taylor	38	23.5	118	87	36	232.5	5
Moya Evans	46	19.5	103	89.2	33	290.7	9

classifieds



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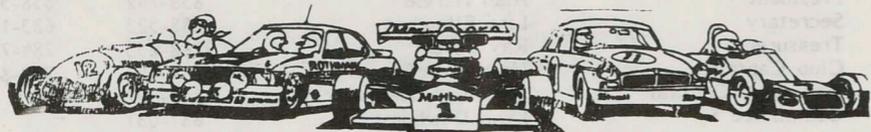
BULLETIN EDITOR :

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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 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

manfeild clubmans



Entry forms are now available for Wellington Car Club's Invitation Clubmans at Manfield Autocross 11th May 1985.

Come on up the Manfield and have a fun filled day of " Clubmans " Motor racing. There will be enjoyment for competitors and non-competitors. Support your club and bring along your friends. See you there.

Racing starts 10.30am.

1. Supplementary regulations and all correspondence to:
Iain Mollison
C/O P.O. Box 5142
WELLINGTON
Telephone enquiries may be made to Iain Mollison:
PH: 796 449 (Home)
688 094 (Work)
2. The venue: Manfield Autocross, Fielding
3. Entry Fees: The full entry fee will be \$15.00 (this includes \$2.00 Manz levy)
4. Vehicle Scrutineering: Vehicle scrutineering will be conducted in accordance with schedule "A" of the National Competition Rallies of the Motorsport Association of New Zealand Inc. This will take place at Manfield on Saturday 11th May 1985, between 8.00 am to 9.30 am
5. 25 Lap Race
Incorporated in the days racing will be a long distance saloon race of 25 laps to be eligible your vehicle must be road registered and display a current warrent of fitness. Please advise your intentions to compete in this race on your entry form.
6. Prize giving: All races will carry a \$50.00 prize list, to be distributed to no more than three competitors per race and at the discretion of the organiser. \$25.00 will be awarded to the best presented car.
7. Marshalls: We need Marshalls to run this event be involved in an exciting day. Contact Iain Mollison.

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 & JANE BLACK- Drive a Toyota corolla, and are interested in speed events and Rallies.

GARTH WEBSTER- Garth is a Carpenter, and drives a Land Cruiser. He has experience in Sprints.

John McAndrew

John is a builder from Johnsonville and owns a Mazda R X 3. John is interested in Rallies and Speed events.

Gerard Hesp

Gerard is a sheet metal worker from Highbury and owns a Ford Anglia. He is interested in most forms of Motorsport.

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

talking trials



SNAP INSTANT PRINT

GOLD STAR TRIAL 1985

SATURDAY, MAY 4th 1985.

PROMOTED BY THE WELLINGTON CAR CLUB INC.

FIRST ROUND MANZ GOLD STAR TRIALS CHAMPIONSHIP

START AND FINISH AT WELLINGTON CAR CLUB CLUBROOMS, RUSSELL TCE.

WELLINGTON.

FIRST CAR STARTS 9.00 a.m. AND FINISHES AT APPROX 5.00 p.m. OVERALL

DISTANCE APPROX. 300 KILOMETRES.

LUNCH AT SUMMIT TEAROOMS, STATE HIGHWAY 2 (RIMATUKA HILL) FROM

APPROX 12:30 p.m.

COMPULSORY REFUEL AT UPPER HUTT, VENUE TO BE ADVISED.

FIRST CAR DUE APPROX 3.30 p.m.

ALL ENQUIRIES TO: GOLD STAR TRIAL, P.O. BOX 5142, WELLINGTON.

OR TO THE ORGANISER: DAVE JENNINGS, PH. 783-801 (PVTE), WELLINGTON.

NOTE: ENTRIES CLOSE MONDAY 22nd APRIL, 1985.

MARCH NITE TRIAL

Considering that Mr MacGuire and his co-driver spent the entire trial insulting me I felt it was probably a little silly asking me to write about their efforts.

The nite trial in question was set by Alan Mines and was a good example of what a nite trial should be. Not too long and with a minimum of traps, but at the same time interesting. It appears that Alan's typewriter had a couple of hiccupps but never mind that seems to happen to all of us.

The trial commenced, late in our case, at the Clubrooms and meandered over Alexander Rd (Murray thought it was the hill climb) and down into Roseneath then around Oriental Bay (backwards at one point for a reason that I never established) and then through Johnsonville and up some strange gravel roads behind Takapau Rd (just like the Sanyo it was).

We then traveled around a suburb I had no idea existed and still can't name behind the Tawa turn-off on the Motorway, and after many u-turns (some of them part of the trial) we headed back to the Clubrooms via the motorway although Murray and his co-driver seemed really to be travelling by good luck rather than navigation.

Back at the clubrooms after a cup of coffee and a natter I found that Murray and his team had won!!!! - I think we've been wasting our time trying to win these nite trials using skill and science - from now on we'll just guess our way around and take some poor fellow in the back to abuse.

Thanks Alan for organising a very enjoyable event.

Ian Laming



"And you say that CNG will give me even better economy!"



P.O. Box 9804, Newmarket, Auckland, 1.
Telex: N.Z. 60-680 S.C.S.-N.Z.
Telephone: (09) 540-556



6th Round - F.I.A. World Rally Championship for Makes
7th Round - F.I.A. World Rally Championship for Drivers

26 February 1985

To: THE MAGAZINE EDITOR

Would you please publish the following details of the 1985 Rally of New Zealand in your coming events.

Thank you.

1985 RALLY OF NEW ZEALAND 27 JUNE - 3 JULY

- Dunlop Rally Forum - Thursday 27th June 1985 20.00 hrs at Auckland Airport Travelodge
- Scrutineering - Friday 28th June 1985
10.00 hrs to 15.30 hrs at Auckland Airport Travelodge Hotel
- Leg One - Saturday 29th June 1985
Start Auckland Domain 10.00 hrs
Finish Auckland Airport Travelodge 22.00 hrs
- Leg Two - Sunday 30th June 1985
Start Auckland Airport Travelodge 10.00 hrs
Finish Rotorua 22.00 hrs
- Leg Three - Monday 1st July 1985
Start Rotorua 9.00 hrs
Finish Rotorua 23.00 hrs
- Leg Four - Tuesday 2nd July 1985
Start Rotorua 7.00 hrs
Finish Auckland Airport Travelodge 20.00 hrs
- Results and Prizegiving, Wednesday 3rd July 1985
Results 9.00 hrs
Prizegiving 15.30 hrs.

Further details from the Rally Office
PO Box 9804
Newmarket
Telephone (09) 540556



P.O. Box 9804, Newmarket, Auckland, 1.
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6th Round - F.I.A. World Rally Championship for Makes
7th Round - F.I.A. World Rally Championship for Drivers

WORLD RALLY CHAMPIONSHIP 1985

R E S U L T S

ROUND 1 MONTE CARLO JANUARY 26 - FEBRUARY 2

1. VATANEN - HARRYMAN (PEUGEOT 205 TURBO 16) 10 h 20'49"
2. RÖHRL - GEISTDORFER (AUDI QUATTRO SPORT) at 5'17"
3. SALONEN - HARJANNE (PEUGEOT 205 TURBO 16) at 10'05"
4. BLOMQUIST - CEDERBERG (AUDI QUATTRO SPORT) at 19'22"
5. SABY - FAUCHILLE (PEUGEOT 205 TURBO 16) at 19'56"

ROUND 2 SWEDEN FEBRUARY 15 - 17

1. VATANEN - HARRYMAN (PEUGEOT 205 TURBO 16) 4 h 38'49"
2. BLOMQUIST - CEDERBERG (AUDI QUATTRO SPORT) at 1'49"
3. SALONEN - HARJANNE (PEUGEOT 205 TURBO 16) at 3'26"
4. MIKKOLA - HERTZ (AUDI QUATTRO SPORT) at 11'43"
5. EKLUND (AUDI QUATTRO) at 17'01"

MANUFACTURERS CHAMPIONSHIP AFTER TWO ROUNDS

1. PEUGEOT 18 + 18 = 36
2. AUDI 16 + 16 = 32
3. LANCIA 8 + 0 = 8
4. RENAULT 6 + 0 = 6
ex MAZDA 0 + 6 = 6
5. CITROEN 4 + 0 = 4
ex OPEL 0 + 4 = 4

DRIVERS CHAMPIONSHIP AFTER TWO ROUNDS

1. VATANEN 20 + 20 = 40
2. BLOMQUIST 10 + 15 = 25
3. SALONEN 12 + 12 = 24
4. RÖHRL 15 + 0 = 15
5. MIKKOLA 0 + 10 = 10
6. SABY 8 + 0 = 8



P.O. Box 9804, Newmarket, Auckland, 1
Telex N.Z. 60-680 S.C.S.-N.Z.
Telephone (09) 540-556



6th Round - F.I.A. World Rally Championship for Ladies
7th Round - F.I.A. World Rally Championship for Drivers

1985 RALLY OF NEW ZEALAND

Arrangements are well under way for this years World Championship Rally starting in Auckland on Saturday 29th June.

Newly appointed Route Co-Ordinator, Rex Rattenbury has been covering a lot of plotting kilometres and the route is nearly finalised.

Our new office is set up at the Northern Sports Car Club Clubrooms, Mt Richmond Domain, Otahuhu, Auckland.

Auckland Airport Travelodge is the official hotel and scrutineering will take place on Friday 28th June from 10.00 hours. Leg one starts on Saturday 29th June at 10.00 hours from the Auckland Domain travelling through to Maungatoroto before returning to Auckland overnight. The second leg goes to Rotorua via Manukau City and Mystery Creek and the third leg on Monday loops around Rotorua taking in the forests before finishing at Rotorua at 23.00 hours on Monday.

The final leg back to Auckland on Tuesday 2nd July has a number of changes including three tarmac stages. More details on this later. We would expect to finish Leg four several hours earlier this year - 8pm approximately.

Total distance is 2,300kms including 45 Special Stages totalling 1,000kms. Kevin Lancaster's very successful format from last year is being followed with only minor-tuning to ensure this years route is even better for spectators, service crews and competitors.

About thirty two Stages will be seen in daylight with 95% of the route on gravel and four Special Stages on tarmac. The reason for more tarmac stages this year is that last year overseas competitors said it was a long way to bring tarmac slicks for only 2.6kms of stage.

To retain the flavour and to reduce the number of new stages to be pacenoted, thirty eight stages are the same. This will mean the overseas crews will only have to drive them once to check last years notes. It will also mean less time off work for local competitors.

 **DUNLOP**

**TYRE
SHOP**

Two stages will be used twice and this years longest stage is 43.6kms compared to last years 72.6kms. The shortest special stage is again 2.6kms and average Special Stage length is 24.0kms.

Our rally only works because of the support freely given by the hundreds and hundreds of motorsport enthusiasts and it is the enthusiasm which gives our rally its professional flavour. Once again thanks to those people who have helped us in the past and we are again on the lookout for assistance this year. Area co-ordinators have been appointed so please come forward when they and your club are looking for helpers.

A lot of time and effort has been spent pursuing an event sponsor and a large number of leads followed up. At the time this article was written no sponsor had been signed up although everyone is hopeful that sponsorship will be secured to ensure the successful continuation of the event.

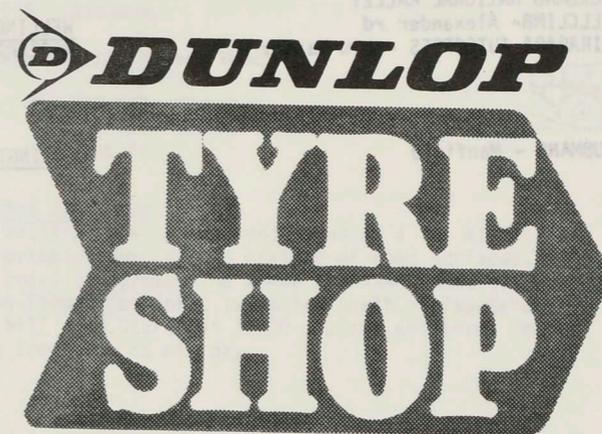
Also to attract private overseas entries we have offered "billet" type accommodation and offers of local liaison people to assist with arrangements. While it will mainly be Auckland based all club members offers of assistance will be welcomed.

If you think you could help in anyway whatsoever, please drop us a note or give us a ring, we realise it will be your help that will make this years World Championship Rally the best yet.

Offers of assistance to : P.O. Box 9804
Newmarket
Phone : 540-556

Rex Rattenbury Phone (Prvt.) 497-398

Willard Martin Phone (Prvt.) 566-437





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

Tues 2	MONTHLY NIGHT TRIAL WCC rooms 7.15pm	WELLINGTON	C.C.
Sun 7	BAYPARK NATIONAL (ss.ff.1s.fv.)		
Tues 9	EXECUTIVE MEETING WCC rooms		
Sat 13	WAIARAPA CENTRAL REGION RALLEY	WAIARAPA	inv.
Sun 14	FIAT OWNERS TRIAL		
Tues 16	CLUBNIGHT- WCC rooms 8pm	WELLINGTON.	C.C.
Sat 20	HAWKES BAY RALLEY	HAWKES BAY	inv
Sun 21	WALLACEVILLE Hillclimb <u>CANCELLED</u>		
Sun 21	**KAPITI Speed event	KAPITI	inv.
Thur 25	WALKING TRIAL	VUCC	inv.
Sat 27	AUCKLAND NATIONAL RALLEY		
Sat 27	**HILLCLIMB- Alexander rd	WELLINGTON	inv.
Sun 27	WAIARAPA AUTOCROSS - Kim Naylor	WAIARAPA	inv.

MAY

Sat 11	**CLUBMANS - Manfield	WELLINGTON	inv.
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more detailed event info.

NELSON CAR CLUB RALLY

DATE : 27th July 1985

Venue: The rally itself will be held in the Golden Downs and Baigents Forests, 50 kms south of Nelson and there will be approx 180 kms of special stages.

Prize Money: Over \$5000.00 in prize money.

Contact: The Rally Secretary
C/O Nelson Car Club
P.O. Box 231
NELSON



TARADALE AUTO COURT INVITATION RALLY SPRINT

DATE: 20th April 1985

Venue Public loose surfaced road very near Napier.

Contact: The Secretary
Taradale Auto Court Rally Sprint
P.O. Box 323
HASTINGS

VICTORIA UNIVERSITY CAR CLUB NIGHT SPRINT

DATE: May 25th 1985 (Saturday)

Venue: Happy Valley Landfill Access Road

Contact: Wayne Gair Ph: 783 727 (Home)
724 599 (Work)
Ext 747



KAPITI SPEED EVENT 21st April Kapiti inv.

They say this is an exciting new speed event being of a two kilometre loop road through a private farm, with a mixture of road surfaces, consisting of clay, grass and gravel. The venue is ARAWA FARM, entrance to farm signposted Arawa Timber Co, approx two miles north of Pauatahanui Village on the Paek hill road. Starts at 12-00 o'clock and entry fee is \$15-00. Scutineering from 10am to mid day.



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

crossflow ..



MANFIELD 30 LAPER

It must be great owning your own PANELBEATING shop, as our "Porky President" arrived in Palmerston North early to mid afternoon on Friday. The rest of the team (THE WORKERS) arrived around 8.00. As the Harvies were out dining it appeared the best thing to do was quench our thirsts. The team started off quite well but faded quickley. By the time PORKY had arrived back and gave me a hand to keep up our reputation.

Saturday dawned and the boys headed for Manfield leaving the girls in their night whatevers. Two of the boys found later that this was possibly not the correct thing to do. As females being females went shopping. Smart little devils though, they made sure that they bought something for their respective partners. (Greasers)

The day past with no major problems apart from not going fast enough. I would hate to have seen the LASERS' times if it had not received the BIG ENGINE REBUILD. Is it the car or "PORKY" ??? As the afternoon came to an end BIG BAD JOHN (Ed) and SLICK NICK had a practice session of their own. Out came the Generator, Compressor, Air Gun and Air Jack.

GO ! SLICK NICK on the jack and BIG BAD JOHN on the gun for a practice. They didn't do to bad: Time for a drink. The only incident of the day was heading back to town when a Traffic Light turned RED! I found very quickly that the CORTINA DON'T STOP TOO GOOD when it has a TRAILER AND CAR UP IT'S A—— especially when some nerd forgot the trailer brakes. Females get excited quickly don't they.

Sunday :- Calm, sun shinging and the Head Fair. The scene was set for a great day. The pit team was strengthened by POOFTER HAGERAATS (Did you read that piece on Porsche owners in the last magazine) After a couple more practices the pit team was as ready as they were going to be.

Race time finally came around with the Levin sitting on the fourth row of the grid and the Laser with it's funny RED WHEELS ?? and demon engine rebuild settled back down the track. SOMEWHERE AMONGST THE 39 STARTERS.

Shortly after the start the quick boys made a break and I made a break on the rest of the field. As I couldn't catch anyone and no one was catching me, I cruised around without any dramas'. On Lap 11 I made my pit stop. Everything went smoothly and I was back out in very good time. The Little Fat Boy NOBBS was due in next except "PORKY" STUFFED it all up. When he arrived in the pits on the same lap Nobbsey was meant to. But as all well trained pit teams do, the boys dug in and did the tyre change with a few seconds to spare. Although "PORKY" was not happy with ANYTHING he went back out to pass the time of day. Nobbsey arrived, did their driver and wheel change with no problems and trundled out to finish the race.

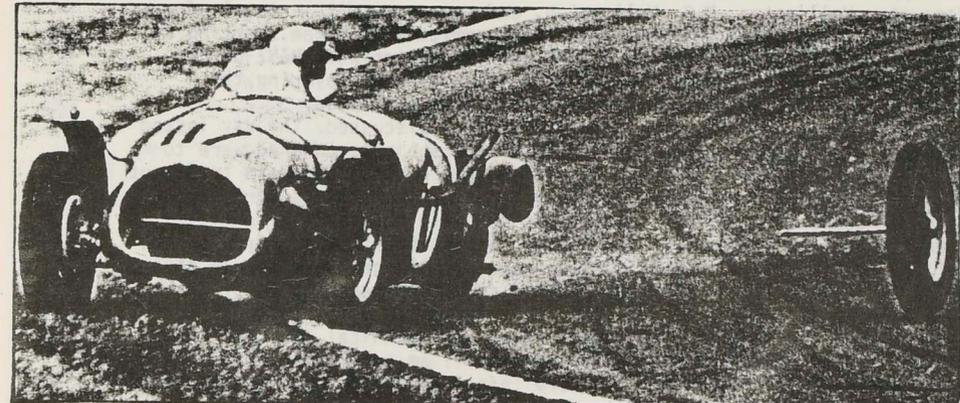
Next thing it was all over. With WELLINGTON CAR CLUB MEMBERS doing quite well with all finishing.

3rd Mike Hourigan
4th Yours Truely
9th Danie Lupp
11th Alan Harvie
15th Jan Lupp
21st Brian Nobbs
23rd Gail Simpson/ Helen Reader
24th Malcolm Buchanan

It was good to see Jan, Gail and Helen doing their thing.

Alan and my thanks go to:- Rob and Wendy Lester, John, Nick, Sean, Heather, Judy, Cynthia, Brian Kevin and Cory Wright & Salmon

Iain Mollison.



Aussie Touring Car Champs

10th Feb	Winton	Victoria	Round 1
24th Feb	Sandown	Victoria	Round 2
10th Mar	Symmons Plain	Tasmania	Round 3
31st Mar	Wanneroo	W.A.	Round 4
21st Apr	Adelaide	S.A.	Round 5
28th Apr	Calder	Victoria	Round 6
19th May	Surfer Paradise	Q.L.D.	Round 7
23th Jun	Lakeside	Q.L.D.	Round 8
7th Jun	Amaroo Park	N.S.W.	Round 9
14th Jul	Oran Park	N.S.W.	Round 10

crossflow

M.A.N.Z. Training Seminar.

held at Manawatu Clubrooms.

On Sunday the 17th March, five of our clubs committee members namely myself, Iain Mollison, Lynn Dewhurst, Ray Lord and Greg Lang, decided instead of spending a nice quiet day at home doing all the things one does on a Sunday to give that up and go to the MANZ Training Seminar.

The seminar was mainly on the subject of how to run an event. It was held at the Manawatu Clubrooms. This type of seminar was proposed at the last years MANZ CONFERENCE and thought to be of interest to all clubs.

A lot of work was put into organizing it with a seminar being held the week previous at Hamilton with an attendance of about 30 people, and next weekend a seminar is to be held at Christchurch and the week following at Dunedin.

The meetings are principally conducted by our clubs Vice Captain Graham Robinson (Robbo) with Graham Perce of Mt Maunganui and Alan Smithard Secretary-General of MANZ. Robbo doing a very good job of explaining in detail as we worked our way through the exercise.

I was disappointed with the turn out of the clubs, with the only ones present were Manawatu, Wellington, M.G. Wellington, and Wairarapa with a total of eleven people not counting the Administration Committee of three. Starting at 10-30 we worked our way through a 37 page brief, covering what MANZ do administrating our sport through to event organizing, then covering the running of events. Whether it be Racing, Rallying, or non Speed.

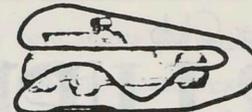
I personally found a lot of interest in all aspects discussed. The day lasted through until about 4-30pm. Even though some of the subjects covered were to my self pretty basic knowledge, I would like a seminar of this standard to be put to all our club members so they could understand just how things work behind the scenes. I would think all of our members not just some of the committee could benefit also understanding some of the responsibilities required of the clerk of the course. These responsibilities are very large. These people give there time and take a lot on there shoulders, so our members can enjoy the pleasures & pains of our sport.

Also covered were the responsibilities of stewards, technical officers and covering the fields of advertising and promotion. I am sure the other clubs who do not attend have missed out on a very informative day. We were provided with an excellent lunch catered for by Wendy Lester and her two helpers.

Summerising at the end of the session, running an event can be done by nearly anyone, by following our motorsport year book all questions and problems can be easily solved. Why not take the bit between your teeth and have a go at organising an or help organise an event, starting somewhere simple like a Gymkana. One of our people who attended the seminar or any committee member will always be able to steer you in the right direction.

WE stopped with our car load of five at Otaki on the way home, loading the boot with boxes of tomatoes, pumpkins, carrots and green peppers, making the ride back to Wellington also fruitfull.

Alan Harvie.



manfeild autocourse promotions

letters

25th February, 1985.

The Secretary,
Wellington Car Club Inc.,
P. O. Box 5142,
WELLINGTON.

Dear Lisa,

We extend our most sincere thanks to all those members of the Wellington Car Club who turned out on 26th/27th January to assist with the Nissan Sport 500.

We were able to place your volunteers in a variety of positions from timekeeping to flag marshalling and spectator marshalling. We hope they found time to enjoyed themselves, although they all had responsibilities.

Despite the many problems associated with an event such as the Nissan Sport 500, running for the first time on an untried Street Circuit, the event was very successful. We expected that there would be hitches along the way, and on the whole, the three Clubs involved in making the event run on the day, did their jobs very well. Once the main Race started, things ran very smoothly, and we all were able to relax slightly, and soak up the atmosphere and the sunshine.

We would like to pay particular tribute to the contribution made to the weekend by Alan Harvie, who was overall co-ordinator between your Club and ours. We know too well the frustrations involved in trying to make contact with people over the holiday period; to get everyone one to be at a certain place at a set time. Somehow he did it, and it worked. We know there were particular problems with the job (spectator marshalling in particular) that must be ironed out before the next time. We will make sure this is done in consultation with your Club, and it's representative.

We enclose a cash contribution towards your Club's funds, with our most sincere thanks to each and every member to assisted.

Yours in Motorsport,

ROB & WENDY LESTER.



Wellington Car Club

ARCHER & LUPP SERVICES.

WOBBLING SERIES

Round 1

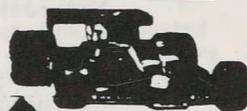
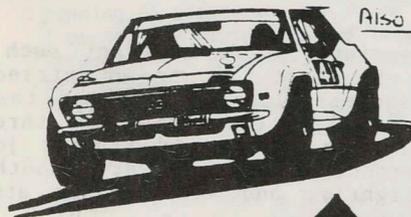
ALEXANDRA RD 27th APRIL 1985

Also Duncan McKenzie Round

Round 2

ALEXANDRA RD 5th OCTOBER 1985

Also Gold Star Round



All Enquiries
Greg Lang
883-488 Hm
847-595 Wk



Marshalls also required



Supplementary regulations and entry forms are now available for the:

ARCHER & LUPP SERVICES DUNCAN MCKENZIE HILLCLIMB

Venue: Alexandra Road

Date: Saturday 27th April 1985

Contact: Greg Lang Ph: 883 488 (Home)
847 595 (Work)
or
Iain Mollison Ph: 796 449 (Home)
688 094 (Work)

Confirmed entries:

Wayne Huxford	Capri V8
Ian Taylor	Escort V8
Graham Anderson	Chevette V8
Lou McKinnon	Group A Commodore
Lloyd Evans	Rover S B I

HILLCLIMB



MAYHEM GARAGE

MR. FADE, MY NAME IS ROGER TOOK OF THE T.V. PROGRAMME "CHECK UP" AND I'VE COME TO RECORD AN INTERVIEW WITH YOU NOW SO YOU CAN ANSWER THE MANY COMPLAINTS THAT WE'VE HAD ABOUT YOUR BUSINESS PRACTICES AT MAYHEM GARAGE.



COME INTO THE OFFICE SON, WE'LL HAVE A CUP OF TEA AND A CHAT.



LATER

HOW DID IT GO ROGER, DID HE COME CLEAN?



WELL, YES AND NO. IT TURNS OUT THAT THAT MAN ISN'T BRIAN FADE, IT'S HIS TWIN BROTHER, THE REVEREND NORMAN FADE. HE SAYS THAT BRIAN CAN'T GIVE AN INTERVIEW AS HE'S DOING VOLUNTARY WORK OVERSEAS AND WON'T BE BACK 'TIL HE'S HANDED OUT ALL THE DRIED MILK.



AND YET YOU KNOW, THERE'S ONE THING THAT STILL WORRIES ME, SOMETHING THAT JUST DOESN'T QUITE SQUARE UP.

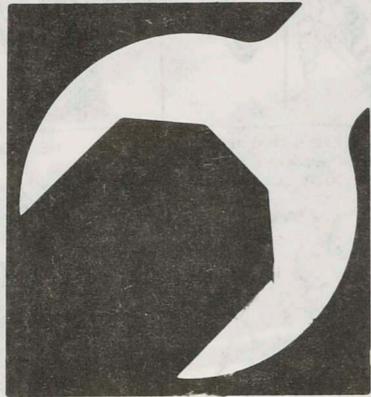


HE SOLD ME A CAR.



W. Smyth

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crossflow

MOTORSPORT ASSOCIATION TRIPLE CHANCE RAFFLE 1985

Most Clubmembers responded enthusiastically to the request to sell two books of tickets in the above raffle, organised by the Motorsport Association, although response was not as good as last time, although I understand that this has been the trend everywhere.

However, we sold a creditable number of tickets, helped enormously by three Mall sales with display car, kindly loaned by Avery Motors Wellington and Newlands Motors, Johnsonville.

As you are aware, for every complete book sold by our members, the Club received \$4.00 - partly sold books and miscellaneous tickets not being counted towards any gain for the Club.

I am pleased to say that we returned a total of 247 completely sold books to the Motorsport Association, netting us just under \$1,000.00. The sales of complete books in malls were as follows :

Maidstone Mall	14
Johnsonville Mall	32
Cuba Mall	19

Mall sales included the late night Friday and Saturday morning. Thanks to the following persons (who will be receiving 'helper' points) who assisted in Mall sales :

Leicester Banfield; Lyn Dewhurst; Lisa Ellingham; Alan Harvie; Greg Lang; Ray Lord; Iain Mollison and Cynthia; Phil Moreton; Brian Nobbs; John Thomson.

If you are wondering to what use the \$900 odd we received from selling the tickets will be put - at the last Executive Committee Meeting, it was voted that \$1,000.00 immediately be put towards a further payment of debentures, which now brings the total amount owing on this debt down considerably.

To those of you who conscientiously sold your two books of tickets; to those of you who volunteered to sell more than your quota and who helped with additional Mall sales - your Committee thanks you sincerely.

A very good effort, and much appreciated.

JENNY MAIDENS

P.S. The three lucky winners of the Laser Sports in the Raffle live at Lower Hutt (purchased from a Levin Car Club book); Rangiora and Manurewa.

P.P.S. More good news - we have just been informed that we sold the third highest number of tickets of all the Motorsport Association Clubs who participated.

P.P.P.S. There is one of our Clubmembers out there who sent both his books back unsold, with not one ticket taken. What a pity! The second ticket in his first book was originally drawn for the first of the \$100.00 cash prizes.

Classic

"MINI COOPER "

John Cooper was the brainchild behind the car, after his successful Cooper racing cars, campaigned by a young Stirling Moss among others, which had given him the accolade of world champion racing car constructor in 1959 and 1960, he turned his sights away from the track to a fast road car. Cooper was aware of Mini from its early days as he knew Alec Issigonis well and was a customer of B.M.C.'s for engines for his Formula Junior Racing cars, but the Mini creator had conceived the car as a modern volkswagon, a car for everyone, so he was not convinced by Cooper's pleadings that they could make a tiny G T car. Friend or No, Cooper was so convinced of the cars potential that he went over Issigonis head and appealed direct to George Harriman. That did the trick and an initial run of 1000 Cooper Mini's sprang from the agreement on which Cooper made 2 pounds for every car sold.

It did not take very long for the Cooper Mini's to head back to the track, like salmon heading for a spawning ground, and many were the victories obtained in Rallying too these amazing cars showed their metal and their side-ways cornering technique and "yumping" over crests created an excitement that had been lacking for years. Whats more they provided enjoyable sport for many hundreds of young hopefuls who might never have afforded to go racing and rallying otherwise.

Alas the agreement with Cooper expired in August 1971 and Lord Stokes had no inclination to renew it, so the Cooper died, and the later 1275 G T was never quite the same animal.

When in August 1961, the Mini Cooper's were born (as Morris Mini-Cooper and Austin Seven Cooper, originally) they cost just 679 pounds 7 shillings and 3 pence. They offered a top speed of around 87 m.p.h. and a 0 - 60 mph time of 18 secs, performance with a Ford Fiesta or V.W Polo would be pressed to better today. That said it is hardly surprising that the Mini Cooper is so eagerly sought by the enthusiast. After all a classic with performance to match today, and economy and handling is no hardship to own.

BODY and CHASSIS

Of one thing you can be sure - Minis rust. A major body construction fault right at the beginning in fact, almost ensured that it did. Because a stiffener was capped the wrong way over a join in the floor pan water simply poured into the car. This had been rectified by the time the Cooper came along but Minis general resistance to rust had not been improved. Worst offenders are the subframes, particularly the rear ones, and their fixing panels. This is a pity because they are a clever concept designed to reduce the amount of vibration which might otherwise be transmitted into the passenger cabin. Still at least they can be replaced, renewing the useful life of the car.

Doors rust too - at the bottom, around the window frames and early models with sliding windows (remember the strips of lichen growing on the felt weather seals) and, again on early models, around the exposed door hinges. These famous external body seams can get pretty unsightly too and don't be hoodwinked by the pretty little chrome strips either.

The sills, being structural are, along with the sub-frames, carefully scrutinised by the M.O.T man - so check these carefully. Very neglected cars may have problems with the floor pan, as a result, and although this can be made good with new metal it is all time and expense, so avoid it if possible unless it's one of the racer cars.

Other favourite areas are the wing tops and around the headlights and the bootfloor particularly around the battery box. The corners of the boot are difficult to check on the Mini Cooper S because there are two petrol tanks, one mounted either side.

ENGINE and GEARBOX

Fortunately the engine unit is pretty straight forward BMC series stuff, even if it was turned sideways and placed on top of the gearbox. As introduced the Cooper had a twin carburettor 997 cc engine (in place of the standard 848 unit) 62 x 81 mm dimensions and producing 55 B.H.P. at 6000 r.p.m. Due to the longer stroke a torsional damper was fitted to prevent rapid wear and breakage of the timing gear.

Then in January 1964 an apparently strange alteration to the engine capacity took place - it went up by a whole 1 cc to 998 cc. Back in November 1962 B M C had brought out it's luxury babies, the Riley Elf and Wolseley Hornet with 998 cc engines. These had bigger bores and shorter strokes at 64 x 76 mm, thus it made production common-sense to standardise across the range.

Cooper S models, which were hotter still, are more complicated they started off in March 1963 with a 1071 cc unit, which continued until August 1964. Earlier than March, though, the 970 cc and 1275 cc units were introduced.

Engine oil pressure should be 60IB/sq in, with temperature at 70 degrees C. Gearboxes changed to all synchro operation, officially, on the Cooper S in October 1967 but the Cooper stayed as it was until September 1968. As it turns out about the only trouble with the gear-box, wear on second gear synchromesh, is more of a problem on these later all-synchro bores than the earlier ones.

Reprinted from Thoroughbred & Classic Cars

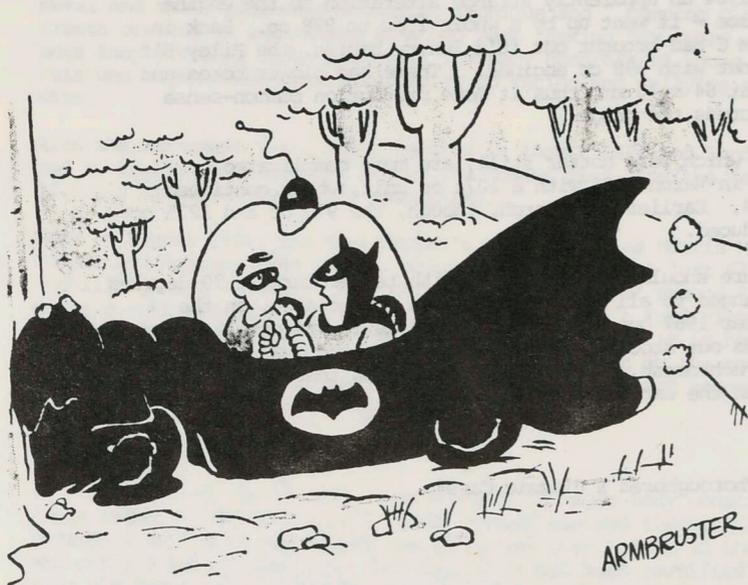
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spares including 3 sets of Mags and tyres. CHEEP, best offer will buy
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MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

May 1985

REPCO



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P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

EXECUTIVE COMMITTEE :

President	Aian Harvie	838-742	858-549 (w)
Secretary	Lisa Ellingham	288-523	683-125 (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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)

SPEED	Greg Lang, Roger Ellingham, Iain Mollison		
NON SPEED	Dave Jennings, Ian Laming, Murray McGuire		
RALLIES	Graeme Robertson, Lynn Dewhurst, Ian Laming		
SOCIAL	Lynn Dewhurst, Lisa Ellingham, Annette Miet		
PUBLIC RELATIONS			
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

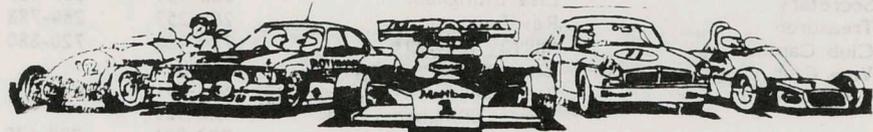
BULLETIN EDITOR :

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 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

manfeild clubmans



Entry forms are now available for Wellington Car Club's Invitation Clubmans at Manfield Autocross 11th May 1985.

Come on up the Manfield and have a fun filled day of " Clubmans " Motor racing. There will be enjoyment for competitors and non-competitors. Support your club and bring along your friends. See you there.

Racing starts 10.30am.

1. Supplementary regulations and all correspondence to:
Iain Mollison
C/O P.O. Box 5142
WELLINGTON
Telephone enquiries may be made to Iain Mollison:
PH: 796 449 (Home)
688 094 (Work)

2. The venue: Manfield Autocross, Fielding

3. Entry Fees: The full entry fee will be \$15.00 (this includes \$2.00 Manx levy)

4. Vehicle Scrutineering: Vehicle scrutineering will be conducted in accordance with schedule "A" of the National Competition Rallies of the Motorsport Association of New Zealand Inc. This will take place at Manfield on Saturday 11th May 1985, between 3.00 am to 9.30 am

5. 25 Lap Race

Incorporated in the days racing will be a long distance saloon race of 25 laps to be eligible your vehicle must be road registered and display a current warrant of fitness. Please advise your intentions to compete in this race on your entry form.

6. Prize giving: All races will carry a \$50.00 prize list, to be distributed to no more than three competitors per race and at the discretion of the organiser. \$25.00 will be awarded to the best presented car.

7. Marshalls: We need Marshalls to run this event be involved in an exciting day. Contact Iain Mollison.

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

- Anthony Hefford : Anthony drives a Mitsi Sigma
 Ross Teesdale : Ross is interested in all speed events, no relation I believe.
 Dave Burns : Dave is interested in rallies
 Brent Hirland : Brent is interested in rallies
 Henry Goddard : Henry is interested in trials and Clubmans

 MAY CLUBNIGHT

GRAEME ROBERTSON UPDATES THE FORTHCOMING RALLIES: THE INTERNATIONAL AND THE NATIONAL ROUND EVENT (ORGANISED BY WELLINGTON C.C.) ALSO MOTOR RACING VIDEOS

WELLINGTON

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18-20 LORNE STREET



LOWER HUTT

676-334

671-734

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talking trials



APRIL NIGHT TRIAL

Well folks, after reading all the nonsense about the March Night Trial (in last month's bulletin) written by Iain Lame-ing (he couldn't spell either Allan Mines or my name correctly, and never even attempted Annette Miets', so I thought I'd return the compliment!!) I thought I'd better put pen to paper to report on the April event.

I won't bother to tell you that the event took us through the suburbs of Johnsonville and then (half of the crews anyway) back through the suburbs to the Clubrooms. Why? Because there's more to tell about the other half of the crews who chose a different route back to the Clubrooms from Johnsonville ...

You see, the ASR's had stated that any road beyond an open road (de-restriction or Ghost-busters sign if you prefer) sign was deemed to be non-existent and must not be used, i.e. if you encounter an open-road sign make a u-turn and continue ... Well, as we proceeded over the hill towards Makara from Johnsonville, a Check board was encountered and then 50 metres further on another was encountered (code TENNESSEE). As code letters were being used, competitors had to be careful not to overlook any possible extra instruction hidden in the code (there weren't any as it happens). BUT, and it's a big BUT, only a few metres beyond TENNESSEE was an open road sign ... To complete the story the next few instructions indicate that the MAKARA GORGE road would be used to get to KARORI, so, cowboys, hoons and bunnies (including pass me another carrot Gair and we'll guess our way around Lame-ring) headed off into the wilds of MAKARA ... The rest of us made a turn and found another couple of check boards and went the correct way ...

A very well executed trap that caught half the field (look at the results to see who MISSED MEVADA and NEBRASKA) because regardless of which way you went you ended up at a common point near the KARORI tunnel many kilometres away.

Congratulations to Brett Collings and his team, their 3rd equal must have made them ROOKIE of the night, and a special thanks to MARK JENNINGS and LEE DICKINSON for a most enjoyable event - that makes 3 beauts in a row. To those of you who haven't been on them, don't miss the fun, come out on Ian Lamings (see, I really can get it right!) May Night Trial - he assures me it will be better than his results were on this one!

Thanks Annette Miet for your continued excellent navigating, and yes it was peaceful with just the two of us.

Murray McGuire for Team Macmob

WELLINGTON CAR CLUB TRIAL RESULTS

COMPETITORS	TEAM	ODO	MARYLAND	ALABAMA	UTAH	ALABAMA	NEW JERSEY	TEXAS	TENNESSEE	NEVADA	NEBRASKA	KANSAS	VEGAS	MANGAWEEK	CHRISANTHEMUM	CHRISANTHEMUM	CHRISANTHEMUM	MISSISSIPPI	POINTS	PLACE
BRETT COLLINS																			10	3=
PAUL TEPUNGA			10						10	10							10		30	5=
PETER HUGES	Scuderia Tigerus																		0	1=
WAYNE GAIR	Peugotary			10					10	10									40	7=
MURRAY MCGUIRE																			0	1=
DAVE HUMPHRIES				10					10	10									90	9
LLOYD EVANS									10	10									60	8
DAVE JENNINGS																			10	3=
IAN LAMMINGS									10	10									40	7=
EDDIE CONROY	Team Conroy								10	10									30	5=

ORGANISER ... MARK JENNINGS
 ASSISTED BY ...
 CHECKED BY ... LEE DICKINSON

COMMENTS Due to errors on the part of the organisers all time penalties have been wiped. Please accept our apologies. Next time we shall employ an independent checker.

This organisers guide is published with the intention of making participants aware of what is involved and how Night Trials should be run. Copies will be made available to organisers however there is no reason they should not take an interest in this copy.

TRIAL ORGANISER'S DO AND DON'TS

DO

- Keep event duration to about 90 mins.
- Cater for novices before the experts.
- Ensure signs are clearly visible from the line of approach.
- Avoid unnecessary deviations from the most obvious route, prior to the ODO check, i.e no traps.
- Ensure that the ODO distance is at least 5km.
- Ensure checkboards are sited only where it would be possible to legally park.
- Ensure checkboards are placed between 0.6 & 2.0 metres above the ground.
- Ensure checkboards have 25cm strip of reflectorised tape.
- Ensure the gap between checks does not exceed 10km.
- Ensure traps are "self correcting".
- Work traps so that competitors are penalised only one checkboard per trap.

DON'T

- Don't use narrow residential streets.
- Don't use ambiguous instructions or intersections unless you are well prepared for an argument, and an error by the competitor is self correcting.
- Don't allow claims for early time for errors in CRI's or ASR's.
- Don't use words on checkboards that will attract attention and thieves.

ORGANISER'S CHECKLIST - CLOSED CLUB TRIALS

1. Select a suitable route, note suitable checkboard sites.
2. Select the required checkboards.
3. Prepare ASR's & CRI's for checking a least one month prior to the event. These must be fully prepared before the trial is checked.
4. Obtain from the Club Captain or non-speed chairman
 - standard ASR's,
 - permit application,
 - speed schedule form,
 - event accounting form,
 - clubroom keys,
 - entry forms,
 - drivers cards,

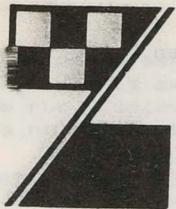
DUNLOP

**TYRE
SHOP**

5. Arrange for the trial to be checked by a competent and proven checker, at least a month prior.
6. Apply for permit at least fourteen days prior, refer MANZ handbook for address of Area Steward.
7. Ensure all CRI & ASR amendments are made as agreed with the checker.
8. Arrange check and control marshalls.
9. Prepare route map and explanation sheet for checks/traps.
10. Check on day before that clocks are available and working, and that all checkboards are available.
11. Buy biscuits and milk for post-event refreshments. Ensure tea, coffee, sugar supplies are adequate, else refer to social chairperson for instructions. These costs can be deducted from entry fees in due course.
12. Take spare boards, arrows, stakes from clubrooms, plus your own nails, wire, hammer etc for fastening.
13. Brief marshalls fully on duties and responsibilities.
14. Display at start control, sample boards and MANZ permit.
15. Give accounting form and cash to Club Captain or Treasurer, retain cash for postage of results to trialling members.
16. Ensure results sheet is passed to magazine editor.
17. Give results and entry forms to Pointskeeper.
18. Send results to trialling members.
19. Arrange for winner to produce an article for bulletin, typed, on A4 paper.

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101/150

4th April, 1985

CIRCULAR MEMORANDUM TO : **ALL CLUBS
STEWARDS**

AMENDMENTS TO RULES

NCR 109 : **Validity of Provisional Rally Licences**

It has been decided to extend the validity of a Provisional Rally Licence to include National Rallies.

The up-grade procedure to National Grade as itemised in paragraph ii on page 78 of the 1985 Year Book may also take place at National Rallies. Any Competitor entering a National Rally with a Provisional Licence must be given a start order at the rear of the field until he/she has obtained a National Grading.

APPENDIX RS : Delete 4/2 and insert:

'4/2. The minimum safety equipment is that specified in Appendix R 4/3 (a)-(c), (f)-(h), (j), and (l).'

APPENDIX R : 6/6. **Pace Notes and Reconnaissance**

Add to paragraph (c) - 'and will have their Competition Licence automatically suspended for a minimum period of twelve months.'

**How do you get Virgin Wool?
Look for ugly sheep.**

Special Laser

Ford has announced a "Special Edition" version of the Laser 1.5, using two-tone paintwork (white or silver over blue), alloy wheels and distinctive interior trim.

Peugeot Rally Drive

A team of Peugeot 205 Turbo cars will contest all the world championship rallies this year. Drivers will include Ari Vatanen, who drove the new 205 rallycar to its wins last year in the 1000 Lakes, San Remo and RAC Rallies.



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SUNDAY MAY 19th
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**PLUS: CANTERBURY RALLYSPORT
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A Rallies and Trials Enthusiasts Club Promotion

**Did you hear about the Australian that joined
the Mafia?
They made him an offer he could not
understand.**



SITES VACANTE.

People are required to help run the Taupo Rally 21st September 1985.

Clerk of course	1
ASS/ clerk of course	2
Secetary of event	1
Tail end Charlie	1
Recovery	1
Lead car	1
Scutineers	4
P.R. person	1
Cheif marshall	1
ASS/ cheif marshall	1
3 x 5 person timing crew	15
Block marshalls	12
Results Persons	2
First Aid persons	2

And others to help. Please let me know soon if you can assist in any way.

Ring Lynn Dewhurst 881-031

Metting for helpers to be held 7-30pm 28th May.

WANTED:

MARSHALLS, MARSHALLS, MARSHALLS

For Clubmans 11th May, contact Iain Mollison. We need you to run these events, be involved, and help make our Clubmans the best yet.

Phone Iain now: 796 - 449 Home

688 - 093 Work

CLASSIFIED ADS ARE FREE OF CHARGE TO CLUB MEMBERS

MANAWATU CLUBMANS.

After reading the last bullitin and the article that was mostley about me written by Iain Mollison, I thought that I had better put pen to paper and write on this subject of Manfield club racing. In Iain article he makes it sound like I came last or worse at the special clubmans race held at the Manawatu National meeting in march, where as actually I came 2nd in class and 11th overall out of 39 starters, as my car was not performing up to its usual standard that day, I personally thought this result was pretty good; The fact he used racing slicks probably allows for him to burble on. This asside I decided to attend the next clubmans at Manfield held by Manawatu club, this turned out to be a very plesent day. There were quite a few cars there, enough to make 2 good fields for the saloon races. Other Wellington people there were Brian Knobbs, Michael Dear, Kevin and Gail Simpson. The first race I was in I won ,the 2nd race I came second (not bad for me). The next race I went in was the 20 lap race, this was really good fun, it was to be a lemans start with a compolsory tyre change. As I had no helpers with me, Micheal Dear and Brian Knobbs were ellected to pit crew and do the running for Kevin Simpson and myself. For the lemans start we lined up on the right hand side of the track, all beltes in our seats and our runner (mine being Micheal super fast Dear) lined up on the grass out in the middle infeild, no motors were allowed to be running. The flag dropes and here comes Michael a tap on the shoulder. zap the starter and I eas ahead of all the others but 2 who had got a good jump start to but a bit of demon passing and I was in front by the first corner. the race settles down with the quick cars driving off into the distance. Kevvin Simpsons tyre change was done in the first couple of laps leaving me to come in about lap 10. I came in all going well, for a quick wheel change and out again but after another 5 laps a severe shaking was vibrating through the car. so unluckely into the pits to see whats wrong. A quick check of wheel nuts etc, but nothing wrong so off down pit road but the car has obviously something badley wrong so stopped and called it a day. Back in the pitts I took off the right front wheel and found the tyre covered in lumps and bumps. Separation has occured, luckily I pulled out when I did, this same problem destroyed a laser at the Pukekohe meeting last year even though I dont finish, I still enjoyed the racing and thanks to my pitt crew because there was a prize for the 4th fastest wheel change and our team won this. I did not stay at the clubrooms for to long after the racing and missed getting this prize, but Brian Knobs decided as pitt crew to place some of this prize inside hisbuss, it was 1 doz beer. Must of been a comedown after the green label steinlager he was drinking when I was there.

P.S. I have now written an article for the last two bullitins, dont you other people ever do anything???

Alan Harvie.



comp. calendar

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	11th	CLUBMANS	Manfield	WELLINGTON INV
	12th	AUTOCROSS		VICTORIA INV
	14th	EXECUTIVE MEETING		WELLINGTON CLUB ROOMS
	18th	TRIAL		VICTORIA INV
	19TH	GYMKHANA		WELLINGTON C C
	19th	AUTOCROSS	Te Marua	HUTT VALLEY INV
	21st	CLUBNIGHT	W C C ROOMS	8.00pm WELLINGTON C C
	25th	SPRINT	(Night)	VICTORIA UN INV
JUNE	2nd	SPRINT	Judds Farm	HUTT VALLEY INV
	3rd	AUTOCROSS	Parap Quarry	KAPITI INV
	4th	NIGHT TRIAL		WELLINGTON C C
	9th	COUPLES GYMKHANA		AUTOCROSS VICTORIA UN INV
	16th	GYMKHANA		WELLINGTON C C
	23rd	SPRINT		LEVIN INV
	30th	AUTOCROSS		WAIKARAPAPA INV

more detailed event info.

COMING EVENTS:-

Sunday May 19th, CLOSED CLUB GYMKHANA

This is the event you've all been waiting for, come and put your driving skills against your fellow club members. Venue is the Housing Corporation land, adjacent to Porirua Rubbish Tip. It starts at 1:30 pm and finishes a bit later! Entry fee only \$4.00 (and if more than 10 competitors arrive it will reduce to \$3.00) and all you need is your driver's licence, club membership and a road-worthy car.

There's a Trophy at stake (different classes too).

For any further information ring Murray McGuire Home 784-423 cancellation or postponement - listen to 2ZB.

P.S. For all you girls who didn't take advantage of the Funkhana in January, this is your chance for a bit of no pressure fun driving. The venue is definitely not a car breaker.

P.P.S. Yes, there's a televised rally sprint on one this afternoon too, but we'll be finished in time to go and catch the best action of the event, that's a promise.

May 12th

EVENT: Autocross

PROMOTER: Victoria University Car Club

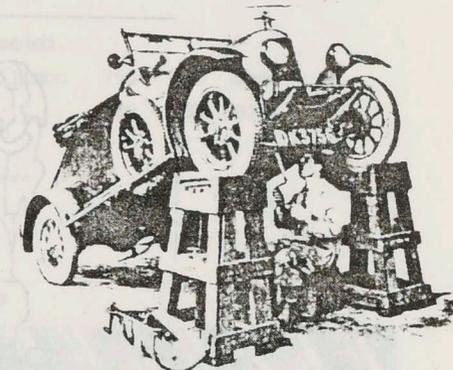
VENUE: "Rallywoods" 3km along Bull Run Road off Moonshine Road, off Haywoods Hill Road.

TIME: Event - Start 1pm
Scrutineering 11.30am to 12.30pm

ENTRY FEE: \$8.00 plus Manz Camp Levy

ENTRIES: Accepted until 12.25pm 12th May

Note: No scrutineering will be done on cars arriving after 12.25pm nor will entries be accepted after 12.25pm.



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

Crossflow . . .



CROSS FLOW:-

From the Standing and Flying $\frac{1}{4}$ sprint ...

Ask Alan Harvie how much faster the Laser goes with the door mirrors off ... or the passenger seat out ... or ...

Ask Pete Lundberg why the Capri engine smoked during one of the runs ...

Ask Lloyd Evans if the Rover goes any better when it gets full throttle ...

They say that Mark Turton had the Trans Am flying (literally) through the flying $\frac{1}{4}$. Mind you Matt Gibbons probably thought he was too in the Superbird at 148 MPH ...

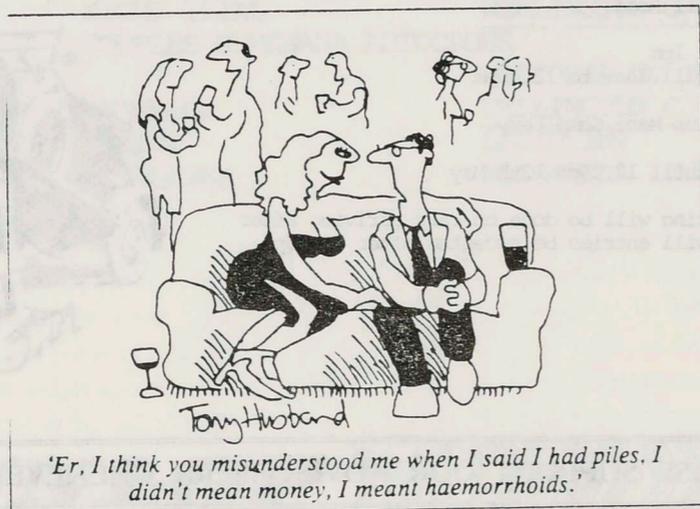
And doesn't John Waring's Carrera go quick

Rumour has it Murray McGuire is to do some super tuning to the Marina ...

For next year - reckon's it's a bit boring doing 4 flying $\frac{1}{4}$ with only $\frac{3}{4}$ mile run up, needs 5 miles at least ...

As for the 'T' buckets ... under 13 seconds covered quick, I'll bet it felt even quicker. Can't blame them for not doing the flying $\frac{1}{4}$...

Is Mark Jennings planning a trip to the US of A? You'd think so from the check codes used on the April night trial (see results elsewhere). Then again, maybe he's taking up gardening, how do you spell Chrsatnhmum??



'Er, I think you misunderstood me when I said I had piles. I didn't mean money, I meant haemorrhoids.'

letters

Dear Ed,

A short note regarding a problem, which seems I think universal through-out all car clubs, member participation. Members are keen to compete in events but become very scarce when asked to assist in the running of events, all being conveniently busy. If the club would not exist with only competitors, it needs organisers, marshalls, time keepers, checkers. We are all too quick to complain and criticise how events are run, but failing to realise that the majority of times is through lack of man and women power. Too many times it's the same people helping all the time - what appeared to the other 150 club members.

We seem to have three smaller clubs within one club, speed, non-speed and rallies. Surely I know we all have our specialised events which we enter - but wants to stop us helping out on a Saturday/ a day or whatever to ensure some of our other members enjoy their specialist event - and make the organisers job a lot easier - volunteer your help. Surely we all should be working to ensure that all events run by this club are run successfully.

It's our responsibility as club members to make this club work - be involved.

concerned club member.

"MARSHALLS WANTED" - No experience needed,

Contact Iain Mollison 796 - 449 Home

688 - 093 Work





A TOUCH OF NOSTALGIA

10 Years Ago

April 1975

The healthy days of the club. The 12 person Club executive Committee had the assistance of a 7 person non-speed Committee and an 11 person speed Committee to run events.

Club subscriptions stood at Full single membership \$15, Husband and wife \$17, Entrance Fee \$7.50

April events included the Monthly night trial (organiser Larry Lakeman), a trialing seminar run by Warren Denton, Clubnight, a Club Social (with a live band), and a Home Movie night. Invitation events included the Wairarapa Manselle Grass track Meeting, HWO's Beavoll Cup Trial, and Horokiwi Hillclimb, WUCO's ANZBOB day talking Trial, whilst the main event for the month was Wellington's Gold Star Hillclimb final at Mount Albert road.

The club had 10 entries in the Marlboro National Rally series, including Colin Taylor, Alan Drough, Kevin Smith, Pete Parnell and Sid Franklin.

The Bulletin featured write-ups on a Rallywoods Bent Sprint- Overall 1st Ross Gordon, Mini, 2nd Harvey Hibble, Mini, 3rd John Norton (air) Escort. Classes 0-1300 Ross Gordon 1301-1600 Dick Cook, Escort, 1601-2000 John Moran, 2001-3000 Chris Kirk-Burmand, Datsun 2402, 3001 and over Hugh Armstrong, HUI - There were 36 entries.

- the Festival of Wellington Gymkhana in Mercer street (inner city) which included a personalities section comprising Newspaper, T.V. Radio and Council Competitors. David Brand and John Gladhill led the respective competitions, whilst Ross Gordon provided the excitement, competing in a Chev Impala.

- the March night trial (27 entries) organised by Peter Cartie, and victory shared by the Conroy's and Lloyd Evans/Joel Williams.

- a Novelty Trial (Photographic) organised by Denis Crossman won by Terry Ivid

- whilst the Classified adverts had Leicester Danfield selling a Cortina 1500 motor, and trying to buy DMC 1300 motor.

Whats the similarity between an Australian and a Computer?

You have to punch information into them.

Congratulations

To Allan and Marilyn on their newly born son. Best wishes from everyone.

Happy Birthday to Cynthia James, finally reaching the big 21 on the 7th day. Cynthia will be at the May club night to accept any gifts.

Special thanks to Greg Lang and Archer and Lupp for organizing and sponsoring a great day's motorsport. Thanks to all Marshalls and helpers.



WAIRARAPA CAR CLUB: RESULT SHEET

Event: STANDING 1/4 MILE SPRINT

Date: 23/3/85



No.	Driver	Club	Car	cc	Class	Pract	Race 1	Race 2	Race 3	Race 4	Race 5	Class Place	Overall Place
-1000cc													
17	B. WALCH	H. BAY	FIAT 127	903		18.41	(17.95)	18.30				1	
18	P. WALCH	H. BAY	FIAT 127	903		18.56	(18.42)	20.56				2	
1001-1500cc													
2	H. SHORT	HUTT	MINI	1293		18.05	19.10	(17.51)	17.30			3	
11	D. ARNDT	WAI.	DATSUN	1200		16.31	16.07	16.04	(15.09)			2	
21	R. PIKE	WAI.	NISSAN	1171		16.02	15.78	15.60	(15.55)			1	
27	E. KRIVAN	WAI.	ESCORTE	1298		19.20	(18.42)	18.71	DNS			4	
3001-1600cc													
1	I. HOLLISON	WETON	TOYOTA	1598		17.02	16.84	(16.51)	16.59			1	
12	A. HARVIE	WETON	LASER	1498		17.44	17.12	17.13	(17.09)			2	
15	B. GIBBONS	WETON	MIRAGE	1600		16.71	16.88	16.9	16.50				
19	T. GEORGE	WAI.	ESCORTE	1600		18.27	17.95	18.06	(17.94)			3	
1601-2500cc													
3	M. MCWIRE	WETON	HARIWA	1700		20.49	(20.23)	20.26	20.52			7	
7	R. UNSWORTH	WAI.	RX3	2292		15.85	16.09	(15.79)	15.86			1	
8	A. BRYANT	JAG	XCI	2483		19.62	19.47	19.38	(19.23)			6	
29	M. MITCHELL	WAI.	CHEVETTE	2300		18.75	(18.65)	18.81	18.54			5	
31	S. FORSTER	WAI.	RX3	2292		16.72	16.97	16.87	(16.53)			4	
36	G. BROOKS	WAI.	ANGIA	2292		16.71	16.64	16.84	(16.58)			3	
15	B. GIBBONS	WETON	TURBO MIRAGE	2240		16.71	16.42	(16.19)	16.50				
OVER 2500cc													
5	M. TURTON	WETON	TRANSAM	6600		18.11	15.59	(15.47)	15.56			4	
6	MATT GIBBONS	WETON	SWEEDBEE	7300		14.46	(14.24)	14.33				1	5
10	P. WORKMAN	WAI.	P76	4414		16.91	(16.36)	17.35	16.52			5	
13	P. LUNDBERG	WETON	CAPRI	3000		16.87	16.58	(16.53)	16.57			6	
14	R. BUTLER	HUTT	TEANA	SC44		15.03	(14.47)	15.04				2	
16	L. EVANS	WETON	ROVER	3500		17.71	17.47	(17.31)	DNS			9	
20	S. CORNICK	WAI.	CAPRI	3000		17.67	17.50	(17.32)				8	
23	S. CARTER	WAI.	ZEPHYR	4400		15.46	15.34	(14.95)	15.06			3	
37	B. FOOT	JAG	MERCEDES	3900		16.73	(16.75)					7	
SILVER OVER 1500cc													
SILVER OVER 1500cc													
4	V. MIDDLEDITCH	FIAT	LANCIA	1991		18.53	18.16	(17.42)	17.74			11	
9	D. McLEAN	WETON	REOZ	2565		16.75	16.57	(16.16)	16.34			9	
22	C. DENNY	WAI.	T. BUCKET	5500		14.88	13.27	(12.94)				1	REAR 7
24	G. WEBSTER	WETON	LORUSER	5500		17.98	18.24	(17.97)	18.10			12	
25	J. WARING	WETON	CARRERA	2808		14.43	13.79	(13.50)	13.78			3	3
44	M. BENNETT	PLASCHE	911S	2700		15.24	15.36	(15.07)	15.66			6	
35	H. ERSKINE	HUTT	VALIANT	4300		15.47	15.22	(14.43)	DNS			5	
23	S. HAGE RAATS	WETON	911	2000		15.37	(15.23)	15.91	15.85			8	
30	J. WILDERMUTH	RAM. REP.	FIAT	5000		16.84	(16.46)	17.78	17.10			10	
32	D. IRELAND	RAM. REP.	FORD	6000		16.53	15.45	15.24	(15.07)			7	
33	B. WILTON	RAM. REP.	T. BUCKET	6000		13.13	13.22	(13.03)	13.36			2	2
34	C. BAKER	RAM. REP.	T. BUCKET	4900		15.46	(15.34)					4	11

WAIRARAPA CAR CLUB: RESULT SHEET

Event: FLYING 1/4 MILE SPRINT

Date: 23/3/85



No.	Driver	Club	Car	cc	Class	Pract	Race 1	Race 2	Race 3	Race 4	Race 5	Class Place	Overall Place
0-1000cc													
17	B. WALCH												
18	P. WALCH												
1001-1500cc													
2	H. SHORT					9.10	9.14	(9.07)				3	
11	D. ARNDT					8.89	9.09	(8.67)				2	
21	R. PIKE					8.9	10.7	(10.7)				1	
27	E. KRIVAN					10.75	10.2	(9.50)				4	
1601-2500cc													
1	I. HOLLISON					10.5	(10.69)	DNS				1	
12	A. HARVIE					9.70	9.6	(9.24)				2	
15	B. GIBBONS	WETON	MIRAGE	1600		10.1	9.35	9.42	9.45				
19	T. GEORGE					9.62	9.7	(9.45)				3	
1601-2500cc													
3	M. MCWIRE					8.48	8.3	(8.0)				7	
7	R. UNSWORTH					10.1	10.43	(10.23)				1	
8	A. BRYANT					11.07	11.5	(11.30)				6	
29	M. MITCHELL					9.3	8.00	(7.41)				5	
31	S. FORSTER					9.78	9.2	(8.97)				4	
36	G. BROOKS					9.20	9.27	(9.18)				3	
15	B. GIBBONS	WETON	TURBO MIRAGE	2240		10.2	10.29	(10.16)	10.16				
OVER 2500cc													
5	M. TURTON					10.7	10.4	(10.19)				2	
6	MATT GIBBONS					9.35	9.59	(9.19)				3	
10	P. WORKMAN					11.52	11.6	(11.6)				1	1
13	P. LUNDBERG					7.81	7.72	(7.72)				6	
14	R. BUTLER					14.75	14.80	(14.85)				5	
16	L. EVANS					6.10	6.08	(6.07)				2	3
20	S. CORNICK					10.39	10.48	(10.27)				7	
23	S. CARTER					9.67	9.59	(9.28)				4	
37	B. FOOT					10.6	10.0	(9.8)				8	
SILVER OVER 1500cc													
4	V. MIDDLEDITCH					105.2	103.8	(103.6)				5	
9	D. McLEAN					5.56	8.07	(8.52)				4	
22	C. DENNY					11.5	11.1	(11.7)				1	
24	G. WEBSTER					8.07	8.10	(7.78)				2	
25	J. WARING					158.5	141.3	(141.3)				1	2
26	H. BENNETT					6.00	6.52	(6.52)				3	
35	H. ERSKINE					123.3	123.0	(123.1)				2	
28	S. HAGE RAATS					7.30	7.32	(7.31)				4	
30	J. WILDERMUTH					127.7	127.7	(127.7)				3	
32	D. IRELAND					7.05	DNF					5	
33	B. WILTON					124.3	124.3	(124.3)				6	
34	C. BAKER					7.24	7.21	(7.21)				7	

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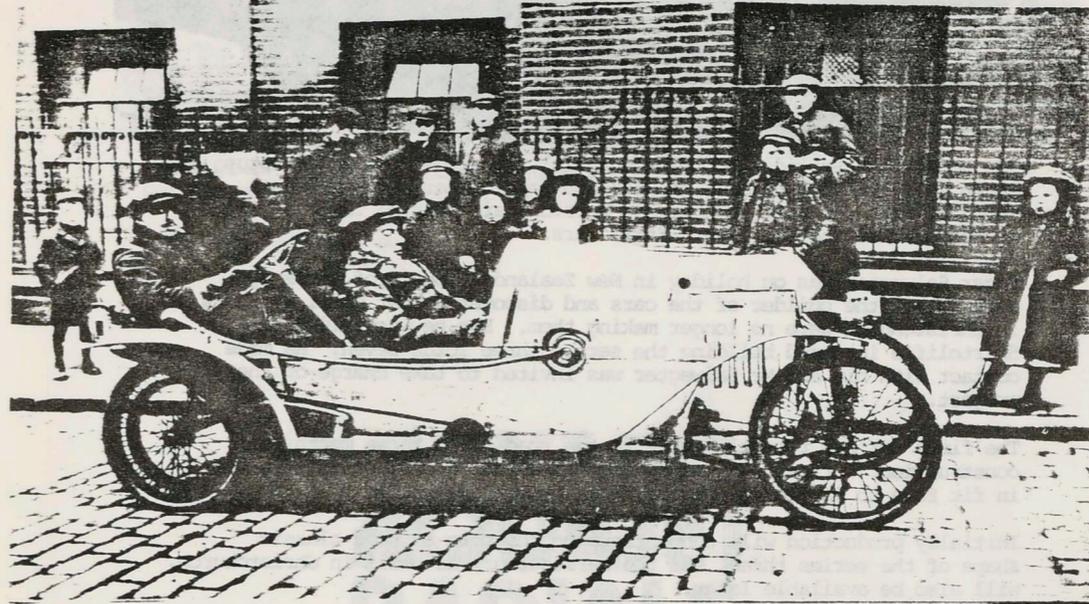
CROSSFLOW:-

Has Iain Mollison finally found his Motor Racing Forte = Dodgens = yes, someone saw him at Te Marua - driving! Came third or was it fifth or was it sixth, but somehow won first prize? Believe it was the ladies race, Iain is looking for a good drycleaning shop for his nice new clean overalls.

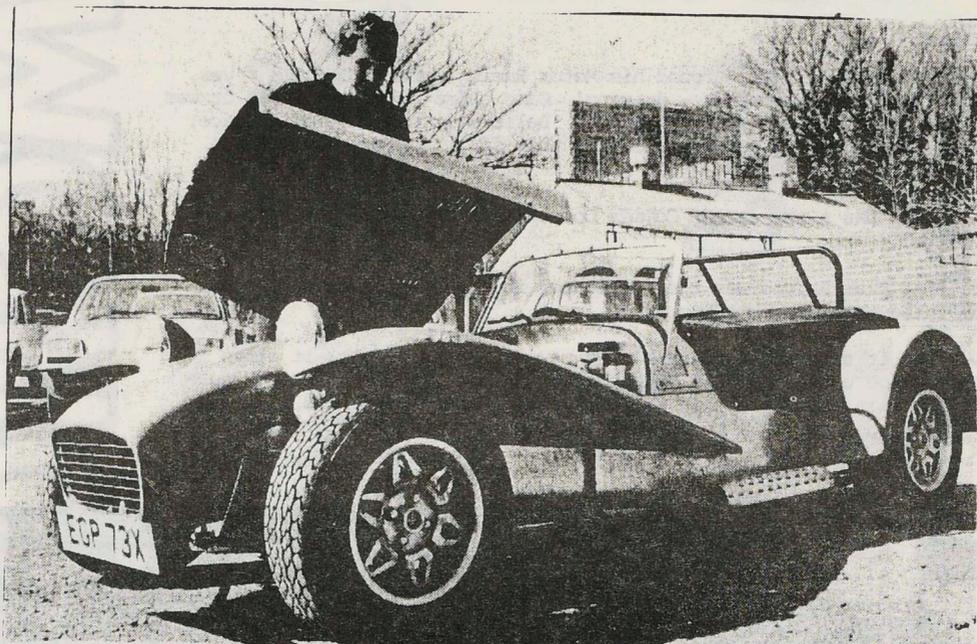
Dannie Lupp has a new car SS Corner Door, I believe with half the bits not fitted.

Heard that Alan Harvie was the instigator in the rain dance last week - something about an empty workshop.

Rumour has it that after Slick Nick's new mini - paint job, it stays in the garage unless all climatic conditions are right - no bright sunshine, no rain, not more than 20 C, no other cars on the road - don't worry Nick the wife will be driving it soon.



Classic



The Woolly Hat Brigade can rejoice again: the wind-in-the-hair Lotus Seven is making a comeback. An Auckland panelbeater and a Dutchman involved with the Dutch Donkervoot version, are sharing their skills to manufacture the very fast little cars.

Edgar Salwegter was on holiday in New Zealand a couple of years ago seeking out the builder of the cars and discovered that Steel Brothers in Christchurch were no longer making them. But he was told John Shirtcliffe intended building the series three lotus seven. He made contact with him and Mr Salwegter was invited to take charge of the project.

The first car has recently taken to the road after three months of construction. Prices will range from a tentative \$10,000 for the car in fit form to double that price for a complete vehicle.

Initially production will concentrate on the more rounded classic shape of the series three, but the series four, as built in Christchurch, will also be available later.

Unlike the traditional car, however, the Auckland version will not be fitted with a twin cam lotus engine. Ford or Mitsubishi engines will be used.

The choice of standard engines (either 1.6 or 2 litre) has been made because of better reliability and cheaper and more readily available parts. However, there will be no lack of zing as the excellent power to weight ratio is expected to urge the lotus to 100 km/h in a mere 6 seconds.

Only about 40 cars a year are expected to be built and construction will be by hand in the traditional way. Mostly aluminium will be used, but the wings might be constructed of fibreglass.

As in the original cars, many Ford parts will be used. Even a Ford engine was used. Even a Ford engine was used in the early cars before the twin-cam became so popular. In spite of this lotus badges are being provided from England for the Auckland car.

When the lotus seven was built in Christchurch, the manufacturers experimented with a "stretched" version. They built 105 cars from 1973 until 1980. A few cars were sent to Australia and two went to the U.S.A. for evaluation.

Said former Steel Brothers motor shop foreman Garry Williams: Costs and very restrictive laws relating to car types, plus a very high public liability insurance, made the project unrealistic.

The winding-down of the South Island Project began late in the 1970's as parts became more difficult to obtain and prices rose. When the car was first sold, in 1973, it cost just \$4,500 then went up in bounds until the high of \$15,000 had been reached.

Used lotus sevens fetch high prices and there are few on the market at any time.

When the demise finally came, the stock of twin-cam motors was offered for sale. Some went, but there are still some left.

An effort was made to keep this type of car alive by lotus enthusiast David Dixon of Christchurch. He made a more luxurious version of the car and called it - The Dixon, he even tried Turbo-charging. Some car!

Long live the lotus seven.

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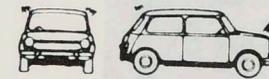
BATHURST JAMES HARDIE 1000
BATHURST JAMES HARDIE 1000
BATHURST JAMES HARDIE 1000

INDIANAPOLIS 500
INDIANAPOLIS 500
INDIANAPOLIS 500

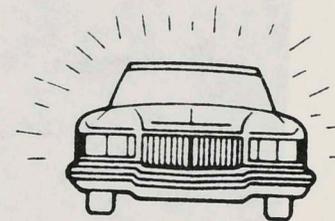
Information on arranged tours for these events can
be obtained from the notice board at the clubrooms.

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REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

June 1985



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Secretary	Lisa Ellingham	288-523	683-125 (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	
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	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)

SPEED	Greg Lang, Roger Ellingham, Iain Mollison		
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RALLIES	Graeme Robertson, Lynn Dewhurst, Ian Laming		
SOCIAL	Lynn Dewhurst, Lisa Ellingham, Annette Miet		
PUBLIC RELATIONS			
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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 :	\$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

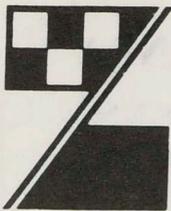
MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR :

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 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



MANZ

Motorsport Association of New Zealand Inc.

PO Box 3793 Wellington New Zealand Telephone 723-520

16th May, 1985

CIRCULAR MEMORANDUM TO: ALL CLUBS

MOTORSPORT ASSOCIATION CHAMPIONSHIPS 1984/85

FINAL RESULTS

Gold Star Hillclimbs :

Peter Bourne
Reg Cook
Kevin Sanderson
Ian Taylor
Sandy Powell
Greg Taylor
Jackson French
Ross McCorquindale
Kelvin Booth
Campbell Wright

Dunlop Formula Fee Racing Championship :

Rob Lester
Ross Symon
Warwick Maclachlan
Brian Carlton
Frank Bullock

Motorcraft Formula Ford Racing Championship :

John Crawford
Kevin Ingram
Craig Coleman
Lou Schollum
Steve Richards
Richard Lester

AGC Ford Laser Sport Racing Championship :

Murray Starnes
Warren Hislop
Trevor Parmenter
Ed Lamont
Tony Marsh
David Slater

ANZ Bank NZ Touring Car Championship :

Kent Baigent
Leo Leonard
Bruce Anderson
Mike Small
Neville Crighton
Bill McFarlane

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT

Shellsport Championship :

Warren Steel
Geoff Burrows
Phil Hanley
Warren Burt
Mark Rutherford
Malcolm Webb

Gold Star Racing Championship :

Ken Smith
Dave McMillan
Brett Riley
Peter Haskett
Steve Cameron
Ross Cameron

38th ANNUAL GENERAL COUNCIL MEETING

Christchurch - June, 1985

Speed Advisory Committee

Please note that the previously scheduled meeting of the Speed Advisory Committee to be held on 7th June, 1985, will not be held as no remits were forwarded for the attention of this Committee.

A.J. SMITHARD
SECRETARY GENERAL.

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MOTORSPORT **Newsletter**

Issued by the Motorsport Association of New Zealand Incorporated
P.O. Box 3793, Wellington

MAY 1985

RAFFLE

The Motorsport Association concluded a successful raffle recently, although the final details are still not available it is expected that a total surplus in the order of \$34,000 was achieved with \$18,000 of this being distributed amongst Motorsport Clubs.

CRC RALLY CHAMPIONSHIP

First Round in each of the Islands of this year's CRC New Zealand Rally Championship has now been completed with events being organised by the Eastern Southland Car Club and the Auckland Car Club. Both events were well supported by competitors and were well organised. Registrations for the Championship are good, with 26 registered from the South Island, and 38 from the North Island. Of these 25 are registered in the Group A Category, and 16 in the Dunlop Junior Rally Championship. Regular news reports will be sent out giving up to date point scores on this Championship as it progresses through the Season.

FLAG MARSHALLING

During recent months investigations have been carried out by the Association's Office into literature and films which are available on Flag Marshalling. The Ford Motor Company holds in its Library an excellent film on Flag Marshalling and further information has been obtained from the R.A.C. Flag Marshals Club. This will result in the publication of a small news sheet giving details to all Flag Marshal groups.

FUTURE OF SINGLE SEATER RACING

This subject has been under considerable discussion by several groups over recent months. It started by an invitation to all Clubs, and Members, to submit their suggestions. These suggestions were tabulated and placed before a number of working Committees throughout New Zealand. The reports of these Committees were then considered by a special Committee - people from outside direct involvement with motorsport and its administration - and the report of that Committee was submitted to the Motorsport Association Executive. As a result of this, the Executive Committee made the following resolution:

That the future of single seated racing at the Formula Mondial level remains at an International plane, accordingly the Motorsport Association will not continue to promote it at a National level, however, the Motorsport Association will continue to work with the consortium of International Promoters, as appropriate, to maintain an International Series of races in New Zealand for these cars. The Gold Star will not be awarded in the interim period. This does not mean that Formula Mondial racing will not exist in New Zealand, it is expected that the existing International circus will continue around the Christmas vacation period and there is nothing to prevent organising Clubs arranging individual races for these cars.

page 2 ...

DUTY ON TYRES

The Association is continuing to press for a reduction in the Duty on competition tyres. Although it is pointed out by the Customs Department that this is not contained within the body of the Tyre Industry Report, representations are now being made direct to the Minister, to place before Cabinet, a request that this exemption be provided for competition tyres.

NEW AFFILIATIONS

The Motorsport Association welcomes the affiliation of the BMW Car Club and the TR Register.

AWA CLARION RALLY OF NEW ZEALAND

This event is now progressing rapidly and a high interest level has been shown from Overseas teams. In particular, the latest to announce its intention to contest it is the Russian Lada Team. It will be the first time that the Russian team has competed outside the European Arena and it will add a new dimension of interest to the event. Currently, International entries are anticipated from: Peugeot 2, Audi 2, Toyota 2, Nissan 2, Daihatsu 4, Subaru 4, Privateers from Australia 2, Japan 4, and Tahiti 5.

The change of name of the Rally Organisers Association of New Zealand Limited to Rally of New Zealand Limited has been approved, and the Annual Meeting will be held on Friday, the 7th June, 1985, in conjunction with the Motorsport Association Annual Conference.

USE OF ROADS

Some difficulty has been experienced by some Area Co-ordinators adequately co-ordinating use of Rally venues. As a consequence of this, Clubs will be required to submit a marked map to Area Co-ordinators prior to gaining the Co-ordinator's approval.

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT

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talking trials



SNAP INSTANT PRINT GOLD STAR TRIAL - FINAL RESULTS

NO.	DRIVER	NAVIGATOR	1	2	3	4	5	6 TOT	PLACE	
8	JOHN PIERSON	JENNY PIERSON	126	0	531	40	0	140	837	1
1	JOHN RAPLEY	WENDY SOUTHON	195	0	378	163	6	166	908	2
15	MURRAY MCGUIRE	HEATHER MCGUIRE	166	0	459	147	67	174	1013	3
14	STEVE MCCALLUM	CATHIE DUNCAN	150	0	305	231	16	427	1129	4
18	PETER SERGENT	DAVID THOMSON	164	0	454	227	60	252	1157	5
6	FRANK MCCONNELL	NEIL MCCONNELL	192	0	322	164	62	428	1168	6
10	IAN CARDWELL	GERALD SALKELD	161	0	474	231	129	300	1295	7
17	MARK JENNINGS	LEE DICKINSON	250	120	307	273	60	374	1384	8
7	KEVIN KITCHINGMAN	TREVOR WALL	188	60	480	320	81	262	1391	9
11	WAYNE GAIR	RUTH CASEY	250	60	489	379	62	209	1449	10
2	MORRIE HOGAN	JIM TULLOCH	269	60	443	236	75	396	1479	11
9	ALLAN MINES	KERRIAN MCGHIE	197	0	432	542	68	350	1589	12
12	BRETT COLLINGS	HELEN JENNINGS	348	0	726	401	60	313	1848	13
16	COLIN KITCHINGMAN	RAEWYN KITCHINGMAN	328	0	422	908	180	665	2503	14
4	IAN LAMING	RICHARD CHAN	268	120	811	802	75	554	2630	15
5	VIC MIDDLEDITCH	MARTYN ROBEY	388	120	636	1231	61	553	2989	16

WALL TROPHY

VUCC	2357	1 & 11	JOHN RAPLEY, WENDY SOUTHON & WAYNE GAIR, RUTH CASEY
WGTM	2602	9 & 15	ALAN MINES, MARIE THOMSON & MURRAY MCGUIRE, HEATHER MCGUIRE
HVMC	3982	2 & 16	MORRIE HOGAN, JIM TULLOCH & COLIN & RAEWYN KITCHINGMAN
WGTM	3925	4 & 17	IAN LAMING, RICHARD CHAN & MARK JENNINGS, LEE DICKINSON
FIAT	4373	7 & 5	KEVIN KITCHINGMAN, TREVOR WALL & VIC MIDDLEDITCH,

One or two small adjustments have been made for results errors.

To conclude the event there is left only to thank the sponsors and helpers and to vent some frustrations. Without these people we would not have had an event, they made a major contribution to the smooth running of the event:

Barry and Derek Mattingley (SNAP INSTANT PRINT), Dominion Breweries, Cannon Point Motors, Eddie Conroy, Gordon Russell, Ruth Shepherd, and Lisa Ellingham, Matt Neilson, Glen August and Dick Pugh (non-members) and the manned checks: Pete Lundberg (2), Alan McKenzie, Phil Moreton, Warren Denton, and Greg Lang.

An interesting experience would be that best way to describe the task of organising a Gold Star Trial. I was well prepared for the arguments and disagreements after the event and I contributed to these to this with a couple of mistakes on the day, but I did not expect the lack of sportsmanship in trialling at the 'top' level. I only speak of one or two competitors in particular. The motivation in making several claims (20+) was not not to put right any genuine errors, or misunderstandings, nor was it to clarify interpretation but it was solely to improve their position. Protests were pursued for the same reason.

I personally find such an approach abhorant. I understand that it has existed for quite some time but I only became aware of it through organising this event. I urge everyone involved to forget victory through strict and zealous interpretation of the rulebook, and instead try for victory by a sporting and reasonable interpretation of the organiser's documentation.

I am not surprised trialling is on the decline, the reliance on the rulebook is too heavy. Looking back, this event was overly complicated with too many traps. If I organise another Gold Star trial it will be simpler and rely more basic traps. Perhaps I will even consider refusing entry to known 'bad sports'.

Dave Jennings.

ANDAS Apple May Nite Trial

Organisers comments

The May Nite Trial was intended to be a simple jaunt (by a slightly twisty route) into the wilds of Linden and then home again. There were several very elementary traps, which as always seem to catch old-hands and novices alike.

I always worry before a trial that it will go terribly wrong and nobody will return to the clubrooms. On this occasion these fears were not helped by one of my controls sighting a small boy carrying a check-board (a coded one at that) home as a souvenir before the trial started. A few words and it was returned to its rightful place and the trial proceeded smoothly - even if the organiser did have a less than traditional view of straight line maps.

Other than that, a clock fault caused some dismay, but has been amended in the final results.

My thanks to **Richard Chan** for helping me set the event, **Warren Denton** for diligently checking and to **Ian, Jenny, Louise** and dog **Bryn** for being my controls and thanks to ANDAS for the copying and use of the computer.

Ian Laming

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
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WELLINGTON

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18-20 LORNE STREET



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WE RENT FOR EVERY EVENT

ANDAS APPLE MAY NITE TRIAL RESULTS

TEAM NAME	NO.	TIME	BELLO	CRUI	ROCKET	WACK	LAY	VEH	VAN	TIME	TOTAL	PLACE
ROBY	1	7:15	0	0	0	0	0	0	0	7:15	52	5
ROBY	2	7:28	0	0	0	0	0	0	0	7:28	50	6
COLLINS	3	7:25	10	0	0	0	0	0	0	7:35	48	7
25 STREET	4	7:27	0	0	0	0	0	0	0	7:27	45	8
MACHO	5	7:28	0	0	0	0	0	0	0	7:28	44	9
TEAM 1985	6	7:30	0	0	0	0	0	0	0	7:30	41	10
CONROY	7	7:39	0	0	0	0	0	0	0	7:39	37	11
THORNTON	8	7:45	0	0	0	0	0	0	0	7:45	37	11
COOL STEE GARD	9	7:50	10	0	0	0	0	0	0	7:50	30	12
TEAM NAME	NO.	TIME	BELLO	CRUI	ROCKET	WACK	LAY	VEH	VAN	TIME	TOTAL <th>PLACE</th>	PLACE
ROBY	1	7:40	0	0	0	0	0	0	0	7:40	52	5
ROBY	2	8:05	0	0	0	0	0	0	0	8:05	48	7
COLLINS	3	7:40	0	0	0	0	0	0	0	7:40	45	8
25 STREET	4	7:52	0	0	0	0	0	0	0	7:52	41	10
MACHO	5	8:02	0	0	0	0	0	0	0	8:02	34	13
TEAM 1985	6	7:57	0	0	0	0	0	0	0	7:57	37	11
CONROY	7	7:47	0	0	0	0	0	0	0	7:47	37	11
THORNTON	8	8:02	0	0	0	0	0	0	0	8:02	30	12
COOL STEE GARD	9	8:57	0	0	0	0	0	0	0	8:57	12	12

WELLINGTON CAR CLUB CLOSED CLUB GYMKHANA.

Our closed club gymkhana was held up at the housing corp venue in Tawa, in near perfect conditions. Seven keen entries to put their skills against the "Mad McGuires" course. There were seven tests with the only noted complaints coming from a little red Mazda whose gear-box complained at "EL PRESIDENTES" method of selection, and an undignified stop when he over cooked it on a turn. (chasing a better time put up by the Marina).

Thanks to Cynthia who arranged for the permit, but unfortunately was unable to be present due to a slight over indulgence of PACING FUEL or so we are told.

Also thanks to Murray for running the event on the day.

Dave Humphreys.

WELLINGTON CAR CLUB GYMKHANA.

			WIGGLE WHEEL	REVERSE W/W	AUTO X 1	AUTO X 2	MAZDA MASHER	CIRCULES GAUNTER	BIG GAUNTER	PLACE	CARDS	POINTS	CLASS
1	PETE LUNDBERG	MAZDA 323	20.0	25.2	22.2	22.9	33.1	49.5	34.0	1	2	201.2	F1
2	ALAN HARVE	MAZDA 323	19.7	24.1	22.5	22.0	32.7	46.0	34.2	2	1	206.9	F2
3	MURRAY M'GUIRE	MARINA (TURBO)!!	22.6	29.6	24.0	23.0	37.6	47.0	35.4	3	5	216.9	R1
4	TONY HEFFORD	SIGMA 2000	23.6	33.6	25.1	23.4	34.0	51.9	37.3	4	6	219.1	R2
5	DAVE HUMPHREYS	DATSUN SUNNY 5GX	20.8	26.9	23.7	23.2	36.8	49.5	36.0	5	3	219.2	R3
6	GLENN STEWART	VIVA 2000	21.7	29.0	24.1	23.2	34.6	51.0	35.5	6	7	221.0	R4
7	PHIL MORETON	CIVIC S	21.1	28.0	24.1	24.8	35.4	51.1	36.5	7	4	228.9	F3

GYMKHANA

19 MAY 1985

This was my first attempt at competing in a car club event, But I thought it was important to get out and have a try at one of these things just to see how I'd go (It's a pity there wasn't a prize for coming last).

The course on housing corporation land near Porirua was ideal for the event, it was smooth as long as you didn't get too wide on the corners, and the recent rain had made the ground just damp enough to keep the dust down, in fact the only hazard was the large number of kamakazie trail bikes.

The turnout of people was a little disappointing with only seven drivers but this did mean we all got plenty of opportunity to demonstrate our skill (or lack of it, in my case) on a variety of courses, some suiting the front wheel drive faction and some suiting those of us driving proper cars.

It all turned out to be a lot of fun and I would recommend it to anyone, I would especially like to thank Murray McGuire for organising such an enjoyable afternoon.

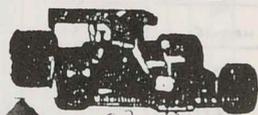
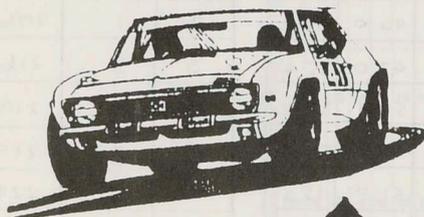
Tony Hefford.

JUNE CLUBNIGHT

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Starts
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WORLD RALLY CHAMPIONSHIP NEWS.

FOUR rounds of the 1985 World Championship have now taken place, the latest two, being Portugal in March and Kenya over Easter weekend.

Major highlight of the event was the speed of the Audi Quattros, particularly Walter Rohrl who swapped the lead with Massimo Biasion over the predominantly tarmac first half of the rally, where the Lancias have always proved far superior, only to suffer a cracked differential casing 7 stages from the end. Salonen took the lead in the drivers championship 4 points ahead of Vatanen (40) Blomqvist (35) and Rohrl (27) 3rd and 4th. The Makes Championship was led by Peugeot on the maximum possible 54 points followed by Audi 46 and Lancia 3rd on 24.

Attention then swung to the Kenya Safari Rally held over easter. Pre-event testing and training prior to the start had Mikkola destroying his recce car at 190 kph roll when he hit a wash out too fast and rolled 6 or 7 times, while Rauno Aaltonen did virtually the same to an Opel Manta. Ari Vatanen travelled one 100 kilometre section in the first leg at an average speed of 200 kph and still only just managed to meet time deadlines.

Eight works teams were represented with 3 Peugeot, 2 Audis (from now on running a six speed gear box), 3 Lancias, 3 Toyotas, 5 Nissans, 2 Opels, 6 Subarus, and 4 Daihatsus- a total of 28 Works cars, by far the best entry ever seen recently in a world Championship Rally.

The Makes title hasn't changed greatly with Peugeot still out in front on 60, Audi are second on 46, then Toyota 28 followed by Lancia 24 and Nissan 18. In all 17 Works teams cars are coming to N.Z with Peugeot, Audi, Toyota, Nissan, Daihatsu and Lada all having announced their intention to compete, not forgetting Malcolm Stewarts ex-works Quattro, the car Hannu Mikkola drove here last year.

Finally---

Don't forget to keep an eye out for the new TVNZ Sports programme SUNDAY GRANDSTAND, which is going to provide coverage of the Acropolis, 1000 Lakes and RAC rallies through the year. It screen from 4 until 6 on a sunday afternoon.

Best Wishes and Luck go to all the International Competitors in this year's Clarion Rally! May the best Wellingtonian win!

MANFIELD CLUBMANS

The day dawned fine but definitely not warm, considering the previous night, I felt not too bad. On arrival at the circuit only a couple of minutes late I found everything unlocked and competitors unloading cars and preparing for the day's racing.

The preparations progressed steadily. Finally everything was ready and about 27 road going saloons rolled out for the first practice session. The 27 cars being the entry for the first Wellington Car Club 25 Lap race. At this point I was still running around in my jeans and T-shirt. Best I get ready. My practice session was not the best one I have done and put me mid-field on the grid. The saloon practice was the only real problem of the day with a few cars not getting practice times. This was quickly sorted out and the grid for the 25 lapper drawn up: Racing was ready to start.

I have never raced as close as I did for the first 21 laps. Pete Lumberg and Pete Zic decided to sandwich me. Not a nice situation. Finally on the 22nd lap while feeding the old girl as much as I could up the Intermediate straight the Levin started to let me down or did I let the Levin down as I didn't pour in enough Jungle Juice. Where is that damn chequed flag HEY! No engine noise just the sound of wind passing the window frames. Chequed flag PHEW !! After coasting over the finish line I noticed Pete Zic parked at the end of the front straight. Although he too ran out of fuel, He didn't have to push his car back to the pits as I did.

Rodger Ellingham ran Clerk of the Course for the first time. As I was out playing racing. Lester Banfield assisted Rodger. Between the two they did a great job keeping everything moving on the circuit. While John Thompson and Eddie Conroy kept things moving up in the time Room.

The day continued with no real problems.

My last race was the Ross Gordon Memorial Race sponsored by J Mall Books. OH HELL ! there is that damn black Capri in front and Datsun 1200 behind again. 3rd lap got ya Pete your out too wide and I'm gone. Only problem Pete Zic came with me. 7th lap and guess what? same palce doing the same thing and the same dramatic loss of power. THINK I had better buy some shares in an Oil Company or a Service Station.

By the end of the day I think everybody had had enough racing. Time for a Beer. Most competitors adjourned back to the Manawatu Clubrooms for prize giving. The \$50.00 per race was very well received particularly by winning competitors.

All Prize Money's were supplied by sponsors and My sincere thanks goes to:-

J MALL BOOKS	ROAD & TRACK ACC	ARCHER & LUPP
ALAN HARVIE LTD	IAN TAYLOR MOTORS	STANDEN SERVICE STATION
SPEED EQUIPMENT	TSL RENTALS	NORMANS MENSWEAR
MOTEX AUTO PARTS	ELIZABETH STREET TYRES	GRAHAM ANDERSON AUTOS

Special thanks to all the Marshall, Timekeepers and othe helpers. Very special thanks go to all NON MEMBERS who helped on the day, it is a pity more Club Members aren't as willing to pitch in.

Thanks to all again

Ian Mollison Organiser and Competitor.

WELLINGTON CLUBMANS MEETING 11th MayRACE 1. ALAN HARVIE PANEL BEATERS 26 LAPS SALOONS.

1st	9	Lew Mac Kinnon	26 Laps Completed
2nd	44	Dave Barrow	26 Laps Completed
3rd	5	Rex Pike	26 Laps Completed
4th	29	Dannie Lupp	26 Laps Completed
5th	6	Dave Glasson	26 Laps Completed
6th	27	Pete Lumberg	25 Laps Completed
7th	4	Pete Zivkovic	25 Laps Completed
8th	8	Iain Mollison	25 Laps Completed
9th	11	Philip Costello	24 Laps Completed
10th	17	Murray Heaney	24 Laps Completed
11th	13	Graeme Montgomery	24 Laps Completed
12th	18	Steve Martin	24 Laps Completed
13th	12	John Paine	23 Laps Completed
14th	1	Lloyd Evans	22 Laps Completed
15th	28	Alan Toxward	22 Laps Completed
16th	32	Trevor James	22 Laps Completed
17th	25	Jim Hay	21 Laps Completed
18th	23	Gordon Mc Bain	21 Laps Completed

DNF'S

20	Alan Harvie	13 Laps Completed
21	Keith Pfeffer	12 Laps Completed
30	Mark Jennings	9 Laps Completed
19	Judy Alexander	5 Laps Completed

RACE 2. ROAD AND TRACK ACCESSORIES 5 LAPS SINGLE SEATERS.

		LAP	RACE
1st	16	Ross Monk	1.17.72 6.37.16
2nd	10	Robbie Rodgers	1.19.78 6.46.69
3rd	67	Domenico Kalasite	1.29.19 7.37.94
4th	24	Ian Snellgrove	1.32.12 7.49.25

RACE 3. ARCHER & LUPP SERVICES 6 LAPS SALOONS SCRATCH

		LAPS	RACE
1st	14	Philip Workman	1.22.94 8.28.22
2nd	47	Don McIntyre	1.22.31 8.28.78
3rd	7	Steve Bond	1.28.28 9.07.56
4th	2	Richard Gillies	1.29.82 9.08.96
5th	171	Edward Hughes	1.31.06 9.14.41
6th	16	Ross Thurston	1.31.84 9.20.47
7th	15	Michael Dear	1.36.84 9.52.56
8th	26	Brian Nobbs	1.40.31 5 Laps
9th	31	Owen McConnell	1.48.57 5 Laps

RACE 4.

IAN TAYLOR MOTORS.

5 Lap Saloons Scratch

		<u>LAPS</u>	<u>RACE</u>
1st	Lew Mac Kinnon	9 1.27.25	7.24.97
2nd	Dave Barrow	44 1.28.21	7.44.19
3rd	Pete Lumberg	27 1.32.28	7.54.87
4th	Iain Mollison	8 1.31.94	7.55.72
5th	Philip Costello	11 1.34.25	8.04.87
6th	Steve Martin	18 1.36.25	8.12.66
7th	Graeme Montgomery	13 1.35.87	8.12.94
8th	Murray Heaney	17 1.37.07	8.18.72

RACE 5.

SPEED EQUIPMENT.

5 Lap Saloons

		<u>LAPS</u>	<u>RACE</u>
1st	Dave Glasson	6 1.31.22	7.49.75
2nd	Jim Hay	25 1.31.91	7.52.91
3rd	Ross Thurston	16 1.31.34	7.59.39
4th	Gordon McBain	23 1.34.59	8.08.15
5th	Alan Harvie	20 1.35.19	8.08.19
6th	Lloyd Evans	1 1.35.10	8.09.25
7th	John Paine	12 1.40.41	8.30.75
8th	Alan Toxward	28 1.43.93	8.32.81
9th	John Larkin	22 1.44.56	8.54.28
10th	Trevor James	32 1.51.12	9.24.72
11th	Ian Taylor	126	D.N.F.

RACE 6.

T.S.L. RENTALS

6 Lap Single Seaters Handicap

		<u>LAPS</u>	<u>RACE</u>
1st	16 Ross Monk	1.16.10	9.16.75
2nd	24 Ian Snellgrove	1.32.30	9.18.76
3rd	41 David Day	1.29.84	-
4th	10 Robbie Rodgers	1.18.69	9.32.37
5th	67 Domenico Kalasik	1.29.88	-

RACE 7.

NORMAN'S MENWEAR

5 Lap Saloons

		<u>LAPS</u>	<u>RACE</u>
1st	14 Phillip Workman	1.23.97	7.15.35
2nd	7 Steve Bond	1.27.21	7.30.41
3rd	44 Dave Barrow	1.28.03	7.35.97
4th	6 Dave Glasson	1.30.97	7.44.19
5th	2 Richard Gillies	1.30.72	7.44.25
6th	8 Iain Mollison	1.32.28	7.52.91
7th	25 Jim Hay	1.31.53	7.53.10
8th	16 Ross Thurston	1.31.96	7.53.78
9th	171 Edward Hughes	1.32.34	D.N.F.

RACE 8.

MOTEX AUTO PARTS

6 Laps Saloons Scratch.

		<u>LAPS</u>	<u>RACE</u>
1st	5 Rex Pike	1.31.16	9.25.03
2nd	27 Pete Lumberg	1.33.96	9.40.12
3rd	11 Philip Costello	1.34.58	9.40.68
4th	20 Alan Harvie	1.34.04	9.42.00
5th	1 Lloyd Evans	1.33.40	9.46.50
6th	17 Murray Heaney	1.37.07	9.52.82
7th	15 Michael Dear	1.36.35	9.58.10
8th	19 Judy Alexander	1.38.65	10.06.72
9th	12 John Paine	1.39.81	10.13.56
10th	3 Brendon Gilliver	1.39.18	10.13.65
11th	23 Gordon McBain	1.29.13	10.21.25
12th	31 Owen Mc Connell	1.37.69	10.39.19
13th	28 Alan Toxward	1.42.72	10.36.66
14th	32 Trevor James	1.49.28	11.21.44

13 & 18 D.N.F.

RACE 9.

GRAHAM ANDERSON MOTORS

6 Lap Single Seaters Handicap.

		<u>LAPS</u>	<u>RACE</u>
1st	10 Robbie Rodgers	1.17.56	9.07.53
2nd	24 Ian Snellgrove	1.31.88	9.18.72
3rd	16 Ross Monk	1.17.28	-
4th	67 Domenico Kalasik	1.28.34	9.32.50

RACE 10.

Wellington Car Club Race

Ross Gordon Memorial 8 Laps

Sponsored by J/Mall Books

		<u>LAPS</u>	<u>RACE</u>
1st	29 Danie Lupp	1.30.16	12.20.84
2nd	4 Pete Zivkovic	1.30.91	12.24.65
3rd	8 Iain Mollison	1.31.63	12.25.13
4th	27 Pete Lumberg	1.32.03	12.29.84
5th	1 Lloyd Evans	1.34.25	12.46.91
6th	11 Philip Costello	1.34.28	12.50.69
7th	20 Alan Harvie	1.34.27	12.54.53
8th	18 Steve Martin	1.36.44	13.08.35
9th	19 Judy Alexander	1.38.66	13.25.66

Black Flag - Exhaust D.N.F. 6 Dave Glasson 1.30.03
D.N.F. 12RACE 11.

STANDON SERVICE CENTRE

6 Laps Single Seaters Handicap.

		<u>LAPS</u>	<u>RACE</u>
1st	67 Domenico Kalasik	1.28.91	9.16.13
2nd	24 Ian Snellgrove	1.27.66	9.17.84
3rd	10 Robbie Rodgers	1.17.96	9.27.09
4th	16 Ross Monk	1.15.37	D.N.F.

RACE 12.

ELIZABETH STREET TYRES

6 Lap Saloons Handicap.

			LAPS	RACE
1st	14	Phillip Workman	1.24.28	10.15.00
2nd	15	Michael Dear	1.35.44	10.20.34
3rd	25	Jim Hay	1.33.06	10.22.00
4th	7	Steve Bond	1.26.89	10.24.93
5th	5	Rex Pike	1.31.09	10.25.23
6th	20	Alan Harvie	1.35.03	10.26.01
7th	11	Philip Costello	1.33.75	10.27.28
8th	16	Ross Thurston	1.31.85	10.29.15
9th	171	Edward Hughes	1.31.12	10.34.00
10th	6	Dave Glasson	1.30.94	10.34.24
11th	2	Richard Gillies	1.28.68	10.34.62
12th	28	Alan Toxward	1.42.22	11.05.35
13th	32	Trevor James	1.49.14	11.09.57
14th	31	Owen Mc Connell	1.44.34	5 Laps
D.N.F.	27	Pete Lumberg	1.30.75	
D.N.F.	22	John Larkin	1.44.15	
D.N.F.	1	Lloyd Evans.		

RACE 13.

5 Laps Single Seaters Handicap.

			LAPS	RACE
1st	24	Ian Snellgrove	1.28.69	7.44.94
2nd	67	Domenico Kalasik	1.20.93	7.49.78
3rd	16	Ross Monk	1.17.10	8.04.93

RACE 14.

6 Laps Saloons Handicap.

			LAPS	RACE
1st	15	Michael Dear	1.35.31	10.27.41
2nd	11	Philip Costello	1.34.00	10.28.65
3rd	16	Ross Thurston	1.31.28	10.29.34
4th	32	Trevor James	1.48.10	11.01.53
5th	28	Alan Toxward	1.42.46	11.07.71

DUNLOP

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comp. calendar

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.

16th	*RALLYSPRINT	taupo	TAUPO	inv.
16th	HILLCLIMB	Riwai st	KAPITI	inv.
23rd	SPRINT		LEVIN	inv.
30th	AUTOCROSS		WAIPARAPA	inv.

JULY.

2nd	NIGHT TRIAL		WELLINGTON	c.c.
6th	AUTOCROSS		WELLINGTON	inv.
7th	TRIAL		WELLINGTON	inv.
13th	HILLCLIMB		WAIRARAPA	inv.
9th	COMMITTEE MEETING		WELLINGTON	
16th	CLUBNIGHT		WELLINGTON	
21st	ECONOMY RUN		WELLINGTON	inv.
27th	CLUBMANS	Manfeild	HUTT VALLEY	inv.
28th	SPRINT	Waterfall road	KAPITI	inv.

' 18th JUNE CLUBNIGHT Wellington Club Rooms '

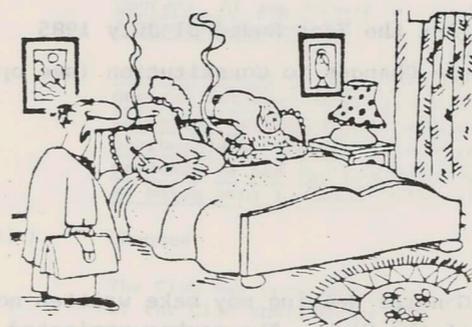
more detailed event info.

PALLY SPRINT--Taupo 16th June.

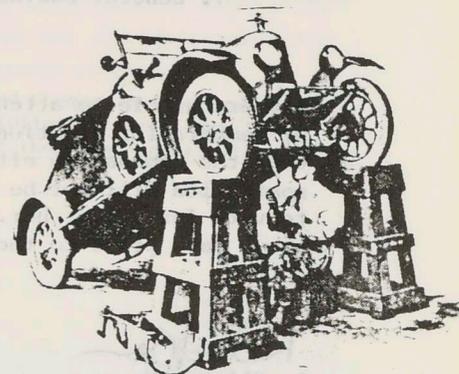
The venue for the course is tasman forest and there will be a total prize list of approx \$1000,00. The winner will be decided by halving the feild each run. Entry fee is \$15,00. For more info phone Don Piper 88998 Taupo.

RALLY--Hawkes Bay 20th July.

The rally is the second round of the New Zealand Pally Championship 1985 and the fourth round of the Central Region Pally Series. The event will be held in the Hawkes Bay area including some forest stages and the duration will be 11 hours. Entry fee is 55 dollars and closing date is 5th July.



"My wife and my best friend - that's what really hurts, Doreen."



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WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2. N.Z.

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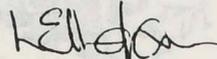
NOTICE OF ANNUAL GENERAL MEETING

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 17th September 1985.

A G E N D A

1. Approval of Minutes of previous Annual General Meeting
2. President's Report
3. Approval of Annual Accounts for the Year Ended 31 July 1985
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. ELLINGHAM
SECRETARY

SUGGESTED CHANGES TO CURRENT RULES OF WELLINGTON CAR CLUB (INC.) TO BE DISCUSSED AT THE ANNUAL GENERAL MEETING

Rule

- 5(a) 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) Application 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.

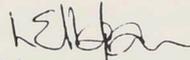
- 10(c) (v) Change existing (v) to read:

Quorum: 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.


(Lisa Ellingham)
SECRETARY

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT

ARCHER & LUPP SERVICES DUNCAN MCKENZIE HILLCLIMB 27th April 1985.

Our annual Duncan McKenzie Hillclimb was held this year at Alexander road, due to the unavailability of MT Albert rd. With the prospect of running our Gold Star hillclimb up the same road in October, Archer & Lupp Services offered to sponsor both hillclimbs making a two round series. With the thought of using Alexander road twice in one year the entries poured in. Due to the capacities of the hill we were set a limit of 50 entries.

As scrutineering drew near the entries list was looking very impressive, with a wide variety of cars & **drivers including** drivers from the Wiarapia. Scrutineering went with out a hitch, with almost all the local entrants turning up on Friday night with a high standard of presentation.

You couldn't have asked for a better day, brilliant sunshine without persistent wind. After getting everything set up, marshals out in place and drivers briefing over it was into practice. Right from the word go it was a struggle against the clock. 50 cars is a lot of cars to have a practice run and 3 official runs. However everything went like clockwork and we finished 1/2 hour before our road closure expired at 4-30. The marshals did an excellent job to keep everything flowing quickly and even the timing gear had a new lease of life, giving an almost faultless day.

The competition was very close all day with placings changing left, right, and centre. It soon became clear that Ian Taylor was the man to beat as he broke the saloon record in the first run. But not too far behind was Graham Anderson in his Chevette. John Warring - Porsche and a late surprise, Kenneth Pecon - F.FORD.

Congratulations must go to Ian Taylor with a fine display of driving, setting a new hill record of 48.40 seconds. The after event function was held at the clubrooms. Trophies and prizes were awarded to the place getters and a special prize going to Julie McPae for the best presented car. There was a special draw for the marshals who did an excellent job, making it a very successful day.

Thanks to sponsors and everyone that helped.

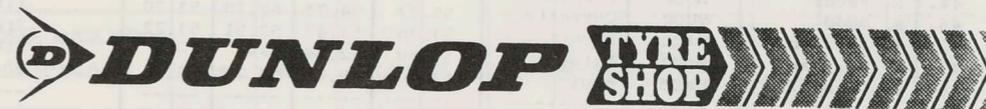
The Sponsors	Archer & Lupp Services
	BP
Assistant Clerks of Course	Iain Mollison
	Roger Ellingham
Secretary	Cynthia James
	Heather Marshall
Scrutineers	Alison Perry
	Lloyd Evans
	Greg Cutler
	Mike McCready
	Iain Mollison
Marshalls	Jenney Maidens

WARARAPA CLUB

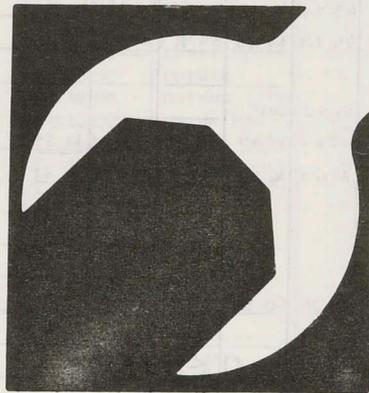
Event: HILLCLIMB

Date: 27/4/85

Driver	Time	Class	Points	Notes
Greg Cutler				
Colin Werner				
Joanne Gratzler				
Colin Wood				
Tony Hefford				
Jeff Young				
Pay Hartley				
Eugene Childs				
Kevin Simpson				
Dave Humpheries				
George Walter				
Danie Lupp				
Alan Harvie				
Jan Lupp				
Lisa Ellingham				
Iain Mollison				
Tracey Lupp				
ST Johns Ambulance				
Drums				
Timing				
MANZ Steward				
Apologies and thanks to anyone I missed.				
Greg Lang				
Organiser.				
Graeme Wealleans				
Ian Jensen				
Eddie Conroy				
Cynthia James				
Heather Marshall				
Alison Perry				
Graham Robertson				



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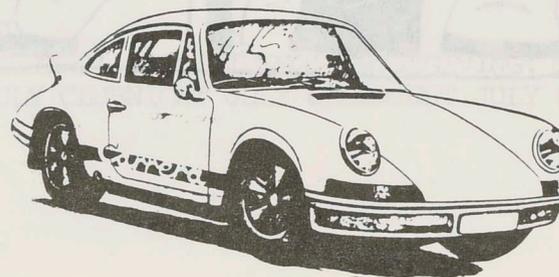
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SOME INTERESTING NOTES ABOUT "LE MANS"

- * The traditional Le Mans start, when the drivers ran across the road to their cars, was abandoned in 1970 by which time seat belts and a fit road armco barrier had made the procedure impossible. In 1970 drivers sat in their cars, belted in, but still in the traditional line for the start. Since 1971 the much safer pace trap and rolling start system has been used.
- * From 1924, it was a requirement for all cars to complete at least 20 laps of the race with the hood raised.
- * Although the Ford Chicance, built for 1968, effectively reduced speeds in front of the pits, it was necessary to build a new section of track in the dangerous white house area for 1972, called the virages porsche. This bypass section added nearly a mile to the lap distance, making a total of 8.45 miles.
- * By 1935, with a record entry of 58 cars, Le Mans had become a firmly established british tradition with Lagonda, Aston Martin, MG, Frazer-Nash, Riley, Singer and Austin cars featuring strength in the entry list. For many fans this race remains a British holiday organised by the French.
- * The most successful driver at Le Mans is Jacky Ickx, who has won the race five times. The most successful driver pairing is that of Oliver Gendebien/Phil Hill who shared the victors rostrum three times.
- * Jackie Oliver holds the fastest ever 6 mans lap record, regardless of circuit, alterations. Driving a Porsche 917LH, he lapped the then 8.369 mile circuit in 1971 in three minutes 18.4 seconds, an incredible 151.84 M.P.H average speed.
- * The fastest speed achieved on the Mulsanne straight is claimed by the long-tailed porsche 917 of 1971 at 236 M.P.H.
- * The closest ever finish was in 1969, when Jacky Ickx put all his expertise to the limit and pushed his Ford GP40 to a last lap win by yards against the Humann/Larrousse Porsche 908.
- * Technical innovations have been a Le Mans trademark over the years, and the event has done much to improve the breed. In the first (rather wet) race no cars were fitted with mechanical wipers and one third of the field experienced lighting problems within two hours of darkness falling. Perhaps the most famous development of all concerns the disc brakes first tried at Le Mans in 1953 by the works Jaguar T3AM with their types they finished first, second and fourth.



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RALLY NEWS RALLY NEWS

YES, THAT'S RIGHT.... SOME OF OUR BOYS (AND GIRLS) ARE CURRENTLY PLACED IN THE TOP 20 FOR THE CENTRAL REGION RALLY SERIES. NOT BAD GOING AFTER ONLY THREE ROUNDS ! AS OUR CLUB MEMBERS REPRESENT 21% OF DRIVERS ENTERED PLUS 17% OF NAVIGATORS ENTERED, THERE'S A VERY GOOD CHANCE WE CAN CLEAN THEM UP.

SO..... GO TO IT !!

D R I V E R S : CHRIS CLARKE (1) MIKE GALVIN (3) PETER RUSH (6) MARK JENNINGS (9) GRAEME ANDERSON (12) IAN JENSEN (17) RAY LORD (18) ROB BOWER (19) HARVEY KIBBLE (22) IAN TAYLOR (39) DAVE JOHNSON (43) ROGER ELLINGHAM (52=) MARK MOLONEY (55).

N A V I G A T O R S : GRAEME TOMMER (2) GRAEME ROBERTSON (13) TED CLAY (17) MARK SPIERS (18) JANE BLACK (19) DAVE JOHNSON (22) GLEN STEWART (36) MARK TAYLOR (41) PHIL JENNINGS (47=) LISA ELLINGHAM (53=) PETER ROSER (57)

RALLY NEWS RALLY NEWS

B CLASS BLUES ??????

WHAT HAS HAPPENED TO THE B. CLASS CENTRAL REGION RALLY BOYS?? COME ON FELLAS STAY ON THE ROAD.

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Classic

ESCORT MEXICO

and Mk1 RS2000

HOW do you produce a silk purse from a sow's ear? Ford thought they knew how, when developing the Lotus Cortina early in the Sixties, but they weren't entirely successful. With the RS Escorts of the late Sixties and early Seventies they made no mistakes. Twenty years ago, no motoring enthusiast would have believed it possible, but now there is no doubt. Thousands of specialised Escorts, some for competition, some merely for fast road use, surely now qualify as modern classics.

Ford's development of a performance image had begun in 1962, and the hot Cortinas which raced and rallied with great success were the first fruits of the policy. With the Escorts, and particularly with the foundation of the specialised Advanced Vehicle Operation, it came to maturity.

First, though, let's establish the family tree. The original 'hot' Escort was the Twin-Cam of 1968-1971, a car which combined Lotus Cortina mechanical components (including the Lotus Ford Twin-Cam engine) with the heavy-duty Type 49 version of the two-door Escort bodyshell. This was always built at Halewood, on Merseyside.

Ford then decided to build derivatives of the Twin-Cam, one with a pushrod ohv engine, and one with the even more complex 16-valve BDA unit. To do this, redundant Ford factory building at South Ockendon in Essex was re-equipped as a small assembly facility, and in November of 1970 it was officially opened, with Ray Horrocks (now chairman and managing director of BL Cars) as its manager. The BDA-engined car, known as the RS1600, had already gone into production at Halewood, but assembly was transferred immediately to Ford AVO at South Ockendon.

Commercially, the first series-production RS Escort to be built at AVO was the Mexico, which was effectively a Twin-Cam-RS1600 in all respects *except* for the use of an 86bhp pushrod ohv 'Kent' engine of 1599cc, almost exactly as used in the Capri and the Cortina GT models. Announced just before the end of 1970, Mexico remained in production until the AVO facility was closed down in January 1975, a victim of falling demand for cars in the wake of the 1973/1974 energy crisis.

Although the Mexico became very popular, and was always good value (it cost a mere £881 basic in 1970), it was never really fast enough, refined enough, or well-enough equipped to satisfy everyone, particularly Ford's European customers. As a result, another derivative called the RS2000 was developed, and put on sale in mid 1973 (UK supplies did not begin until October 1973). This was yet another version of the same basic design for the RS1600 and Mexico cars remained in production at AVO. Inside the same rolling shell it had the 2-litre Pinto sohc engine matched to the latest German four-speed gearbox (very different from the RS1600 Mexico gearbox), a much better equipped interior, including sumptuous seats and a lot more sound deadening. All told, it was a much more refined car. Better yet, it was almost as fast as the RS1600, with a top speed of 108mph, and its maintenance held no terrors for Ford garages or resourceful private owners. Like the Mexico, it remained in production until the AVO facility closed down, though hundreds of Mexicos and RS2000s were actually registered later in 1975, months after production had ceased.

These, then, were the definitive AVO-built RS Escorts, and they have had no successors. All the Mk 2-shape RS2000s, RS1800s, and RS Mexicos were built at Halewood or Sarroluis (in West Germany) on mainstream production lines.

Enquiries at Ford have failed to produce definitive production figures for the Mexico and RS2000. However, both the Mexico and the RS2000 were eventually homologated into FIA Group 1, which means that Ford certified they were being built at the rate of more than 5000 cars a year. I believe that the RS2000 began to

outsell the Mexico almost as soon as it was put on sale in 1973, and that production of the 16-valve RS1600 was very restricted indeed, especially towards the end of its life.

Development changes

In the short life of the RS2000 Mk 1 there were no important changes to the specification, though it is worth noting that a good many of the cars built had the optional cast-alloy road wheels, and the optional centre console between the front seats and footwells. A few cars had the optional (and costly) twin-downdraught carburettor kit (Solex or Weber instruments), developed for competition use, which could boost peak power to over 140 bhp if the appropriate camshaft was fitted.

Regarding the Mexico, from September 1972,

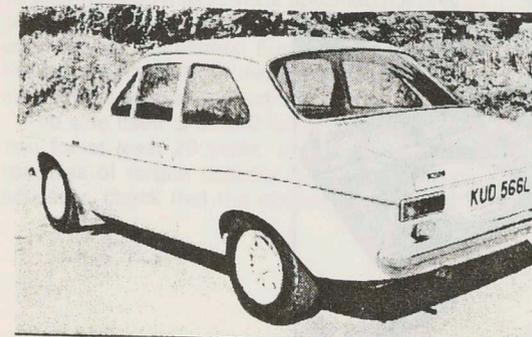
the battery (which had originally been placed on the boot floor, like that of the RS1600) was relocated in the engine bay, the spare wheel then being mounted upright in the standard Escort position, while at the same time sculptured steel sports road wheels were standardised, and the trim specification improved, to include carpets on the floor instead of rubber mats.

Maintenance and Restoration

The most encouraging news for owners (and potential owners) of Mexicos and RS2000s is that Ford dealers, particularly those designated as RS or Rallye Sport dealers, are well equipped with parts and expertise to ensure that no car will deteriorate through lack of factory support. The

cars, after all, have only been out of production for seven years, and major components such as the Kent and Pinto engines, the British and German types of gearbox, and the common Timken-type of hypoid bevel rear axle, are all still in production.

There are, however, problems which occur with the cars, and our experience is that you should look out for the following:



Bodyshell

Mexicos and RS2000s share the same heavy-duty Type 49 two-door saloon derivative of the normal Escort shell. All have circular headlamps, and officially there never were any estate car or four-door versions of these cars, though one or two prototypes and special order models were built. The 'heavy duty' differences really amount to stiffening around the MacPherson strut locations, to the 'chassis' legs, and in the provision of rear suspension radius arm mounts. Theoretically the front wings are also slightly flared, to clear the wider wheels, but I know of many cars which have been rebuilt after accident damage with normal wings, needing no more than local modification to the wheel arch flanges to give enough clearance.

Although the Mexicos and RS2000s received extra attention in the paint shops at the Ford AVO facility (the bodies were delivered by transporter from Halewood in a painted and trimmed condition), their corrosion-resistance was no better than that of most Fords of the day. By now the oldest Mexico will be more than 11 years old, so look carefully for rusting under the sills between front and rear wheels, at the edges and on the faces of lower front and rear panels, on the sharp edges of doors and opening panels, and along the weld lines between panels, especially where stone clipping may occur.

In particular these Escorts are very vulnerable to corrosion around the top mountings of the MacPherson struts, which can be seen by opening the bonnet panel and looking into the engine bay. On cars used for competitions (and many of them have been), an extra patching panel may already have been added to deal with this. If not, it would be advisable for you to consider doing the same. Look, too, for deterioration of the panel attachment line between inner and outer front wheel arch panels, also visible by opening up the bonnet. Corrosion in these areas is accelerated by the heavy flexing caused by suspension stress reversals from the MacPherson struts.

Although the bodies of these cars can put up with a lot of abuse, such as rallying or use by fast-driving enthusiasts, they last well, especially if looked after and rectified where appropriate. Don't worry too much if trim panels are torn, missing, or non-standard, because most of them can still be found, especially through RS dealerships.

How do you know if a car has been used in competition? Look for all the tell-tale signs of extra holes, splts, plugs, louvres, and stiffening panels which may have supported roll cages, extra lamp brackets, instruments, special seats and so on. Look, too, for evidence of over-spraying of older non-standard or even complex sponsors' colour schemes. Some cars may have had extra flaring of the wheel arches to allow extra-wide tyres to be fitted, and there's no harm in that, but rally cars often give themselves away by having damaged or rippled floor panels, and scuffed or even distorted 'chassis' legs. Jacking points are often the first items to suffer assault from under-floor rocks.

Suspension, steering, brakes

Quite a lot of the Escort's detail fittings have to be considered as consumables, including components like anti-roll bar bushes, radius arm bushes, brackets, leaf spring pick-up points, and the bushes supporting shock absorbers, not to mention the mountings for the steering rack itself. Have a really good look round the underside of the car, especially where worn pivots might affect steering or suspension geometry. Suspension rubber bushes tend to become contaminated with oil, and can be 'squeezed' out of position.

A look at spring conditions and damper performance is always worthwhile, though in general the steering should be in good condition — light, precise, and positive. If the car you are looking at has pressed steel wheels, check that all of them (including the spare wheel — you'd be amazed at how often horror stories are hidden away in the boot!) are still round, and free from damage and distortion. Cast-alloy wheels should be corrosion free (but check), and should run true, though they may have damaged rim edges, and perhaps even small pieces chipped away from those rims. If you're worried, get an impartial garage to look at the wheel: replacements will cost you a great deal of money.

Tyres are no problem, but our advice is always to use top-grade radials, and not to 'over-tyre' the car with wider sections on the same rims.

Apart from keeping a check on rust or stress deterioration of the MacPherson strut bodywork top mountings, the most important suspension check point is the condition of the struts themselves. Check that the geometry is still right (it is possible to distort the hubs after a kerbing incident on these cars), and that damping efficiency is unimpaired. It may not be necessary to replace the entire strut to restore the suspension to full health, as inserts are available. As in all things Escort, check that you are taking delivery of the correct part for the appropriate model, for there are so many variations in spring lengths, damper settings, and other details between the various models. Do not be fobbed off with the remark, "They're all the same". It just isn't true.

You should have few problems with the brakes, but make sure that the handbrake mechanism is undamaged under the car, and that the adjustment mechanism of the rear drum brakes is working properly.

Engines and transmissions

The good news here is that both engines are still in production, and that spare parts are therefore plentiful. Both have very strong bottom ends, with crankshafts which are just about indestructible if the oil ways have been kept well supplied and the engines not been grievously overrevved.

The Mexico's Kent engine is particularly long-lasting if it has been properly maintained, though

continuous over-revving is not good for the valve gear, camshaft, and general well-being. It is not particularly highly tuned, and should produce vigorous torque from fairly low speeds. Signs of old age include noisy valve gear in general, and a rise in oil consumption. It is very rare that such a 'Kent' engine has to be scrapped — it is nearly always worth rebuilding, as the unit is simple, and parts are freely available.

The 'Pinto' engine of the RS2000, with its single overhead cam layout, is a bit more finicky, but the early and well-known problems, relating to camshaft wear, loss of profile, noisy behaviour, and loss of performance, seem to have been more prevalent on Cortinas, and on earlier models. Once again, a properly maintained RS2000 engine should give sparkling performance with very reasonable fuel consumption, but it certainly doesn't like to be revved as highly as the Kent unit. If you're RS2000-shopping, see if you can get a look under the cam cover, at the condition of the camshaft lobes themselves, and the fingers where they rub on the lobes. If all is well there, the engine is normally quiet, and power output is correct, the rest of the engine should be in acceptable condition. Cam drive is by cogged belt, and it may be worth enquiring if this has ever been changed — on a high-mileage RS2000 such a change is usually advisable, but make sure the valve timing is not disturbed in the process!

Both the transmissions — the British' gearbox used in the Mexico, and the very different 'German' gearbox used in the RS2000 — are good and strong, widely used in other contemporary (and, in some cases, current) Ford models, simple, and straightforward to rebuild when necessary. There is nothing unusual in their behaviour, so apart from the examination on purchase for oil tightness, synchromesh wear, and the condition of the change linkage, there is nothing to fear. For an accomplished mechanic, dropping the transmission from an Escort is simple enough, and all the parts are readily available.

The same type of rear axle, and hypoid bevel differential, is used for both cars, the basic difference being that the faster car (the RS2000) had smaller drum brakes! Illogical but true — the smaller RS2000 brakes were specified not only to provide clearance for snow chains (an essential provision on Continental Europe), but to modify the brake balance from the Mexico, which was a touch too strong at the rear.

The axle itself is a Ford family unit, in production for at least 20 years, and with impressive reserves of torque capacity. In this connection, however, check that the correct final drive ratio

Mexico (1970-1975)

Engine: Kent 4-cyl with 5-bearing crankshaft, in cast-iron block. Overhead valves operated by pushrods and rockers from camshaft in cylinder block. Cast-iron cylinder head, but combustion chambers formed in piston crowns. Bore and stroke 80.97 x 77.62mm, 1599cc (Homologated for sporting purposes as 1601cc). Max power, 86bhp (DIN) at 5500rpm. Max torque 92lb ft at 4000rpm.

Transmission: 4-speed all-synchromesh manual gearbox, with remote control change. Diaphragm spring clutch. Hypoid bevel rear axle. 3.77:1 final drive ratio.

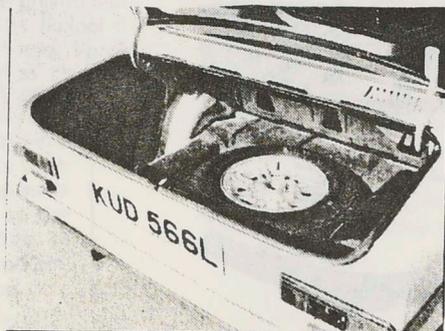
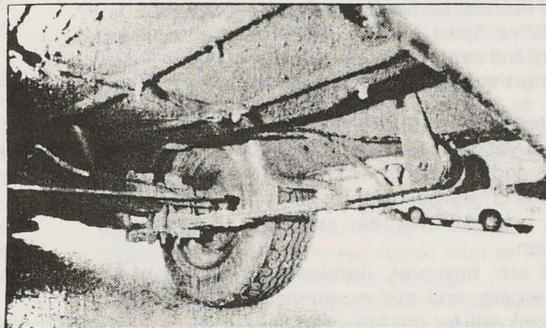
(3.77:1 for the Mexico, and 3.54:1 for the RS2000) is still fitted, that there are no undue oil leaks, and that the unit is not noisy and beginning to make expensive protests.

Interiors

Remember that both cars, no matter how sporting, were built down to a price and, in fairness, were still modified 'bread-and-butter' Escorts. In some cases the trim and seating will have become scruffy with age, but it should be possible to renew such items. On the RS2000 in particular, the special body-hugging seats should still be in place.

When buying a pre-1973-model Mexico, with battery in the boot and spare wheel mounted on the boot floor, you should beware that this limits the amount of luggage which can be carried. All later Mexicos and all RS2000s had normal luggage provision like other 'mainstream' Escorts.

Most door furniture details such as chrome handles, fittings, and glass, were the same as those of standard Escorts, as was much of the soft trim and carpeting, but it is best to consult the very detailed Parts Manual which every RS Dealer holds, to make sure you buy precisely what you need. The actual layout of the instruments is the same as that of the more mundane Escort GTs and late-model Escort Sports, but the instruments themselves are special. The steering wheels are special 'RS' components, but, if necessary, replacements are still available. 



SPEED LIMIT ON TRIAL

WEST GERMANY is to introduce temporary speed restrictions on some stretches of open road — as a preliminary to deciding whether to limit speeds on its famous autobahn motorways — a move many German motorists regard as unthinkable restrictive. The motorways have no speed limits, and are among the few places in the motorised world where it is possible to cruise legally at speeds around 180km/h. One reason for the possible cut in motorway speeds is exhaust pollution, which some people claim is killing Germany's forests. The experimental speed limits of 100 and 120km/h are to be imposed on 20 selected test stretches of open road. Driving behaviour will be evaluated, and the German government will decide at the end of the year whether there will be any restrictions on the motorways.



Shell Petroleum is now backing the McLaren International team whose cars and drivers, Niki Lauda and Alain Prost, completely dominated 1984's Grand Prix championship. Shell actually fuelled and lubricated the McLarens for most of last season, but this is the first time the company's name has appeared on a Formula One contender for more than 10 years.

A question mark formed in my mind when it was announced that Beatrice would be entering a completely new team towards the end of the 1985 GP series. The name rang no bells until I was informed that Beatrice is a huge holding company whose interests include STP Oil Treatment, Avis car rental, Samsonite luggage and Playtex bras. Sales totalled \$3.7 billion in 1984, and Beatrice is

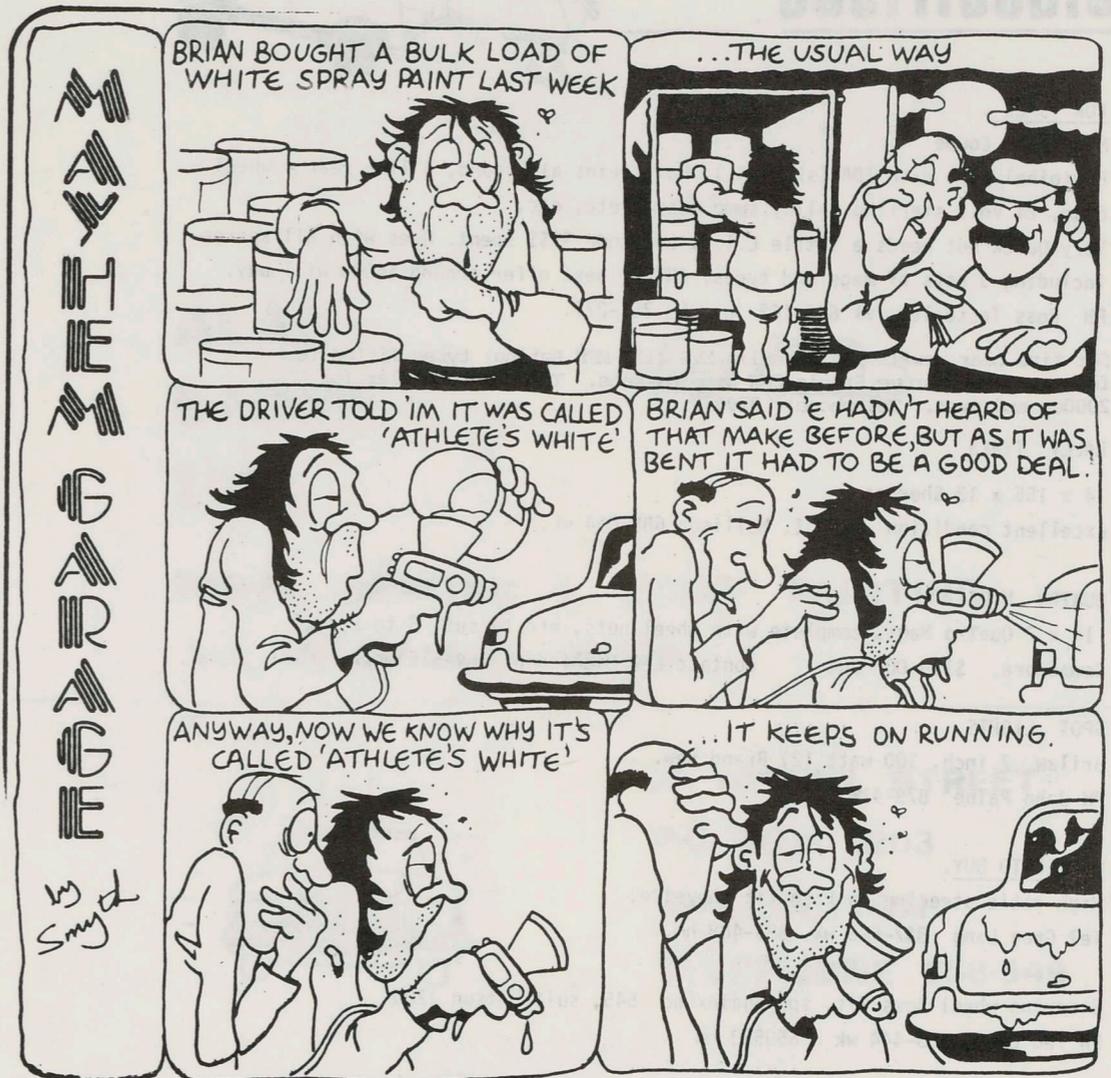


Niki Lauda with the Shell-sponsored Formula One McLaren.

rumoured to be sinking about \$80 million into its five-year GP programme. Former champion, Alan Jones has been lured from retirement in Australia to drive the Lola-based car whose power will come from a turbocharged four-cylinder Hart engine. Key figures include Teddy Mayer, the lawyer who ran McLaren for many seasons, and Neil Oatley from the Williams team.

PR man Charles Crichton-Stuart also spent a long time with Frank Williams. He denied stories that Jones was getting \$1 million to contest 1985's last four GPs, but added: "He is being paid a lot — and we think he's worth it."

The new team's assets include a splendid name — FORCE. The initials stand for Formula One Race Car Engineering.



DID YOU KNOW ?

That if your name is Mark or Graeme, you've got a much better chance of appearing in the Central Region Rally results than if your name is Perry or Isaac or Rupert. So go on, blame your mother if you're not driving very fast.

classifieds



FOR SALE .

Mazda RX3 Coupe

Peripihal port with IDA (stage 4), Bullsteins all round, 4 link rear 4 wheel disc, 24 volt starting, alloy sump guard, etc, etc,

Very Quick but needs a little L.T.C. and some \$\$\$\$ spent. Goes with all spares including 3 sets of mags and tyres. CHEEP, best offer around \$4000 will buy.

PH Ross Tessedale wk 666-162 or hm 791-277.

Set five near new 185/14 Michelin XVS (130 MPH Rating) tyres fitted to four stud ROH Chrome Steels C/W Wire Baskets. Turbo intercooler for 2000cc and over. Telephone: 879070.

RALLY TYRES

4 x 155 x 12 Sherpas

excellent condition PH I. Mollison 688-094 wk.

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14 x 7 Qua'tro Mags, complete with wheel nuts, etc to suit 6 to 8 cycl

Commodore. \$125-00 ono contact Lew MacKinnon 664-515 work.

SPOT LIGHTS.

Brilaw 7 inch, 100 watt (2) Brand new.

PH John Paine 879-418

WANTED TO BUY.

High ratio steering rack to fit Chevette.

Tel Greg Lang 847-595 wk, 883-488 hm.

Steering wheel Boss Kit, springalex no 545, suit Datsun 1200

PH Ted Clay 693-444 wk 650553 hm

Marking Cones, (witches Hats)

PH M. McGuire 784-423 hm 720-880 wk.

Mags to suit Escort Van (cheep) 13 inch

PH 879-071.

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and we don't mean maybe!

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MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

JULY 1985



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AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

EXECUTIVE COMMITTEE :

President	Aian Harvie	838-742	858-549 (w)
Secretary	Lisa Ellingham	288-523	
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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)

SPEED	Greg Lang, Roger Ellingham, Iain Mollison		
NON SPEED	Dave Jennings, Ian Laming, Murray McGuire		
RALLIES	Graeme Robertson, Lynn Dewhurst, Ian Laming		
SOCIAL	Lynn Dewhurst, Lisa Ellingham, Annette Miet		
PUBLIC RELATIONS			
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 :

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 material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted

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HELP WANTED

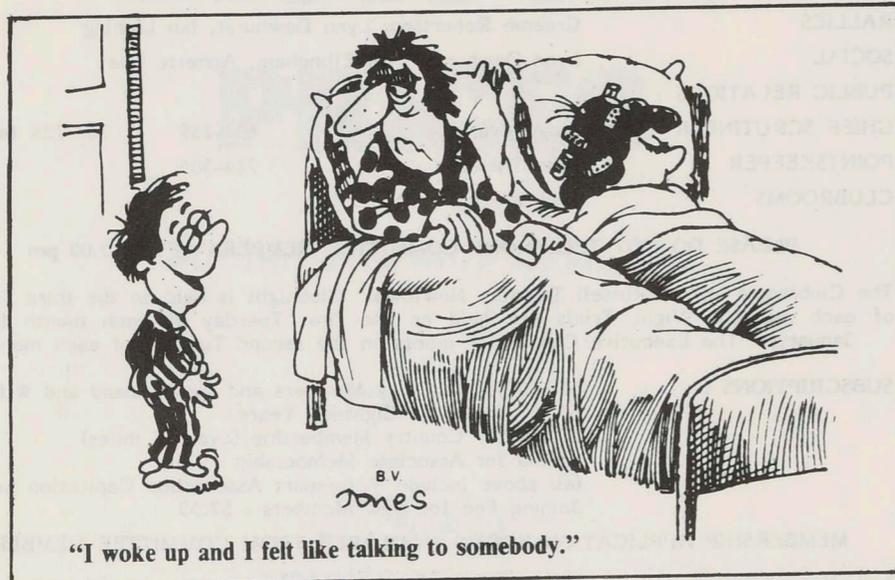
ARE YOU BULLHEADED?, RUDE, OBNOXIOUS, BADTEMPERED,
CANT HANDLE EMERGENCIES, THEN DONT READ ANY MORE...

However if you can take control, organize people ,dont panic in emergencies and get on well with people, then your help is needed give me a call 881-031.
The club rally is August 10th and a new cheif marshall is needed. Dont worry if you havent done it before, illhelp you as much as you need. Rember I did it for the first time too.

MARSHALLS are also required for the Taupo Rally . All training given.
Accomadation available at reasonable cost and transport for anyone needing it.

PING Lynn 881-031 ev for more information.

NOW.



"I woke up and I felt like talking to somebody."



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

Ian Attwood : Ian is a Designer and is interested in rallies and speed events

Philip Costello : Philip is a salesperson, who has had experience in Motorcycle racing. Now owns a Mazda PX2.

Austin Craddock : Another Mazda fan, with a PX3.

Rodney Hicks : Rod is a salesman and is interested in Rallies.
And Rod drives.....ALLSORTS.

Janette Magee : is a receptionist, and has done some trials. We hope you will enjoy our trials.

Grant Waddington : Grant owns a Holden Commodore and has experience in speed events and Drag strip racing.

JULY CLUBNIGHT

PHOTO TIME

BRING YOUR CANDID SHOTS OF MOTOR SPORT, ANY PHOTOS YOU THINK WILL INTEREST OTHERS.
DONT THINK SOMEONE ELSE'S PHOTOS ARE BETTER , BRING YOURS AND SEE. WE ARE HAVING PRIZE GIVING SO ITLL BE A SOCIAL EVENT NOT TO BE MISSED.

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT

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talking trials



JUNE NIGHT TRIAL.

Eleven competitors fronted up for the evenings event, and some lively questions and discussion were centered over sections of the CPI,s.Despite the eagle-eyed ones who found some punctuation errors, everyone got away fairly easily.

However upon their return the fun started. The organiser appolodises for a typing error where a CRI was completely missed, and for a couple of straight ahead situations that caused a few hassels, but despite them most people were quite complimentary about the style and different approach to the trial. 2 learned a bit more about organising.

However to the results, some concessions have been made regarding errors in the trial. Time allowances were made in the last stage to cover excessive loss due to the missing CRI.

It was really pleasing to see a few new trialist having a go. I do hope they enjoyed coming out.

Dave Humphreys.



EVENT .. JUNE NIGHT TRIAL

WELLINGTON Car Cues Trial RESULTS

COMPETITORS	TEAM	ZUL	CRATE	SEND	LADBY	CHECK	RUSH	RIBBLE	LADBY	CHECK	SPART	JOG	YAFEL	CONTROL	POINTS	PLAC
M McGUIRE	MACMOIDS	✓	✓	✓	✓	7 39	✓	✓	7 40	✓	✓	✓	7 59		29	2
R HUISER	HUISER										✓	✓	7 44		143	9
D MATTINGLEY	SNAP	✓	✓	✓	7 53						✓	✓	7 42		102	8
A MINNIS	HONDA	✓	✓	✓									8 04		160	10
M GAIR	PEUGEOT														DNF	
V GOODE	MAGEE	✓	✓	✓	8 10	✓	✓		8 23	✓	✓	✓	8 30		100	7
D JENNINGS	GRIZZLE	✓	✓	✓	8 22	✓	✓	✓	8 12	✓	✓	✓	8 15		45	6
R CHAN	CHAN	✓	✓	✓	8 08	✓	✓	✓	8 14	✓	✓	✓	8 14		51	4
L EVANS	IBOO	✓	✓	✓	8 15	✓	✓	✓	8 10	✓	✓	✓	8 36		44	1
E CONROY	CONROY	✓	✓	✓	8 07	✓	✓	✓	8 27	✓	✓	✓	8 27		20	5
M JENNINGS	CAR AND THE GANG	✓	✓	✓	8 26	✓	✓	✓	8 27	✓	✓	✓	8 27		33	3

ORGANISER... Dave Humphreys
 ASSISTED BY... Phil MORTON
 CHECKED BY... Phil MORTON
 COMMENTS

WELLINGTON CAR CLUB TROPHY WINNERS 1985

The following list is a summary of the Wellington Car Club trophy points for this year. I have included, in most cases, the top ten points-scoring members and a brief description of the way in which the particular trophy is awarded. The trophies this year have been awarded in line with the adjusted allocation decided by the committee last year.

There are three trophies allocated this year to competitors who do not have the required Morgan Workers points. In discussion with the committee it has been agreed that because this requirement has not been advertised sufficiently, the restriction will not apply this year, BUT NOTICE IS HEREBY GIVEN THAT TO BE ELIGIBLE TO BE AWARDED TROPHIES IN THE NEXT COMPETITION YEAR, COMPETITORS MUST HAVE GAINED A MINIMUM OF FOUR (4) POINTS FOR THE MORGAN WORKERS TROPHY.

This can be done by being an organiser at one event or a helper at two events, which can normally be accomplished by a speed competitor assisting at a non-speed event and vice-versa, or be a sponsor for an event or assist the club in other ways as envisaged by the committee. (See Morgan Workers listing.)

Anyhow, on to more interesting things, the list.

1984 Calendar Year:

DUNCAN MCKENZIE HILLCLIMB TROPHY - For competition among competitors of the WMSA clubs. Points awarded at nominated Sealed Hillclimb events to the first five placegetters overall on a 5 - 4 - 3 - 2 - 1 basis.

1984 recipient - - - - - Ian Taylor, Wairarapa Car Club

KIM NAYLOR TROPHY - For competition by members for the WMSA clubs. points awarded to the two highest placed members of each club out of the top ten placegetters overall at nominated Autocross, Grasstrack, or Rallycross meetings.

1984 recipient - - - - - Victoria University Car Club.

1984/85 Competition Year: Wellington Car Club Members Only

SPEED TROPHY - For the member scoring the most points at Wellington Car Club speed events. Points are awarded for each event in each class on a 4 - 3 - 2 - 1 - 1 - 1 - basis, depending on how many in each class.

1984/85 recipient - - - - - Iain Mollison - 16 points

Others: P.Lundberg - 12; A.Harvie - 11; L.Evans - 10; E.Clay, I.Jensen, I.Taylor- 7; G.Anderson, C.Clarke, R.Lord - 6; D.Lupp - 5.

McMILLAN TROPHY - For the member scoring the most points at Kim Naylor Autocross, Grasstrack or Rallycross events. Points are awarded for Wellington Car Club overall at each event on a 4 - 3 - 2 - 1 - 1 - basis.

1984/85 recipient - - - - - Chris Clarke

THORNTON TROPHY

For the member scoring the most points in Wellington Car Club Closed Club Gymkhanas and Stewards Trophy Gymkhanas. Points awarded in four classes;

- 1. Engine over driving wheels 0 - 1000 ccs
- 2. " " " " 1001 ccs and over
- 3. Engine over non-driving wheels 0 - 1500 ccs
- 4. " " " " 1501 ccs and over

on a 4 - 3 - 2 - 1 - 1 - basis in each class.

1984/85 recipient - - - - - Alan Harvie - 19 points.

Others: D.Humphreys - 16; I.Mollison - 15; P.Lundberg - 8; M.McGuire - 4; P.Moreton, I.Snalom - 3; L.Banfield - 2.

Trophies for Wellington Car Club's Standing and Flying Quarter

HOWARD TOLLEY CUP

For the fastest time of day in the 1500 - 3000 ccs open class for the standing quarter sprint.

1984/85 recipient - - - - - Jon Warring

DOBBIE BROTHERS CUP

For the fastest time of day in the Standing Quarter 1001 - 1500 ccs class.

1984/85 recipient - - - - - Alan Harvie

GRANT TROPHY

For the fastest time of day by a sport or saloon car in the flying quarter.

1984/85 recipient - - - - - Jon Warring

H.E.W.SILVER TROPHY

For the fastest time of day in the Standing Quarter in the under 1000 ccs class.

1984/85 recipient - - - - - No entrant this class.

GIBBONS TROPHY

For the fastest time by any member at a Wellington Car Club event at Palmer Head during the year.

1984/85 recipient - - - - - Pete Lundberg

Trophies for Houghton Bay/Mount Albert Road

NU TREAD TROPHY

Fastest time of day in the class 751 - 1100 ccs.

1984/85 recipient - - - - - NO EVENT

WELLINGTON CAR CLUB TROPHY

Fastest time of year in the open class.

1984/85 recipient - - - - - NO EVENT

FRIENDLY CAR SALES TROPHY Fastest time of day in the under
1500 ccs Saloon car class.

1984/85 recipient - - - - - NO EVENT

SHERIDAN ENTERPRISES TROPHY Fastest time of year by a saloon car.

1984/85 recipient - - - - - NO EVENT

Alexandra Road Trophies

JUBILEE ROSE BOWL Fastest time of year by a saloon car.

1984/85 recipient - - - - - Ian Taylor

D.P.FISHER TROPHY Outright fastest time of year.

1984/85 recipient - - - - - Tom Donovan

MORGAN WORKERS TROPHY For members running or assisting at
Wellington Car Club events, members attending working bees, Executive authorised
areas other than above, e.g. sponsorship, printing requirements, etc..

Organisers etc. receive 4 points, marshalls etc. receive 2 points.

Drivers on Braille Trial - 2 points

1984/85 recipient - - - - - Jenny Maidens - 32 points.

Others: E.Conroy, G.Lang, M.McGuire, A.Mines - 18; J.Thomson - 16;
D.Humphreys - 14; I.Jensen, John Marslin, R.Shepherd - 12; L.Dewhurst, L.Evans,
D.Jennings, A.Harvie - 10.

ATKINSON TROPHY For the highest placed member over all
WMSA Championship Events : Gravel Sprint Series, Duncan McKenzie Hillclimbs,
Stewards Trophy Gymkhanas, all Wall Trophy Trials, Kim Naylor Autocrosses.

Points awarded on a Wellington Car Club Member Overall basis at each event
on a 4 - 3 - 2 - 1 - 1 - basis.

1984/85 recipient - - - - - Alan Harvie - 15 points

Others: D.Humphreys - 13; M.McGuire - 11; R.Lord - 10; H.McGuire - 8;
I.Mollison - 7; D.Jennings, P.Lundberg, M.Thomson - 6; L.Evans, M.Humphreys,
A.Mines, P.Moreton - 5.

HONEYPOT TROPHY For the highest placed member on the
Wellington Car Club's Honeypot Trial.

1984/85 recipient - - - - - Dave & Moira Humphreys, Marie Thomson,
Phil Moreton

HOLLIS NIGHT TRIAL TROPHY For the highest placed member on the
Wellington Car Club's Annual Night Trial.

1984/85 recipient - - - - - Murray & Heather McGuire

HANSEN TROPHY For the competitor scoring the most
points at all Wellington Car Club events. Points from Speed Trophy and Roland
Clapperton Trophy are added together.

1984/85 recipient - - - - - Annette Miet - 34 points.

Others: L.Evans - 28; M.McGuire - 26; A.Harvie, D.Jennings, M.Jennings,
I.Mollison - 22; E.Conroy, L.Dickinson, A.Mines, M.Thomson - 20; J.Gladhill - 17.

ROLAND CLAPPERTON TROPHY For the member scoring the most points
at non-speed events. Points are awarded for overall placing except for gymkhanas,
where points are awarded on a Class basis as in Thornton Trophy, on the basis of
4 - 3 - 2 - 1 - 1 - 1 -

1984/85 recipient - - - - - Annette Miet - 34 points.

Others: M.McGuire - 26; D.Jennings - 22; E.Conroy, L.Dickinson, A.Mines,
M.Thomson - 20; M.Jennings - 19; L.Evans - 18; J.Gladhill - 17.

MONTHLY NIGHT TRIAL TROPHY Points awarded to entrants on Night
Trials as for Gold Star Trials, i.e. 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4,
others below 12th place but finish within time 3 point, those who finish maximum
late 2 points, those who enter but don't finish 1 point. The Organiser(s)
20 points, the Checker(s) 6 points, Manned Check(s) 3 points each. A Team may
only get Organiser's points once during a season.
At the end of the season, only the best eight performances scored by each Team
will count.

1984/85 recipient - - - - - MacMob (McGuires in general) - 145 points.

Others: Conroy - 128; M.Jennings - 126; Scuderia Tigerius - 125; Moggy - 124;
D.Jennings, Team 1600 - 105; 26 Street - 78; Laming - 73; Imposters - 47.

EAST TROPHY Points awarded to two person crews on
Night Trials as for Monthly Night Trials.

1984/85 recipient - - - - - Team Conroy - 140 points

Others: Team 1600 - 131; Scuderia Tigerius - 95; Laming - 74; 26 Street - 63;
Imposters - 59; MacMob - 37; D.Jennings, Sealey - 35; Rance - 23.

NOVICE TRIALLIST TROPHY Awarded to the most improved triallist
over the year. One who has been performing consistently or improving in the
monthly night trial series and also taking part in invitation trials, preferably
with some success. This cup can be awarded to a recipient once only.

1984/85 recipient - - - - - Mark Jennings

LADIES TROPHY

Lady (female persons) members receive points from all Wellington Car Club events entered. Ladies competing as members of trialling crews receive points. Points awarded as follows:

If at least 3 ladies competing 1st = 4 2nd = 3 3rd = 2 others = 1
If only 2 ladies competing 1st = 3 2nd = 2
If only 1 lady competing 2 points

1984/85 recipient - - - - - Annette Miet - 40 points.

Others: M.Thomson - 26; M.Humphreys - 11; D.Ferris (Webber) - 9; L.Dewhurst - 7; Di Jennings - 6; H.McGuire, I.Sealey - 5; G.Simpson - 4; J.Alexander, J.Evans, M.Harvie - 3.

MARSHALLS SHIELD (ROSS GORDON TROPHY)

For members Flag Marshalling only at Wellington Car Club speed events. Points allocated at basic 2 points on each occasion, if a wet, or windy, or cold day an extra 1 point is given, or, if the event is more than 50 km from Wellington, (e.g. Levin, Manfield, Hughes Line etc.) a further 1 point is given.

1984/85 recipient - - - - - Lynn Dewhurst - 13 points.

Others: J.Lang - 7; R.O'Neill - 6; I.Ellingham, R.Ellingham, S.Martin, W.McNaught, A.Mines, C.Werner - 5; T.Adams, J.Alexander, R.Butters, C.Clark, E.Conroy, R.Duffell, A.Harvie, D.Humphreys, I.Jensen, G.Lang, R.Lord, M.Ludgate, P.Lundberg, J.Marshlin, P.Martin, M.McGuire, F.Meissen, I.Morrish, M.Provan, G.Robertson, R.Shepherd, G.Stewart, J.Swan, J.Thomson, G.Wood - 3.

Auto Fleet Services Trophies

CLUBMANS TROPHY

To the winner of the Wellington Car Club members only race, which may be called the "Ross Gordon Memorial Race", held at our Clubmans race meeting. If more than one Clubmans' meeting is held in the year, points are awarded as for other trophies. (4 - 3 - 2 - 1 - 1 -)

1984/85 recipient - - - - - Danie Lupp

GRAVEL HILLCLIMB TROPHY

For Gravel Hillclimbs or sprints. Points awarded for overall placings at each event, on a 4 - 3 - 2 - 1 - 1 - basis to decide the winner. All WMSA Area invitation events to be counted.

1984/85 recipient - - - - - Ray Lord

UNDER 1000ccs TROPHY

For the fastest under 1000 ccs car at Sealed Hillclimbs. All Wellington Car Club events plus the Duncan McKenzie events to count. Points awarded for overall placings at each event on a 4 - 3 - 2 - 1 - basis.

1984/85 recipient - - - - - No entrant this class.

WELLINGTON CAR CLUB RALLY TROPHY

To the highest placed Wellington Car Club competitor in the International Rally, or if no such competitor or rally, to the highest placed Wellington Car Club competitor in the Wellington Car Club Rally.

1984/85 recipient - - - - - Graeme Robertson

MARSLIN ORGANISERS TROPHY

For the Wellington Car Club member who organises the most speed events during the competition year.

1984/85 recipient - - - - - Greg Lang

NOTE: NO PERSON MAY WIN A TROPHY UNTIL THEY HAVE A MINIMUM OF FOUR (4) POINTS REGISTERED AGAINST THEIR NAME TOWARDS THE MORGAN WORKERS TROPHY.

No points = 2 brackets
2 points = 1 bracket
4 or more points = brackets removed.

John Thomson
Pointskeeper

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ANDAS-APPLE NATIONAL RALLY

10 August 1985

Two major points to report on the progress of our National Rally - firstly, we are happy to announce sponsorship of the event by ANDAS (Apple Computer dealers nationwide) and APPLE computers.

The second point is that disappointedly, we have to move to Taupo and the Waimihia Forest to promote the rally. It was hoped that we could have held the Rally in the Wellington area, and indeed, a great deal of time had already been spent perusing many likely venues. However, a couple of prospective exciting stages could not be made available, and some Clubs in adjoining areas to ours would not permit us to use any stages in their areas, so the decision was made to adjourn the National Rally to Taupo, where we can find the 180 km of Special Stages necessary for the running of a National Rally.

Unfortunately, this move means that we have had to cancel our traditional Invitation Waimihia Rally on 21 September, as the Waimihia Forest can only be used three times per year.

If you intend to enter the ANDAS-APPLE National Rally, entries close on 20 July 1985. The Rally has a special address - NOT the Club P.O. box number :
ANDAS-APPLE National Rally
P.O. Box 227
Wellington

Regs and entry forms are available from the Secretary of the Meeting - Ruth Shepherd - tel. 795-595. Entry fee is \$70.00.

Also, with our Rally being the last Regional round in the North Island, there should be some pretty good action at Waimihia with all the top North Island competitors - Malcolm Stewart in the new Audi Quattro for example. If you're not competing, but are contemplating coming up to Taupo anyway for a look - why not consider helping the Club as a Marshal, for example? You get to see all the action from closer vantage points than a spectator, and you'll be involved in the event. Interested? Telephone Lynn Dewhurst - tel. 881-031, and register your interest now!

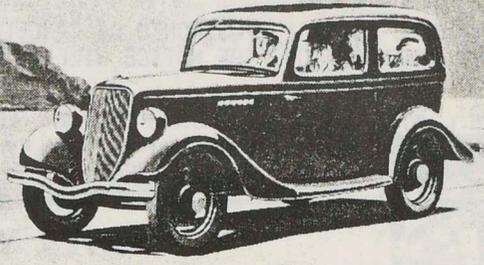
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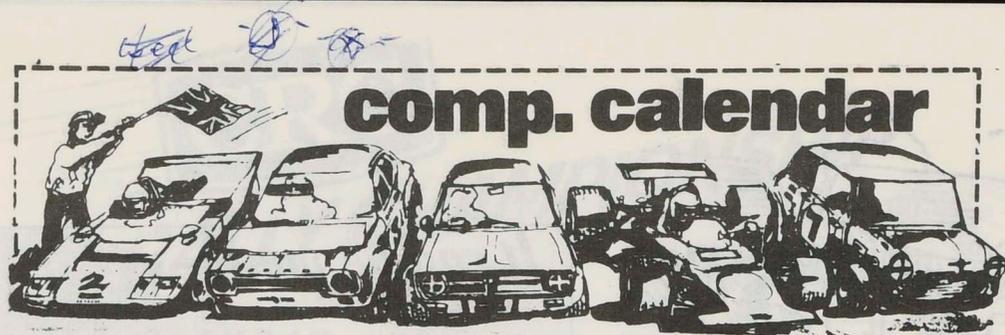
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GEORGE RENSHAW

7-5

"Oh, don't be so mean. Give him the editorial page."

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT



comp. calendar

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.

16th	CLUBNIGHT	WELLINGTON	
21st	ECONOMY RUN	WELLINGTON	inv.
27th	CLUBMANS Manfeild	HUTT VALLEY	inv.
28th	SPRINT Waterfall road	KAPITI	inv.

AUGUST	4	TRIAL	Victoria Uni	inv.
	6	WMSA Night Trial	Wellington	inv.
	6	Executive Meeting	Wellington Clubrooms	
	10	Rally	Wellington	nat.
	18	Sprint	Victoria Uni	inv.
	20	Clubnight	Wellington 8pm	
	21	WMSA Trial	Kapiti	inv.
	24	Sprint Manfeild	Wairarapa	inv.
	24	Hillclimb Paek hill?	Kapiti	cc
	25	Photographic trial	Wellington	inv.

SEPT	1	Gymkhana	Victoria	inv.
	3	Night trial	Wellington	cc.
	7	Gymkhana	MG	inv.
	8	Hillclimb	Hutt Valley	inv.
	10	Executive Meeting	Wellington Clubrooms	
	14	Sprint Manfeild	Vic & MG	inv.
	17	Clubnight	Wellington	

more detailed event info.

MARLBOROUGH CAR CLUB 12,13,14, July

The weekend will consist of a Social, Speed Event, Jubilee Dinner, Trial, Gymkhana and social on Sunday. contact Mr Green, P.O. Box 473 Blenheim.

HUTT VALLEY MOTORING CLUB CLUBMANS

An
invitation

CLUBMANS RACE MEETING JULY 27th

HUTT VALLEY MOTORING CLUB EVENT



Races for: Modified Saloons

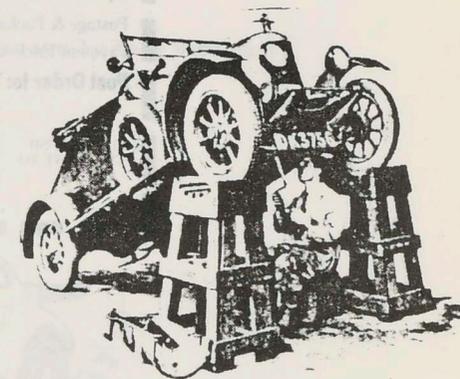
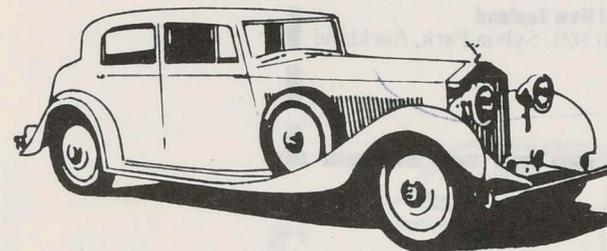
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A TOUCH OF NOSTALGIA

MOTORING NEWS (JULY 1975)

10 Years Ago

Back in September 1973 petrol was only 49 cents per gallon. In the last 22 months it has gone up in leaps and bounds to \$1.00 per gallon.

Congratulations were given to Leicester and Linda Banfeild on their marriage.

Ian Renfrew, the club scrutineer had a two and a half page article on what was the expected requirements for presenting a car for scrutineering.

- Some of the thirteen Wellington Car Club competitors at the lion super rally were:
- | | |
|------------------------------------|----------------|
| 11th Kevin George & Frank Cloete | Toyota Corolla |
| 1st Colin Taylor & K Foulkes | Ford Escort |
| 26th Kevin Smith & Ray Grant | Datsun 1200 |
| 44th Sid Franklin & Steve Bretteil | Ford Falcon |
| 4th Alan Brough & Mike Gall | Toyota Levin |

Marlboro Round 2

This event was run by the north Otago Car Club. It started at the Oamaru show grounds. There were 110 cars entered.

A working Bee was held at the clubrooms, 22 members turned up to help.

There were 20 competitors at the June night trial which was won by team Wheelnuts.



1985 RALLY OF NEW ZEALAND

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7th Round F.I.A. World Rally Championship for 1985
7th Round F.I.A. World Rally Championship for 1985

WORLD RALLY CHAMPIONSHIP NEWS

ISSUE 3

The Tour de Corse was the fifth round of this year's World Rally Championship held entirely on the twisting tarmac roads of the Mediterranean island of Corsica, from May 1 - 5.

Unfortunately, the rally will be remembered more for one incident - the death of Italian Attilio Bettega - than its effect on the World Championship standings.

Journalists on the event report that nothing 'sinister' appeared to happen to Bettega's Lancia other than it hit a bump that put it off-line, resulting in the car leaving the road at speed and careering down the rocky hillface on the driver's side.

It was a sad end for a very talented driver who, although he never won a round of the World Championship, was always a very hard charger and a great asset to the Lancia team. His best result was 2nd on last year's San Remo Rally and of course he finished 3rd here in 1983, on his only visit to this country, despite hitting a cow on the famed Motu Road.

Corsica itself made very little difference to the top of the driver's and manufacturer's tables, as no fewer than 11 of the top 15 starters failed to finish.

Ari Vatanen demolished another Peugeot, slightly injuring himself in the process, while team mate Timo Salonen, dropped out with mechanical maladies.

Walter Rohrl, as the only Audi representative, disappeared early on, as did Opel's Guy Frequelin and Peugeot privateer, Bernard Darniche.

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WORLD RALLY CHAMPIONSHIP

RESULTS

ROUND 5 TOUR DE CORSE MAY 1 - 5, 1985

1.	J. RAGNOTTI	RENAULT MAXI 5 TURBO	12.54.15
2.	B. SABY	PEUGEOT 205 TURBO 16 'Version 2'	12.32
3.	B. BEGUIN	PORSCHE 911 SC RS	25.49
4.	B. COLEMAN	PORSCHE 911 SC RS	57.07
5.	LOUBET	ALFA ROMEO GTV6 (Group A)	1.09.38
6.	BALAS	ALFA ROMEO GTV6	1.22.38
7.	BORGUENT	TALBOT SAMBA	1.29.22
8.	BARTOLI	RENAULT 5 TURBO	1.32.15
9.	PAULOTTI	RENAULT 5 TURBO	1.58.20
10.	BERNARDINI	BMW 323i (Group N)	2.02:07

MANUFACTURERS CHAMPIONSHIP

DRIVERS CHAMPIONSHIP

AFTER FIVE ROUNDS						AFTER FIVE ROUNDS								
	(MC)	(S)	(P)	(EAK)	(C)									
1	PEUGEOT	18	+ 18	+ 18	+ 6	+ 16	76	1	SALONEN	12	+ 12	+ 20	+ 4	+ R = 48
2	AUDI	16	+ 16	+ 14	+ 0	+ 0	46	2	VATANEN	20	+ 20	+ R	+ R	+ R = 40
3	TOYOTA	0	+ 0	+ 10	+ 18	+ 0	28	3	BLOMQVIST	10	+ 15	+ 10	+ R	+ 0 = 35
4=	LANCIA	8	+ 0	+ 16	+ 0	+ 0	24	4	ROHRL	15	+ R	+ 12	+ 0	+ 0 = 27
4=	RENAULT	6	+ 0	+ 0	+ 0	+ 18	24	5	SABY	8	+ 0	+ 0	+ R	+ 15 = 23
6	NISSAN	0	+ 0	+ 4	+ 14	+ 0	18	6=	KANKKUNEN	0	+ 0	+ 0	+ 20	+ 0 = 20
7	OPEL	0	+ 4	+ 0	+ 12	+ 0	16	6=	RAGNOTTI	R	+ 0	+ 0	+ 0	+ 20 = 20
8=	AFLA	0	+ 0	+ 0	+ 0	+ 14	14	8	BIASION	2	+ 0	+ 15	+ 0	+ R = 17
8=	PORSCHE	0	+ 0	+ 0	+ 0	+ 14	14	9	WALDEGAARD	0	+ 0	+ 0	+ 15	+ 0 = 15
10=	SUBARU	0	+ 0	+ 0	+ 9	+ 0	9	10=	KIRKLAND	0	+ 0	+ 0	+ 12	+ 0 = 12
10=	BMW	0	+ 0	+ 0	+ 0	+ 9	9	10=	BEGUIN	0	+ 0	+ 0	+ 0	+ 12 = 12
12=	FORD	0	+ 0	+ 8	+ 0	+ 0	8	12=	MIKKOLA	0	+ 10	+ 0	+ R	+ 0 = 10
12=	TALBOT	0	+ 0	+ 0	+ 0	+ 8	8	12=	AALTONEN	0	+ 0	+ 0	+ 10	+ 0 = 10
14	MAZDA	0	+ 6	+ 0	+ 0	+ 0	6	12=	COLEMAN	0	+ 0	+ 0	+ 0	+ 10 = 10
15	CITROEN	4	+ 0	+ 0	+ 0	+ 0	4							



Classic

Is he the
unluckiest
man in
motor
racing?

CHRIS AMON drove in his first international Formula One race in 1963 and has tried ever since to notch his first elusive victory. How is it that Amon, a driver who has been constantly rated as among the top five in Formula One, has still to win a World Championship Grand Prix after more than twelve years of trying? Time and again he has proved the equal of his contemporaries, has set pole positions and led Grands Prix. Every single time luck, fate, call it what you will, has intervened.

Amon has driven for many top teams—Ferrari, McLaren, Matra, March, Tyrrell and Ensign—but somehow has an uncanny knack of leaving them when things were just about to turn right. He has taken advice from hangers on and spurned the help of genuine, well informed friends.

Yet here is a driver who, on his day, still has the natural skill and ability to lead a race with his

equals. Take the 1972 French Grand Prix for instance, held at Clermont-Ferrand, one of the world's most challenging circuits. There was no one to catch Amon in the screaming, blue Matra that day yet, with a handsome lead, he sustained a puncture. The wheel was changed and he stormed back through the field to snatch third place and repeatedly break the lap record. But the chance of that first win was lost again.

Christopher Arthur Amon was born the son of a well-off farming couple in the New Zealand town of Bulls on 20 July 1943. As a boy, he read every motoring magazine he could lay his hands on and was soon an enthusiastic spectator at the local Levin race track. When he was eleven he was motoring about the farm, skidding a 10cwt Ford truck around the fields. At the Wanganui boarding school, which he attended, he logged up thirty-one hours flying time by the age of fifteen.

Motor racing was his one ambition and by the time he was sixteen, he had his own racing car, a tuned-up Austin A40 which, for some strange reason, had a Bugatti gearbox. In one of his first races at Levin, he led until the engine blew up.

His father wanted him to go to agricultural college, but Chris wasn't keen and stayed at home to gain practical farming experience and carry on motor racing. Soon, he had acquired a 1500cc, rear-engined, Formula Two Cooper-Climax, which brought some success, and this gave way to one of the fabulous Maserati 250Fs. Amon reckons that car taught him more about racing and race-driving than anything else before or since. Aged seventeen, he showed his natural ability by driving the Maserati in the style of Fangio, but it wasn't long before a 2½-litre Cooper replaced this car. It was while racing the Cooper in the 1963 Tasman Series that he was spotted by Reg Parnell. The famous team manager was convinced Amon was a champion in the making and he signed him up to drive in Europe that summer.

Chris was still a teenager when he drove one of Parnell's Lola Formula One cars to a superb fifth place at the Goodwood Easter Monday meeting. From there, he was flung right into Grand Prix racing. It was an eventful first year. He finished seventh in two Grands Prix, crashed and narrowly escaped death at the Nürburgring when the steering broke, and had his entry for Le Mans turned down as the organisers considered him too young.

The following winter, sadly, Reg Parnell died and his son Tim took over the running of the outfit. Tim ran three cars altogether for Amon, Mike Hailwood and Peter Revson and the three drivers shared a riotous flat which was noteworthy more for its parties than its cleanliness. Unfortunately, the track success of the 'Ditton Road Flyers', as they were known, was not up to the level of their parties, because their Lotus 24s were basically uncompetitive. Amon did pick up his first World Championship point with a fifth place at the 1964 Dutch Grand Prix and his practice times were invariably impressive.

By the end of that year, Chris was thinking of packing up and returning to sheep farming in New Zealand. However, fellow New Zealander Bruce McLaren thought that Chris had the ability to succeed if this ability could be properly harnessed, so he offered him a contract with the McLaren Organization. He buckled down to a programme of tyre testing for Firestone, with various new McLaren models, and he also had some races in the Elva McLaren Mk8 2-litre sports car. He drove a works Ford at Le Mans and led for the first hour. Unfortunately, Chris took part in only two Grands Prix in 1965 and retired his Lotus-BRM on both occasions. However, he learned a lot in that year.

The plan for 1966 was for him to drive alongside Bruce McLaren in the new McLaren Formula One effort, but the team's idea of using lined down Indianapolis Ford V8 engines was a dismal failure and Chris found himself on the Grand Prix sidelines again although he finished eighth for Cooper in the French Grand Prix.

On the sports car scene, everything was much brighter and the high point of the year was winning Le Mans in a big 7-litre Ford Mk2 along with Bruce McLaren. He was fifth at Spa and Daytona and also had a fantastic dice with John Surtees in the Guards Trophy, Group Seven race, at Brands Hatch.

Chris was back to a full-time Grand Prix career in 1967, when Firestone persuaded Ferrari to give him a trial which led to a regular drive. He started the season by finishing third in South Africa and he was similarly placed at Monaco, but the team tragically lost Lorenzo Bandini in an accident at this event, while two races later another team mate, Mike Parkes, crashed and has never raced in Formula One again. Amon found himself the Ferrari team leader and at the end of the season had amassed enough points to be placed fourth in the World Championship—the highest he has ever finished. There were disappointments too: he was robbed of second place in Mexico when the car ran out of fuel. On the sports car front, he and Bandini won Daytona and Monza in a Ferrari P4.

In 1968 high spots included him leading the Spanish Grand Prix, only to retire with fuel-pump trouble, and a superb second place at the British Grand Prix, but then there was little else of note until the Canadian Grand Prix, where he was leading by over a minute when the transmission failed. That winter, using one of Ferrari's Formula Two cars, specially fitted with a 2.6-litre V6 engine, Chris cleaned up the Tasman Series with a team he ran himself.

For 1969, things looked much more promising, for Ferrari had developed more power from the V12 engine and looked as if they would be back on terms with Cosworth V8-engined cars. In the second Grand Prix of the year, at the tricky Montjuich circuit in Barcelona, Amon looked all set for victory after Graham Hill and Jochen Rindt crashed spectacularly at the same spot. He had a huge lead, but the engine blew up and victory slipped from his grasp yet again. Later in the year, the car became progressively less competitive and, apart from a third place at Zandvoort, there was nothing to show for his efforts and he asked to be released from his obligations.

Towards the end of 1969, he started negotiations with March Engineering, which was at the formative stage; director/designer Robin Herd was a firm friend from the old McLaren days. After Jochen Rindt severed his connection with the project in its very early days, Amon was offered the number one drive for the team and decided to leave Ferrari. He was somewhat upset when March sold a car to Ken Tyrrell for Jackie Stewart to race, but the season started well with a front-row grid position in South Africa. At the International Trophy meeting of that year, Amon had a fantastic dice with Stewart's similar car and beat him fair and square to record his first-ever Formula One victory. He

started from the front row of the grid, alongside Stewart, at Monaco and led that race for some laps, only to be forced to retire. In the Belgian Grand Prix, he traded the lead with Pedro Rodriguez, around the ultra-fast Spa track, and was beaten by inches; he also finished second in the French Grand Prix. The March 701 was heavily criticised in some quarters and Amon, easily affected by other people's impressions, became disenchanted with the set-up. Even so, he ended the season with third place in Canada, fifth in the USA and fourth in Mexico.

March desperately wanted to hang on to his services, despite his occasional moods and tantrums, but the French Matra team came up with a financial offer he simply could not refuse. Amon celebrated joining them with an easy win in the 1971 non-championship Argentine Grand Prix. It seemed he had made the right decision at last, but the Matra had flattered to deceive and the best Championship result all season was third in Spain, although Chris looked certain to win the Italian Grand Prix. With only a few laps left, he lost his visor and was forced to drop back.

For 1972, he decided to stay with Matra again but the French fortunes hardly improved—even though the team was now only running a single car. The car was very unreliable and seemed to have a habit of developing trouble on the start line. There were high spots like Clermont Ferrand and Monza. In the Italian Grand Prix, he seemed poised for that elusive win again, only to have a brake fault halt his progress. During the season he picked up only eleven championship points. His new Formula Two engine business, which he had started with Aubrey Woods, lost a lot of money.

Towards the end of the year, Matra indicated they would be concentrating on sports car racing in 1973 and would not run a Formula One car, so Amon decided to look around for another drive. BRM offered him a very lucrative contract, but he turned it down and decided to return to March. Somehow, during the winter when Amon was back home in New Zealand, the whole idea turned sour and March boss Max Mosley announced he had dismissed Amon from the team. A lot of press statements were issued, which hardly illuminated the problem apart from the fact that it was about money. One thing was certain, both Amon and March were the losers.

It almost looked as if Amon was going to be left out of a Formula One seat altogether, but then the little Italian Tecno firm, whose Formula

One team was sponsored by Martini, came along with an offer. The prospects were not particularly bright, for in their first year of Grand Prix racing, Tecno had shown very little promise and had failed to pick up a single Championship point with drivers Derek Bell and Nanni Galli. However, for 1973, there was a choice of two new chassis and a more reliable engine. Amon also had several very lucrative drives lined-up in a BMW saloon. The new Tecno Grand Prix project was not ready until the Spanish Grand Prix and even then things didn't go right. Neither car was successful and after the Italian Grand Prix, which Tecno missed, Martini, together with Amon, ceased their association with the team, allowing Chris to drive for Tyrrell in the Canadian and American Grands Prix.

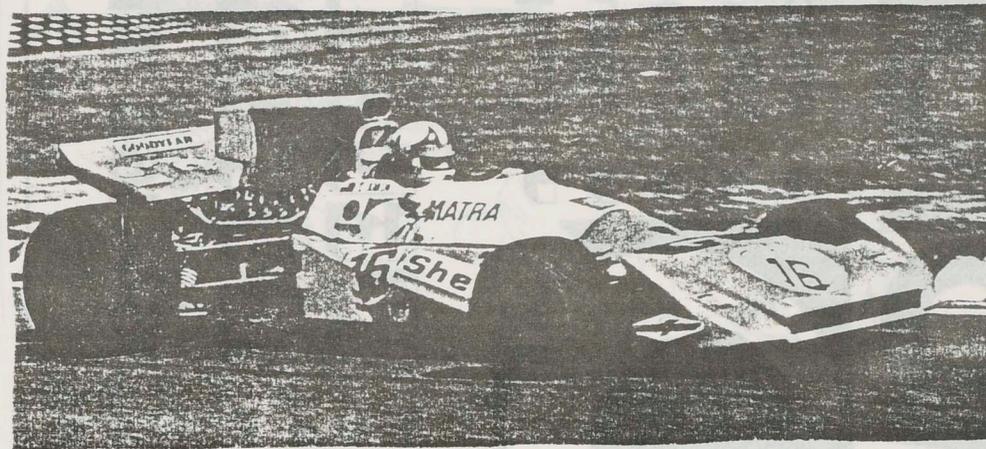
In Canada, Amon was on the sixth row of the grid in Tyrrell 005. After a pit-stop to change tyres, a pace car coming onto the circuit in front of the wrong car after an accident, and a faulty throttle cable, he could manage no better than tenth place. Practice for the US Grand Prix saw the death of Tyrrell team mate François Cevert, so Chris and Jackie Stewart decided to withdraw from the race as a mark of respect.

In 1974 Amon went the way of fellow Antipodeans Brabham and McLaren to build his own Formula One car. Almost predictably the project was a disaster, both financially and mechanically. 1975 saw Amon abandoning his own car and joining Mo Nunn's Ensign team for the last three races of the championship series. After twelfth places in Austria and Italy he severely injured his foot in a road accident, just a week before the US Grand Prix. Eventually Amon fought back to fitness and in mid-1976 he

rejoined forces with Ensign. In spite of shoe-string finance, Amon made the brilliantly simple N176 fly, confirming all the old talent. In Spain he finished fourth and in Belgium was as quick as any of the Ford runners until a huge accident destroyed the car—but not Chris's enthusiasm.

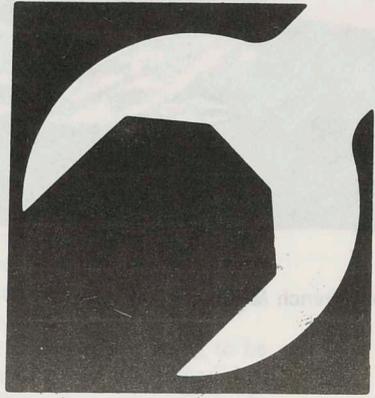
Two weeks later the team was back in business at Monaco where Amon finished thirteenth. The position was an unlucky portent for the Swedish

Grand Prix at Anderstorp where another enormous accident again wrecked the car while Chris was well placed. His injuries, though relatively minor, were enough to keep him out of action for several Grands Prix.



Above: driving the all-French Matra in 1972

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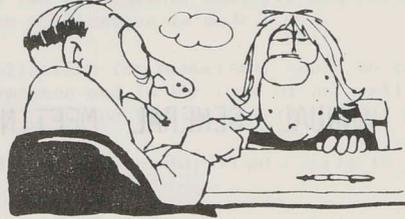
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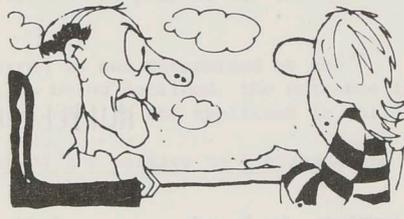
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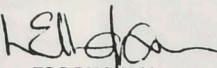
NOTICE OF ANNUAL GENERAL MEETING

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 17th September 1985.

A G E N D A

1. Approval of Minutes of previous Annual General Meeting
2. President's Report
3. Approval of Annual Accounts for the Year Ended 31 July 1985
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. ELLINGHAM
SECRETARY

SUGGESTED CHANGES TO CURRENT RULES OF WELLINGTON CAR CLUB (INC.) TO BE DISCUSSED AT THE ANNUAL GENERAL MEETING

Rule

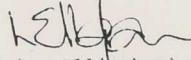
- 5(a) Any person wishing to attain membership of the Club shall make application to the Secretary in such form as may from time to time be prescribed by the Committee, agreeing to accept and abide by the rules for the time being of the Club and shall with such application tender the entrance fee, MANZ Levy and the appropriate subscription for the financial year of the Club in which such application is made.
- 5(b) Application 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:

Quorum: 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.


(Lisa Ellingham)
SECRETARY

PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING! PRIZEGIVING!
CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT JULY CLUBNIGHT

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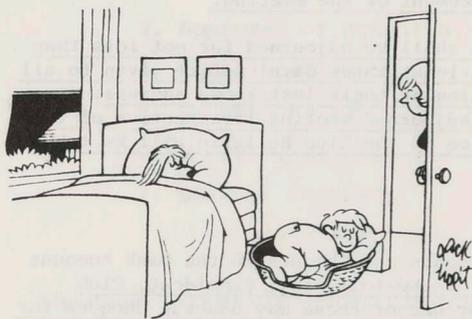
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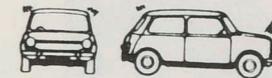
PH John Paine 879-418

Jack while this child was new
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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 :

President	Aian Harvie	838-742	858-549 (w)
Secretary	Lisa Ellingham	288-523	
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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison	796-449	688-093 (w)

SPEED Greg Lang, Roger Ellingham, Iain Mollison

NON SPEED Dave Jennings, Ian Laming, Murray McGuire

RALLIES Graeme Robertson, Lynn Dewhurst, Ian Laming

SOCIAL Lynn Dewhurst, Lisa Ellingham, Annette Miet

PUBLIC RELATIONS

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

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DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

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talking trials

JULY NIGHT TRIAL



The trial was what one might consider as easy. But in reality it was a little harder than most people thought. Around Wellington it was a pretty straightforward run although a few of us got tongue tied - so to speak!! The juicy bit of the Trial was the run around Lower Hutt. With the likes of us missing check board Jensen because navigator does not quite know all the rules yet.

The funny part was the check down Rutherford Street. Murray did this one well. If you remember CRI 25 you know what I mean, that some of us started Section Two before encountering Section One control which was just 50 metres down the road. A few of us forgot to reread their CRI's and missed keeping left - well done Murray, on that little trick. I understand a few missed the control as well (we didn't). As this is only my fourth trial I am finding it interesting and enjoyable. This I would say was about the easiest trial I have done although it was quite easy to make little mistakes.

The one thing I have noticed in trials is that I have gone to areas of Wellington that I didn't know about.

Thanks again Murray for a very enjoyable and relaxing trial. Didn't he do well!!!!

Kerrian McGhie
Navigator - Team Honda

I endorse what my navigator has said about the July Night Trial.

May I suggest that we have some more trials like this one to encourage old trialist's back and new members to come out.

I would like to thank Annette Miet for her part in helping us to gain third place (on the night). Thank you Murray for an excellent trial.

Allan Mines
Team Honda

Lost

Two Strawberry Shortcake Dolls. Cherry Cuddler and Apple Dumpling. Went trialling sometime and did not return. Mother is anxious. Please telephone Nicola Kay Thomson if the two waifs are sited. Thank You. 784-305

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT ... July ... NIGHT TRIAL ... 1985

COMPETITORS	TEAM	IT/SCAM	FISH	YOUR GRANKS	HULL	SHOOT	SWIP	BUN/YES	CHECK	ZNA	CONTROL	BIO/JENSEN	SINGAR	VIBES	VIGS	H4B	NURD	JSIGNP	CONTROL	WE	ENB	B&M	CONTROL	POINTS	PLACE
Thomson/Thomson/Thomson	Moccy	✓	✓	✓	✓	✓	✓	✓	2	10	30	✓	✓	✓	✓	✓	✓	✓	13	✓	✓	✓	6	61	4
Collins (L)/Jennings		✓	✓	✓	✓	✓	✓	✓	8	10	30	✓	✓	✓	✓	✓	✓	✓	7	✓	✓	✓	8	75	7
Moreton/Humphreys	26 STREET	10	✓	✓	✓	✓	✓	✓	1	10	30	✓	✓	✓	✓	✓	✓	✓	14	✓	✓	✓	8	73	5
Mines/McGhie/Miet	Honda	✓	✓	✓	✓	✓	✓	✓	6	10	2	10	✓	✓	✓	✓	✓	✓	10	✓	✓	✓	7	65	3
Wessex/Wessex		20	10	✓	✓	✓	✓	✓	7	10	30	10	✓	✓	✓	✓	✓	✓	17	10	✓	✓	10	124	10
Til Anca/Southon		✓	✓	✓	✓	✓	✓	10	1	✓	5	10	✓	✓	✓	✓	✓	✓	9	✓	✓	✓	7	42	2
Kent-Johnston (L)/Lanard		10	10	✓	✓	✓	10	✓	18	10	3	20	✓	✓	✓	✓	✓	✓	4	✓	✓	✓	5	90	8 =
Gar/Casby/DeSoux	PLENGOTARY	✓	✓	✓	✓	✓	✓	✓	3	10	30	10	✓	✓	✓	✓	✓	✓	13	✓	✓	✓	9	75	6
D.Jennings & 3 others		10	✓	✓	✓	✓	✓	✓	3	10	3	✓	✓	✓	✓	✓	✓	✓	7	✓	✓	✓	5	38	1
Rums/Cornick	TEAM 1600	10	10	✓	✓	10	10	✓	0	10	30	10	✓	✓	✓	✓	✓	16	10	✓	✓	10	136	11	
Mowbray/Southcombe		10	10	✓	✓	10	10	✓	30	10	11	10	10	✓	✓	✓	✓	30	10	10	10	12	LOTS!	12	
M.Jennings/Dickinson		10	✓	✓	✓	✓	✓	✓	2	10	30	10	✓	✓	✓	✓	✓	18	✓	✓	✓	10	90	8 =	

ORGANISER ... MURRAY M. GAIRIE

ASSISTED BY WENDY DUNNIE, PETER ZIVKOVIC, JON WARRING & ALAN HARVE

CHECKED BY ... WENDY DUNNIE

COMMENTS: VIBES SELECTED DUE TO INCONSISTENT MEMBERS OF THE PUBLIC PARKING IN FRONT OF IT! TILANCS FOR CHEAPER (AND THINGS TOOT THE MARRIAGES), HOPE YOU ARE ENJOYING IT. IF YOU DID - SPREAD THE WORD TRIALLING IS FUN

VIBES SELECTED DUE TO INCONSISTENT MEMBERS OF THE PUBLIC PARKING IN FRONT OF IT!

TILANCS FOR CHEAPER (AND THINGS TOOT THE MARRIAGES), HOPE YOU ARE ENJOYING IT. IF YOU DID - SPREAD THE WORD TRIALLING IS FUN

W.M.S.A. ANNUAL PHOTOGRAPHIC TRIAL

SUNDAY, 25 AUGUST 1985

STARTS 2.00 p.m. Wellington Car Club Clubrooms
Russell Terrace
NEWTOWN

Finishes approximately 1 hour later at the same place with refreshments available.

Entry Fee \$4.00 per car, van, motorbike, truck or \$5.00 per Peugeot (the last mentioned especially for Wayne Gair!)

A great social event open to all members of the Wellington (W.M.S.A.) area clubs. Come out with some friends and see how many of the photos (you will be given) you can find a home for. Find out how well you know (or don't know!) Wellington. It's as simple as that, no special skills required.

Organised by Rick O'Neill - Assisted by Murray McGuire

NOTE: If you are going to compete, please ring Murray (PH. 784-423 evenings before 9.00 p.m.) BEFORE 18 August 1985 so that Rick can do enough photos for everyone. They cost a lot to produce so please help us to keep costs down by giving us notice of intent to compete. If you don't, there might not be any photos for you

7/7/85

FIAT OWNERS CAR CLUB GOLD STAR TRIAL

I had not considered attending this event however a knock on the door from the next door neighbour asked me what I was doing. As the man in question was Mr Murray McGuire Car Trail expert extraordinaire one could hardly turn down the chance.

Warned him that I was only a novice and that he would be taking a hell of a risk seeing it was a gold star.

We duly arrived and entered and lo and behold got our ASR's then CRI's, 20 minutes before we were due to go, goody goody we thought more time to examine everything in minute detail ASRs seemed okay, look out for Green St and those check boards that had coded letters. Roads with kerbing and channelling did exist, watch out! as did some other entrances except those entrances to churches, hospitals, homes, hotels, supermarkets, schools, driveways next to Police Stations. Said to my learned colleague what about shopping areas without supermarkets. We kept that in mind and it came to good use later. Anyway on with the trial and off we went, average speed to 'ODO' was 30km/h with speed changes after encountering this. Found ODO reading at 7.4km and a little further up the road a check board 'ODO'. Anything in that sign. NO says I first whoops! of the day. In any case we were able to keep on course and were supposed to not change average speed anyway. A few lefts and rights etc basically straight forward stuff and then we come across Turn right at Tennis Club Lower Hutt, which we duly didn't. Found check-board cunningly placed in a tree right at the end of a street then we turned into the street where the sign was as the first time though the expert said funny we didn't see a sign in there and this time we found it again perched up a bloody tree. I must have looked up at least 20,000 trees after that as they seemed to be placed about every 10 yrs down the road and so to control or was it control as it only had a coded check board on the back on a car. Yes it was a control. So to Section 2, this is where you had to keep your wits about you. Overriding instructions 'Go left' at all crossroads unless the CRI uses the word crossroads (when CRI will then have priority) and at all tee intersections 'Go right'. Not so bad only 5 instructions had the word crossroads in them. We proceeded around the roundabout in Lower Hutt to enter Hutt Valley Car Park Riverbank and saw cars going around in all directions (like the Johnsonville Mall on a Saturday morning) so we duly followed instructions and found a couple of check boards and tootled off out of it. From then on we had to keep in mind CRI overrides plus coded letters and although I got a bit confused by the Pizza Hutt, I am still sure that was a cross road we explored a bit and then went round to the traffic lights and carried on. At this stage we were both a little unsure as to whether we were on course as although everything was fitting it just didn't feel right. However the setter of the Trial was making us sweat as after about 4-5kms we found another check board so either we had missed a hell of a lot of checks or we were okay and so to the end of this arduous section.

So to the next one, 'oh my God' I thought, straight line diagrams. Wasn't so bad though all fitted no mistakes in fact I am sure we could have gone to a Restaurant had a three course meal and still got back in time. Heaps of time allowed in this section.

So to the final section, not too bad one said go 15th right, surely we wouldn't have to count all of them but we did that alleyway where we went down and found a check board earlier on by the shopping centre certainly helped. This was one of the 15th rights and bingo on the 15th right we found a check board. One of the other instructions was go left to pass 'Wainuiomata' encountered a sign which was well back from intersection.

Mr Manz book said this sign is deemed to be part of the intersection and a road went to the left before this, we'll go left he said, good trap, who was I to argue. So away up the hill to the left we went and found nothing and came back down again. Small mutterings by the driver.

We then carried on and motored around the industrial area of Petone and then went back over the railing crossing. Ah-ha, a road he said I had missed it as usual, no won't go down there private - o'kay I said. Unfortunately the organiser of the trial didn't think so a check board was down it.

And so back to the Hutt Valley Clubrooms and usual discussion on the trial was bantered around. We didn't seem to have fared to badly. Still unaware as to how we were placed at time of writing.

A most enjoyable trial with plenty of time allowed to traverse the course.

Many thanks to the Organiser and his team on the day from the Fiat Owners Car Club.

Phil Moreton
TEMPORARY NAVIGATOR (to Mr McGuire)

PS: Mr Murray McGuire - Club Captain who also conned me into writing this has asked me to remind everyone interested of the Victoria Car Club Invitation Trial to be held on 3rd August 1985 starting 4 o'clock in the afternoon from Hutt Valley Clubrooms - BE THERE!

MOTORSPORT ASSOCIATION OF N.Z. (INC) ANNUAL GENERAL COUNCIL MEETING

CHRISTCHURCH 7, 8 & 9 June 1985

I attended the conference in the position of observer and represented the club at two of the Advisory Committee Meetings, namely the Trials and Rally Meetings. A brief report follows.

TRIALS ADVISORY COMMITTEE MEETING

10 Remits were put for discussion
Of these, 3 were defeated, 4 were passed and 3 were referred to the incoming Trials Advisory Committee for further consideration and subsequent action.

Those that were passed are detailed in full below and those rule changes take effect from 1 October 1985.

Appendix T Rules 5/2, 5/3 - Distance specified is altered from 75km to 100km.

Appendix T Rule 6/3 - This rule deleted and the rest of rule 6 is renumbered accordingly.

Appendix T Rule 7/6 (k) - Remove the words "... for a Restricted Invitation or National Open event ..."

Appendix T Rule 21/1 - Add:- "The 10 kilometre limit need not apply from the final check to final control where control is within a city and provided:
(a) that the final check is close to city limits and on a common route;
(b) that the final check is identifiable by the code F prescribed in the ASR's, and is non-directional and carries no other meaning;
(c) that the route from final check to final control be kept as simple as possible.

If anyone is interested in learning what the remits lost or referred to the Trials Advisory Committee contained, please give me a call.

In addition to the above, two general discussion subjects were raised and discussed. Rather than spend a lot of time and take up a lot of valuable bulletin space reporting on these, I will be happy to pass on to anyone interested the outcome of these discussions personally - please call me.

RALLY ADVISORY COMMITTEE MEETING

Due to time-keeping problems most of the advisory meetings ran over time and so on the day Alan ended up representing us at this meeting. I was late getting to it due to the Trials running late. However, I did hear most of the discussion and can report on the remits etc as follows:-

6 remits were put for discussion
Of these, 4 were passed and 2 defeated.

Those passed are detailed below and take effect from 1 October 1985.

- Appendix R Rule 1/8 New (d) - National events in excess of 20 hours shall be permitted only with the prior written dispensation to Rule 1/8 by the MANZ Executive Committee.
- Appendix R Rule 3/7 (e) - The reverse side of directional arrows must be painted sky blue in order to clarify direction of travel.
- Appendix R Rule 4/3 New (l) - Tow Rope - Tow rope to be carried in each car. Re-number existing (l) to (m).
- Appendix R Rule 4/3 (b) - Extinguishant Capacities and Type - That the minimum extinguishant capacity for all cars competing in all rallies be four kilograms in one or two units.

A remit was also tabled regarding Appendix RS. After considerable discussion it was decided that the remit be deferred in total and that the incoming Rally Advisory Committee were to circulate all clubs with a view to producing a white paper of rules for the running of Rally Sprints and that the white paper would be submitted for ratification at the 1986 AGM. Submissions for the white paper will close on 31 December 1985.

We have a copy of the proposed rules for Appendix RS and if you are interested in reading them, and making suggestions for changes to them, then please contact Graeme Robertson (PH 357-027 H) so a copy can be made available to you.

MAIN COUNCIL MEETING

In addition to the advisory committees mentioned, there were five remits put forward to the main Council meeting proposing changes to the Constitution and National Competition Rules etc. I do not propose to go into these as four were lost and the fifth withdrawn.

We, the Wellington Car Club, have had our offer to host next years AGCM accepted. So, will be looking to all members to assist where possible with the organisation of the weekend. You will hear more about this later in the year!

Quite a number of items were raised during the actual Council Meeting and also during general business, too much to go into here. For anyone interested, the minutes of the meeting are held by our Secretary.

The various elections resulted in the following gaining office:

MANZ PRESIDENT:	M.D. Chandler
MANZ VICE PRESIDENTS:	B. Higham, R. Lester
MANZ EXECUTIVE MEMBERS:	K. Douglas, G. Pierce and our own G. Robertson

Detailed below are the advisory committee personnel along with their addresses. If you don't like anything (or something) about a particular part of our sport, you should direct your criticism towards the relevant chairman or committee member.

MOTORSPORT ASSOCIATION ADVISORY COMMITTEES 1985/86

RACING

Rob Lester
P.O. Box 1959
PALMERSTON NORTH
Tel. 77-459

David Smith
22 Beatrice Avenue
Hillicrest
AUCKLAND, 10

Tel. 482-819 (h)
574-056 (w)

Trevor Crowe
160 Ferry Road
CHRISTCHURCH

Peter Wollerman
P.O. Box 49
CARTERTON

SPEED

Keith Douglas
78 Inglewood Road
INVERCARGILL
Tel. 79-953 (h)

Dick Gardner
201 Avonhead Road
CHRISTCHURCH, 4

Ian Ivey
R.D. 5
HASTINGS

Tel. 797-529 (h/w)

Wayne Reed
5c Churchill Street,
PAHIATUA

TRIALS

Barry Higham
9 Brockham Street
CHRISTCHURCH, 5
Tel. 598-995

Doug Bone
539a Remuera Road
AUCKLAND, 5

John Pierson
52 Links Avenue
MT. MAUNGANUI

John Radley
19 Matipo Street
Eastbourne
WELLINGTON
Tel. 628-356 (h)

RALLY

Graeme Robertson
148 Driver Crescent
Cannons Creek
PORIRUA
Tel. 357-027

John Coker
73 Beechdale Crescent
Pakuranga
AUCKLAND

Tel. 562-505
795-050/632

Gary Smith
10 Pohutukawa Drive
IOKOROA

John Waller
24 Kaka Road
Raumati Beach
PARAPARAUMU
Tel. 84-902 (h)

HISTORIC CLASSIC AND MARQUE

Graham Pierce (Chair)
P.O. Box 5104
MT. MAUNGANUI
Tel. 54-649

Keith Douglas (Vice Chair)
78 Inglewood Road
INVERCARGILL
Tel. 79-953 (h)

Keith Douglas (S.I. Co-ordinator)
78 Inglewood Road
INVERCARGILL
Tel. 79-953 (h)

Denis Ganley
P.O. Box 23
AUCKLAND, 10

(35 Marae Road
Greenhithe
AUCKLAND)

Tel. 4139-868 (h/w)

David Winter
12 Wilding Avenue,
Northcote
AUCKLAND, 9

Tel. 4180-027 (h)
769-472 (w)

Geoff Humphreys
66 Exmouth Road
Northcote
AUCKLAND, 9

Tel. 482-577 (h)
597-139 (w)

On the Sunday morning six seminar groups met to each discuss and provide an answer (or answers) to a specific subject. The subjects were:-

1. Is it the task of the Motorsport Association to be involved in promotion of events?
2. Should the MANZ office and Executive Committee restrict their activities to administration and control of motorsport?
3. If the meeting requires the Association to pursue an active policy of increased promotional activity - How could it be funded and at what Dollar value?
4. Is N.Z. Motorsport enjoying the high level of sponsorship and exposure in comparison with other sports?
5. What suggestions can you make to improve the level of promotion of our events?
6. What suggestions can you make to compare the profile of motorsport with the media, assuming of course that it needs improving?

The reports filed by these groups have been affixed to the club notice-board for your perusal. Please take the time to read them.

Produced in full elsewhere in this bulletin are the reports of the President, the Chief Steward and the Chief Technical Officers Racing and Rallies.

GENERAL COMMENTS

The weekend was not all beer and skittles (beer at \$1.60 per ½ pint made certain of that!) It was darn hard work.

Why the Sunday morning seminars were for delegates only I don't understand. Lots of clubs had observers there (at considerable cost) and although they could "sit-in", they were asked to refrain from joining the discussions! A great pity a few more groups weren't set up to take advantage of the observers attendance. As it was, most didn't sit-in, simply spent the morning looking lost. Likewise the members of the executive did not take part, perhaps they could have been set a subject to discuss and report back on too?? Something for next year maybe

Where were all the winners of the MANZ awards, trophies etc at the annual dinner/prize-giving? Why weren't they all there to collect the awards due to them as a result of their efforts in the sport? I'm sure you will all join me in expressing my congratulations to Graeme Robertson on his re-election to the Executive, to John Rapley and John Pierson on their election to the trials advisory committee, to John Waller on his election to the rally advisory committee and to Peter Wollerman on his appointment to the racing advisory committee.

If you want to know anything else about the conference not covered in this bulletin, talk to Alan Harvie or me.

MURRAY MCGUIRE.

P.S. Ask Alan what his grapes were like too!

(a)

PRESIDENTIAL ADDRESS TO THE 38th ANNUAL GENERAL COUNCIL MEETING
GIVEN BY M.D. CHANDLER

I'll try and cover all the subjects that have come up during the course of the year, to bring you up to date with what has been going on.

First of all, some Clubs will note that the Remit they submitted does not appear on the Agenda paper. Many of you will recall that last year there was a degree of criticism towards the end of the Meeting at the time being wasted by ill-prepared, or ill-considered, Remits or matters put before Council. We took that on board and sent a circular to all Clubs very early on and set down the terms under which Remits would be submitted in accordance with the Rules of the Association, and when they arrived we purged those, and those that were not submitted correctly were returned to the Club concerned and they were told why.

As a consequence, you will notice your Agenda paper is a little thinner and, hopefully, a little tidier.

Your Executive Committee during the course of the year met in full Committee on five occasions during which they discussed approximately 260 different items. In addition to that they had other informal meetings.

I would particularly like to spend a few moments and welcome those Delegates who are here for the first time, and say again, as I said earlier, do not be afraid to participate - you are here to participate, you are not doing your job for your Club if you don't.

One of the newer innovations introduced this year by the Motorsport Association has been a paper called Motorsport News. It's only just started going out, and it is being circulated and aimed mainly at the media, radio stations, and people like that, to keep them informed of what is going on. We have only had two issues out so far, but there will be more regularly going out in the future. The intention being to keep everybody informed and, perhaps, try and keep the media informed as to exactly what is taking place in Motorsport, and try and keep them informed as to what the points situations are in the various Championships.

On that basis, I have to say that it is very hard to advise the media as to what the points situations are because we do not know the latest results. We do not know because there are a number of Clubs who do not bother to tell us. It is very difficult to tell a sponsor on a Monday morning the result of the race he sponsored when it has not been communicated to our Office, and I urge you all to make sure that you do this. We want to know so we can expose your sport.

Perhaps I can dwell on the written Report of the Executive Committee, which is contained in your Agenda paper, for a few moments. Over the last five to six years there has been a concerted move by this Executive to International Regulations and, shall we say, toeing the international line. A bit of a change, but it is beginning, now, to pay dividends. We can see it with our Rally; we can see it this year with our motor racing, when, suddenly, by moving to Group A, for the first time for a long long time our Saloon Car Racing is now coming parallel with Australia. I think that will hold a big future for us.

That long-term commitment to keeping in accordance with International Rules is a commitment, I think, your Executive is now totally committed to, and I am sure that our sport will benefit from it.

On the subject of the raffle - I have to say that we were very, very disappointed with the result, and I again pay tribute to the Auckland Car Club, because if it was not for its effort, I suggest that raffle might have produced a substantial loss. The most disappointing part was the Clubs who actually applied for tickets and then returned the whole lot - did not even buy one themselves. I can only call that abysmal. You will know who they are - their names are listed in the back of your Agenda paper. I make no apologies for saying it, because they should be ashamed of themselves. We will run another raffle because it does bring in very much needed funds, and we accept that perhaps the format needs a change. We looked into raffling a house and decided that is not motorsport so we would not get into raffling a house. Probably we will get into a much higher up-market motor car, something of that nature. It will not be in this current year, but I certainly hope for the following year we will get under way with another one. It does provide funds that enable us to do some extra activities, as we saw this year with the somewhat delayed educational Seminars.

The biggest reason for the delay was not a lack of desire to do it, it was a lack of being able to find a weekend available. And, perhaps, to some extent, that points to how busy our sport is, and even more so, as to how busy your Executive Committee is, when they cannot really find a weekend because of other motorsport commitments.

From the reports I have had back, and I attended one, I believe it was very, very valuable, and we will certainly be continuing it - we will probably do it on a two yearly basis. It has not been discussed by the Executive in full yet, but that is the general vibrations I get. We will do one Island one year, and the other Island the following year.

There was a bit of noise made last year about our property in Tinakori Road and whether we should, or should not, be in it, and whether it really was worth any money, or something, so we decided to invest a few dollars and have it valued, and you will see again in your Agenda paper the valuation we received was \$255,000, which I think justifies the decisions taken by your Executive Committee over the last few years.

You will note that Ross Montgomery is not with us today. Ross, a very valuable member of our Committee, had a change in his employment situation and took the opportunity that was offered to him,

and is now living in the Middle East. I know from odd letters that I have had from him that he is very much missing not being part of what is going on here, but he is also having his eyes opened, he tells me, and motorsport is certainly different over there. I know that he would like to be remembered to you all today.

During the course of the year, something else has been brought to fruition that I feel is being very, very successful; and something which I, personally, have been pursuing now for two or three years. That is the introduction of the Historic, Classic, and Marque Clubs to our sport. It is good to see a number of you with us this weekend - I hope you enjoy your participation. We have had eight Clubs, so far, join us, and there are indications of a number of others. We very much welcome you. It is around about a three year exercise to get you this far, and even the biggest sceptic, my friend Graham Pierce, has now come round to my way of thinking. It really is good to see you here, and I hope that you keep it up.

I was particularly pleased to notice in the meeting yesterday the desire of that Committee to not have over-control, in other words, probably of all the meetings I attended, that was the one Committee that said we do not want new regulations, thank you. That is a good way to get our Rule Book a little thinner and if you can keep up that attitude I am sure it will be right. It will be a very difficult Committee, simply because it covers such a wide-ranging aspect of motorsport, insofar as what Historic people want, what Classical people want, and what Marque Club people want, are not all the same. It will, undoubtedly, have some difficulties during the course of the growth of this particular aspect of our sport because perhaps what the Marque people need to suit their particular type of motor car will not suit, shall we say, the general all-round Historic areas of the sport.

It may well be a little bit of tempering in there will be necessary to make it all work, but I am sure it will.

Rally of New Zealand Limited, as you are aware, (we are all shareholders in one form or another in that), those who attended the Rally of New Zealand Limited meeting of course have been brought up to date, the name change has been registered now, and that is the formal name of the Company, and you will be pleased to know that it is now succeeding.

We had a \$45,000 turnaround in our financial situation from the previous year which, I think, speaks very, very highly of the working group that made it happen. Unfortunately, we will always be in a very delicate situation as sponsorships come and go. We are anticipating this current year will probably bring a loss of between \$15,000 and \$20,000, but we are sufficiently well organised to cater with that; it is not going to place us in jeopardy. It does need the continual support of the Clubs and the people and the workforce that make it happen, and they make it happen really out of their own pocket.

Of the World Championship events on the World Calendar at the moment, without question, from the sponsorship point of view, the Rally of New Zealand would be the least sponsored. We do what other people need millions to do.

Goods and Services Tax is something which is upon us all. This Association has made a submission on behalf of member Clubs, and I am sure some of you have made your own submissions. We have pointed out some of the difficulties which Clubs will have, simply by not having secretarial services to cater with the mass of paper that is necessary to answer all the questions that these characters want. It is not even clear to us, at the moment, exactly where we are going to fit into this, because my reading of the White Paper certainly depends on which page you read - if you read one page I get the impression it doesn't affect us, if I read a different page I figure they are going to get into us in the biggest way, so all I can say is do your own thing as well, do keep lobbying, and certainly from the Motorsport Association point of view, we have got it under control as best we can. Exactly where it will lead us I am not sure, but enough to say, I think, that we are aware of it; we are trying to deal with it, and I think it is like the business world at the moment, we are not quite sure where it is taking us.

Television, unfortunately, continues to be very difficult to deal with. We have no firm commitment from Television New Zealand at the moment, as to what they intend to do with, or for, motorsport in the coming year. We have held meetings with them; I have spoken with the Director of Sports on a number of occasions, tried to get him to give us an undertaking. I have to say they are the most difficult people to deal with, because, even when they do give you an undertaking, it does not mean anything, because they might not keep to it. I have to say that, at the moment, they are declining to cover New Zealand's World Championship Rally, other than for News purposes. Now, that I find amazing, because I do not like to think I am carrying a banner, or biased, but I firmly believe that event is one of the biggest sporting events in this country this year, and yet we can get no commitment from our Government-owned television. My only comment is, again referring to reports made earlier, when you get home, get as many people as you can to bombard television with our requests for more exposure of motorsport. When you write it, do not sound like a motorsport enthusiast, because they file those letters in the rubbish tin, so it is important to keep bashing away the whole time. I accept they have got a lot of pressures.

This is not the only Conference that is talking like I am talking today. In fact, it really is a situation where they must have a difficult time as every sport considers they should have television exposure. But I really do believe that they owe us more than they are giving us at the moment, and we certainly have not given up yet.

During the course of this year we have had a meeting, as an Association, with the Minister of Tourism and the Minister of Sport, Mr. Moore - one and the same man. We attended him at his office, Alan Smithard and myself, and presented him with a fairly hefty document to show why the Government should give us more support than they are giving us. I have to say it was not a really successful meeting; he left me with a fairly clear impression that he thought motorsport did pretty well for itself and that, in fact, it was succeeding where a lot of other sports were not. From that point of view, I do not know whether we should be very pleased and very proud, or whether it was white-wash and he was trying to pat us on the back and get rid of us. I think we are succeeding, I do believe we

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do have a high profile. I was disappointed to find that he does not really quite know what we control; for instance, he does not know where the sport fits in, in areas. I went to him a couple of days after the motor race that was held in Wellington - he was not aware of the fact that that fell under our control, and it was only our long-term thinking that made it even possible to happen. All we can do is keep hammering away.

I was particularly disappointed with the tourism aspect. I have to say they have got a totally blinkered attitude. They have closed minds on the situation. In three weeks' time we are going to have one of the largest single sporting events in New Zealand, namely, the AWA Clarion Rally. It will be attended by approximately 200 media people, of which 80 will come from overseas. There will be 23 cars from outside New Zealand, and they will bring with them an entourage, in support, of 260 people, to our country. In addition, from what we can find out at the moment, there is at least 1500 other people coming as organised spectator parties, let alone all those that are coming that we do not even know about. All these people, I suggest, will spend several million dollars.

If you are planning to go to Auckland, you will find it already difficult to find a hotel room in Auckland City for that particular weekend. For the whole of that week, the whole of world motorsport, which is large, very large, will be focused on this country and the name 'New Zealand' will be continually pounded across their television screens and their radios. The world interest in motorsport is far greater than some rugby game I understand is happening this afternoon, and yet we cannot get any assistance whatsoever from our Government in support of promoting our country or promoting this event.

Our Government seems unable to see past the brash commercial advertising of tourism.

We approached them to give some support to the private television channel that has already indicated to us that they have twelve contracts internationally to show coverage of our event. The only answer we got from Tourism - 'if the man likes to stay an extra week and photograph our tourist interests, then we will give him some support.' They seem unable to understand the benefit of the subtle exposure that accrues from such publicity as this event will bring our country.

They tell us that they are working very hard to sell New Zealand and yet, really, as a sport we do not see any evidence of it whatsoever. New Zealand's participation in international motorsport, including the Rally of New Zealand, and now it would appear that we are going to move in the direction of International Group A motor racing, offers exceptional opportunities to expose our country. All I can say is that you, as fellow motorsport members and Delegates, should lean hard on your various Government Ministers and representatives to recognise us as people who are helping them sell our country.

I went to Japan in November last year, in an endeavour to sell our Rally and get some people there to it, and whilst finally we got some Government support by way of an officer who came along with me to the meeting that I addressed - it was a great deal of effort. If I had not demanded that they attend, after writing to them beforehand, and having them say 'yes' they would come, and when I arrived there they did not know too much what it was about and they were not sure that they could make it - if I had not demanded that they had better make it or there would be a helluva lot to pay, I do not think they would have attended, and I find that attitude abysmal.

All I can say is, I guess we are not making home-base, and we have to work harder to make it successful, and I ask each of you to do your bit, if you can, amongst your local political parties to lobby the cause of our sport.

During the course of the year, your Executive Committee attended a number of other meetings associated with the sport - meeting of Manufacturers, a new innovation, and I was very, very surprised at the attitude that the Manufacturers took. It is the first time we have been able to get the Manufacturers of motor cars in New Zealand to sit around a table in the Motorsport Association Office and discuss their involvement in our sport, and plan for where they are going. If I believe all I hear, and I have got no reason to doubt it, I think the forthcoming Manufacturers Championship will show a lot more Manufacturer involvement and I am looking forward to seeing that, because I think it will be very, very good for our sport.

We have had a meeting with the Automobile Association to explore the possibilities of greater association between our two Bodies.

We have had a meeting with the Vintage Car Club group to discuss their involvement and just exactly where we are all heading.

We have had meetings with CAMS, this is the Confederation of Australian Motorsport, to discuss areas of mutual interest, possibilities of establishing Saloon and Racing Car Championships between our countries. A long way to go, things do not happen very quickly at that level. But, nevertheless, they are happening, and I think that they are to the benefit, in the long run, of sport, particularly our sport.

We have a very difficult situation in relationship to the NZACU and their recently-formed off-shoot, the Speedway Control Board, over the control of speedway sport. That will come up, no doubt, later in the Agenda, so I will not waste your time in going into it now at length, other than to say it is a most difficult situation, and one that appears to be going to cost us a little bit of money.

I think that the growth of our sport is very good. I do believe it is growing well. I do believe it is getting a higher profile, but I do ask whether we really are holding too many events. And perhaps we need a bit more quality and a bit less quantity. I heard in the Rally Meeting, yesterday, everybody referring to a dropping off of entries, and possibly it was because of our Regulations on cars and things of that nature. I do not really believe that is the case. I think we have to identify that it is costing our competitors more to compete, and we might achieve more by having two rallies where we would have had three, so that the people are able to attend both and not decide which one of the three they

REPORT TO THE 38th ANNUAL GENERAL COUNCIL MEETING BY J.H. REID
CHIEF STEWARD

The main parts of my Report that I want you to take note of are the increased powers for the Clerk of the Course. As the Chairman said in his opening address, last year there were a number of occasions when the Stewards did not see the wheels of the cars turn because they were involved in legal wrangles, protests, counter-protests, and other things, and they were sitting in caravans, closed rooms, tents, or in the back of a car somewhere, trying to sort out all the problems so that the event would eventually have a result.

There was quite a considerable amount of discussion at the Race Advisory Committee meeting about events not having results for some time after they had been held, and it was the year before last that we actually had twelve months go by before we knew who the National Champion was in a particular Series.

To overcome the problems that we have had, the National Stewarding Committee has considered the matter and believe that by giving increased powers to the Clerk of the Course at events, that this will go some way, if not all the way, to solving the problems.

With this in mind, the National Stewarding Committee has considered means by which the Clerk of the Course at events would have the power to impose penalties. In the past, some Clerks of the Course have imposed penalties and I applaud what they have done, in actual fact they have been slightly in error in doing it, but there have been no complaints and everybody obviously agreed that it was a good thing.

To formalise these matters, the National Stewarding Committee has studied the National and International Regulations and those applied by FISA, which drew up the Regulations for the Formula One Races, the European Touring Car Races, the World Rally Championship, and all those events, the Clerk of the Course has the power to impose penalties. Even though the broad power is not written into the FIA Book, it is written into the Supplementary Regulations for those events, and the National Stewarding Committee, after studying those Regulations, plus the FIA Yearbook and our Yearbook, consider that a new paragraph will need to be added to our Yearbook and other affected paragraphs will require to be adjusted.

In the 1986 Yearbook, the paragraph that I am going to read to you now will be in there, and this gives the authority to the Clerk of the Course. We propose that a new paragraph be written into the Rule Book and it be 142 (a), because 142 at the moment is the duties of the Clerk of the Course. This will give him the authority, and it reads:

'The Clerk of the Course shall have the authority for the application of the National Supplementary Regulations for the running of an event. Any protest concerning the application of this authority will be sent to the Stewards of the meeting for deliberation and discussion.'

It is reasonably brief, but, in actual fact, it is just about word-for-word the World Rally Championship Regulation where the Clerks of the Course are charged with control of the whole event.

This new authority, before the 1986 Yearbook comes out, will be written into the Supplementary Regulations by major event organisers who want to have it, and I believe that they should all have it.

Eventually we will have basic penalties in Appendix 5 which will make it very, very obvious that the penalty is for a breach of the Regulations.

I had in my Report mentioned that the National Stewarding Committee and the Executive had been looking at ways where we could possibly reduce the compulsory attendance of Stewards at lower grade closed Club speed events. I was going to address the Speed Advisory Committee at this Conference about that and see if I could get some feed-back from the Delegates to the Speed Meeting on whether we could do that. I will ask the incoming Speed Advisory Committee to make recommendations on the possibility of reducing the compulsory attendance at smaller meetings. Now, it is your sport, you control it, if you want to have Stewards at every event that we have them at now, that is fine. If there are some events where you believe you could have a Safety Officer or not necessarily have the compulsory attendance of a Steward, we would like to hear from you.

I thank the Executive, the Office, and all the Stewards for a job very, very well done.

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are not going to attend; not because they do not want to - they, like everybody else have only got so much money in their pockets. I appreciate each Club wants to have its own profile, they want to run their own thing, but by the same token, it is not much point in running something which really is not of benefit to your Club.

I do ask, therefore, that you do perhaps try and work more closely with your fellow Clubs, and perhaps organise joint events. It takes the pressure off your organising committees, takes the pressure off your work force, and, perhaps, takes the pressure off our competitors.

Our Stewards and Technical Department have been called upon again to perform extreme tasks of dedication, there has been no question about that. I have been particularly aware of our Stewarding Department over the last few meetings spending as much as the whole of the race meeting sitting in a caravan, did not see a wheel turn, that is really not what I think they are there for. They are to adjudicate on small problems, and all I can say is we should pay tribute to their dedication.

John Reid, Chief Steward, when he addresses us, I am sure, will take a few minutes of our time to explain the Clerk of the Course moves that are being made in an endeavour to improve areas on control and, perhaps, lessen the load on our Stewarding groups. I would like you all to take that on board and realise the responsibility that is being handed down to you as a Clerk of the Course, those of you that undertake that task.

Our Technical Department, too, I think, has been exceptional this year. I believe they have gained considerable respect for what they have achieved, and I would like to pay tribute to that Department as well, which has worked very, very hard, and I think has caused a lot of tidying up in the sport.

I would like to pay tribute to our Office. When you look at the Accounts you will see that they have managed to keep the expenses down in a year when inflation is hitting us. They are a dedicated band; they do work hard; there are not very many of them, and I think they sometimes get more criticism than they really deserve, in fact I know they do.

Finally, I would like to pay tribute to my fellow Executive Members, you have an excellent Executive, they all work hard for your cause, and I think that they really do deserve your gratitude.



REPORT TO THE 38th ANNUAL GENERAL COUNCIL MEETING BY P.G. SPENDER
CHIEF TECHNICAL OFFICER (RACING)

I am sorry we look like the two Ronnies in the Technical Department at the moment, but our organisation now, I can assure you all, has been a relationship that has worked very, very well. I have noticed, particularly over the last three years just how much more complex the sport has become.

The Rally fraternity have been slightly ahead of racing in adopting International Rules, but they are now with us, and the cars are very, very complex.

Talking technically, everything is becoming more complex. We are now finding ourselves developing Technical Officers who are specialising if you like, by Class. They have to, because of the depth of knowledge that is now required to carry out eligibility scrutineering successfully.

We have got cars out there now with computer-controlled engine management systems, and we are having to learn how they work, and what to look for. We have got cars with the latest turbo-charging systems. We have got to learn how they work and how to check them for ineligible modifications.

The cars, also, are being built to the letter of the law, and I give you an example of the Walkinshaw Rover. That car is built to the letter of the law - it is not one kilogram over the weight limit, it is exactly on it. And we have to weigh it with our scales, and they have to be dead right. And these are the sort of things we have to do behind the scenes to make sure that the scales are certified and are up to the job. The tyres he brought out, he brought out about 50 sets of tyres, when they were mounted to the rims, were about 3 mm. wider than they were allowed to be until he did two or three laps. After three laps they were within 1 mm. of the Specs. These are the things we are learning. These are the technicalities of modern motorsport. Certainly, one of the objectives that we have had has been to upgrade the skill level of our Technical Officers. I am afraid the Technical Officer of yesteryear would not survive now.

We held a Seminar in 1983, and intend to repeat that exercise later in 1985, to bring everybody up to date with the rapid advances in motorsport technology.

Obviously, we are totally supportive of the move to International Regulations. It has made our life very, very much easier, and we have just tried as hard as we can to manage that transition. We have recommended several rule changes in Group A and Laser Sport, to bring about some simplification of the New Zealand Regulations and, very basically, it has been resolved in Group A that we will allow the tyres up to the full Group A Specifications for the forthcoming season.

The Class 1 (b) car, that is the old Falcons and VH Commodores, will only be maintained until the 30th April, 1986, and in this respect, we are writing New Zealand Homologation papers for those cars, and I expect to have that task finished by the end of the month, and we will be allowing improved braking and floating rear axles in the complete spirit of the Group A Regulations on those two makes of cars only. We are not encouraging competitors to build new cars, but we will try and get across that those cars are on phase-out, and they will only apply to the six cars which competed in Rounds of the National Touring Car Series, and the Nissan Races last year. The objective of these moves is to improve the reliability of those cars but not give them a competitive advantage, and just try and force the pace on this transition to full Group A.

The technical ineligibility rate last season was abysmal for the number of people excluded for ineligibility infringements. We ended up with 2.5 competitors per National event excluded for technical reasons.

That will give you some idea of the magnitude of the problems we experienced last year. A particular problem was the Laser Sport Series. We really did not get into what really mattered and, to that end, we have recommended that some Rule changes be brought into effect this year to try and simplify the checking of those cars, and just get the whole thing back into perspective. What is intended is that the tyres will be racing rubber, and not road radials, except for wet weather, and secondly, we are going to free up the suspension regulations.

We see those as being low-cost modifications which will take a lot of checking time away from those cars.

Finally, the penalties for a vehicle ineligibility infringement in that class will be exclusion from the entire Championship, and we will try to bring about some clout and some tidying up of that class.

As you can see from my Report, this is going to be my last event in this role because of my re-assignment to Australia later in the year.

I wanted to make just a few comments in that regard because, believe it or not, I think it has been a good experience. I have gained a lot of experience and confidence out of doing this particular task, and I am sure it will be very, very helpful and valuable to me in my business career. I believe it is good to be able to sharpen your wits against real people and, at times, very difficult people, but I will add that it does cause premature greying of the hair at a very tender age so, as I say, it is a role that I can commend to anybody that is technically orientated. I think there is a lot of value, and a lot of things to be gained by performing this task. With regard to organisation within the Department, and my re-assignment, we have been developing two or three technicians within the group to replace both Ian and myself, which inevitably will happen, so we will be making recommendations to the Executive within the next few weeks.

Finally, I just want to leave you with some thoughts; I set myself some personal objectives in this task, and one of them was to see real saloon racing get off the ground and Group A, now, in successes we have experienced in the last season, I think, that to some degree has happened. I believe that change is very, very rapid at the moment.

We can see it all around us and motorsport has changed and is continuing to change, but I do not think it can stand still. Just like business, we have got to keep going forward to just stay where we are in this current environment. So I certainly do urge all of you to continue facing up to the issues that face the sport - to get out there and make it happen, because there are so many opportunities for us all.

REPORT TO THE 38th ANNUAL GENERAL COUNCIL MEETING BY I.W. SNELGROVE
CHIEF TECHNICAL OFFICER (RALLIES)

We have had excellent liaison with new and existing competitors in the transfer from our old Group systems of the International Groups 1, 2, 3, and 4 into the new Groups. I commend all Clubs on their co-operation that they have extended to us, through their competitors, in this very testing time of learning.

It is very pleasing to see the high standard of preparation of the new category cars appearing and it is very pleasing to see the high standard of co-operation between cars and competitors in similar makes and types of vehicles.

The element of control under the new Groups is very explicit and, as such, the policing of the new Group is simplified in comparison to the old Group structure we had. It has taken away a lot of the ill-feeling that existed and restored the straight-out competitive nature of the competitors against one another, as opposed to vehicle eligibility.

We spend a considerable time behind the scenes researching each of these vehicles before they actually turn a wheel and, once again, I commend the Clubs for bringing names forward, co-operating with our Department, and solving all of these little problems.

Our Officers have attended all National Rallies and we conduct our technical inspections on similar guidelines to that used by the FIA; in actual fact, at some events we even exceed the FIA guidelines. The possibility of our Technical Officers attending closed Club or small Club event rallies has been raised with the Rally Advisory Committee, and one that we would like you to look long and hard at. We realise that it will be entirely on a voluntary basis, but we feel that we have got something to offer you at a closed Club level.

We are appalled at the standard of cars coming forward in National Rounds in their non-Championship format. The standard of rally car preparation of these non-Championship cars, quite simply, is below scratch.

The Technical Department, over the next eighteen months or so, has been given the task of re-looking at our existing Competition Rules in the Schedule A Section. Over the next few months, all Clubs will be asked for contribution as to what they like or dislike, and how they see the format of that Group, particularly relating to their Club Scrutineer. So, please give us some worthwhile comments so that at the next AGM we can deliver to you a document that will replace the existing Schedule A in the Book.

One other item that has come up over the Conference and in the discussions with the Advisory Committees, is the high cost of our Department in obtaining a high profile. We are aware of the costs, believe me, all of our Technical Officers do not submit all of the expenses that they are entitled to, as do the Stewards, a lot of that time is put in voluntarily, a lot of their travel is put in at no expense to the Clubs, and we are certainly aware of the cost that we do incur and every endeavour is made to keep those costs at a minimum.

In closing my section of the Report, I would like to make a special tribute to our retiring Chief Technical Officer on the Racing side. I believe he has done a lot of good work and I, for one, will be very sorry to see him leave our ranks.



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	3	Wall trophy series Trial 3 - Home Clubrooms 3.15pm	Vict Univ - Inv
	6	Monthly night trial - Clubrooms 7.15pm	Wnsa/Wh - Inv
	10	Rally - Waimihia (Taupo) National and Central Region round	Wgtn - Nat
	18	Gravel Sprint Hill Road Belmont - Gravel Sprint Round	Vict Univ - Inv
	24	Sprint - Manfield	Wair - Inv
	24	Night Hillclimb - Paekakariki Hill Road	Kapiti - Closed
	25	Photographic Trial - Clubrooms 2.00pm	Wnsa/Wh - Inv
	31	Autocross - Kim Naylor Round	Wair - Inv
September	1	Economy Run	Wnsa/Wh - Inv
	3	Monthly Night Trial - Clubrooms 7.15pm	Wnsa/Wh - Inv
	7	Stewards Trophy Gymkhana (Grass Venue)	MC - Inv
	8	Gravel Sprint - Knob Hill, Totara Park Gravel Sprint round	Home - Inv
	14	Sprint - Manfield (very restricted invite)	Vict Univ/MC - Inv
	21	Autocross - Housing Corp Land by Porirua Tip - Kim Naylor Round	Wgtn - Inv
	29	Stewards Trophy Gymkhana	Kapiti - Inv
October	1	Monthly Night Trial - Clubrooms 7.15pm	Wnsa/Wh - Inv
	5	Alexdra Road Hillclimb, Gold Star/Duncan McKenzie	Wgtn - Inv

more detailed event info.

Bent Sprint

Promoter: Victoria University Car Club
 Date: Sunday 18th August
 Venue: Kilminster Farm, top of Belmont Hill Road, venue will be sign posted from Belmont Auto Services on Grounsell Crescent
 Scrutineering: Belmont Service Station - 8.30-9.15am
 Entry Fee: \$12.00 includes Manz Levy
 Drivers Brief: 10.00am at venue
 Organisers: Darren Burnand - phone 687-216
 Andrew Carmical - phone 338-403

ARCHER & LUPP HILLCLIMB SERIES.

ROUND 2 - GOLDSTAR HILLCLIMB

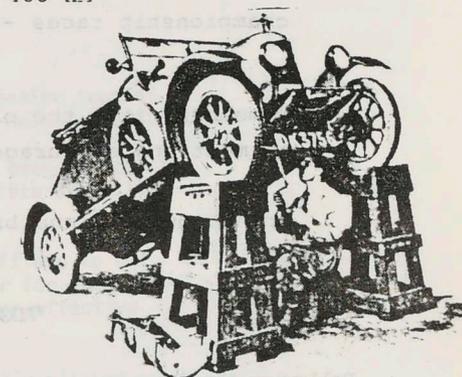
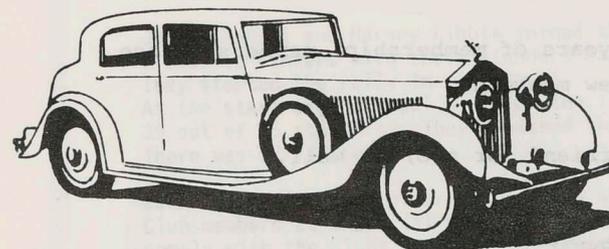
VENUE: Alexandra Road

DATE: 5 October 1985

LIMIT: 50 Entries

Entries close Wednesday 18 September 1985

Regs are available from Greg Lang Tel: 850 660 WK
 883 488 HM



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

NOTE !

AUGUST CLUB NIGHT



So how long has it been since you came to clubnight?
Don't delay any longer, come to the August Clubnight
Tuesday 20th starting at 8.00 p.m. - our Clubrooms,
Russell Terrace, NEWTOWN.

This is a New Members meet Old Members night.
We hope that EVERYONE will make an effort to come along on
this night so that we can all get to know one-another and
swap the odd story or two.

To help the evening along, we will be screening a video of
the latest round of the Australian Touring Car Group A
championship races - compulsive viewing.

Remember, it's the old (in years of membership) members chance
to meet and encourage the new members.

Bring yourself and bring a friend (or two) as well.

"AUGUST CLUBNIGHT"

Following the interest in July's Clubnight of the candid shots of Motor
Sport, and the nature of August's Clubnight - Please bring those photos
along again.



A TOUCH OF NOSTALGIA

10 YEARS AGO From Motoring News.

New Member

Chris Clarke. Chris is a 23 year old Aussie Mechanic and is
currently only a temporary Kiwi as he is on holiday.

After an era in motor racing spanning some 21 years Graham Hill
has decided to retire.

CROSS FLOW

Tony Street was heard to say at the Rotorua break in the
International Rally, that all the drivers that managed to
negotiate "Hole in the Wall reverse", would be made honorary
members of the 4 wheel drive club.

Congratulaions were given to Helen and Chris Kirk-Burnnand
on their marriage, and Lorraine and Ian Jenson on the birth
of their son.

A Rallywoods Bent Sprint was held and there was 33 cars
entered. It was very wet and slippery and 3 cars did not make
the first official run:

1st was T Jones	Bandicoot	2500
2nd was Vallis Peet	Corolla	1293
3rd was Leicester Banfield	Mini	1275

1975 Motoring Rally

John Gladhill and Harvey Kibble joined the Todd dealer team of
2 1600 cc Lancers with their standard Mitsubishi Galant G L 1850cc.
They started the rally in slot No 36.
At the start of the final division the field had been reduced to
39 out of 85 starters. They finished the rally 19th overall.
There was 37 finishers.

Buchanan Engineering offered to supply sports mufflers to Car
Club members at a special reduced price, in order for them to
comply with the Clubs and circuits requirements for effective
mufflers.

There was 21 competitors at the monthly nite trial. It was
won by Team Max with Team Adams 2nd and Team 1500 3rd.



Wellington Car Club

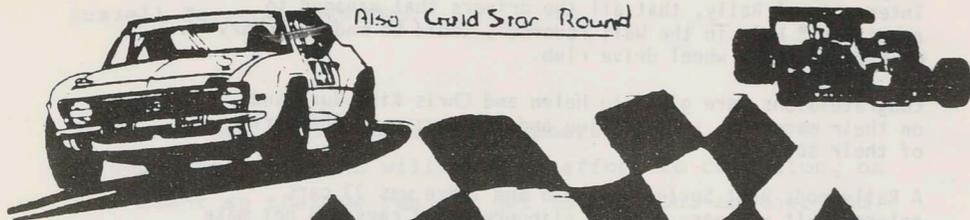
ARCHER & LUPP SERVICES.

WOLBLOMB SERIES

Round

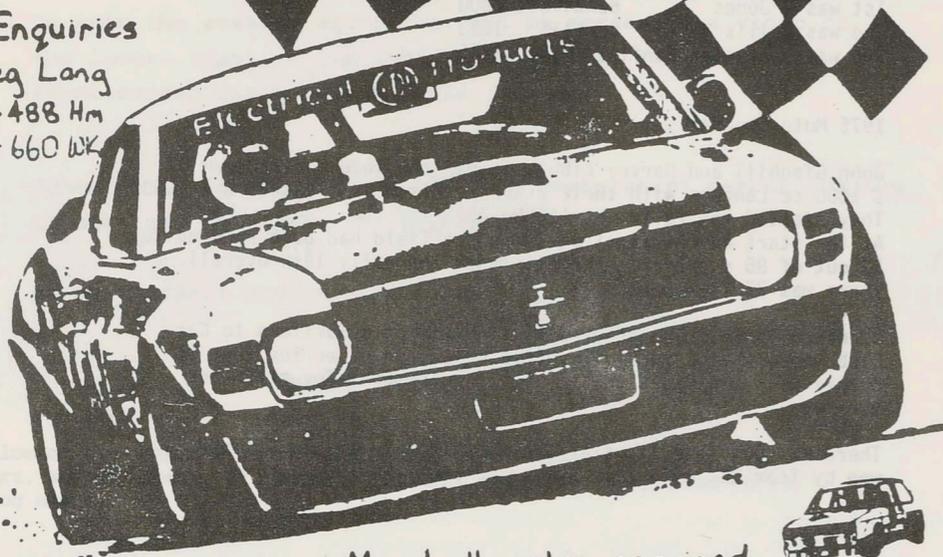
2 ALEXANDRA RD 5th OCTOBER 1985

Also Grid Star Round



All Enquiries

Greg Lang
883-488 Hm
850-660 Wk



Marshalls also required



1985 RALLY OF NEW ZEALAND

AWA Clarion



7th Round — FIA World Rally Championship for Makes
7th Round — FIA World Rally Championship for Drivers

P.O. Box 62.021, Sylvia Park, Auckland
Telex: N.Z. 60-680 S.C.S.-N.Z.
Telephone: (09) 540-556

WORLD RALLY CHAMPIONSHIP NEWS

ISSUE NO. 4

The end of June saw the world's best converge on New Zealand for the 7th Round of the World Rally Championship — the AWA Clarion Rally of New Zealand.

Timo Salonen won the event from Peugeot teammate Ari Vatanen, who overhauled West German, Walter Rohrl on the last morning.

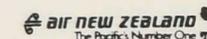
Rohrl had led the rally throughout the northern leg and on into the 2nd day only to surrender the lead at Mystery Creek when he overshot a corner and his Audi Sport Quattro's engine stalled, costing him 30 seconds.

From then on Salonen steadily increased his lead and continued to put in a faultless performance throughout the next 2 days; ultimately resulting in his 3rd victory of the year and his 2nd in a row.

He now leads the World Rally Championship for Drivers by a massive 28 points from defending Champion and winner here last year, Stig Blomqvist, whose vigorous sideways driving style could only earn him 4th place this year.

In the Manufacturers' contest, Peugeot now need only finish in the top 3 on 1 of the 4 remaining rounds to clinch the title as they have 112 points, 36 more than 2nd placed Audi who themselves are 38 points clear of Nissan in 3rd.

While the world's best fought it out at the front, the contest for 1st New Zealander was just as intense as firstly Reg Cook took his Nissan out to a comfortable lead, only to have his gearbox blow on a touring stage at the start of leg 3. This problem cost him 15 minutes and dropped him back to 9th allowing Neil Allport to take over 5th place overall and 1st local.



Canon Copiers

.../2

Allport held on to this position for most of the 3rd day until he punctured on some rutted terrain in stage 34 and as a result, crashed off the road, damaging his Mazda's steering beyond immediate repair.

Malcolm Stewart's consistency and trouble-free run therefore brought him up into the lead in this 'rally within a rally' and despite a desperate attempt by Cook to overhaul him - an effort which saw the Nissan works driver climb back from 9th to 6th by the finish - Stewart held on comfortably throughout the final day to at last take the award he has finished runner-up in for the previous 3 years.

One of the top New Zealand performances would have to be that of twice National Champion, Jim Donald and co-driver Kevin Lancaster who stepped straight into Reg Cook's old Nissan 240 RS, having not driven competitively since the 1983 International.

Immediately they began posting times in the top New Zealander bracket only to have disaster strike on the 6th stage when they ran out of petrol and had to borrow some from a local farmer.

The problem apparently occurred because the Nissan refuelling schedule was based on Cook's evolution car which proved to be less thirsty than J.D.'s older version.

In total they lost some 15 minutes which dropped them back to 47th place overall and well out of contention.

However, from that point on, the 1981 International Rally Winner climbed back up through the field to finally claim 9th place at the end. This effort included making up 90 seconds over the last 60 kilometres of special stages to push Tony Teesdale back into 10th place, and did so by just 19 seconds after more than 10 hours of high speed driving.

.../3

The other 'rally within a rally', was the Group A section which turned out to be another Subaru benefit as 4 of their 6 works cars made a clean sweep of the top 4 places.

Possum Bourne completed a hat-trick of Group A wins, again finishing 8th overall while teammate Tony Teesdale was likewise again 2nd Group A, 10 minutes behind Bourne in 10th place.

3rd in Group A and 12th overall, was the Kenyan duo of Mike Kirkland and Mike Doughty with their compatriot Frank Tundo and his New Zealand co-driver, Richard Halls, right behind them in 13th.

Subaru didn't have it all their own way in the first half of the event however, as Toyota's Paul Adams led the Group until the penultimate stage of the 2nd day when he uncharacteristically went off the road and became stuck in some soft ground. It took over an hour for his crew to dig the car out and by the time he was mobile again, any chance he and co-driver Jim Scott had, was long gone.

A number of the top overseas competitors didn't make it back to the Airport Travelodge in Manukau City.

Bjoern Waldegard, after having to change his co-driver on the morning of the start due to the illness that laid-low Hans Thorszelius, broke the input shaft on the gearbox of his Toyota Celica TwinCam Turbo on only the 2nd stage, while his young teammate Juha Kankkunen will never want to go near Mystery Creek at Hamilton again.

Last year he broke an axle on the 5 kilometre belt around the National Field-days complex, when lying 6th while this year his differential broke, dropping him from 5th (and far and away the fastest rear wheel drive car), all the way down to 48th place.

Once fixed, he continued to record 5th fastest times on most of the high speed tests and had climbed back up to 18th overall, only to be brought to an abrupt halt, midway through the last day with a mysterious electrical fault that just would not go away, despite the frantic efforts of the Toyota Team Europe mechanics - definitely not Toyota's year in 1985.

Nissan's Shekhar Mehta also suffered electrical problems that pushed him right back down the field and so chose not to continue at the start of the 3rd day.

Like Toyota, the Russian Lada team were unable to get a car to the finish losing one of their team on each of the first 2 days - Alexandr Rublev rolling on stage 6 and Stasis Brundza breaking an axle on the start line of stage 21.

Daihatsu, on the other hand, had a 100% finishing record with Graeme De Pina finishing 17th overall and an incredible 2nd in the amalgamated 0 - 2000 cc Group B class - the class winner being Inky Tulloch's 2 litre BDA Escort in 7th place overall.

De Pina's teammate Glenn McIntyre finished 34th and 6th in class after barrell rolling his Charade in leg 3 while holding a top 20 place.

So in all quite a mixed event for the works teams, however there were still 39 finishers of the 67 starters - the highest finishing ratio for many a year.

Yet again, the New Zealand Rally will be remembered for a couple of notable 'firsts': This was the first time Peugeot have ever achieved a 1-2 result on a World Championship Rally, and,

Timo Salonen became the first driver to win a New Zealand round of the World Championship twice and continued his amazing record of always finishing our event.

And finally, last year's pattern also seems to be repeating itself, as in 1984 Stig Blomqvist won both the Acropolis and New Zealand rallies and went on to win the World Championship; Timo Salonen has so far done the first two of these 3 things



Motorsport Association of New Zealand Inc.

Secretary General
A J SMITHARD

52/150 PO Box 3793 Wellington New Zealand Telephone 723-520

1st July, 1985

CIRCULAR MEMORANDUM TO:

ALL CLUBS
PERMIT ISSUING STEWARDS

NEW CLUBS

The following are Clubs which have joined our Association since the printing of the 1985 MANZ Yearbook:

- | | |
|--|------------------------------------|
| Austin Healey Car Club Inc. | P.O. Box 25-016, Auckland |
| BMW Car Club of N.Z. Inc. | P.O. Box 7113, Auckland, 1. |
| Capri Car Club of N.Z. Inc. | P.O. Box 36-171, Auckland |
| Cooper Car Club of N.Z. Inc. | P.O. Box 9069, Newmarket, Auckland |
| Datsun 'Z' Club Inc. | P.O. Box 84-030, Auckland, 6. |
| GT Faicon Club of N.Z. Inc. | P.O. Box 2441, Auckland. |
| Historic Racing & Sports Car Club Inc. | P.O. Box 46-038, Auckland. |
| Mini Seven Association of N.Z. Inc. | P.O. Box 17-231, Auckland, 5. |
| Porsche Club of N.Z. inc. | P.O. Box 30-074, Auckland. |
| T.R. Register N.Z. inc. | P.O. Box 17-138, Auckland. |

Classic Motor Racing Club of NZ Inc. C/- P.O. Box 923, Dunedin.

We extend a welcome to all these new Clubs.

L. Morrison

LOIS MORRISON
ASSISTANT TO SECRETARY GENERAL.

Classic

New: HDT Commodore SS Group A

Turning up the heat

It's like having a little bit of Brocky in your driveway

IMAGINE OWNING one of Bruce Springsteen's guitars, or one of George Burns' cigars, or Morgan Fairchild's bras. Or how about one of Peter Brock's cars? Certainly Peter Brock's new Commodore SS Group A could be put to better use than the above mentioned and is a little easier — if perhaps less fun — to get a hold of.

Not that Australia will ever be bubbling over with the Holden Dealer Team's latest creation. Only 500 of these "evolution specials" will ever be built, and by virtue of their special paintwork and exclusive badging they'll bust out of any crowd.

But what makes the Commodore SS Group A so special plunges way below the neckline. The car is a mixed bag of hot bits Peter Brock wants for his Mobil-Commodore race cars, ranging from the sleek, aerodynamic grille to the smaller, 4987cm³ V8 which will shed the car of its over-5.0-litre category weight penalty.

Along with the capacity reduction comes a host of bolt-on engine mods

By Michael Stahl

which not only provide the Group A road cars with more power than the 5044cm³ SS and Group Three, but also allow for far greater engine development potential and durability in the Mobil race cars. What you get in the SS Group A is a road car with half the race development done for you.

Editor and HDT-improved Commodore owner Barry Lake detailed the technicalities of this very special car in our May issue, but for once, another staffer has beaten him to the first drive. Modern MOTOR had the good fortune to personally introduce itself to the prototype SS Group A a full fortnight before production was due to begin.

The SS Group A is based on the HDT-prepped SS model, which in turn is derived from the lightest Commodore SL. The Group A comes with all the interior trim of the SS but with a hodge-podge of extras from other model lines. Take, for example, the chrome interior light from the Holden Calais, or the door map pockets from the Berlina, and the trick Eurovox four-speaker sound system from the SS Group Three. These bonus items complement the Scheel seats, leather-bound Momo steering wheel and other items already found in the SS. A special numbered plaque will feature on the glovebox of all 500 Group A cars.

Externally, the SS Group A's unique "Formula Blue" paint scheme has been blended around the corporate colours of

GM-H and race team sponsor Mobil. The grille insert is a more sophisticated example of that found on the SS Group Three. Full-scale wind tunnel testing at GM-H resulted in this design's being not only more aerodynamically efficient, but also providing much more efficient cooling than the three-slat currently in production.

The new grille works in concert with the new front spoiler, the profile of which is almost a carbon copy of that used on the 1984 Group C racing Com-

modores. The Group A's sizeable rear deck spoiler is a contentious issue at the moment. It would seem most unlikely that the FISA — to whom the car will ultimately be submitted — will approve of this component for racing, there being a strict ruling in the Group A regulations regarding aerodynamic add-ons.

Underneath, the SS Group A wears the suspension from the SS Group Three, with Bilstein gas struts and shocks and SS springs. As on other SS models, the Group A has a 14mm rear anti-roll bar, but a heftier 27mm bar has been fitted up front. Brakes are lifted straight from the Group Three, while the wheels are HDT's 16x7.0 alloy units, shod with Bridgestone Potenza 225/50 rubber.

Like the regular SS model, 90 percent of the car's assembly takes place on the line at GM-H's Fishermens Bend plant, with final body mods happening at HDT's Port Melbourne facility. With the Group A's very special engine add ons, however, much engine pre-assembly must be done at HDT headquarters. The completed components are then plugged into the appropriate point on GM-H's engine assembly line. It's easy to tell one of the Group A engines from the regular V8s on the line — this demon child is painted red . . .

Production of 5000 smaller-capacity V8s is already underway at GM-H, in order that Brock ultimately homologate the SS Group A for international competition. These otherwise-standard engines will find their way into V8 Commodores and Calais right across the range.

The 500 red-hot units are another story. The camshafts for these engines were jointly developed by the HDT and Crane in the US, the latter company also being responsible for the adjustable roller rockers. Heavier valve springs — a Chevrolet factory performance option, also used on the Torana L34 — cope with the lumpier cam, with hardened pushrods relaying the messages.

The conrods are also borrowed from the L34, and a double-row timing chain provides extra strength for racing. The flywheel has been lightened by half a kilogram, but the M21 four-speed manual box behind it is untouched.

The cylinder heads are largely the work of former HDT driver Ron Harrop. They're fed by the familiar Rochester four-barrel carb via a matched inlet manifold and inlet ports. Exhaust is handled by a new design from Melbourne's HM Headers. These, and the two-inch exhaust system which follows, also allow plenty of flexibility for development on the race cars. The whole show is silenced by a Lukey muffler, again specially designed for this car.

At the end of the day, the HDT dyno has plenty to show for it. The SS Group A's claimed outputs of 196kW at 5200rpm and 418Nm of torque at 3600rpm represent a power gain of 19kW, occurring 400rpm further up the range than the 5044cm³ unit's peak.

Claimed torque output is virtually unchanged, although its peak is reached 100rpm higher. And whereas the old engine was redlined at 5000rpm, HDT says this one's good for six grand without a worry.

Resplendent in its unique Formula Blue, its narrow slit of a mouth set firmly in a snarl, the SS Group A is possibly the most purposeful-looking of all Brock's road creations to date. It has none of the superfluous bonnet scoops, bumper extensions or theft-proof wheel covers of the showy SS Group Three. It is consequently lighter. Everything on this beast is there for a purpose, and its purpose is

haulin' ass.

Its purpose is further emphasised once the V8 is cracked into life. The Group A growl is even more seductive than that of the former SS, helped also by the City Sewer system that runs beneath the floor. The lumpy cam gives it a chunky idle indeed, and it takes more revs than customary for a large V8 to get it cleanly off the mark.

Driving around Melbourne — yes, we did quite a few laps — the car further told of its preference for motoring of a different sort, although it isn't annoyingly spluttery. Even its brup-brup-brup exhaust note at idle hints that this car is happier frolicking on the northern slopes of 5000rpm than it is window-shopping.

Surprisingly, the SS Group A doesn't feel much faster off the line than the former SS model, although that car wasn't noted for hanging about. Where the Group A is most noticeably stronger is in its mid-range. Planting the right foot, even at cruising speeds, produces a marvellous surge of power. Vrrroomp! and you've overtaken everything regular civilians can throw at you.

On the polished dragstrip startline at Keilor International Raceway, the SS Group A would squat on its fleshy haunches and announce its departure with a loud wail from the rear tyres. Wheelspin? As much as you want in this baby. Like a competent, but overloaded public servant the big Bridgestones try to funnel all the paperwork through, falling short of the task only because there are many great minds in higher places.

The engine's gutsy roar was a symphony for the workmen busy extending the Keilor Park circuit, with standing start acceleration runs providing a rhythm of bwarp-bwarp-bwaaarp-bwaaarp as the car romped through the gears. John Stevenson of the HDT was surprised with our best 0-100km/h time of 7.65 seconds, and standing 400 metres in 15.64. He'd expected less than seven seconds for 0-100km/h and around 15 seconds dead for the standing 400. But hang on — how fast do these people need to go? As it was, we'd hit the old Imperial "ton" in less than 20 seconds...

Although our figures were quicker than those of the SS Group Three tested last December, this Group A car was marginally slower than our test SS in Modern MOTOR's January 1985 issue — also recorded by this driver. The Group A car works out on paper to be around 20kg heavier than the base SS, with a bigger margin again to the SS Group Three.

With its considerable power advantage the SS Group A should be the faster car, although one can't help but think Stevenson's predictions just a little optimistic. The car we Correvitted was a development hack, admittedly, and its 90-litre fuel tank (The Group A car will be available only with the 63-litre tank) was completely full.

Nevertheless, all our runs were within a tenth of a second of each other, and for the principal reason of enjoying ourselves we did a good many runs. The HDT has yet to conduct its own acceleration tests on the Group A, and I'm prepared to concede defeat if Peter Brock turns out quicker than I was. But hey — I *am* smaller and lighter than he is...

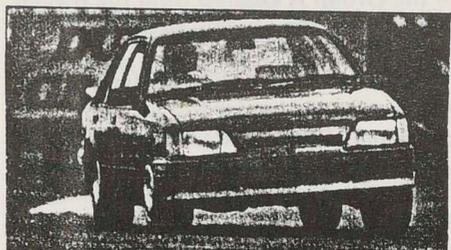
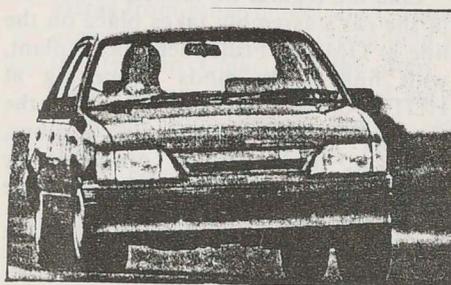
On the road the car is surprisingly easy to drive; its controls are commendably light, considering the stoutness of the clutch and beefy M21 box. Its ride is closer to that of the base SS in spite of its sophisticated Bilstein damping. It sits

flat as a board but we must report that bumpy, uneven surfaces will kick it off-line and see the rear wheels scrabbling for direction. The rear end of our test car felt suspiciously as though the Bilstein's bump setting was too stiff but the rebound too soft. It should be added that final suspension tuning had yet to be done for the production cars.

The precise power steering goes well indeed with the car's overall firmness, but the front wheels still tend to "tramline" over road contours. The package is as good as you'll get on a smooth road, but is still not of the standard of ride and handling set by the likes of BMW. With four passengers up it gets better, and we must remember that the Commodore's suspension design was never intended to be that of a two-seater sports coupé.

Just as a road car has many shortcomings when it hits the racetrack, so a race car makes its compromises when it takes to the road. Peter Brock's 500 "race" cars will already have been ferried out to dealers across Australia. Half of the 500 lucky buyers had already ordered their cars a month before they were due to be built, and all 500 know exactly what's in store for them.

What they'll get for their \$21,950 is gut-crushing acceleration, supreme overtaking ability, racetrack handling and responsiveness, race-proven endurance and the knowledge that they're usually the fastest car on the road. In short, they'll be buying a little bit of Brocky. □



HOLDEN COMMODORE HDT SS GROUP A 5.0-litre, four-speed manual



ENGINE

Location	Front
Cylinders	90° V8
Bore x Stroke	101.6 x 76.8 mm
Capacity	4987 cm ³
Induction	GM Rochester Quadrajet four-throat, downdraught carburettor

Compression Ratio	8.8 to 1
Fuel Pump	Electric
Valve Gear	Pushrod operated OHV
Claimed Power	196.0 kW at 5200 rpm
Claimed Torque	418.0 Nm at 3600 rpm
Maximum Recommended Engine Speed	6000 rpm
Specific Power Output	39.3 kW/litre

TRANSMISSION

Type	Four-speed manual
Driving Wheels	Rear
Clutch	Single, dry plate

Gearbox ratios

Gear	Ratio	1000 rpm km/h	Max Speed (rpm)	At (rpm)
First	2.54	14.5	87	6000
Second	1.83	20.2	121	6000
Third	1.38	26.8	161	6000
Fourth	1.00	37.0	215	5800
Final-Drive Ratio				3.08 to 1

SUSPENSION

Front	Independent by MacPherson struts with coil springs and anti-roll bar
Rear	Live axle located by upper and lower trailing arms and Panhard rod with coil springs and anti-roll bar
Wheels	HDT alloy 7.0JJ x 16
Tyres	Bridgestone Potenza 225/50 VR 16

BRAKES

Front	281 mm discs
Rear	281 mm discs

STEERING

Type	Power-assisted rack and pinion
Turns, Lock to Lock	3.3
Ratio	Variable, 15.8 to 1
Turning Circle	10.2 metres

DIMENSIONS AND WEIGHT

Wheelbase	2668 mm
Front Track	1451 mm
Rear Track	1416 mm
Overall Length	4714 mm
Overall Width	1722 mm
Overall Height	1378 mm
Ground Clearance	134 mm
Kerb Weight	1340 kg
Weight to Power	6.8 kg/kW

CAPACITIES AND EQUIPMENT

Fuel Tank	63.0 litres
Cooling System	12.0 litres
Engine Sump	4.9 litres
Battery	12V 66AH
Alternator	65 Amps

CHECKLIST

Alloy Wheels	Yes
Adjustable Steering	No
Air-conditioning	Yes
Carpets	Yes
Central door locking	No
Clock	(analogue) Yes
Intermittent Wipers	Yes
Laminated Screen	Yes
Petrol-filler lock	Yes
Power Steering	Yes
Power Windows	No
Radio	Yes
Tape Player	Yes
Remote outside mirror adjustment	(two, manual) Yes
Tachometer	Yes
Cruise Control	No
Trip Computer	No

ACCELERATION

0-60 km/h	3.56 seconds
0-80 km/h	5.60 seconds
0-100 km/h	7.65 seconds
0-110 km/h	9.30 seconds
0-120 km/h	10.70 seconds
0-130 km/h	12.85 seconds
0-140 km/h	14.91 seconds
0-150 km/h	17.02 seconds
0-160 km/h	19.44 seconds
Standing 400 Metres	(143.0 km/h) 15.64 seconds

LIST PRICE

\$21,950

PRICE AS TESTED

\$21,950

Includes options: None.



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5147

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND (INC.)

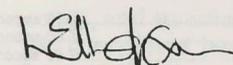
NOTICE OF ANNUAL GENERAL MEETING

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 17th September 1985.

A G E N D A

1. Approval of Minutes of previous Annual General Meeting
2. President's Report
3. Approval of Annual Accounts for the Year Ended 31 July 1985
4. Consideration of proposed Rule Changes to Constitution (see opposite)
5. Subscriptions
6. Election of Office Bearers
7. General Business

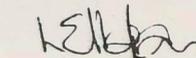
Members unable to attend the Annual General Meeting may make written nominations of members for election as Officers of the Club. The member nominated must accept the nomination either in writing or personally at the Meeting, otherwise the nomination will not be accepted. A member unable to attend may 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. ELLINGHAM
SECRETARY

SUGGESTED CHANGES TO CURRENT RULES OF WELLINGTON CAR CLUB (INC.) TO BE DISCUSSED AT THE ANNUAL GENERAL MEETING

Rule

- 5(a) 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) Application 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) Add: Full membership rights apply to each of the parties to
(ii) 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) Change existing (v) to read:
(v) Quorum: 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.

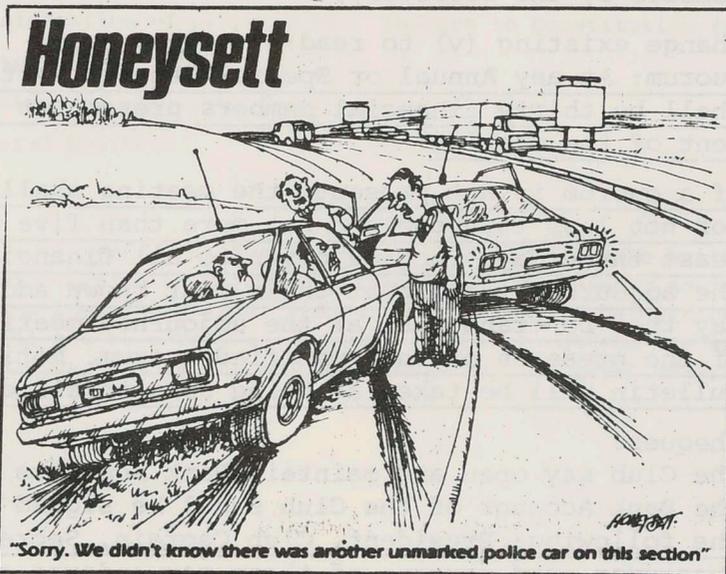

(Lisa Ellingham)
SECRETARY

STANDEN SERVICE CENTRE

NIGHT SPRINT

25 MAY 1985

NO	NAME	CAR/CC	CL	PP	T1	T2	T3	PL
1	L EVANS	CAPRI/1998	WUC	1.10.00	1.07.44	1.09.40	1.10.00	7
2	P BARNES	RX2/2500	WUC	1.10.50	1.02.53	1.04.10	1.02.78	2
3	M GAIR	RX2/2292	WUC	1.11.00	1.11.16	1.09.59	1.10.25	8
4	P MERCER	IMP/995	SOC	1.16.00	1.26.53	DNS	DNS	13
5	M MOREADY	CORTINA/1500	WUC	1.12.14	1.13.44	1.16.00	1.12.12	11
6	B BEARD	ESCORT/1500	HVM	1.17.91	1.17.41	1.14.71	1.19.74	14
10	J MORAE	MINI/1298	WUC	1.23.07	1.17.29	1.15.35	DNS	15
11	S BUDD	CHEVETTE/2300	WUC	1.04.98	1.04.79	1.03.00	1.01.99	1
12	I MOLLISON	COROLLA/1598	WUC	1.05.14	1.05.33	1.04.90	1.03.56	3
16	A HARVE	LASER/1490	WUC	1.09.50	1.06.73	1.05.32	1.05.56	4
20	T JAMES	FIAT 131/1600	FIAT	1.21.46	1.29.59	1.19.75	1.20.44	17
22	I THEWLES	ESCORT/1500	HVM	1.12.64	1.12.58	1.11.75	1.11.50	9
23	V MIDDLEDITCH	LANCIA/1298	FIAT	1.19.76	1.14.30	DNF	DNS	12
24	M DEAR	TORANA/3300	KRF	1.00.00	1.07.12	1.06.53	1.10.22	6
25	C BUDD	CHEVETTE/2300	WUC	1.20.92	1.16.98	1.12.01	1.12.00	10
27	G MCBAIN	RX2/2292	WUC	1.08.28	1.07.84	1.07.08	1.06.28	5
29	C HAINSWORTH	IMP/875	SOC	1.22.28	1.21.66	1.20.55	1.19.47	16
31	S CORNICK	CAPRI/1998	WUC	1.25.20	1.14.70	DNS	1.15.09	13



DELTA DAWNS A NEW AGE

A 400bhp, four wheel drive Lancia Delta, is to uphold the Italian name on the International Rally Circuit.

Lancia, smarting at its defeat by the uprated Audi Quattros last year, developed the Delta, known as the S4, in collaboration with the renowned Abarth tuning house.

The result is a Kevlar and carbon fibre bodied forest projectile with a wheelbase of 2.44 metres, height of 1.4 metres, width of 1.88 metres and an overall length of 3.99 metres.

Weighing only 960kg (this figure will drop by 70 kg before the season is over), the Delta S4 is powered by a rear-mounted 4 cylinder, 1759cc motor.

Although the engine is fitted with a KKK turbocharger, the Volumex supercharged system has also been adapted to overcome the lack of power from turbocharged engines in the low rev ranges.

This system allows the development of high super-charging pressures at low revs, gradually cutting out and being replaced by the turbocharger as the engine revs rise.

A close ratio five speed gearbox allows the car to reach a top speed of 205km/h in top gear, 180km/h in fourth, 149km/h in third, 114km/h in second and 82km/h in first.

Torque can be distributed between the front and rear driving



wheels by a lockable central differential and may vary from a 75/25 to a 60/40 split.

Provision is also made for the installation of locking front and rear diffs.

Lancia is presently homologating the Delta S4 and to achieve the required 200 build for Group B, a limited number will be sold to European buyers for road use.

The Lancia Delta S4 will make its competition debut at the Thousand Lakes Rally in August.

Probable drivers are Marrku Alen and Attilio Bettega. Until the 1000 Lakes the Lancia Martini Rally team will run the Rally 037 which produces "only" 325bhp from its 2111cc engine!

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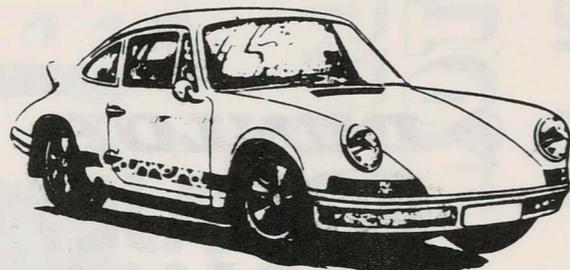
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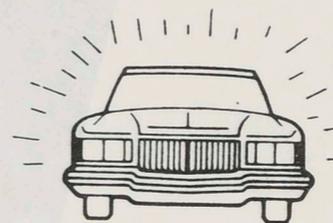


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SEPTEMBER 1985



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Secretary	Lisa Ellingham	288-523	
Treasurer	Ray Lord	268-253	284-788 (w)
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Vice Club Captain	Graeme Robertson	357-027	
Committee :	Lynn Dewhurst	881-031	
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	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
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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 : \$30.00 for Ordinary Members and for Husband and Wife
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BULLETIN EDITOR :

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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 material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted

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talking trials



Club Competition (Trophy) Year

It has been decided to change the competition year of the club, effective from the end of this year.

The competition year will in future run from 15 January to 31 December (Previously, it had been 1 April to 31 March). To bring about the change, the 1985/86 competition "year" will be shortened and trophy winners will be determined over the 9 months from 1 April 1985 to 31 December 1985.

This change will bring the club into line with the MANZ and WMSA competition year and provide a more logical and easily managed period. It is intended that prize-giving will be held during February or March.

It is further intended to present certain trophies, applicable to specific single events, on the day of the event. It is felt that this would help to add further meaning to the trophies concerned. Details of which trophies will be affected by this will be advised in due course.

Wall Trophy Trial, 3 August 1985, Organised by Victoria University Car Club

This event was again used to decide the 1985 recipient of the Annual Night Trial Trophy, for the highest placed Wellington Car Club driver.

Weather-wise, not a brilliant day, ideal for trialling! Event-wise, a tremendous day, and one that really deserved better competitor support. I won't bore you with heaps of details of the route, traps etc, suffice to say we started and finished at HVMC clubrooms in Petone. We toured to the Wairarapa and to all intents and purposes the event finished at Featherston on the way home. Due to an earlier diesel spill over the Rimutukas plus the wet road, the organisers (Paul Te Punga and Wendy Southon) wisely decided to delete all timekeeping on the return trip.

The meat of the event saw us exploring the Wairarapa between Featherston and Masterton and it was a very well thought out and run event. Lots of tricks and traps for the unwary but with everything made self correcting, it was very difficult to get lost. Competitors simply missed checks!

Heather and I started at car number one and spent the complete event wondering where everyone was! We saw only two other competitors all day, and that was near the end of the event when the route overlapped.

- 2 -

We had a spot of bother looking for one of the end of Section Controls. We found some signs beside the road but no car or personnel. Oh well, we thought, must be a marshall short, will simply write down our time and continue seeing we've got the instructions for the next section. Well, about 15 minutes later, surprise, surprise, back to the same place and there was "never on time" Steve Budd doing his Control duties! At least he apologised for not having been there when we called through the first time ...

A bit further on and, hello, a check board, that's interesting, someone has stopped in front of it, wonder how a competitor got in front of us, wonder, wonder Wrong again, not a competitor, the organiser hastily erecting the check and an instruction board! Luckily for him it was the last check so he didn't have to panic (too much) about having been caught up with.

As I said earlier, an excellent event, thoroughly enjoyed by all competitors and next year's VUCC Gold Star round promises to be a cracker if the same principle is followed. It was great to have realistic average speeds - the new open road speed limit of 100 KPH has brought a lot of sense back to the roads and now sensible, less monotonous average speeds can be set and enjoyed by all.

Wellington Car Club is currently holding a handy lead in the Wall Trophy Trial series and with continued competitor support will see another win in the series this year. BUT, will still have to work at it.

MURRAY MCGUIRE

So how happy are you with the coverage of your favourite sport this year by TVNZ? Don't keep it to yourself, write to Mr K. McEwen, Head of Sport, TVNZ, P.O. Box 30-945, Lower Hutt, and let him know. Tell him how much you enjoyed the coverage of this years AWA International Rally what do you mean there was only very brief coverage as daily news items you mean you saw something on TVNZ about the Rally?!!!!!!

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AUGUST NIGHT TRIAL

There was a certain trap planted on the July Night Trial which I hardly think I need to mention now (save to say it concerned check cars and control cars) because I used the identical one for mine, and 5 out of 13 cars still missed it.

Another common mistake was at " Hopper St " the t being lower case so the sign should not be obeyed but 8 cars did follow it and missed check SEND.

But to the humdinger of the trial! - instructions to # 17 of section 2 were on one page, 18 over the flap and 19 on the following page how many cars flipped over the page and missed 18, thus a check car and 30 points? Marie Thomson came to me (and no time lost) and said- " Don't you think you spoilt your own trap by making the first page too short? I think it's a little obvious" No, Marie it wasn't obvious enough! 10 out of 13 cars missed it.

Check YOE was deleted due to the complaints that it was too hard to see, especially by Wayne Gair who found it necessary to express himself with rather colourful language on his drivers card.

In several cases check codes were spelt incorrectly on the Drivers cards. No points have been deducted for this but care should be taken that the codes are copied down accurately.

I hope everyone enjoyed the trial. My thanks to Wayne Denton for checking the trial and for getting it typed, Ian Jensen, Stuart Alexander, Lester Banfield and Murray McGuire for helping on the night.

ANNETTE MIET.

AGM TUESDAY 17th 8.00pm. AGM TUESDAY 17th 8.00pm
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AUGUST NIGHT TRIAL RESULTS

	30	OKE	R GH	BROUKE	Cum	EGOV	YUD	MINE	NOI	GOON	Cum	ECO	CHEK CAR	CONTROL CAR	ADON	TO	YOE	OFF	SEND	PETRO	YO	CHEK CAR	CONTROL	POINTS LOST	PLACE
① COLLINGS	-	-	-	-	-	-	-	-	-	-	-	-	20	5	-	-	-	-	-	-	-	20	2	47	①
② TEAM POM (Hughes)	-	-	10	10	10	-	-	-	-	-	-	-	13	30	-	-	-	-	-	-	-	30	1	94	②
③ RICHARD CHAN	-	-	10	10	10	-	10	-	-	-	-	-	3	30	-	-	-	10	10	-	10	30	18	131	③
④ TEAM MOCCY	-	-	-	-	-	-	-	-	-	-	-	-	17	5	-	-	-	-	-	-	-	15	2	39	④
⑤ TEAM HONDA	-	-	10	10	10	-	-	-	-	-	-	-	10	6	-	-	-	10	10	-	-	30	17	93	⑤
⑥ 26 STREET	-	-	10	10	10	-	-	-	-	-	-	-	9	6	-	-	-	10	10	-	-	30	11	86	⑥
⑦ FEUGOTARY	-	-	-	-	-	-	-	-	-	-	-	-	11	4	-	-	-	-	-	-	-	30	9	54	⑦
⑧ L. EVANS	-	-	10	10	10	-	-	-	-	-	-	-	15	5	-	-	-	10	10	-	-	30	9	77	⑧
⑨ ROLF HUIFFER	-	-	10	10	10	10	10	10	-	-	10	1	9	30	-	10	10	10	10	-	10	30	7	186	⑨
⑩ TEAM CONROY	-	-	10	10	10	10	10	10	-	-	-	-	9	30	-	-	-	10	10	-	-	10	2	81	⑩
⑪ Mark Jennings	-	-	-	-	-	-	-	-	-	-	-	-	10	30	-	-	-	10	10	-	-	30	5	85	⑪
⑫ MACMOB	-	-	-	-	-	-	-	-	-	-	-	-	0	5	-	-	-	10	10	-	-	30	9	54	⑫
⑬ MIDNIGHT MOTORS	10	-	-	10	-	-	-	-	-	-	-	-	19	0	10	-	-	10	10	-	-	30	1	83	⑬

Check YOE deleted after vocal complaints from certain quarters
 Check NO given to car B as checkboard went missing before the end of the trial

AUGUST LIGHT TRIAL - A CAT'S PUP VII.

We have been a bit lax on attendance at light trials this year, for one reason or another, but this time the effort was made and with tea over early away we went.

Knowing that Annette had set the trial we started out by reading through the A&S's very carefully. This gave us a few things to consider, and when we were given our CPs we studied them also, very carefully. This careful study showed immediately the sort of things we had to watch for.

The course took us up it. Albert road and down through Southgate to Island Bay to put on a bit of distance for the 900 check. After that a fairly straight run to the Basin then left at Tee at Tasran St as there was no sign to turn right at. A bit of judicious use of coded Check boards followed to get us through a selection of dead ends or incomplete instructions so that we went up through Brooklyn and down to the Aro valley.

There were some umpy Tees and a missed straight ahead but we figured out what had happened and got to Larori to find a CHECK giving us the next set of CPs. When we had passed the COLTIPOL we put these CPs into use and wound around some more of Larori before heading back to the clubrooms with a slight detour around Webb St due to the incorrect specification of Hooper St sign.

Having carefully read the instructions we noticed that number 18 was on the back of the pace so we went to see how Stuart Alexander was keeping then back to the clubrooms to finish.

A very enjoyable trial with a good variety of traps. Thank you Annette.

John Thomson for MCCC.

VICTORIA UNIVERSITY CAR CLUB - MIDNITE TRIAL 1985

Wall Trophy - Round 3

R E S U L T S

PLACE	DRIVER	NAVIGATOR	CHECKS	TIME	TOTAL	CAR	CLUB
1	J. Rapley	A. Martin	0	187	187	8	VUCC
2	J. Glover	R. Casey	120	94	214	4	VUCC
3	D. Birse	K. Kitchingman	60	163	223	13	FIAT
4	M. McGuire	H. McGuire	60	182	242	1	WGTM
5	C. Kitchingman	R. Kitchingman	60	194	254	11	HVMC
6	D. Gair	D. McDonald	120	190	310	7	VUCC
7	M. Hogan	J. Tulloch	180	201	381	14	HVMC
8	J. Thomson	M. Thomson	180	236	416	9	WGTM
9	W. Dobbie	A. Miet	420	274	694	5	WGTM
10	C. Partington	R. Jones	600	179	779	3	VUCC
11	A. Mines	S. Mewson	540	315	855	6	WGTM
12	M. Dempsey	N. Thomson	480	381	861	10	HVMC
13	M. Edward	S. Smith	540	334	874	2	WGTM
14	M. Kitchingman	K. Birse	480	545	1025	12	FIAT

WALL TROPHY TEAM RESULTS

VUCC	4 & 7	214 + 310 = 524	1st
	8 & 3	187 + 779 = 966	4th
FIAT	12 & 13	1025 + 223 = 1248	5th
HVMC	11 & 14	254 + 381 = 635	2nd
WGTM	1 + 5	242 + 694 = 936	3rd
	9 & 6	416 + 855 = 1271	6th

WALL TROPHY PROGRESS

WGTM	167 pts
VUCC	102 pts
HVMC	62 pts
FIAT	56 pts

PME DRIVERS TROPHY

M. McGuire	65
J. Rapley	47
C. Kitchingman	44
D. Gair	42
J. Glover	38
M. Hogan	36

NAVIGATORS TROPHY

R. Casey	52
W. Southon	44
R. Kitchingman	44
H. McGuire	42
J. Tulloch	36
M. Thomson	32

MARSHALLS: Bruce Maddock
Darren Burnand
Peter de Joux
Phil Conroy
Steve Budd
Cathy Budd
John Tennant

THANKS TO: Hutt Valley Motoring Club for
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Bernice McCombie for copying and compiling ASR and CRI

ORGANISED BY Paul Te Punga and Wendy Southon

We hope you all enjoyed the event.

FIAT OWNERS CLUB (INC.)

DEAD END TRIAL

WALL TROPHY ROUND 2 - 1985

CAR No.	DRIVER	NAVIGATOR	CLUB	POINTS LOST
17	Murray McGUIRE	/ Phil MORETON	WGTH	169
22	Paul Te FUNGA	/ Wendy SOUTHOE	VUCC	292
5	John THOMSON	/ Marie THOMSON	WGTH	363
8	Colin KITCHINGMAN	/ Raewyn KITCH.etc	HVMC	436
13	Ruth CASEY	/ Joe GLOVER	VUCC	554
21	Wayne GAIR	/ McDONALD	VUCC	628
2	Monnie HOGAN	/ J... TULLOCH	HVMC	712
18	Dianne JENNINGS	/ Dave JENNINGS	WGTH	772
14	Mark JENNINGS	/ Lee DICKINSON	WGTH	836
19	Dave HUMPHREYS	/ Moira HUMPHREYS	WGTH	868
12	Lloyd EVANS	/ Shirley CORNICH	WGTH	910
6	Allen MINES	/ K... McEWAN	WGTH	934
16	Annette MIET	/ Wendy DOBIE	WGTH	1006
11	Margaret EDWARD	/ Sandra SMITH	WGTH	1162
7	Alan KENT-JOHNSTON	/ Nina KENT-etc.	WGTH	1260
23	Wayne RIDDIFORD	/ Dave BIRSE	FIAT	1294
1	A... TIERNEY	/ D... MONK	VUCC	1309
4	Richard EYLES	/ Wendy EYLES	FIAT	1390
9	Andy FREEMAN	/ Sue FREEMAN	FIAT	1408
20	Peter BROWNIE	/ Lorraine BROWNIE	FIAT	1420
15	Michelle KITCHINGMAN	/ Eleanor WALKER	FIAT	1500
10	Martin ROBEY	/ Stephanie ROBEY	FIAT	1593
3 CONNOR	/ I..... le MANN	HVMC	1621

WALL TROPHY TEAM RESULTS

CLUB	DRIVERS	NAMES	PLACES	POINTS LOST
WGTH	McGUIRE	& M JENNINGS	1 & 9	1005
WGTH	THOMSON	& D JENNINGS	3 & 8	1135
HVMC	KITCHetc	& HOGAN	4 & 7	1148
VUCC	GLOVER	& GAIR	5 & 6	1182
VUCC	Te FUNGA	& TIERNEY	2 & 17	1601
WGTH	EVANS	& MINES	11 & 12	1844
WGTH	HUMPHREYS	& MIET	10 & 13	1874
WGTH	EDWARD	& KENT JOHNSTON	14 & 15	2422
FIAT	RIDDIFORD	& BROWNIE	16 & 20	2714
FIAT	EYLES	& KITCHINGMAN	18 & 21	2890
FIAT	FREEMAN	& ROBEY	19 & 22	2991

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DON'T FORGET THE WMSA / WGTH NIGHT TRIALS
1st TUESDAY EVERY MONTH STARTING WGTH CAR CLUBROOMS

THANKING YOU FOR ENTERING OUR TRIAL

TREVOR WALL
KEVIN KITCHINGMAN

MOTORSPORT Newsletter

Issued by the Motorsport Association of New Zealand Incorporated
P.O. Box 3793, Wellington

5th August, 1985

EDITORIAL

This is the first issue of a new style of Newsletter. The Executive Committee have for a number of years been concerned regarding the dissemination of information to Club members about matters concerning the sport in general. It has been decided, therefore, that a Newsletter-style information is to be produced after each Executive meeting that will assist in keeping Club members informed of matters under consideration and the resulting policy decisions. Rule changes will be advised by separate circular.

As this is a new venture for us, it would be appreciated if you have any comments regarding structure or information to be forwarded to the Association's Office.

NEW CLUBS

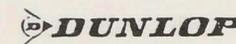
The following new Clubs have joined our Association since the 1985 Yearbook was printed:

- Austin Healey Car Club, Auckland
- Capri Car Club of New Zealand, Auckland
- Cooper Car Club of New Zealand, Auckland
- Datsun 'Z' Club, Auckland
- GT Falcon Club of New Zealand, Auckland
- Ferrari Owners Club, Auckland
- Fiat Club (Waikato), Hamilton
- Historic Racing and Sports Car Club, Auckland
- Mini 7 Association of New Zealand, Auckland
- Porsche Car Club of New Zealand, Auckland
- Renault Reliant Scimitar and Sabre Owners Club of New Zealand, Auckland
- T.R. Register New Zealand, Auckland
- Classic Motor Racing Club of New Zealand, Dunedin

We extend a welcome to all these new Clubs. It is very pleasing to see the number of Clubs that are now seeking affiliation to the Motorsport Association. On average, there are three to four Clubs per Executive Meeting that are considered.

NEW REGISTERED PROMOTER

West Nally NZ Limited have been approved as a Registered Promoter. West Nally NZ Limited is part of a London-based sports promotion group. This group has been responsible for the promotion of the last two soccer World Cups, and currently holds the contract for Wimbledon. It is most gratifying to see a promotional body of this stature joining our Association. The Group's main activity at present, within the sport, is the promotion of the Nissan 500 Race Series.



DISCIPLINE

Mr. Ian Taylor, of Whitby, has been granted part remission of a penalty imposed upon him by a Judicial Committee as a result of actions at this year's Gold Star Hillclimb Final. Mr. Taylor's Competiton Licence has been restored and that Licence be endorsed for the remaining period of currency recording the fine and payment of costs imposed by the Judicial Committee.

STEWARDS

Two new Stewards have been appointed - Barry Voss, of Blenheim, and Peter Wollerman, of Carterton.

Education Seminars have been approved and the programme will provide for each Steward attending a session once every two years.

RACING

Flag Marshal Booklet

Approval has been received from the R.A.C. to copy relevant paragraphs of their Booklet for our own use. Chief Flag Marshal, Don McKay, will be arranging the relevant parts and it is hoped that the Booklet will be available in the near future.

Ford Motor Company Prize Moneys

The Ford Motor Company and AGC Finance Limited have substantially increased the prize monies available to the two Formula that are supported by them : eg. Formula Ford and Ford Laser. The proposal provides for additional prize moneys being available to the South Island Rounds as an added incentive. Details of the proposal will be announced shortly.

RALLIES

A number of tidy-up Amendments to Appendix R will be included for the 1986 Yearbook. They will provide details of Identification to Lead and Tail Cars, penalty for early arrival, and more workable guidelines for Rally Co-ordinators. The Articles of the National Championship relating to timing requirements will now appear in Appendix R so that all Rallies will be run under the same timing system. In addition, a specimen time card will now appear in the new Rule Book.

Vehicle Eligibility

Schedule I has now been deleted and the Rallies Advisory Committee has been asked to consider continuing vehicle eligibility for the present Groups that are currently run in the National Championship. The objective of their exercise is to provide a table of obsolescence for those vehicles that are no longer recognised in the current FIA Homologation Lists. If any Club members have some specific points they wish to put forward on this it is recommended that they contact a member of the Rally Advisory Committee with their thoughts.

General

The Rally Advisory Committee is currently considering requirements relating to sealing of First Aid Kits, observation of rallies, specifications for triangles, and the use of Log Books in non-Championship vehicles.

TIMING EQUIPMENT

There are a number of Clubs throughout the country who have access to, or have built, very sophisticated and effecient timing gear. There are also a number of Clubs who would wish to do the same. In an effort to provide a service to Clubs wishing to build their own gear, it is felt that an Information Register would be held at the Association's Office. Conversely, Clubs who do have gear or know of where it can be made or purchased, are asked to advise the Association's Office so a Register can be put together. Those Clubs wishing to have access to this information are also asked to make their requests to the Office.

TECHNICAL DEPARTMENT

The resignation of Phil Spender, Chief Technical Officer (Racing), has been accepted with regret by the Executive. Phil has accepted a move with his Company to Melbourne. I am sure that the wishes of all those people involved in the Racing side of motorsport go with Phil in his new venture.

In the meantime, Ian Snellgrove has taken over the dual responsibilities for both Racing and Rallying.

Two new Technical Officers have been appointed. They are Alan Batt, of Invercargill, and Geoff Gill, of Blenheim.

A Seminar for all Technical Officers has been planned for the last weekend in August. All Technical Officers, who are able, will be attending where a review of last season's performances and problems will be discussed, as well as specific requirements of Technical Officers as they relate to the individual classes of our sport.

GENERAL

Clerk of Course Responsibilities

Alterations to the Clerk of Course's responsibilities and authority have been approved. The changes will allow the Clerk of Course to apply the Competition Rules. This will provide him with the power to inflict fines, endorsements, and penalties as he sees fit. A competitor will then, if he considers it necessary, have the opportunity of protesting that decision to the Stewards.

These changes are one, of the most important as they relate to both Clerks of Course and competitors, as now the Stewards will be required to adjudicate upon a decision that has already been made rather than have to force a competitor to immediately appeal on a Steward's decision. The effect and operation of this change will be viewed with interest during the 1985/86 Racing season.

Criteria for Temporary Circuits

Following the success of the Wellington Street Race, and as requested by Delegates at Conference, the Executive has established a series of criteria for temporary circuits. In the main, they provide for requirement of twelve months' notice of intention for any dates, and that the proposed circuit requires to have a letter of support from the promoters of adjacent Racing Circuits. Additionally, traditional dates already allocated to other Race Organisers will be protected, and the organisers of any event will have to satisfy the Association that they have the organisation with the necessary administrative and practical experience at at least National status Race Meeting level. A Bond of \$50,000 is currently required for each circuit, such figure to be reviewed from time to time.

1986 Licence Fees

The Fees for Licences next Season have been increased slightly, in line with the decision of Conference. National Licence status Licences will be \$40, and International Licences \$60. The Licences for Historic and Classic will remain at \$5.

At Conference, a suggestion of an Advertising Licence was considered, but after further consideration the Executive has decided not to proceed with this at the present time.

Points Structure

Following representations from a Member Club and discussion at the recent Race Promoters Meeting, it has been decided that a straight-line points system will be used for all Racing events, and that there will be no provision for competitors to drop a Round of Championships in determining the final results. This system will apply, initially, for the Racing Championships.

The Rally Advisory Committee will be asked to consider the continued structure of their Championship in light of this decision.

Commercialisation of Motorsport

As a result of the various Seminars that were held at the recent AGCM, it was apparent that Member Clubs felt a greater commercialisation of the sport was necessary, and, to that end, the Executive Committee are approaching a number of organisations to explore the possibilities that may be available. It is hoped that a number of options will be available for consideration at the next Executive Meeting.

Protests and Appeals

There have been a number of instances lately where considerable delay in obtaining final results for a competition has not been possible because of both Protests and Appeals that have not been able to be heard because of actions that are outside the sport. The Policy of the Association is that both Protests and Appeals be proceeded with, irrespective of any outstanding outside action.

Fuel

Following representations from the Technical Department regarding the practicality of testing fuels that have had additives added to them, the Executive Committee

have adopted a simpler system of definition. It is that the fuel to be used in competing vehicles is to be either Premium Grade Pump Fuel and/or Avgas. The addition of any additive is forbidden. The appropriate Rule changes will be arranged for the 1986 Yearbook.

Environment 1986

There are a number of proposed changes in the administration of forests and the setting up of a Ministry of Environment. The Advisory Body on Sporting and Recreational use in forests is to be the Mountaineering Clubs of New Zealand. This Body has a policy of no-vehicle-use-in-forests and as such is contrary to our objectives. The Association will be making strong representations against this Body representing our interests to the new Ministry.

Log Books

All Advisory Committees have been asked to investigate the practicality of using Log Books for all competing cars. The initial thrust of this investigation is to provide an adequate log for continuing safety and scrutineering standards for each vehicle. It would be appreciated if any Club members who have thoughts on this matter will approach any Advisory Committee Member to put forward their points.

Question and Answer Segment

As it is the intention for fuller communication and education, questions of national interest are invited from Members so that they can be answered through this Newsletter. Additionally, any matters of information or education that come before the Executive Committee will also be included.

Next Executive Meeting

The next Executive Meeting is set for the weekend of 14/15 September, 1985. The Agenda closes on the 1st of September, and Clubs wishing to raise matters at this Meeting are asked to have them in the Association's Office prior to this date.



comp. calendar

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

3	Monthly Night Trial Clubrooms 7.15pm	WSMA/INV
7	Stewards Trophy Gymkhana	MG/INV
8	Gravel Sprint- Knobs Hill, Totara Park	HVMA/INV
14	Sprint- Manfield (restricted Inv) VIC, UNV, MG/INV	CLUBROOM
17	WELLINGTON CAR CLUB AGM	WGT/INV
21	Autocross Kim Naylor Round	KAP/INV
29	Stewards Trophy Gymkhana	

OCTOBER

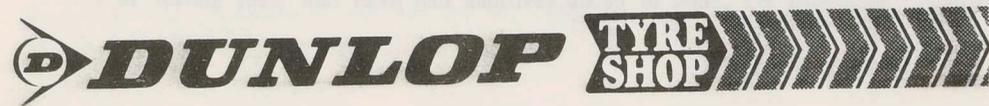
1	Monthly Night Trial Clubrooms 7.15pm	WSMA/INV
5	Alexandra Road Hillclimb	WGT/INV
6	Autocross Kim Naylor Round	HUTT v/INV
12	Trial Wall Trophy	KAP/INV
13	Rally Sprint	NAT Wair/INV
17	Wellington Club Night	CLUBROOM
19	Rally Central Region	NAT WAIR/INV
28	Steward Trophy Gymkhana	CLUBROOM

NOVEMBER

3	BRÄILLE TRIAL	WGT/INV
3	Duncan McKenzie Sealed Sprint	LEVIN/INV
5	Night Trial	WGT/INV

PLEASE NOTE:

We do endeavour to provide as much event information as possible, although at times this is not received until the Bulletin has gone to press. Should you wish to enquire about an event, please contact Lisa or Roger Ellingham who have an up-to-date file on the coming events.



more detailed event info.

HAWKES BAY CAR CLUB

Clubmans Race Meeting, Manfield 28 Sept. Invite event. Entry \$20, Close 25 Sept, Late \$25. Regs avail from Lisa or Roger Ellingham 288523.

MANAWATU CAR CLUB

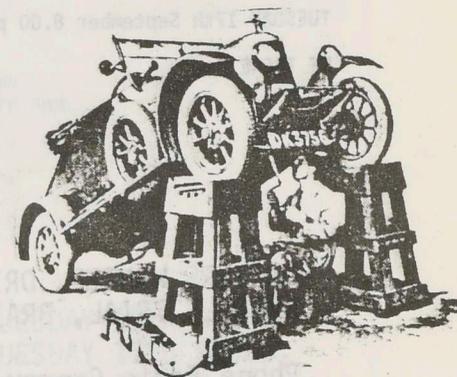
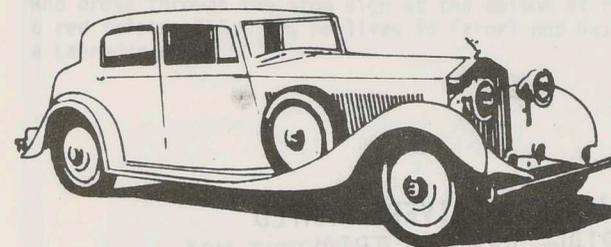
Clubmans Race Meeting 12 Oct at Manfield. Scrutineering from 8.30-9.30am. Entry \$20, Close 9 Oct, Late Entry \$25. Refund of \$5. made to all competitors bringing helpers. Regs avail from Lisa or Roger Ellingham.

KAPITI CAR CLUB

Stewards Trophy Gymkhana, Sunday 29 Sept. Start 1pm, Entry \$5. Venue is grassed farmland Otaki location. Enquiries to Dave Hercock PRM 84058 (A/H).

WAIRARAPA CAR CLUB

National Rallysprint, 13 Oct. 10km total, 60% downhill, 40% uphill, hard & fast open metal in the Ngaumu Forest. Start 9am. Entries \$50 per driver. Entries close 4 Oct, Late entries up to 6pm Sat 12 Oct \$65. Scrutineering & Documentation: The Car Spot, 341 Queen St Masterton between 3pm & 6pm Sat 12 Oct. Compulsory Drivers Briefing at 6pm 12 Oct at The Car Spot. Prizes available. Regs from Lisa or Roger Ellingham. Billets available.



PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

AGM TUESDAY 17th 8.00pm.
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AGM TUESDAY 17th 8.00pm.
AGM TUESDAY 17th 8.00pm.

NOTE !



A G M

TUESDAY 17th

8.00 p m

Clubnight this month is taken up with our Annual General Meeting, to discuss any changes to your Club and to elect a new committee.

We need 50 members present to represent a quorum, before we can start, so make the effort and come along.

There are some committee members who are unable to stand again this year, so if you are interested in standing, or if there is someone you think would be interested but just need a push, come along and voice your opinion.

TUESDAY 17th September 8.00 p m

BE THERE

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CROSSFLOW

Wasn't it good to see Bruce McPherson and Super Sid Franklin out in the Night Trial. Rumour has it that Bruce went out for some milk..... wonder if Mum wondered why it took so long ??

How did Rick O'Neill get the sore knee.
Why does Riack O'Neill's knee hurt.
What's happened to Riack O'Neill's knee.
More to the point, ask Rick O'Neill how is his car and what is the current Airfreight rate for panels are from Japan.

What is the secret source of the Alan Harvie Ltd's blueberry muffins for morning tea ?
(You too can have personal delivery from a certain Wadestown deli)
Maybe that's why your jeans won't fit Alan !

Mrs Harvie washed Mr Harvie's new jeans. Guess what that fat little..... could'nt do them up.

Who was the Manz steward playing snowballs on the Desert Road last Sunday.

It's a pity Rally Competitor's don't clean their cars before scrutineering especially the under side.
Don't laugh try scrutineering some time.

I never thought I would see the day that John Maslen would pike out. But it happened.

So who was it. That during the Waimihia Rally arrived at the start of stage one only to be told he was at the finish of stage one.....Yes Folks - Morrie Chandler.
Is there a vacancy for a new navigator ??????

Who drove through the stop sign at the bottom of the Rigi in a red Telstar TX5. Yes he lives in Karori and has grey hair and a Labrodor dog.

AGM TUESDAY 17th 8.00pm. AGM TUESDAY 17th 8.00pm
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Wellington Car Club

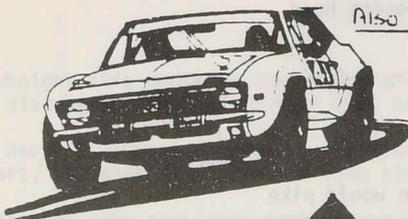
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Marshalls also required



Motorsport Association of New Zealand Inc.

Secretary General
A J SMITHARD

1/69/82/86 PO Box 3793 Wellington New Zealand Telephone 723-520
88/101/150

8th August, 1985

CIRCULAR MEMORANDUM TO:

AFFILIATED CLUBS

PLEASE INSERT IN YOUR NEXT CLUB BULLETIN
FOR THE ATTENTION OF ALL MOTORSPORT COMPETITORS

AMENDMENT TO NATIONAL COMPETITION RULES - NCR 142A -
Effective 7th September, 1985

Add after NCR 142 the following: '142A Authority of the Clerk of Course
The Clerk of the Course shall have the authority for the application of the National and Supplementary Regulations for the running of the event. Any protest concerning application of this authority will be sent to the Stewards of the Meeting for deliberation and decision.'

LIST OF RECOGNISED CLERKS OF COURSE

The Executive Committee has decided to inaugurate a list of recognised Clerks of Course particularly for major events. Would Clubs please forward their nominations for inclusion in this list to the Association's Office as soon as possible.

The nominees should be experienced personnel who have occupied the position of Clerk of Course at major events for a reasonable time, and it is suggested that such nominees' names should be accompanied by a brief resume of their experience.

It is hoped to publish the above list in the next edition of the Motorsport Year book.

RACING POINTS SYSTEM

The Executive Committee has decided that, in future, there will be no differentiation between the points schedule applying to different races in any one Championship.

The International accepted points schedule of 9,6,4,3,2,1 will generally be used, and as far as Championships are concerned, competitors are expected to compete in each Round. No allowance will be made for competitors to drop a Round.

DEFINITION OF PUMP FUEL

The present Yearbook refers on a number of occasions to fuel, pump fuel, etc. and the following definition is given: 'That in all competitions the fuel to be

used is Premium Grade Petrol and/or Avgas. The addition of any additive is forbidden.'

ANZ SALOON CAR CHAMPIONSHIP PRIZE LIST

Class 0 - 2000cc and 2001cc - 3000cc combined - \$700, \$500, \$350, \$200, \$150, \$100 (half per heat)

Class 3001cc - 6000cc - \$2000, \$1200, \$900, \$600, \$300, \$200 (half per heat)

DUNLOP FORMULA VEE PRIZE LIST

Race prizes - \$180, \$150, \$110, \$90, \$60, \$40, \$30, \$20, \$10 (half for heats).

The Prize List for other Championships will be published as they are finalised.

APPENDIX B - Schedule of Fees

The following amendments to Appendix B Fees have been made by the Executive Committees. These will come into force at 1st January, 1986. :

Add 'NZ Grand Prix title \$1000; World Championship Event \$2000; World Cup Event \$500.'

5. **Track Licences**
 - (a) International Circuits \$1000, an inclusive fee to include FISA Track Inspections
 - (b) National Circuits \$500
 - (c) Temporary Circuits - the above fees, according to status, plus cost of inspection
 - (d) Inspections in addition to the Annual Inspection, at cost.
6. **Course Inspection Fees** - Delete.
7. **Record Certificate Fee** \$50.
8. **Competition Licence Fees**
 - (a) Historic/Classic \$5.00
 - (b) Ungraded \$10.00
 - (c) Racing and Rallying \$40.00
 - (d) Provisional Race/Rally \$40.00
 - (e) International Racing \$60.00
 - (f) International Rallying \$60.00
 - (g) Entrants Licence \$10.00.
9. **Upgrading Fees**

From National to International \$30.00
International Rally Navigation \$20.00
Replacement Fee \$10.00
Authority to compete overseas \$25.00
10. **Stewarding and Technical Charges**

Delete all present Fees and Charges and insert: 'All Stewards and Technical Officers travel expenses during all Rallies is a direct cost to the promoter.'
11. **Technical Officers' Fees** - Delete.
12. **Fines** - Delete, except Late Notification of Results.

13. **Protest Fees**
 - (c) Bond \$250.

14. **Appeal Fees** - Delete Judicial Committee
- Increase Executive Court of Appeal to \$300.

The Executive Committee is now giving further consideration to the suggestion by some Members at the recent Annual General Council Meeting to the introduction of a composite fee for an event. Such fees, when promulgated will include a Permit Fee structure, Stewards Fees, Technical Fees, Championship fees, and Stewards and Technical Officers travel expenses, except as provided in 10. above. Once assessed, the composite fee will be the first and only charge for an event which will be of considerable advantage to the organiser in that he will be able to pre-determine his costs for any given event.

With regard to the proposed Advertising Fee that was to be levied on competitors' cars carrying advertising, this has been considered but deferred for the time being.

The permitted level of entry fees for racing events is also being reviewed.

VEHICLE LOG BOOKS

It was suggested during the course of the various meetings in conjunction with the Annual General Meeting recently, that the Association should be looking at the introduction, or re-introduction, of a Log Book for all competition vehicles. This, in fact, if introduced, would revert back to a number of years ago when every competitor was issued with a Scrutineering Card which was noted every time the vehicle passed through scrutineering. It is a ready check that the vehicle concerned is in a safe and proper condition, and serves as a record for noting faults and work to be done on a vehicle prior to its next appearance.

Clubs are invited to comment on this proposal, if they so wish, such comments would be gladly received.

REGISTER OF TIMING EQUIPMENT

It has been suggested by the Speed Advisory Committee that the Association introduce a National Register of Timing Equipment held by the Clubs throughout the country, and in this regard Mr. Wayne Reed, 5c Churchill Street, Pahiatua, has offered to co-ordinate this Register.

The purpose of it is to serve as a ready check of the various types of equipment being used by Car Clubs throughout the country, and would serve as a ready reference for advice on the various forms this equipment takes, and the up-to-date technology of it.

It is hoped that all Clubs will co-operate in this exercise, which the Executive Committee believes to be of real service to the Clubs.

In the first instance, any comment on the proposal should be made to the Association's Office, and if it appears that it will be given ready acceptance, then steps will be taken to implement the proposal through Mr. Reed.

RALLY VEHICLE ELIGIBILITY

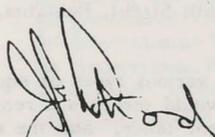
The Rally Advisory Committee is now reviewing the vehicle eligibility for vehicles competing in Rallies for the 1986 Season. Any comment from interested parties would be welcomed by the Chairman of the Rally Advisory Committee, Mr. G.J. Robertson, 148 Driver Crescent, Cannons Creek, Porirua.

MOTORSPORT YEARBOOK 1986

Copy for the Motorsport Yearbook 1986 edition will be going to press at the end of this month.

Would all Clubs please advise the Association's Office URGENTLY of any changes in the information that is contained in the 1985 edition that concerns their Club.

It is of particular concern to us that all contacts, addresses, telephone numbers, etc. are correct in the 1986 edition and co-operation in this respect would be appreciated.



**A.J. SMITHARD
SECRETARY GENERAL.**



Dear Editor,

In relation to the Wellington Car Club Andas National Rally.

I notified the Clerk of the course Graeme Robertson of my withdrawal on the Thursday 8/8/85. I have subsequently received a cheque for \$60.00 which is refund of entry fees less administration expenses.

Now the point is this, after having paid \$75.00 entry fee which incidentally is the most expensive National Round to enter for the shortest special kilometres, I now find I have been penalised \$15.00 in return for which I have received 8 sheets of photocopied instructions plus postage incurred of 50 cents.

It is surely expensive enough preparing and running a car without having been stung \$15.00 for what would be best considered a \$5.00 fee.

It only adds to the bewilderment to hear also that the organisers have turned down a late entry (eg Dave Hobbs) in what is obviously not the best patronised National rally.

Yours Faithfully
Rob Bower

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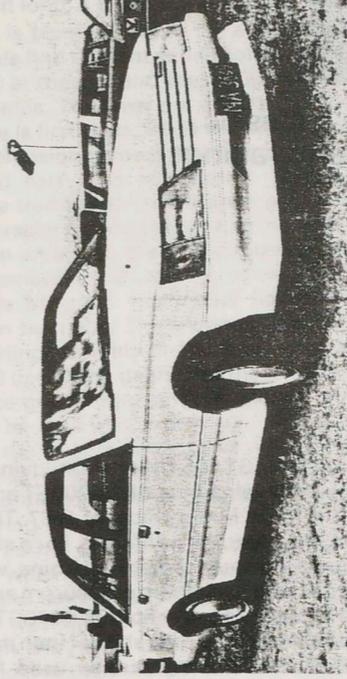
NEW ZEALAND'S David Oxton and Melbourne's Peter Brock have joined forces to develop a special Holden Commodore for sale in Enzed.

And the project could lead to closer ties between the two racers — Oxton is a former Formula Pacific champion and is no mean saloon car peddler, either.

A prototype has been prepared, and showroom versions are expected to be offered through General Motors dealers about now.

They will sport similar body mouldings to Brock's HDT-built SS Commodores, with the deeper front air dam, side skirts and wrap-around rear spoiler painted in the same colour as the body. The treatment will be given to six-cylinder models only and will also include engine tweaks and suspension modifications.

As yet, the Brock/Oxton car



doesn't have a name or badge, but it won't be competing with HDT's SS models, which will still be imported into New Zealand by General Motors and its dealers.

Some parts, like the body mouldings, will be made in New Zealand, while others, such as the HDT alloy wheels will come from Australia. The new 205 60-series tyres are the only super low profile tyres of their size

made in New Zealand, by Firestone in Christchurch.

Brock advised on some mild suspension work, which includes lowering the car, revised spring rates and gas dampers all-round. The small sporty steering wheel helps correct the over-assistance of the power steering system, too.

Engine modifications are fairly limited, and have been based on Brock's experiences with

Barry Lake's Commodore. Oxton said the biggest difference comes from fitting a thermatic fan, which reduces mechanical noise considerably and slightly aids fuel consumption. The other mods, which will be done to the customer's request, would include mild valve work and use of a larger Weber carburettor on non-EFI cars. Oxton reckons it would increase power output by about 15 kW. But he's not trying to make the car into a street racer. "It musn't be too outlandish or the executive people we are aiming it at will not buy it."

The work is to be done at Oxton's central Auckland garage. He is also negotiating with Brock to become an HDT agent in New Zealand, offering the full range of performance parts for the V8 models and thinks there could be a two-way trade with some Enzed parts being supplied back to HDT.

— John Ellegard

Classic

Ferrari Dino 246 GT

If you have ever fancied one of Ferrari's classic babies, **Brian Palmer** explores the virtues and failings of the breed.

THERE has never been, and probably never will be, a Ferrari for everyman. They have always been exclusive and expensive cars to buy and to run. But the Dino 246GT probably came closer to being the popular Ferrari than any other. Of course this led the diehard to decry the model as not being a real Ferrari, a feeling which the Fiat associations did little to alleviate. But although Signor Agnelli was now holding the Ferrari purse strings, the car was in every way a true Ferrari as anyone who managed to sample one soon found out.

The Dino was envisaged as a separate marque in its own right and was named after Enzo Ferrari's son Alfredo who died tragically early aged 24 in 1956. Even so it could not be regarded as anything but a baby Ferrari. It was a manageable supercar, capable of rapid performance combined with perfect road manners, reasonable economy, and classic good looks. Ferrari wanted to take a side-swipe at Porsche and indeed in the handling department it was more than a match for the 911S but it lacked the sheer acceleration of the German car.

The Dino 246GT, which we are studying here, was itself a development of the 206GT announced at the Turin Motor Show of 1967. The two cars are, however, very different. For a start the 65 degree V6 four camshaft engine was of 1986cc developing 180bhp at 8000rpm and was of light all-alloy construction. The 206GT had a chassis that was 2½ inches shorter than the later car, while aluminium was also used for the bodywork which made the 206 lighter by at least three hundredweights. The engine was mounted amidships with the transmission and differential assembly in unit. Pininfarina, who has long and close associations with Ferrari, was once again responsible for the elegant flowing lines of the body but in this instance the work was passed to Scaglietti to put into production. The Fiat connection allowed a similar engine to be used in the Fiat Dino, albeit less highly tuned and mounted conventionally at the front.

For the 246GT the engine was reworked to give 2.4 litres capacity and cast-iron took the place of aluminium for the block. Like the earlier 206 the engine sat transversely and developed 195bhp (net) at 7600rpm and 155.5lb ft of torque at 5500rpm. The four camshafts are driven by chain and although the original V6 engine is credited to Vittorio Jano by Ferrari himself, Rocchi is generally recognised to have developed this final series.

The bodywork on the 246GT was steel not aluminium, so the all-up weight increased to 23.3cwt unladen. Even so 0-60mph in 7.1 secs, rest to 100mph in 17 secs and a maximum of 148mph is respectable by any standards and is proof of the excellent aerodynamics. A classic case of "if it looks right, it is right". Although it is nearly 14ft long, it is a mere 54in high. Once inside there is plenty of room for a six footer but tall people find the seat squab contours too pronounced at the top and these dig into the shoulder blades. The view out across the low sloping nose is first class, while rearwards and three quarter vision is much better than many mid-engined cars. The five speed gearbox, working in a traditional Ferrari open gate and using the Porsche pattern layout with the upper four gears in an H, is a sheer joy to use being light, silky smooth and positive to use. Synchromesh is so good that really lightening changes can be made. The glorious sound of the multi-cylinder engine encourages a driver to make full use of the gears and the available performance out of pure self-indulgence. The steering is by rack and pinion and this contributes to the superb responsiveness of the Dino — it really is an extension of the driver — while the handling was virtually without vice. A superb driving machine in fact.

For 1972 Ferrari offered a "Spyder" version, or 246GTS, which featured a removeable metal Targa top and built-in roll bar aft of the doors. Pininfarina was said to be very pleased with this creation and many consider it even more dramatic looking than the GT. It is a fairly rare car now as only 1180 were produced before production stopped in 1973. Of the 246GT's some 2732 were built before they too gave way for the Bertone designed V8 powered Dino 308GT.

A car, then, for the connoisseur in spite of the "production-line" tag applied to the model. It cost £5486 in Great Britain, which made it slightly cheaper than an Aston Martin DBS, at a time when Lamborghini's started at nearly £8,000 but a Jaguar E Type 2+2 was an incredible £2,512. Even so it would have been beyond the means of most when new. Has the position changed with the passing years? The answer has to be no. The cars are highly sought-after and priced accordingly. Therefore it makes very good sense to arm yourself with as many facts as possible about what you could be letting yourself in for should you decide to take the plunge. As with all exotica finding the purchase price is merely the beginning and you have to have the wherewithal to service the car properly and to cope with any major bills that may arrive during ownership. If you try to run such a car on a shoestring your dream car could just turn into an expensive nightmare.

Engine and transmission

One usually thinks that the engine of a supercar is going to be a temperamental and expensive box of tricks. Fortunately the Dino's engine is a pretty reliable unit which should last 50-60,000 miles, given regular servicing, before major work becomes necessary — and that's good for an engine in a high state of tune. The biggest problem concerns the four overhead camshafts which need regular checking for adjust-



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ment — a job which takes about three hours of premium time. Adjustment is by shims, but camshaft wear is a fairly common problem and the engine's tune can be affected. Camshafts can sometimes be built up but usually the remedy is to replace them at £120 each for the parts. It is, therefore, advisable to have proof that these have been replaced rather than rely on the vendor's word.

The crankshaft is a robust unit which rarely gives any trouble but it is worth scrutinising the oil pressure which should have its needle about mid-way round the gauge when on the move. At idle there may be little or no pressure registering when hot, but what complicates the issue is that the gauges are notoriously prone to fault. So even if the gauge registers low the engine may be OK and it might be the instrument which is at fault. But this is of little help to someone about to make a momentous decision. So it really makes sense to go to a specialist with a reputation at stake, like Modena at East Horsley in Surrey, rather than an individual or a "back-street garage". Another associated problem is of cooling which can lead to gasket problems although the aluminium heads seem to escape serious damage. Oil cooler corrosion can lead to oil loss which might be embarrassingly expensive or debris can work its way into the engine with a similar detrimental effect to both the engine and the owner's pocket. A complete engine rebuild, nowadays, is going to cost in the region of £3,500. Should an owner attempt work on a Dino access is something of a problem due to the mid-engine layout, and even the dipstick is a rather tortuous affair to locate.

The clutch comes in for something of a hard life and depending on the type of use it has had this life can vary from as little as 5000 miles to something around 30,000 miles. Cost to replace at a specialist, around £250. Another annoying feature about the clutch is its cable actuation. Not a short cable this, but a great long thing which costs £70, and like others of its ilk there is no warning of impending disaster.

As mentioned earlier the gearbox is extremely satisfying to use, but like an Alfa Romeo gearbox it likes to warm its oil a little before driving off. Second gear tends, like the Alfa's, to balk when cold so that second gear synchromesh wears just as it does on other Ferraris. Fortunately the car is extremely tractable even when pulling a fairly high gear at low speeds, so many owners miss that change altogether and save on the £1,500 bill to rebuild the gearbox. On some cars the gears may whine a little but this will not cause any great problems — after all this is a car which surrounds the driver with mechanical sounds. The back axle is a thoroughly reliable unit.

Suspension, steering and brakes

With a coil spring and wishbone set-up the suspension is fairly trouble-free. Suspension bushes, as on most cars, deteriorate with age but are, at least, available. The Koni shock absorbers can make for a thoroughly unpleasant ride if worn but, again, easily replaceable.

The delightful steering uses a Cam Gears rack and pinion system which rarely gives trouble, but, of course, the gaiters need to be checked.

Brakes are disc all round and often come in for a hard life. Discs are often scored, sometimes distorted, and have a life of around 12,000 miles when they may need skimming. Calipers are prone to seizing, and the hand-brake was never a strong point of the design.

Chassis and Body

The Dino has a separate tubular steel chassis which happily is not especially prone to rust. However the factory paint sprayers tended not to spend very long in this area so what paint there might have been quickly disappears. A devoted owner might well take the trouble involved to properly protect the chassis against rust to advantage. More serious, perhaps, is the possibility of crash damage which if unattended may have a serious effect on handling. I was told of one case where a piece of plastic pipe had been placed around a badly distorted chassis member and painted with underseal to blend in with the rest. It was only discovered when the unsuspecting new owner came in complaining of strange handling. So beware!

There has to be one really bad area on any car, so it should come as no real surprise that the Dino's bodywork shares the Italian car rapid rot syndrome.

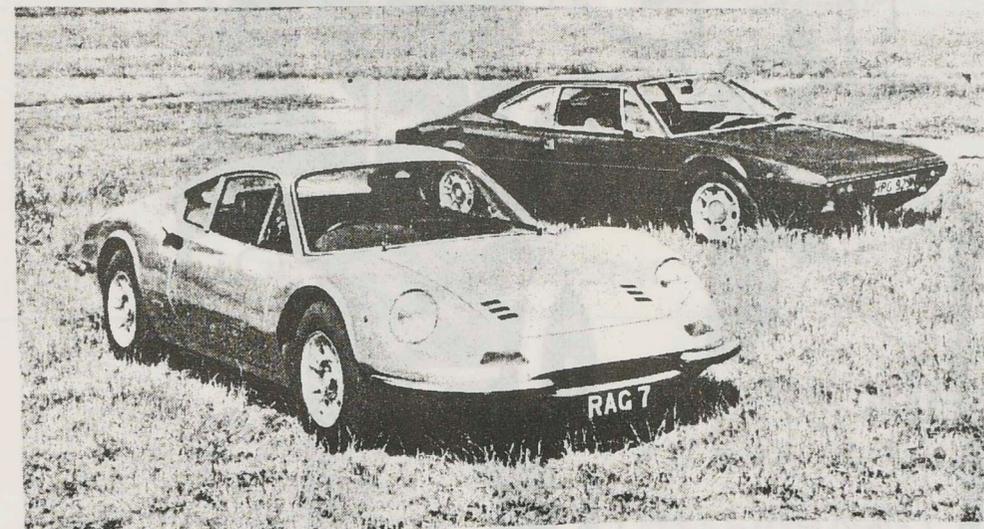
Paint finish was good enough at the time but is not noted for its lasting qualities and the chrome was rather poor. The back panel suffers especially badly due to exhaust fumes; wing edges take rather a punishment from bombardment by road grit; the area behind the front wheel arch is another affected area, while doors and sills also go. Modena have sills made at around £25 each and door skins are around £100. Window frames are a bit expensive at £75 while a nose section with wings but

without bonnet top will cost £900, so you might be better off turning the car sideways in the event of a crash — at least so far as your pocket is concerned! But at least the panels are available which is an important consideration when looking at exotica, and it does underline that this is quite a practical supercar.

Most of the rubbers for windows are available and it is worth noting that Spyders have a tendency to leak — it doesn't rain in Italy apparently.

The exhaust system has a rather short life so it might be worth having one made in stainless steel by a specialist.

Ferrari Dino 246 GT



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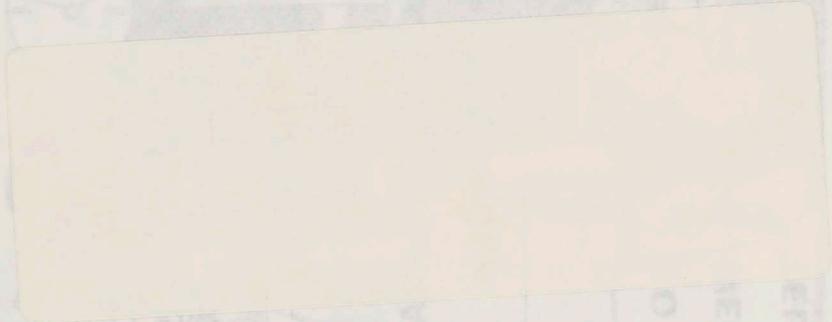
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MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club
box 5142 wellington

OCTOBER



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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 :

President	Aian Harvie	838-742	858-549 (w)
Secretary	Lisa Ellingham	288-523	
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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison		688-093 (w)

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PUBLIC RELATIONS			
CHIEF SCRUTINEER	Lloyd Evans		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 :

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

ANNUAL BRAILLE TRIAL

SUNDAY 3rd November 1985.

Format for the day .

Call for your navigator (blind person) and report to the Masonic Hall, Brooklyn by 12.30 pm. After a cup of tea and documentation, the first car leaves at 1.30 pm. The trial runs approx 60 to 90 minutes. At the finish, afternoon tea will be provided for all. Afterwards a short prize-giving will be held. At the conclusion of the event, the drivers will take the navigators home.

It is a very simple trial with instructions the blind people can follow.

If you can drive this year or you would like more information.....
please ring Eddie Conroy 786 742.

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

John Billington : John is a Solicitor and drives a BMW 528i and a Ford Laser Sports. His motorsport interests are in speed events and rallies John also belongs to Wairarapa and Fiat Car Clubs.

---'---

Charles Rollo : Charles is a trainee linesman and drives a Hunter and Skoda, oh dear what a shame never mind. Charles is interested in most speed events.

---'---

Dean Murdoch : Dean is a storeman from Newlands and drives a Datsun 240 Z. Dean is interested in speed events, trials and gymkhanas and also belongs to the Datsun Z Car Club.

---'---

Dean Haste : Dean is a Fitter/welder from Newtown and drives a Mini. Dean is interested in speed events, gymkhanas and trials.

---'---

Dominic Outrim : Dominic is an Accountant and drives a Mirage. A member of the Mazda Rotary Club, Wellington Rugby club and Midland St Pats cricket club. Dominic's interests also includes gymkhanas, trials and speed events.

---'---

Lewis Henderson : Lew is a Sailor, oops I mean a Merchant Navy Officer, and drives a Toyota Corolla and a Landrover. Lew is interested in all forms of motorsport and is looking to buy a Club car.

---'---

DRIVERS WANTED, DRIVERS WANTED, DRIVERS WANTED
BRAILLE TRIAL, BRAILLE TRIAL, BRAILLE TRIAL

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talking trials

September Night Trial.

1985.



A.S.Rs. No. 7... The trial is approx 39 km long and should take approx 85 min to complete. BE WARNED - There are no tricks intended in this trial, the purpose of this trial is to give you practise at some of the instructions and the means of covering the course which you may meet up with on other events and to give you a pleasant night's drive. You should however be aware that you will have to keep track of how many turns you have made, in what direction, at Tee intersections and crossroads.

And he was right. The running instructions for the whole trial were printed on one page. The overriding instruction was alternately left and right at Tees and alternately left, middle and right at crossroads. To help with keeping track of the overrider, lefts and rights were printed in the right sequence so they could be crossed off as they were completed. The 24 instructions took us through Lyall Bay, Kilbirnie, Strathmore, Seatoun, Island Bay and back to the Clubrooms.

At each manned check of which there were 3, the handout confirmed that you were doing the right thing as per instructions or to put you back on cue. We found it a very straight forward trial. The instructions being very accurate and the average speed of 30 kmh being realistic. It's a pity that John's car could not wait for him to complete erecting a check-board. It is rare that an organiser can watch the field go by while recovering his car from down a bank.

Thank you John and Nicola Thomson for a good relaxing Trial.

TEAM CONROY (Ed and Trev)

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT SEPTEMBER NIGHT TRIALS.....

COMPETITORS	TEAM	ZUL	GUM	TIME TRKY ST	DBR	SIS	SIS	FMG	YEP	TIME SEATOUN	YUB	EGOV	TIME BREAKER BAY	NY	MULE	CONTROL	POINTS	RACE
LAMING FREDERIK	WIDETRACK																	12
GAIR MC DONALD	PEUGOTARY	✓	10	30	10	10	10	10	10	30	10	10	30	10	10	2	192	9
MINES DE JOUX	HONDA	✓	✓	30	✓	10	10	10	10	18	✓	10	2	✓	✓	3	93	6
ROBERTSON CROMBIE	ECURIE TOKOTOKO	✓	✓	30	✓	10	10	10	10	14	✓	10	1	✓	✓	4	89	5
HUGHES SCOTT, SCOTT	POM	10	10	30	10	✓	✓	✓	✓	0	✓	10	1	✓	✓	6	77	4
ITE FUNGA SOUTHON	FRED & TREV	✓	✓	4	10	✓	✓	✓	✓	2	✓	✓	2	✓	✓	0	18	2
JENKINS, COTTON, HENDERSON PLUS	JENKINS	10	10	30	10	10	10	10	✓	30	10	10	30	10	10	6	196	10
COLLINS, COLLINS, JENNINGS, JENNINGS	COJEN	✓	10	30	10	10	10	✓	10	30	10	10	30	10	10	30	210	11
EASTICK, MIET	MACMOB	10	✓	30	10	10	10	✓	✓	30 MAX	10	10	30	10	10	9	179	8
CONROY, BLAKEMORE	CONROY	✓	✓	3	✓	✓	✓	✓	✓	2	✓	✓	1	✓	✓	1	7	1
EVANS, CORNICK	1600	✓	✓	12	✓	✓	10	10	✓	30	10	✓	27	✓	✓	7	106	7
JENNINGS, DICKINSON, LEGROS.	COOL & GANG	✓	✓	13	✓	✓	10	✓	✓	19	✓	10	0	✓	✓	8	60	3

ORGANISER JOHN & NICOLA THOMSON.

ASSISTED BY WARREN DENTON, STUART ALEXANDER, MARIE THOMSON.

CHECKED BY WARREN DENTON.

COMMENTS

ALEXANDER, GREG LANG,

HELPED ALSO BY MURRAY M'GUIRE WHEN THE ORGANISER WENT "OFF COURSE" WHEN SETTING OUT THE COURSE.

PHOTOGRAPHIC TRIAL

A wet windy Sunday was the setting for this years photographic trial around the Wellington City area. A good turn out considering the conditions and the universal problem we all face; the Sunday after the night before. Bearing this in mind Heather & I thought it was best to assist someone else and (really it was a matter of the rally car being a bit noisy for sensitive heads) team up= eight eyes are better than four, and looking at the Harvie tribe we needed all the help we could get.

After a few minutes of planning a route, we set off. 1st stop Adelaide Road and sure enough the first photo, sfter answering the question we were off again, and heading somewhere, eyes peeled, mind you they felt like that hours before. A loud scream from the females in the back, denoted another photo, and after abuse from fellow motorists on why we stop suddenly, we chalked up another sighting.

After about half an hour we had spotted over half the photos and were getting bogged down on the last few. With time running out, and no bright ideas from the back, we started back to the clubhouse.

Spotted a few other spotters on the way back but they were looking as desperate as we were, ah, see on more have time to go and check it out with a couple of minutes to spare.

Get back to the Clubrooms little over time to find we haven't done as badly as we thought, 8 eyes certainly helps.

A most enjoyable afternoon, and have been looking at all sorts of things around the City since preparing for the next one.

John.

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15 October 8.00pm, 15 October
 8.00pm, 15 October 8.00pm,
 15 October 8.00pm, 15 October
 8.00pm, 15 October 8.00pm



Central Region Rally

THE W.M.S.A. PHOTOGRAPHIC TRIAL 25-8-85 RESULTS "ALIAS THE O'NEILLS PHOTOGRAPHIC TRIAL"

ORGANISED BY RICK O'NEILL CO-ORGANISED BY MURRAY McGUIRE

DRIVER	CLUB	TRIP POINTS	PHOTO POINTS	TOTAL	PLACING
M. McGUIRE	WGTN	70	800	870	7
D. MURDOCH	DATSUN Z	160	900	1060	14=
A. FROST	DATSUN Z	10	1400	1410	22
O. SMITH	DATSUN Z	190	300	490	2
B. HAYNEN	WGTN	-	1500	1500	27
G. BRADIER	MG	60	900	960	12=
A. BENGREE	DATSUN Z	10	1600	1610	25
P. LANDSBERG	WGTN	60	900	960	12=
E. DUNN	MG	230	1200	1430	23
P. MORTON	WGTN	110	800	910	10=
A. MIET	WGTN	110	1200	1310	18=
W. JENNESS	MG	210	700	910	10=
A. STEVENSON	MG	150	1500	1650	26
D. HUMPHREYS	WGTN	500	900	1400	21
G. MOWBRAY	WGTN	280	600	880	8
S. LANGE	MG	170	400	570	3
S. WERNER	SUNCOAM	280	800	1080	16
A. MINES	WGTN	290	1100	1390	20
L. HENDERSON	WGTN	20	800	820	5
D. HANSON	MG	-	400	400	1
J. GLOVER	VUCC	260	800	1060	14=
P. TIE PUNDA	VUCC	-	900	900	9
A. HARVIE	WGTN	-	1200	1200	17
G. FREEMAN	MANAWATU	-	1900	1900	28
W. CAIR	VUCC	110	700	810	4
G. WALTER	MG	110	1200	1310	18=
J. RAPLEY	VUCC	140	700	840	6
J. THOMSON	WGTN	-	1500	1500	24

THANK-YOU ALL FOR COMPETING/PARTICIPATING - HOPE YOU ALL ENJOYED IT AS MUCH AS THE ORGANISERS ENJOYED PUTTING IT ON. WATCH OUT FOR THE DETAILS FOR THIS YEARS CAROLLS TRIAL TO BE RUN ON SUNDAY 15TH DECEMBER - ANOTHER W.M.S.A. SOCIAL EVENT.

NOTICE OF COMING EVENT - GYMKHANA

Dear Sirs,

Please advise your clubmembers of the following event.

EVENT: STEWARDS TROPHY GYMKHANA (Invite)
RUN BY: WELLINGTON CAR CLUB (INC.)
DATE: MONDAY 28TH OCTOBER (LABOUR WEEKEND MONDAY)
START: 1 P.M.
SPECIAL REGULATIONS: NO KNOBBLY TYRES
VENUE: PORIRUA TIP LAND
ENTRY FEE: \$6.00
REQUIREMENTS: DRIVERS LICENCE & CLUB MEMBERSHIP CARD

ANY ENQUIRIES TO: DAVE HUMPHREYS PH: 786028 A/H

Central Region Rally

The Central Region Rally Series is all over with successful placings going to Mark Jennings and Chris Clarke. Being the only Wellington Car Club members to take home something to put on the telly, we must extend our congratulations to them for their efforts.

Mark Jennings had one of those seasons where you get great results or nothing at all. Placed first in Victoria University Car Clubs rally and third at Levin, things did not go in three's as he had to retire at Wairarapa with a dead gear box. Couldn't enter Hawkes Bay rally as the car wasn't finished from the international rally (sounds more like it was finished) but made up for it at Taranaki with another first placing. Wellingtons rally saw another good finish and he managed a third at Taupo's rally even though he did do an extra lap of the race track. (Now every co-driver knows how to avoid that....you have a lollie in your pocket for each lap and you eat one each time you pass the start line. When you've finished the lollies tell the driver to get off the track. If he drives fast you have to chew fast so be careful not to choke). The gear box went into another sulk at Manawatu putting an early end to the final rally of the season. Co-drivers for the season were Jim Rob, Rod Hicks and Lee Dickenson.

Chris Clarke finished at Levin, Victoria and Wairarapa Car Club rallies without any problems and went on to Hawkes Bay where he had a few fuel problems. 'Tipped over' in Taranaki but made up for it with another finish in Wellington's rally at Taupo. Didn't secure a finish at Taupo the following week with a ceased motor but was all ready for the final round at Manawatu and although he lost first gear and the diff wasn't playing the game he finished the day as planned. Co-drivers for the season were Graeme Robertson, Glen Stewart, Ted Clay, Brett Stewart and Greg Lang.

On clubnight (the one when we didn't get enough people for the AGM quorum) we sat and yakkity yakked about 'why we didn't win the Central Region Series' and got a few stories from the lads. If you're not mentioned here it's because you didn't show up or I didn't get to talk to you.

Mike Galvin had to stop for a puncture at Levin's rally but took home a first in class in the Victoria rally. Had a stroke of brain fade at Wairarapa and I don't know how but finished the day all the same. The motor died at Hawkes Bay (tried to tell us he drove too fast) and at Taranaki, the new motor (total life 3 days) died also. Wellington's rally was a bit kinder to motor number 3 giving a 2nd in class placing. Didn't attend Taupo's rally and finished at Manawatu even though he missed a stage. Aside from the brain fade he was pleased with the season on the good days. Co-drivers for the season were Graeme Toomer, Graeme Toomer and Graeme Toomer. (Now there's a keen lad!)

Rob Bower also had a sulking gear box at Levin but must have had a serious talk with it and went on to finish well at Victoria, Wairarapa, Hawkes Bay and Taranaki rallies. Didn't attend Wellington's rally and finished well at Taupo the next week despite the boy racing spin at the Taupo race track....what would you expect from a lad who spends all his pocket money at Circuits Fun Park. Joined the Territorials at Manawatu's event and spent half the night in the army camp looking for the rear axle. New Chinese Proverb: Man who drive hard and fast at night should carry torch to locate rear end! Actually the crew found it an hour before the driver but we won't talk about that. Co-drivers for the year were Jane Black and Peter Zivkovic.

Roger Ellingham did not have a good year. Begun at Levin and discovered everybody had practised over the break and got very fast. Couldn't start at Victoria's rally as the diff was wining and complaining. Managed a whole 2.5 k's at Wairarapa and then gave it in and wrapped himself and his wonderful wife around three fence posts and a telegraph pole. Hawkes Bay consisted of 'I won't be scared if you won't' and at Taranaki the wiring harness started its own little fire. Didn't attend Wellington's rally but had a reasonable day at Taupo the next week. Manawatu was an improvement even though it was about 6 months too late. Co-drivers for the season were Lisa Ellingham, John Kennerley and Spencer Morris.

Central Region Rally

Didn't manage to track down a report from the likes of Graeme Anderson, Ray Lord, Rick O'Neill, Ian Jensen and several others BUT..... maybe they'll write one for you next month???????

Lisa Ellingham

OVERALL PLACINGS - CENTRAL REGION RALLY SERIES 1985

Mark Jennings	4th
Chris Clarke	7th
Ray Lord	10th
Mike Galvin	11th
Rob Bower	13th
Graeme Anderson	14th
Peter Rush	15th
Harvey Kibble	20th
Roger Ellingham	23rd
Ian Jensen	27th
Rick O'Neill	47th
Dave Johnson	74th

(Sorry if we've missed anyone - please let us know).

ALL RALLY COMPETITORS

The Annual General Meeting if the C R R C is to be held on 3 November at Manawatu C C Clubrooms.

We will be sending a delegation but so that they can represent your view and not peddle their own barrows a meeting to discuss Wellington Car Clubs views/wishes/ideas for the future series will be held at our Clubrooms at 7.30 pm Wednesday 30 October 1985.

Matters that require to be resolved are:

- number of rounds
- points system
- duration of events
- common organisational requirements
- pre-event information
- entry fees
- closing of entries
- etc etc etc

Come along and have your views represented.

PROGRESS RESULTS OF INTERCLUB SERIES :

SEALED HILLCLIMBS - Duncan McKenzie trophy.
Martin Napier 10, Terry Hamilton 8, Phil Workman 6, Ian Taylor & Steve Budd 5.

AUTOCROSSES - Kim Naylor Trophy.
Wairarapa Car Club 38, Kapiti Car Club 37, Hutt Valley Motoring Club 15, Victoria University Car Club 13.

GRAVEL SPRINTS -(results of Kapiti event on 28 July not yet received)
Rallywoods Trophy - Wairarapa 42, Hutt Valley 19, Wellington 18, Kapiti 16, Victoria Uni 11, MG 6.

Pats trophy - Roger Hewison 56, Graham Anderson & Neville Hamlyn & Dave Hobbs 40, Ian Taylor 38

TRIALS - Wall Trophy.
Wellington 157, Victoria Uni 102, Hutt Valley 62, Fiat Owners 56.

PME Trophy - Murray McGuire 65, John Rapley 50, Wayne Gair & Colin Kitchingman 42, Morrie Hogan 36.

VUCC Trophy - Wendy Southon 47, Raewyn Kitchingman 42, Heather McGuire 40, Ruth Casey & Jim Tulloch 36

PORIRUA KIM NAYLOR AUTOCROSS

Saturday the 21st September dawned fine and calm. Unfortunately as will be clear later on.

I arrived at the venue with a trailer load of stuffed tyres not having any idea of what the circuit would consist of. Roger and I hopped into Roger's Gemini and went for a Tiki Tour around the Housing Corp sight. With the aid of the Porirua Locals and some refinement by the dumping of a few tyres the Autocross was ready to get started.

Believe it or not we started half an hour early.

Practise got underway with Chris Clarke getting lost on his First Lap. The dust was a little too thick for running two cars at a time so we had to revert back to one. Even then on some occasions the dust would hang thick over the circuit:

Everything continued to run with out a hitch. Other than a couple of spins there was no real drama's. Alan Harvie finally got his act together during the last official run. Wouldn't it be funny if Lew had beaten everybody in his first Car Club Speed Event. With the aid of J.P.'s Datsun he did manage to hold onto Second, where were you Placed John ?????

John's magic little Datsun featured again in the unofficial runs when the Clerk of the Course Namely ME climbed into it to have a Play. On only my second run I managed to beat Alan by nearly a second. Somebody has to blow my Trumpet.

After about 5 runs everybody had eaten enough dust to start a vege garden so it was time to call it a day. We loaded the tyres back on the trailer and headed for the tip just up the road. It was here that the first and only hick up of the day occured but to cut it short they tried to charge me \$6.00 to get rid of my course markers. After a bit of pleading and fast talking Roger and I managed to get out without paying.

The Beers at the Local went down real well and Don't forget MARK it's your next round.

My Thanks goes to all Competors for a Entertaining Day and above all thanks to -

Heather Marshall
Cynthia James
Lisa Ellingham
Roger Ellingham
Dave Humphreys

John Paine
Greg Lang
John Thompson
Alan Harvie
Lew Henderson.

KIM NAYLOR AUTOCROSS run by Wellington.

NO	Name	Club	Practise	Run 1	Run 2	Run 3	Run 4	Placings	Unofficial Run
1	Roger Ellingham	Wgtn	1.43	1.39.13	1.39.87	1.37.97	1.35.25	4th	1.34.25
2	John Paine	Wgtn	1.44	DNF	1.42.83	1.41.46	1.47.80	14th	1.36.61
3	Wayne Gair	Victoria	1.41	1.40.40	1.42.05	1.39.37	1.37.54	7th	1.39.29
4	Robin Simpson	Hutt Valley	1.46	1.43.00	1.40.41	1.39.07	1.40.15	12th	
5	Peter de Joux	Victoria	1.43	1.55.41	1.43.84	1.48.58	1.40.22	13th	1.38.00 1.40.59
6	Tom Caccia Birch	Wgtn	1.40	1.37.98	1.38.66	1.37.29	1.35.97	5th	
7	Glenn Stewart	Wgtn	1.44	1.42.05	1.40.15	1.39.50	1.37.50	6th	
8	Mark Taylor	Wgtn	1.57	1.40.58	1.39.50	1.37.92	1.37.73	8th	
9	Keith Neilsen	Victoria	1.43	1.42.85	1.41.11	1.38.59	1.38.50	10th	
10	Alan Harvie	Wgtn	1.43	1.40.78	1.38.41	1.34.86	1.34.42	1st	
11	Lisa Ellingham	Wgtn	1.55	1.55.54	1.52.48	1.48.50	1.46.56	16th	1.43.82
12	Lew Henderson	Wgtn	1.43	1.35.95	1.36.97	1.35.03	1.34.48	2nd	1.38.17
14	Norm Benfell	Hutt Valley	DNF	1.51.46	1.47.58	1.43.62	1.47.42	15th	
17	Chris Clarke	Wgtn	1.41	1.40.12	1.38.82	1.39.23	1.40.09	11th	
18	Ian Jensen	Wgtn	1.39	1.41.48	1.36.96	1.34.85	1.35.17	3rd	
19	Philip Conroy	Victoria	1.43	1.41.41	1.40.45	1.42.05	1.38.48	9th	1.36.97
	Iain Mollison								1.37.74 1.33.58



comp. calendar

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

COMING EVENTS

OCTOBER

6	Speed event	MG
12	Trial	Kapiti
13	Rally sprint	Wairarapa
15	CLUBNIGHT	WCC Clubrooms
16	Trial	Kapiti
26	Rally	Wairarapa
28	Gymkhana	Wgton

NOVEMBER

3	Braille Trial	Wgton
3	Sprint	Levin
5	Night Trial	Wgton
9	Hill climb	Wairarapa
	Admiral Road	
10	Novelty Trial	Wgton
	1pm 60 mins	
10	Sprint	Wairarapa
	Lees Road	
16	Hillclimb	Wgton
	Palmer Head	
17	Gymkhana	MG
	Hutt Riverbank	
19	CLUBNIGHT	WCC Clubrooms
20	Trial	Kapiti
23	Clubmans Racemeeting	Hutt Valley
	Manfeild	
24	Autocross	Vict Uni
24	Economy Run	Wairarapa

DECEMBER

1	Gymkhana	Hutt Valley
3	Night Trial	Wgton
7	Gymkhana	Wairarapa
8	Gymkhana	Vict Uni
	Vesta Trophy	
14	Photographic Trial	Vict Uni
15	Ladies Trial	Wgton

PLEASE NOTE:

We do endeavour to provide as much event information as possible, although at times this is not received until the Bulletin has gone to press. Should you wish to enquire about an event, please contact Lisa or Roger Ellingham who have an up-to-date file on the coming events.

more detailed event info.

WALL TROPHY TRIAL

Run by Kapiti Car Club. Start is at King Nissan Paraparaumu (Behind PME) at 4 pm Saturday 12th October. Length approx 140 km. Finish in Paraparaumu. No maps req'd. Entry Fee \$5.00

GRAVEL RASHERS WEEKEND

Run by Wanganui Car Club. TWO events in one weekend, 26th October Bent Sprint at Lismore Forest, 27th October Bent Sprint at Kaikokopu Road. Entry Fee \$25 for both events or \$15 each. Scrutineering at Guyton St Oasis on Saturday 26th October at 8 am. Contact Lisa Ellingham for entry forms or Diane Spencer Ph 55213 Wanganui for more information.

GOLD STAR HILLCLIMB

Run by Wakatipu Car Club on Saturday 2nd November 1985 at Queenstown. 2.7km in length. Venue is Coronet Peak Road, Queenstown. Entry \$20, Late extra \$7, closes 25th Oct. Full set of regs and entry form avail from Lisa Ellingham.

STEWARDS TROPHY GYMKHANA

Run by M.G. Car Club, Sunday 17th November. Venue is Hutt River Berm, Taita with access from Harcourt-Werry Drive (opposite Percy-Cameron Street). There will be an M.G. Banner at access point. Documentation from 12.30 pm, surface is grass, entry fee \$5. Standard Stewards Trophy Rules, no knobbly tyres. Contact Roger Rowse Ph 888887 or Rick O'Neill Ph 899857.

COMING EVENTS

Hawkes Bay Car Club : Gold Star Hillclimb

Saturday 2 November 1985

Venue: Te Onepu road Te Aute

Scrutineering/ Documentation: Chris Joblin Motors Hastings Friday between 5-7 pm or at venue on Saturday 9-945 am. No late documentation. Compulsory drivers briefing at 10.00 at start line.

Entry fee: \$15.00, closes at 9.30am on the day. Late entries close 10.00am on the day, extra \$5.00.

Contact Deane Murrell 66297 Hastings or Lisa Ellingham for further details and exact location of event. (288523 Wgton)



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ANNUAL GENERAL MEETING 15 October 8.00pm
ANNUAL GENERAL MEETING 15 October 8.00pm

ANNUAL GENERAL MEETING 15 October 8.00pm
ANNUAL GENERAL MEETING 15 October 8.00pm

Annual General Meeting 15 October 8.00pm
Annual General Meeting 15 October 8.00pm

NOTE!



clubnight

AGM
AGM AGM AGM AGM AGM AGM AGM AGM AGM AGM
15 October 8.00pm, 15 October 8.00pm
15 October 8.00pm, 15 October 8.00pm

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EDITORS: THOUGHT OF THE MONTH.



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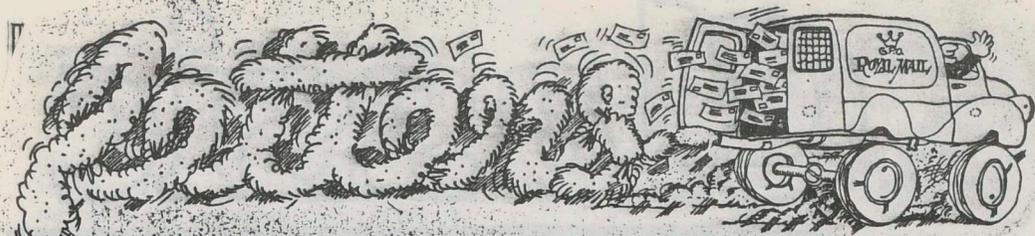
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Dear Editor,

I feel that I must reply to Rob Bower's letter in the last magazine regarding his entry in the Andas-Apple Rally.

I believe there are a few points that he should be aware of regarding organisation of any event and that is, one of the costs incurred prior to the event commencing.

Our close of date for late entries was 10 days prior to the event so that all documentation, servicing, schedule, stage description maps, entry list could be supplied well prior to the event. This is the 8 sheets of photocopied instructions he refers to. Rob's withdrawal was on Thursday night, 1 day prior to the event.

Whilst I am not prepared to publish event expenditure I feel that any "knowing/thinking" competitor would be well aware of the real cost: additionally, ASR's acceptance of entry, and associated expenditure is already committed. Printing costs of the route book alone was approximately \$11.00 per copy. I feel the administration charge was pretty light. I make the point that over the years I have found myself in a similar position and never received or expected any form of refund if I have withdrawn after entries have closed.

With regard to late entries, approaches were made by 3 competitors to have an entry accepted after the date for late entries. The National competition rules do not provide for acceptance in this instance. As the Clerk of the Course I was not prepared to put the club at risk by knowingly not conforming to them.

I am a little disappointed that Rob saw fit to burst into print rather than approach me or the Rally committee first, however, that's democracy.

Yours faithfully,

ROBBO

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Classic Front Drive Corolla - at last

The conservative Corolla goes hi-tech.

by Ewan Kennedy

THE FRONT WHEEL drive Corolla has finally reached Australia - quite some time after first being sold in Japan. The new car will be sold here with a choice of 1.3 or 1.6-litre OHC engines mated to four or five speed manual gearboxes or a three speed automatic. There are sedan and hatchback bodies, (the hatchback will be called the Corolla Seca) and a good range of trim levels. And Toyota expects the car to be at the forefront of small car sales.

The Toyota people in Australia have held off on the introduction of the fwd Corolla because they believed many small car buyers were still wary of front-wheel drives - memories which lingered from the major troubles which beset the original Morris and Austin front drives of the early sixties. And, indeed, the Corolla and Gemini rwd cars have continued to sell well to these conservative buyers. But the early problems have long since been cured by other companies and now the Toyota people believe they have further refined the design. For instance, torque-steer has been all but eliminated from the Corolla, which exhibits only a slight tugging at the steering-wheel when accelerating very hard. This has been achieved at the expense of slightly heavier steering than in the old Corolla but power steering is available as an option for drivers who want lighter steering.

Handling on the Corolla is neutral until it is cornered very hard. Enthusiastic drivers can control the car in the normal front-drive manner by using more or less accelerator to decide how much understeer the car will have. But slower drivers will simply notice that the car goes around the corner with absolutely no fuss.

Toyota's history of building long lasting trouble free cars plus the fact that none of the other fwd car makers are having major reliability problems would indicate that traditional Corolla buyers need have no fears about moving up to this new car.

Given that the number one reason for using front-wheel drive is to gain more interior room in a car with the same external dimension, we were slightly disappointed in the front-drive Corolla. There is plenty of space in the front seats but the rear seat could be larger. Headroom is at a premium, especially in the hatchback, and knee-room, with the

front seats set back for tall adults, is barely adequate. On the positive side the rear seat is certainly roomier than that of the old rear-wheel drive Corolla. The load area is excellent for such a small car so the rear seat has obviously lost out in the trade-off. The sedan's boot is big, the Seca hatchback's even bigger. The rear seat of the fwd Corolla folds down station wagon style to get the absolute maximum use from the area available - the squab is folded forward first, the rear seat headrests (not fitted on all models) are removed, and finally the seat backs are folded down. This may sound complicated, and it does take a minute or so to carry out the seat conversion, but the resulting cavernous hole is well worth the effort. The Corolla's load area reminds us of the Renault 16, the first of the modern hatchbacks.

The seat back on the sedan also folds down to increase the boot capacity, but only in conventional, seat back only, fashion.

The 1.6-litre single overhead cam engine (Toyota calls it the 4AC) is the same as that used on the old rear-wheel drive 1.6 Corolla. It puts out 58.3 kW at 5600 rpm, and 127 Nm of torque at 3600 rpm. A new 1.3-litre, the 2A-LC, which is a smaller capacity version of the 1.6-litre unit, is also available. The smaller engine, which Toyota is expecting to be ordered in only around 20 percent of total Corolla sales, has 49 kW at 5600 rpm, and torque of 100 Nm at 4000 rpm. The 1.3 engine will only be available in the sedan, not the hatch.

We were only able to drive the 1.6 engine at the pre-release viewing of the car because Toyota "forgot" to bring a 1.3 along. The 1.6 performs well, with good pulling power almost all the way through the rev range. Performance on the pre-release cars indicates that the standing 400 metres will take around 18.5 seconds on the 1.6 manual, with 0-100 km/h taking around 13.5 seconds. Good acceleration but not great acceleration. There was a big difference in engine noise levels amongst the cars driven. Some cars were very subdued whereas others

were relatively noisy. It was mainly in duct noise and not all that unpleasant, but we will have to wait until we can carry out a road test on a full production car before we can decide just how noisy the fwd Corolla will be on the road.

Toyota is quoting fuel consumption figures of 7.4 litres per 100 km on the city cycle, and 5.9 L/100 km on the highway cycle for the 1.3 engine - and 8.5 and 6.0 L/100 km respectively for the 1.6 litre five-speed. Figures for the 1.6 auto are 9.5 L/100 km city and 7.6 L/100 km highway. "Real" driving conditions during our initial testing suggested an overall consumption of around 8.0 litres per 100 for the manual, and around 10 litres for the automatic.

The 1.3-litre Corolla will be sold with a choice of either a four speed manual gearbox or a three speed automatic transmission. The 1.6-litre also comes with these, plus the further option of a five-speed manual. The manuals on the pre-release cars supplied to us by Toyota were all five speeds. The first thing that we noticed about the manual is the incredibly light and positive gearchange. It is so light that at first there is a tendency to put far too much effort into it. Once you adapt to the very light pressures needed to change gears it becomes an absolute snack to make the changes. The lever can be moved effortlessly with your little finger. So much for the excuse from some other fwd designers that transverse engine placement automatically means a heavier than average gear change.

At this stage the Corolla is only going to be sold as a four door sedan or a five door liftback. Both bodies have the solid feeling for which all Toyotas are famous but there was too much wind noise around the front doors at high speed on the cars we drove. The Toyota people were reluctant to talk about a sporty version of the car, to replace the rear drive Sprinter which is soon to be discontinued. But we would like to speculate on the possibility of a hot three door coupe Sprinter/Corolla before the year is out. It could be a nice car.

Toyota is planning to sell the front-drive sedan as a direct replacement for the rear drive Corollas, but to push the Liftback one notch further up the market to try and fill the gap in the Toyota range which currently exists between the Corolla and the Corona. The appearance of the Corolla liftback gives it the looks of a mini Camry so the sales ploy could well be a success. The Corolla Liftback "Seca" title is intended to distinguish it from the cheaper sedans.

The Corolla sedan will be sold in three levels of equipment. First there's the "el cheapo" special, the Corolla S, with the 1.3 engine and a four speed manual gearbox only. It has no centre console, no radio, no side rubbing strips, no rear window demister, etc, etc. The S does at least have loop pile carpets and polyester fabric on the seats. The CS sedan is going to be the big seller. As well as having all the items which we have just listed as missing from the S version, it has a carpeted boot, a clock, intermittent wipers and many of the other little luxuries which make driving safer and more pleasant. The top of the line Corolla CS-X sedan, in addition to the equipment fitted to the CS, has alloy wheels, tilt adjustable steering, remote releases for the boot and fuel filler, a left foot rest for the driver and a cassette player which give it a nice feeling of luxury.

In keeping with the plans to grade the Corolla Seca Liftback further up market than the sedan, the equipment levels are higher than those of the equivalent sedans. There is no S version of the Liftback, the range starts with the CS, which has all the CS sedan features and additionally has tinted glass, cut pile car-

pet and a rear spoiler. The top of the line is the CS-X Liftback — this vehicle has all the CS-X sedan fittings plus rear seat headrests and some pretty fancy side stripes, which give it a touch of class.

Compared to all previous Corollas, the new front-wheel drive car has a far sportier feeling than this model has ever had. The series one and series two Corollas, 1967 to 1974, were reasonably lively cars but from 1974 onwards the cars were pretty stodgy. The new car is a revelation. It goes well, stops well and handles quite brilliantly for a small front-wheel drive family car. Not only does it do all these things well, but it also *feels* and *sounds* as though it is doing them well. We will not go so far as to say that the new Corolla will win any converts from the Alfasud Owner's Club, but it is probably closer to the Alfasud than it is to last year's Corolla — and that is a compliment indeed.

From the point of view of the average Corolla buyer, the person who wants a reliable, comfortable car. We believe the fwd Corolla will please these people immensely. It is quiet and feels relaxed at all normal road speeds. In fact, it has a subdued feel more in keeping with a 2.0-litre car than with a small 1.6-litre economy car. Sophistication is one thing the old Corolla did lack.

Servicing and repairs have been designed to be simple and, therefore, inexpensive. For example the engine or the gearbox can be removed independently of one another. Routine servicing is kept to a minimum.

The new front-wheel drive Corolla is a departure from the ultra conservative small Toyotas of the past. It has more interior room, more boot space, better handling and better performance. All in all it is a much improved car and one of which the Toyota people are justifiably proud. □





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MOTORING NEWS OCT 75

There were 18 new members welcomed to the club. Among them Mark Jennings. He intends to compete in speed events and rallies. He owns a Victor 3.3.

There was 31 competitors at a recent Palmer Head Hillclimb run by Ian Jensen:

		PL	OV/ALL
0 -1000	Paul Higgens Mini	1	18
1001-1300	Ross Gordon Mini	1	2
	Peter Jensen Anglia	2	14
	B Lawrie Mini	3	16
1301-1600	Graeme Tulloch Anglia	1	3
	Les Edwards Mini	2	7
	Mike Galvin Anglia	3	13
1601-2000	Alex Wilson Escort	1	1
	John Tindall Escort	2	5
	Allan Huxford Escort	3	9
2001-over	Peter Torrington Charger	1	4
	Ted Godfrey Anglia	2	6
	Mark Jennings Torana	3	8

There was 18 Wellington Car Club entered cars in the third round of the Marlboro series. 6 of them D.N.F. The highest placed car was second with the lowest 68th.

A Flag Marshall trophy was donated by Ross Gordon.

There was 50 entries at the Levin Duel Sprint:

1st Ross Gordon, 2nd Ross Cake, Ted Godfrey, 4th Graeme Tulloch
5th Murray Ravenscroft, 6th Mike Galvin, 7th John Tindall,
8th Les Edwards, 9th Ian Jensen, 10th Steve Budd.

There was 31 Wellington Car Club competitors entered 8 of them were in the first 10.

At a Wellington Gymkhana run at Levin which was organised by Warren Denton there was 25 entries

Class A engine ovr driving wheels
1st Tony Sanders
2nd Alan McKenzie

Class C 0-1500 conventional drive
1st Peter Jensen
2nd Ross Gordon

Class D 1501 over conventional drive
1st John Gladhill
2nd Ian Jensen.

The Night Trial organised by Milner & Jo Lankow had 24 entries and was won by " Team Wheelnuts ".



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november



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Secretary	Lisa Ellingham	288-523	
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 :	Lynn Dewhurst	881-031	
	Roger Ellingham	288-523	
	Dave Jennings	783-801	738-670 (w)
	Ian Laming		858-669 (w)
	Greg Lang	883-488	847-595 (w)
	Jenny Maidens	843-112	
	Annette Miet	844-730	730-663 (w)
	Iain Mollison		688-093 (w)

SPEED	Greg Lang, Roger Ellingham, Iain Mollison		
NON SPEED	Dave Jennings, Ian Laming, Murray McGuire		
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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 :	\$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 :

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

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'Motoring News' is now printed by Snap Instant Print Ltd, Shop 5, Chews Lane.



comp. calendar

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

COMING EVENTS

NOVEMBER

5	NIGHT TRIAL		Wgton	C
9	HILL CLIMB	Admiral Rd	Wair	I
10	NOVELTY Trial	1 ^{30 PM} 60 mins	Wgton	C
10	SPRINT	Lees Road	Wair	I
17	Stewards Trophy GYMKHANA			
		Hutt Riverbank	M G	I
18	WMSA Meeting			
19	CLUBNIGHT	Clubrooms	Wgton	
20	TRIAL		Kapiti	C
23	CLUBMANS MEETING	Manfeild	HUTT V	I
24	AUTOCROSS		Vic Uni	I
24	ECONOMY RUN		Wair	C

DECEMBER

1	GYMKHANA		HUTT V	I
3	NIGHT TRIAL		Wgton	C
7	GYMKHANA		Wair	C
8	GYMKHANA	Vesta Trophy	Vic Uni	I
14	PHOTOGRAPHIC TRIAL		Vic Uni	C
15	LADIES TRIAL		Wgton	C

more detailed event info.

VESTA BATTERY GYMKHANA

Rub by Victoria University Car Club. Date: Sunday 8th December, Start: 1 pm, Venue: Ihakara, near Levin - details to get there available from Lisa Ellingham. Don't forget to take Drivers Licence, Club Membership, they also require you to take your sense of humour and \$5.00 for entry fee. No Knobblies, No Dogs, No Hooning near the venue!! BBQ to follow, weather permitting. More info from Wayne Gair 783 727.

GOLD STAR HILLCLIMB

Run by Manawatu Car Club. Date: Sunday 1st December, Venue: Saddle Road near Ashhurst. Scrut/Doc at Ashhurst between 8.30 - 9.30 am on the day, away Scrutineering permitted on official form. Drivers Briefing at start line at 9.45 am. Practice runs begin 10.00 am. Entry Fee \$12.00 closing 27th November, late entry \$15.00. Entry forms available from Lisa Ellingham and regs also.

DUNCAN MCKENZIE TARSEAL SPRINT

Run by Levin Car Club. Date: November 3rd, Venue: Kukutauaki Road, Koputaroa. Entry Fee \$15.00 accepted until 9 am on the day. Start: 10.00 am sharp, with Scrutineering between 8.30 am and 9.45 am at the venue. Organiser David Hill, ph (069) 84500 pvt or (069) 27358 bus. Location details available from Lisa Ellingham.

GOLD STAR HILLCLIMB

Run by Wairarapa Car Club. Date: Saturday 9th November. Venue: Admiral Road, Gladstone, sealed surface, 900m competing length. Entry Fee: \$17.00 up to 9.30am on the day. Late Entry \$22.00. Scrut/Doc: To be held at Wagg & Harcombe Ltd, Dixon Street, Masterton from 8.00 am to 9.30 am. Compulsory Drivers Briefing at 9.30 am. Prize list notified at Drivers Briefing. Regs and Entry Forms available from Lisa Ellingham.

BENT SPRINT

Run by Wairarapa Car Club. Date: Sunday 10th November. Venue: Lees Road, east of Masterton. Surface is seal with competing length of 800 m. Entry Fee: \$12.00 up to 9.45 on the day, late Entry \$17.00. Scrut/Doc: Held at the venue from 9.00 am to 9.45 am. Compulsory Drivers Briefing at 9.45 am.

talking trials



EVENT: Novelty Trial
 DATE: Sunday 10th November
 VENUE: Wellington Car Club Rooms 1.30pm
 ENTRY FEE: \$4.00

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WELLINGTON CAR CLUB TRIAL RESULTS

EVENT O.C.B.C.R. NIGHTS... TRIAL

COMPETITORS	TEAM	GOD	LAVEX	POT	MOG	ZOTC	CHECK CAR	GOON	PHISH	MOVE	TEXAS	CHECK CAR	212	OPATE	DAMHATY	7 Humps	GEZ	Control Time	POINTS	PLACE
B.A. COLLINGS	COJEN	✓	✓	✓	✓	✓	30	✓	✓	✓	✓	14	✓	✓	✓	✓	✓	1.	45	5
D.W. GAJR	PELIGOTARY	✓	✓	✓	✓	✓	1	✓	10	✓	✓	6	✓	✓	✓	✓	✓	1	18	2
S. WERNER	SUNBEAM CC																			DNF
M. JENNINGS	—	✓	✓	✓	✓	10	30	✓	✓	✓	✓	11	✓	✓	✓	✓	✓	✓	51	6
M. M'GLURE	MADOB	✓	✓	✓	✓	✓	0	✓	10	✓	✓	30	✓	✓	✓	✓	✓	2	42	4
E.V. CONRY	CONRAD	✓	✓	✓	✓	✓	30	✓	10	✓	✓	9	✓	✓	✓	✓	✓	5.	54	7
Dave Jennings	Thickhead	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	30	✓	✓	✓	✓	✓	1	41	3
Dave Humphreys	26 Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	3	✓	✓	✓	✓	✓	2	11	1
Alan Edmonds	Sunbeam C.C.R.	10.	✓	10	✓	✓	30	✓	10	✓	✓	10	✓	✓	✓	✓	✓	29.	100	8

ORGANISER Lloyd Evans (Gear 1600).

ASSISTED BY Shirley Cornick.

CHECKED BY Warren Denton.

TYPED BY Michelle Evans

Presidents Report

At the end of this year I am pleased to be able to stand here in front of our members and say our Club is in very good shape.

As you will see by our balance sheet, this year has been a profitable one. This, you may think, is of little importance to a Club like ours, but with costs like repairs and maintenance to the clubrooms that have had virtually nothing spent on them for a good few years, there must be money on hand when things like leaking roofs and painting call for fairly major expense.

For the last 6 or so years our surplus money has been channeled off into repaying debentures, but these are all finished and now is the time for our Club to move ahead unencumbered. We should now be able to use some of our money on things like our Club equipment that needs updating.

This year I am standing aside from offering myself for Club President as I have an extremely busy year ahead and I would be unable to give this position the attention I think it needs. I still find there is not the general backing required from our ordinary members and I am sure there is a general belief that the Committee should organise, run and provide a kid glove service to our members, and this cannot be done. I believe it is necessary for our members to offer help to the Committee without being asked. I am sure with a little help from the grass roots that our Club has the ability to be the best Wellington Club and among the top New Zealand Clubs.

I'm not saying that we have not had successful events. This past year I can think of many that should be mentioned. Non-speed have tried extremely hard to improve attendances to their trials with the holding of novice trials around the participating Clubs, trying to encourage new participants into this side of our sport. This years recent photographic trial proved a great success. Speed events, with the main one being Alexandra Road has drawn great interest and has developed into a major Wellington event with good spectator appeal. The Clubmans racemeeting also being successful.

Trying to run a rally, especially a National round, 300 km from our home town is still no mean feat, and proved to be successful again this year. Next year a local rallysprint is planned as well as the rally and I am sure these will be a great success. Fundraising with the garage sale and the MANZ raffle also proved successful, but I still see the same people providing the help for this thankless task of fundraising.

Wellingtons' street race has lifted interest in motoring in general bringing it right to our front door. Now it is up to us to make the most of this event. Early this year we helped the people who ran this event with good man power at extremely low cost. This was provided to help get the event off the ground. I hope we don't sell ourselves so short if asked this year.

I believe this years Committee have all done an extremely good job. Unfortunately a few of our Committee members are standing down this year, but we still have a good back bone there who are willing to stand and I am sure some new faces will be able to receive good guidance and not feel they will be standing alone.

My position automatically moves to immediate Past President and I can assure you I will be around this Club and its' events for a long time yet

ALAN HARVIE



MOTORSPORT NEWSLETTER

Issued by the Motorsport Association of New Zealand Inc
P.O. Box 3793, Wellington

SEPTEMBER 1985

NEW CLUBS

The following new Clubs have joined our Association since the last Newsletter:

Alfa Romeo Owners' Club of NZ Inc.

Club Torana Inc.

BMW Car Club of NZ Inc, Auckland (Associate)

We extend a welcome to these new Clubs and hope to see their active participation in our many events.

DUTY ON TYRES

No further response has been received from New Zealand Customs as a result of our further submissions on reduction in the Duty on tyres. We will be continuing to pursue this matter.

PERMIT FEES

Having considered in depth various alternative ways of establishing a restructuring of the Permit Fees, the Executive Committee has resolved that all Permit Fees, Stewards' Charges, and Technical Charges, will be increased by an average of 10% overall for 1986. For 1987, it is proposed to introduce a new scheme which will establish a single fee per event for all events, except National and International Motor Race Meetings where a single fee per annum structure will be introduced. Effectively, what will happen is, from our records the Executive Committee will establish a one fee principle for each individual type of event held. This will include all Stewards' Charges, Technical Charges, Gold Star or Championship contributions, and similar. In the case of established motor racing circuits, it is intended that following an examination of the history of fees paid that an Annual Fee will be set to cover the events traditionally organised by these Clubs. The Executive Committee would welcome any suggestions from Member Clubs for consideration in association with this matter.

FLAG MARSHALLING

The reproduction of a Flag Marshal's Booklet is now in hand as reported in the last Newsletter. We also draw to Clubs' attention that there is an excellent Ford Motor Company Flag Marshalling Film available. This can be obtained by communicating with the Motorsport Association Office.

CLERKS OF COURSE

As indicated in our earlier Newsletter, the Clerks of Course have now been given much wider powers. With this in mind, the Association seeks to establish a list of experienced Clerks of Course personnel to enable event organisers to have access to these people if the need arises.

In the past, it has sometimes been the policy of Clubs to appoint whoever is free and available to this position. But with the new responsibilities, it is essential that anybody appointed to the role of Clerk of Course fully comprehends his or her responsibilities, and, furthermore, is able to adequately discharge them. It is intended that, at some future date, Seminars will be held to assist in the training of people in this role.

REVISION OF NCR'S

At the 1986 Annual Meeting of the FIA it is anticipated that a new International Sporting Code will be approved. Motorsport Association's present National Competition Rules are based on this, and following the publication of the new International Code it is intended to upgrade the existing National Competition Rules in two parts:

Part A will be a direct uplift from the FIA Rules as applicable

Part B will be additions to those Rules necessary for New Zealand Competition

It is expected to carry this out during the 1986 Year so that the 1987 Yearbook will contain the revised Rules.

The 1986 Yearbook is currently being printed, and Members will note a change in size this year. This has been brought about by economic considerations as the present size is now uneconomical to print.

TECHNICAL DEPARTMENT

A Technical Department Training Seminar was held at the Association's Office during August. This meeting covered a wide range of topics, including Circuit Facilities, Future Eligibility of Vehicles, Eligibility Checking, and a dummy Protest Situation was established to enable Technical Officers to gain experience in presenting a case.

NATIONAL COUNCIL OF MOTORSPORT

The Association has proposed to all Clubs interested in Motorsport of any variety that a National Council of Motorsport be established to pursue areas of common interest. Such items would include dealing with Government Bodies, a proposed Heritage New Zealand scheme presently under consideration by the Ministry of the Environment, and other areas of common interest.

It is intended that the meeting be held in Auckland during the November/December period.

NEW ZEALAND RALLY CHAMPIONSHIP

Congratulations are extended to Brian Stokes, of Christchurch, who has become the 1985 New Zealand Rally Champion. Congratulations are also extended to Group A Champion Bruce McKenzie, and Dunlop New Zealand Junior Champion Mike Montgomery. CRC has indicated it will not be continuing its sponsorship of the New Zealand Rally Championship for 1986 but will be continuing involvement at a more local level.

The Association is currently carrying out discussions with potential sponsors for the 1986 Championship.

SPEEDWAY EVENTS

In previous years the Motorsport Association has delegated to the NZACU the authority to conduct events on oval tracks of less than 400 metres. Last year, this delegation was not renewed and, although attempts have been made to delegate this authority to a new group, namely the Speedway Control Board, this has not come to fruition. Presently, competitors holding Motorsport Association Licences who contest speedway events are in breach of the Motorsport Association and the FISA Rules.

It is not the intention of the Motorsport Association to make it difficult for people to contest whatever arm of the sport they wish to pursue. However, it is necessary that the Rules of the FIA are upheld and the Motorsport Association is held responsible by the FIA to ensure that they are. The areas that are at present preventing an agreement being reached between the personnel responsible for organising speedway and the Motorsport Association are minimal. In particular, the areas which require to be resolved are:

- the right of flexibility of the competitors to enter whichever events they wish
- the rights of the competitor in relation to appeals
- the long-term control of funding the Association.

The Speedway Control Board presently has a Writ issued against the Motorsport Association which is preventing this matter from being proceeded with further. Until such time as these matters are resolved, the Association has no alternative but to uphold the Rules of the FISA.

WORLD CHAMPIONSHIP FOR GROUP A SALOONS

This Championship has been mooted at FISA level. However, at this stage, no indication has been received from the FISA as to whether this Championship will be proceeded with.

It is hoped that further information will come forward from the October Conference, but it seems unlikely that this Championship will be in place for the 1986 Season. New Zealand has expressed an interest in being involved in any Group A World Championship which is established, and will be keeping a watching brief on progress in this area.

QUESTION AND ANSWER SEGMENT

No enquiries have been received from any Members, or Member Clubs, for explanations or further information.

RAFFLE

The Association has decided to embark upon another raffle to raise funds for motorsport purposes. This raffle will be run during the months of December, January, and February. The major prize will be a Jaguar XJS Saloon, with a second vehicle prize of a Citroen 2 CV. Three prizes of Hitachi Video Recorders, plus five prizes of \$500 will also constitute the prize pool.

Incentives will be offered to member Clubs based on ticket sales, and also to ticket sellers. The seller of the winning ticket will be awarded an Hitachi VHS Video unit.

TELEVISION

No arrangements have yet been concluded with Television New Zealand for television coverage of the 1985/86 Season. Members are encouraged to take every opportunity to remind Television New Zealand of their responsibility to bring motorsport to the public of New Zealand.

TOURISM

A recent statement by the Minister of Tourism that the major reason for the increase in tourists during the June period was the two football tests held in Auckland during the latter part of June has been taken up with the Minister, as no recognition has been given to the AWA Clarion Rally of New Zealand. The organisers advise that their best estimates show that in excess of 2,500 people attended the Rally of New Zealand from outside the country in a spectator role. This is in addition to those who attended as members of an organised team, and members of the media. An exposure impact report has been prepared on this event, and this shows that almost 100 media representatives from outside New Zealand were present. It seems that the Ministry of Tourism and the Ministry of Recreation and Sport continue to under-rate motorsport and its effects on the New Zealand economy.

NEXT EXECUTIVE COMMITTEE MEETING

The next Executive Committee Meeting is set for the weekend of 23rd/24th November, 1985. The Agenda closes on the 10th November, and Clubs wishing to raise matters at this meeting are asked to have them in the Association's Office prior to this date.

MOTORSPORT RAFFLE

In the near future you will look into your mail box and spot an envelope which will contain this years Motorsport Association Raffle. 70% of you will pull an ugly face and say to yourself 'Not this again'. BUT WAIT

Where does the money come from to give you a nice hot cup of coffee and the yummy chocky bickies at clubnight? Where does the money come from to supply the usual services at the clubrooms? Where does the money come from to pay for the printing of your wonderful magazine? NO it doesn't come from the subs you've just paid, not entirely, and Father Christmas doesn't even know we exist up here in Russell Terrace - it comes from the fundraising we do during the year and the Motorsport Raffle is a very large part of this.

This years raffle is offering a first prize of a Citroen 2 CV. The second prize which will be the big attraction is an XJS Jaguar. It is expected these cars will receive considerable exposure during both the Bathurst Race, in Australia, and the New Zealand Nissan Series Races being high profile Group A competition cars.

Prizes will extend to tenth place, with Hitachi VHS Video's being offered as third, fourth and fifth prizes, and five prizes each of \$500.00.

The seller of the winning ticket will also receive a video unit.

Tickets will sell at \$5.00 each and will be issued in books of ten. Each club-member will receive an initial allocation of one book although further supplies will be issued on request.

The official commencement date of the raffle is December 7th, 1985 and will continue through to February 1986 with the draw in March 1986.

As the club receives a very good return on every ticket sold, please support us with this venture. After all, it is YOUR CLUB that is benefitting from it which means YOU ARE.

So go on, call Great Aunt Mabel and offer her the chance of a life time and if she's a bit short on the paper goods then give her one for Christmas!!

Any additional books required can be requested from Lisa Ellingham or any other Committee Member. When you have sold you tickets, please return the butts with the required covering amount to the Clubs postal address (P.O. Box 5142 Wellington).

ARCHER & LUPP SERVICES GOLD STAR HILLCLIMB

10 October 1985

Our annual Goldstar Hillclimb was held last month on Alexander Road. This was also the 2nd round of the Archer & Lupp Services hillclimb series. We were exhausted with entries and due to the capacities of the hill we set a limit of 50.

As the closing date for entries came closer, the entry list was looking very impressive, with a wide variety of cars and drivers, including a large contingent from the Wairarapa.

Scrutineering proceeded with out any major problems, the general presentation of cars being of a high standard. Unfortunately a day prior to the event I received a call from Stuart McChesney who had entered the ex Tom Donovan March 77B, he had major clutch problems and wasn't going to be able to make it. So Ian Taylor in his rebuilt Escort was looking favourite.

You couldn't have asked for a better day. Straight after drivers briefing it was into practise. 50 cars is a lot of cars to have a practise run and 3 official runs. Unlike the 1st round everything didn't go like clockwork, Martin Napier in a beautifully prepared Datsun 1200 Coupe had an argument with a bank in practise, severely damaging the front of his car. Later in the day the timing gear stopped working only to find that some nice person had sabotaged the wiring with a pair of pliers, and if that wasn't enough someone reported a fire at the dipper, so we were held up again while a fire engine blocked the road only to find that some P D workers were having a controlled rubbish fire.

The competition was close all day with places changing all the time.

Surprise of the day was Phil Workman in his twin cam escort, he was hot on the heels of Ian Taylor. However Ian got everything together at the end of the day setting an incredible new saloon record, 46.85, almost 2 seconds better than his previous record.

20 trophies were awarded to the top 20 placegetters and 3 trophies to the top 3 in the Archer Lupp Hillclimb series.

Once again the marshalls did an excellent job, as did everyone who was associated with the running and organising of the event.

of

Thanks to the Sponsors and everyone that helped.

Sponsors: Archer & Lupp Services (Danie Lupp)

Assist Clerk of Course: Roger Ellingham

Secretary: Cynthia James

Alison Perry

Scrutineers: Lloyd Evans

Greg Cutler

Chris Clarke

Brenden Carhill

Alan Harvie

After Event Function: Jan Lupp

Alison Perry

Alan Harvie

Drums:

Graeme Wealleans

Ian Jenson

Timing:

Eddie Conroy

Cynthia James

Heather Marshall

Alison Perry

MANZ Steward: Neil Cruickshank

Peter Wollerman

St Johns Ambulance

Fire Extinguishers: Wormalds

Programme Sellers: Ruth Shepard

Publicity: Ross Teesdale

Marshalls: Ray Hartley

John Thompson

Tony Hefford

Brendan Carhill

Greg Cutler

Brent Plim

Lyn Dewhurst

Lew Henderson

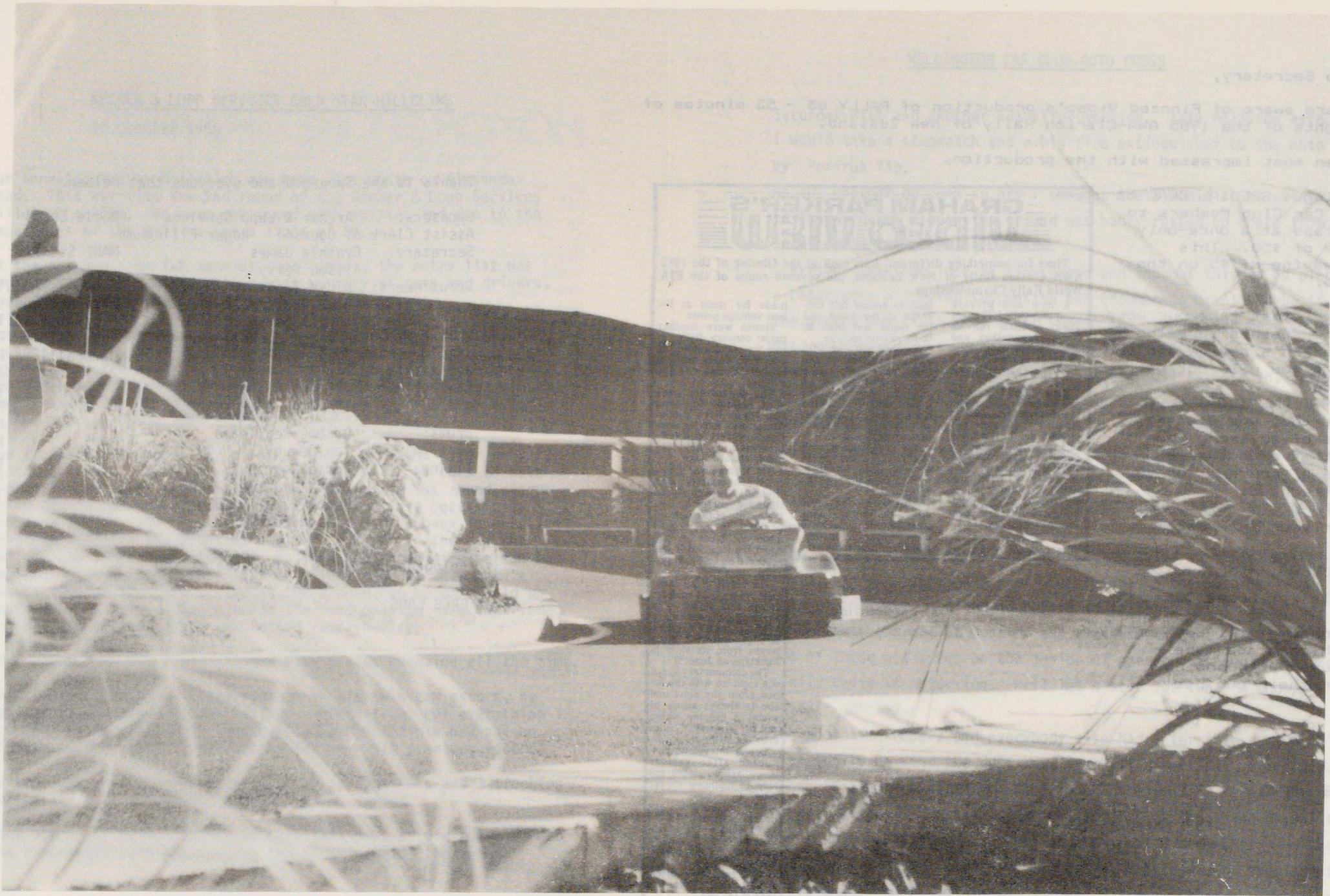
Tracey Cotton

Apologies to anyone I may have missed

GREG LANG

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THE  **SHOT OF THE MONTH**

CAUGHT IN THE ACT, PETE ZICKOVIC GETTING
IN SOME PRACTICE AT CIRCUITS FUN PARK
BEFORE ALEXANDRA ROAD HILLCLIMB!!

Dear Car Club Secretary,

Perhaps you are aware of Finnzed Video's production of RALLY 85 - 53 minutes edited highlights of the 1985 AWA-Clarion Rally of New Zealand.

Many have been most impressed with the production.

We are offering a SPECIAL DEAL to Car Clubs and Car Club Members to purchase the tape at a once-only discount price of \$50. This represents a saving of \$5 on the original price.

Don't, however, just take our word on what this represents in value - read Graham Parker's review and you will agree that you will not get better anywhere!

All we ask is that you please publicise this offer among your members, and that orders come in (with a cheque of course!) on your Car Club's letterhead.

Thank you for your interest.

Jussi Parkkali *G. Cummuskey*
Jussi Parkkali Grant Cummuskey

P.S. The programme will come on a 2 hour super high-grade tape - leaving the buyer with one hour's blank tape for their own use!

ORDERS TO: FINNZED VIDEO LTD,
PO BOX 22680
OTAHUHU
AUCKLAND

GRAHAM PARKER'S VIDEO VIEW

Time for something different. Lets look at the filming of the 1985 AWA Clarion Rally of New Zealand, the seventh round of the FI World Rally Championships.

A new and private company called Finnzed Video Limited, run by Grant Cummuskey and Jussi Parkkali (both New Zealanders), decided to capture the rally on video.

They filmed it three years ago for Nissan and the Nissan 500 "Auckland Round" (again for Nissan) so they decided this year to produce a documentary for the public. Unfortunately, their sponsorship drive met with little success so they set out to do the production with their own limited resources.

An all-New Zealand film crew of seven was

used to ensure full coverage of the event and the result was over 30 hours of wild footage.

National half inch VHS equipment formed the basis of the hardware used - NV-180s with A1 and A2 cameras in the main, with one NV100 camera and one JVC unit with GX7 camera completing the line-up.

The crew worked well together, their main problem was trying to fight a path through the spectators.

However, once the crowd realised that they were there to make a documentary, courtesy abounded and room was

made for them at the best vantage points.

Stones were another major concern, flying into the camera lens, a one wide angle lens survived home bad chipped.

The organisers were very helpful, supplying the team with mechanics and making sure that they were kept informed on developments at each stage.

The footage was edited on three quarter inch Highband through a gate timebase corrector; the quality of the finished product is very good when one takes into account the fact that it was recorded on half inch terms.

The result of all the endeavours is 58 minutes of the best action, with an excellent comment taking the view through different stages from its start Auckland on June 29.

The commentary kept one right up with the action from the start, one is always aware whom is running well and all important things over the different stages.

Driver interviews conducted after various stages are well done help to maintain viewer interest.

The editing is excellent, with action flying to whoa - the advantage of having so many cameras spread across each section.

Are you into motorsport? Yes? Then tape is for you.

The coverage is excellent, the quality and the price of \$55 copy is good value money.

Review courtesy of
NZ Truth TV Guide

WELLINGTON CAR CLUB AUTO CROSS

Saturday 21st and another beautiful morning. Iain Mollison asked me if I would take a stopwatch and a big fire extinguisher to the Auto Cross by Porirua Tip.

As the weather had been so dry I thought there would be no chance of me having a run as I knew the ground was badly rutted up there from being at previous Gymkhanas held there.

I arrived took one look at the course and thought this is no place for a Laser with a lowered suspension but thought to myself maybe if I let the others run first they might smooth the surface for me, so let's get scrutineered.

Gosh! Haven't got my good racing seat and full harness in, really need it for this stuff, sideways through any of these ditches and over she goes mate.

The course was a standing start over three laps I let most of the others go first and had a run myself. The ruts weren't bad, they were diabolical, maybe I should sneak off home and mow my lawns or something sensible.

Went and had a look at my time and seemed to be in the middle of the field, so maybe one more run. Let's face it the Laser will probably only go one more time around before it falls to bits, off I go.

What a mess overdid at most of the corners, thought to myself if you tap one of those big tyres on the inside of the corners could also very easily cause an inversion. Well let's stop for lunch - whoops I haven't got any.

The poor timekeepers and everybody else had a terrible dust problem with practically no wind the dust came from all directions, a drink was a necessity. Meantime back to the lunch break. If I stand here and look hungry maybe I'll get some bacon & egg pie or something as all the people laid out lavish lunches. I said No I'm not hungry to the first few offers then sat down with our Bulletin Editor and Lew, sharing some pizza and bacon & egg pie and coffee. I'm a push over when it comes to nice food.

Well two more offical runs after lunch might as well stick around. Run three, this seems better, wonder what they put on their coffee, then boof ! hit one of those tyres on the inside of the corner, well I was wrong, the car is still up the right way. Not a bad round, seems if you go fast enough you can nearly fly from one side of the ruts to the other. The surface was dusting off and the tyres were squealing in the northern corner of the track (see when you heard the tyres sqealing in the dirt on Dukes of Hazard it is possible) knocked five seconds off that run, only Lew Henderson driving John Paine's Rally Datsun 1200 car in front of me, its his first Autocross as well. Last run and surprise of surprises I did it (just)

Thanks to Iain Mollison for organising it and to the timekeepers for

their perserverance in the extremely dusty conditions.

A short trip to Porirua township and the dust was removed from the inside of our bodies at any rate.

Alan Harvie

ARCHER & LUFF ROUND 2

GOLD STAR HILLCLIMB

5 OCTOBER 1985

NO	NAME	CAR CLUB	1st ROUND	PRACTISE	1	2	3	Place	Series Res
1	D. Lupp	WGTN	53.47	52.70	51.70	51.24	50.51	3rd	103.98 3rd
2	G. Anderson	HUTT	50.31	52.57	52.03	51.56	51.04	4th	101.35 2nd
3	I. Taylor	WGTN	48.40	49.57	48.42	50.01	46.85	1st	95.25 1st
4	P. Lumberg	WGTN	55.14	56.15	54.60	54.77	54.32	14th	109.46 11th
5	P. Workman	WAIR	52.74	51.84	49.21	48.67	48.64	2nd	101.38 3rd
6	W. Keats	HUTT	61.67	56.42	54.43	54.15	54.15	12th	115.82 20th
7	B. Bateup	VICT		53.94	52.42	53.61	52.21	6th	
8	B. Huymer	AUST HEAL		61.43	57.70	58.36	57.92	31st	
9	H. Reader	HUTT	53.95	59.90	56.16	54.90	54.89	17th	108.84 11th
10	M. Dear	KAPI		57.40	56.64	57.35	57.32	25th	
11	E. Childs	M.G.		58.30	57.54	---	---	30th	
12	B. Allison	WGTN		62.62	61.66	60.62	60.45	41st	
13	I. Mollison	WGTN	55.73	58.21	57.02	56.34	56.77	21st	112.07 16th
14	J. McIlroy	HUTT		67.20	57.40	57.65	57.95	28th	
15	B. Mattingley	WGTN		65.81	63.27	---	---	46th	
16	A. Short	HUTT	58.72	62.10	60.50	59.79	59.26	41st	117.98 23th
17	B. McPherson	WGTN		---	56.15	55.64	56.18	19th	
18	W. Gair	VICT	60.35	61.30	61.05	61.12	61.35	44th	121.40 26th
19	P. Costello	WGTN		57.92	68.15	57.18	56.38	22nd	
20	A. Harvie	WGTN	56.65	---	56.50	56.29	56.65	20th	112.94 18th
21	R. Pike	WAIR	55.90	57.24	56.47	54.33	55.09	15th	110.23 13th
22	J. McRae	WGTN	64.70	64.85	63.94	63.51	63.38	47th	128.28 27th
23	D. Clements	WGTN		62.87	60.93	60.78	60.64	42nd	
24	T. James	FIAT		63.73	61.94	61.40	60.89	43th	
25	S. Budd	VICT	53.70	---	55.07	53.19	53.10	8th	106.80 7th
26	M. Napier	WAIR	51.72	DNF					
27	G. Buckland	HUTT	56.82	59.04	58.16	57.35	57.22	27th	114.04 19th
28	K. Mason	VICT		60.97	59.23	59.71	59.47	40th	
29	A. Watson	WAIR		60.57	59.03	58.91	58.39	35th	
30	P. O'Leary	WAIR	55.73	---	56.30	56.40	55.63	18th	111.36 15th
31	W. Moore	WGTN		56.72	55.50	56.04	54.14	11th	
32	L. Evans	WGTN	58.47	60.06	59.50	57.70	58.65	31st	116.17 22th
33	P. Zickovic	WGTN	54.70	55.03	53.21	53.21	53.48	9th	107.91 8th
34	J. Paine	WGTN	60.10	62.82	60.40	59.90	58.92	39th	119.02 20th
35	D. Mattingley	WGTN		---	---	62.78	63.36	45th	
36	M. McCready	VICT		62.07	58.81	70.20	59.19	38th	
37	D. Glasson	WGTN	53.95	---	55.32	54.18	58.04	13th	108.13 10th
38	J. McLoughlin	HUTT	57.71	58.93	58.20	58.13	58.79	34th	115.84 21st
39	P. Spargo	HUTT	56.37	58.97	56.40	57.60	57.18	23rd	112.77 17th
40	N. Whiting	WGTN	62.04	65.72	58.26	57.43	57.60	29th	119.47 25th
41	D. McLean	WGTN	54.67	55.40	54.15	54.14	54.13	10th	108.80 9th
42	A. Ingram	VICT		59.00	58.95	58.81	58.99	38th	
43	D. Murdoch	IATZ		---	59.30	58.29	58.18	35th	
44	K. Pecor	NANW	51.40	54.80	52.16	55.50	54.53	5th	103.56 4th
45	J. Billington	WGTN		60.66	59.15	58.88	56.71	26th	
46	J. Rongon	WGTN	55.90	56.80	55.40	55.43	54.83	16th	111.30 14th
47	C. Castle	WAIR		57.34	56.40	56.71	56.46	23rd	
48	J. McAndrew	WGTN		58.37	58.42	59.45	---	37th	
49	A. Barnes	VICT	54.21	54.47	52.30	52.31	52.48	7th	106.51 6th
50	N. Harris	VICT		59.92	59.90	58.46	57.92	33rd	

Classic

Jaguar Mk II

Very much a 'best seller' in the used-car market, the Mk II Jaguar still provides a lot of prestige per pound. Paul Skilleter helps you to choose the right one.

WHEN the last variation of the Mk II saloon disappeared from the new-car price lists at the close of 1968, some said that the sporting Jaguar saloon had gone for good. The new XJ6 was better, but it was also bigger, and the combination of large engine and compact dimensions had enabled the Mk II Jaguar to establish a niche in the market which was probably unique. It was also a great improvement over the previous 2.4 and 3.4 saloons which pioneered Jaguar's unitary construction techniques.

The attributes of a superb twin-cam engine, typical Jaguar leather-and-walnut refinements, and a rarely equalled career on the race circuit, has made the Mk II a worthy collector's piece. No wonder, therefore, that prices have risen sharply over the past year or two, even though there still remains a plentiful supply of cars on the market. But while the Jaguar Mk II is a perfectly practical motor car to use and maintain, it is important to make sure that what you are buying is worth the money, for it is a comparatively difficult and expensive car to restore.

Bodywork

As always, this is the single most important consideration for the classic car buyer. To have a Mk II's bodywork restored professionally (and it is a difficult job for an amateur) would cost anything from £2000-£4000, never mind about mechanics or trim, so a close inspection pays!

It is most unlikely that you will stumble across a completely rust-free Mk II (or any other production car of a similar age for that matter), so be very suspicious of a car that bears no outward signs of corrosion – it's probably been filled or otherwise repaired. The bodyshell is of unitary construction and there are few places that do not suffer from the tinworm; we will, however, commence our investigations from the front.

On either side of the grille, the front wings end in a valance which runs behind the bumper bar. Watch for rot along its length, especially in front of and behind the radiator grille. Carrying the bumper is an internal valance (or fan plate) which, although not a structural part of the bodyshell, rots very badly through collecting dirt thrown up by the front wheels. While you're peering into the wheelarches, try and check the vacuum tank and shield on the offside – this collects road debris too and can rot out. Look for rust (or more likely accident damage) on the chassis cross-member forward of the engine.

Examine the front wings carefully; the

sidelight housings often disintegrate, and rust also attacks the metal around the flasher bowls. The front wings also have lips which follow the circumference of the wheel arch and hold mud beautifully – it's a rare car which has never suffered from rust here. Mud is also held at the back of the wings, especially where they meet the closing plate behind the wheels; a hole appearing at the bottom here allows water and muck to accumulate in the sills, which soon puts paid to these.

The front wings are sealed vertically against the closing plate by a rubber strip which can either perish, or be forced out of position by accident damage to the wing. If a gap develops here, water finds its way in and quickly attacks the bottom of the wing and bulkhead.

Jacking point failure on the Mk II is notoriously common, but often the damage is localised so need not be regarded as fatal. More important is the condition of the inner sills, that is, the vertical face seen when looking outwards from under the car. Wield the hefty screwdriver here with vigour. The condition of the outer (painted) sill will be obvious, though it is worth tapping an apparently good sill with one's knuckles to see if it makes the tinny noise associated with a replacement sill having just been placed over the (rusty) original – you can be sure it won't last long if this has been done.

Continuing to the rear of the car, look beneath the rear bumpers for signs that the rear valance panel is on the way out. This is double skinned in part, but some of it is hidden by the bumper itself so you can't tell if it has rotted where the bumper mounts (via rubber blocks) to the panel.

All the aforementioned has been important, but it is now that we close in to discover whether the Mk II you're looking at is a terminal case or not, so far as rust is concerned. And it all depends on the state of the rear end, with its slightly unusual cantilevered rear suspension.

First open the bootlid (and check that for rot too, in the double skinned areas) and, having removed the Hardura matting, look in the far corners of the boot where the dampers are mounted – signs of rot here indicate a poor car indeed. Then, if you can, attempt to discover the condition of the metal behind the cardboard trim pieces on either side of the boot towards the tail, level with the floor – rot here is again bad news, and it can spread round the wheel arch seams which should also be looked at carefully. You can also take out the spare wheel lid – you'll be lucky if the tool kit is nestling inside the spare wheel as it should, but disregarding that, take the spare wheel out to discover the condition of the well. While its condition is obviously a plus or minus point, it is not, however, quite so critical as the next area we're going to examine.

Underneath the car, the $\frac{1}{4}$ -elliptic springs project backwards to hold the rear axle from a hollow continuation of the car's inner floor strengthener rail. Obviously, if the spring hanger box (as it is called) is rotten, it means an unsafe car – though it can generally be repaired locally if all else is OK. While underneath, check the Panhard rod mounting – it can pull right out.

The final test for terminal rot involves opening the rear doors and (if the owner allows you to!) removing the rear seat cushion. Now investigate very carefully the corners of the seat pan, if necessary pulling

back the underfelt to get a better look. At the same time, remove the carpets where the seat pan meets the floor and look for rust there too. If these two areas are badly affected by rot, it usually means that the vehicle is no longer for this world.

Less critical but worth examining are the doors. Blocked drain holes will result in the bottoms rotting out, but also look carefully at the outer skin, about halfway down the door – often missed is the area of rot here which can be caused by water being absorbed by an internal pad which cushions part of the window frame. Also, ensure that the doors fit well – in their time they were a model of good fitting, with very small gaps 'twixt door and pillar.

Engine & Transmission

The best way of evaluating the Mk II's mechanical health is to take it for a run – this applies to all three versions, 2.4, 3.4 and 3.8. The oil pressure gauge (electric and not itself infallible) should indicate around 40 psi hot at anything over 3000 rpm, and watch in the mirror for smoke on the overrun, which would indicate worn valve guides.

Then with the car stationary, rev the engine to around 1500 rpm and listen for timing chain noise – a slight tinkle from the top one is acceptable, and in any case this one can be changed fairly easily. If, however, you can detect a clatter from the lower timing chain, be wary because replacement really involves engine removal.

And don't forget, to take the engine out of a Mk II means dropping the front sub-frame which contains the suspension – not a vastly difficult job, but a nuisance if all you want to do is remove the sump! SU carburettors were used on the 3.4 and 3.8 engines, and Solex on the 2.4 litre.

Either automatic or manual gearboxes were fitted. The former was the familiar Borg Warner DG model, and its state of health is best verified on the road – there should be no reluctance to shift gear, and the kick-down and full throttle changes should be confident and not slurred. Oil leaks are a possible warning sign of a worn box.

Some later manual Mk IIs were fitted with the all-synchro Jaguar box, but most cars will have the old, 'non-synchro first' gearbox, where the parts situation is not good. First and reverse layshafts are not generally available, so beware of lots of

noise from those gears (though bear in mind that these boxes always gave that characteristic whine in first and reverse). Overdrive, if fitted, should operate without too much delay. The rear axle is strong, but differs in ratio according to engine size (2.4 versus 3.4 and 3.8) and gearbox (manual, manual overdrive, and automatic). If an engine swop has been carried out, check that the rear axle ratio has been changed too.

Steering, Suspension and Brakes

Possibly the most unsporting aspect of the Mk II Jaguar is its steering, which is heavy and low-g geared. Power assistance was optional, but then the number of turns lock to lock was actually increased! Fluid leaks, noise, and ineffectiveness denote trouble with the powered version. The steering box on the standard arrangement rarely gives trouble, and if kept greased, the steering joints shouldn't wear; the track rod end below the oil filter can suffer from oil dripping on it though which rots out its rubber bonding.

The coil-sprung front suspension is carried on a detachable sub-frame below the engine which itself can cause trouble – a loss of ride height at the front of a Mk II can be caused by tired coil springs, or, the rubber subframe mountings themselves could have deteriorated. Either can be replaced without too much trouble.

If not neglected, the suspension's moving parts should last almost indefinitely; however, if grease doesn't reach the upper and lower ball joints they can both wear, causing enough wheel-drop on jacking up to fail the car in the MoT. The bottom ball joint is shimmable, and if the steering is particularly heavy, is worth paying attention to, as it can have this effect if lack of grease has allowed rust to form in the cup.

The Mk II has disc brakes all round and having good servo assistance, these stop the car well on quite light pedal pressures. If the pedal is heavy, check that the servo reservoir isn't holed (as mentioned under 'Bodywork'), then look at the discs for rust, which might indicate that a wheel cylinder isn't working. If a cylinder has seized, don't run the car for long because it has been known for a disc to break, due to the uneven pressure exerted.

The handbrake arrangements can't be described as ideal, but should provide enough retardation to get the car through the MoT. A poor handbrake is often caused by a seized fulcrum bolt adjacent to the rear brake caliper.

Interior

Until late 1966, all Mk IIs had leather seats. These are expensive to re-cover, so beware of cracks and tears in the leather. Headlining replacement is tedious too, so examine the condition of this especially round the rear window, where leaks can stain the cloth.

Provided that they have not been scarred, or rotted by water leaks, the handsome wood facia, dash and door cappings can always be removed, stripped and re-varnished; but cracked varnish is always a good bargaining point. Torn door trims should be looked at askance though, as retrimming here is not particularly easy.

Spares

Mechanical parts, with the possible exception of the gearbox layshafts already mentioned, are in good supply – including

second-hand if you are on an economy drive!

However, the situation is not quite so happy when it comes to body parts. Recently, such items as front wings went out of stock at Leyland, which means that you might pay £85 upwards for just one, if you can find it. Repair sections for front wings are now being made by various firms though, and sills and rear spring hanger boxes are either available from Leyland or are being remanufactured elsewhere. Rear wheel spats, which rot quite badly, are being made by specialist firms, in either glass fibre or steel. New doors are generally hard to find, but again, repair sections are becoming available. Chrome trim is also becoming scarce. It is hoped that the Mk II Register of the Jaguar Drivers' Club (enquiries to the JDC at The Norfolk Hotel, Harrington Road, London SW7) will be able to help members with the increasingly difficult body parts situation, and certainly Mk II owners are advised to join the JDC.

How much?

The easy answer is, from £150 to £5000. To be a little more helpful though, a reasonable, reliable Mk II can still be bought for about £500–£700, though don't expect the bodywork to be anywhere near perfect. However, it does seem that around £1200–£1500 is needed to acquire a car without too much rot, while a genuine, 30,000 mile from new example will probably fetch £2000 or more.

Bearing in mind the cost of restoring a Mk II, this last figure is not too extravagant if you can afford it. The car's specification will affect the price considerably too, starting at the top with an overdrive 3.8 with wire wheels, and an automatic, disc-wheeled 2.4 at the bottom. This can sometimes be helpful, as if you prefer an automatic and don't want to cruise at 90mph, the last named can be a real value-for-money motor car – as the Mk II Jaguar has always been.

Jaguar MK II – Case History

Mk II 2.4, 3.4 and 3.8 introduced October 1959

Power steering optional from September 1960

Reclining seats optional from September 1960

All-synchro box introduced on some cars from February 1960

'Ambla' upholstery introduced from September 1966

Slim-bumper, Ambla upholstery, 240 and 340 replaced Mk II, September 1967

240 & 340 had all-synchro box and straight-port head.

Technical data:

2.4:

Engine: twin ohc six cylinder, 83x76.5mm, 2,483cc. 120 bhp at 5,750 rpm.

Performance: max. speed 102mph Fuel consumption: 22mpg approx (manual) 0–60 12 secs

3.4:

Engine: twin ohc six cylinder, 83x106mm, 3,442cc. 210 bhp at 5,500 rpm.

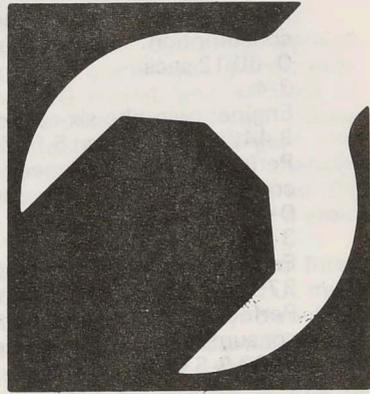
Performance: max speed 120 mph Fuel consumption: 19mpg approx (Manual) 0–60 10 secs

3.8:

Engine: twin ohc six cylinder, 87x106mm, 3781cc. 220 bhp at 5,500 rpm.

Performance: max speed 125mph Fuel consumption: 17mpg approx (Manual) 0–60 8.5 secs.

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TOYOTA COROLLA GT

BLATANTLY a performance machine, most enjoyable driver's car, but short on legroom in the rear, can you sell it to the family?, were all phrases we attributed to the Toyota 1.6 GT Coupe we tested in the July issue last year.

Well, while retaining that rear wheel drive car, for its appeal to the out-and-out

club or rally racer, Toyota have now introduced the brand new front-wheel-drive Corolla GT, which they see as their more direct challenge to the hot hatchbacks from France, Italy and Germany. A vehicle with more appeal to the young enthusiast driver of any age who wants a fast but civilised road machine.

Mind you, it loses nothing in performance from this transition, since the new car still uses that rorty twin-cam, 16-valve engine of the Coupe and which also powers their new mid-engined MR2 sports car.

And it might be only slightly less blatant. For the GT does have a bold front bumper and airdam, flared wheel arches, stylish side skirts, GT mouldings and badging, rear window-top spoiler, deep rear apron — and the 'TWIN CAM 16' message on its sides.

Perhaps, in this new hatchback guise (it's based on the new 3-door Corolla shell), it looks less hairy and thus more civilised. But then, we didn't think the Coupe



was uncivilised.

However, the GT has gained an electric steel sunroof and extra interior space. And, in fact, this GT has an impressive list of standard equipment: two remote control exterior mirrors, hinged rear windows, front passenger/driver map reading lamps built into the roof alongside the sunroof switches, plus conventional interior courtesy lights, with one for the hatch area also, with manual and auto control; there's a door open warning lamp on the fascia, a digital clock, a rev counter, rear wash/wipe — the list goes on.

Interior comfort is excellent, with cloth faced seats and shaping to the split-fold rears including a suggestion of head restraint. And, of course, the hatchback style leaves plenty of room for rear passengers, whereas the Coupe is nearer 2 + 2 concept.

The front seats are superb, with body-hugging contours. And the driver is really cosseted, with adjustments

allowing variation of the side-wing contour, choice of lumbar support and squab height, plus conventional recline and fore and aft options.

Driver comfort is further enhanced with adjustable steering column height, well spaced pedals, with rest pedal for the left foot and padded sporty three-spoke wheel.

And there's instant go — well, almost instant!

For that eager twin-cam does have momentary difficulty in putting its near-120bhp on the tarmac. Even in dry straight-line conditions, the Japanese Dunlops scabbled for grip and, when exiting from a junction with lock on, you have to be careful how you squirt it, particularly in the wet.

Once on the move, however, this Corolla GT would romp away from the line faster than its rivals in this group and only the Astra GTE could better its flat out performance.

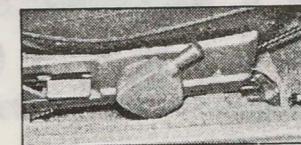
Part of the joy is an absolutely superb

gearchange, which could be really hustled up or down.

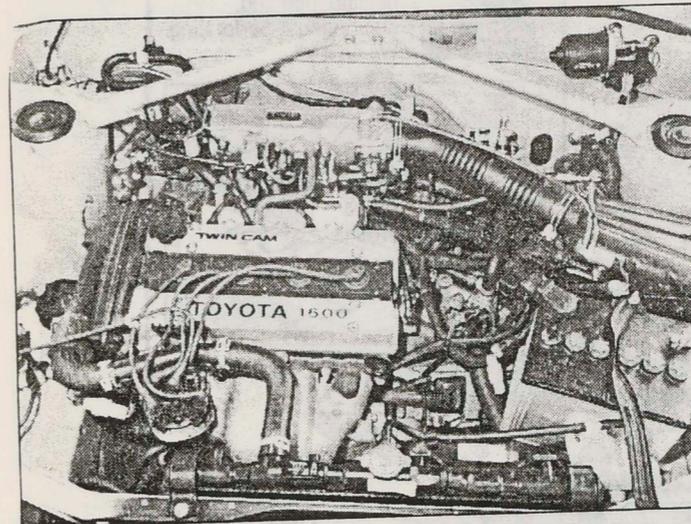
Top speed, incidentally, was obtained in fifth gear, with the best one-way 120mph at 6400rpm and showing 125mph on the speedo.

Even on the road, fifth still provided useful acceleration and, with a genuine 70mph still using around 4000rpm, we were groping for another upward change on more than a few occasions!

When driven with the élan it seems to constantly invite, the GT isn't a quiet car. But most drivers would find the rortiness merely enhances the performance.



That rorty fuel injected twin cam (top of the page) is worth showing off! The smart lines, comfortable cockpit and extensive seat adjustment make for a very civilised hot hatch



Complementing the performance are powerful brakes (discs all round, ventilated at the front), quick, nicely weighted steering and crisp handling. The car corners practically roll-free and, in the dry, with only moderate understeer.

Pressed hard in the wet the GT comes 'unstuck' fairly quickly but, in the event, easily held nicely balanced with steering and throttle.

The ride is mostly pretty firm, though with a bounciness at times on rough surfaces, and occasionally a marked lurch or crash in and out of the more severe road ruts.

Along with that 120mph (116.5mph mean) goes 0-60mph in a fraction over nine seconds, yet an overall fuel consumption of close on 33mpg (with a worst of just over 30mpg and best of nearly 36mpg) which we feel is fairly acceptable for the class.

It's still a driver's car but, yes, with broader appeal than the Coupe and at £7295.60 very acceptable.

DENIS REA

classifieds



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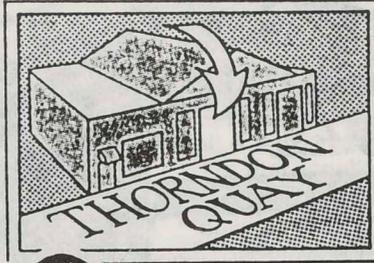
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PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

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
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\$20.00 for Associate Membership
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BULLETIN EDITOR: John Paine 879-418

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comp. calendar

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

COMING EVENTS

DECEMBER:

- SUNDAY 15 DECEMBER: LADIES TRIAL & CHRISTMAS PARTY
SEE DETAILS IN BULLETIN
- TUESDAY 17 DECEMBER: CHRISTMAS CLUBNIGHT - ALL WELCOME
FOR THE LAST OF THE YEAR
- WEDNESDAY 25 DECEMBER: CHRISTMAS DAY - SPEED EVENT FOR
GROUP A SLEIGHS, SCRUTINEERING SOUTH POLE

JANUARY:

- SUNDAY 19 JANUARY: FUNKHANA - A FEW NOVELTY GYMKHANAS
FINISHING UP WITH A BAR-B-QUE BEACH PARTY
FUN FOR ALL FAMILIES AND FRIENDS
- TUESDAY 21 JANUARY: CLUBNIGHT
- SATURDAY 25 JANUARY: WELLINGTON STREET RACE PRACTICE
- SUNDAY 26 JANUARY: WELLINGTON STREET RACE
GET INVOLVED, RING MURRAY MCGUIRE NOW
AND OFFER YOUR ASSISTANCE

FEBRUARY:

- TUESDAY 4 FEBRUARY: MONTHLY NIGHT TRIAL - THE FIRST EVENT
FOR THE YEARS SERIES TO DECIDE THE CHESS
TOP TRIALISTS ALSO, THE FIRST OF THE NEW
W.M.S.A. "HONDA CALANDER" TROPHY SERIES
COME OUT AND HAVE A GO CLUBROOM 7.15PM
ORGANISER E.D. CONROY
- TUESDAY 11 FEBRUARY: COMMITTEE MEETING
- TUESDAY 18 FEBRUARY: CLUBNIGHT

1986 CALENDAR OF INTECLUB CHAMPIONSHIP EVENTS

DUNCAN MCKENZIE HILLCLIMB ROUNDS

- Sat 8 March Wellington
- Mon 2 June Victoria Univ
- Sun 15 June Wairarapa
- Sat 12 July Wairarapa
- Sat 6 September Kapiti (night event)
- Sat 4 October Wellington
- Sun 9 November Wairarapa

KIM NAYLOR AUTOCROSS ROUNDS

- Sat 18 January Wairarapa
- Sun 9 February Wairarapa
- Sun 23 February Kapiti
- Mon 31 March Hutt Valley
- Sun 18 May Kapiti
- Sat 2 August Wairarapa
- Sat 9 August Wellington
- Sat 22 November Victoria Univ

GRAVEL SPRINT ROUNDS

- Sat 3 May Wairarapa
- Sat 24 May Wairarapa
- Sun 13 July Victoria Univ
- Sun 27 July Kapiti
- Sun 31 August Hutt Valley
- Sat 11 October Victoria Univ

STEWARDS TROPHY GYMKHANAS

- Sun 16 February Victoria Univ
- Sun 9 March M.G
- Sun 6 April Levin
- Sun 21 September Kapiti
- Mon 27 October Wellington
- Sun 7 December Hutt Valley

WALL TROPHY TRIALS

Sun 20 April	Wellington
Sun 29 June	Wellington
Sun 3 August	Fiat
Sat 30 August	Victoria Univ (Gold Star Round)
Sun 23 November	M.G

Other Wellington Events (or events at which Club Trophy points will be gained).

First Tuesday of every month (except January) 7.15pm Clubrooms, Monthly Night Trials.

Sun 19 January	Funkhana
Sat 25 January)	Wellington Street Race
Sun 26 January)	
Sun 27 April	Standing & Flying ¼ Mile Sprint (Wairarapa Event)
Sat 10 May	Clubmans Race Meeting - Manfield
Sun 25 May	Economy Run Inv. Wellington
Sat 7 June)	MANZ Conference (We are hosting it)
Sun 8 June)	
Sat 21 June	Sprint
Sun 20 July	Gymkhana
Sun 14 September	Photographic Trial
Sat 27 September)	National Rally Sprint
Sun 28 September)	
Sun 2 November	Braille Trial
Sun 16 November	Novelty Trial
Sun 14 December	Ladies Trial / Christmas Party



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 KNOX

David is a Programmer/Analyst from Kilbirnie and drives a Hillman Hunter. David is interested in all forms of motorsport.

KEN PECOR

Ken is a Company Director from Te Aro. Ken drives a Formula Ford and recently finished well in the Alexandra Road Hillclimb.

JOHN NIZWAIK

John is a Mechanic from Johnsonville and drives a Mustang. John is obviously interested in speed events and also belongs to Manawatu Mustang Club.

EDWARD NICKLESS

Edward is a Company Director and drives a Triumph T.R.7 and a Honda Civic.

JOHN CROUCH

John is a Meteorologist from Newlands and drives an Escort 1300 GT. John also belongs to Hamilton Car Club and has competed in most types of motorsport.

LEE MUIR

Lee is a Student from Brooklyn.

TONY ROOD

Tony is a Serviceman from Karori.

TREVOR JAMES

Trevor is a Funeral Director from Hatatia. drives a hearse

CHRISTOPHER CASTLE

Christopher is a Company Director from Seatoun. Christopher drives a Fiat Strada Abarth & 1985 Ferrai 308 GTB.

PATRICK PALKER

Patrick is a Mechanic from Johnsonville and drives a Cortina. Patrick is interested in most forms of motorsport.

SARAH EASTICK

Sarah is a Funding Representative from Island Bay and drives an Escort Van.

EVAN FRASER

Evan is from Lower Hutt and drives a Ford 1600.

JEFFREY MARSHALL

Jeffrey is an Accounts Clerk from Khandallah.

MARGARET EDWARD

Margaret is a Design Engineer from Wainuiomata and drives a Mirage.

talking trials



LADIES TRIAL AND FAMILY CHRISTMAS BAR-B-QUE

SUNDAY 15th DECEMBER

CLUBROOMS 1.30pm

DURATION: 60 MINUTES

BAR-B-QUE AT 4.00pm (BRING YOUR OWN BAR-B-QUE AND FOOD)

FATHER CHRISTMAS WILL BE THERE AFTER TRIAL SO PLEASE

BRING YOUR CHILDREN AND A PRESENT. THE BAR WILL BE

OPEN FOR REFRESHMENTS.



Er, I think you misunderstood me when I said I had piles. I didn't mean money, I meant haemorrhoids.

NOVELTY TRIAL 10 NOVEMBER

With Murray as navigator we set off and headed to the top of Mt Vic. On the way, found out how many times you could visit the chest hospital and who lives in the triangle and the name of a bus stop! Found the odo check in Thane Road. Continued down hill and found a U-turn check, proceeded back up the way we came keep left until going right at "Lindum Tce". Arrival at a sign which said "To Lindum Tce", proceeded straight ahead and ran out of road, U-turn no check boards, after a few minutes of deliberation and checking the ASR's to find that there is no mention of dead end roads, decide the plotter missed seeing the "To". Proceeded down to Oriental Bay only to pass a sign "Lindum Tce" so did a right back does not seem right so turn round and head back round Oriental Parade, find a check after a straight ahead then on round Herd and Chaffers Streets and back on to Oriental Parade. On the way we found what Lodge we would stay at and a famous general who likes water. Then headed round Evans Bay, another check and a ccheck car then on to pass a liquor store. Went left at a free turn and a roundabout then followed Airport, passed the domestic terminal and found out how many car parks Avis and Budget have then on to pass Air New Zealand Cabin Services and watch for aircraft crossing. On round Moa Point to find for sale phone number to call. Followed the coast road round to Seatoun and onto the control in Awa Road. Upon receiving CRI's found we had 10 minutes to find 4 items. From control continued up hill and into Miramar. Had to find how many concrete blocks in a wall. Again another plotters error can't spell Rotheram but thankful a delete check put us right. Passed the end of the airport and into Kilbirnie and on to Lyall Bay to find what was tied and covered, carried on round the bay and Hungerford Road, had to go right twice and left at Hornsey Road naem the mountain and back to the club rooms for a cup of coffee. A very enjoyable trial. Thank you. DAVE

ALLAN MINES FOR TEAM HONDA



"And you say that
CNG will give me
even better economy!"

BRILLIANT TRIAL: 3 NOVEMBER 1985
 PROMOTED BY: WELLINGTON CAR CLUB INC
 RESULTS

CAR NO.	DRIVER	NAVIGATOR	CAR MAKE/MODEL	ONE	TIME	ODD	GUM	OFF	EGO	SIS	UJE	WEE	TIME	REP	TIME	POINTS	PLACE	NO.
1	JOHN CROY	KEN BOYDEN	DAITLER	0	7	0	0	0	0	15	0	0	6	0	7	35	8	1
2	ALLAN MITCHELL	POH GRIFFITH	HONDA ACCORD	0	7	0	0	0	0	15	0	0	6	0	7	28	7	2
3	ADRIAN LEWIS	LAURYL HANFIELD	COMMODORE SL/X	0	10	0	0	0	0	28	0	0	1	0	5	78	19	3
4	PAUL TIEHET	JOHN MORRIS	HONDA CIVIC	30	30	0	0	0	0	13	0	0	4	30	6	110	25	4
5	IAN JENSEN	IRVINE PARR	FORD ESCORT	0	0	0	0	0	0	2	0	0	0	0	2	13	4	5
6	WYMAN DEAR	LILLEN SOARJE	TOYOTA COROLLA	0	2	0	0	0	0	8	0	0	0	0	3	13	4	6
7	MURRAY MCGUIRE	CEC AGNEW	MORRIS 1700	0	30	2	0	0	0	8	0	0	2	0	2	44	12	7
8	JOHN THOMPSON	UT HANFIELD	MIRAGE GLX	0	30	4	0	0	0	30	0	0	1	0	3	68	17	8
9	JIM CONROY	ROSS EDEN	TOYOTA CORONA	30	0	1	0	0	0	10	0	0	11	0	3	85	23	9
10	COLIN TAYLOR	LINDA PAEA	ROVER SD1	30	0	3	0	0	0	25	0	0	5	0	1	64	15	10
11	CHRIS CLARKE	FRANZ VEEGER	DATSUN B110	0	30	0	0	0	0	18	0	0	1	30	4	143	28	11
12	GREG LANG	MARY BECKER	TORANA XU1	30	30	0	0	0	0	11	0	0	6	0	5	142	27	12
13	WAYNE MOORE	KATH BURNS	MAZDA RX3	30	30	6	0	0	0	4	0	0	0	0	5	81	21	13
14	ROSS TEESDALE	BOBYN POLLARD	HISSAN BLUEBIRD	30	30	20	0	30	0	30	0	0	16	30	5	221	29	14
15	IAN HEBBEYD	LINDA JOHNSON	HONDA ACCORD	0	30	17	0	0	0	9	0	0	5	30	7	98	24	15
16	LE STEP BRUFIELD	ALLAN HILLEAN	SIGMA SE	30	0	1	0	0	0	11	0	0	1	0	7	50	14	16
17	ALAN HARUIE	MARGARET QUINN	MAZDA 323 GT	0	0	2	0	0	0	30	0	0	12	30	7	111	26	17
18	DID NOT START	-----	-----	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	RAY DUFFELL	JANN RUTHERFORD	HILLMAN AVEGER	0	6	0	0	0	0	6	0	0	0	0	0	12	3	19
20	DAVE JENNINGS	NELL TRENBATH	MAZDA 323	0	30	3	0	0	0	1	0	0	4	0	0	38	10	20
21	MENA KENT-JOHNSON	GRACE WHEELER	MIRAGE	0	0	1	0	0	0	30	0	0	0	0	6	67	16	21
22	RUTH SHEPHERD	MARGARET COUNSEL	TOYOTA STARLET	0	30	2	0	0	0	30	30	30	30	23	235	30	22	
23	LLOYD EVANS	MARION SUTH'LAND	TOYOTA LANDC'SR	0	0	4	0	0	0	1	0	0	0	0	3	10	2	23
24	WAYNE GAIP	MAY SOUTHEE	PEUGEOT 104	0	30	2	0	0	0	4	0	0	0	0	8	74	18	24
25	MARK JENNINGS	FRANK THACKERY	SIERRA XR4I	0	0	1	0	0	0	1	0	0	5	0	7	1	25	
26	RAY LORD	MARK LOCKETT	HOLDEN HD	30	30	10	0	0	0	30	30	30	30	29	279	31	26	
27	BRUCE MCPHERSON	CATHERINE SMITH	MITSI. 4WD L300	0	0	8	0	0	0	17	0	0	5	0	6	36	9	27
28	DAVID RICHARDS	JANINE RUKA	FORD CORTINA SW	0	0	4	0	0	0	10	0	0	4	0	5	23	6	28
29	DID NOT START	-----	-----	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	DAVID MARSDEN	BUNTI THOMAS	SIGMA TURBO	0	0	21	30	0	0	30	0	0	0	0	30	MAX. LATE	30	
31	WARREN DENTON	JOAN ROSS	MITSI. LANCER	0	30	4	0	0	0	5	0	0	30	0	12	81	21	31
32	GARY ADIE	NEIL ENGEL	TOYOTA COROLLA	30	30	19	30	30	30	30	30	30	30	30	30	MAX. LATE	32	
33	MICHAEL DEAR	RAY MCKIE	TORANA XU1	30	30	5	0	0	0	6	0	0	5	0	4	80	20	33
34	RICHARD CHAN	SUE LESLIE	VOLVO 360 GLT	30	0	5	0	0	0	4	0	0	0	0	2	41	11	34
35	GLENN WATT	THOMAS BRYAN	MGC	0	0	3	0	0	0	5	0	0	1	0	6	45	13	35

PRIZE-WINNERS: STRAIGHT CUP FOR FIRST-PLACED NAVIGATOR: FRANK THACKERY
 BOYDEN CUP FOR FIRST-PLACED DRIVER: MARK JENNINGS
 RUTH MCPHERSON MEMORIAL PRIZE FOR NOVICE NAVIGATOR: IRENE PARR

THANKS TO: The DRIVERS ALAN HARUIE for sticking on the stackers IAN LANING for jaying out the course
 RUTH SHEPHERD for ably looking after the paperwork again BARRY LAKEMAN for capably undertaking computerised results
 BOB GRAY, BILL KING & PETE LUNDBERG for being checks on the event MAREE CONROY for ably assisting the Clerk of Course
 KAY FOYNTON and the foundation for enabling us to provide an enjoyable event.
 Sincere thanks to all those involved.
 One on the left and right together,
 Eddie Conroy
 Peter Martin
 Representing the Wellington Car Club (Inc).

NOVEMBER NIGHT TRIAL 1985

The November Night Trial was ably organised and run (by Wayne Gair) on a most appropriate day - November 5th. Why was it so appropriate? Because it was a cracker!!

It consisted of three parts, a towing section out to Taita and a towing section back with, to quote the organiser, "a tighter and tighter section around Taita". This was made all the more demanding by the number of rockets etc being sent up to celebrate Guy Fawkes.

The average speeds were realistic and kept you pleasantly occupied without having to travel at silly speeds. Mind you, on the run back to the clubrooms the average ended up at a figure in excess of 50 KPH for the built-up area. This was, as it turned out, an organiser's error but it certainly made far interesting motoring!! Timing penalties for this section were subsequently dropped.

The trial was well thought out with lots of little traps and every one of them was self-correcting so no one got lost. Some just missed more checks than others!!

As it turned out, the competition at the top end of the placings was quite fierce with no penalty being incurred by the winner (Congratulations Paul Te Punga and crew) and only one or two minutes timing penalty separating the next few placings.

It was good to see the large number of competitors and hopefully this indicates a continued improvement in the trialling competition numbers for the coming year.

Thank you Wayne for a great event, may there be lots more of them.

Murray McGuire - for team MACMOB

MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS
 MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS

WELL TROPHY TRIAL

KAPITI CAR CLUB 12 OCTOBER 1965

Driver J.Thomson A.Mines M.McGuire P.Te Punga M.Edwards L.Evans D.Greer D.Jennings M.Jennings
 Navigator A.Miet P.de Joux H.McGuire W.Southon S.Smith S.Cornich K.Nielsen G.August L.Dickinson

	Place								
TIME VARY									
check	3E	3E		3E	3L	9E	81L	3L	
TEA					60		60		
HANDI	60						60		60
YU									
DIARY									
GROW									
check	3E	3L		7L	180L		63L	15L	3E
FULL			60						
control	3E		9E	3E	180L	21E	37L	9L	9E
S/TOT	69	12	69	9	423	30	301	27	72

TIME VARY									
check		3E	15E	9L	33E	21L	87E	3E	
TEA							60		
HANDI	60								
YU									
DIARY									
GROW									
check		51E	9E	3L	180E	3L	75E	9E	
FULL									
control	3L	63E	9E	3E	180E	15E	63E	9E	
S/TOT	133	129	102	24	816	69	646	48	72

PHEW									
DUDE									
CUR	60								
SUMNER									
RUFF									
FOH									
check	3E	3E	15E	3L	3L	9L	3L	3E	3E
STUND	60	60	60		60				
U-TURN									
check	3L	9L		15L	21L	9L	39L	9L	
ENJIF									
RITCH									
check	3E		21E		180MC		27L		21E
FULL									
control	3E	3L	27E	3L	3L	9L	33L		21E
TOTAL	270	204	225	45	1083	96	748	60	177
PLACING	7	5	6	1st	9	3	8	2nd	4

TEAMS RESULTS

WELLINGTON 2	JENNINGS	60				MCGUIRE	225	285	1ST
WELLINGTON 1	THOMSON	270				EVANS	96	366	2ND
WUCC	TE PUNGA	45				GREER	748	793	3
WELLINGTON 3	MINES	204				EDWARDS	1083	1283	4

FUNKHANA

Yes, it's time again for our annual beach party.

On Sunday 19 January we are running the Funkhana at Queen Elizabeth Park, McKays Crossing entrance, by the trams between Paekakariki and Raumati.

This year we'll have a new selection of novelty gymkhana tests guaranteed to make the event part of the afternoon a whole heap of fun. Be there by 1.30 p.m. and bring \$4 entry fee per competitor.

At the conclusio. of the Funkhana we'll all be heading to the beach for a bar-b-que beach party and as a fine day has been booked we won't mention "weather permitting"!

So, book the day now (it's the Sunday of Wellington's Anniversary holiday weekend) and pack your food, refreshments, bar-b-ques, frisbees, cricket bats and balls, family, friends, swimming gear etc into the car and come and join us. ALL welcome.

P.S. In the unlikely event of foul weather, as is usual with club events, the 2ZB cancellation service will let you know if its had to be cancelled.

Any queries ring EL PRESIDENTE Murray McGuire.

During Labour Weekend, along with other club members, I was involved with the film "Aces goes Places". What an experience. We were mainly used as back ground extras though some of us got involved in a car chase, and a car rolled at the intersection of Taranaki and Manners Streets. It was very interesting to watch as the film crew got ready to film a scene. The amount of time they took both in getting the right shot and the safety of everyone. Unfortunately we won't see ourselves on film as it will not be released in New Zealand, a shame as it would be interesting to see how all the shots that were taken ended up in the film.

Allan Mines

MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS
 MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS



THE  **SHOT OF THE MONTH**

AND HES NOT EVEN ON GRAVEL/

the president's piece

For those of you that didn't attend the AGM on September Clubnight, (shame on you - it's your club you know), we have changed some of the club rules as well as some of the Committee. In the case of the rule changes, I am sure they will allow the Club to operate (and be operated) even better. In the case of the Committee changes, I would like to thank those, who this year stood down, for their past efforts and trust they will continue to give active support to the Club as their personal circumstances allow. To the new members, I welcome them to the Committee and look forward to their involvement and support during the coming year.

Speaking of the coming year, it is once again going to be a busy one with a good mixture of events (see elsewhere in this bulletin the anticipated calendar) plus we are hosting the MANZ conference again.

I'm hoping that the trend of increasing Club member participation in events will continue and also that some of you out there will be volunteering (or readily agreeing to assist) with the running of events - preferably volunteering.

By the time you receive this bulletin we will all be well into the swing of the Festive Season. I hope you are all enjoying it but at the same time being especially sensible in your motoring during this, the "Silly Season". I want to see you all fit and well at the first event of the New Year - the Funkhana on Sunday 19 January.

Merry Christmas and Happy New Year.

MURRAY MCGUIRE - PRESIDENT



The Secretary
ALL WMSA AFFILIATED CLUBS

Attached, please find details of the new WMSA Night Trial Series to start next year. Please ensure this information is passed on to your members in your next bulletin/newsletter.

Please also print the following details for February's trial.

The first trial will start and finish at the Wellington Car Club Clubrooms, Russell Terrace, Newtown, Tuesday 4 February, documentation from 7.15 p.m., 1st car away by 7.30 p.m.

Approximately 1½ hours long, entry fee \$4 per car, Organiser Ed Conroy, phone 786-742, HOME.

Many thanks

M. McGuire.

CENTRAL REGION RALLY SERIES
REGISTER NOW FOR 1986

A REGISTER OF DRIVERS WILL BE COMPILED SO THAT ORGANISING CLUBS KNOW WHO TO SEND A.S.R.'S TO. REGISTERED COMPETITORS MUST STILL ENTER EVENTS IN THE USUAL WAY. EVENT ORGANISERS STILL HAVE THE RIGHT TO REFUSE ENTRIES.

REGISTRATION IS FREE
REGISTRATION FORMS AVAILABLE FROM

.....
OR WRITE TO

JOHN WALLER
SECRETARY CENTRAL REGION RALLY PANEL
24 KAKA ROAD
RAUNATI BEACH
PAPAPARAUMU

Commencing Tuesday 4 February 1986, a monthly night trial series will be run. The series will be open to all financial members of WMSA affiliated clubs and a trophy will be presented to the top competitor as determined by the following championship rules.

"HONDA CHALLENGE TROPHY"

To be competed for over the WMSA monthly night trial series run each calendar year.

Rules:

1. Events run on the evening of the first Tuesday of each month of the year, with the exception of January. Eleven events in total.
2. Every member of a competing crew who is a financial member of one of the WMSA affiliated clubs, and who has registered for the series will gain points towards the trophy as follows:- (Registration forms will be available at documentation for the events. A registration fee will be payable to cover printing and postage charges).

1st - 20	7th - 9	
2nd - 17	8th - 8	All others that finish within time - 3
3rd - 15	9th - 7	Those who finish maximum late - 2
4th - 13	10th - 6	Non-Finishers - 1
5th - 11	11th - 5	
6th - 10	12th - 4	

Organiser(s) - 20 Checker(s) - 6 Manned Check/Control(s) - 3

A person may only get organiser points once each season.

3. At the end of the year's competition, only the best nine performances for each competitor will count in deciding the total points achieved and the trophy winner will be the person having the greatest number of points from their best nine performances.
4. Notice of events to be sent to all WMSA clubs at least 6 weeks prior to the event (and preferably 8 weeks prior) including details of:-
 - (a) Start and Finish venue
 - (b) Time of start (usually 7.30 1st car) and approximate duration (usual maximum 1½ hrs)
 - (c) Organiser's name and contact phone number
 - (d) Any other specific requirements (e.g. map details)
5. Final results for each event will be sent within 7 days of the event to all WMSA clubs for inclusion in their next bulletin/newsletter. Provisional results are to be announced on the night where possible. If "on the night" provisional results are not produced, these must be sent to drivers of competing cars within 7 days of the event.

We look forward to the support of all member clubs in making this new night trial series a successful one. All assistance possible will be given to service competitors. Any further information required please ring:-

Murray McGuire PHONE 784-423 HOME

WARNING

If you write out a cheque to pay your entry fees and you know it is going to bounce..... DON'T

Hands up all those who enjoyed this year's Wellington Street Race if you didn't you must have been out of the country (or dead!) Well, on the weekend on 25/26 January 1986 the second Street Race is to happen. To make it happen people have to assist in its running. Will you help?

This Club has agreed to provide personnel to assist in at least the following functions: FLAG MARSHALLS, SCRUTINEERS, CRASH RESCUE, YELLOW FLAG POSTS. No previous experience is necessary as experienced and inexperienced will be placed together where appropriate, and all will be fully briefed on their responsibilities.

PLEASE make it easy for me to provide this Club support to the organisers of this tremendous event - ring me now to record your availability and willingness to assist.

Thank you.

MURRAY MCGUIRE - PRESIDENT

MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS
MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS MERRY CHRISTMAS

Stewards Trophy Gymkhana

28.10.85

Monday turned out sunny after having two days of wind and rain and hail. Conditions were perfect for the event. The surface was hard and fairly flat and dry.

After the first event we had a casualty, Grant Dally's Mini parted company with it's exhaust pipe. Despite a frantic attempt to repair it he was unable to make the second event on time. However in true sporting style he drove exceedingly well to climb back up into 2nd equal spot with Doug Bredon H V C C and also share top in class.

On the second event however another driver was not so lucky. Glenn Stewart came to grief on his second run. We are not sure if it was the slide into the turn or the " Mega-revs " coming out but his Viva protested and dropped it's drive shaft in the dust, so with the " Generals " service crew no where to be found, he had to retire.

The remainder of the field completed the event with Iain Mollison taking line honours, and only one second separating the next three cars. My thanks go out to Cunthia and to John and Nicola Thomson for marshalling. I also extend a note of thanks to Housing Corp Porirua for the use of the venue.

Dave Humphreys.

WELLINGTON CAR CLUB

STEWARDS TROPHY GYMKHANA

CAR	ENTRANT	CLUB	POINTS	CLASS	PLACE	
1	A J HEFFORD	WGTN CC	197	R5	9	
2	DOUG BREDEN	HVCC	180.5	F1=	2=	
3	PHIL MORETON	WGTN CC	184.8	F3	5	
4	B PLIN	WGTNCC	233.1	R9	14	
5	IAN MOLLISON	WGTN CC	180.3	R1	1	
6	NG GIBSON	WGTN CC	188	F4	6	
7	DAVE HUMPHREYS	WGTN CC	181.5	R2	4	
8	GLENN STEWART	WGTN CC	DNF			
9	TREVOR SCOTT	WGTN CC	223.2	R8	13	
10	JOHN PAINE	WGTN CC	190.3	R3	7	
11	H. VAN DORRESTEIN	VUCC	DNF			
12	M. VAN DORRESTEIN	VUCC	216.7	R7	12	
13	DAVID MANTLE	KAPITI CC	194.9	R4	8	
14	GRANT DALLY	VUCC	180.5	F1=	2=	
15	LEE MUIR	WGTN CC	208.7	F5	11	
16	PAUL TE PUNGA	VUCC	205.6	R6	10	
<u>TEAM PLACINGS</u>			1st CARS	3-7	366.3	WGTN
			2ND CARS	5-6	363.3	WGTN
			3RD CARS	14-16	386.1	VUCC
			4TH CARS	1-10	387.3	WGTN
			5TH CARS	4-9	456.3	WGTN

PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

OVERSEAS NEWS

There is no sound quite like the noise of Formula One cars screaming around city streets. My first taste of F.1. racing will be remembered not just for the noise, but four days of excitement and drama.

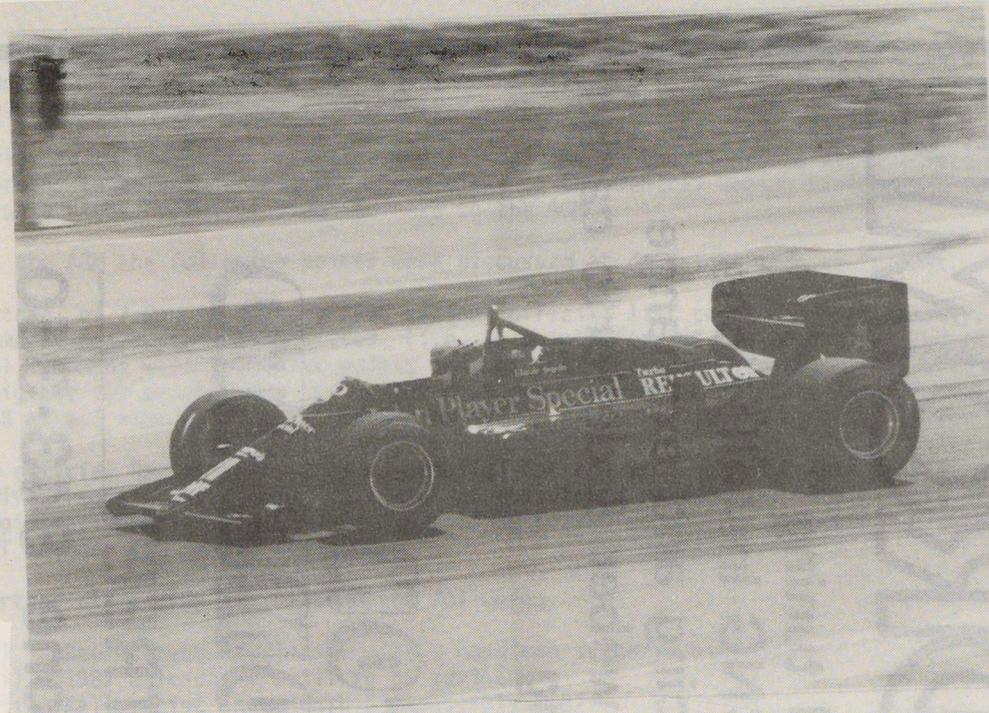
Thursday saw first unofficial practise by the F.1. cars on a brand new circuit. Lap times were around 1m 34 as the drivers learnt the course. Ayton Senna soon became the man to beat for pole position. Friday's practice sessions saw lap times tumble to around 1m 25, Senna and Rosberg being fastest. Also practising on Friday were Formula Mondial and Group A Saloons. Ross Cheever was easily fastest of the Mondials, however, Group A saloons were a different story. Dick Johnson just managed to pip Peter Brock for pole with a string of BMW's, Commodores behind. The only big team missing from the Group A saloon lineup was the JPS BMW team, Neville Crichton's car having been sold and has by now completed the B & H series with Trevor Crowe and Tony Longhurst at the wheel. Jim Richards car is being prepared for the Wellington waterfront race in January.

Saturday saw official practice sessions for F.1 cars. By now these cars were really flying and it was Ayton Senna who won pole position with a time of 1.19.87; Saturday was race day for the Mondials, a largely uneventful race, won easily by Ross Cheever. The Group A Saloon race was won by Dick Johnson in the Mustang, a flag to flag victory, however, there were dramas behind him. John Harvey, in the 2nd H.D.T. Commodore was penalised 1 minute for jumping the start, Gerhard Berger, the F.1 driver in a BMW was shunted into a sandtrap and Peter Brock who was getting close to Johnson towards the end of the race, made an uncharacteristic mistake, running wide at the hairpin and allowing Johnson to win by a comfortable margin.

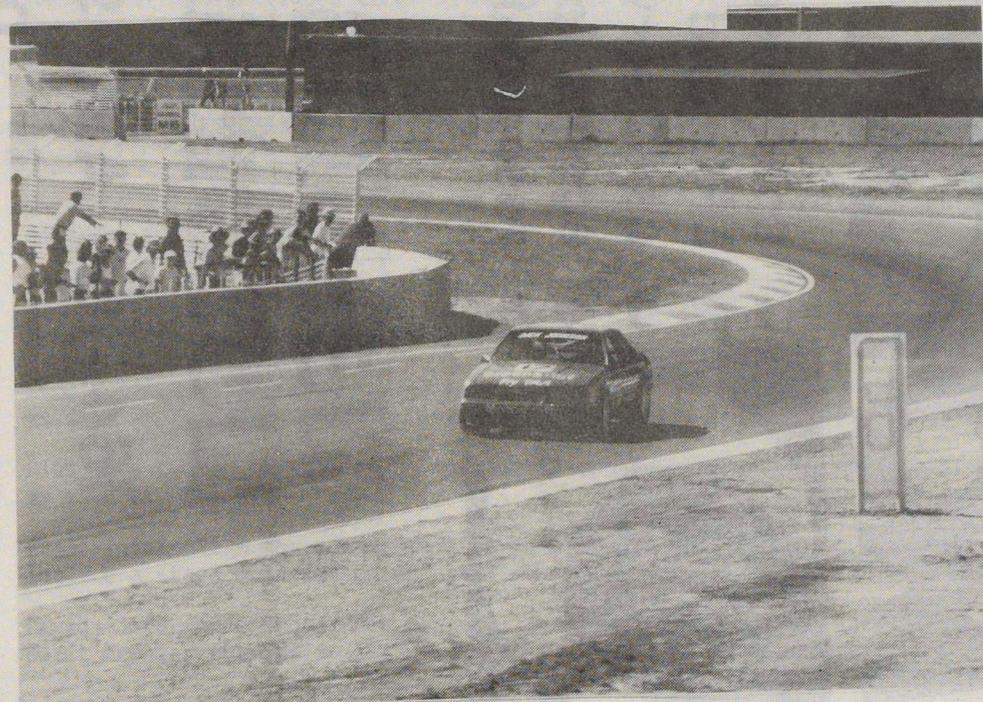
Sunday was the big day. In sunny conditions the large crowd were entertained by various air displays, including an Arforce Jet and a Qantas Boeing 747 flypast, The Mitsubishi Cordia turbo race turned into a stock car event, and a big field of historic cars were put through their paces.

The main event is now history, most of us having seen it on tv, Keke Rosberg proving again he is a master of street circuits. The people of Adelaide and the race organisers should be congratulated on the effort that went into this major sporting event. In almost every shop, hotel and office building there was some reference to the Grand Prix, the organisation at the circuit was excellent, with numerous Marquees and stalls selling food, drinks and souvenirs - well done Adelaide!

Ted Clay



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DICK JOHNSON WELL IN THE LEAD

MOTOR DROME



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**WELLINGTON
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The Central Region Rally Series Panel AGM was held at the Manawatu Car Clubrooms on Sunday 3rd November 1985. Our clubmembers were represented by Graeme Robertson, Roger Ellingham and Lisa Ellingham.

Prior to this meeting we held a special meeting at the clubrooms for all interested persons to attend and discuss their views on the Central Region Series, and to establish a clubs 'point of view' to take to the AGM.

At the AGM the following points were discussed at decisions made as follows.

A total of 7 Rounds for the 1986 season, official list to be notified shortly. The same points system will be used, (i.e. 21 points for 1st, 19 points for 2nd etc), but all 7 Rounds will count for points and not just the best five as in the past. To be eligible for points each competitor must cross the official start line of at least 50% of all rounds, (i.e. for 1986 you must begin 4 rallies to be eligible for points).

An official Registration will be compiled for the 1986 season. This consist of each driver registering his/her intention to compete in the series. The purpose of the registration will be to enable ASR's to be posted as soon as prepared. A charge will NOT be made for registration.

Further discussion was held on the following.

- (i) Replacement of classes with a handicap system - opposed.
- (ii) 1987 calendar - still to be advised
- (iii) Rallysprint Championship - possibly 1987
- (iv) Promotion of Series - Series Sponsor will not be sought
- (v) Banning of non-retreaded tyres on unsealed stages - opposed
- (vi) Dcnation to prize fund - remains the same
- (vii) Minimum stage distance - to begin 1987, minimum special stage total distance to be 100 km.

Wellington Car Club put forward the following points which were well received and accepted.

- (i) When ASR's advise a penalty for non compliance to rules, penalties should be enforced as stated.
- (ii) Scrutineering times issued to competitors not residing locally should be reasonable and with consideration to distance to be travelled by the competitor from his/her redisence to scrutineering venue.
- (iii) When ASR's advise acceptance of entry to be advised, organisers should do this as soon as possible to avoid unnecessary toll calls 2 days prior to the event.
- (iv) Closing date for entries to be made early enough to advise acceptance of entry as soon as possible.
- (v) Event information for competitors to be as helpful as possible, preferably to include a stage description and service notes, also a seeding list.
- (vi) Damage incurred - It was not possible to establish a definite answer on this point however the Chairman advised he would investigate the matter.

Lisa Ellingham

classifieds



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