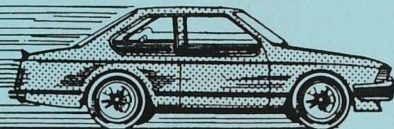


MOTORING NEWS

JANUARY/FEBRUARY 1996



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
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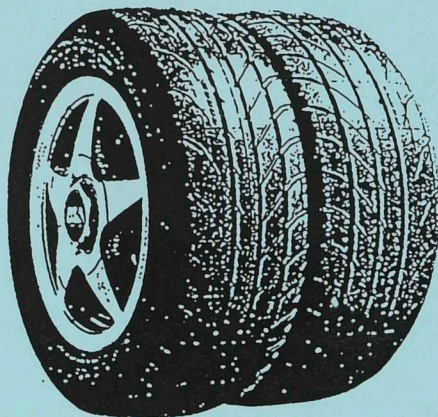
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Affiliated to the Motorsport Association of New Zealand

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CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS:

\$45.00 plus GST
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Ordinary Members and Husband/Wife
Members under 18 years of age
Country Membership
Associate Membership
Joining fee for New Members

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

Motoring News printed by ACTION COLOURPRINT LTD, 89 Thorndon Quay, Wellington

He Said.

Anybody who turned up to one of our Clubnights over the past two months could be forgiven for thinking they had turned up in the wrong place. The clubrooms have on the whole been empty, with most of the patrons running around on the neighbouring field like a pack of idiots - idiots, I am told hang around in packs - elephants herd, birds flock and idiots pack.

This all has very little to do with clubnights or anything in particular, but neither have our little social games of soccer, cricket or rugby every third Tuesday. What they are quite useful for is if you have had a bit of a grudge or two over a fellow club member. Picture it, Jeff Ward midfield, in mid - game. From out of nowhere Mark runs out and brutally tackles Jeff to the ground, "Hey Mark, that was a bit rough wasn't it?" cries Jeff,

"Sorry mate, but I had to stop you some how"

"But I didn't have the ball, " bawls Jeff, "I wasn't even running !"

"Yeah, well I never liked you anyway."

It's also good for getting a little closer to the ones who you do like. Cathy running towards the tri - line, Mark comes up from behind and brutally tackles Cathy to the ground.

"Hey Mark," cries Cathy, "that was a bit rough wasn't it ?"

"Sorry about the grass stain on your left thigh "- you get the idea..... I think we should have more of these types of clubnights.

We have a special meeting in the agenda for this months clubnight. This meeting is to do with the big stink over the no smoking issue in the clubrooms.

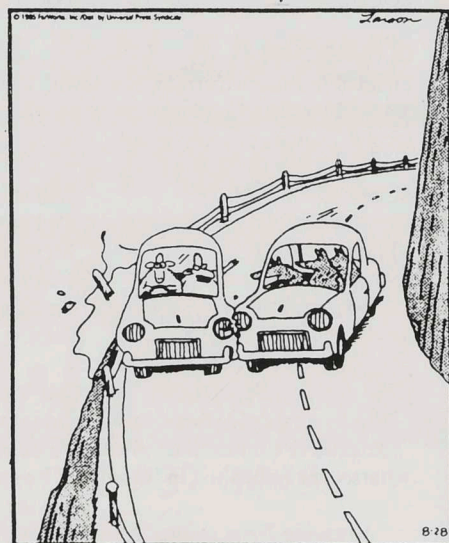
This little issue has tried to have been resolved over a few of the last clubnights, but due to lack of numbers, none of them have been able to go ahead. It's interesting to note that as yet, there is no official rule regarding smoking in the clubrooms, so if you want to have your say, turn up.

Alternatively, if the issue isn't resolved, we can just continue frolicking in the field, which is much more fun anyway. and everyone can smoke themselves silly.

Also coming up on the social calendar is the Wellington Motorsport regions' big night out. Prize giving is all on out at the Oarsman in Petone, the tickets are twenty four dollars, available from your favourite committee member. Ticket price covers the prize giving and a not unsubstantial buffet dinner. The date is February 22nd, it should be a good opportunity to eat, drink, be merry and tell lies. I don't know about anyone else, but I am one to never miss such an opportunity.

The Wairarapa Car Clubs' hillclimb/ bent sprint weekend was held recently. Saturdays SH2 event was held in rainy conditions, with a relatively small turnout of twelve cars' Alvin Watson being faster on the day than the other eleven. Sunday saw Admiral road hillclimb run in warm, sunny weather. This event attracted a few more competitors, including David Graham in his Datsun 1200, Jason Toomer in his Escort, Jeff Ward in the mighty Inter islander and brother Paul in his Van Diemen Ford.

THE FAR SIDE By GARY LARSON



"Aaaaaal Here they come again, Edgar! ... Crazy carnivores!"

The ex- Andrew Wyness Datsun 1200 also made an appearance in the hands of Aaron Duncan, as did the recently reshelled Chevette of Scott Humphreys.

Admiral roads' uphill, twisty conditions seemed to suit the Van Diemen of Paul Kibble, Pauls' practice time still being almost a half second quicker than the fastest time of second place getter Keith Nielson in his turbo charged Nissan Bluebird.

The final margin between Kibble and Nielson was about 2.5 seconds, with Alvin Watson a further 0.24 seconds back. Fourth overall was the ostensibly dipsomaniac Jason Toomer in his six cylinder Escort.

Talking of dipsomania, by the time you get this bulletin, we should all have just about recovered from the Christmas and New Year festivities. I trust you all had as much fun as I did.

After spending most of my holiday water skiing and getting brown-ed under the Taupo sun, it was time to make the pilgrimage back to Wellington via the international race meeting at Manfeild. Unfortunately, 20 minutes into the journey, we were forced to stop and have a little chat with the friendly boys in blue just north of Turangi.

"Naughty boy, Mark " they said, "You appear to have been travelling over the legal speed limit back there on that particularly straight, wide and safe piece of road with absolutely no one around you and little chance of getting into any sort of trouble or endangering anybody's lives, least of all that of your own or your passengers', here's an infringement notice for you - we must be off now to pull over other safe, conscientious but legally speeding drivers, instead of pulling over the drivers who make silly passing manoeuvres, slow vehicles that refuse to pull over and other really dumb drivers that are the real cause of most road fatalities - oh, and here, have some demerit points and pay us an obscene amount of money for the pleasure - have a nice day."

"Thank you officer," says I.

continued over.....

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9e/5396

NOTICE OF ANNUAL GENERAL COUNCIL MEETING

Notice is hereby given that the 49th Annual General Council Meeting of the Motorsport Association of New Zealand Incorporated will be held at:

**Airport Plaza Hotel
Memorial Avenue
CHRISTCHURCH**

commencing at 2.00 pm on Saturday 4th May 1996.

Advisory Commission Meetings, along with Workshops and Calendar Inscriptions, will commence at 12.30pm on Friday 3rd May 1996. A draft programme is attached for your information.

Accommodation will be at:

**Airport Plaza Hotel
Memorial Avenue
CHRISTCHURCH**

I W Snellgrove
GENERAL MANAGER

AG/NOTICE.AGM

So I was of on my merry way, travelling at a mind numbing 100 km/h over some of the straightest and safest roads in the lower half of the North Island, successfully avoiding all the other numbnuts out there who were either travelling at 75 km/h, rear vision mirrors strategically adjusted to nowhere in particular, or the Kamikaze pilots trying to get past the same numbnuts in horrifyingly blind corners or brows, not to mention the million other crazies and incompetents, all being able to self - righteously claim themselves safe and within the law because there don't seem to be any officers out there that have the brains or authority to pull them over and penalise the bejesus out of them.

And in my boredom, a funny thought occurred to me. How the heck do the road marking people get the centre lines so perfectly straight ? I know that it's done with a special spray gun from a truck or trailer, but how on earth do they keep the truck straight ? There are a lot of roads out there, all with a perfectly straight and centre - line. How ? Are the people responsible brilliant but failed art students ? Are aliens responsible ? Perhaps they paint the centre lines right after they have finished decorating wheat fields. How many people out there have actually witnessed the centre lines being painted ? Why hasn't anybody else ever asked these questions ?

THE TRUTH IS OUT THERE

Happy Trails

Mark

CONFERENCE 1996

DRAFT PROGRAMME

Friday

12.30pm	-	5.30pm	Calendar Inscription
12.30pm	-	2.50pm	*Events Advisory Commission
3.00pm	-	4.45pm	*Workshop No. 1 * Training topic:
5.15pm	-	6.30pm	*Workshop No. 2 * - Rules & Constitution
8.00pm	-		Social Gathering

Saturday

8.30am	-	1.00pm	Calendar Inscription
9.00am	-	10.00	RNZ Ltd Annual General Meeting
8.30am	-	10.20am	Historic, Classic and Marque Advisory Comm
10.30am	-	11.50pm	Rally Advisory Commission
12.00pm	-	1.30pm	*Circuit Safety Meeting
2.00pm	-	4.30pm	AGCM
4.30pm	-	5.30pm	Nominees Addresses
7.30pm	-		Annual Awards Dinner

Sunday

9.00am	-	12.00pm	AGCM continues
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- Notes: 1. The Event Commission Meeting will be run in segments i.e. Race, Speed, Trials and General.
2. Workshop to consider direction of Motorsport Training to the year 2000. It is anticipated this session will be run by a facilitator.
3. The Association will have Maria Shand present. Maria assisted the Association in the drafting of the new Constitution and ByLaws. This session will enable delegates to bring forward their comments prior to the Annual Meeting.
4. An opportunity for organisers of race meetings to meet with the Circuit Safety Commission members and discuss any concerns.

TIMING.AGC/AG



Our Invitation

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Be a part of the regions' newest,
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function.



The combined PRIVEGIVING
function for

Wellington MotorSport Association
Wellington Car Club
Hutt Valley MotorSport Club

To be held on **Friday 23rd February 1996**
7.30pm

at **The Oarsman**
Petone Foreshore.

**Tickets cost only \$ 24 per person and includes
a full buffet meal (drinks extra).**

Dress Formal / Casual.

**Tickets available from Cathy Arrowsmith Ph 478 1890,
Tony Oliver Ph 233 1264, or Paul Taylor Ph 478 0952
or through any of your Committee Members.**

Don't Miss Out, Book Your Tickets NOW!!!!

Official Bulletin

27 November 1995
No. 95001

**Subject: General Prescription to All Motorsport Association
Racing Championships or Sanctioned Series.
- Fuel Requirements.**

With reference to Article 4 or Page 164 of Edition 26 Motorsport Manual, the article states under 4.1

"Unleaded 91RON or Premium 96RON may be used in all Championships or Series. AVGAS is permitted for Formula Brabham Atlantic, TraNZam and Touring Cars Championships. NO additive may be added to the fuel nor may a blend of two or more fuels be used. In the case of rotary engines the addition of oil to the fuel is deemed acceptable."

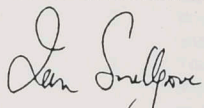
The Oil Companies and New Zealand Refining Co. Ltd advise that during the course of our Racing Championship season it will be possible to purchase two distinctly different Premium fuels, either leaded or unleaded.

As a consequence of this, and given that the unleaded fuel can now be sourced, we have determined that "Premium 96RON" in the context of Article 4.1 can be either the leaded or unleaded fuel.

The Association's Technical Officers have been supplied with the product specification for the new unleaded fuel and will test it accordingly.

We remind that all other aspects of Article 4 remain unchanged.

Issued on behalf of the Motorsport Association.

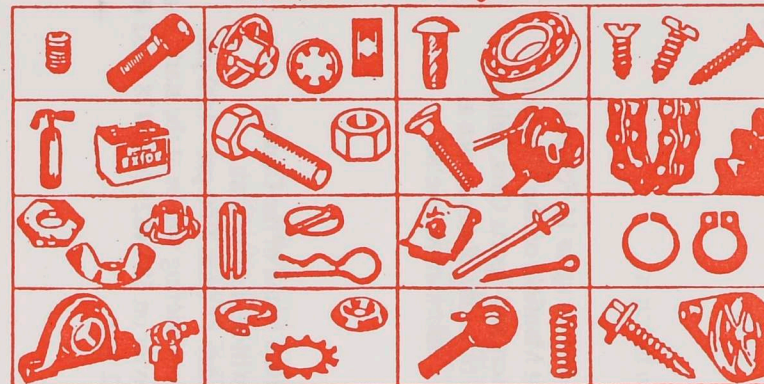

I W Snellgrove
GENERAL MANAGER

OFFICIAL BULLETIN

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COMPETITION CALENDER

Saturday 17 February Clubmans Meeting, Manfield

Run by the Hutt Valley Motorsport Club, entries are \$65.00 up to 14 Feb and \$100.00 up to 9:00 am on the day. Scrutineering is at Manfield on the 17th from 7:45 to 9:30 am. There will be racing for Single Seaters and Sports Cars, Saloons, Classics and HQ Holdens. If time permits, there will be a long distance race at the end of the day for Saloon Cars. For regs and more information, contact Marie Breden on 3838637 (hm).

Sunday 18 February Alexandra Road Hillclimb

This is the second round in our own trophy series, and a round of the Duncan McKenzie series. Scrutineering and documentation will be held at event sponsor Berben Motors in Wakefield Street on Saturday 17 from 1:00 pm - 4:00 pm. Entries close on February 9 at a cost of \$60.00. Drivers briefing will be at the start line at 9:00 am. For regs and more info, call Paul Taylor on 385 4625 (wk) 478 0952 (hm) or Cathy Arrowsmith on 478 1890 (hm) or (025) 432 500.

WMSA Prizegiving Friday 23rd February

Starting at 7:30 pm, tickets cost \$24.00 available from any old committee member. See advertisement elsewhere within these pages. Be there or be square or be both like me.

Saturday 24 and Sunday 25 February Gravel sprints

Two of my favourite gravel sprints held by the Wairarapa Car Club, Puketiro road and Tea Creek are held in Gladstone and Carrington respectively. Entry fees are \$35.00 for each event, payable on the day(s) until 9:30 am. Scrutineering is at the venues from 8:00 am till 9:30 am, both days. For regs, more info and directions, call Warren Forbes on (06) 372 5509 (I would try and give you directions there myself, but I tend to get lost even on the way to work).

Saturday 9th March Motorkhana

Sunday 10 March Gravel sprint

Both held by the Harbour Capital Car Club, no details at hand at the time of writing this but try calling Alistair Youlden on 233 8346 (hm) closer to the time. I can tell you the gravel sprint will be part of the PATS trophy series.

Saturday 16 and Sunday 17 March Straight Sprints

Standing and Flying 1/4 Mile Sprints, held out at Frances Line in the Wairarapa. No real details as yet, but try calling John Tait on (06) 377 2253 closer to time.

Sunday 31 March Boomrock Road Gravel Sprint

This date isn't set in concrete yet, but is likely to be so pencil it in to your diaries. More details next month.

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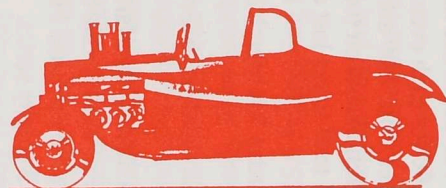
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MOTORSPORT ASSOCIATION OF NZ INC

Official Bulletin

Date. 13 December 1995
No. 95002

Subject:TURBOCHARGER AND SUPERCHARGER RESTRICTORS

All four wheel drive vehicles fitted with forced induction engines, 1800 cc or over, that are used for competition in rallies must be fitted with either:

- a restrictor that complies with the relevant requirements of either FIA Group A or FIA Group N, or
- a restrictor that complies with the following:

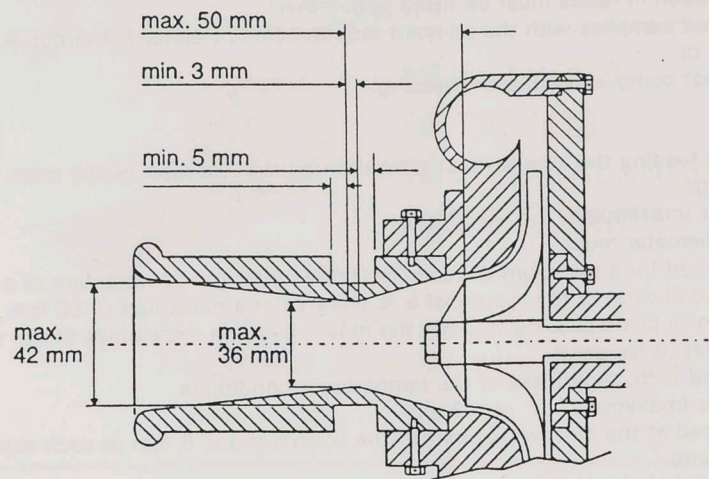
All air necessary for feeding the engine must pass through the restrictor which must respect the following:

1. Internal diameter (maximum) = 36 mm
The internal diameter must:
 - a) be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (refer to diagram).
 - b) be complied with, regardless of the temperature conditions.
2. External diameter (maximum) = 42 mm
This is measured at the narrowest point of the restrictor and 5 mm to each side (refer to diagram).
3. It must be attached to the compressor housing of the turbocharger by:
 - a) welding the restrictor to the compressor body, or
 - b) the use of at least two screws that have to be entirely removed from the body of the compressor, or from the restrictor, to detach the restrictor. Needle screws may not be used. The heads of the screws must be pierced so that they can be sealed.
4. It must be made from a single material.
5. It must have provision must be made for sealing wire to be applied between:
 - a) the restrictor (or the restrictor/compressor housing attachment),
 - b) the compressor housing (or the housing/flange attachment), and
 - c) the turbine housing (or the housing/flange attachment).

continued on reverse

Notes:

1. The restrictor may be drilled for the sole purpose of mounting and sealing.
2. It is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing.
3. In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 25.5 mm and have an external diameter that does not exceed 31.5 mm.



Issued on behalf of the Motorsport Association of New Zealand.

I W Snellgrove
GENERAL MANAGER

MOTORSPORT ASSOCIATION OF NZ INC

Official Bulletin Announcement

Date 19 December 1995

No. 95003

Subject: Overseas Competitors

The 1995/96 Racing Portfolio in Article 7 of the applicable vehicle categories details limits on pre event testing.

On the release of the Portfolio, Entrants drew to our attention the potential difficulties this would pose to Overseas competitors who had never driven on any of our circuits previously.

As a consequence of this and in support of Motor Race New Zealand Ltd the Motorsport Association confirm the following:

1. "Overseas Competitor" is defined as a competitor entered in the Street Skills International Series who holds a passport of a country other than New Zealand and who has never driven previously on the circuits forming part of the Street Skills International Series.
2. An Overseas Competitor may exercise the option of a Familiarisation period on the circuits on the Thursday before each of the meetings provided that
 - (a) the familiarisation is limited to a maximum of one hour which may be split into smaller segments at the discretion of the circuit organising club;
 - (b) the competitor only uses the vehicle they are entered in at that event;
 - (c) the applicable circuit private hire costs are paid directly to the circuit organiser prior to any familiarisation.
3. By exercising the above option the Overseas Competitor will be deemed not to be in breach of Article 7 of the applicable championship articles.

After perusal of the entry list for the Street Skills International Series we advise that the following Overseas Competitors qualify for familiarisation:

Luciano Burti
Steven Johnson *
Julian Bailey *
Peter Scharmach *
Patrick Watt
Warren Luff *
* All circuits bar Pukekohe

Issued on behalf of the Motorsport Association

I W Snellgrove
GENERAL MANAGER

MOTORSPORT ASSOCIATION OF NZ INC

Official Interpretation

**Date: 5 January 1995
No. INT26-001**

**Subject: Motorsport Association Championships
Number Of Tyres Permitted To Be Used**

Some Championships limit the number of dry tyres which competitors can use for qualifying practise and racing at each meeting. There is no such restriction for wet tyres.

At the recent Street Skills International Meeting at Pukekohe, our Technical Officers were asked to supply definitions for 'Wet Tyre' and 'Dry Tyre'. The Championship Articles do not specify at what point of a race meeting a competitor may change from wet to dry tyres.

We confirm it is the competitor's choice as to when weather conditions and track adhesion makes it desirable to change.

Therefore, as a consequence of this, we advise the following definitions:

Dry Tyre (Slick)

Any tyre that has either:

- Completely smooth track contact surface, save for depth indicator holes/slots present at intervals around circumference on the track contact surface, or
- A track contact surface having grooves that occupy less than 20% of the total surface area. All grooves shall be a minimum of 2 mm deep prior to start of any official practise or race.

Wet Tyre

- Track contact surface having grooves that occupy at least 20% of the surface area. All grooves shall have a minimum depth of 2 mm prior to start of any official practise or race.

In all cases the Technical Officer - Judge of Fact Vehicle Eligibility has the right to determine a tyres' classification.

This interpretation is issued on behalf of the Motorsport Association in accordance with the provisions of National Sporting Code Article 1.10 and has immediate effect.

I W Snellgrove
GENERAL MANAGER

OFFICIAL INTERPRETATION

MOTORSPORT ASSOCIATION OF NZ INC

**Manual Amendment
(immediate effect)**

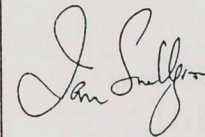
**4 January 1996
No. 26005**

Appendix K : 001

Add the following text to the end of Appendix K, 1. Period Classification on page 230 of Edition No. 26 Motorsport Manual.

- S. Period Specials: For vehicles complying with the Classic Motor Racing Clubs criteria for period specials. Copies of the criteria are available from the Motorsport Associations' Secretariat.

This amendment is issued for the Motorsport Association by the Administration.



I.W. Snellgrove
GENERAL MANAGER

Page 1 of 1

MANUAL AMENDMENTS

SUBJECT: TIME PENALTIES

1. Location of Stop/Go Penalty Area

The National Sporting Code Article 11.5.1.2.B. specifies the procedure that both the Event Director/Clerk of Course and Competitors shall follow when a Stop/Go penalty is issued.

In accordance with the requirements of sub clause (a)(ii) of the Article we advise that the designated penalty area at each of the circuits forming part of the Street Skills International Series is as follows:

Pukekohe: In pit lane near Start/Finish line.

Manfeild: In pit lane directly in front of exit from Dummy grid/Assembly Area. Location is marked S.G.

Ruapuna: In pit lane directly in front of exit from Dummy grid/Assembly Area.

Teretonga: In pit lane adjacent to pit exit onto track proper.

Levels: In pit lane directly in front of control tower.

In all cases the designated penalty area will be under the control of a competent official who will be in direct contact with the Event Director.

The penalty area will be controlled by a red and green light. Competitors are reminded that their vehicle must stop inside the designated area and not restart until the green light is shown.

2. Procedure

We remind that the Event Director or The Clerk of Course having taken the decision to issue the Stop/Go penalty shall no later than three laps after the infringement notify the competitor by means of the time penalty board showing the car number and a black flag.

The competitor must within one lap of receiving the time penalty board showing the car number and a black flag proceed to the designated area in the pit lane.

Notice of Special General Meeting

Notice is hereby given of a
Special General Meeting of the
Wellington Car Club (Inc) to be held at the Clubrooms
Russell Terrace, Newtown, Wellington on

TUESDAY 20 FEBRUARY 1996
commencing at 8.00 pm

AGENDA:

1. Approval of Accounts for the year ended 31 July 1995
2. Non Smoking Clause
3. General Business

Signed
AMANDA KIBBLE
Secretary

CLASSIFIEDS

MAZDA 323 BFMR 4 X 4

As seen as zero car Ohakune National Rally 1995.

Ex Graeme Walker 1993 Rally of New Zealand and campaigned by Murray O'Neil in 1994, it has shown to be competitive with cars that should outclass it. Engine development by the team and dyno tuning by Turbo Vehicles achieved high torque performance with moderate horsepower for reliability.

Package includes: Group A gearbox (meticulously maintained by Ray Wilson Rallysport), option of charge cooler or std cooler, Centre force clutch, 15" wheels, kevlar seats, full instrumentation including intake air temp. Halda and much more. Capable of Group A competition and homologated until 31 December 1997. Package will include spares and everything you need to go rallying plus any technical support needed.

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or 04 383 5211

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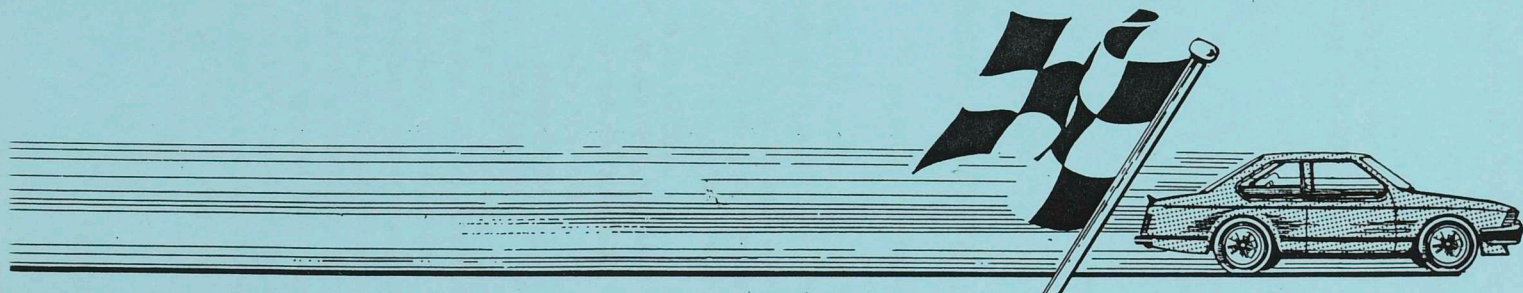
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MOTORING NEWS

MARCH 1996



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE**

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CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS:

\$45.00 plus GST	(All subscriptions include Motorsport Capitation Levy)
\$30.00 plus GST	Ordinary Members and Husband/Wife
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The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

HE SAID

I wonder if Jason Toomer is still trying to work out what ostensible dipsomania is (I accused Jason of dipsomania last month).

What am I saying - of course he is. He's a mechanic - mechanics are stupid.

I once knew a mechanic so stupid, he pulled over at slow vehicle bays to check out the view.

A lot of mechanics still think a crow bar is a place where crows go to drink.

I know another mechanic so stupid he thinks a tortoise is what his teacher did.

A mechanics definition of relief is what the trees do in spring. Most mechanics are so stupid they think an artery is a place where you can buy paintings.

Mechanics will tell you a cyclone is going for a bike ride by yourself.

Mechanics are so stupid.

Ordinarily, I'd be worried that some disgruntled reader would write me nasty letters over this, but hey - mechanics can't read, let alone write.

They have to get their mummy's to read them bedtime stories at night. Things like the competition calender. I have it on good account that "Hairy McLeary from Donaldsons Dairy " is a personal favourite of Jason Toomers. He especially likes the pictures.

Rally competitors are also stupid. This is why rally route books are all done with little pictures.

The route plotters couldn't just write "Go down this road for 1.5km, then turn right at Bartons Line, but watch out for the tricky culvert on the left" - you'd have rally cars stopped mid stage, dictionaries out with navigators trying to figure out what c-u-l-v-e-r-t spells.

You can imagine the pandemonium occurring at a particularly nasty ford.

"Gordon, whats c-a-u-t-i-o-n-b-l-i-n-d-b-r-o-w-t-o-f-o-r-d?"

Gordon (driver) "WHAT THE F——"

(crash, splash, bash)

John (wet and upside down), "No, I think that would start with an F."

I think that we should probably stick to little pictures when it comes to mechanics and rally drivers.

Of course, circuit racers are even thicker. Organisers don't even trust them enough to give them instructions.

They just say, "Ah, send them round the same bit of road six or seven times, they'll never notice." And they don't.

Imagine how stupid you've got to be to do an endurance race. "Hmmmmm, I think I've been down here before. Well I'll give it an hour and if I don't start seeing new scenery I'll start asking some questions - oohh - turn right."

If you think that's stupid, you should see the guys out at the speedway. All they do is go round and round. There is one piece of advice a speedway racer gets when he's just starting out - look out for the tricky left. It'll sneak up on you, but it's there man, don't be fooled.

Even dummer than that - round the world yacht racers -

"Ready, steady, GO!"

"Wa hoo, we're off, Peter! Hey Peter, where do you think we'll end up?"

"Well, I'm not sure, Grant, but lets keep racing and we'll find out."

continued.....

6 months later.....

"Wa hoo, we finished Peter, ooh, and hey look, we're back to where we started - isn't that strange."

"Yes Grant, I suppose it is, but hey, wanna race again?"

"Oooh yeh! Hey Peter, where do you think we'll end up?"

"Well, I'm not sure Grant, but lets keep racing and we'll find out."

"Oooh, how exciting!"

I can't wait until we start getting into space travel. They'll have 'round the galaxy' races. Imagine it -

"Ready, steady, spaghetti - GO!"

"Woh, cool, dude we're off."

"No way dude."

"Yes way."

600 000 000 light years later....

"Hey space dude, isn't that bluey greenic planet up ahead where we started?"

"No way."

"Yes way."

"Far out dude, wanna race again?"

"Does the Pope live in a condo on Mars?"

"Do chickens have lips?"

"They do now dude."

600 000 000 light years later.....

Astronauts can be so stupid. I think trialists and Car Club Bulletin Editors got all the brains.

Happy trolls.

Mark.



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pressies report

Hi Everyone!!

I'm back. In fact I didn't actually go anywhere but I think Mark purposefully left me out of the last bulletin because of my boring reports. However, one day that could change..... - don't hold your breath though!

Heaps has happened. We've had Alexandra Road hillclimb, the joint club Prizegiving at the Oarsman, our special general meeting and those of you who thought we'd transformed from a motorsport club to a cricket or touch rugby club you could have been right but I think the oldies can't quite cope the same with having exercise on club night (and Kevin isn't very happy about the bar takings) so I think its back to our luxurious clubrooms for a while now.

Coming up is Boomrock Road Gravel Sprint, the Rally (big eek!!), the Clubmans meeting at Manfeild, the MANZ Conference in Christchurch, and... the start of Rally Season - wow - it's all happening. I wish all competitors preparing their vehicles for the rally season an awesome year, and also all of the organisers, marshalls and helpers who will contribute their time towards making the events such excellent ones - have a neat year!!

If anyone is interested in racing for our club in an 'Interclub' Go-Karting Grand-Prix race at Marina Raceway, please contact Jeff Ward or myself to register your interest.

At our recent special general meeting, the smoking issue was raised and the motion passed 'That the clubrooms remain smoking under the extractor fan at the front of the clubrooms and become non-smoking at the back section of the clubrooms'. Additionally we put forward the 1994/95 accounts which were approved and Jane Black informed the members present that the club was in good stead and had done well.

For those of you not present at the joint prize-giving - WE MISSED YOU! It was an excellent night, thoroughly enjoyed by all. There was a great feeling amongst the clubs and I am fairly confident that we will run our prize giving in this format again next year. Congratulations Jane and David Black for winning the Wellington Motorsport Person's' of the Year award, we're really proud to have such great sportspeople in our club. Congrats also to Eddie Conroy who received the prestigious 'Priority Motorsport Benefits Trophy' for members who have competed in motorsporting events with some distinction, given their time to the club and involved in organisation. Eddie works very much behind the scenes, he provides, maintains and operates the radios at our events (rally, street sprints, gravel etc), the prime mover of the Braille Trial, competes in night trials - so THANKS Eddie. Congratulations to everyone else who took home trophies, a list of prize winners will be in this bulletin or the next one. Also BiG thanks to Karin Keith for keeping the points throughout the year and Amanda Kibble for your work with the prizegiving, - AND Tony Oliver for helping get this event off the ground! Phew!!!

Any suggestions, comments, moans, groans, acknowledgement, praise etc - please do not hesitate to contact one of the committee members or myself.

Have a great month - Happy Wheelies!! - Cathy

WMSA COMPETITION POINTS 1995 YEAR

GRAVELSPRINT SERIES PATS TROPHY		WAI 25/2	WAI 26/2	HVM 5/3	WAI 17/6	KAP 9/7	KAP 6/8	TOTAL
TED CLAY	WGTM	20	20	20	20	20	20	120
JOHN RYAN	LEV	19	19		19	15	16	88
IAN PARKER	WGTM	18	18		18	16	15	85
JULIAN McMULLAN	WGTM	14	12		16	19	18	79
MARK KIBBLE	WGTM	18	18	17		20		73
ROGER BRADER	WAIR	20	20		20			60
VAUGHAN MAJENDIE	HCCC	20	18	16				54
JOHNO TAIT	WAIR	19	15		18			52
K NEILSEN	WAIR	19	17		13			49
ERNIE PINK	LEV				14	18	16	48
GARROD BRADER	WAIR	15	15		17			47
WAYNE STEVENS	WAIR	16	16		15			47
REECE JONES	WAIR	14	14		14			42
DOUG BREDEN	HVMC		20		20			40
SHANE WETZEL	HVMC		19	20				39
GRANT PINK	LEV				19	20		39
PAUL KIBBLE	WGTM	20	18					38
S McLEAN	WAIR	19	19					38
JOHN BILLINGTON	WGTM		19	19				38
BILL MORGANS	KAP					18	19	37
GEOFF LYNDERS	WAIR	12	12		12			36
JEFF VICKERS	HCCC	10	8	18				36
NORM ANTHONY	WAIR	13	6		15			34
EDDIE FELLERHOFF	WAIR	17	17					34
GREG ORDISH	WAIR	18	16					34
KERRY HARE	WAIR	17	17					34
BRIAN O'NEILL	HCCC					17	17	34
FIONA YOULDEN	HCCC	9	7	16				32
KEVIN WAITEMAN	WGTM	16	14					30
JOHN POWER	HVMC		9.5	17				26.5
E PRIDAY	WAIR	15	11					26
Z WELLINGTON	WAIR	13	13					26
J FARLEY	WAIR	12	9.5					21.5
PHIL SMALL	HVMC		20					20
LOU SCOTT	HVMC			20				20
GORDON DIGGLE	WGTM					20		20
DAVE DAVIES	HVMC			19				19
STEVE PURDY	HVMC			19				19
AARON ROWDEN	KAP				19			19
JASON TOOMER	WGTM					19		19
JEFF McLEAN	WAIR				19			19
JOHN CROUCH	WGTM					18		18
GRAEME ANDERSON	HVMC			18				18
IAN TAYLOR	WGTM				18			18
DAVID GRAHAM	WGTM					17		17
PENNY ANTHONY	WAIR		17					17
MIKE MORTERSON	WAIR				17			17
MURRAY JONES	WAIR				16			16
JEFF WARD	WGTM			15				15
MICHAEL PACKER	WAIR				13			13
ALASTAIR YOULDEN	HCCC	11						11
J ESIER	WAIR		8					8



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OR

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Mark McIntyre

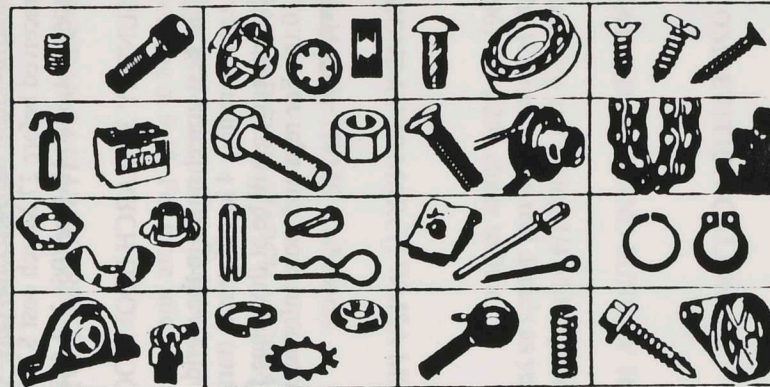
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COMPETITION CALENDER

SATURDAY 17 AND SUNDAY 18 MARCH STRAIGHT SPRINTS

Standing and Flying 1/4 Mile Sprints. held out at Frances Line in the Wairarapa. No real details as yet, but try calling John Tait on (06) 377 2253 closer to time.

MONDAY 18 MARCH WMSA MEETING

Held at the HVMC Clubrooms.

SATURDAY 23 MARCH MANGAHOE GRAVELSPRINT (GR)

Run by the Levin Car Club. scrutineering at the venue from 9:30. drivers briefing at 9:45. For more info. call Carl Roinson on (06) 368 1950 HM.

SUNDAY 24 MARCH TRENTHAM RALLYSPRINT

Held at Trentham Memorial Park. run by Hutt Valley Motorsport Club and the Harbour Capital Car Club. this will be the first time this event has been run for a number of years. The length of the stage is approx. 2 km. with 2.5 km touring. Entry fees are \$65.00 up to Monday 18 March and 85.00 up to Saturday 23 March. There will be a maximum of 60 starters. Scrutineering will be at Total Performance LTD. 62 Victoria Street Lower Hutt 2:00 pm until 4:00 pm.
For regs and more info. call Mark McIntyre on 568 3612 or 564 4101 a/h.

SATURDAY 23 MARCH DANNEVIRKE RALLY.

Run in the Tararua district. the rally comprises of 127km of special stages and 154km of touring. Entries received prior to 24 March cost \$145. those received before 27 March cost \$245. For regs etc. call Bob Carruthers on (06) 374 6080 HM. or (06) 374 6487 wk.

SUNDAY 31 MARCH BOOMROCK RD GRAVELSPRINT (GR)

The best gravel sprint in the world.
Approximately 4 km of gravel (tarseal start) entry fee is \$35 incl GST. Scrutineering will be at the venue from 8:30 till 9:30. drivers briefing at 10:00. For regs and more information either call me or Amanda (385 6331 evenings).

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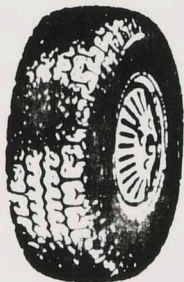
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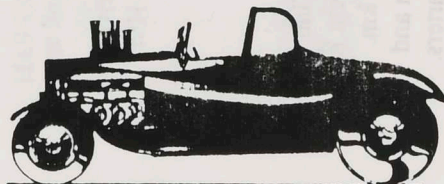
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SMOKEFREE
RALLY
NEW ZEALAND
27-30 JULY 1996



Organisers of the 14 rounds of the FIA World Rally Championship have been put on notice of expulsion from the series if spectator safety and control does not meet the high standards set by the world governing body in 1996.

The World Motorsport Council has appointed Mr Jacek Bartos from Poland as the Permanent Safety Delegate for this year's Championship and will attend all rounds of the world series.

Mr Bartos will make an inspection of all Special Stage by helicopter on each event just before the first competing car is due and is empowered to request that a Special Stage that could represent a danger to spectators be cancelled.

"There have been a number of World Rally Championship events that have not complied with the FIA's very high safety standards and in effect are on notice of having the world governing body's official sanction being withdrawn if they don't clean up their act," said the Clerk of Course for the Smokefree Rally New Zealand, Mr M D (Morrie) Chandler. "Thankfully, our rally is not one of those events in question, although we must be permanently vigilant"

The FIA have put the responsibility on each of the event organisers to take whatever steps necessary to ensure that no member of the public is put in danger.

"The FIA have even gone a step further and have empowered the different country's motorsport authority, in our case MotorSport New Zealand, to cancel that round of the WRC if public safety is in question," he said.

Each event on the WRC calendar has been contacted personally by the President of the FIA, Max Mosley, and have been left in no doubt as to their responsibility.

1996 SMOKEFREE RALLY NEW ZEALAND



Organisation is well underway for the 1996 Smokefree Rally. The Rally is a round of both the FIA 2-Litre World Rally Championship and the FIA Asia-Pacific Rally Championship.

The Event

The Rally will start on Saturday 27 July with a Super Special Stage featuring two Rally cars starting together on a cross-over tunnel/bridge configuration on a planned special construction next to a fun park adjacent to the Manukau City complex south of Auckland. The Super Special Stage is used again on Sunday morning. The Rally then heads north on Sunday starting with traditional stages in the Riverhead/Kiwitahi area followed by new stages around Waipu and Maungataroto. The Rally returns to the Super Special Stage on Sunday night.

Monday provides a challenging day with the Motu and surrounding traditional stages. Returning to Rotorua on the Monday night. Tuesday the Rally heads to the west coast using the Whaanga Coast Stage followed by three new stages. The Rally will finish in Auckland on Tuesday afternoon.

Entries

The FIA 2-Litre World Rally Championship has attracted strong interest. The Russian Gazprom Rally Team driving a Group A Opel Astra GSi - possibly in kitcar form, are an early entrant.

The Czech-based Skoda Motorsport Rally Team enthused by their third place in the 1995 2-Litre World Rally Championship have entered two cars. Czech drivers Pavel Sibera and Emil Triner, who are both A priority drivers, will probably contest the event in 1500cc model Skodas.

The FIA Asia-Pacific Rally Championship continues to attract strong manufacturers interest. Mitsubishi have committed to the Championship with leading driver Tommi Makinen leading the attack supported by British driver Richard Burns. Subaru have increased their World Rally Championship team to four cars and have expressed strong interest in APRC.

Safety

FIA have put organisers of the 14 rounds of the FIA World Rally Championship on notice of expulsion from the series if spectator safety and control does not meet the high standards set by the world governing body set in 1996.

The World Motorsport Council has appointed Jacek Bartos from Poland to attend all rounds and inspect by helicopter each event just before the first competing Rally car is due.

The Rally organisers will continue the programme of recruiting and training Safety Marshals and accordingly it gives the public and sport enthusiasts a great chance to "get involved" in one of New Zealand's most spectators motorsport events.

Swedish Rally 8-12 February - 1st Round World Rally Championship

Mitsubishi driver Tommi Makinen has won the Swedish Rally by 23 seconds from Ford driver Carlos Sainz. Despite some initial problems with the studs in the snow Subaru driver Colin McRae set blistering times on the last five stages to finish third. Juha Kankunnen with a Toyota Celica was fourth. Ari Vatanen in a Ford Escort was well amongst the front runners until rolling and retiring near the end of Day Two.

Manufacturers points:-

Mitsubishi		47
Subaru	43	
Ford		40

Drivers points:-

Makinen	20	
Sainz		15
McRae	12	
Kankunnen		10

WELLINGTON CAR CLUB (INC).

COMPETITION YEAR 1995

Prizegiving held Friday

SPEED TROPHIES

23 February 1996

McMILLAN TROPHY	For the member scoring the most points at Kim Naylor Interclub Autocross events	N/A
GRAVEL HILLCLIMB TROPHY (AUTOFLEET SERVICES)	For the member scoring the most points at Interclub Gravel Hillclimb or Gravel Sprint events	Ted Clay
ANDREW O'NEILL MEMORIAL TROPHY	For the under 25 years of age member scoring most points at Wellington Car Club and Interclub Gravel Speed events	Mark Kibble
SPEED TROPHY	Highest placed member for all Wellington Car Club Speed events	Joe McAndrew
0 - 1300 cc TROPHY	For the fastest 0 - 1300 cc competitor at Sealed Hillclimbs	N/A

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NON-SPEED TROPHIES

THORNTON TROPHY	For the member scoring the most points in Wellington Car Club Closed Club Motorkhanas and Steward Trophy Interclub Motorkhanas	Paul Richards
HONEYPOT TROPHY	For the highest placed member on the Wellington Car Club's Honeypot Trial	N/A
HOLLIS NIGHT TRIAL TROPHY	For the highest placed member on the Wellington Car Club's Annual Night Trial	N/A
ROLAND CLAPPERTON TROPHY	For the member scoring the most points at Wellington Car Club non-speed events	Eddie Conroy Barry Lakeman
NOVICE TRIALLIST TROPHY	Awarded to the most improved triallist the year	Amanda Kibble
MONTHLY NIGHT TRIAL	Highest placed individual OR team registered for the Monthly Night Trial Series	Eddie Conroy Barry Lakeman
EAST TWO MAN TROPHY	Highest placed two-person team registered for the Monthly Night Trial Series	Team Conroy: Eddie Conroy Barry Lakeman

ONE-OFF EVENT TROPHIES

HOWARD TOLLEY CUP	Fastest time of the day in the standing 1/4 Mile Sprint 1500 - 3000 cc	N/A
GRANT TROPHY	Fastest time of the day in the standing 1/4 Mile Sprint 1001 - 1500 cc	N/A
DOBBIE BROTHERS CUP	Fastest time of the year by a saloon car up Alexandra Road	N/A
D.P. FISHER TROPHY	Outright fastest time of the year (any class, vehicle, type) up Alexandra Road	N/A
CLUBMANS TROPHY	For the winner of the Ross Gordon Memorial Race for Wellington Car Club members only at the annual Clubmans Race meeting	Sefton Gibb
WELLINGTON CAR CLUB RALLY TROPHY	To the highest placed Wellington Car Club competitor in the International Rally of New Zealand	Murray O'Neill Catherine Dobbie
NU TREAD TROPHY	Fastest time of the year at Alexandra Road 0 - 1300 cc class	N/A
GIBBONS TROPHY	Fastest time of the year by any vehicle at the Kilbirnie Sprint	Jason Toomer
THE SHERIDAN TROPHY	Fastest time of the year by a junior member of the Wellington Car Club at Kilbirnie Street Sprint	Jason Toomer
FRIENDLY CAR SALES TROPHY	Fastest time of the year at Alexandra Road for the 1301 - 1800 cc class	N/A

WORKERS TROPHIES

MORGAN WORKERS TROPHY	For the assisting at or running events, including helping at working bees and taking part in the Braille Trial (Committee members not eligible)	Julian McMullan
ROSS GORDON TROPHY MARSHALLS SHEILD	For marshalling only at Wellington Car Club events	Sue Diggle
MARSLIN ORGANISERS TROPHY	For organisation of the most Speed Events	Paul Taylor
COMMITTEE TROPHY	Presented to Committee member considered to have contributed the most to the running of the Club	Bernie Keith

OVERALL TROPHIES

LADIES TROPHY	For the female member gaining the most points at Wellington Car Club events	Amanda Kibble
ATKINSON TROPHY	Highest placed member for all Interclub events including Gravel sprints, Hillclimbs, Sealed Sprints, Motokhanas, Autocrosses and Trials	Eddie Conroy Barry Lakeman
HANSEN TROPHY	WELLINGTON CAR CLUB CHAMPION For the member scoring the most points at all Wellington Car Club events including Speed, Non-speed and Rally events	Joe McAndrew
PRIORITY MOTORSPORT BENEFITS TROPHY	For Wellington Car Club members - an "In House Jim Clark Trophy" for members who have competed in motor-sporting events with some distinction, given their time to the club, involved in organisation etc	Eddie Conroy

CLASSIFIEDS

MAZDA 323 BFMR 4 X 4

As seen as zero car Ohakune National Rally 1995.

Ex Graeme Walker 1993 Rally of New Zealand and campaigned by Murray O'Neil in 1994, it has shown to be competitive with cars that should outclass it. Engine development by the team and dyno tuning by Turbo Vehicles achieved high torque performance with moderate horsepower for reliability.

Package includes: Group A gearbox (meticulously maintained by Ray Wilson Rallysport), option of charge cooler or std cooler, Centre force clutch, 15" wheels, kevlar seats, full instrumentation including intake air temp. Halda and much more. Capable of Group A competition and homologated until 31 December 1997. Package will include spares and everything you need to go rallying plus any technical support needed.

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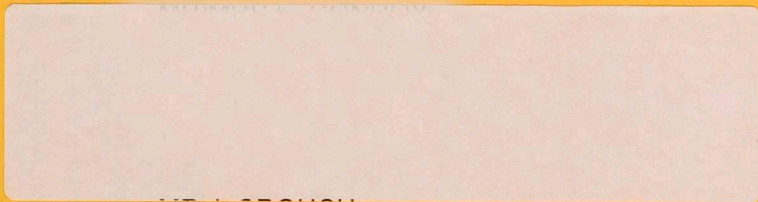
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MOTORING NEWS

APRIL 1996



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
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CLUBROOMS.

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS.	(All subscriptions include Motorsport Capitation Levy)
\$45 00 plus GST	Ordinary Members and Husband/Wife
\$30 00 plus GST	Members under 18 years of age
\$30 00 plus GST	Country Membership
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The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

HE SAID

It is a well known fact that water flushed down a toilet in the southern hemisphere spirals in an opposite way to the northern. Same goes for bath water and dishwasher.

But what about when you over do it in the drinking department, which quiet often leads to a condition anybody over the age of twelve will be familiar with - the spins. Does your head spin in an opposite direction in the northern hemisphere?

For those mummy's boys and daddy's girls out there that have never actually gotten rotten before because they were too busy watching telly with mummy or brushing daddy's hair, the spins are what happens about thirty seconds before one barfs the contents of ones stomach over ones shoes. Everything around the spinee starts to go around and round in a distressingly nauseous fashion, until said person gives up all hope of ever being sober again, starts vomiting and crying for mummy because the victim was really a mummy's boy all along anyway, who just wanted to look cool in front of his mates who weren't paying any attention whatsoever because the room had started spinning and they were barfing on their shoes.

A few of us were discussing this the other night. There were five of us, three boys and two girls. All of us boys found that when spinning, the propensity of the revolutions was from right to left, whilst the girls detailed a spin of left to right proclivity. Which was quiet interesting. Not completely absorbing, nor do I think it is the stuff that Arthur C. Clarke documentaries were made of, but reasonably interesting none the less.

This could mean one of two things, Could it be that all boys spin anti-clockwise and girls spin clock-wise? There may be another explanation. What I haven't mentioned so far, is the fact that us lads were all left handers, the two girls were right handers. This is slightly more interesting - but only slightly.

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Maybe all left handers spin in one direction and right handers the other, which makes sense really when you think about it. So what happens when you drink to excessiveness in Rubbestadneset, Norway, will your head spin the other way? Would it be the same for girls? Would it be the same for left handers? What if being left or right handed does dictate the way your head spins. What if being in the northern hemisphere changes that. Would that mean that as soon as I cross the equator I'd start writing with my right hand instead, as well? What if I was on the Galapagos Islands, which are directly on the equator, would I be able to write with both hands? Perhaps I wouldn't be able to write at all - would this be a bad thing? Which way would my head spin - or would I be able to just keep on drinking and not get the spins at all. Is the beer any good on the Galapagos Islands? Do they have Black Sambuca?

I think this matter requires further investigation. What we need to do, is to get a good cross-section of male and female club members down at the clubrooms, left and right handers, for a hard out educational drinking session.

All participants will have to drink excessively and will be advised to not wear their favourite footwear. When the spins do start (and they will because everyone will be drinking a cocktail of Sambuca, Export Gold, Drambuie and 96 unleaded), the spinee will be asked to write down, to the best of their ability, which way they are spinning. Obviously it would be too expensive to send everybody to Rubbestadneset to see if the results are converse, so instead, at half time a whistle will be blown and everybody will stand on their heads.

Trial runs will be held at Ohakune Rally this weekend.

Happy Trails (God I love to dribble)

Mark



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Page Grove, Wingate, Wellington

Howdie once again from the city of smog, snow and semtex that is London!

After a casual conversation with my boss about my 'on hold' motorsport career in New Zealand (yep, after I'd finished he thought I was the next Nigel Mansell - what I "accidentally" failed to tell him was the current state of my Father's crumpled Cortina), I discovered that he too was a fellow petrolhead, having navigated in several British rallies. I also discovered that he was a member of the RAC (Royal Automobile Club for the plebs) and frequently took clients etc to the prestigious RAC Headquarters in Pall Mall for lunch. It's quite amazing how efficient one can become in a short amount of time. Even more amazing, my boss asked me if I would like to accompany him to the RAC Headquarters for lunch. Of course, I said I possibly couldn't, far too busy, bla bla bla. Well, what do you know, later that day, I find myself sitting opposite my boss inside the very elegant RAC Headquarters.

The RAC are Britain's governing body for Motorsport. Next year, they celebrate their Centenary (funny, I've never seen a picture of a caveman behind the wheel of a Formula 1). The RAC Motor Sports Association (RAC MSA) carries out the day-to-day functions relating to the sport and in 1994, issued 29,898 competition licences and oversaw the running of over 4,500 separate events including 17 British Championships - in rallying, circuit racing, hillclimbs, sprints, trials, autocross, rallycross, drag racing, autotest, cross-country events and kart racing. All but three titles were won by British drivers - c'mon guys, let's get some Kiwi talent over here and show them how it's really done! The RAC have just a few more members than MANZ, 5.8 million actually.

For a mere £600 (\$1,600/year), you too can become a member, however, there is one minor stipulation - you must be of the male gender. Woman cannot be members in their own right - they either have to marry a member or accompany a member to utilise the Club's facilities. (I don't know how this extends to woman seeking competition licences.) So Ladies, either get yourselves some damned good male hormone replacement therapy, marry a member or you do not join.

As you approach the Club, you are greeted by a doorman (like they need one with automatic revolving doors). After ditching our coats in the cloakroom, I was given the grand tour - the lowest floor houses a gym, squash courts, a very elite swimming pool (which is used in several movies), steam room, spa pools etc. Next floor up are two very elegant formal dining rooms. If you have ever been into Kimble Bents, one of them is like an upmarket version of this. There is also a "Ladies Drawing Room" and a "Gentleman's Smoking Room" - (strictly men only) - where you can sit and relax with a motorsport magazine or newspaper (men only) or meet fellow (male) motoring enthusiasts and enjoy a drink at the (male only) bar. Do I have a problem with this room being men only - not at all! The upper floors are RAC hotel suites. My boss and I dined in the Ladies Drawing Room. Very nice indeed. While hearing all about his rally career, I kept my eyes peeled for someone famous, as you do, Damon Hill, Colin McRae, but as I didn't see them, I figure that they were probably in the "Men's Smoking Room" (males only).

The Club has an excellent collection of motoring memorabilia and occasionally has certain racing cars on display, e.g., winning F1 and rally cars - how they get them through the revolving doors is beyond me - perhaps that's where the doorman comes in handy?

I'm not sure if NZ has a reciprocal arrangement with the RAC, but if you happen to find yourselves in London, I would highly recommend a visit to this lovely Club.

Happy motoring.

Your London correspondent (ha ha).

Tracey Buchanan

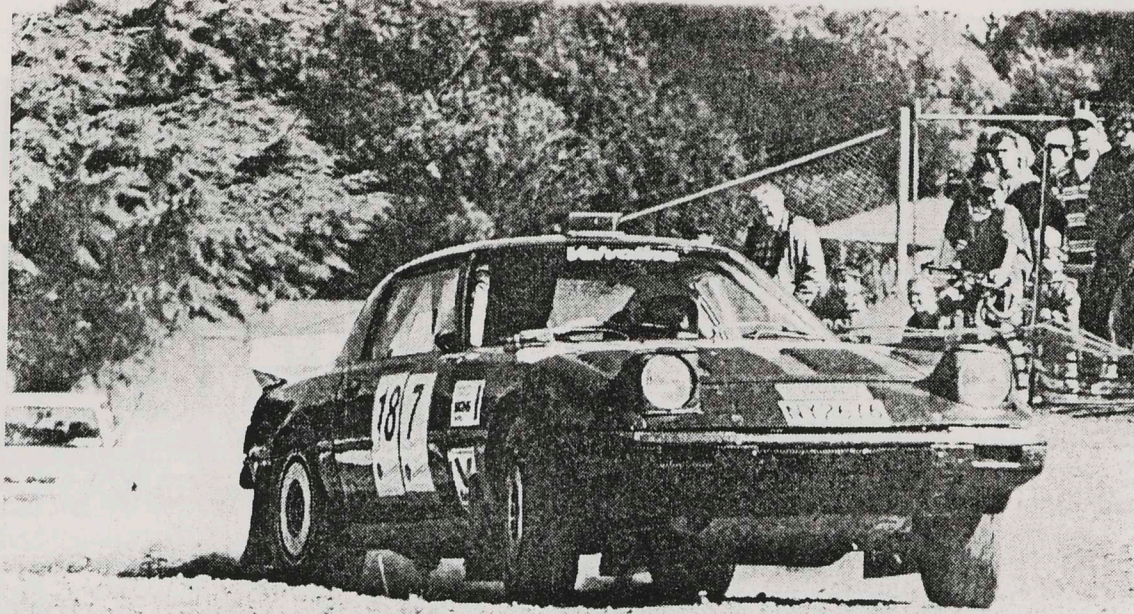
Trenham Rallysprint photos supplied by Jason Toomer



Ian Easton



Joe McAndrew



Mark Kibble

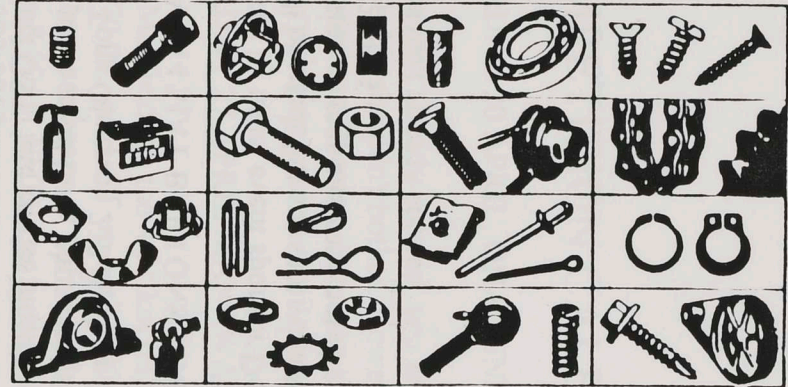


John Billington

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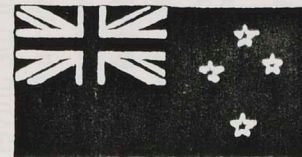
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COMPETITION CALENDER

SATURDAY 20 APRIL. OHAKUNE NATIONAL RALLY

If you haven't already entered, you are obviously even more disorganised than I am and probably shouldn't bother. However, if you just want to watch, the place to be is the Powderhorn Chateau, Saturday morning, bright and early. If you need more exact details, try ringing your favourite committee member.

SATURDAY 27 APRIL MANAWATU CLUBMANS

Held at Manfield, on the 4.51 km track, in a clockwise direction. The entry fee is \$ 70.00, incl GST up until 5.00pm on Tuesday 23 April, late fee is \$20.00 extra. There are heaps of different classes, scrutineering will be at the venue on the day from 8.00 till 10.00. For further information, contact event organiser John Taylor on (06) 323 8863.

SUNDAY 12 MAY WATERFALL RD GRAVELSPRINT

Postponed, sorry chaps.

SATURDAY 18 MAY WGTN CAR CLUB CLUBMANS

The best Clubmans race meeting in the world, if not the universe, will take place at Manfield, on the 3.03 km track. Normal entries close on May 10, at a cost of \$80.00 incl GST, late entries close on the day at a cost of \$95.00. For more info, regs, or just a good time, phone event organiser and part-time Peter Pan-type person, Tony Oliver on 233 9132 or 025 435 594.

SUNDAY 14 MAY BARTONS LINE RALLYSPRINT

Sponsored by usual event sponsor Dennis Hogg Toyota, the usual neat piece of road will be used. I'm not sure what the entry fee is yet, but if you want some more information or regs and have not already been sent some, call Michael Mortensen on (06) 372 5823.

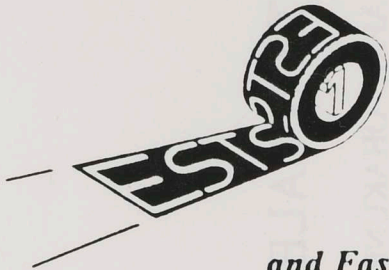
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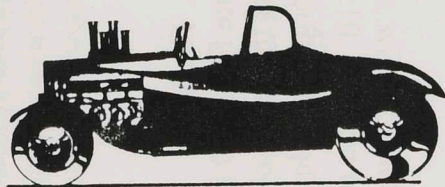
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Samples on Display at the Car Clubrooms

Jas said

I have looked everywhere for a decent editor.

CONFESSIONS OF A MECHANIC

Hello out there, God, the lengths the editor has to go to get someone to write to the magazine.

This is the first time I have written to the mag. Actually what brought this on was while at work, having a rear suspension arm in the vice and a large hammer in my right hand, a big chisel in my left, trying to encourage this rubber bush to leave its surroundings I thought of Mark's kind words in last months bulletin. But Mark, very big words, Mum must be good at the crossword.

I once knew an Auto Electrician that thought a constant velocity joint was something that you smoked. When Mark is at work and his boss mentions AC/DC current Mark turns the stereo up. But na that's silly, that's like saying I tune my RX7 by the tone of a kitchen wiz.

Being a mechanic can have its routine jobs like oil and filter change, tune ups, brakes and of course warrants, (I didn't put W.O.F because Mark might think I'm trying to imitate a dog.)

Working at a petrol station I find we get alot of warrants. On one occasion, the phone rings ring ring, ring ring "Hello - Yes Mr McLean I can do a warrant for you". Later that afternoon I had just finished cleaning my operating tools when an orange beastly looking thing appears on the forecourt, registration NO# MY260, well I think this car is usually 3 to 5 seconds faster than mine, if I just undo this and pull that -- NO NO NO stop that thought. I stroll over to the car in a mechanic like form, yes that light works and that one does too, oh and look that one does too. The jack slides under the car and the car rises, yes that ball joint is ok, that bush is alright and ha that wheel turns as well. I guess I'll look under the bonnet now.

For a split second I thought I was scrutineering, a pile of paper appeared in front of me, seatbelt declaration, rollcage homologation, drivers licence, I just about asked for the log book.

The chassis number was there and there was no rust around the strut towers, "well I guess I better road test your car, hop in if you like," I said, Na Na, go out and give it a boot full. Shit I thought, this was coming from a guy (not the only one) that on the odd occasion had asked me what I was revving my six cylinder too when I would say 6 to 7 they would sort of laugh as if to say yeh right. So here I am clutch down and in reverse gear, suddenly this little head

pops in the drivers window and says Jas, remember this does not rev out like your Escort ok! Well I was most impressed. The torque that this standardish looking Datson had was pretty impressive. Now I know where that 3 to 5 second margin comes from.

On that note the word dipsomaniac comes up, which I am not, I just enjoy pluvial things, (you can take that how you like).

Signing out, A MECHANIC
Jason Toomer

- for those mechanics out there who are unsure of what pluvial means, I have supplied the 'Collins Pocket English Dictionary's definition -

pluvial (ploov'e el) *adj.* [*L.pluvia, rain*]

1. a) of rain b) rainy 2. *Geol.* formed by the action of rain

- does this mean Jas likes to drink in the rain? (I think I must have used the same dictionary as Jason because I found a big red crayola circle around dipsomania) - ed.

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**GRAVELSPRINT SERIES
RALLYWOODS TROPHY**

	WAI 25/2	WAI 26/2	HVM 5/3	WAI 17/6	KAP 9/7	KAP 6/8	TOTAL
WELLINGTON CC	17	16	17	8	19	19	96
HUTT VALLEY MC		16	17	10			43
WAIRARAPA CC	17	11		15			43
KAPITI CC					14	8	22
LEVIN CC				1	11	4	18
HARBOUR CAPITAL CC					3	2	5

KIM NAYLOR AUTOCROSS TROPHY

	HVM 29/4	HVM 24/9	WCC 24/9	TOTAL
HUTT VALLEY MC	19	27		46
HARBOUR CAPITAL CC	11		13	24
WELLINGTON CC			19	19
KAPITI CC	10			10
TRIUMPH SPORTS CC		9		9

STEWARDS' TROPHY MOTORKHANA

	KAP 30/4	WCC 27/8	MG 1/10	TOTAL
MG CC	18	18	10	46
HARBOUR CAPITAL CC		11	22	33
WELLINGTON CC		16		16
MINI OWNERS	9			9
ROTOR MOTORSPORT			8	8
TRIUMPH SPORTS	7			7

VESTA BATTERY TROPHY

	HCC 10/12	TOTAL
HARBOUR CAPITAL CC	27	27
MG CC	0	0
WELLINGTON CC	0	0

DUNCAN MACKENZIE TROPHY

	WAIR 14/1	WAIR 15/1	WGT 18/2	WAIR 21/5	WGT 11/11	WAIR 19/11	TOTAL
GLEN ROBINSON	5	3	5	3	4		20
DON McLEAN		4		5			9
PETER O'LEARY	3	2		4			9
RICHARD TAYLOR	4	5					9
JASON TOOMER			4	2			6
DAVID BRITTON	2		3	1			6
JOE McANDREW					5		5
IAN TAYLOR						5	5
A WATSON						4	4
W STEVENS						3	3
ALAN HARVIE			1		2		3
MURRAY O'NEIL					3		3
R SCANLAN			2				2
A FIELD						2	2
H KING						1	1
AARON DUNCAN					1		1
BRENDAN VAN SCHOOTEN	1						1
PAUL KIBBLE		1					1

WAIRARAPA CAR CLUB: RESULT SHEET

Event: Puketiro Rd

Date: 24/2/96



No	Driver	Club	Car	cc	Pract	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Class Place	Overall Place
1001 - 1300cc													
1	D Anthony	Wai	Escort	1300	113.77	108.88	113.67	101.18					
2	P Anthony	Wai	Escort	1300	138.88	120.51	107.65	104.11					
7	J Ryan	Levin	Toyota	1290	100.03	77.50	98.80	95.86				3	
16	S Schlap	Hutt	Datsun	1270	97.12	71.50	10.63	86.80				2	
17	T Clay	Wgtn	Toyota	1290	92.2	88.97	86.32	78.42				1	3
1301 - 1600cc													
3	M Mortensen	Wai	Toyota	1537	101.47	92.00	91.27	87.99				2	
5	J Farley	Wai	Escort	1600	95.81	74.36	92.12	90.13					
12	G Ordish	Wai	Escort	1600	93.54	73.16	90.49	89.27				3	
13	N Anthony	Wai	Escort	1600	107.0	78.65	97.45	96.29					
15	S Weizel	Hutt	Toyota	1597	70.7	89.61	DNS	DNS					
18	D Graham	Wgtn	Toyota	1600	102.44	76.13	95.66	91.02					
21	P Kibble	Wgtn	Datsun	1597	93.68	70.88	88.95	86.77				1	
24	J McMullan	Wgtn	Toyota	1587	102.18	73.50	92.82	91.23					
1601 - 2500cc													
6	M Kibble	Wgtn	Rx7	2354	97.65	87.27	87.69	89.85				3	
9	G Gunders	Wai	Rx3	2354	77.66	74.66	96.06	93.32					
10	K Hare	Wai	Relster	2000	70.50	94.26	90.74	90.68					
11	J McLean	Wai	Rx7	2354	96.22	92.16	89.65	86.05					
14	W Stevens	Wai	Rx3	2354	77.88	76.36	73.34	72.72					
19	J Tait	Wai	Escort	2354	78.35	94.20	92.30	83.97					
20	H Kibble	Wgtn	Rx7	2354	91.28	87.56	89.83	83.71				2	2
22	R Brader	Wai	Rx3	2354	82.41	81.64	80.00	77.7				1	1
23	G Brader	Wai	Rx3	2354	78.61	91.98	90.02	88.54					
2501 +													
4	V Myjendie	Harcour	Sabaru Amigo	3029	88.88	82.27	85.83	86.26				1	
8	A Field	Wai	MG	3400	106.83	103.23	97.45	97.97				3	
25	K Nielsen	Wai	Nissan	3009	75.82	93.12	91.00	DNF				2	

CLASSIFIEDS

MAZDA 323 BFMR 4 X 4

As seen as zero car Ohakune National Rally 1995.

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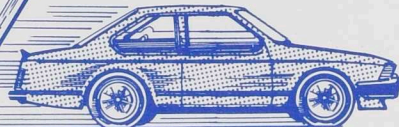
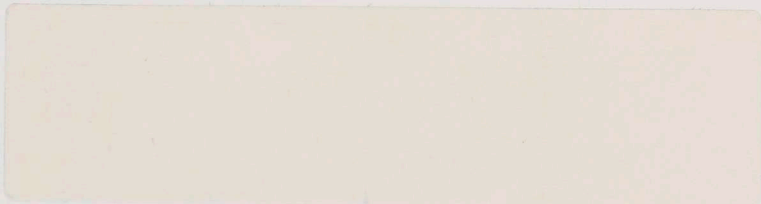
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MOTORING NEWS

MAY 1996



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CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

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HE SAID

So there was this blond girl, and she's walking through the forest, having a really swell time.

She's wandering along, humming to herself, feeling happy, when she comes across this house. Nothing unusual, just a house, deep in the woods, all by itself.

So this chick, being the nosy little trollop that she is, wanders up to the house, and looks in through the windows. Nobody is home. She goes around the back, and finds an open window, she climbs in through the window - technically breaking and entering. She's wandering around, going through all their stuff, when she finds herself in the dining / kitchen area (it was a reasonably modern, open plan house).

And sitting on the breakfast table, are three steaming bowls of porridge. Well actually, there are only two bowls that are steaming, the other one is conspicuous in its unsteamingness. She sits herself down at the head of the table and stuffs a spoonful of porridge into her mouth. The porridge is way too hot, and she burns the roof of her mouth. "Shit," says the little blond tart.

Not one to be put of easily, she gets up and parks her butt at the other end of the table. Once again, she try's the porridge, only this time she spits it right back out on to the plate. It was stone cold. Globules of stringy sylvia and porridge glisten in the early morning sunlight.

Feeling a little disgruntled by this stage, she gets up and decides to try the last bowl of porridge. Luckily for her, this particular bowl is just right.

She polishes it off, making a lot of unnecessary noise and mess.

Unluckily for the house owners, the tacky little wench has had a few too many bowls of porridge lately, and the weight of her ample butt is too much for the little chair that she only just managed to squeeze it into, and it gives out, leaving madam sprawled out on the floor. She thinks she may have twisted her ankle.

"Bugger this," she says, and limps up the stairs to see what goes on up there.

Upstairs, she finds one big bedroom, with three beds, a walk in wardrobe, and a really nice colour coordinated ensuite. "Hey, this is really nice," she remarks, as she eyes herself in the full length, gold rimmed mirror, "I could get used to living in a place like this," she continues, as she squeezes a particularly ripe pimple on her chin that had been bugging her since last night. Yellow, whitish pus sprays onto the previously spotless mirror.

The mornings events have all been a bit to much for the star of this little fairy tale, so missy decides that now would be an opportune time for a nap.

She jumps onto the biggest bed in the room, and starts bouncing up and down. Her shoes, dirtied from her walk in the woods are leaving brown marks on the duvet. "HmMMMM, this bed is too hard, absolutely no good at all for trampolining on," mumbles Goldilocks, and she bounces onto the bed next to it. This bed is way too soft, and it nearly collapses under the weight of the, shall we say, comfortably proportioned little girl.

continued over.....

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**Pit
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Next, she jumps on to the last, little bed, which she finds well suited to her liking's, and continues to bounce on this for the next twenty minutes. By this time, Goldilocks is completely bugged, so she climbs in to the now somewhat crumpled bed, and discovers a plastic base sheet.

"Oh gross, a bed-wetter," whines the little blonde (there is a red yellow scab forming on her chin from the previously squeezed pimple). Luckily for her, the sheets are dry on this occasion, and Goldilocks drifts of into a well deserved sleep.

About ten minutes later, the front door opens, and the resident family walks in, to find the house somewhat messier than when they left it. There are muddy little footprints all over the new, cream carpet, and the 21" television which had escaped previous mention has been left on, blearing out another ghastly episode of Faulty Towers (it's the episode where the cook is sick or leaves or something, leaving Basil to organise a gourmet duck - completely irritating).

Next thing Mum's screaming from the kitchen. Dad runs in to see what the problem is. "It's completely disgusting," she cries, "somebody spat in my breakfast!

"Oh yuck," says the wee boy, the couples only child.

"Somebody has been eating my porridge," remarks the father, "they haven't spat in it, though."

"Hey choice, somebody has been eating my porridge too, and they've eaten it all up - uh - I mean - what a bummer."

For reasons that have and never will be explained, the family then decides to go upstairs to the bedroom, where they find to their surprise, a young blond girl asleep in Jeff's (for that was his name) bed. Dad shakes the little girl awake and asks of her -

"Who the hell are you?"

"Oh shit, a bear!" she screams, and leaps up and jumps out the nearest window.

"She didn't look like a bear to me," remarks the mother bear, as she scratches her chin with a big furry paw.

"Ah, but she would have looked pretty good on my dinner plate, garnished in a soya bean sauce with a little parsley - ooh, and some of your lovely roast potatoes on the side," says the father bear, who was called Dave.

"I'd be happy if she would just come back and eat my dinner too," says Jeff, "especially the brussel sprouts." (Even in a bear family, the young are taught that age old lie - that brussel sprouts are the most important part of any young persons diet, and must be eaten at all costs, or said person would surely die of gangrene, a most terrible disease where the patient's limbs all turn green and drop of - one by one).

I was first told that tale when I was three years old. I didn't see the point in it then, and I don't see the point in it now. A pointless, moral-less story, probably designed to put you to sleep. I hope it worked.

Happy trails
Mark

SONIC RACING

21B Ryan Place, Manukau, New Zealand
Tel: (09) 263-4506 • Mobile (025) 784-675 • Fax: (09) 263-4263

Car: Mitsubishi Lancer Evolution II
Driver: Andrew Hawkeswood, Manukau
Co-Driver: Cathy Arrowsmith, Wellington
Series Contesting: 1996 North Island Scholarship

The following information has been compiled in an effort to increase public awareness of 'SONIC RACING' and keep media, sponsors, motorsport enthusiasts, car clubs (and any one who is remotely interested) up to date with our progress for the 1996 rally season.

WELLINGTON CAR CLUB (INC.) - POWDERHORN SNOWLINE RALLY 19/20 APRIL 1996 - OHAKUNE

We were 'extremely' enthusiastic about getting to the first rally of the season run by the Wellington Car Club in Ohakune. Andrew's preparation of the car and service vehicles was really outstanding. In fact, the comments from prominent motorsport competitors and enthusiasts about the top class presentation of the car and team was forthcoming. Cathy had been offered an interview on the local radio station 'Peak FM' prior to the event which put the team in the public eye sooner than expected!

SCRUTINEERING:

Scrutineering held on Friday night at the Powderhorn Chateau went without problems. Plenty of comments about the awesome look of the interior (engine) and exterior of the car.

PARC FERMME - START

Loads of spectator interest and officials at the start ramp at the Powderhorn Chateau. It was Andrew and Cathy's first experience rallying together, both being new to the car and each other. Fortunately, there was a great team spirit with heaps of laughs and fun coupled with a high level of commitment focusing on what the day was about to bring and what we hoped to achieve!

STAGE 1

Lakes Road 9.34km 100% seal.

Fast open stage to warm up on for the first taste of rallying for the day. The turbo pipe blew off mid-way through and Andrew complained at the end of the stage that the car felt flat - likely story. After comparing times we soon learnt that we had finished eighth overall!!
Time: 4.32

STAGE 2

Ohakune Mountain Road - UP, 18.32km, 100% Seal

An exciting stage rising 1100 metres over the last 16km, we were warned at the start that it was extremely slippery towards the top - that was an understatement as the stage took out quite a few unsuspecting competitors - nearly us! Copious amounts of spectators were present at the corner of the Powderhorn Chateau and Andrew managed to take the corner brilliantly - heaps of praise after that one! Mid-way through the stage we approached a 'double caution' in the route book, a tight left onto a wooden bridge with a tight right exit. We got a bit excited about everything and didn't make the exit, but said 'hello' to the ditch on the other side (that was after doing the same thing about 1km prior). The car felt really good climbing, considering the steepness and approximately 700 metres from the top we hit some large boulders, causing a puncture in the front right wheel. A bit disappointed with the dramas in the stage, we changed the wheel (in the pouring rain), and got dry by the open fire in the coffee shop at the top, we learnt that we had finished eighth overall again! Excellent work!
Time: 9.47

STAGE 3

Ohakune Mountain Road - DOWN, 9.21km, 100% Seal

Fast downhill stage and loads of fun. The gearbox started jumping out of fourth gear. Back to service where the seal tyres were abandoned and replaced with Dunlop gravel tyres. Ninth = after this stage.
Time: 4.55

STAGE 4

Kariol Forest, 64.06km, 100% Gravel

WHEW 64kms of rallying - absolute dream come true! The stage was a mixture of forestry road and track, with fords, culverts, wide logging roads, twisty access roads between trees and a section of tight twists and turns - a real mixed bag. The car was certainly humming and Andrews driving was committed, fast and exhilarating. Cathy had the added job of holding the gear lever in fourth as it continued to jump out, we had a couple of spins and were held up in a ford as the car in front of us had stopped in the middle of it! So another exciting stage, unfortunately approximately 10kms from the finish we lost fourth gear altogether which slowed us considerably. At service the spot lights were affixed ready for the night stages!
Time: 35.54

STAGE 5 & 6

CANCELLED DUE TO BAD WEATHER CONDITIONS

STAGE 7

Waimarino # 2, 14.53km, 100% Gravel

After touring in from the end of this stage to the beginning and seeing what we were about to be rallying over sort of gave us the 's.....ts' a bit. Approximately 100m sheer drops into the Wanganui River on a road that was so slippery you couldn't even walk on it!!! Unfortunately, Andrew and Cathy had managed to talk each other into just finishing this stage on the road (and not in the river) and by the looks of the stage times it was pretty evident!
Time: 13.24

STAGE 8

Middle Road, 12.03km, 89% Gravel

Quite a tricky stage with sudden tight corners. From this stage on things weren't looking up. After a small mishap on the start line and a spin in Middle Road we lost 30 seconds to our other competition - very disappointing.
Time: 8.30

STAGE 9

Oruakuru Road, 19.77km, 85% Gravel

Starting on seal for 3kms, this stage should have been fast. To our despair we finally lost third gear and the alternator so that meant we had to crawl along with no lights and a car filled with smoke from the gear box. To make matters worse, the tour home was in pitch black whilst nursing the car as it lost 2nd gear as well.
Time: 14.30

THE SAD BIT!

At the final service park control Andrew had to let Cathy out at the bottom of a small rise so she could hand in the time card and so that he could get a good run up at the rise. (We only had fifth gear) Unfortunately the car stalled and jammed in gear. In a panic and rush we called for help for a push up the hill and into service where we borrowed a battery from another competitor and got the car going. We limped into the final control and past the finish ramp to hear that we had finished 11th overall and second in the scholarship behind Todd Bowden!! We were absolutely stoked with our effort amongst all of the problems we had incurred.

Later on that evening we were to discover that some incredibly unsportsmanlike competitors protested us for pushing the car just prior to the finish and we were excluded from the rally. It is a real shame that those that protested us had us kicked out on a technicality after the rallying had finished, and not on what we were all there to do and that was to race. In our eyes, that is not how to win a rally!!

As disappointed as we are, we are really proud of the effort that we put in and the result that we achieved. We now know that the team is capable of 'big stuff' and look forward to the Rotorua Rally for a strong come back!

BIG THANKS TO THE FOLLOWING:

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RALLY
NEW ZEALAND
27-30 JULY 1996

1996 SMOKEFREE RALLY NEW ZEALAND

With two rounds of the World Rally Championship and the 2 Litre World Rally Championship having been completed, the International Rally calendar is well and truly underway.

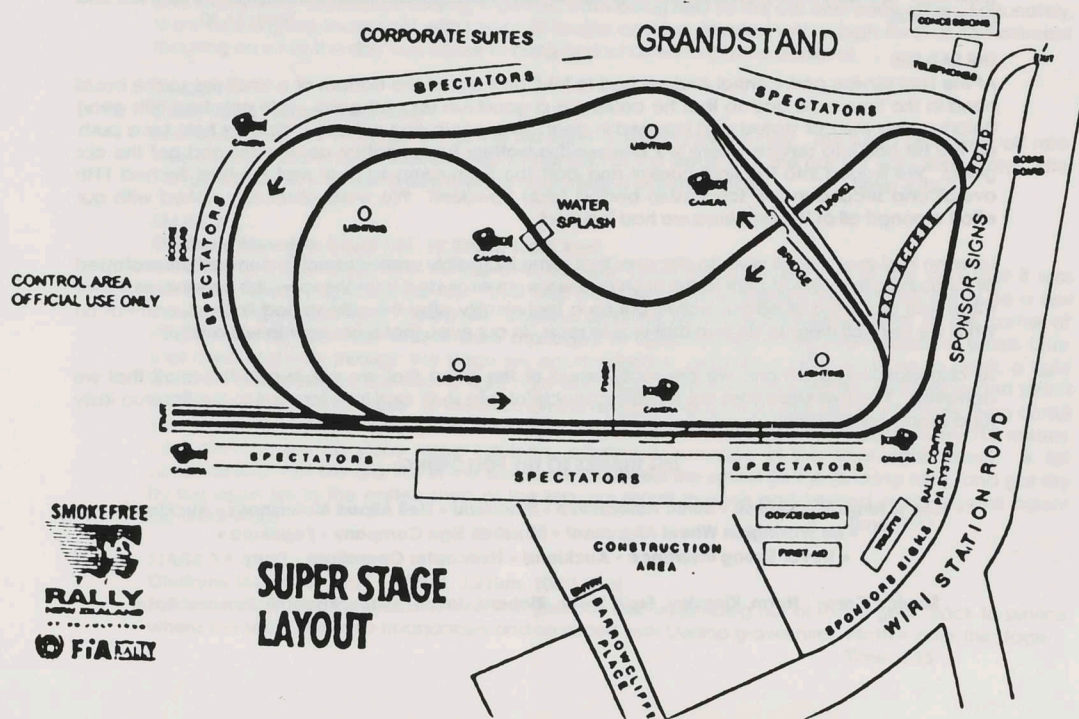
Super Stage

Construction on this project began in late February and the track has now taken shape. Positioned beside Rainbows End at Manukau City the Super Stage will be used three times during the Rally.

On Saturday the 27th of July from 11.00am till 2.00pm a Rally show will be held close to the Super Stage. From 2.00pm till 6.00pm entertainment will be presented on the Super Stage itself. The competing Rally cars will use the track 'in anger' starting at 6.00pm running in reverse order with the fastest cars running last.

On Sunday the 28th of July a lighter programme of entertainment will be held at the Super Stage starting from 4.00pm. The Rally cars will arrive at the Super Stage at 7.00pm in the evening and will run in normal order.

On Tuesday the 30th of July the Rally will officially finish at the Super Stage at 3.00pm though the last Special Stage will be in the Raglan area several hours earlier. This will give drivers one last chance to demonstrate their skills on the track without it counting towards stage times.



Entries

Strong interest has been received from 2 Litre World Rally competitors, including many of the manufacturers. The Regulations will be printed by the 27th of April and as this includes the entry form a clearer picture of the entries will occur by late May.

World Rally Championship for Drivers and Manufacturers

Mitsubishi and Tommi Makinen were victorious in the gruelling Safari Rally, heading off the "Safari experience" Kenneth Eriksson in a Subaru. The Safari presented the usual weather challenges with the drivers having to contend with near flood conditions at times. Following the Safari the points are as follows:

Manufacturers Points:		Drivers Points:	
Mitsubishi	97	Makinen	40
Subaru	93	Eriksson	23
Ford	53	McRae	22

The next round of the World Rally Championship is the Rally of Indonesia from the 10th till 12th of May.

Asia Pacific Rally Championship

Following Subaru's clean sweep on an extremely dusty Rally of Thailand in early March. The drivers points are as follows:

McRae	20
Eriksson	15
Liatti	12

The next APRC round is the Rally of Indonesia on the 10th-12th of May.

2 Litre World Rally Championship

Following Monte Carlo in January and the Rally of Portugal on the 6th-8th of March the 2 Litre Championship remains closely contested with points for manufacturers as follows:

Seat	85
Skoda	83
Renault	75

Smokefree Rally New Zealand is the 5th Round of this exciting Championship.



**SUPER STAGE
LAYOUT**

The Manawatu Clubmans Race Day - 27th April

I had a suspicion that this would be a good one right from the beginning. The Regs were some of the easiest to understand I've seen in a while and the suspicion turned to fact on Saturday 27th April. A very well organised day. Scrutineering was reasonably quick and seemed efficient though the queue was fairly long. Briefing was brief and to the point. The races themselves were run in quick succession with everyone gridded up early etc. OK enough dribble, but a great fun day, Thanks Manawatu!!!

It was a day of firsts for me and the Blue Corolla with Sunroof Class. First event where I actually had some degree of sponsorship, thanks to "Driving Sounds", a new shop on Adelaide road specialising in "Car Sounds & Security". It was also the first time I've been asked for an autograph. Two enterprising young lads were collecting them from everyone wearing a driving suit. They were working on the idea that any one of us in overalls could be just about to become famous, at which point they intended selling the newly collectable autograph (though of course they would share the spoils with the lucky newly famous person). Quite an ego boost in a strange sort of way and I'm sure I noticed a TV camera and a few press photographer with telescopic lenses skulking about on the edges of the circuit.

Everyone had the opportunity to do at least five races (three of 4 laps, one of 5 and one of 6 laps). There was also a 10 lap race for all the really keen ones at the end of the day. All races were on the new extended circuit so even 6 laps is beginning to seem like quite a long race. On the circuit extension all the corners are flat, ie not cambered. In the Corolla the are almost all flat out as well. Full throttle maximum cornering with no camber puts a lot more G force on both the car and the driver, though the fatigue was definitely affecting the driver worse than the car. Its only my second try on the longer circuit and my impression was just as positive this time, its much busier and more exciting in a smaller car than the old circuit is with its longer straights.

I was in the second (not so fast) group of saloons. It was really good to have a relatively large number of almost standard and street legal cars having a go. In terms of both results and the adrenaline buzz factor three races stood out for me. The first race, I started from 13th on the grid, went straight to the back of the field when a car in front failed to move off on the start signal (forgot to put it in gear, I think I overheard), came back to finish 7th. My hands were actually shaking after that one. My fourth race was all in together with the faster cars, as a make up for Manawatu members having a race to themselves. My finish position wasn't impressive but for me and the Anglia driver from Tiahape the big deal was that we were the last cars not actually lapped by the winner. Something of an achievement over 6 laps of the long circuit especially given that the winner has about 3 Corollas worth of horsepower under his bonnet. Fifth race for me was a reverse grid of the 3rd one which was really fun, lots of overtaking again, started 9th finished 4th.

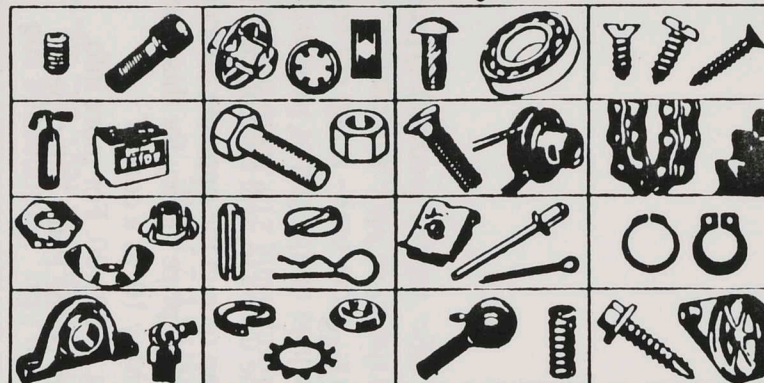
My only hassle for the day was a slow leak in the drivers side front tyre in my second race, very scary through the big sweeping corner that brings you of the extension back onto the old circuit. Everyone's resident Fielding Mobil quickstop pitcrew, located just outside the circuit, fixed it for only \$5- and I didn't even miss a race.

Generally the day seemed successful for other Wellington Car Club Members too. Dave Glasson in his Porsche eating Nissan won 6 out of 6 races he entered. John Berben (I assume) in the red V8 Escort picked up three 3rds I think. Antony Broad also picked up a prize or two. Sorry if I missed anyone but I lost count about here.

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COMPETITION CALENDER

SATURDAY 18 MAY WGTN CAR CLUB CLUBMANS

The best Clubmans race meeting in the world, if not the universe, will take place at Manfield, on the 3.03 km track. There will be a 40 lap race in the opposite direction, to sort the adolescents from the grown ups. There is \$500 prize money for this race, supplied by Rod Hicks LTD. Normal entries close on May 10, at a cost of \$80.00 incl GST, late entries close on the day at a cost of \$95.00. For more info, regs, or just a good time, phone event organiser and part-time Peter Pan-type person, Tony Oliver on 233 9132 or 025 435 594.

SUNDAY 19 MAY BARTONS LINE RALLYSPRINT

Sponsored by usual event sponsor Dennis Hogg Toyota, the usual neat piece of road will be used. The entry fee is \$60.00 up until 13/5/96 and \$80.00 up to 17/5/96. If you want some more information or regs and have not already been sent some, call Michael Mortensen on (06) 372 5823.

SUNDAY 26 MAY RANGITUMAU HILLCLIMB

Run by the Wairarapa Car Club, it will be a round of the Duncan McKenzie Hillclimb series. Entry fee is \$35.00, closing at 9:30 am, Sunday 26 May. Scrutineering and Documentation will be at the venue from 8:30 am till 10:00 am. For regs, etc, etc, call Nicola Roseingrave on 06 377 2248.

THE DAYBREAKER RALLY, SATURDAY 1 - SUNDAY 2 JUNE.

The second round of the Central Region Rally series, comprising 218.32km of special stages and 287.94km of touring. The main rally will be held on the 2nd of June, with a prologue stage run on the Saturday to determine the start order only - it will not count towards the Daybreaker Rally results. Entries close on the 25 of May, at a cost of \$230:00, GST inclusive, late entry fee is \$300:00. For regs, call the secretary (Marion Prisk), on (06) 323 3944.

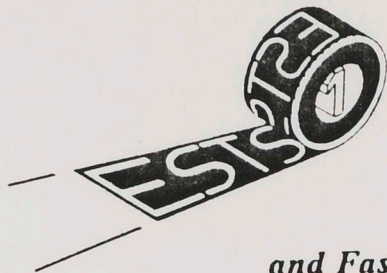
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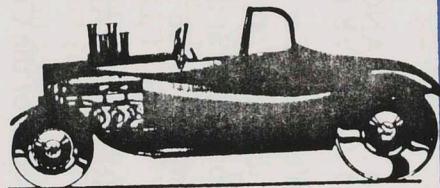
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Overall a really good days racing and spectating. This all leads to great expectations for the coming Wellington Car Club Clubmans on the 18th of May since it is "The Best Clubmans". It says so on the Regs. So plan to be there. As a bonus you'll see me race the Blue Corolla with Sunroof probably for the last time. It will be for sale at the end of the Wellington Clubmans, hopefully to be replaced by something faster and even better looking. Advanced expressions of interest can be made to me by phone on (04)475 8995 (Home) or (04)498 3000 x 44217 (Work).

by Tony Pepperell
Still the fastest blue Corolla with Sunroof in Class



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2. N.Z.

CLUB ROOMS, RUSSELL TCE.

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

NOTICE TO ALL CLUB MEMBERS.

Due to the lateness of our bulletin editor, the magazine will now be running one month behind.

From this point forward, the June magazine will now be known as the July magazine, the July magazine will arrive in August.

To keep in line with this development, the committee asks all club members to arrive at the May club night in June, June's club night will be held in July.

Shelley Bay sprint will be held in December, we will be celebrating Christmas in January.

If you have any queries on this matter, please do not hesitate to get in touch with club representative, Shirley Knot on 0900 7399 764.

Thank you for your cooperation

Mark Kibble

Committee Member.

RETAIL THERAPY

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THEME

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(18th June 8oclock)

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COBY MUFFLERS AND EXTRACTORS

Malcolm Buchanan visits Coby Manufacturing in Hamilton..

I recently had the opportunity to spend the day at Coby Manufacturing in Hamilton. Coby was started by Tony Cambell way back when.

I asked what Coby stood for - nobody knew - Tony now lives in Queensland so I didn't bother to ask him.

The Coby of today was bought as a going concern by Bill McKinnon 12 years ago and has steadily expanded since then and now employs a staff of 18, Bill is still holding the reins.

It is Bill who travels through out New Zealand in "Bills baby", his V8 panel van, visiting exhaust shops and equipment sellers, although he is currently training a rep to do his job leaving him more time to spend at the factory.

Coby manufacturing are by far the largest manufacturer of freeflows, extractors and sport mufflers in NZ.

I spent the day with factory manager Mark Sargent, who showed me all the stages of manufacturing. Being involved in the same field didn't stop them showing me every detail.

They are proud of the way they do things and don't mind showing the level of commitment they put into everything they make.

Included now are some facts and figures to show what size this business is -

Currently they are manufacturing between 1500 and 2000 bullet mufflers a month.

This uses, for example - 1500m or 1.5km of 100mm tube monthly, 1.5km of perforated tube, 500kg or 0.5

tonne of glass mat packing and 100ltrs of paint.

The extractor side is equally impressive, their range now stands at 60 systems to suit over 100 models of vehicles. The biggest growth market currently is for V8 Commodore and Falcons, these are really impressive, the system being finished in chrome.

Surprisingly, most are being fitted to brand new cars by the dealerships. Complimenting the extractors are the big bore exhaust systems which are manufactured to Coby specifications locally.

This has brought a new set of problems which Coby have had to overcome. Previously a common Ford cross-flow Escort freeflow consisted of seven parts, a Commodore "8" has 30 parts, all of which must be brought together to finish a system - these now include a fitting kit, consisting of gaskets, bolts, nuts and an instruction pamphlet for installation.

The visit for me highlighted Coby's drive for quality and attention to detail. For example, all systems are leak tested before painting or chroming.

I am pleased to be associated with Coby in my small way, so if you need an extractor or exhaust parts, you will not go past what Coby produces.

I would like to thank Bill, Mark and Christine, also the staff who gave me their time.

It was a very eye-opening and enjoyable day.

Manual Amendment
(immediate effect)

16 April 1996
No. 26011

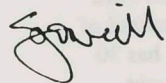
Schedule A Wheels and Tyres

Schedule A, Clause 7.6 is added as follows:

7.6. A maximum of two spare wheels may be carried. All spare wheels shall be securely fastened to the vehicle structure using a method that is capable of retaining the wheel when a crash loading is applied (equal to 20 x the mass of the complete wheel assembly).

This may be by way of:

- the vehicle manufacturer's fastening method,
- at least one 10 mm bolt per wheel with suitable washers, or
- a certified cargo net anchored to suitable anchorage points.



Stephen O'Neill
Technical Manager

APPENDIX B - SCHEDULE OF FEES AND CHARGES (amend as from 1 June 1996)

Due to additional insurance cover premiums we advise that as from 1 June 1996 the following fees will increase:

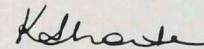
PERMITS	Currently	As from 1/6/96
Regional Speed	\$ 25.00	\$ 35.00
Regional Rally	\$200.00	\$300.00
Regional Race	\$200.00	\$225.00
National Speed	\$ 50.00	\$ 60.00
National Rally	\$300.00	\$400.00
National Race	\$500.00	\$525.00

TRACK LICENCES - TEMPORARY CIRCUITS

(a) Private Land (including airfields)		
Registered Promoter	\$500.00	\$750.00
Commercial Promoter	\$1000.00	\$1500.00
(b) Streets		
Registered Promoter	\$1500.00	\$2000.00
Commercial Promoter	\$2000.00	\$3000.00

ALL FEES NOTED ARE GST EXCLUSIVE

On behalf of the Motorsport Association



AP - IW Snellgrove
GENERAL MANAGER

GOODYEAR AUTO SERVICE CENTRES RESULTS PORT ROAD STREET SPRINT 8/4/96

CAR NO	DRIVER	CLASS	PRACTICE	RUN 1	RUN 2	RUN 3	FASTEST	CLASS PLACE	O'ALL PLACE
12	DON MCLEAN WGTN	D	95.19	92.24	92.1	92.43	92.1	1	1
28	JAMIE KIBBLE WGTN	D	97.52	92.81	93.67	93	92.81	2	2
40	MIKE WHEELER	D	94.84	94.19	102.1	93.05	93.05	3	3
13	RON SCANLAN	B	97.2	96.31	95.72	94.09	94.09	1	4
38	AARON DUNCAN WGTN	B	98.66	97.71	95.87	95.56	95.56	2	5
16	TONY DIXON WGTN	A	129.45	97.44	96.09	96.66	96.09	1	6
2	TONY BROAD	D	101.29	96.55	99.91	104.36	96.55	4	7
14	RICHARD GILLIES	B	100.66	99.62	97.62	96.63	96.63	3	8
9	ROY HISCOCK	D	99.18	97.63	97.23	96.72	96.72	5	9
5	JASON TOOMER WGTN	C	99.4	98.56	98.02	96.99	96.99	1	10
39	DENIS JONES	C	98.99	98.12	99.15	97.37	97.37	2	11
8	COLIN KITCHINGMAN	D	102.61	98.65	97.98	97.78	97.78	6	12
36	RICHARD HUME	A	M/T	109.45	98.75	98.68	98.68	2	13
42	KEITH NIELSEN	D	99.07	104.09	98.9	99.21	98.9	7	14
7	DAVE FLETCHER	C	101.37	98.94	112.84	100.74	98.94	3	15
30	ROGER ROWSE	D	106.77	101.41	99.36	101.28	99.36	8	16
1	STEVE JOPSON	C	102.07	121.46	101.82	99.71	99.71	4	17
17	ALEX WILSON WGTN	D	104.68	100.58	100.6	99.84	99.84	9	18
32	BRETT ARNOLD	D	102.82	100.85	101.01	100.37	100.37	10	19
6	MARK BRITTON	D	102.53	100.91	100.87	101.58	100.87	11	20
23	HAYDEN KING	D	102	101.34	102.03	100.87	100.87	12	21
22	DAVID GRAHAM WGTN	C	105.8	103.02	101.47	101.05	101.05	5	22
29	COLIN PARTINGTON	D	103.06	101.34	102.29	103	101.34	13	23
27	GERALD BURNS	B	115.72	102.13	103.37	101.7	101.7	4	24
26	GRAEME MCCLELLAN	C	106.7	102.3	103.45	DNF	102.3	6	25
15	KARL WARMOUTH	C	105.13	103.96	102.8	103.65	102.8	7	26
10	MARTIN BAKER	D	105.81	104.63	104.76	106.2	104.63	14	27

GOODYEAR AUTO SERVICE CENTRES RESULTS PORT ROAD STREET SPRINT 8/4/96

31	TOM STEWART	C	107.85	105.71	105.26	106.42	105.26	8	28
4	DAYAL PHILLIPS	D	110.65	106.92	105.39	106.17	105.39	15	29
41	JULIAN MCMULLAN WGTN	B	106.87	105.42	106.01	106.01	105.42	5	30
33	BEVAN WRIGHT	B	107.47	105.98	105.55	105.67	105.55	6	31
37	BRIAN O'NEILL	A	107.87	106.34	111.64	117.17	106.34	3	32
35	MARK MCINTYRE	D	DNF	107.14	111.8	DNF	107.14	16	33
20	GARRY CALDER	B	118.54	108.87	109.77	107.26	107.26	7	34
3	GRANT WADDINGTON	B	112.09	108.99	115.5	108.76	108.76	8	35
21	CAROLIN PHILLIPS	D	117.51	110.99	110.29	110.97	110.29	17	36
25	JIM MCLOUGHLIN	C	112.17	115.63	110.6	110.95	110.6	9	37
19	JANEY COLLINS	B	144.34	LOST	121.33	119.37	119.37	9	38

CLASSES A = 0-1300CC
 B = 1301-1600CC
 C = 1601-2000CC
 D = 2001 - OVER

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Ex Graeme Walker 1993 Rally of New Zealand and campaigned by Murray O'Neil in 1994, it has shown to be competitive with cars that should outclass it. Engine development by the team and dyno tuning by Turbo Vehicles achieved high torque performance with moderate horsepower for reliability. Package includes: Group A gearbox (meticulously maintained by Ray Wilson Rallysport), option of charge

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MOTORING NEWS

JUNE 1996



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
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	David Black	568-7275	025-466-977

CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS:

\$45.00 plus GST	(All subscriptions include Motorsport Capitation Levy)
\$30.00 plus GST	Ordinary Members and Husband/Wife
\$30.00 plus GST	Members under 18 years of age
\$35.00 plus GST	Country Membership
\$10.00 plus GST	Associate Membership
	Joining fee for New Members

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The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

pressies report

Hello to one and all! Well it's all been happening - actually, as I sit here at this very moment, I have just received first hand news from contacts in Dunedin telling me of Joe McAndrew's win at the Otago Rally - much cause for celebrating I feel! In fact, on that note, I might have to have a beer! Well done Joe, we always knew that we still had a rally champion in the club!

The rally at Ohakune is all over with for another year. I would like to extend a huge 'THANK YOU' to Barry Lakeman and his organising team for putting this huge event together. It takes people who are truly dedicated to the sport and who have a commitment to making something happen that otherwise wouldn't - and that is to be acknowledged. The big cheese certainly wasn't on our side when he sent the most shocking weather AGAIN making life difficult for all, however these things happen. Although in the preliminary thinking stages - the club is looking at perhaps running the rally next year in conjunction with the Wairarapa Car Club and using roads more local to us all! Nothing is set in concrete at this stage, but is being discussed. If any members have any great ideas or would like to actually put a bit of effort into making it happen - then PLEASE give me a ring.

The MANZ Annual General Council Meeting was held in May in Christchurch and David Black and myself attended. It certainly was a great experience, I learnt heaps, met a lot of people and had a great few days. A full report is printed later in this mag. Additionally, there are minutes available for you to read, contact me if you would like to view them! Of special mention from the conference, Jane Black was re-elected onto the Executive and she received the most votes from clubs by a significant amount. Well done Jane, your efforts have truly paid off and are being recognised nationwide by clubs and members, it's really great to have you in our club for support and guidance!

The Clubmans meeting at Manfield has once again been an extremely successful event and competitors were really happy with their days racing. Big thanks to Tony and Wendy Oliver for the work put into this event, every year it just gets better and better. Thanks also to all those who got out there on the day to make it happen and congrats to competitors who had a go. We are hoping to run another Club Training day in September, so watch out for that one too!

Club nights seem to be down in numbers lately - the committee would like to do something about this. We realise that they haven't been very well publicised, and we are trying to rectify this but... some input from you would be great! What would you like to see happen, how can we make it better? These nights are designed so that we can all get together and talk about what we enjoy and that is motorsport, so please, your ideas would be appreciated.

Keep Smiling!
 Cath

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Co-Driver:	Cathy Arrowsmith, Wellington
Series Contesting:	1996 North Island Rally Scholarship

Hi! Below is the latest report from SONIC Racing. This editorial has been produced for media (I'm no journalist but please edit and use it!), sponsors (anxiously awaiting a major one), car clubs and motorsport enthusiasts.

ROTORUA CAR CLUB- SHORLAND SLATER RALLY 10/11 MAY 1996 - ROTORUA

We all arrived in Rotorua in the wee small hours of the night (after experiencing a few embarrassing moments on the journey). Rotorua's temperature was significantly lower than what the Auckland and Wellingtonians were used too, but we all coped and managed to catch a few good zzz's for the big weekend ahead of us.

SCRUTINEERING/DOCUMENTATION

Scrutineering and documentation was held at Shorland Slater which was an excellent venue and we flew through with no problems. The quality of rally cars there was impressive and there was great competition for us - we were seeded 12th out of 105 competitors.

DAY ONE

The rally was broken up into two days, the first five stages starting at 2pm on the Saturday. The plan for the day was to go hard - our main competition being Todd Bawden in the Lancer Evo III. We were determined to get maximum points for the rally scholarship and after the disappointment at Ohakune Andrew's determination was UNSTOPPABLE!!

Despite the dust that we were catching for most of the day and chronic sunlight which had us freaking out on more than a few occasions, we pulled excellent stage times with only a few dramas.

The tripmeter had been playing up all afternoon until it decided to totally spit the dummy and stop (much to Cathys horror) - Andrew said 'she'll be sweet'!!&*^^ We seemed to fly through the stage without it, Cathy was calling the instructions upon reaching the arrows. Picture this: 200kms per hour, hauling along fast open gravel roads - "100m 90 RIGHT!!!!!!!!!!!!!!" hoping like 'h... .. anything' that we would actually make it! I'm sure we gave the spectators their money's worth that's for sure.

We were sure we had the big cheese upstairs on our side coming into the 45 minute service and meal break as the oil cooler line blew spraying oil all over the hot exhaust and engine (copious amounts of smoke pumping out of the top of the bonnet - we didn't hang around very long in the car!!). Andrew was particularly concerned as it was pumping oil out while we were idling, there was ABSOLUTELY NO WAY we were going to push the car into service after our last episode in Ohakune, so we drove it the 20m into service and the lads went to work!!

Got back to Park Fermme to discover we were sitting 3RD OVERALL. So absolutely stoked!

DAY 2

Well the plan you ask?? Give it maximum attack! We were so focused on what we wanted to achieve, and believed that winning the rally was certainly not out of reach. It was hard to take that in, but not an unrealistic thought. We also knew that it was vitally important to just finish this event, we were approximately three minutes out in front in the scholarship competition, so safe there! But an overall place was certainly enough to have us motivated and enthusiastic for the day!

After the start we had a 30 minute service where the brake pads were changed as we had been experiencing a few problems the day before. Spot lights off, car cleaned and DUSTED!

Another great day, Andrew's driving was consistent, determined, clean and hard. We continued to gain excellent stage times and WON the final stage of the day by 17 seconds! It was 28 kms in length and rough as anything, the car was airborne for most of the stage and we just flew through it. We snapped the left rear suspension link and bent the front suspension, but it was well worth it!!!

The comments from spectators and press was really encouraging, apparently we were really impressive and fun to watch!

PRIZE GIVING

So.... overall results:

- 1ST STREET SKILLS RALLY SCHOLARSHIP ROUND
- 3RD OVERALL
- 3RD CLASS D
- BEST PRESENTED TEAM
- 1ST WOMAN HOME (Cathy not Andrew)

MANY THANKS TO THE FOLLOWING SUPPORTERS:

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Marshall Sign Company - Papakura
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**MOTORSPORT NEW ZEALAND
ANNUAL GENERAL COUNCIL MEETING
03-05 MAY 1996 - CHRISTCHURCH**

Wellington Car Club Delegate: David Black
Wellington Car Club Observer: Cathy Arrowsmith

EVENTS ADVISORY COMMISSION

Gold Star Trials are still being poorly patronised, there were general comments that by having more novice, relaxed type events, it would encourage people into the sport more. Thoughts about introducing a grading system so that competitors knew in advance what level the trial would be were discussed. John Pierson has produced a booklet called 'Go Trialing' which is now available. Twelve months down the track from changing the name from Trials to Navigational Rallies, the name has now been changed back to Trials because of the confusion with high speed rallies.

The Canterbury Car Club put forward a remit to waive the requirement for registration on vehicles competing in the NZ Speed Championship motorkhana. The remit was lost after lengthy discussion, i.e. all vehicles competing in this championship must be road registered.

The Canterbury Car Club put forward the remit that all novice drivers to circuit racing should have a probationary period, during which time they must start from the back of the grid and not be able to compete in National or International race meetings. The remit was lost as those present felt that the major problem was with the more experienced competitors rather than the newer ones.

SS2000 Club put forward a remit that would enable two practise sessions not less than 15 minutes each for National and International races. The remit was lost because promoters have enough difficulty fitting everything into the days programme and it was felt that it was a matter for individual negotiation between the class and the promoter.

There was talk about re-introducing a Race Commission as not enough attention had been given to the racing fraternity from the Events Commission. This is still a topic for discussion within the Executive.

TRAINING WORKSHOP

The purpose of this workshop was to discuss the future direction of Training Programmes over the next three years. The Executive requested input from the floor as it was felt that the club training programmes funded by the Hillary Commission had not been supported by car clubs and individuals as widely as initially hoped. Comments from the floor suggested that by having training days directly prior to an event would make it easier for those to attend and practical directly follow the theory, i.e. rally timing crew in training whilst scrutineering is taking place. A rally timing crew video has been produced and circulated to all clubs for their use.

Other comments were that perhaps more people should be trained on a regional level and those people could feed out their knowledge and information through their own clubs more regularly.

Driver coaching was heavily discussed and as noted by the Executive 'will be there biggest challenge'. It was mentioned that Motorsport is one of the few sports that does not provide training for new competitors, giving them the basics as well as encouraging them to stay in the sport and improve their driving skills. This has been addressed and is provided for in the Strategic Plan.

RULES AND CONSTITUTION WORKSHOP

This workshop was held purely to encourage clubs to question any parts of the Motorsport Associations new constitution and by-laws before it was presented for consideration at the AGCM. A lawyer was present to answer any queries from the floor. Clubs were basically happy with the documents and there were no significant changes that needed to be made.

RALLY OF NEW ZEALAND ANNUAL GENERAL MEETING

Minutes are available from this meeting. Items of discussion of importance were:

- Maurice Chandler (President) reported on progress of the Manukau Super Stage which was coming along well. The stage will only be used for the following three years, a proposed motorway will go through at a later date.
- A video has been created for the purpose of getting sponsorship for Rally of NZ and was shown.
- A new club for supporters has been formed called 'Club Rally New Zealand', members will receive a souvenir t-shirt, access to stages, newsletters etc etc.
- A 'historic' rally is being proposed for 1997, run similarly to the Heatway rally in conjunction with the 50th anniversary of MANZ, this rally would be run from Auckland to Wellington and would require support from the clubs who are shareholders (Wellington Car Club are shareholders).
- A new director was elected as Graeme Knight retired, the nominees were C Carr and M Fine, a secret vote was taken and C Carr elected.

RALLY ADVISORY COMMISSION

Minutes are available from this meeting: -

Comments from the floor in regard to leaving the National round out of the International Rally of New Zealand to help keep costs down for those competitors finding the championship financially taxing were positive.

Corolla Cup - The Chairman explained how the cup had been abandoned after the withdrawal of the support from Toyota NZ and that the Commission is now making efforts to find another manufacturer.

REMIT FROM WELLINGTON CAR CLUB

Our remit was put forward which read as follows:

RULE NO/SCHEDULE or APPENDIX AFFECTED:

Refer Bulletin No. 95002 12 December 1995 regarding Turbocharger and Supercharger Restrictors.

"TURBOCHARGER AND SUPERCHARGER RESTRICTORS"

All four wheel drive vehicles fitted with forced induction engines, 1800cc or over, that are used for competition in **national championship rally rounds** must be fitted with either:

- a restrictor that complies with the relevant requirements of either FIA Group A or FIA Group N, or
- a restrictor that complies with the following:

All air necessary for feeding the engine must pass through a restrictor which must respect the follow....."

After lengthy discussion the remit was put to the vote and the result was **21 for** and **10 against** and therefore the remit was **CARRIED**

49TH ANNUAL GENERAL COUNCIL MEETING

NAME CHANGE

The Motorsport Association of NZ (referred to as MANZ) is now called 'MOTORSPORT NEW ZEALAND' (referred to as MOTORSPORT) which better describes the nature of the sport.

PRO-DRIVE

John Osborne spoke to the conference attendees on the current activities of Prodrive and its proposed future expansion. John paid tribute to the tutors and clubs who have assisted with Prodrive. John recommended that clubs give a free six month membership to all Prodrive pupils who come through their areas and during that period, structure at least two motorkhanas only for competition by these new people. This would give an opportunity for existing club members to help school the new people, he recommended this as a 50th year celebration project to all car clubs. Prodrive will be coming back through Wellington around September of this year.

50TH AGM

Discussion in regard to this auspicious occasion were held. It was decided and endorsed by our club, to hold this meeting in Auckland in 1997. A working group will be set up and charged with the responsibility of planning and organising both the 50th AGCM and any special events and/or promotions to coincide with the 50th year. The intention is to make the year a big one - a celebration of 50 years - some of the ideas were to have a motorshow, run the Historic Rally, have an international celebrity present at the prize giving dinner etc etc.

ELECTION OF OFFICE BEARERS AND ADVISORY COMMISSIONS

President - M Chandler
Vice Presidents - S Kennedy, R Lester

Executive Committee

Members - J Black, C Abbott, C Joblin

Advisory Commission Members:

Rally - R Blakemore, R Scott
Events - J Aydon, A Bromwell, A Coker, I McKee, T Weir, B White
Historic Classic & Marque - G Currie, D Marwood, C Robertson, B James

ANNUAL PRIZE GIVING DINNER

This is a prestigious evening and it was a great feeling to be in the same room dining with New Zealand's top motorsport competitors and volunteers. The notable prize winners were:

- Greg Graham - Junior Rally
- Craig Baird - Jim Clark Trophy
- Scott Dixon - Steel Trophy
- Reece Jones - Rally Founders Trophy

It would have to be noted that those certain attendees that were still propping up the bar at 5.00am on Sunday morning were NOT welcomed by the evacuation of the hotel at 7.00am due to some friendly participants from Palmerston North (we think) setting the fire alarms off!!! I guess you had to be there, but picture us all standing outside in our PJ's and bear feet, freezing cold, hair sticking up on end, reeking of cigarette smoke and alcohol. Most of us got over that small upset, but COLD SHOWERS followed due to the boilers in the hotel flooding - my goodness, this just isn't cricket!!

WELLINGTON CAR CLUB

GRAND PRIX

MARINER RACEWAY 24 JULY

**MET AT MARINER RACEWAY ON WEDNESDAY 24 JULY,
7:30pm, AND GET READY TO RUMBLE!!!!**

**RACING STARTS AT 8:00pm, AND WILL COST \$25.00 PER
PERSON, FOR 3X10 LAPS EACH - ON THEIR GOOD, GRAND
PRIX CARTS.**

**BRING YOUR FRIENDS, YOUR ENEMIES, YOUR HUSBANDS,
YOUR WIVES, YOUR LOVER(S), YOUR WIFE'S/HUSBAND'S
LOVER(S) - YOU CAN EVEN BRING YOUR KIDS - MARINER
RACEWAY HAS KIDDIES KARTS (TONY OLIVER THINKS
THEY'RE GROUSE).**

**IF YOU THINK YOU HAVE WHAT IT TAKES, GET IN TOUCH
WITH JEFF WARD ON 475 3109, BY 9 JULY.**

BE THERE.

MOTORSPORT ASSOCIATION OF NZ INC

Official Interpretation

Date: 22/05/1996

No.: CL26-002

Subject: **SCHEDULE A ARTICLE 5.1**

Background

The first requirement of this rule (Schedule A Article 5.1) states,
"The footbrake is to be firm and consistent in its action on all four wheels".

Recently our technical staff and senior Scrutineers have reported comments from rally competitors over uncertainty in using an ancillary anti knock off spring behind the brake calliper piston.

Interpretation

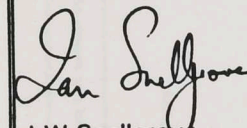
To clarify we confirm that the Association's official position on this is that, "Anti-knock off springs fitted behind the brake calliper pistons", are in keeping with the intent of this regulation and as a consequence are acceptable for all rally vehicles including vehicle contesting the New Zealand Rally Championship.

Comment

Schedule A is currently being rewritten and Technical Regulation Advisory Commission will be requested to consider this matter as it pertains to all the racing classes.

Upon receipt of their advice we will advise further.

This interpretation is issued by the Administration on behalf of the Motorsport Association in accordance with National Sporting Code Article 1.10.



I W Snellgrove
GENERAL MANAGER

EVENT STATUS NO.	CLUB	DATE	MR NZ	YZ	TC	TCL	FF	TL	FV	TR	M7	BEAR M/C	GT	CL	HQ	PRE 65	SS 2000	RX7	SUP MINI	END
1118 NAT	QUEENSTOWN	12 Oct																		
1247 NAT	AUCKLAND/NORTHERN	13 Oct																		
1199 NAT	TAUPO	19/20 Oct	X																	
1299 NAT	RUAPUNA	20 Oct																		
1187 NAT	SOUTH CANTERBURY	27 Oct																		
1309 NAT	MANFIELD	27 Oct																		
1309 NAT	MANFIELD	28 Oct																		
1210 NAT	TERETONGA	3 Nov																		
1282 NAT	MG CLASSIC	10 Nov																		
1311 INT	PUKEKOHE	17 Nov	X																	
1312 INT	WELLINGTON	24 Nov	X																	
1300 INT	STREET SKILLS - RUAPUNA	1 Dec	X																	
		8 Dec																		
		15 Dec																		
		22 Dec																		
		29 Dec																		
		5 Jan																		
1303 INT	STREET SKILLS - LEVELS	12 Jan	X																	
1307 INT	STREET SKILLS - TERETONGA	19 Jan	X																	
1313 INT	STREET SKILLS - MANFIELD	26 Jan	X																	
1314 INT	STREET SKILLS - PUKEKOHE	2 Feb	X																	
1315 NAT	RUAPUNA - PDL ALFA	2 Feb																		
1316 NAT	5TH FESTIVAL - DUNEDIN	9 Feb																		
1317 NAT	5TH FESTIVAL - TERETONGA	16 Feb																		
1304 NAT	TACCOC - WHENUAPA	23 Feb																		
1304 NAT	SOUTH CANTERBURY	2 Mar																		
1306 NAT	AUCKLAND / NORTHERN	2 Mar																		
1301 NAT	RUAPUNA	9 Mar																		
1319 NAT	MANFIELD	16 Mar																		
1308 NAT	TERETONGA	23 Mar																		
1320 NAT	TAUPO	30 Mar																		
1305 NAT	SOUTH CANTERBURY	6 Apr																		
1321 NAT	PUKEKOHE	6 Apr																		
1302 NAT	RUAPUNA	13 Apr																		

<p>TZ TRANZAM</p> <p>TL TRANZAM LIGHTS</p> <p>FF FORMULA FORD</p> <p>BEAR BRITISH EUROPEAN</p> <p>END AMERICAN RACING BIKES</p> <p>ENDURANCE - UNLIMITED CLASS</p>	<p>CLASS ABBREVIATIONS</p> <p>FV FORMULA VEE</p> <p>TR TRUCKS</p> <p>M7 MINI 7</p> <p>TC TOURING CARS</p> <p>TCL TOURING CARS LIGHTS</p> <p>RX7 MAZDA RX7</p> <p>SUP SUPER MINI CHALLENGE</p> <p>MINI</p>	<p>GT ENDURANCE</p> <p>CL CLASSIC</p> <p>PGT PULSEOT</p> <p>HQ HQ HOLDEN</p>	<p>GT ENDURANCE</p> <p>CL CLASSIC</p> <p>PGT PULSEOT</p> <p>HQ HQ HOLDEN</p>	<p>CODES USED</p> <p>NZ CHAMPIONSHIP</p> <p>CLASS AT MEETING</p> <p>MOTOR RACE NZ LTD INVOLVEMENT</p> <p>SUBJECT TO MEETING TEMP VENUE CRITERIA</p> <p>SERIES STATUS</p> <p>SOUTH REGISTER</p> <p>NORTH REGISTER</p> <p>SUBJECT TO CONFIRMATION WITH M/CYCLE AUTH.</p>
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NOTE: Classes and / or events shown in these columns are subject to confirmation and reflect information known at time of issue.

TRADE ACTION

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COMPETITION CALENDER.....

SATURDAY 22nd JUNE. AOTEA SPRINT HCCC.

This is a club event, run by the Harbour Capital Car Club, at their Aotea venue. For more info, give Alistair Youlden a call (he'd love to hear from you, no one ever calls) on 233 8346 (hm) or 385 9666 (wk).

SUNDAY 23 AUTOCROSS LEVIN (KN).

This event will be run at Sandblasters yard on Tararua Rd. Sorry chaps, but I don't have any other info, so you'll just have to get out there and do a bit of research yourselves - won't you - yes.

SATURDAY 7 JULY GRAVEL SPRINT PEKA PEKA Rd.

This awesome little event will be run by both the Levin Car Club AND the Kapiti Car Club. Always a good event, and the road is said to have been upgraded recently. Unfortunately, I haven't anymore info at hand, as yet, so try getting in touch with either car club or possibly even me, nearer to the date. (however, the latter may not be such a good idea, as even I have trouble getting in touch with myself most days)

JULY 15 WMSA MEETING

The usual WMSA meeting held at the usual meeting place, which is, of course, the HVMC clubrooms, Jackson St Petone.

SATURDAY 20 JULY RALLYSPRINT HAWKES BAY.

Run on Range Rd, Waipawa, a 6.5 km rally sprint, run by the Hawkes Bay Car Club. Entry fee will be \$40.00, late entry will set you back \$60.00, both inclusive of GST. Scrutineering and documentation will be at Ashby's Timber Yard (behind Mitre 10), Ruataniwha St, Waipawa from 7:30 till 9:00am on Saturday 20th July. For regs or whatever, ring Andrew Booker on (06) 857 8893 Evenings, or Denise Wilson on (06) 879 5300, Evenings.

AROUND ABOUT THIS TIME

Jeff and myself will probably be running a twilight meeting Auto X. We are not entirely certain of the logistics of the whole thing as yet, but I am sure that the event will be a complete success, and fun will be had by all. I'll keep you posted. Watch this space. Keep watching. Don't look away yet. OK, you can turn the page now.

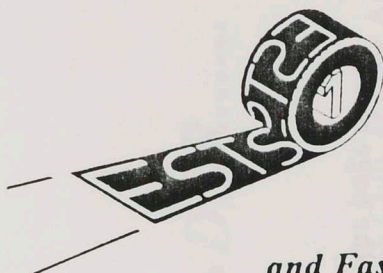
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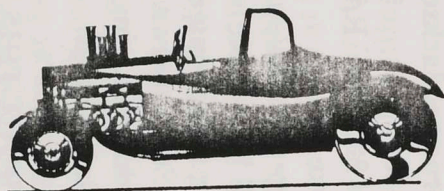
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Machining of Disks and Drums.*

MOTORSPORT ASSOCIATION OF NZ INC

Manual Amendment
(immediate effect)

22 May 1996
No. 26013

Rally First Aid Kit Changes - Schedule A of the Motorsport Manual

This amendment corrects errors in the revised Rally First Aid Kit as detailed in Manual Amendment No. 26009 of 28 March 1996.

The corrected clause is as follows;

8.5.2 First Aid Kit shall be carried in each car. The kit shall;

- a) be held in a robust container,
- b) be readily accessible,
- c) be able to be removed from the car, and
- d) include the following items as a minimum:
 - Crêpe Bandage.
 - Adhesive Tape; e.g. Leucoplast or Leucopore or similar.
 - Small Dressing Strips; e.g. Handiplast, Bandaid, Elastoplast or similar.
 - Wound Dressing Pads; Medium and Large. (For application to wounds or for bleeding)
 - Pain Relief Tablets; e.g. Aspirin, or Paracetamol. (not including Codcomol, Digesic or other drugs as banned by the NZ Sports Drug Agency)
 - Adaptic or similar paraffin gauze dressing.
 - Gauze Swabs or Telfa or Curity.
 - Arm Sling and two Safety Pins.
 - Thermal Blankets; e.g. Sirius.
 - Scissors and Single-edge Razor Blades.
 - Saline (sodium chloride 0.9%) 5 x 30 l for irrigation of eyes and wounds.
 - Latex Surgical Gloves; two pairs.

Bleeding should be treated with application of wound dressing pads and pressure.
Burns should be treated with 10 - 15 minutes of cold water then covered with Paracet and then gauze or Telfa.

These amendments are issued for the Motorsport Association by the Administration.

A handwritten signature in black ink, appearing to read 'S.J. O'Neill'.

S.J. O'Neill
Technical Manager

1996 SMOKEFREE RALLY NEW ZEALAND

1996 Smokefree Rally Route

This years route has been finalised.

On Saturday the 27th of July the Rally is centred around the Super Stage beside Rainbows End.

On Sunday the 28th the cars are centred around the Maungatoroto Service Area using stages from Riverhead and Kiwitahi travelling as far North as Waipu.

On Monday the 29th the cars travel to Matawai taking in the new Campbell Road stage and Stanley Road on the way. The traditional Rakauora and Whakarau stages are followed by the legendary Motu, travelling in a Northerly direction.

Traditional stages of Old Creamery, Stanley and Manawahe take competitors back to Rotorua for the overnight stay.

Tuesday takes competitors across to the West Coast via Okupata and Bridal Veil and centres around Raglan. The final stage is Te Papatapu which is run at 12.15pm. Cars will then proceed to the Super Stage arriving at 3.00pm

Prizegiving will be held that night at the Lakeside Convention Centre at the Pavilion of New Zealand.

Street Skills Scholarship and Challenge

Wellington's Doug Breden holds a 10 point lead in the North Island Street Skills Scholarship with just one Round to complete at Gisborne.

Breden's closest rivals are Aucklanders Todd Bawden and Andrew Hawkswood who are both on 20 points and both driving Mitsubishi Lancers.

Following the Autosport Rally of Canterbury the South Island Street Skills Scholarship is being led by Roger McKay driving a Toyota Corolla. McKay and co-driver Neil Preston lead by 5 points from Lee Young in a Subaru on 22 points.

The national Street Skills Challenge series is also closely competed. After the Rotorua Rally Christchurch's Garry Cliff is in the lead with 32 points closely followed by "Stumpy" Holmes from Waiuku and Wellington's Lewis Scott just two points behind. With three rounds still to go these drivers have a close contest on their hands.

Each of the Scholarships and the Challenge entitle the winners to five nights accommodation for four people and \$10,000 cash towards competing in the 1996 Smokefree Rally New Zealand.



Super Stage Debut

Sunday the 19th of May saw the new Super Stage used for its first full test.

Smokefree Rally New Zealand invited drivers to assist in a full days testing to allow timing and marshalling systems and the track itself. Super Stage runs were timed with the times for six runs added to establish results.

Overall winner was Geof Argyle in the Nissan Pulsar, followed by Marty Rostenburg, Ross Meekings and Sam Murray.

The test also doubled as the 1996 Guest Day. This allowed Sponsors and Media to experience both Rallying and the new Super Stage Venue. Media interest was strong with TV3, TVNZ and ATV all running news stories on the Super Stage.

The venue will be used three times during the 1996 Smokefree Rally. On Saturday the 27th of July the Rally will start at the venue and the cars will run in reverse order. On Sunday the 28th the Super Stage will be the last stage of the day starting at 7.00pm.

On Tuesday the 30th of July the competitors will return to the stage to complete a lap of honour before crossing the finish ramp.

RALLY PROGRAMME MAIN DATES

Friday 26th July

9.30am - 3.00pm	Test day	Maramarua
6.30am - 8.30 pm	Official Welcome	Auckland Airport Travelodge

Saturday 27th July

6.00am - 11.00am	Scrutineering	Pavilion of New Zealand
11.00am - 2.00pm	Rally Show	Rainbows End Car park
3.00pm - 6.00pm	Super Stage Entertainment	
6.00pm - 9.00pm	Leg One	Super Stage SS1

Sunday 28th July

6.15am	Leg One Start - North	
7.00pm	Finish - Super Stage Manukau	

Monday 29th

5.00am	July	
9.50 pm	Leg Two Starts - South	
	Leg Two Finishes - Rotorua	

Tuesday 30th July

6.00am	Leg Three Starts - Rotorua - West	
3.00pm	Leg Three Finishes - Super Stage Manukau	
7.30pm	Prizegiving	Lakeside Convention Centre Pavilion of New Zealand

1996 CENTRAL REGION RALLY SERIES

*** DENOTES "ROOKIE"

CLASS 0 - 1300CC

	VEHICLE	CLUB	WGTM BONUS	MANAWATU BONUS	TOTAL
WRIGHT	ROBERT	TOYOTA COROLLA	21	3	40
TULLOCH	PAUL	DATSUN 1200	14		39
HOSIE	PETER	FORD LASER	16	1	36
TAYLOR	CRAIG	HONDA CIVIC	15		35
SOLLITT	MURRAY	TOYOTA STARLET	5		27
ROBINSON	KARL	NISSAN SUNNY	19	2	26
HOWATSON	ALISTAIR	TOYOTA COROLLA KE20	18	2	25
CLIND ***	GLENN	NISSAN 1200	5		22
MACLEAN	MARK	DATSUN 1200	17	1	18
KINGSTON	STUART	MORRIS MINI	5		10
SCOTT	BILL SNR	DATSUN 1200			0

CLASS: 1301 - 1600cc

			WGTM BONUS	MANAWATU BONUS	TOTAL
HOOPER	ALAN	PEUGOT	19	4	44
GOODWIN	IAN	FORD ESCORT MEXICO	21	4	43
DIGGLE	GORDON		14	1	40
HARVEY	KERRY	HONDA INTEGRA	18	3	40
SWAIN ***	JUSTIN	TOYOTA SPRINTER	17	2	33
MCGRAMMACHAN	TREVOR	TOYOTA SR COUPE	16	1	30
THOMPSON	BRENT	TOYOTA COROLLA	5		27
WILSON	IAN	TOYOTA COROLLA	15	1	27
CHEETHAM	JASON	TOYOTA SPRINTER			23
WEIR	TREVOR	TOYOTA SPRINTER	5		20
WRIGHT	ANDREW	FORD ESCORT	5		15
MOUDENBERG	CHRIS	TOYOTA LEVIN	5		10
OLSEN	JON	HONDA CIVIC VTEC EF9			0

CLASS: 1601 & OVER

			WGTM BONUS	MANAWATU BONUS	TOTAL
LOCKE	DON	FORD ESCORT	19	5	48
MCLEAN	JEFF	MAZDA RX7	16	3	37
HINTZ	DAVE	FORD ESCORT	15	2	36
BOND	STEVE	HILLMAN HUNTER	5		31
WRIGHT	CAMPBELL	VOLKSWAGEN	21	5	31
FUGE	EGAN	MAZDA RX3	18	4	27
CLARKE	CHRIS	NISSAN SUNNY KINGCAB	5		26
MCCALLUM	DAVID	FORD ESCORT	17	3	25
WELD	JASON	DATSUN 1800	5		22
KENNY	GLEN		5		19
BRADER	ROGER	MAZDA RX3	5		5

REGISTERED CO-DRIVERS

		WGTM BONUS	MANAWATU BONUS	TOTAL
COMBER	STEVE	19	5	48
COLE	JEFF	19	4	44
JOYCE	DAVE	18	4	44
CROUCH	JOHN	15	2	43
GARTH	PETER	21	4	43
MCNAUGHT	JANINE	14	2	43
BAKER	PAUL	18	4	42
HOSIE	ROANNE	18	3	41
HAGGERTY	DEREK	17	2	40
LOWE	WARRICK	17	4	40
STRACHAN	CRAIG	16	3	40
MOHEKEY	KENAN	17	3	34
GIBBS	MIKE	21	5	31
MCINTYRE	DONALD	5		31
MILLER	NICHELLE	5		31
SKILTON	LEE	21	3	29
BACH	GUY	5		28
COLLIER	ROSS	18	5	28
MOORHEAD	CPEWE	19	3	27
ROWE	BRIAN	5		27
RYAN	ROBERT	21	5	26
CHEETHAM	ANTON			24
MCGRORY	CLYDE	19	5	24
BICHAN	MALCOLM	16	2	23
BOS	JANUS	5		23
RANDELL	JAMES	5		23
JONES	SCOTT	5		22
FLANNAGAN	KAYE	5		21
QUINN	RUSSELL			16
ARROWSMITH	CATHY	5		10
JONES	STEPHEN	5		10
KINGSTON	ANDREW	5		10
ALLAN	JENNY			5
OLSEN	BRENDAN			0
SWANERTON	BARRY			0

CLASS :4WD				WGTH	BONUS	MANAWATU BONUS	TOTAL
GREEN	BRIAN	MITSUBISHI EVO 3	MANAWATU	16	4	19	5
PURDEY	STEVE	MAZDA 323	HUTT VALLEY	15	3	17	3
MORRIS	BRYAN	MAZDA 6TX	WELLINGTON	5		18	5
THURSTON	ROSS	MITSUBISHI LANCER	MANAWATU	18	5	5	
DAY	PETER	SUBARU IMPREZA	MANAWATU			21	5
HERBERT	BRUCE	SUBARU IMPREZA	DANNEVIRKE	21	5		
SCOTT	LEWIS	MITSUBISHI LANCER	HUTT VALLEY	19	5		
QUAYLE ***	GARRY	FORD TX3	MANAWATU	14	2	5	
WARWICK	KEITH	SUBARU RX	HAWKES BAY	17	4		
NEWTON	GEOFF	MAZDA 323	MANAWATU	5		5	
SPENCE	HUGH	MAZDA 323	GISBORNE	5		5	
AYLING	DAVID	ESCORT	TARANAKI			5	
STEWART	KEITH	SUBARU LEGACY	MANAWATU			5	
CHISHOLM	BRUCE	MAZDA 323	WANGANUI			5	
FRASER	KEN	SUBARU RX	HAWKES BAY				0

1996 CLUB TEAM POINTS

	WELLINGTON	MANAWATU	TOTAL
MANAWATU	49	52	101
HUTT VALLEY	42	42	84
LEVIN	40	43	83
WELLINGTON	20	48	68
TAUMARUNUI	48	19	67
HAWKES BAY	41	18	59
TARANAKI	23	26	49
TAUPO	24	24	48
WAIRARAPA	24	18	42
WANGANUI	14	25	39
DANNEVIRKE	31	5	36
TAIHAPE	17	19	36
GISBORNE	23	5	28
HARBOUR CAPITAL			
KAPITI			

OVERALL DRIVER POINTS

				WGTH	BONUS	MANAWATU BONUS	TOTAL
LOCKE	DON	FORD ESCORT	TAUPO	19	5	19	5
GREEN	BRIAN	MITSUBISHI EVO 3	MANAWATU	16	4	19	5
HOOPER	ALAN	PEUGOT	TARANAKI	19	4	17	4
GOODIN	IAN	FORD ESCORT MEXICO	MANAWATU	21	4	15	3
DIGGLE	GORDON		WELLINGTON	14	1	21	4
HARVEY	KERRY	HONDA INTEGRA	MANAWATU	18	3	16	3
WRIGHT	ROBERT	TOYOTA COROLLA	MANAWATU	21	3	15	1
TULLOCH	PAUL	DATSUN 1200	WANGANUI	14		21	4
PURDEY	STEVE	MAZDA 323	HUTT VALLEY	15	3	17	3
MCLEAN	JEFF	MAZDA R17	WAIRARAPA	16	3	16	2
HINTZ	DAVE	FORD ESCORT	TAIHAPE	15	2	17	2
HOSIE	PETER	FORD LASER	HVC	16	1	17	2
TAYLOR	CRAIG	HONDA CIVIC	WGTH	15		18	2
SWAIN ***	JUSTIN	TOYOTA SPRINTER	LEVIN	17	2	13	1
BOND	STEVE	HILLMAN HUNTER	MANAWATU	5		21	5
WRIGHT	CAMPBELL	VOLKSWAGEN	TAUMARUNUI	21	5	5	
MCGRANNACHAN	TREVOR	TOYOTA SR COUPE	HAWKES BAY	16	1	12	1
MORRIS	BRYAN	MAZDA 6TX	WELLINGTON	5		18	5
THURSTON	ROSS	MITSUBISHI LANCER	MANAWATU	18	5	5	
FUGE	EVAN	MAZDA R13	TAUMARUNUI	18	4	5	
SOLLITT	MURRAY	TOYOTA STARLET	HUTT VALLEY	5		19	3
THOMPSON	BRENT	TOYOTA COROLLA	LEVIN	5		18	4
WILSON	IAN	TOYOTA COROLLA	MANAWATU	15	1	11	
CLARKE	CHRIS	NISSAN SUNNY KINGCAB	LEVIN	5		18	3
DAY	PETER	SUBARU IMPREZA	MANAWATU			21	5
HERBERT	BRUCE	SUBARU IMPREZA	DANNEVIRKE	21	5		
ROBINSON	KARL	NISSAN SUNNY	LEVIN	19	2	5	
HOWATSON	ALISTAIR	TOYOTA COROLLA KE20	HAWKES BAY	18	2	5	
MCCALLUM	DAVID	FORD ESCORT	HAWKES BAY	17	3	5	
SCOTT	LEWIS	MITSUBISHI LANCER	HUTT VALLEY	19	5		
CHEETHAM	JASON	TOYOTA SPRINTER	MANAWATU			19	4
CLIMO ***	GLENN	NISSAN 1200	MANAWATU	5		16	1
WELD	JASON	DATSUN 1800	MANAWATU	5		15	2
QUAYLE ***	GARRY	FORD TX3	MANAWATU	14	2	5	
WARWICK	KEITH	SUBARU RX	HAWKES BAY	17	4		
WEIR	TREVOR	TOYOTA SPRINTER	MANAWATU	5		14	1
KENNY	GLEN		TAUMARUNUI	5		14	
MACLEAN	MARK	DATSUN 1200	GISBORNE	17	1		
WRIGHT	ANDREW	FORD ESCORT	MANAWATU	5		10	
KINGSTON	STUART	MORRIS MINI	WGTH	5		5	
NEWTON	GEOFF	MAZDA 323	MANAWATU	5		5	
SPENCE	HUGH	MAZDA 323	GISBORNE	5		5	
MOUDENBERG	CHRIS	TOYOTA LEVIN	DANNEVIRKE	5		5	
AYLING	DAVID	ESCORT	TARANAKI			5	
BRADER	ROGER	MAZDA RX3	WAIRARAPA	5			
STEWART	KEITH	SUBARU LEGACY	MANAWATU			5	
CHISHOLM	BRUCE	MAZDA 323	WANGANUI				
FRASER	KEN	SUBARU RX	HAWKES BAY				
OLSEN	JON	HONDA CIVIC VTEC EF9	MANAWATU				
SCOTT	BILL SMR	DATSUN 1200	HAWKES BAY				

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Car: Mitsubishi Lancer Evolution II
Driver: Andrew Hawkswood, Manukau
Co-Driver: Cathy Arrowsmith, Wellington
Series Contesting: 1996 North Island Rally Scholarship

Hil Here it is, the somewhat 'BRIEF' report on The Daybreaker Rally held last weekend in Palmerston North. Please do not hesitate contacting us if you feel that your fax paper could be utilised more efficiently - we won't be upset!

Just a reminder... We are still seeking support for the International Rally of NZ in July and our invitation for you to get behind us remains. We firmly believe we have something to offer - we're not looking for a 'free ride', there is a lot that we can do for you too. If you would like to view a proposal, please give us a call, Andrew (025) 784-675 or Cathy (025) 432-500. We look forward to hearing from you!

MANAWATU & TAIHAPE CAR CLUBS- DAYBREAKER RALLY - 02 JUNE 1996

We arrived with high hopes of an excellent performance after our outstanding result of 3rd overall at the Rotorua Rally. Andrew and the team had worked hard to prepare the car for this event! It was a bit of a hike for the Auckland lads down to Palmy but quite a relaxing jaunt for Cathy only being an hour and a bit up the line. Scrutineering and documentation caused no problems. We were Seeded 5th out of 80 or so competitors which was pretty exciting for us - quite a thrill to be moving up in the world so quickly!

PROLOGUE

This short 5km stage was held on the Saturday afternoon to determine an accurate start order over and above the seeding given. Results from this stage had no bearing on the final results of the rally. Andrew was concerned that we'd go too quick and end up first on the road but there was no chance of that happening - we were quite untidy in the stage due to a bad tyre choice and extremely slippery conditions which turned the stage into quite an exhilarating one. However, we were 3rd overall and really pleased. Ironically, we managed to clock the quickest recorded time from a radar set up midway through!!

THE RALLY

I can say that I've thought of more fun things to do than get up at 3.15AM to go rallying in snow!! Actually, after thinking about that for a minute - it was fun.... bloomin' good fun. The first stage was 29kms in length and weaved up through the ridge tops North of Fielding. The surrounding landscape was white with snow, really beautiful! Cathy thought that there were an unusual amount of photographers out and about at that hour of the morning because she kept seeing flashlights going off. Andrew thought she was being particularly 'stupid' and informed her that it was the flames coming out of the exhaust lighting up the sky!! - How spectacular!

Enough about scenery and photographers, we came out of the stage to discover we had won by 17 seconds - a really encouraging start to the day. Andrew was driving clean and hard and we decided to keep that plan of attack for the remainder of the rally.

The route continued to head North to Stage 2 - Peep-O-Day Road. Once again Andrew set the pace and it looked like we were going to win another stage until a tightening right hander saw us flying off the road, through a fence and into a paddock. Luckily for us a gate loomed in the near distance and Cathy went skating across the snow ridden paddock to open it (and forget to close it - whoops - Andrew probably would have just left her behind if she hung around to close it though). We lost approx 40 seconds in that stage and still managed to come out with the second fastest time.

The disappointing bit.... we got to the service area and Andrew said he could smell gearbox oil. After much investigation the boys looked up in despair and said that that was it. The retaining nut on the secondary shaft of the gearbox came loose and put a hole in the gearbox. So we weren't happy campers. Especially after we were leading the field at that stage.

Never-the-less, we were pleased the problems happened at Manawatu and not at Gisborne where we need to get an excellent result to put us in good stead for the Scholarship points. However, the experience has been a confirmation that we are capable of being up there with the best!

The car is still fairly new to the team and we should expect to have a few teething problems but with every rally our experience is growing and the car is becoming more and more reliable.

MANY THANKS TO THE FOLLOWING SUPPORTERS:

Mag & Turbo Warehouse • Sonic Automotive - Manukau • Neil Allport Motorsports - Auckland
MI Wellington Wheel Alignment • Marshall Sign Company - Papakura • Trevor Strong Insurance - Auckland
Helicopter Operations, Drury.. • The Manawatu and Taihape Car Clubs

Service Crew: Kingsley, Steve, Paul

16:57 WAIRARAPA CAR CLUB, DENNIS HOGG TOYOTA BARTONS LINE RALLYSPRINT, 19/5/96

No.	DRIVER	CLUB	MODEL	CC	CLASS	PRACT	RUN 1	RUN 2	RUN 3	32 CUT	16 CUT	8 CUT	4 CUT	2 CUT	CLS	O/A
5	DOUG BREDEN	HVCC	LANCER EVO	3400	D	4.44	4.38	4.35	DNS	4.32	4.30	4.28	4.28	4.29	1	1
4	JOHN BILLINGTON	WGTM	LANCER EVO	3395	D	4.49	4.43	4.40	4.36	4.33	4.37	4.32	4.33	4.30	2	2
23	BRYAN MORRIS	WGTM	MAZDA 323	3128	D	5.11	4.54	4.54	4.46	4.54	4.49	4.40	4.39		3	4
8	VAUGHAN MAJENDIEHCCC	RX TURBO		3029	D	6.24	5.26	5.10	5.09	5.04	5.05				4	10
3	ROGER BRADER	WAIR	MAZDA RX3	2354	C	4.48	4.46	4.46	4.43	4.42	4.42	4.39	4.38		1	3
9	HAMISH MCINTOSH	MANA	DATSUN 1600	2000	C	5.22	5.09	5.04	5.04	5.02	4.57	4.53			2	5
7	MARK KIBBLE	WGTM	MAZDA RX7	2354	C	5.21	DNS	5.12	5.05	5.01	5.03	4.56			3	6
18	WAYNE STEVENS	WAIR	MAZDA RX2	2354	C	5.31	5.28	5.25	5.19	5.14	5.09				4	11
12	JOHN TAIT	WAIR	ESCORT	2354	C	5.45	5.28	5.28	5.20	5.15	5.10				5	13
17	KERRY HARE	WAIR	TELSTAR	2000	C	5.41	DNF	5.24	5.21	5.17	5.22				6	15
1	CRAIG MARTIN	WGTM	COROLLA	1587	B	5.18	5.14	5.08	5.16	5.02	4.58	4.58			1	7
11	GARROD BRADER	WAIR	COROLLA	1598	B	5.49	5.21	5.22	5.10	5.05	5.04				2	9
19	JOHN ESLER	WAIR	ESCORT	1598	B	5.31	5.18	5.13	5.11	5.16	5.11				3	14
20	NORM ANTHONY	WAIR	ESCORT	1600	B	5.53	5.43	5.35	5.30	5.33	5.34				4	16
15	SCOTT MARTIN	WGTM	COROLLA	1587	B	6.30	6.12	6.01	5.48	5.38					5	17
10	IAN GOODIN	MANA	ESCORT MEXIC	1598	B	5.15	5.10	5.07	5.13	W/D					6	20
21	JASON FARLEY	WAIR	ESCORT	1600	B	5.40	5.27	5.18	5.18	W/D					7	21
2	KIM MEYRICK	WAIR	ESCORT	1598	B	6.17	W/D	5.18								
16	MICHAEL PARKER	WAIR	ESCORT	1598	B	DNF	W/D									
6	PETER LANGDON	HVMC	DATSUN 1200	1290	A	5.14	5.10	5.10	5.08	5.02	5.01	4.58			1	7
13	JOHN CROUCH	WGTM	STARLET	1296	A	5.40	5.18	5.15	5.13	5.13	5.09				2	11
22	PENNY ANTHONY	WAIR	ESCORT	1100	A	6.53	6.45	6.42	6.22	6.16					3	18
14	TONY DIXON	WGTM	STARLET	1293	A	5.23	5.05	5.01	5.01	W/D					4	19

CLASSIFIEDS

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As seen as zero car Ohakune National Rally 1995.
Ex Graeme Walker 1993 Rally of New Zealand and campaigned by Murray O'Neil in 1994, it has shown to be competitive with cars that should outclass it. Engine development by the team and dyno tuning by Turbo Vehicles achieved high torque performance with moderate horsepower for reliability. Package includes: Group A gearbox (meticulously maintained by Ray Wilson Rallysport), option of charge

cooler or std cooler, Centre force clutch, 15' wheels, kevlar seats, full instrumentation including intake air temp. Halda and much more.
Capable of Group A competition and homologated until 31 December 1997. Package will includespares and everything you need to go rallying plus any technical support needed. Priced at \$10 500 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.
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or 04 383 5211

1275 GT Mini 1980. Tidy condition, one lady owner (by the name of Jeff Ward).
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A tidy, original classic car for sale at \$2250 ono.
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20 used rally tyres. 165 x 80 x 14 Sp82 / 71 Dunlops.
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MOTORING NEWS

JULY 1996



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	HOME	WORK
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CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS:

\$60.00 inc GST	(All subscriptions include Motorsport Capitation Levy)
\$40.00 inc GST	Ordinary Members and Husband/Wife
\$40.00 inc GST	Members under 18 years of age
\$40.00 inc GST	Country Membership
\$40.00 inc GST	Associate Membership
\$10.00 inc GST	Joining fee for New Members

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The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

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HE SAID.

SOME of our more astute readers may have noticed that the regular 'he said' column was missing from last months magazine. Some of you may have not. Some of you probably wouldn't notice if you got up in the mornings and put your undies on back to front. Some of you probably prefer it that way.

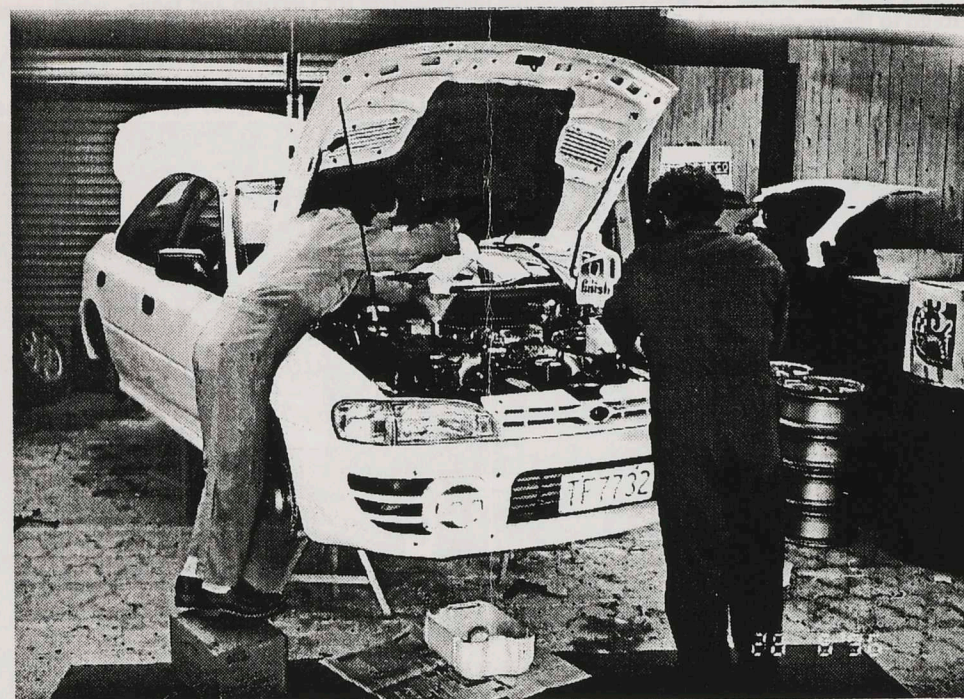
Regardless of any of these things - except perhaps if your a woman and you actually prefer to stick your wonder bra on backwards (which is just silly) - I'm back. And I'm late (which is predictable). Because I am so late, I'm not going to buggerise about any longer with witticisms and get on with it - the event on most peoples' minds this month is of course the Smokefree International Rally of New Zealand, so I have here what is supposed to be a bit of a preview.

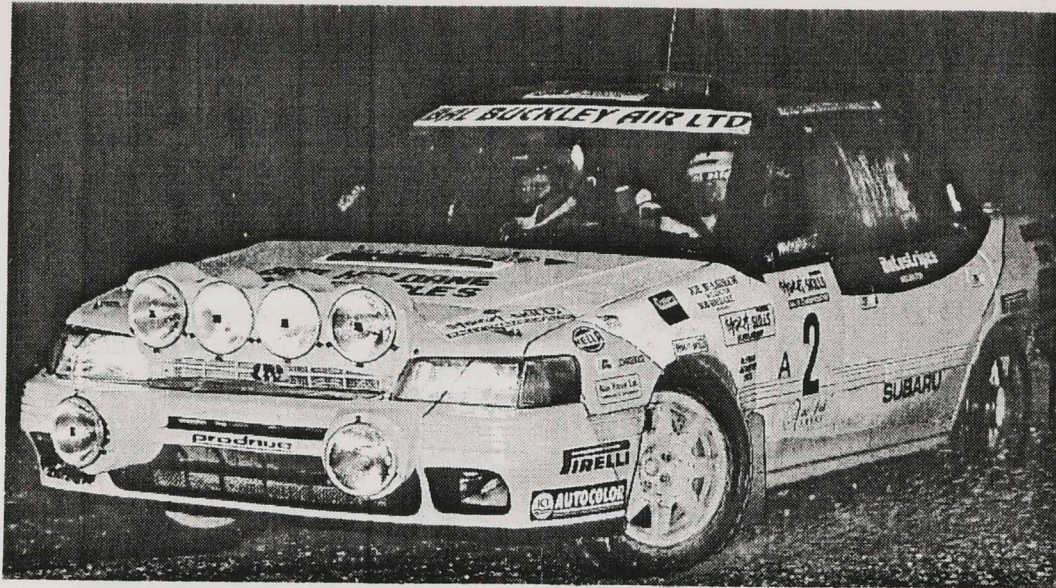
Of course by the time you get this publication, a preview on the rally will probably be about as much use as a speed buzzer on a Yugo - but what the hell. Of note this year, are a number of Wellington Car Club Members in the event. Not least of whom is my own sister in law, Deborah Kibble and her husband Jamie (who happens to be my brother).

Deborah will be driving a Peugeot 106 in the Smokefree, a car that she will not have even driven until the day before the event - all going well. This will be Deborah's first attempt at the Smokefree, as well as being her first drive in a front wheel driven car. Also in the front drive class will be Gordon Diggle and John Crouch in their Mitsubishi Mirage. This will be their second attempt at the international their first being at the wheel of Gordon's rear wheel drive Corolla. Gordon had the misfortune to have been one of the first competitors to withdraw from that event, so will obviously be looking for a better result this year.

David and Jane Black will be debuting their recently acquired Subaru Impreza (pictured below). This will be Dave's first attempt at four wheel drive - should be interesting to see if you can teach an old dog new tricks. Dave can also be seen advertising woman's hygiene products in his spare time.

(continued over)

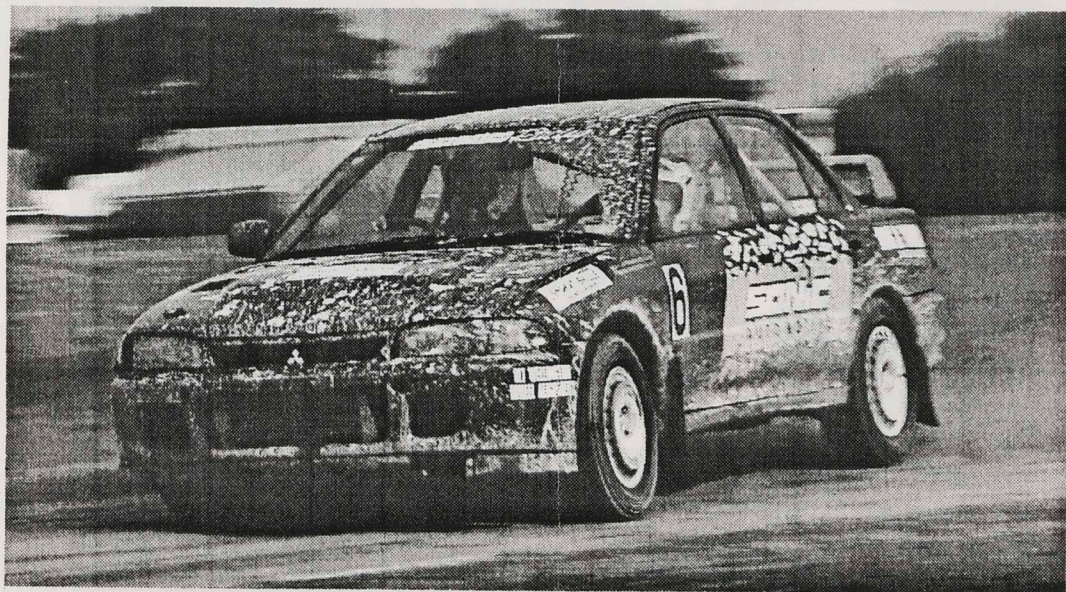




Also entered is our very own club president, in her regular mount - the Mitsubishi Lancer of Andrew Hawkeswood (below) - who, I believe, is a recently-joined-up club member. Jim (now I'm retired, now I'm not) Robb is another navigator waving the flag for our club, reading the notes for Greg Graham in his Subaru.

But perhaps the club's, if not the Wellington region's biggest hope for a top placed finish would have to be Joe McAndrew (above) in his ex-works Subaru Legacy. Joe is keen on giving Possum Bourne a run for his money, and gunning for a top six finish. Here's hoping everyone has an absolutely super time, including myself - I have been appointed rally manager for Deborah and Jamie - which means I get to go to the pre-event cocktail party. And you know what I'm thinking.....

Happy Trails.



sick and tired of not seeing enough kiwi motorsport on tv??

**WELL SO ARE WE AND WE'VE DECIDED
TO DO SOMETHING ABOUT IT!!**

The Wellington Car Club (Inc.) has started a petition which has been distributed to all MANZ affiliated clubs in NZ.

The petition expresses the disappointment of losing regular motorsport shows on TV that are on at a reasonable hour and cover NZ and overseas events.

Your car club committee will have copies of the petition and we hope that you will support this initiative & sign them.

MORE TV COVERAGE MEANS:

- MORE ENTERTAINMENT •
- MORE SPONSORSHIP FOR COMPETITORS •
- MORE SPONSORSHIP FOR CLUBS ORGANISING EVENTS •

let's not sit back and **hope** that it happens

LET'S MAKE IT HAPPEN!!!

CONTACT YOUR COMMITTEE NOW!

PRESSIES REPORT

Another busy month has passed. I would have to say that the most exciting news is Joe & Andrea McAndrews victory once again in Invercargill last month. It has been excellent to see Joe come back in style and we wish him all the best for the International Rally in July.

On that note, there's more great International Rally news.... congratulations to Deborah and Jamie Kibble on acquiring their ride with Peugeot and watch out for David and Jane Black in their new 4WD Subaru and Gordon Diggle and John Crouch - should definitely be some interesting racing. Actually, it's really encouraging to see so many entries from our club competing in this big event.

Last month our club was approached by a film company with a request to provide some drivers to participate in an advertisement for the Suzuki Vantara. I would really like to thank the following who gave up a good chunk out of their day to support the club: Murray O'Neil, Catherine Dobbie, David Black, John Keogh, Mike Galvin, Alistair MacLennon, Julian McMullan, Paul Taylor, Jeff Ward and me!. It certainly was NOT stunt driving, but the lunch provided was excellent and the club was donated \$1000 which was welcomed. The ads are currently screening on TV - so watch out for them.

It's great to see some of you appearing back on clubnights, thanks to MacLennon Automotive Centre, Black Rally Sport and Driving Sound for presenting talks last clubnight, really interesting seeing all the new toys available for competition cars - very snazzy!

September once again sees the clubs Annual General Meeting where you get the opportunity to elect a committee that will keep the club going strongly. We would appreciate this year as much help as possible as there are quite a few people moving on, so.... if you think you'd like some input into the way things are going - or if you have a little bit of time you could put some energy into motorsport in Wellington - please contact one of the current committee members to discuss what's involved.

Also, while I'm rambling on, you may have noticed that we have replaced our stolen video player with a new one, so... if you have any exciting motorsport videos that you would like to show, bring them along to club night.

Well thats all from me, have a great month and we'll see you at the August clubnight where you'll be able to catch up on all of the excitement of the Smokefree Rally of New Zealand!!

Cath

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Car: Mitsubishi Lancer Evolution II

Driver: Andrew Hawkswood, Manukau • Co-Driver::Cathy Arrowsmith, Wellington

HI EVERYONE!! Just a quick update on the outcome of the North Island Street Skills Rally Scholarship (which you have no doubt read about already), and a report on progress leading up to the Smokefree Rally of New Zealand on 27-20 July 1996.

• NORTH ISLAND STREET SKILLS RALLY SCHOLARSHIP •

Well, we didn't get it, we tried our hardest to go for it and in a manner that was just and fair. Unfortunately, the scholarship was won on a technicality which bitterly disappointed us. So much so, that we felt it necessary to fight for something we had lost at Ohakune to regain our points - but.... at the end of the day, we could see that it would not achieve anything, except put a damper on the scholarship and the sport.

Bearing all of that in mind, we withdrew the appeal that we had put forward to Motorsport NZ. We certainly won't bore you in this bulletin with the drama surrounding these events, however if you are interested in hearing all of the sorted details, please do not hesitate to contact either Andrew or Cathy.

• SMOKEFREE RALLY OF NEW ZEALAND •

So... through all of this we have LEARNT LOTS and gained motivation and determination to go out and compete in the Smokefree Rally of NZ, do the best we can and enjoy ourselves. Financially, it has become increasingly difficult as we were relying on the Scholarship funding to enable us to compete in this rally, so any last minute support **IN ANY WAY** will **DEFINITELY** be welcomed.

Andrew and the lads have been busy on the car. It has been totally stripped and seam welded with an engine rebuild and new turbo. The rear suspension has been strengthened, a new fuel cell has been added and 2/3rds of the standard wiring loom taken out to save on weight and to tidy things up a bit in there.

Cathy is furiously studying pace notes (which is a bit like reading Braille for the first time), so should be quite interesting and Amanda is in the stages of planning and preparing the much needed tucker for sustenance..

Reconnaissance starts for us on Saturday 20th of July so any last minute sponsorship deals should be phoned through to us on (025) 784-675 or (025) 432-500. We'll be running on second hand tyres and we'd much rather be on new ones - so any assistance there would be very **SNAZZY!**

Watch out for the Motorsport show on TV3 on the Monday night prior to the rally as certain team members will be making an appearance! See you in a couple of weeks!

THANKS AGAIN TO THE FOLLOWING:

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Mag & Turbo Warehouse • Sonic Automotive - Manukau •
Neil Allport Motorsports - Auckland • MI Wellington Wheel Alignment •
Marshall Sign Company - Papakura • Trevor Strong Insurance - Auckland • Helicopter Operations, Drury

Service Crew: Norm, Steve, Richard, Jason, Barry and Amanda

Notice of Annual General Meeting

Notice is hereby given of the
54th Annual General Meeting of the
Wellington Car Club (Inc) to be held at the Clubrooms,
Russell Terrace, Newtown, Wellington on

TUESDAY 17 SEPTEMBER 1996
commencing at 8.15 pm

AGENDA:

1. *Confirmation of Minutes of the 53 Annual General Meeting*
2. *President's Report*
3. *Approval of Accounts for the year ended 31 July 1996*
4. *Subscriptions*
5. *Election of Office Bearers*
6. *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/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed

Amanda Kibble
SECRETARY

Open letter to all Rally Competitors

Having worked on rallies for a few years, I know every competitor signs the form that states, they are aware of the rules & regs. in the NSC & App R

But there seem to be a few that have a selective memory or just don't understand the rules regarding control areas, most of which are there for reasons of safety or fairness to everyone.

Would ALL rally competitors, drivers & co-drivers, please re-read the following sections.

APP.R. pages 253 to 254

with care taken with sections 5.1.3.2.

5.1.11.2.3.

5.3.2.

5.3.3.

Just to refresh their memories.

It would make my job a lot easier.

Thanks

Sue Diggle.



MANAWATU CAR CLUB

P. O. BOX 542, PALMERSTON NORTH

6 July 1996

Ms C Arrowsmith
Wellington Car Club
P O Box 5142
WELLINGTON

Dear Cathy

Re: "1996 Daybreaker Rally"

On behalf of the committee and members of this Club we would like to express our sincere thanks to your club members and friends who gave their time and expertise to help us run our "1996 Daybreaker Rally".

It was a rally which was enjoyed by everyone - competitors and officials alike, which makes us as the organisers very pleased with the event.

Once again thank you all very much, and we hope to see you all at the 1997 Daybreaker.

Yours sincerely

Marion L Prisk (Ms)
SECRETARY

Phone: (06) 323 3944 (home)

LEVIN CAR CLUB
P.O.BOX 216
LEVIN

ATTENTION ALL WIMSA CLUBS.RE UP COMING EVENTS.

Here is a small note just to inform your members what is happening in the next few months.

First up is Peka Peka gravel sprint which is to be run jointly with Kapiti car club, this is to be held on the 7th of July 1996. Most of the details as to times e.t.c have yet to be finalised but it is definately running!

For more information contact Peter Parker on 025 449 378 or myself on 06 3686544 after hours.

Second on the list is the Kim naylor Autocross that was supposed to have been held on the 23rd of June, but which had to be postponed due to venue problems. The event has been rescheduled for the 14th of July. The permit is in so this event is definately running also. It is to be held at Sandblasting services in Tararua Road Levin. For further information contact Kenan Mohekey on 063679983.

Last on the list is Kaihinu Road sealed sprint, to be held on the 24th of August This is to be a Duncan Mckensie round and it is a popular event. This event is a little way of yet, so you shall receive regs for it in another month.

Thata all for now so I,ll see you all at these events.

Yours in motorsport

Justin Swain
Permit Officer
Levin Car Club

ADVENTURE MAN !

another exciting adventure from the clubs favourite action hero, also known as FireMan Jeff - (he Karori fires have not been a problem since the BMW got it's fire engine paint job and Jeff learnt how to control his hose).

The other day I was worried about the fire truck -it looks good, sounds good and went OK - but now I'm to scared to use it. This all came about with my trip to DEVOS MOTORWORKS Limited. I heard about dyno tuning but thought it was a bit of bullshit, anyhow made the trip out there and within 45 minutes an extra 30bhp at the wheels. Not bad considering the trusty old Holley wasn't even touched. Next week my adventure will take this vehicle to new heights when we jet it and play with new induction setups. All shall be good for the roads of the Wanganui district when the fire engine orange BMW V8 hits town and breaks some fence posts.

The message I'm trying to portray is don't let your car run to 90% its potential when its the 10% that really makes the difference. Go and see the guys at Devos and get your car properly tuned by their state of the art dyno and engine analysis gear, I'm sold and would personally recommend them. Not only do they have the best gear but the best attitude and energy in their work.

JEFF (horse power) WARD.

tune in next month when Jeff will tell the story of how he raced up the mountain road, extinguished Mt Ruapahu, halved the cost of entering the Ohakune Rally (the Powderhorn was so grateful it let everyone stay for free) and still managed to beat Joe McAndrew's time up the road - which admittedly wouldn't be hard because that particular stopwatch is still running.

LOST

The following items are missing, please check your home, garden, garage, car boot etc.

Number	Item	Replacement cost per item
1	Large road closed	350:00 (Alex Rd)
13	Sq. end stakes	8:00
21	Arrowing stakes	8:00
30	Offical Bibs	15:00
6	Road closed signs	50:00

Plus caps etc

The cost of replacing the above is \$1372:00, which has to come out of your club funds.

Gear can be dropped off at clubnight, or ring anyone on the committee



HAWKES BAY CAR CLUB INC 1996 MANFEILD CLUBMANS RACE MEETING

The HBCC proudly presents its annual Manfeild Clubmans Race Meeting.

The Venue:

Manfeild Park, Feilding

The Date:

Saturday 24 August 1996

Entry Fee:

\$65.00

Entries close Tuesday 20 August

No late entries will be accepted on the Saturday of the meeting.

Max Entries:

100

Late entries may be accepted after Tuesday 20th if there are not already 100 entries.

A late entry fee of \$15.00 will be charged, to give a total of \$80.00

Licence Requirements:

A current MANZ Race licence of Regional level or higher.

Races will be held for classic cars.

A prizegiving function will be held after the event at the Manawatu Car Club clubrooms.

For a copy of the Reg's and Entry form Please contact:

Andrew Elder, phone (06) 876 2464 A/H

STEWARDS TROPHY MOTORKHANA

Run by : HARBOUR CAPITAL CAR CLUB

When : 4th August 1996

Where : Hutt Riverbank Carpark (Sealed)

Documentation : 11 to 11.30am

Minimum license
Required : Regional Ungraded

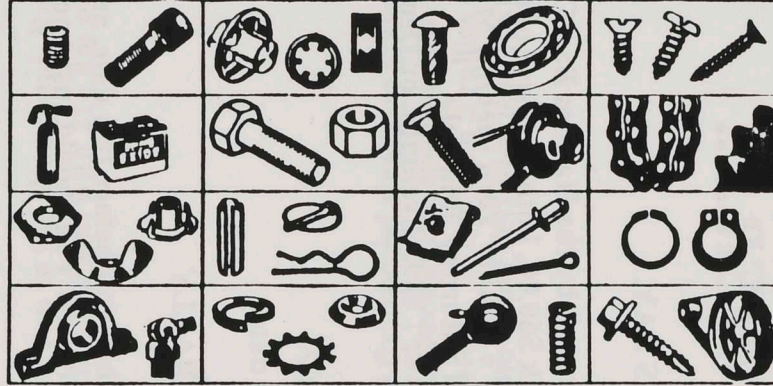
Entry Fee : \$ 10 per driver

All enquires to : Brian Craig
(wk) 4717746 (hm) 2399542

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COMPETITION CALENDER.....

SATURDAY 20 JULY RALLYSPRINT HAWKES BAY.

Run on Range Rd, Waipawa, a 6.5 km rally sprint, run by the Hawkes Bay Car Club. Entry fee will be \$40.00, late entry will set you back \$60.00, both inclusive of GST. Scrutineering and documentation will be at Ashby's Timber Yard (behind Mitre 10), Ruataniwha St, Waipawa from 7:30 till 9:00am on Saturday 20th July. For regs or whatever, ring Andrew Booker on (06) 857 8893 Evenings, or Denise Wilson on (06) 879 5300, Evenings.

AROUND ABOUT THIS TIME.....

.....our Auto X has been postponed until a later date.

27 - 30 JULY SMOKEFREE INTERNATIONAL RALLY

With any sort of luck, the Magazine will have reached you before this date, and even if it didn't, I'm sure you didn't need to read about it anyway. You should just know.

SATURDAY 3 AUGUST AUTOCROSS

A round of the Kim Naylor series, and run by the Hutt Valley Motorsport Club, more more info, call Dave Davies on 528 2398 hm.

SUNDAY 4 AUGUST MOTORKHANA

Part of the series and run by the Harbour Capital Car Club.

SATURDAY 10 AUGUST WANGANUI RALLY

Round four of the Central Region Rally Series, to be run in the Wanganui, Ruapehu and Rangitikei Districts. There will be nine stages, totaling 182 km, with 216 km of touring. For regs or whatever, call Nigel Crook, on

WK (06) 345 6196

HM (06) 343 7211

CEL (025) 437 222

SUNDAY 18 AUGUST WAIRARAPA MINI RALLY

Comprising 180km made up of 143km touring, and five special stages on gravel totalling 37km on Te Parae Road, Tauweru, Masterton East. Once again, sponsored by Braders Car Court, and catering more to the novice rally type person, i.e less than 3 rallies experience. Entry fee is \$50.00, more info and regs available from either Jeff McClean (06) 378 2151 (hm) or Barry Swanerton (06) 377 3151.

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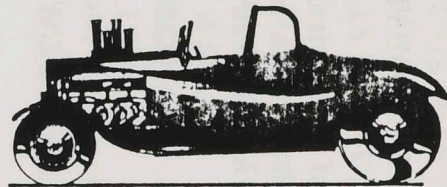
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Race Engine Machining and
Machining of Disks and Drums.*



RALLY PROGRAMME HIGHLIGHTS

Official Welcome - Friday 26 July, 6.30 pm

This function will be held at Auckland Airport Travelodge at 6.30 pm on Friday 26 July. This is a great social function with competitors, organisers, media and officials mingling.

The "Rally New Zealand - 25 Years" book will also be launched at this function. Tickets can be purchased from Rally Headquarters.

Smokefree Rally Show - Saturday 27 July, 11 am-2 pm

This exciting new addition to the 1996 Smokefree Rally will be held in the carpark outside Rainbows End from 11.00 am to 2.00 pm.

It will feature the leading competitors with their rally cars and service vehicles on display. It will also feature displays, promotions and sales outlets for rally clothing and souvenirs.

Admission is free and it will be an excellent opportunity to meet the competitors in person and see the rally cars close up.

TECO Mobile Computing Super Stage - Saturday 27 July, Sunday 28 July, Tuesday 30 July

The final construction is underway for the Super Stage including fencing, armco and grandstand seating. All will be in readiness for Saturday 27 July. The programme gets underway with entertainment from 4.00 pm. At 6.00 pm the cars cross the Start Ramp located in Barrowcliffe Place and after a warm up they head to the start line.

The cars will run in reverse seeding with the excitement building to the fastest cars at the climax of the evening.

On Sunday the 28th, in the evening at 7.00 pm, the cars compete again, this time as Special Stage 13 with rally cars running normal seeded order.

On Tuesday the 30th the leading cars will enter the TECO Stadium at 3.00 pm to do a lap of honour. Competitors will then cross the Finish Ramp which will be placed on the circuit.

This year we have provided an area for the traditional "doughnuts". The cars will then be parked on the track for parc fermé.

Prizegiving - Tuesday 30 July, 7.30 pm

This will be held at the Lakeside Convention Centre, Pavilion of New Zealand, Mangere. Starting at 7.30 pm this will provide a climax to the Rally. Tickets will be available from Rally Headquarters.

Tickets and Programmes

Special Stage passes and TECO Super Stage passes will be on sale through Ticketek. Programmes, including the Rally map, will be on sale from 9 July from Mobil Service Stations, Hella Retail Partners and Ticketek.

For Ticketek phone bookings please ring (Auckland) 09-307-5000 or fax 09-307-5048. Have your credit card details available.

Service Parks - Sunday 28 July, Monday 29 July, Tuesday 30 July

For 1996 the Service Parks will give spectators a chance to see the Service Crews in action. The Service Park at Maungaturoto will even have its own Radio Station. You can tune into "Rally Radio" Maungaturoto on 100.1 FM to get regular rally information, results and updates.

The Service Parks at Maungaturoto, Opotiki, Rotorua and Raglan will also have a mobile shop for the much sought after range of rally clothing and souvenirs.

Club Rally New Zealand

Club Rally New Zealand is a chance for Rally enthusiasts to get close to the action. For a \$30.00 annual subscription Members receive a regular newsletter, membership card, cloth badge and exclusive t-shirt and many other benefits. To get more information simply freephone 0800-928-929 and we will send an application form out to you.

"Rally New Zealand - 25 years"

This fascinating book has been compiled by New Zealand motorsport writer David Thomson and international rally writer Martin Holmes.

The book traces the history of the event from the early days. It has 208 pages packed with over 200 photos. The foreword has been written by World Rally Champion Colin McRae.

This can be purchased along with all 'Rally Products' either by mail order or from our sales outlets around the event.

1996 SMOKEFREE RALLY ENTRIES UPDATE

The first early entries closed off on Friday 21 June.

Asia-Pacific Rally Championship

Following Round Three in Malaysia Subaru and Mitsubishi come to our event with a 31 point lead in Subaru's favour. The battle of the manufacturers will be intense in New Zealand. Kenneth Eriksson and Piero Liatti will lead Subaru's campaign. Tommi Makinen and Richard Burns are expected to lead Mitsubishi Europe's campaign.

World 2-Litre Championship

A good result for Seat in New Zealand would push them close to the lead of the Championship. Seat will start three cars, one of which will be campaigned by a privateer. Skoda, Kia and Hyundai are all fielding strong teams with some familiar Australian names amongst them. Wayne Bell with Hyundai and father and son Robert and Deane Herdige.

Group N

New Zealand's National Champion Reece Jones will have his work cut out with up and coming campaigner Michael Guest, current Australian Group N champion in a similar Lancer Evo 3. Michael Lieu, Karamjit Singh and Yishihiro Kataoka all bring international competitive experience to the Group N competition.

New Zealand Entrants

It is anticipated that the usual competitive contingent of New Zealanders will make a strong showing on the international field this year. Early entries of Geof Argyle, Dave Strong, Reece Jones and David Black are all seasoned campaigners.

At all levels this year's Smokefree Rally New Zealand will be an event not to be missed.

RESULTS AND INFORMATION HOTLINE - 0900-33000

99¢ per minute (GST inclusive)

Throughout the duration of the Rally you will be able to access our Results and Information Hotline for updates on the event, how the leading manufacturers teams are doing, where the Kiwis are in the field, everything you need to know!

Alex Wilson Upholsterer

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1990 CENTRAL REGION RALLY SERIES

VEHICLE		CLUB	WGTM BONUS	MANAWATU BONUS	GISBORNE BONUS	TOTAL				
LOCKE	DON	FORD ESCORT	TAUPO	19	5	19	5	19	4	71
HOOPER	ALAN	PEUGOT	TARANAKI	19	4	17	4	18	3	65
DIGGLE	GORDON		WELLINGTON	14	1	21	4	19	4	63
HERBERT	BRUCE	SUBARU IMPREZA	DANNEVIRKE	21	5			21	5	52
MCLEAN	JEFF	MAZDA RX7	WAIKARAPA	16	3	16	2	14	1	52
PURDEY	STEVE	MAZDA 323	HUTT VALLEY	15	3	17	3	13	1	52
HOSIE	PETER	FORD LASER	HVMC	16	1	17	2	15		51
SOLLITT	MURRAY	TOYOTA STARLET	HUTT VALLEY	5		19	3	21	2	50
THURSTON	ROSS	MITSUBISHI LANCER	MANAWATU	18	5	5		17	5	50
DAY	PETER	SUBARU IMPREZA	MANAWATU			21	5	18	5	49
GREEN	BRIAN	MITSUBISHI EVO 3	MANAWATU	16	4	19	5	5		49
WRIGHT	CAMPBELL	VOLKSWAGEN	TAUMARUNUI	21	5	5		16	2	49
CHEETHAM	JASON	TOYOTA SPRINTER	MANAWATU			19	4	21	4	48
FUGE	EDAM	MAZDA RX3	TAUMARUNUI	18	4	5		18	3	48
GOODIN	IAN	FORD ESCORT MEXICO	MANAWATU	21	4	15	3	5		48
SCOTT	LEWIS	MITSUBISHI LANCER	HUTT VALLEY	19	5			19	5	48
THOMPSON	BRENT	TOYOTA COROLLA	LEVIN	5		18	4	17	3	47
WELD	JASON	DATSUN 180B	MANAWATU	5		15	2	21	4	47
HOWATSON	ALISTAIR	TOYOTA COROLLA KE20	HANKES BAY	18	2	5		19	2	46
ROBINSON	KARL	NISSAN SUNNY	LEVIN	19	2	5		18	2	46
MCCALLUM	DAVID	FORD ESCORT	HANKES BAY	17	3	5		17	3	45
WRIGHT	ROBERT	TOYOTA COROLLA	MANAWATU	21	3	15	1	5		45
TULLOCH	PAUL	DATSUN 1200	WANGANUI	14		21	4	5		44
HINTZ	DAVE	FORD ESCORT	TAIHAPE	15	2	17	2	5		41
HARVEY	KERRY	HONDA INTEGRA	MANAWATU	18	3	16	3			40
TAYLOR	CRAIG	HONDA CIVIC	WGTM	15		18	2	5		40
MARWICK	KEITH	SUBARU RX	HANKES BAY	17	4			15	4	40
SWAIN	JUSTIN	TOYOTA SPRINTER	LEVIN	17	2	13	1	5		38
BOND	STEVE	HILLMAN HUNTER	MANAWATU	5		21	5	5		36
WEIR	TREVOR	TOYOTA SPRINTER	MANAWATU	5		14	1	16		36
KENNY	GLEN		TAUMARUNUI	5		14		15	1	35
MACLEAN	MARK	DATSUN 1200	GISBORNE	17	1			16	1	35
MCGRANNACHAN	TREVOR	TOYOTA SR COUPE	HANKES BAY	16	1	12	1	5		35
QUAYLE	GARRY	FORD TXI	MANAWATU	14	2	5		12	1	34
MORRIS	BRYAN	MAZDA 6TX	WELLINGTON	5		18	5	5		33
CLARKE	CHRIS	NISSAN SUNNY KINGCAB	LEVIN	5		18	3	5		31
NEWTON	GEOFF	MAZDA 323	MANAWATU	5		5		16	5	31
KINGSTON	STUART	MORRIS MINI	WGTM	5		5		17	2	29
WILSON	IAN	TOYOTA COROLLA	MANAWATU	15	1	11				27
AYLING	DAVID	ESCORT	TARANAKI			5		14	3	22
CLIMO	GLENN	NISSAN 1200	MANAWATU	5		16	1			22
SPENCE	HUGH	MAZDA 323	GISBORNE	5		5		5		15
WOODENBERG	CHRIS	TOYOTA LEVIN	DANNEVIRKE	5		5		5		15
WRIGHT	ANDREW	FORD ESCORT	MANAWATU	5		10				15
BRADER	ROGER	MAZDA RX3	WAIKARAPA	5						5
CHISHOLM	BRUCE	MAZDA 323	WANGANUI			5				5
FRASER	KEN	SUBARU RX	HANKES BAY					5		5
STEWART	KEITH	SUBARU LEGACY	MANAWATU			5				5
OLSEN	JON	HONDA CIVIC VTEC EF9	MANAWATU							0
SCOTT	BILL SNR	DATSUN 1200	HANKES BAY							0

1996 CENTRAL REGION RALLY SERIES

*** DENOTES "ROOKIE"

CLASS 0 - 1300CC		VEHICLE	CLUB	WGTM BONUS	MANAWATU BONUS	GISBORNE BONUS	TOTAL
HOSIE	PETER	FORD LASER	HVMC	16	1	17	51
SOLLITT	MURRAY	TOYOTA STARLET	HUTT VALLEY	5		19	50
HOWATSON	ALISTAIR	TOYOTA COROLLA KE20	HAWKES BAY	18	2	5	46
ROBINSON	KARL	NISSAN SUNNY	LEVIN	19	2	5	46
WRIGHT	ROBERT	TOYOTA COROLLA	MANAWATU	21	3	15	45
TULLOCH	PAUL	DATSUN 1200	WANGANUI	14		21	44
TAYLOR	CRAIG	HONDA CIVIC	WGTM	15		18	40
MACLEAN	MARK	DATSUN 1200	GISBORNE	17	1		35
KINGSTON	STUART	MORRIS MINI	WGTM	5		5	29
CLIMO ***	GLENN	NISSAN 1200	MANAWATU	5		16	22
SCOTT	BILL SMR	DATSUN 1200	HAWKES BAY				0

CLASS: 1301 - 1600cc		VEHICLE	CLUB	WGTM BONUS	MANAWATU BONUS	GISBORNE BONUS	TOTAL
HOOPER	ALAN	PEUGOT	TARANAKI	19	4	17	65
DIGGLE	GORDON		WELLINGTON	14	1	21	63
CHEETHAM	JASON	TOYOTA SPRINTER	MANAWATU			19	48
GOODIN	IAN	FORD ESCORT MEXICO	MANAWATU	21	4	15	48
THOMPSON	BRENT	TOYOTA COROLLA	LEVIN	5		18	47
HARVEY	KERRY	HONDA INTEGRA	MANAWATU	18	3	16	40
SWAIN ***	JUSTIN	TOYOTA SPRINTER	LEVIN	17	2	13	38
WEIR	TREVOR	TOYOTA SPRINTER	MANAWATU	5		14	36
MCGRANNACHAN	TREVOR	TOYOTA SR COUPE	HAWKES BAY	16	1	12	35
WILSON	IAN	TOYOTA COROLLA	MANAWATU	15	1	11	27
MOUDENBERG	CHRIS	TOYOTA LEVIN	DANNEVIRKE	5		5	15
WRIGHT	ANDREW	FORD ESCORT	MANAWATU	5		10	15
OLSEN	JON	HONDA CIVIC VTEC EF9	MANAWATU				0

CLASS: 1601 & OVER		VEHICLE	CLUB	WGTM BONUS	MANAWATU BONUS	GISBORNE BONUS	TOTAL
LOCKE	DON	FORD ESCORT	TAUPO	19	5	19	71
MCLEAN	JEFF	MAZDA RX7	WAIKARAPAPA	16	3	16	52
WRIGHT	CAMPBELL	VOLKSWAGEN	TAUMARUNUI	21	5	5	49
FUGE	EUAN	MAZDA RX3	TAUMARUNUI	18	4	5	48
WELD	JASON	DATSUN 180B	MANAWATU	5		15	47
MCCALLUM	DAVID	FORD ESCORT	HAWKES BAY	17	3	5	45
HINTZ	DAVE	FORD ESCORT	TAHAPPE	15	2	17	41
BOND	STEVE	HILLMAN HUNTER	MANAWATU	5		21	36
KENNY	GLEN		TAUMARUNUI	5		14	35
CLARKE	CHRIS	NISSAN SUNNY KINGCAB	LEVIN	5		18	31
BRADER	ROGER	MAZDA RX3	WAIKARAPAPA	5			5

CLASS :4WD

CLASS :4WD		VEHICLE	CLUB	WGTM BONUS	MANAWATU BONUS	GISBORNE BONUS	TOTAL
HERBERT	BRUCE	SUBARU IMPREZA	DANNEVIRKE	21	5		52
PURDEY	STEVE	MAZDA 323	HUTT VALLEY	15	3	17	52
THURSTON	ROSS	MITSUBISHI LANCER	MANAWATU	18	5	5	50
DAY	PETER	SUBARU IMPREZA	MANAWATU			21	49
GREEN	BRIAN	MITSUBISHI EVO 3	MANAWATU	16	4	19	49
SCOTT	LEWIS	MITSUBISHI LANCER	HUTT VALLEY	19	5		48
WARWICK	KEITH	SUBARU RX	HAWKES BAY	17	4		40
QUAYLE ***	GARRY	FORD TX3	MANAWATU	14	2	5	34
NEWTON	GEOFF	MAZDA 323	MANAWATU	5		5	31
MORRIS	BRYAN	MAZDA GTX	WELLINGTON	5		18	33
AYLING	DAVID	ESCORT	TARANAKI			5	31
SPENCE	HUGH	MAZDA 323	GISBORNE	5		5	22
CHISHOLM	BRUCE	MAZDA 323	WANGANUI			5	15
FRASER	KEN	SUBARU RX	HAWKES BAY				5
STEWART	KEITH	SUBARU LEGACY	MANAWATU			5	5

1995 CLUB TEAM POINTS

	WELLINGTON	MANAWATU	GISBORNE	TOTAL
MANAWATU	49	52	50	151
HUTT VALLEY	42	42	47	131
LEVIN	40	43	40	123
WELLINGTON	20	48	42	110
TAUMARUNUI	48	19	39	106
HAWKES BAY	41	18	41	100
TARANAKI	23	26	38	87
TAUPO	24	24	23	71
DANNEVIRKE	31	5	31	67
WAIKARAPAPA	24	18	15	57
GISBORNE	23	5	22	50
WANGANUI	14	25	5	44
TAHAPPE	17	19	5	41
HARBOUR CAPITAL KAPITI				

REGISTERED CO-DRIVERS

		WGN BONUS	MANAWATU BONUS	GISBORN BONUS	TOTAL			
COMBER	STEVE	19	5	19	5	19	4	71
COLE	JEFF	19	4	17	4	18	4	66
CROUCH	JOHN	15	2	21	5	19	4	66
JOYCE	DAVE	18	4	19	3	17	2	63
HOSIE	RODANNE	18	3	17	3	17	2	60
LOWE	WARRICK	17	4	17	2	15	2	57
BACH	GUY	5		19	4	21	3	52
RYAN	ROBERT	21	5			21	5	52
GIBBS	MIKE	21	5	5		17	3	51
CHEETHAM	ANTON			19	5	21	5	50
COLLIER	ROSS	18	5	5		18	4	50
SKILTON	LEE	21	3	5		18	3	50
BOS	JANUS	5		16	2	21	5	49
MOORHEAD	CREWE	19	3	5		19	3	49
GARTH	PETER	21	4	15	3	5		48
MCNAUGHT	JANINE	16	2	21	4	5		48
ROWE	BRIAN	5		18	4	17	4	48
MCGRORY	CLYDE	19	5			18	5	47
HAGGERTY	DEREK	17	2	18	3	5		45
STRACHAN	CRAIG	16	3	18	3	5		45
BAKER	PAUL	18	4	16	4			42
JONES	SCOTT	5		15	2	16	3	41
FLANNAGAN	KAYE	5		14	2	16	2	39
MCINTYRE	DONALD	5		21	5	5		36
ARKONSMITH	CATHY	5		5		19	5	34
MOHEKEY	KENAN	17	3	13	1			34
MILLER	MICHELLE	5		21	5			31
RICHAN	MALCOLM	16	2	5				23
RANDELL	JAMES	5		16	2			23
QUINN	RUSSELL			15	1	5		21
JONES	STEPHEN	5		5		5		15
KINGSTON	ANDREW	5		5				10
ALLAN	JENNY			5				5
OLSEN	BRENDAN							0
SWANERTON	BARRY							0

SS 2000 Report

The SS 2000 A.G.M. has come and gone for another year, I am writing to all car clubs what is happening for the 1996/97 season, anybody who wants to compete, just let me know as I am still the Wellington area rep my phone number is 5672665 Home
5666949 Work
Ex 4635

Dates as follows:

Round 1 Puke 12/13 Oct 1996

Round 2 Taupo 19/20 " "

Round 3 Feilding 26/27 Oct (Labour Weekend)

Round 4 Puke 1/2 March 1997

Round 5 Feilding 9/10 March

Round 6 Taupo 29/30 March

Round 7 Puke 5/6 April

Also there is talk of a couple meetings down South I will keep you inform, also the about dates could change any time, there is hope were could be racing at one of the International meetings.

Neville Webley

SS 2000 Wellington area rep

CLASSIFIEDS

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MOTORING NEWS

AUGUST 1996



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PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309
Affiliated to the Motorsport Association of New Zealand

PLEASE PHONE BEFORE 9PM

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BAR:	Kevin Whiteman	526-4030	
SOCIAL:	David Black	568-7275	025-466-977

CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

SUBSCRIPTIONS:

\$60.00 inc GST	Ordinary Members and Husband/Wife
\$40.00 inc GST	Members under 18 years of age
\$40.00 inc GST	Country Membership
\$40.00 inc GST	Associate Membership
\$10.00 inc GST	Joining fee for New Members

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. 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 items uplifted.

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PRESSIES REPORT

WELLINGTON CAR CLUB - CLUB TEAM TROPHY - SMOKEFREE RALLY NEW ZEALAND

Congratulations Wellington Car Club!! What an awesome effort and a proud moment for us all, it is just so encouraging that our club has won this prestigious trophy out of all clubs nationwide. Deborah and Jamie, Gordon and John, Jane and David and Joe - your all the 'best' - well done! I have had heaps of phone calls from young people really interested in joining after hearing the coverage on TV3 from the rally. Timing crews from our club (namingly Jody Seabright and Paul Taylor) also deserve a big thanks, although I didn't really get to see you (due to the length of our event), I know that you also put a lot of effort into running your crew professionally and having a great time by the sounds of it!

Oh yeah, of interest to everyone breaking your necks to go trialling. The club has a new star in the making and that is our very own Club Captain... yes.. Paul Taylor and his wife Darryl are putting their stamp on the trialling fraternity in Wellington and from what I hear, Eddie Conroy and Barry Lakeman should watch out!!

Now, I'm also in trouble because I forgot to thank in last months report our trusty bar man Kevin Whiteman for helping out on the film making for the Suzuki Vitara ad - so a special THANKS KEVIN.

John Osborne will be bringing Pro-Drive back through Wellington in October, the project has just been so successful, so if you can give up a little bit of time over the weekends now and again and would like to be a tutor for Pro-Drive, please contact Julian McMullan on 5265229 for more details or to volunteer your help.

We are in the process of talking to the Wairarapa Car Club about running a joint rally next year using Wairarapa Roads so will keep you updated on that one!

This will more than likely be my last word as I am scooting off to Perth next month for Rally Australia, and unfortunately the event co-incides with the clubs Annual General Meeting which I will not be present at! However, I will be leaving you in Tony Olivers capable hands, so please come along, and support the club. We are faced with a difficult time ahead as many of our Executive Committee members are standing down so if you can help in any way, please put your hand up - it's not a big 'ask' and we need to keep the sport alive in Wellington with a strong club!

I will be one of those people standing down, it makes me feel quite sad doing so as the club has played such a significant part of my life over the last five years (this is starting to sound like something out of Milnes and Boone!). This leaves my position open and currently nobody has been forthcoming with interest. I strongly encourage you to contact me if this position interests you and you have both some motivation and TIME!

Until then....

Cath

SONIC RACING

21d Ryan Place, Manukau, New Zealand
Tel: (09) 263-4506 • Mobile (025) 784-675 • Fax: (09) 263-4263

Car: Mitsubishi Lancer Evolution II
Driver: Andrew Hawkwood, Manukau • Co-Driver: Cathy Arrowsmith, Wellington

** SMOKEFREE RALLY OF NEW ZEALAND **

There weren't many happy SONIC campers on Leg 1 of the Smokefree Rally of New Zealand- and that is an understatement. As one would say 'close but no cigar'!

The writer has found words hard to come by to produce this report (hence the lateness), however a famous Martin Luther King saying comes to mind, it goes something like:

The ultimate measure of a man is not where he stands in moments of comfort and convenience (like winning the Smokefree Rally), but where he stands at times of challenge and controversy (like getting stuck in the mud on Stage 3 of the Smokefree Rally)

To continue...

* RECONNAISSANCE *

We set off up North to cover Leg one and thoroughly enjoyed ourselves. Reccy certainly is a bit of worry in terms of setting 76 crazy rally drivers out on open public roads to carefully check and make notes and drive considerably.... after having been stopped and severely warned by the friendly men in blue which were being particularly sneaky, we decided that we should be a little bit more discreet when testing blind brows and tightening corners.

Reccy turned out to be very short as problems with the Misi's computer called us back to Auckland after Day 2. Andrew stayed and nursed the SONIC BOOM and Cathy met up with Joe and Bob in Raglan on the last two days to experience some of the roads and make notes.

* THE RALLY *

Manukau Super Stage was the venue for Stage 1 and it was just awesome, hundreds of spectators, a great atmosphere and plenty of nerves!! Although extremely slippery - Andrew drove really well and we pulled an excellent stage time. Seventh quickest and second fastest kiwis! We were just buzzing and the crowd were forthcoming with their acknowledgment, it was a moment that won't be forgotten in a long time.

Riverhead was the next Stage held the following morning. It was the first real taste of pace notes and they felt really good. Andrew was right on the case, driving well on the notes and continuing his spectacular style - 16th quickest time through Stage 1 and now 13th overall.

Then... Kiwitahi, 11kms through the stage we took a tight corner too hard and went wide out through a fence and into a paddock that was basically a big mud hole. The only spectators were Todd Bawden (who had crashed on the following corner) and a policeman guarding his speed camera wagon - neither of them were particularly enthusiastic about getting us out of the situation we were in - however, it would have taken at least 10 people to remove the car from its bellied position.

One positive aspect of our demise was that we were spotted by a TV3 helicopter and interviewed by Wayne Munro for that evenings' rally coverage. In fact, we received over one minute of television exposure just from that incident.

So, that was it. Andrew went back to work and Cathy followed the rest of the rally spectating. The car suffered quite severe body damage and is under repair at the moment.. Driver, co-driver and crew suffered incredible disappointment, but are under repair as well!!

Congratulations to all of the other competitors from the Wellington Car Club for producing an excellent result in bringing home the 'club trophy award'.

A BIG THANKS TO THE FOLLOWING:

Flamecrusher Motorsport NZ - Tauranga • TV3 SPORTS • Penzoi • Enterprise Cars • Mag & Turbo Warehouse • Sonic Automotive - Manukau • Neil Allport Motorsports - Auckland • MI Wellington Wheel Alignment • Marshall Sign Company - Papakura • Trevor Strong Insurance - Auckland • Helicopter Operations, Drury • Rally of New Zealand • Debbie, Doug & family
Service Crew: Norm, Steve, Richard, Jason, Barry, Brett, Ralph and Amanda (for your yummy baking and support)

congratulations

Wellington Car Club (Inc)

on an awesome effort in the

1996 SMOKEFREE RALLY OF NEW ZEALAND

COMPETITORS:

Joe McAndrew

Jim Robb

David & Jane Black

Gordon Diggle & John Crouch

Deborah & Jamie Kibble

Cathy Arrowsmith

CLUB Targa INC.

Dunlop Targa Update July 1996

Dunlop Targa NZ
29 Oct-3 Nov

**Dunlop Targa NZ
Route Schedule**
With this year's Dunlop Targa NZ only months away the organisers are currently working towards finalising the route, Special Stages and overnight events. The following route schedule is planned:

Tuesday, 29 October
Scrutineering &
Prologue* Pukekohe
Park Raceway

Wednesday, 30 October
Targa NZ Start
Auckland Domain
(Lunch - Waiuku),
Wings Event Centre, Te Rapa

Thursday, 31 October
Te Rapa, (Lunch - Otorohanga),
Rotorua

Friday, 1 November
Rotorua, (Lunch - Taumarunui),
Rotorua

Saturday, 2 November
Rotorua, (Lunch - Whakatane),
Tauranga

Sunday, 3 November
Tauranga, (Lunch - Waihi Beach)
Finish - Pukekohe Raceway

**With 7-8 Closed
Special Stages
each day.**

** In spite of every effort we have cancelled the Western Viaduct Publicity Stage, but the Auckland Domain Publicity Stage has now been confirmed.*

New Targa Officials

Dunlop Targa has recently appointed Stuart Macaskill to the position of Sporting Director - in this capacity Stu will have the unenviable task of sorting out the Targa NZ organisation and helping to define everyone's responsibilities within the Targa framework. Stu is no stranger to the job of organising motorsport events and brings 25 years of race and rally administration experience to Targa NZ. From his first involvement in timing at Pukekohe race track, Stu's organisational skills have been developed through long involvement with the NZ International Rally and special events such as the Wellington Street Race. Although he continues to enjoy taking a part in motorsport, albeit behind the scenes, Stu has never been tempted to sit behind the wheel of a competition car! Dunlop Targa welcomes Stu's input and we are sure that he will be making a vital contribution to the smooth running of future Targa events. Other recent Targa official appointees include Liz Agnew (yet another Targa Lady) who will be handling the job of Timing Manager. Liz, the partner of well known Jaguar driver Norm Agnew, was pressed into service during the running of the inaugural Targa and we are pleased that she has now accepted a more permanent position. Also new is Leonard Bakkenes, who will be lending his culinary skills to the task of

Targa Functions Manager - and his ample girth fully qualifies him as a gourmet achiever of considerable note! Leonard, more commonly seen three-wheeling a Sunbeam Rapier (or low-flying a Ford Capri, will be stamping his personal touch on this year's Targa social functions.

Club Targa Inc.

Club Targa is now a fully incorporated club. Club Targa members will enjoy full MANZ affiliation, allowing them to compete in MANZ licensed motorsport events.

A Club Targa Inc. Subscription Form is included with this Targa NZ Update.

Calling All Car Clubs

If you're not reading this Update in your club magazine ask your Club Secretary/Club Magazine Editor why you aren't being made aware of Targa activities through your car club newsletters? It is great to see so many clubs getting behind competing club members - but there are still a lot of car clubs out there who do nothing with our publicity material. Find out why they aren't responding - perhaps they just need to know that club members are as enthusiastic about Dunlop Targa as we are?

If your club requires more information on Targa activities ask them to contact Club Targa Inc.

The NZIGP

Mike John, Targa NZ Events Director, has resigned from the NZIGP. Suffice to say that there was a difference in their philosophies and in the direction they each wished the sport to go. This is not to say that there are not some very good people involved with the NZIGP.

As a direct result of this resignation, we have now vacated the offices at 6 Findlay Street, Ellerslie. Those that want to drop in for a chat, or deliver cheques/cash, can do so by first phoning on either: 09 298 8322 or 09 298 8266 Ph/Fax 021 620 795 Mobile

Stu Macaskill (Sporting Director) can be contacted by phoning:

09 833 7337 or 025 995 059

Warwick Chandler (Event Facilitator) can be contacted by phoning:

09 638 9551

November 3rd
Dunlop Targa NZ
Event Finish
&
All British Day

Dunlop Targa NZ will be finishing at Pukekohe Park Raceway (at about 4pm) on Sunday, 3rd November. Roger Parish, of the Austin Flying 'A' Club (Ph: 09 838 9869) is moving the All British Day to Pukekohe Park Raceway to coincide with the Targa Finish. The same casual format will remain, but with a much bigger swap-meet for car parts and automobilia.

Targa



CLASSIC RUN

Targa Classic Run
to the Mobil
Wellington Street
Race
November 20th
to 24th.

Eligible cars for this Classic Run should be at least 20 years old, but later cars of special interest, or period replicas may be accepted. The run will be organised by Club Targa Inc. and Targa Promotions (NZ) Ltd - who are currently looking for a naming rights sponsor for the Classic Run. Entries close on October 21, 1996. Entries will include tickets and Hospitality Suite and spectator passes. Three routes have been set out for the Targa Classic Run:

North Island A -
Auckland to Wellington via Pukekohe, Waingaro, Kawhia, Whatawhata, Pirongia, Waitomo, Te Kuiti, Taumarunui, Stratford, Hawera, Wanganui, Manfeild, Paraparaumu. Finish at Classic Motorshow, Wgtn Street Race.

North Island B -
Auckland to Wellington via Pukekohe, Mangatawhiri, Taniwha, Te Hoe, Tihuna, Tirohia, Paeroa, Karangahake, Kati Kati, Te Puna, Tauranga, Te Puke, Rotorua, Taupo, Napier, Hastings, Dannevirke, Ashurst, Manfeild, Paraparaumu. Finish at Classic Motorshow, Wgtn Street Race.

South Island C -
Dunedin to Wellington via Oamaru, Waimate, Timaru, Christchurch, Kaikoura, Blenheim, Nelson, Picton, Paraparaumu. Finish at Classic Motorshow, Wellington Street Race.
Night Stops
Route A - Taumarunui, Paraparaumu & Wellington
Route B - Taupo, Manfeild & Wellington
Route C - Christchurch, Nelson or Wellington

All participants who start the run at the A, B or C start points, and miss none of the checkpoints, will earn for themselves a bronze commemorative medallion (2 per car). Further prizes may be nominated by sponsors.

Details of accommodation will be given once confirmed entries have been received. Entry forms, and further information, available from Club Targa Inc.

Targa Update is
Edited by Allan Walton
For further details
contact:
Club Targa Inc.
PO Box 502, Papakura
Auckland, New Zealand
Telephone/Fax:
09 298 8266, or
09 298 8322

IT'S NOT A WIND-UP

by Allan Walton

TripMeters

Many competitors who successfully completed Targa NZ '95 used a resettable odometer - or tripmeter to great advantage. Depending on the type of tripmeter used they can be set up to display the vehicle's speed (more accurately than an uncalibrated speedometer), average speed and a total mileage reading - making easy work of figuring out average speeds on both touring and Special stages.

The Brantz Range

The International 1 is Brantz's entry level, single display, tripmeter while the International 2 is a two display unit. Both of these tripmeters are easily calibrated and simple to operate. All Brantz meters use an automatic back-up system - so you don't have to worry about losing valuable timing data, or pressing reset buttons if you need to disconnect the car's electrical system during a repair session! They are also simple to install and read through either a wheel, gearbox or speedo sensor, depending upon the vehicle and application.

The Targa Meter

This new model in the Brantz line-up has been specifically designed for use on Targa-style events - originally being designed for Targa Tasmania. As well as being simple to calibrate and operate, the Targa Meter features an average speed display so that you can achieve accurate touring speeds. This feature will also allow the navigator to hit those important Special Stage times. Additionally you can switch from average speed mode to a speedometer reading without upsetting, or losing, the average speed.

The Retro-Trip

If you are entering a classic car on Dunlop Targa you may not care for a modern-looking tripmeter. All those flashing LEDs can look a

little out of place against a traditional walnut dashboard! Brantz have the solution to your problem - the Retro-Trip. Designed to look like an old-fashioned Halda Tripmaster, the Retro-Trip combines classic looks with up-to-the-minute electronic internals. Even the read-out is authentically classic - but the Retro-Trip's performance is definitely modern!

Clocks & Intercoms

Brantz can also supply electronic rally clocks. These can be set to display Rally Time - which can be frozen at any time. When reactivated the clock automatically resets itself back to Rally Time.

In addition Brantz stock Graytronics Intercoms for use in either full or open face helmets. Both connect to an amplifier which uses the car's battery (no separate batteries to go flat!) and feature individual volume controls. Sophisticated componentry prevents electronic 'noise' and interference from the car's electrical system affecting the intercom. Graytronics range also produce touring headsets - lightweight units especially designed for use, without helmets, on touring stages - great if you have a noisy engine!

If you want more details on Brantz tripmeters and rally clocks, or Graytronics intercoms, get in touch with John Kershaw at Brantz Meters. John will be happy to discuss your requirements, and offer practical advice and installation information.

John Kershaw
Brantz Meters (NZ)
PO Box 12-562
Penrose
Auckland
New Zealand
Tel: 09 636 5921
(24 Hour Phone)
Fax: 09 636 8407

THE LIMITS OF
ADHESION

by Allan Walton

Dunlop Tyres

A recent trip to Dunlop's East Tamaki HQ gave me the opportunity to question Dunlop's tyre guru, Gary King, and to pick up a few pointers:

Tyre Regulations for Dunlop Targa 1996

As in the inaugural Targa NZ, competitors entering Dunlop Targa '96 will be restricted to six tyres for the duration of the event. Tyres chosen must comply with current WOF standards (a minimum of 1.5mm tread across 75% of the tread face) and must also be commercially available road-legal tyres. Each tyre must carry a recognised Standards Mark. Tyres marked for 'competition' or 'racing use only' may not be used. Do not try to get away by using 'racing' tyres with the 'For Racing Purposes Only' mark buffed off the sidewall - a tyre that shows any signs of buffing will be disallowed!

Choosing Tyres For a Targa Vehicle

With an event such as Dunlop Targa NZ, tyre choice is much more complex than selecting a circuit tyre - overall mileage has to be considered along with both wet and dry weather characteristics. Compound choice will also be compromised by these differing conditions. The above must also consider those factors brought in by the car itself - weight, horsepower, diff ratio etc. Tyre profile must also be considered - especially if your car is a genuine classic more used to running on older type tyres. If you are considering upgrading to low-profile rubber then rolling radius changes become a major factor. Gary King believes that, whatever changes you make in this area, you should stay within 2% of the original rolling radius. Once you move outside this area you begin

to alter the gearing of the vehicle. For instance - as you drop below the original rolling radius you will notice improvements in acceleration, but at the cost of top-end speed. A switch to low profile tyres would, in some cases, necessitate the purchase of new rims in order to get back to the original rolling radius

Tyre Width & Tread Patterns

Tyre width is also an important factor in tyre grip - wider tyres can offer a larger contact patch and, therefore, greater lateral adhesion. The downside is that wider tyres will also be more susceptible to aqua-planing - and will therefore require deep rain channels for wet conditions. Modern performance tyres have also developed broad, solid shoulders - like Chinese Olympic swimmers! These wide shoulder blocks are, effectively, the first part of the tyre's tread to play an important part in tyre adhesion. As side-forces build up during cornering these shoulder blocks provide the initial grip - once they have lost adhesion you are relying on the next line of tread blocks to do the work.

In an 'on-the-limit' situation the point of adhesion drifts across the full face of the tyre - when you run out of grip from the inside shoulder blocks, well - it's at that point that you will be in for an excursion into the scenery! Something to avoid if at all possible.

Straight-line Stability & Rain Channels

Continuously ribbed tyres with exaggerated outer shoulder blocks will also provide better straight-line and lateral stability. A factor also enhanced by modern asymmetrical tyres. Tyre tread patterns must also be chosen for water dispersal - you never know at what point you may encounter rain on Dunlop Targa!

Some tyres have solid shoulders - great for cornering but not so good in the wet. But, here again, every tyre is a compromise!

It is quicker to channel water front to rear, therefore tyres with multiple rain grooves are better at water dispersal. Directional grooves will also improve wet grip. Make sure that you consider both wet and dry weather when you make your final choice. You won't get the opportunity to change your mind halfway through the event!

A Good, Stiff Sidewall

Obviously, as the tyre distorts under heavy cornering, sidewall stiffness will also come into play - a stiffer sidewall will result in less tyre distortion and more grip! Of course you can increase sidewall rigidity by simply upping tyre pressures - but this leads to a very hard tyre which is susceptible to impact fracture.

Also be aware that an overly stiff sidewall, due to over-inflation, will result in insufficient sidewall flexing - and therefore greater wear on the tyre's shoulder ribs. It makes sense to play the ratings game!

Sidewall stiffness varies between tyre ratings - a 'H' rated road tyre has a sensibly stiff sidewall - however it will still exhibit quite a bit of flex. Step up to a 'Z' rated tyre and the difference is marked. This additional stiffness is due to the 'Z' tyres different, race-style, construction. For this reason a 'Z' rated road tyre is a good choice for a fast Targa car.

Tread Depth

Most new road tyres have 8.0mm of tread. Great for long life but hardly suitable for a fast tarmac rally. Tread blocks of this size will tend to 'squirm' and 'walk around' as they heat up. This can be cured by shaving the tyre tread down - if tread depth is 'shaved' to 6.0mm (with 4.0mm being the outside limit) 'squirm' will be reduced.

Dunlop's Formula R 98JS

Tread Pattern

Instantly recognisable by its 'squiggly' tread pattern, the 98JS can offer some significant advantages over 'standard' road tyres. They are especially suitable for cars which are difficult to get 'drifting' around a corner due to inherent understeer. Here the 98JS comes into its element by reducing understeer - making it easier and quicker to get the rear of the car lined up for a corner's exit. These tyres offer good benefits for rally drivers - and, depending upon your driving style and skill, they can also be a very suitable Targa tyre.

Up until a month ago Gary King would not have recommended the 98JS for severe wet weather conditions, but the recent very wet Manfield meeting has changed his mind somewhat. At that race meeting it was noticeable that the cars running Dunlop 98JS rubber displayed a wet performance level above what Dunlop had perceived to be the tyre's wet limit of adhesion.

NB: Dunlop NZ are currently offering special tyre prices for Targa entrants - but you have to be quick, time is running out. Dunlop only carry a limited stock of some of the special use tyres mentioned in the above article. If any Dunlop Targa entrant wishes to order any of these tyres from Dunlop then they must order them before 31 August.

Dunlop Helpline
If you have queries about tyres, correct profile sizes for your car, or more info on Dunlop's Targa tyres - call the Dunlop Freephone :

0800 803 567

Manual Amendment

No: 26010

Originally issued 19 April 1996

Re-issued 19 July 1996 - Shaded area over page has been corrected.

APPENDIX C - PUBLIC LIABILITY POLICY (immediate effect)

LIMIT OF INDEMNITY - amend to:
\$5,000,000 each and every claim

RURAL FOREST & FIRES ACT - amend to:
\$2,000,000

APPENDIX C - CLAIMS AND PROCEDURES

Addition to text:

5. PROCEDURE FOR CLUBS TO FOLLOW.

In the event of any insurance claim under the Public Liability policy, Barstow Insurance Brokers Limited should be notified as soon as possible on telephone (06) 357-2072 and a claim form should be completed and forwarded to Barstow Insurance Brokers Limited, P O Box 1546, Palmerston North. The claim form should provide as much detail as possible.

It is most important that you do not accept any liability for any damage, even if you consider that the fault lies with your club or the association. (See CONTROL OF CLAIMS as detailed in 2. above) Breach of their condition could cause the Insurance Company to decline to pay a legitimate claim. We recommend that you say to the third party, "We cannot accept liability for this but will advise our insurers as soon as possible. If you require to discuss this with our insurers please phone Barstow Insurance Brokers Limited on telephone (06) 357-2072". It is quite reasonable for the third party to obtain quotes for repairs to their damaged property provided that they realise this is being done on a "without prejudice" basis.

Most claims involve motor vehicles and where the third party is insured they should be encouraged to go to their own Insurance Company who will sort this out for them with Motorsport's Insurers.

Continued over

APPENDIX B - SCHEDULE OF FEES AND CHARGES (amend as from 1 June 1996)

Due to additional insurance cover premiums we advise that as from 1 June 1996 the following fees will increase:

PERMITS	Currently	As from 1/6/96
Regional Speed	\$ 25.00	\$ 35.00
Regional Rally	\$200.00	\$300.00
Regional Race	\$200.00	\$225.00
National Speed	\$ 50.00	\$ 60.00
National Rally	\$300.00	\$400.00
National Race	\$500.00	\$525.00

TRACK LICENCES - TEMPORARY CIRCUITS

(a) Private Land (including airfields)		
Registered Promoter	\$500.00	\$750.00
Commercial Promoter	\$1500.00	\$2000.00
(b) Streets		
Registered Promoter	\$1000.00	\$1500.00
Commercial Promoter	\$2000.00	\$3000.00

ALL FEES NOTED ARE GST EXCLUSIVE

On behalf of the Motorsport Association

IW Snellgrove
GENERAL MANAGER

Manual Amendment
(immediate effect) No. 26015

26 July 1996

ATTENTION ALL RACING COMPETITORS
Please ensure you read and understand the
Major changes to the use of Yellow, White and Blue flags.

MR 009 - Supplementary Regulations Part 1.
Major changes to Yellow White and Blue Flag Use in Supplementary
Regulations Part 1, Section 11.

Supplementary Regulations Part 1: Manual 26, Pages 156 - 162

Section 11. FLAG SIGNALS

Paragraph 11.1 is changed to read as follows:

"11.1 Officials' signals will be conveyed to drivers by the following flag signals:

National Flag or Green Lights:

At start line: Start.

Light Blue Flag: Overtaking Signal

During Practice:

Stationary: A faster car is catching you. Give way.
Waved: A faster car is about to overtake you. Give way urgently.

During the Race:

Stationary: You are about to be lapped. Let the other car through.
Waved: Let the other car through immediately. You are now risking a penalty.

At all times:

Stationary: To a driver exiting the pits; Traffic is approaching on the track.

White Flag : Slow-moving vehicle on the track.

At all times:

Stationary: You are about to catch a much slower vehicle.
Waved: You may be seriously obstructed by a much slower vehicle.

... continued

Yellow Flag: Signal of danger. - DO NOT OVERTAKE!

At all times:

- Stationary:** Drive well within your limits. Do not overtake. There is a hazard beside the track.
- Waved:** Slow down. Do not overtake. Be prepared to change direction or follow an unusual line. There is a hazard on the track.
- Double Waved:** Slow down. Do not overtake. Be prepared to stop. The track is wholly or partially blocked.

You do not overtake until you have passed a green flag marking the end of the danger area.

The yellow flag will normally be shown only at the marshal's post immediately preceding the hazard; the no-overtaking zone begins at the point where the flag is shown, a car ahead at that point keeping the advantage.

In the case of a particular visibility problem, the Clerk of the Course may order the showing of a yellow flag previous to the marshals' post concerned also: if so, this must be made clear at the drivers' briefings.

Yellow flag with Red Stripes: Deterioration of Adhesion.

At all times:

- Stationary:** Deterioration of adhesion ahead.
- Waved:** Deterioration of adhesion imminent.

Green flag: All clear.

At all times: All clear at end of danger area marked by Yellow Flag(s).

Optional Use: (By order of the Clerk of the Course) Start warm-up lap or start practice session.

Red flag: Stop

During the Race: The race has been stopped. Stop racing immediately and proceed slowly with maximum caution to your pits or the place notified in the regulations. Be prepared to stop if necessary.

Black flag with Orange Disc displayed with White Number: Mechanical problem.

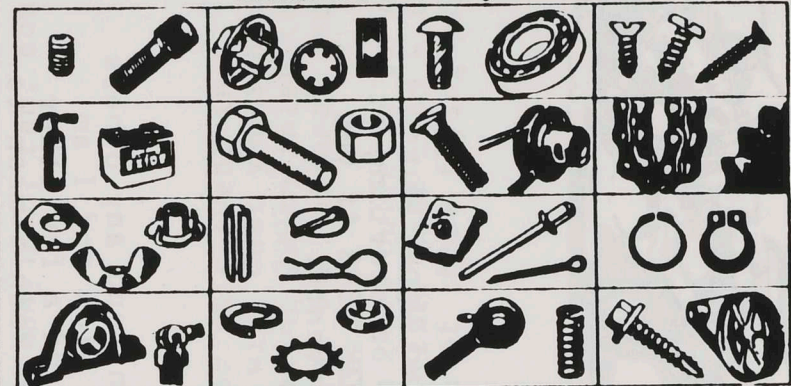
During the Race: A warning of apparent mechanical failure, or of a fire, which might not be obvious to you. You must call in at your pit on the next lap.

continued ...

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SATURDAY 31 AUGUST KN AUTOCROSS

To be held at Old Gorries Site, River road Upper Hutt. It will cost ya' \$15.00 to enter, and will be starting at 11:00. Contact Dave Davies at home on 528 2398 if you need to know any thing else (about the event).

TUESDAY 3 SEPTEMBER NIGHT TRIAL

You'll have to excuse the above mis-print and any others in this bulletin because my computer is sick and I am completely lost without my spell check and a few other little toys that it is capable of (which doesn't mean to say that I am). Any way, the night trial is run by Eddie Conroy (I think) and starts from our own clubrooms at 7,7:30ish on Tuesday night.

SATURDAY 7 SEPTEMBER TAUPO RALLY

This event will be run completely at night, the first car starting at 5.00 pm Saturday night and finishing at approx midnight at the final control, Centennial Park Raceway, Taupo. The entry fee is \$210.00, payable up until 5.00 pm 21 Aug., late entries (\$260.00) close at 5.00pm 28 August. For more info, regs, stage descriptions, rah, rah, rah, contact Debbie Locke on (07)378 5581.

SATURDAY 21 SEPTEMBER HAWKES BAY RALLY

Embarrassingly, I haven't got any regs for this event in front of me, but I can tell you that it will cost you \$280.00 to enter, which buys you 14 stages, totaling 290km in length plus touring. It is both the last round of the National Series and the last round of the Central Region series. With any sort of luck, I should have the next bulletin to you on time, so will be able to give you a little more info - it will probably be delivered to you by one of those flying pigs that everyone keeps telling me about.

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Elizabeth Street Tyre Service

8 ELIZABETH STREET, WELLINGTON. P.O. BOX 9192
TELEPHONES: 04-384 9908

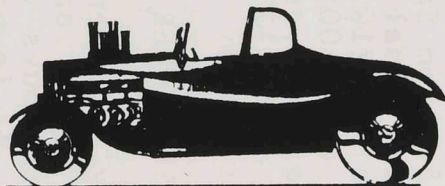
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RACE RUBBER

and Fast Friendly Service
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Upper Hutt. (04) 527-8647

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Race Engine Machining and
Machining of Disks and Drums.*

MOTORSPORT ASSOCIATION OF NZ INC

... continued

Black and White Rectangular flag split diagonally and displayed with a White Number: Driver behaviour.

During the Race: A warning to you as the driver of the car bearing the number, that your behaviour is suspect and that you will be Black flagged on further reports.

Black flag displayed with White Number: Driver behaviour.

During the Race: You must stop at your pit within one lap of receiving the signal and report to the Clerk of the Course who has additional powers up to exclusion to apply if necessary.

Black flag and Time penalty Board displayed with White Number:

During the Race: Within one lap, you shall proceed to the designated area in the pit lane and shall remain there until authorised by the designated official to rejoin the race without stopping at your pits.

Black and White Chequered flag:

At all times: End of Race or Finish. End of practice.

NSC 005 - Chapter 11 - Yellow Flag Passing Penalty change.

Chapter 11: Manual 26, page 76. PENALTIES

Article 11.5.1.2.(A). Penalty A - Amend to read as follows:

"A. Offence: Overtaking and/or failure to maintain relative position under Yellow Flag.

Penalty: Standard (I) \$100 min - \$1000 max
Additional (ii) and/or (iii)"

Explanation: A fine is standard and exclusion has been moved to the Additional penalty area where it is now a Clerk of Course optional penalty.

These amendments are issued for MotorSport New Zealand by the Administration.

I W Snellgrove
GENERAL MANAGER

ATTENTION RACE EVENT ORGANISERS
Please ensure your Flag Marshals are made
fully aware of the Major changes to the use
of Yellow, White and Blue flags.

MR 008 - App. H, HR.

Update Appendix H, HR and changes to Flag Use in Appendix H.

Appendix H: Manual 26, pages 148 - 155

Section 2, SUPERVISION OF THE ROAD

Article 2.2.3.3 - Amend to read: "A 15-litre container and two 4-litre container filled with calcium carbonate, or other oil absorbing material having a similar weight, or oil absorbent material must be available from the Safety Car and/or Course Car at all times."

Explanation: Allows alternate means of supplying material.

Article 2.2.3.4 - Amend to read: "1 or more stiff brooms."

Explanation: Clarifies equipment requirement.

Article 2.2.3.5 - Amend to read: "1 portable fire extinguisher of at least 4Kg capacity."

Explanation: Clarifies minimum equipment requirement.

Article 2.2.4 Staff: - Amend 1st paragraph to read:

"Each main post shall be placed under the responsibility of the Post Chief with at least two more persons who have received basic training in the duties of an observation post. The Post Chief must maintain communications with the Race Control post."

Explanation: Deputy Post Chief now an optional position.

Article 2.2.5 - Amend last line of 3rd paragraph to read: "with regard to code of driving conduct."

Explanation: Defines the appropriate text.

... continued

Section 3. SIGNALLING

Article 3.1.2 Flags used at the observation posts: - Replace the current text with:

"Flags used by the marshals can be shown either single motionless or waved, or in the case of the Yellow Flag double waved, to give notification to drivers of particular conditions ahead. The meanings attributed to each flag case is detailed below.

Yellow Flag: Signal of danger.

At all times:

Stationary: Drive well within your limits. Do not overtake. There is a hazard beside the track.

Waved: Slow down. Do not overtake. Be prepared to change direction or follow an unusual line. There is a hazard on the track.

Double Waved: Slow down. Do not overtake. Be prepared to stop. The track is wholly or partially blocked.

Competitors must not overtake until they have passed a green flag marking the end of the danger area.

The yellow flag will normally be shown only at the marshal's post immediately preceding the hazard; the no-overtaking zone begins at the point where the flag is shown, a car ahead at that point keeping the advantage.

In the case of a particular visibility problem, the Clerk of the Course may order the showing of a yellow flag previous to the marshals' post concerned also: if so, this must be made clear at the drivers' briefings.

Marshals should note that only the appropriate signal should be given. Under no circumstances should they exaggerate a danger. The driver must have complete confidence in the signalling and will then respect it.

Yellow Flag with Red Stripes : Deterioration of adhesion. (Slippery Surface)

At all times:

Stationary: The track has become slippery.

This flag shall be displayed for a maximum of 4 laps or until the surface returns to normal. It is not necessary for the following sector to display a green flag.

This flag is most frequently used to signal that oil has been dropped on the track, but can also be used to inform drivers of either sufficient water on the track to create aquaplaning or that due to a local shower they are about to pass from a dry to a slippery surface.

... continued

Red Flag : Stopping of the race.

At all times:

Stationary: Stop racing immediately and proceed to your pits or the place notified in the regulations. Exercise caution and be prepared to stop if necessary.

This flag will be displayed at all posts immediately the Clerk of the Course has decided to stop the race or practice.

Green Flag : All clear.

At all times:

Stationary: You are at the end of the danger area controlled by yellow flags.

This flag can also be used to signal the start of a warm-up lap, or the start of practice sessions by order of the Clerk of the Course.

White Flag : Slow-moving vehicle on the track.

At all times:

Stationary: You are about to catch a much slower vehicle.
Waved: You may be seriously obstructed by a much slower vehicle.

The despatcher of a service vehicle must ensure that the post prior to the point where the vehicle will join the track is aware of the situation. If the vehicle stops, the white flag should be immediately replaced by a yellow flag."

Light Blue Flag: Overtaking Signal

During Practice:

Stationary: A faster car is catching you. Give way.
Waved: A faster car is about to overtake you. Give way urgently.

During the Race:

Stationary: You are about to be lapped. Let the other car through.
Waved: Let the other car through immediately. You are now risking a penalty.

Marshals should note that during a race a blue flag may be shown **only to a car which is about to be lapped**. It is to be waved only if a stationary flag was shown to the car on the previous lap, or on instruction from Race Control.

At all times:

A stationary blue flag will be shown to a driver exiting the pits if traffic is approaching on the track."

Other signals:

A portable fire extinguisher may be shown to a driver to inform them that their car appears to be on fire.

continued ...

... continued

Section 4. SAFETY CAR

Article 4.2 - Amend second sentence to read: "It must have revolving lights on the roof."

Explanation: To simplify requirements.

Appendix HR: Manual 26, page 155

OBJECT

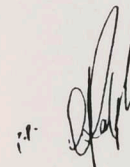
Amend the OBJECT paragraph to read:

"1. OBJECT

These requirements modify the relevant clauses of Appendix H. These modifications apply only to events of Regional status of no more than 50 entries."

ORGANISERS: Please note the implication this change will have on your meetings. If entries are above 50 then the full Appendix H requirements will need to be complied with, whereas if entries are under 50 then Appendix HR can be applied.

These amendments are issued for MotorSport New Zealand by the Administration.



I W Snellgrove
GENERAL MANAGER

TO ALL WMSA CLUBS

KIM NAYLOR AUTOCROSS

WHEN: 31ST AUGUST 1996

**WHERE: OLD GORRIES SITE
RIVER ROAD
UPPER HUTT**

TIME: 11AM

COST: \$15.00

**RUN BY HUTT VALLEY
MOTORSPORT CLUB**

**CONTACT: DAVE DAVIES
PH: 528-2398 HOME**

Notice of Annual General Meeting

Notice is hereby given of the
54th Annual General Meeting of the
Wellington Car Club (Inc) to be held at the Clubrooms,
Russell Terrace, Newtown, Wellington on

TUESDAY 17 SEPTEMBER 1996
commencing at 8.15 pm

AGENDA:

- 1. Confirmation of Minutes of the 53 Annual General Meeting*
- 2. President's Report*
- 3. Approval of Accounts for the year ended 31 July 1996*
- 4. Subscriptions*
- 5. Election of Office Bearers*
- 6. 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/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed

**Amanda Kibble
SECRETARY**

Diggle Rally Team 1996 Smokefree Rally of New Zealand

The Diggle Rally Team (Gordon Diggle and John Crouch) last entered the Rally of New Zealand in 1993 with the unenviable record of a DNF at the start of stage 2 (due to a blown motor). We had purchased a new car earlier this year, a Group N Mitsubishi Mirage, and after good performances in Central Region rallies were looking forward to a good run in the 1996 Smokefree Rally of New Zealand

Pre-event preparation involved tidying up the car, installing a new gearbox, obtaining new seats, belts and helmets, and two and half days of reconnaissance to get some practice with the organisers pace-notes that we would be using for the rally.

For the rally itself we were seeded number 68, which meant the short straw when it came to scrutineering with a report time of 6.30am on the Saturday. Fortunately we had no problems here, and spent the rest of the day tidying up the car and taking photos of it, before fronting up at the pre-start Parc Ferme at 4.30pm. The first stage that evening was the new super-special stage at Manukau, where we had drawn a Japanese Evolution II Lancer to run against. Our hopes were therefore not great of winning this contest, but we planned to keep things tidy and get some practice with the pace-notes at speed. At the start, the Lancer actually jumped at the 5 second call, but then stopped when he realised his mistake. The two of us then took off together at the green light, and not surprisingly we were left trailing in his wake. The stage itself proved quite slippery but uneventful, and we found the pace-notes seem to work well. At the end of the stage, and also the end of the first day, we lay 60th overall and 2nd equal in class.

Day 2 was always going to be a very important day with 12 stages, most of them based around Maungaturoto. The day dawned fine and clear (a change from the rain and showers of the previous weeks) and the rally proper was underway. We took the first Riverhead stage a little carefully. With the pace-notes working well we recorded a time of 52nd overall, but more importantly we had beaten our 1993 record by finishing the second stage. The rest of the day went fairly well for us. The class leader, Jung Young Park in a Kia Sephia, got a bit of a jump on us early on but we managed to pull some time back off him later in the day. Highlights of day 1 for us were; surviving the hole on a tightening right-hander on stage 5 which took out 5 cars (pre-event reconnaissance was well worth it in this case); a huge jump of a bridge in stage 7 (with photographic proof!); a puncture at the end of stage 10 which we changed after the finish control and clocked in a minute late to the next stage (and subsequently ran the following two stages with no spare); avoiding the tanglement of 3 cars in stage 11 which came about as the result of Makinens accident; and a little indiscretion on the final super-special stage which cost us 20 seconds. For those that don't know the super-special, it is basically a folded figure-8 with a bridge/tunnel arrangement in the middle and a long front straight where the cars run side by side (separated by armco) down the opposite side to which they started. Well that's the theory. Unfortunately as we came around onto the main straight, Gordon thought we stayed left despite John yelling 'Go right'. The result was the driver won, and we ended up on the wrong side of the armco. With the Corolla of Mike Simmonds not far behind us, we had to take a

quick loop off the track and go right around to the correct side, a maneuver which cost us 20 seconds. Despite this indiscretion, we finished the day 38th overall and more importantly 2nd in class about 1 minute 30 seconds behind the class leader.

Day 3 (Monday) started with a long tour from Auckland to Opotiki as the first two stages of the day had been canceled. We felt we could catch the class leader (Jong Young Park) and were prepared to attack during the Rakauora and Whakarau stages which we knew from the Gisborne rally run 6 weeks earlier. These tight twisty stages proved to our liking, and we managed to take about 20 seconds off Mr. Park in each of the three stages (Rakauora was used twice). However coming out of Rakauora II, we passed Park with his bonnet up in the finish control, and his rally was over with electrical (?) problems. This now left us first in class, about three and a half minutes ahead of the next class competitor, Ferran Font in a Group N Seat Ibiza. It now seemed all we had to do was cruise to the finish, but rallying is never like that. The next stage (Old Creamery Road) was the first in the dark and we were caught napping. We went into this tight but hard surfaced stage with far too much air in the tyres, and also lost the intercom for a time halfway through. The result was a poor stage where we slid around on the tight corners, and lost about 20 seconds to Font. Fortunately the final stage of the day (Manawahie) went a lot better, and we recorded a time almost identical to Font.

We had now finished Day 3 first in class and 29th overall. More importantly we held just over a 3 minute class lead, and would be looking to consolidate our position on the run through Raglan.

After 3 days of sunny weather, Day 4 brought intermittent light rain and slushy stages. The first two stages went according to plan, and we managed to pull another 20 seconds off Font. The next stage (Whaanga Coast) proved to be our undoing. About a third of the way through we hit a large rock on the road, which was unavoidable and sitting in the middle of a tight right-hand hairpin. The rock damaged one of the CV joints and caused a puncture which we were forced to change inside the stage. This tyre change took us 6 minutes, and dropped us to second in class (two minutes behind Mr. Font). Fortunately we still had a 2 minute lead over the third in class (David Rowe in a Daihatsu Charade) but we were not to know this until the finish. Touring at the end of the stage was tight, and we were forced to drive straight into the start control of the following stage 1 minute late. We then took the subsequent stage fairly carefully, as the damaged CV joint was causing a heavy vibration at the front of the car.

However, just to show the gods were with us, we survived through to the following service in Raglan, and the service crew (Euan in particular) did a great job in changing the damaged driveshaft with time to spare. We now had the final two stages to survive, both of which we attacked as we were unsure how we stood in the class placings. As it was, we took another half a minute off both Font and Rowe but it made very little difference in the end.

At the end of the rally, we finished 30th overall (out of 38 finishers), and were second in class 1 minute 44 seconds behind Ferran Font in his factory assisted Seat (Oh for

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another days rallying). Despite the final day puncture were pretty pleased with our result, and also helped Wellington Car Club to win the Club teams award.

The only other damage was a sump plate support bracket, which ripped through the 6mm Aluminium sump plate, this happened where Makinen, Stokes etc had problems on day two.

As we could not have done the rally by ourselves, many thanks to the crew (Sue, Euan, Shane, Wayne, Cory and Greg) and the businesses which supported us E G Glennie (plumbers), Target Tyres, New Zealand Car Parts, Air Auto Centre (North Shore) and No 1 Jap Imports (Auckland)

Gordon Diggle and John Crouch (Car 68)



Rally of New Zealand 1996

Gordon Diggle / John Crouch

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MOTORING NEWS

NOVEMBER 1996



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IMMED PAST PRESIDENT:	Cathy Arrowsmith 478-1890	025-432-500
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VICE CLUB CAPTAIN:	Kevin Whiteman 527-0172	496-0053
SECRETARY:	Amanda Kibble 385-6331	025-311-380
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	Tony Pepperell 475-8995	498-3000
	Bryan Morris 569-1686	568-3353
	Murray O'Neill 499-8400	382-9300
	Paul Richards 232-9418	496-2012
	Brian Rowe 479-2811	801-5049

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*NON SPEED	Cathy Arrowsmith 478-1890	025-432-500
*RALLY	David Black 568-7275	576-0552
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BAR:	Bryan Morris 569-1686	568-3353
SOCIAL:	Murray O'Neill 499-8400	382-9300

CLUBROOMS:

Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

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DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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HE SAID.

IT'S been a while since I have written an article for this magazine, in fact I've even missed a complete issue altogether. This is the catch up issue.

The rally season is over, so I finally find myself with a spare weekend to catch up. However, the weekend has come and gone and I really couldn't be bothered doing much of anything at all, except for watching Damon Hill sweeping to victory in both the Japanese Grand Prix and the World Championship. We've also seen a new world rally champion crowned, Tommi Makinen, whos' victory at Perth clinched the title for 1996.

Not to mention a new New Zealand rally champion, Joe McAndrew. Two wins down south, a fourth overall and first New Zealander home in the International and yet another victory at the all tarmac Rally of Waikato won the championship for Joe, who has been running on a comparatively shoestring budget all year

Mr McAndrew will apparently be trying to stretch that shoe string a little further and cross the ditch to the Canberra Rally, where he will try and wrestle the Tasman Cup of the Aussies

Another Wellington Car Club member who has been into a bit of ditch crossing lately is Cathy Arrowsmith. After a disappointingly brief run in the International, Cathy set her sights on securing her ride in Australia - which she did with considerable success. You can read further on in the mag about Cath's' adventures, which included meeting Elvis Presley in the outback

Helping to keep me busy over the past couple of months, has been Deborah and Jamies' drive in a Puegeot at the Smoke Free Rally of New Zealand. I can not even begin to tell you how much fun this event can be - most of which was had at the Travel Lodge Hotel bar, with Jim Robb, Tony Sircombe, Greg Graham and father, Mr Graham, Kenneth Ericsson and his brother, and a pretty little tourist from Canada. It's just so much fun being in the same room as and socialising with so many important people and talking so much crap.

One of these evenings concluded for me butt-naked in the toilets of the bed and breakfast where we were staying, considerably ill, having lost a somewhat brave fight with a squadron of Steinlager Green - never again, again.

Deborah had a pretty good run through the rally, despite a couple of run-ins with the scenery, and came through to finish 37th, win the Ladies Cup, and be the only team to score world championship points for Puegeot. Not a bad effort for an international rally virgin.

I've also driven and co - driven in a couple of rallies myself, lately. One of which was the Taupo rally in which I navigated for my new boss, Dave Johnson. We were competing in his ex-works Nissan Silvia, which hadn't seen the light of day for a couple of years. In fact, it's been so long since Dave had driven the car that he had shrunk, and I had to remount the seat further forward - no - it's true. (You may think it fool hearty of me to jeopardise my job security by printing such bare and unflattering facts about my boss, but I have already thought of this and have cleverly printed this mag in reasonably small print. And we all know that old people have difficulty with small print)

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**Pit
Stop**

61 Kenepuru Drive, Porirua.

We managed to roll the car out of the event on one of the final stages and I can't help but wonder to myself if I shouldn't have shifted the seat up as well, so Dave could've seen the road over the steering wheel, as well as reach the pedals.

Brother Jamie drove in his first ever rally earlier last month. He and Amanda were entered in the New Plymouth all Tarmac rally, in his normally circuit racing Datsun, which had just been transformed into a rally car by brother Paul. Paul had rebuilt the rotary powered Sunny and entered Hawkes Bay Rally, only to have the car stop dead after the first stage, with an irreparably broken battery cable.

Jamie was running third over all after the first stage to Dave Allying and an Evo 4 Lancer run By Neil Allport for an Auckland driver, when a tyre parted company with its rim, sending Jamie and Amanda off a sweeping left hand corner.

The car left the road, completely jumping a farmers fence and rolled, over five times through a paddock. The Sunny was virtually destroyed, but luckily Jamie and Amanda escaped bruised and grazed but basically unharmed.

This was the second major accident that Amanda has been involved in this year, the first of which being when the Corolla she was navigating in with Sam Murray completely missed a corner and slammed into a bridge during Ohakune Rally.

So now, at least for me, the rally season is over, and we can look forward to the coming summer motor racing series, including of course, the Wellington street race. This should be very cool. It looks like I will be crewing for Wellingtonian Blair Alison and his Touring Car Light - should be a good opportunity to see how the other half live.

There isn't a lot happening this month in motorsport locally, but next month has plenty to look forward to. We've got Shelley Bay bent sprint on the 30th of November, and Hutt Valleys' Port Road street sprint held the day after. The weekend before this sees the return of the Wellington Street Race.

Yahoo.

See ya there.

Happy Trails.

Mark.

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e New Hardware N



1996 RALLY OF AUSTRALIA
13-16 SEPTEMBER 1996 - PERTH

Late one diabolically busy night before the Smokefree Rally of NZ, I received a phone call from an Australian woman, Denise Collins, asking me if I'd like to co-drive for her in the forthcoming Rally Australia. At that point, rather blaze about the whole affair considering the amount of financial commitment, time and energy levels sapped out of me for our own national event, I unconvincingly announced that 'yes' I was keen, however I would need to gain the support of a sponsor.

The Smokefree Rally put a damper on my ego after crashing out on Stage 3 - (especially after we had been sitting in a top position)... I had to pull myself away from that level of thinking and set my sights on getting to Australia to put my name on the world wide map.

It was really hard to keep faith in myself in the search for support. I required somebody to put a bit of trust in me to allow this opportunity of a life time to happen. Jane and David Black from Black Rally Sport were quick to stand up and offered me a start.. They saw this as an opportunity they wished they had had and were confident I'd gain a lot from the experience. To them I am so grateful as they empowered me to get motivated and make it happen.

David Hedge is another person who provided unconditional support and assistance.. Through him I gained my major sponsor of New Hardware Clothing, he produced Press Releases every five minutes of the day (as you are probably aware by the amount of publicity I've received), and stood by me in times of grumpiness and stress.

Bill Farmer from New Hardware Clothing, whose commitment to young motorsport enthusiasts is to be applauded, allowed me to compete in Perth through generous sponsorship and it is he who has started me on my road to becoming internationally recognised. Bill has set up an internet site that keeps interested browsers up to date with his racing adventures...people were able to log in and keep updated with all of our news.

So... the journey had begun...

I arrived in Perth and got settled into the Metro Inn Apartments, a very nice place to stay close to the heart of the city and rally headquarters (which was at the Sheraton). The first week in Perth was extremely firing, we spent six days out on recce in a little red Honda CRX del SOL that Honda Australia had provided for us. Very 'stylistic' set of wheels, but somewhat impractical for 4WD country. However.. surprisingly, the little convertible held up under the strain and we managed to get through without too many dramas. There were a few occasions that had me smiling! Being the only all female crew was interesting.. when things went wrong we relied on some of the works teams to give us a hand - not a lot of them understood much English, but we could tell they thought it was a great joke us two girls pulling up and asking for assistance.

One day we discovered Colin McCrae and Derek Ringer fixing a puncture in the middle of a stage - I 'MADE' Denise stop so that I could meet Colin and say 'hi'. I think he thought I was a bit of a dork actually. This disappointed me somewhat as I had hoped he'd think it was great having a fan stop in the middle of a recce stage to say 'WOW, your my hero' - anyway, I embarrassingly slid back into the little red car (which was about the colour of my face), and we moved on! Shortly after, we had stopped at the service area for a banana break and he pulled up next to me and asked me over to the 555 tent for coffee and a bbq at 1.30pm!!! I casually and calmly said 'yes I think we'll be able to make it' and after he'd driven off I nearly had heart failure!!! Yes... I had one of my excited moments jumping up and down with joy. I hurriedly organised Denise and we went into the next stage to make notes - Bunnings North.... well this (as my mum would say) was just about enough to make you want to rip your rashen book (anyone over probably about 60 would know what that means - I'm not, so don't ask me!).. WE GOT STUCK... we got very stuck, Cath had

* * * * *

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to sacrifice her clean boots and get out there in the outback where ants are the size of rats and come to the rescue.. this however, was not a quick process, and by the time we got out of the stage and back to the 555 tents, he'd gone!! Out of my life - disappointment set in. Well I realise that I have rattled on about Colin McRae more than what I have about the actual rally, but really, it was like meeting Elvis Presley if I had been an Elvis Presley fan - he's been my rally hero for years!

Moving along... The weather conditions that had once been very hot, deteriorated as the days passed and before long we were faced with torrential rain and wind storms (felt a bit like home actually).. This made things considerably difficult for us in our 2 wheel drive sports car. Wellington Dam (Stage 7) was like driving through a river, and it made making notes very difficult as the main object was just to try and keep the little Honda on the road - many stages South of Perth were only able to be travelled over twice due to the conditions. These unfortunately, were the stages that we were most to have needed the practice for the main event.

The whole event was organised so that we were based back in Perth every night except one, which I found great as it gave you a good base.. I re-wrote my notes every night which took a good 2-3 hours. It was hard work and very tiring - but extremely rewarding. Additionally I wanted to proof all of my notes for error which was also incredibly long-winded but at the end of it all, I was really confident that what I had produced was accurate - very important! I gained so much more from making all our own notes - an experience unlike New Zealand where we used the organisers (which however, were very good).

The roads in Australia were quite unlike ours, very hard based, small ball bearing like gravel surfaces making for a very slippery ride. Loads of crests which are pretty exciting - and plenty of very unforgiving gum trees which line the roads. But... to my joy, not many banks to go over or rivers to go swimming in!! A few of the forests North of Perth were being protected against a disease that had been killing many trees, so every time we entered the forest, each car would be hosed down with high pressure water guns - these were very effective at taking off any mud and dirt deposits AND especially good at removing the paint from our cars!

We had a couple of days off prior to the event which were welcomed. I met up with my kiwi friend Colin Smith who was also competing alongside Mr Miyoshi in a Subaru wagon. We were to meet at the Sheraton one day, I had arrived early to update the Media Centre with our Press Releases etc and as I was entering the foyer Colin McRae bumped into me, you should have seen me. Usually I'm quite confident talking to other people, and mostly others can't get a word in edgewise, well I just froze on the spot! My heart was just about booming out of my body, my arms were shaking, I broke out into a hot sweat and my feet just felt like they were stuck in concrete - not good - especially when you want to portray that one day you would like to work for Prodrive! Anyway.. I know I'm rattling on but stick with me... Colin and his brother Alistair ended up watching a video I'd brought that screened on TV 3 in NZ, played Sega Rally with me and... invited me for coffee - highlight of my trip and moments that will never be forgotten! I'm not sure that Dave (Hedgy) was all that ecstatic as I spent the following half hour raving on to him over my cell phone about all of the excitement, but he was also very wrapped for me!!

Onto the rally... we arrived at the Langley Park Super Stage on the Friday night to discover that 20,000 spectators had come out to see the World Champions (and the women champions) in fine form. The city of Perth had really put it on, the Hunters and Collectors were playing afterwards, great fire works displays and plenty of entertainment. The whole thing was quite overwhelming!! Denise and I had an excellent run around the Park, we led our class after that evening and had started the rally in fine form.

The following morning saw the rally go South to the dreaded treacherous road conditions. We started well, the notes felt really good and Denise was driving hard. It was disappointing to see the kiwi team of Craig Marshall and Scott Vaughn being trailored home after Stage 3 - it's a long way to come for such a short event! Stage 4 is where our dramas began. We came around a corner too wide and slid out into a ditch where the car became well and truly stuck, a lack of spectators and marshalls meant that getting out was an impossibility. I just could not cope with that fact and ran as far as I could to try and drum up some bodies, but to no avail! Luckily for us, the organisers cancelled the stage mid way through and one of the Japanese competitors from the back of the field who had been touring through stopped and towed us out of the ditch, which allowed us to keep going thankfully, but we had used a lot of our late time. However, we decided to keep rallying and see what would bring of the day. To our demise, in Stage 9, the cars steering failed and we

careered over a huge hole, through some trees, nosed into a bank and damaged the radiator. That, was the end of our Rally Australia.

It's amazing how quickly the human mind works and how thoughts of failure kick in. I have not been so disappointed in a long time, but it was only short lived. I really believe I have grown up so much through that experience, because what I realised was that everything that was to be gained from competing in that rally, was gained before I even sat on the start line of the first special stage. The preparation, the search for support, six days of pace noting, being professional in a team, producing publicity and meeting the top competitors and administrators in our sport. Sure, it would have been an achievement to make it right to the end, but I am so grateful for having had the opportunity to go to Australia and be a part of this rally.

That night I met up with two other teams that were staying at the same accommodation in Perth who had also not finished. They were the Falken teams of Dave West and Satoshi Nomura. They were a great bunch of people who looked after me for the remainder of my stay in Perth. They took me spectating, showed me some Aussie night life, played loads of Sega Rally games with me, checked out some of the beautiful beaches and watched NZ and ARC rallying videos! We had heaps of fun which was welcomed after having worked so hard.

The last evening spent in Perth was the Prizegiving. It was a black tie evening and a very formal occasion. Beautiful wine and food, great video footage of the rally and live entertainment. Afterwards everybody went back to the Sheraton to talk about their adventures.

Whilst in Perth, I spent every free opportunity I had speaking to as many influential people in the sport as possible, I met Andy Moss, John Spiller and Dave Richards from Prodrive, Jimmy McCrae and as many team managers and co-ordinators as feasible to express my interest in working for a works team one day.

One aspect that our team was proud of was the fact that we were one of the only privateer teams that had a regular press release service to the media room, it was hard work for Hedgy who had to decipher my sometimes tired reports at the end of each day (which were rung through as late as 2am NZ time). The Press Releases were a big effort, but invaluable in keeping the profile of the team to the for-front of the media. Through these efforts we were able to gain significant exposure both in New Zealand and Australia.

You've now come to the end of my long winded report. I hope that if there is anybody who's inspiration it is to attempt an event like this, just takes the bull by the horns, goes out there and gives it a go - regardless of the outcome, there will have been so much gained and NOTHING LOST!

Thanks again to the following for their support:

● **BILL FARMER, NEW HARDWARE CLOTHING** ●

● **JANE & DAVID BLACK, BLACK RALLY SPORT** ●

● **DAVID BLYTHE, WEB DESIGN INTERNET GRAPHICS** ●

● **DES & DENISE COLLINS, TAURIS DRIVING SCHOOL** ●

● **FLAMECRUSHER MOTORSPORT** ●

● **SAS INSTITUTE (NZ) LTD** ●

● **DAVID HEDGE** ●

These people also have really been a great help to me:

PAUL FLINTOFF, DAVE WEST, JOHN MCNEUR (RALLY NZ), COLIN SMITH, GREG HENDERSON, RALLY AUSTRALIA,
ANDREW HAWKSWOOD (SONIC RACING - FOR AN AWESOME SEASON), MARTIN FINE, GLENDA HUGHES,
SOPHIE HENSLEY (HEALTH SPONSORSHIP COUNCIL)

The media has been very cool as well:

SUNDAY STAR TIMES, AUTO TRADER, RACE AND RALLY DRIVER MAGAZINE, JOHNSONVILLE NORWESTER,
NZ AUTONEWS AND CAR, CAPITAL TV, NZ SPEEDSPORT, THE EVENING POST,

North Island Rx7

Racing Assoc.

1996/97 Season

The RX7 Racing Championship is a one make class with tightly controlled rules designed to keep racing close and exciting while keeping costs to a minimum. The class has been dubbed "Ultimate Entry Level Motorsport".

The class was formed in 1991/92 after seeing the success the class was having in the South Island. The primary objective was to keep costs down and keep cars evenly competitive and provide an ideal opportunity for those looking for a starting point in motorsport. Without doubt these objectives have been achieved.

After five seasons the class has secured a healthy profile and a strong membership base. There are approximately 30 cars in the North Island and a membership list of over 50 people. A number of new cars are expected to appear this season to join the rest of us for the fun and excitement.

RX7 Rules are very simple. They allow very specific modifications to the cars and these are strictly enforced. The 95/96 season saw both North and South Island run under identical rules for the first time. This allowed the first New Zealand Champs to be held.

Basically you start with your standard Series One RX7 and fit a roll cage. Add to this full harness belts, extractors and a lightweight fly wheel. Fit KYB shocks and Yokohama A008R tyres and you have a class car. As long as the motor is a small port 12A rotary and you make a few other small changes (refer to the regs for full details) you are racing.

Our race grids are formed using the computer draw system used in karting. This ensures everyone gets a chance at the front and that there is plenty of close racing and passing. It really is door handle to door handle stuff. The other benefit in using this method is that it takes the need away from Friday practice and timed qualifying, saving competitor's time and money in the process.

This seasons championship will be contested over 6 rounds held at the various North Island circuits. Each meeting will provide three races. In addition to the series events there are a couple of non-champ events on the calendar and the New Zealand Champs where at least 10 cars are expected from the South Island.

In short, RX7 Racing is lots of fun. It gives you the opportunity to quench the adrenalin bug with fast competitive motor racing without becoming a financial cripple.

If this sounds like a bit of you, don't hesitate to give one of us a call.

Aaron Bates (Pres) Res Ph: 07 843-3088 Wk Ph: 07 338-0949

Maurice McLeod (Sec) Res Ph: 07 378-9875 Wk Ph: 07 376-2946

Michelle Ashby (Treas) Res Ph: 09 832-2953 Wk Ph: 09 486-4260

Wishing you a great season whatever you race.

Regards
Aaron Bates



Rx-7

- (v) **NORTH ISLAND RX7'S** - Eligibility as per North Island RX7 Racing Association Rules. Michael Dadd Ph. 09 537-3200. 1 x 6 lap & 2 x 8 laps grid start races.
- (vi) **SUPER MINI CHALLENGE SERIES.** Eligibility Mini Racing Drivers Club of NZ Super Mini Challenge Brian McMaahon Ph/Fax 09 278 9970. 1 x 6 lap & 2 x 8 laps grid start races.
- (vii) **HQ's:** Eligibility: North Island HQ Holden Racing Register: Bob Cullinane Ph 07 855 7879. 2 x 8 lap grid start races for each division.
- (viii) **PORSCHE BRIGDESTONE MOBIL SERIES** Eligibility Heaaher Broad Ph 04 476 7094. 1x 6 lap & 2 x 10 lap grid start races.
- (ix) **INTERMARQUE CLASSIC** - Eligibility Schedule T & C and Appendix K including Schedule AA. 1 x 6 & 1 x 8 lap grid start races and 1x 8 laps reverse grid delayed start race.
- (x) **SUPER SALOON'S** Eligibility Open to all cars that are capable of doing under a 45 second lap time and conforming to Schedule A. 1 x 6 lap & 1 x 8 lap grid start races and 1 x 8 lap handicap race.
- (xi) **CLUBMANS SERIES** - Points: 10,8,6,5,4,3, all other finishers 2 points. Eligibility: Taupo Car Club Eligibility Rules. 1 x 6 & 1 x 8 lap grid start races and 1 x 8 lap handicap race.

Taupo Engine Reconditioners Clubmans A Series Eligibility Rules

Tyre Choice is free. No warrant of fitness or registration required. Competitors who break out of the class time of 45.0 seconds on any two consecutive laps, or 44.5 seconds on any one lap, will be disqualified from this class and be promoted to Super Saloons. Competitors excluded from the results will not be eligible for points for that race. Cars must be fitted with a MANZ approved Roll Cage.

Energy Centrepoint Clubmans B Series Eligibility Rules

Tyre choice is free. No warrant of fitness or registration required. Competitors who break out of the class time of 50.0 seconds on any two consecutive laps, or 49.5 seconds on any one lap, will be disqualified from this class and be promoted to Clubmans A. Competitors excluded from the results will not be eligible for points for that race. It is strongly recommended cars be fitted with a MANZ approved Roll Cage.

- (xii) **FLYING FAREWELL** Super Saloon's and only the quicker saloon cars of the other classes. 8 Lap Handicap Start. (Fee: Nil.) Competitors are to nominate their handicap time and if they break out by any more than 1 second on any one lap they will be excluded from the results of this race. The cut off time for this race will be based on the 120% of the fastest nominated lap time to ensure all cars depart on the same lap. This information is required to be handed to the Race Secretary no later than 12:00 noon Sunday 20 October 1996 this being the closing of entries for this race.

Please fill out entry form as well as the competitor information sheet and return to Race Secretary P.O.Box 1318 Taupo.

WANT TO FIND OUT WHAT'S COMING UP?

Phone the clubs's
free hotline on

389-2309

for news on:

★ **CLUBNIGHT** ★
★ **COMING EVENTS** ★
★ **AND MORE!** ★

KIM NAYLOR SERIES

twilight autocross

run by the

Wellington Car Club (Inc)

Where: Kapiti Autocross Track

Date: 09 November 1996

How Much: \$15.00

Time: 4.00pm SHARP for Scrutineering

Normal requirements for speed events are essential, e.g. Helmet, overalls etc. **NO RALLY TYRES OR MUD GRIPS WILL BE PERMITTED (FRONT OR REAR).** All drivers must hold a competition licence and club membership, except for new entrants to motorsport, who may compete in two club level autocrosses before being required to join a club and obtain a competition licence.

**WE'VE BEEN ADVISED THAT THE TRACK WILL BE IN GOOD CONDITION!
WE'RE HAVING A BBQ TOO!**

If the weather does not permit the event to go ahead, cancellation notices will be on 2ZB.

Organisers:

Cathy Arrowsmith / Amanda Kibble

(025) 432-500 or 478-1890 (h) / (025) 311-380 or 385-6331 (h)

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comp. calendar

SUNDAY 28 OCTOBER HVMC AUTOCROSS

Held at the Kapiti Autocross track beside the Southwards Car Museum, starting at 5:00pm. For more info, call Marie Breden on 3838637.

27 - 28 OCTOBER NATIONAL RACE MEETING MANFIELD

This Labour Weekends racing will see the first rounds of both the NZ Touring car and Formula Fords. Expect to see some local drivers there in one or two Nissan Sentras, as well as some of the bigger teams, including the improved Telstars of Neil Allport. New rules in this class should allow for closer running among the front running teams.

The prospects are also looking better for Formula Fords this year. Larger fields are expected, with the usual chaps in the front running cars, including newcomers Damon Templeman and Scot Dixon. Field numbers are expected to be bigger with more drivers racing the pre-89 cars.

SUNDAY 3 NOVEMBER BRAILLE TRIAL

Our annual trial run in conjunction with The Blind Foundation, if you are available, please give Murray O'Niell a call on 4998400.

TUESDAY 5 NOVEMBER NIGHT TRIAL

9 - 10 NOVEMBER CLASSIC RACE MEETING

The MG Car Clubs annual race meeting held at Manfield for classic race cars. Always a good race meeting. Among other really cool classic race cars, Andrew Whittakers TVR is expected to be racing here again after a particularly nasty off a wee while ago.

23 - 24 NOVEMBER WELLINGTON STREET RACE

This on again, off again event is on again. Look forward to, amongst our own touring cars, etc - the Aussie V8s. This round of the Mobil Super series also includes TraNZam and TraNZam lights.

SATURDAY 30 NOVEMBER SHELLEY BAY SEALED SPRINT

Our own round of the Duncan McKenzie series, run for the second year at Shelley Bay. Entries close at 5:00pm, Friday the 22nd of November, at a cost of \$60 incl GST. Scrutineering and Documentation will be held at Berben Motors, 70 Cable St, Wellington on Friday 29th November from 5:30 - 7:30pm. For regs, more information, or just a good time, call Amanda Kibble on 385 6331 (hm) or (025) 311 380, or Paul Taylor on 566 2566 (wk), 478 0952 (fx) or (025) 496 202.

SUNDAY 1 DECEMBER PORT ROAD STREET SPRINT

This event is run by the HVMC and is also a round of the DM series. Scrutineering will be held at Total Performance, LTD, 62 Victoria St, Alicetown between 2:00 & 4:00pm, Saturday. If you're entered in Shelley Bay, scrutineering on the Friday covers both events, at the chief scrutineers' discretion. For regs and more info, call Mark McIntyre on 564 4101 (hm) or 568 3619 (wk).

TRADE ACTION

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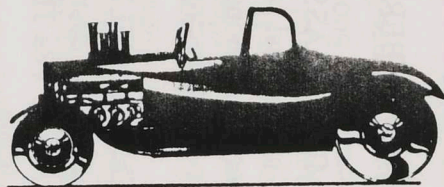
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**BERBEN MOTORS
SEALED SPRINT
SHELLY BAY**

TROPHY SERIES

**ROUND ONE - SHELLY BAY
SATURDAY 30 NOVEMBER 1996**

WHAT YOU NEED TO KNOW:

Status:	Regional Event
Venue:	Shelly Bay, Scorching Bay
Surface:	2.6km approx sealed road
Scrutineering:	Berben Motors, Cable Street Friday 29 Nov from 5.30 pm to 7.30 pm.
Cost:	\$60.00
Entry forms:	Available from Amanda Kibble Ph 385 6331 hm or 382 7800 wk or Paul Taylor Ph 025 496802 or 5662566 wk.
Entries close:	5.00 pm Friday 22 November 1996.

**ROUND TWO - ALEXANDRA ROAD
SUNDAY 23 FEBRUARY 1996**

BE THERE!

WELLINGTON CAR CLUB (INC.) BRAILLE TRIAL

YES, ITS THAT TIME OF YEAR AGAIN

THIS IS A GREAT OPPORTUNITY TO SUPPORT YOUR COMMUNITY
AND YOUR CAR CLUB.

DATE: 3 NOVEMBER 1996
TIME: FROM APPROX 12.00 PM TO
APPROX 3.00 PM
WHAT IS IT? BASICALLY ITS LIKE AN
ORDINARY TRIAL EXCEPT THE
NAVIGATORS ARE MEMBERS OF
THE BLIND FOUNDATION WHO
READ THE DIRECTIONS IN
BRAILLE.

ITS AS EASY AS THAT!!
ALL YOU NEED IS A CAR.

CALL NOW AND RECEIVED FREE ONE SET OF GINSU STEAK KNIVES!
(just kidding)

PLEASE CONTACT MURRAY O'NEILL ON 382 9300 WK IF YOU CAN
HELP.

The Rallies And Trials Enthusiasts Club

wish to advise that the

ASHLEY FOREST RALLYSPRINT

is to be held on

16th & 17th November 1996.

Other details (at this stage) are:

<u>Venue:</u>	Ashley Forest, North Canterbury
<u>Length:</u>	1.7 kms
<u>Entry Fee:</u>	\$100
<u>Maximum Entries:</u>	60
<u>Number of runs:</u>	1 practise & 2 timed (minimum)
<u>Prizes:</u>	1st, 2nd & 3rd overall 1st in class 1st two-wheel-drive Fastest speed downhill

Unfortunately, due to the high costs involved, there will not be television coverage at this stage.

If you wish to receive a copy of the Supplementary Regulations, which should be available mid-September, please send your name & address to:

Ashley Forest Rallysprint
RATEC
PO Box 2673
CHRISTCHURCH

TAUPO CAR CLUB - MOTOR RACE PROMOTIONS

P O Box 1318
TAUPO, NEW ZEALAND

ICI AUTOCOLOR

NATIONAL MOTOR RACE MEETING 19/20th OCTOBER 1996

ADDITIONAL SUPPLEMENTARY REGULATIONS ADDENDUM TO PART 1

1. ANNOUNCEMENT AND JURISDICTION

The meeting is organised by the Taupo Car Club (Inc.), and promoted by the Taupo Car Club at the Centennial Park Raceway Taupo. The meeting status is National Motor Racing.
This meeting will be held under the provisions of the National Sporting Code of the MotorSport NewZealand Incorporated. The MANZ organising Permit for the meeting is number 022779.

2. ENTRY FEES

The entry fee is \$129.37 including GST.
Late Entry Fee is an additional \$129.37 including GST
Another class may be entered at an extra cost of \$70.00 per class. Acceptance will be at the organising committees discretion.

3. CLOSING DATE OF ENTRIES

ENTRIES CLOSE on Friday 11th October 1996 at 5.00 pm. (Programme cut-off deadline).
Late Entries Close Wednesday 16th October 1996 at 5.00 pm.
No entries will be accepted after this time.

The number of entries per class is limited to 30 cars and will be accepted according to the order in which the entries are received. Any additional entries received will be placed on the reserve list in order of receipt.

The Taupo Car Club Organising Committee reserve the right to cancel or amalgamate any class should less than 10 entries be received by closing date of entries being Wednesday 16th October 1996.

Forward entries to: "The Secretary", National Motor Race Meeting, P O Box 1318, Taupo.
For all enquiries please phone Warren or Colleen Tillson: Phone/Fax (07) 3781672 or 025 787304

4. FRIDAY PRIVATE TESTING SESSION

The Friday Private Testing will cost \$20.00 and is open to all competitors on the completion of an Indemnity Form at the Circuit.
Circuit will be open from 12.00 noon to 5.00 pm

5. SCHEDULE OF CLASSES

(i) **MASTERTRADE TRANZAM LIGHTS** - Eligibility: Schedule TL. In conjunction with the Articles of Championship. (TranzamLight Association) 2 x 10 lap grid start races.
Entry to be sent to Tranzam Light Association, C/o Mrs Wendy Lester,
PO Box 1959, Palmerston North.

(ii) **FORMULA VEE'S**: Eligibility: Schedule D. in conjunction with the Articles of Championship.
Formula Vee Association Shayne Harris Ph 06 323 5237 2 x 8 lap grid start races
Entry to be sent to Formula Vee Association of NZ, 20 Monckton Street, Feilding.

(iii) **BRIDGESTONE PRE 65** - Eligibility: North Island Pre 65 Association Frank Wright 07 575 8599
1 x 6 lap, 1 x 8 lap grid start races and 1 x 8 lap handicap race.

(iv) **PRIMAX SS2000 CHAMPIONSHIP** - Eligibility: SS2000 Register. Don Tanner Ph 09 576-6759
1 x 6 lap, 2 x 8 lap grid start races

WELLINGTON MOTORSPORT ASSOCIATION: OCTOBER NIGHT TRIAL: 3 OCTOBER 1996

RESULTS

NO.	TEAM/ CLUB	CREW	BOOK	U	BMC	BOOK	DD	DOUR	DPL	DOUR	DIMBLY	TIME	Subtotal
			Queens Dr	Quarry	Hungerford Rd	Queens Dr	Lyell Pde	Lyell Pde	Coutts St	Tirangi Rd	Evans Pde	Park Rd	
1	Taylor WGTON	Paul, Daryl & Scott Taylor	-----	-----	-----	-----	-----	-----	-----	-----	-----	6	6
2	Morgan RMS	Paul & Christine Morgan	-----	10	-----	10	-----	-----	10	-----	10	5	45
3	Rapley HCCC	John Rapley & Carol Weston	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	3
4	Loners HVMC	Cathy & Karen Reid	-----	-----	-----	-----	-----	-----	-----	-----	-----	1	1
5	Grant MREC	Allan Grant, Jenny Mikoz & Daryll Monk	-----	-----	-----	10	-----	-----	-----	-----	-----	2	12
6	Natras RMS	Arthur Natras & Sandra Monk	-----	-----	-----	-----	-----	-----	10	-----	-----	5	15
7	GoldStar HCCC	Brian Craig & Mike Reid	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	3
8	Tennant HCCC	John Tennant & Chris Bant	-----	-----	-----	-----	-----	-----	10	-----	-----	8	18
9	Slow Drive HCCC	David Wice, Graeme Penney & Vivienne	-----	-----	-----	-----	-----	-----	-----	-----	10	6	16
10	Pegasus HCCC	Young Ben & Nikola Stockbridge	-----	10	-----	-----	-----	-----	-----	-----	-----	5	35
11	Peugeotary HCCC	Wayne Gair & Dianne McDonald	-----	-----	-----	-----	-----	-----	-----	-----	-----	0	0

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PO Box 38-874
WELLINGTON MAIL CENTRE

HUTT VALLEY MOTORSPORT CLUB

URGENT MESSAGE TO ALL WMSA CLUBS

EVENT: KIM NAYLOR AUTOCROSS
DATE: SUNDAY 27TH OCTOBER 1996
VENUE: KAPITI AUTOCROSS TRACK,
PARAPARAUMU
TIME: 4.00PM BBQ & DOCUMENTATION
5.00PM RACING COMMENCES
ENTRIES: TO BE MADE ON THE DAY AND CLOSE
AT 4.45PM
COST: \$15.00

HOPEFULLY WE WILL GET THROUGH ALL THE OFFICIAL RUNS IN DAYLIGHT, WITH DAYLIGHT SAVING HAVING STARTED, BUT YOU MAY WANT TO BRING LIGHTS JUST IN CASE!

BBQ FOOD AND REFRESHMENTS WILL BE AVAILABLE FOR SALE THROUGHOUT THE EVENT.

CANCELLATION: LISTEN TO NEWSTALK ZB ON SUNDAY MORNING 27TH OCTOBER.

ANY ENQUIRIES PLEASE CONTACT MARIE BREDEN
PHONE 383-8637 OR FAX 383-8659.

WELLINGTON MOTORSPORT ASSOCIATION: OCTOBER NIGHT TRIAL: 3 OCTOBER 1996

NO. TEAM	RESULTS											TOTAL POINTS	Page 1	Page 2	Page 1	Page 2	TOTAL POINTS	PLACE
	DUL Darlington	AXE Byron St	DUNEL Portsmouth	UPRRL Hat. Park	U Henry St	PPL Constable	BAD Owen St	DUAPER Daniell St	URR Florence St	CONTROL Clubrooms	CLUBROOMS							
1 Taylor WGTON									10				5		15	6	21	6
2 Morgan RMS	10	10	10	10		10			10				0		60	45	105	11
3 Rapley HCCC				10									1		11	3	14	3
4 Loners HVMC								10					16		26	1	27	7=
5 Grant MREC													0		0	12	12	1
6 Natrass RMS				10									2		12	15	27	7=
7 GoldStar HCCC									10				3		13	3	16	4
8 Tennant HCCC				10									13		23	18	41	9
9 Slow Drive HCCC													4		4	16	20	5
10 Pegasus HCCC													4		14	35	49	10
11 Peugeotary HCCC													13		13	0	13	2

Organisers: Eddie Conroy & Barry Lakeman. Start Control: Wayne Gair & Dianne McDonald. Check: Ian Laming.

1976 CENTRAL REGION RALLY SERIES - FINAL

111 DEHOTES "RODYIE"

CLASS 0 - 1300cc

		WGTM BONUS	MANAWATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
TAYLOR	CRAIG	15	18	2	5	19	3	102
SOLLITT	MURRAY	5	19	3	21	2	19	99
HOSIE	PETER	16	17	2	15	18	2	96
ROBINSON	KARL	19	5	18	2	21	4	93
KINGSTON	STUART	5	5	17	2	5	18	69
MACLEAN	MARK	17	1	16	1	1	18	54
TULLOCH	PAUL	14	21	4	5	5	5	54
WRIGHT	ROBERT	21	3	15	1	5	5	50
MCWATSON	ALISTAIR	18	2	5	19	2	1	46
CLIMO	GLENN	5	16	1	1	17	2	41
SCOTT	BILL SNR						5	5

CLASS: 1301 - 1600cc

		WGTM BONUS	MANAWATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
DIGGLE	GORDON	14	21	4	19	4	18	136
GOODIN	IAN	21	4	15	3	5	19	116
CHEETHAM	JASON		19	4	21	4	16	114
HOOPER	ALAN	19	4	17	4	5	17	109
THOMPSON	BRENT	5	18	4	17	3	14	98
SWAIN	JUSTIN	17	2	13	1	5	13	86
WEIR	TREVOR	5	14	1	16	16	2	54
HARVEY	KERRY	18	3	16	3	5	5	50
MCGRANNACHAN	TREVOR	16	1	12	1	5	14	49
WILSON	IAN	15	1	11	1	15	2	44
WOODENBERG	CHRIS	5	5	5	5	17	4	36
OLSEN	JON						17	20
WRIGHT	ANDREW	5	10		5			20

CLASS: 1601 & OVER

		WGTM BONUS	MANAWATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
LOCKE	DON	19	5	19	5	19	4	139
FUGE	EUAN	18	4	5	18	3	21	100
MCLEAN	JEFF	16	3	16	2	14	1	96
HINTZ	DAVE	15	2	17	2	5	16	91
KENNY	GLEN	5	14	1	15	1	17	83
WRIGHT	CAMPBELL	21	5	5	16	2	5	76
WELD	JASON	5	15	2	21	4	5	75
CLARKE	CHRIS	5	18	3	5	19	3	71
MCCALLUM	DAVID	17	3	5	17	3		45
BOND	STEVE	5	21	5	5			36
BRADER	ROGER	5					21	30

REGISTERED CO-DRIVERS

		WGTM BONUS	MANAWATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
COMBER	STEVE	19	5	19	5	19	4	143
CROUCH	JOHN	15	2	21	5	19	4	139
GARTH	PETER	21	4	15	3	5	19	119
CHEETHAM	ANTON		19	5	21	5	21	118
COLE	JEFF	19	4	17	4	18	4	112
HAGBERTY	DEREK	17	2	18	3	5	19	112
JOYCE	DAVE	18	4	19	3	17	2	109
HOSIE	RODANNE	18	3	17	3	17	2	107
ROME	BRIAN	5	1	18	4	17	4	107
LOWE	WARRICK	17	4	17	2	15	2	104
STRACHAN	CRAIG	16	3	18	3	5	17	104
BACH	GUY	5	1	19	4	21	3	103
COLLIER	ROSS	18	5	5	18	4	21	103
SKILTON	LEE	21	3	5	18	3	21	101
JONES	SCOTT	5	1	15	2	16	3	91
GIBBS	MIKE	21	5	5	17	3	5	81
BOS	JAMUS	5	1	16	2	21	5	78
RYAN	ROBERT	21	5	1	21	5	1	78
MCGRORY	CLYDE	19	5	1	18	5	1	68
FLANNAGAN	KAYE	5	1	14	2	16	2	59
MCNAUGHT	JANINE	16	2	21	4	5	5	58
ALLAN	JENNY		1	5	1	21	5	58
BAKER	PAUL	18	4	16	4	1	5	53
MOHEKEY	KENAN	17	3	13	1	1	15	52
MOORHEAD	CREWE	19	3	5	1	19	3	49
BICHAN	MALCOLM	16	2	5	1	1	19	47
MILLER	MICHELLE	5	1	21	5	1	5	41
JONES	STEPHEN	5	1	5	1	5	1	38
MCINTYRE	DONALD	5	1	21	5	5	1	36
ARRONSMITH	CATHY	5	1	5	1	19	5	34
QUINN	RUSSELL		1	15	1	5	1	26
RANDELL	JAMES	5	1	16	2	1	1	23
OLSEN	BRENDAN							17
KINGSTON	ANDREW	5	1	5	1	1	1	10
SWAMERTON	BARRY							0

CLASS :4WD

		WGTM BONUS	MANAWATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
DAY	PETER			21	5	18	5	124
GREEN	BRIAN	16	4	19	5	5	18	101
PURDEY	STEVE	15	3	17	3	13	1	87
QUAYLE	GARRY	14	2	5	1	12	1	87
HERBERT	BRUCE	21	5	1	21	5	1	78
THURSTON	ROSS	18	5	5	1	17	5	77
SCOTT	LEWIS	19	5	1	19	5	1	72
NEWTON	GEOFF	5	1	5	1	16	5	59
WARRICK	KEITH	17	4	1	15	4	1	57
AYLING	DAVID			5	1	14	3	46
CHISHOLM	BRUCE			5	1	1	17	46
MORRIS	BRYAN	5	1	18	5	5	1	45
SPENCE	MUGH	5	1	5	1	5	1	43
STEWART	KEITH			5	1	1	1	34
FRASER	KEN			1	1	5	1	26

OVERALL DRIVER POINTS - FINAL

*** DENOTES "ROOKIE"

		WGTN BONUS	MAMAMATU BONUS	GISBORN BONUS	MANGANUI BONUS	TAUPO BONUS	H.BAY BONUS	TOTAL
LOCKE	DON	19	5	19	5	19	4	139
DINGLE	GORDON	14	1	21	4	19	4	136
DAY	PETER			21	5	18	5	124
GOODIN	IAN	21	4	15	3	5		116
CHEETHAM	JASON			19	4	21	4	114
HOOPER	ALAN	19	4	17	4	18	3	109
TAYLOR	CRAIG	15		18	2	5		102
GREEN	BRIAN	16	4	19	5	5		101
FUGE	EUAN	18	4	5		19	3	100
SOULITT	MURRAY	5		19	3	21	2	99
THOMPSON	BRENT	5		18	4	17	3	98
HOSIE	PETER	16	1	17	2	15		96
MCLEAN	JEFF	16	3	16	2	14	1	96
ROBINSON	KARL	19	2	5		18	2	93
HATZ	DAVE	15	2	17	2	5		91
FURDEY	STEVE	15	3	17	3	13	1	87
QUAYLE ***	GARRY	14	2	5		12	1	87
SWAIN ***	JUSTIN	17	2	13	1	5		86
YENNY	GLEN	5		14		15	1	83
HERBERT	BRUCE	21	5			21	5	78
THURSTON	ROSS	18	5	5		17	5	77
WRIGHT	CAMPBELL	21	5	5		16	2	76
WELD	JASON	5		15	2	21	4	75
SCOTT	LEWIS	19	5			19	5	72
CLARKE	CHRIS	5		18	3	5		71
KINGSTON	STUART	5		5		17	2	69
NEWTON	GEOFF	5		5		16	5	59
WARWICK	KEITH	17	4			15	4	57
MACLEAN	MARK	17	1			16	1	54
TULLOCH	PAUL	14		21	4	5		54
WEIR	TREVOR	5		14	1	16		54
HARVEY	KERRY	18	3	16	3			50
WRIGHT	ROBERT	21	3	15	1	5		50
MCGRAWHACHAN	TREVOR	16	1	12	1	5		49
AYLING	DAVID			5		14	3	46
HOWATSON	ALISTAIR	18	2	5		19	2	46
CHISHOLM	BRUCE			5				45
MCCALLUM	DAVID	17	3	5		17	3	45
WILSON	IAN	15	1	11				44
MORRIS	BRYAN	5		18	5	5		43
CLINO ***	GLENN	5		16	1			41
BOND	STEVE	5		21	5	5		36
WOODENBERG	CHRIS	5		5		5	17	36
SPENCE	HUGH	5		5		5		34
BRADER	ROGER	5						30
STEWART	KEITH			5				26
OLSEN	JON							20
WRIGHT	ANDREW	5		10				20
FRASER	KEN					5		5
SCOTT	BILL SNR							5

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 Manfield 80 seconds

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CLASSIFIEDS

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85 TOYOTA SPRINTER (AE92)
Rally/club car. 100% reliable, 4AGE motor. Rally and road tyres, full cage, Koni front susp. Excellent first competition car. \$7500 ono
ph 021 470 146

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1986 Twin Cam GT Hatchback Model (FWD), NZ New, Leather seats, Air Conditioning, Good Condition.
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Holden 202 motor, 5 speed Toyota gearbox. P.B. Diff, LPG/petrol. Professionally modified and certified, equipped as a campervan, with cooker and fridge etc, but could be used as rally support vehicle etc etc.

\$3500 ono, ph Robin 474 0014 wk, 386 2 417 Mon, Thurs and Friday nights or (06) 372 7828 other times.

MAZDA 323 BFMR 4 X 4

As seen as zero car Ohakune National Rally 1995.
Ex Graeme Walker 1993 Rally of New Zealand and campaigned by Murray O'Neil in 1994, it has shown to be competitive with cars that should outclass it. Engine development by the team and dyno tuning by Turbo Vehicles achieved high torque performance with moderate horsepower for reliability. Package includes: Group A gearbox (meticulously maintained by Ray Wilson Rallysport), option of charge cooler or std cooler, Centre force clutch, 15" wheels, kevlar seats, full instrumentation including intake air temp. Halda and much more. Capable of Group A competition and homologated until 31 December 1997. Package will include spares and everything you need to go rallying plus any technical support needed. Priced at \$10 500 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

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