

MOTORING NEWS

FEBRUARY 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editor's Notes

Welcome to the 1st 1997 issue of Motoring News.

Sitting here, swearing at my computer, I'm thinking that if any reader actually saw me right now they'd probably think one of two things:

- A. Mark has done some seriously strange things to his body!
- B. A computer tends to perform better if you actually turn it on!

Well luckily for Mark he doesn't actually look like me. (God Forbid!) What has actually happened is that Mark has moved on up in the world and left me down here - trying to write a halfway decent column for some strange car club magazine.

Being new to this editing job; Kevin (the co-editor) and I are on the lookout for new and interesting ideas on how to put *your* magazine together. Should anyone have any thoughts or feelings on this matter, you can contact myself (Joanne Philpott), or Kevin Whiteman.

1997 Events

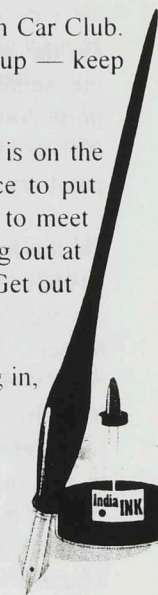
In 1997 you can look forward to more great events run by Wellington Car Club. Don't forget the Berben Motors Alexandra Hillclimb that is coming up — keep February 23 clear.

To ensure that these club events run smoothly Wellington Car Club is on the look out for more marshals. Being a marshal gives you the chance to put something back into your club, and it is also a great chance for you to meet some new people. If you think that you might be interested in helping out at any events this year, have a chat to one of the committee members. Get out there and support your club!

Well I guess that's about it for this edition. Keep those articles coming in, I need to fill up some of this white space!

See you at the next clubnight.

Joanne & Kevin



Send any articles, photos or anecdotes for Motoring News to: The Editor, Motoring News, P.O. BOX 5142, WELLINGTON. Or e-mail us at: Joanne.Philpott@xtra.co.nz

President's Report



Welcome to 1997.

I hope you all had a safe and enjoyable Xmas and New Year.

I was reading in the paper the other day that the V8s have been canned for the great race - Bathurst, and are being replaced by the 2Ltr Super Tourers. My first thought was "ARGHHH!", but then I thought about it...

It will bring back more overseas drivers and teams to Bathurst. There will be more of a variety of cars instead of the 1½ makes (as Commodores have Ford parts), and still provide close racing.

On the negative side - you can't beat the sound of a thundering V8, full noise down Conrod Straight, as a 2 Ltr will be about as exciting as watching paint dry.

On the local front - Shelly Bay Sprint has been and gone. Another excellent day was had by all the competitors and helpers. The only problems on the day were with the timing gear - it would only time one car at a time instead of two, and we also had a Wedding party to sort out. We only just made road closure by one minute! (P.S. John I hope that you have reset your watch!)

I would like to thank Amanda, Kevin, Cathy, Chris and Bernie for all their

help and time given to run this event. Also a big thanks to the Berben Motors team for sponsorship, and use of their workshop and staff for scrutineering. Thank you again. (A note to all users; please support them.)

Alexandra Rd Hillclimb is coming up on the 23 Feb. Helpers are needed. Please contact Chris Wood (526-8418).

Also, another time of the year is upon us - Prize-giving. It will be held at the Oarsman in Petone (same venue as last year) on 22nd Feb, starting at 5pm. Tickets will be at a cost of \$30 a head. Contact any committee member. This is an excellent evening and it should be a must on your calendar.

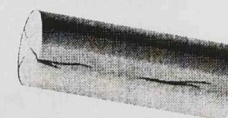
A note to all trophy winners from last year - we need your trophies back! Please contact a committee member to retire them.

Good to see Wayne Huxford doing well in the Tranzam Lights, keep up the good work Wayne, and good luck.

Until next month, have fun, enjoy yourselves, and drive safely.

Paul Taylor

Captain's Log



"Good evening this is your captain speaking." (I've always wanted to say that.)

Anyway down to more important matters. Alexandra Road is coming up soon. We need helpers — so if you haven't done anything for **YOUR** club for a while call Kevin (his numbers are in the front of the magazine) and volunteer.

Other clubs have taken measures to force their members to help at events by withholding club points etc., this is an absolute last resort. We don't want to do that, so come on bring a friend and have a great day out.

Alexandra Road is a spectacular hill-climb and there is always plenty of spills (But one less spin at the dipper this year, [because I'm working and can't enter], I'll get that corner right one day).

Sorry to get heavy for my first article but this is very important. The life and blood of our club seems to run in the veins of a small group of people. A little help from the rest, just once year even, would do wonders. The only reward you will get will be a strong vibrant club running lots of events. But isn't that enough?

On a lighter note here's a little story about Mark - now that he can't get me back.

MORAL: If you suffer from terrible headaches it's probably worth visiting your tailor.

Mark was moderately successful in his career, but as he got older he was increasingly hampered by incredible headaches. When his personal hygiene and love life started to suffer, he sought medical help. After being referred from one specialist to another, he finally came across a doctor who solved the problem.

"The good news is I can cure your headaches... The bad news is that it will require castration. You have a very rare condition which causes your testicles to press up against the base of your spine. The pressure creates one hell of a headache. The only way to relieve the pressure is to remove the testicles."

Mark was shocked and depressed. He wondered if he had anything to live for.

He couldn't concentrate long enough to answer, but decided he had no choice but to go under the knife.

When he left the hospital, his mind was clear, but he felt like he was missing an important part of himself. As he walked down the street, he realised that he felt like a different person. He could make a new beginning and live back.

(Continued on page 4)

a new life. He walked past a men's clothing store and thought, "That's what I need: a new suit." He entered the shop and told the salesman, "I'd like a new suit."

The salesman eyed him briefly and said, "Let's see... size 44 long."

Mark laughed, "That's right, how did you know?"

"It's my job."

Mark tried on the suit. It fitted perfectly. As Mark admired himself in the mirror, the salesman asked, "How about a new shirt?"

Mark thought for a moment and then said, "Sure..."

The salesman eyed Mark and said, "Let's see... 34 sleeve and... 16 and a half neck"

Mark was surprised, "That's right, how did you know?"

"It's my job."

Mark tried on the shirt, and it fit perfectly. As Mark adjusted the collar in the mirror, the salesman asked, "How about new shoes?"

Mark was on a roll and said, "Sure ..."

The salesman eyed Mark's feet and said, "Let's see... 9-1/2... E."

Mark was astonished, "That's right, how did you know?"

"It's my job."

Mark tried on the shoes and they fitted perfectly. Mark walked comfortably around the shop and the salesman asked, "How about a new hat?"

Without hesitating, Mark said, "Sure..."

The salesman eyed Mark's head and said, "Let's see... 7-5/8."

Mark was incredulous, "That's right, how did you know?"

"It's my job."

The hat fitted perfectly. Mark was feeling great, when the salesman asked, "How about some new underwear?"

Mark thought for a second and said, "Sure..."

The salesman stepped back, eyed Mark's waist and said, "Let's see... size 36."

Mark laughed, "No, I've worn size 34 since I was 18 years old."

The salesman shook his head, "You can't wear a size 34. It would press your testicles up against the base of your spine and give you one hell of a headache."

Seeya!

Julian

1995/1996 A.G.M PRESIDENT'S REPORT

My year as President has been a challenging one! Some good and some not so good times, but definitely a learning curve and I'm grateful for having been given the opportunity. I guess our rally was the low point, but I'm sure that we have all learnt from the experience - however, we've run some great events this year, showing how strong the club is.

Possibly the greatest highlight of the year has been the awarding of 'Club Team Trophy' from the Smokefree Rally of New Zealand, to the Wellington Car Club, for the results achieved by Deborah & Jamie Kibble, Gordon Diggle and John Crouch, David and Jane Black, and Joe McAndrew - and to top all that off, once again we are proud to have the New Zealand National Rally Champion in our club - WELL DONE JOE!!

We have now moved with the times and have created a 'semi' smoke-free environment which appears to be working well. Now that we have 'fresh air' how about a 'fresh look' to the clubrooms, with a repaint well overdue. It would be encouraging to see members combine together to make this project happen for the 1996/97 year.

The club launched a nationwide petition in July in an effort to regain

television coverage of our National Championship Rounds, it is important for rallying to have coverage thereby attracting greater sponsorship for the events and individuals. So far, we have had good responses from fellow clubs and any further support would be appreciated. The petition is proposed to be presented to the leading television stations late October.

EVENTS

BRAILLE TRIAL

30 October 1995

Once again the Braille Trial was a huge success. It's quite a job empowering 60 people to give up a day on the weekend to drive for the blind, but by doing so, we are giving so much to a side of the community who only get the opportunity to do this once a year, something that we take for granted in our every day lives. It's the one chance that the club can give generously to the community and I sincerely hope that we can continue running this event in the future. I would like to thank Eddie Conroy for his never ending supply of determination in making this happen, I'd also like to thank those who contributed their time and helped me to find drivers, and most importantly, I'd like to thank all those who participated in the event - we should

(Continued on page 6)

be really proud!.

SHELLY BAY STREET SPRINT

November 1995

Something new for the club, and extremely successful. Despite the weather (which seems to be a frequent complaint), the event ran well and we will continue to run it as part of the Trophy Series along with Alexandra Road Hillclimb. The event was well attended and I am sure it will attract more competitors this year. Paul Taylor and his organising team did an excellent job and I would like to acknowledge them for their efforts.

XMAS MOTORKHANA

December 1995

This annual event held at Peter Torrington's farm at Wainuiomata surprised us somewhat this year. Usually attended by 20-30 people, this year an invite to all clubs in the Wellington region saw an influx of competitors. Great Xmas spirit amongst all the clubs and a brilliant turnout, motorkhana, sack races, tug of wars, bbq and beers, beaut weather - a great family day had by all, let's keep up the good work and continue with this concept. Thanks to all the committee members who chipped in and helped out on the day!

PRIZEGIVING

February 1996

Another new experiment! This year combining the WMSA clubs together for a formal prizegiving at the Oarsman in Petone. Again, the evening saw a great turn out, with

guest speakers, a great meal and plenty of laughs. A nice feeling of clubs joining together once again, and celebrating their winnings. Thanks to Tony Oliver & Amanda Kibble who helped to put this together along with the Hutt Valley Motorsport Club and Harbour Capital Car Club. As the evening was such a success, we'll definitely run it again next year.

ALEXANDRA ROAD

February 1996

Paul Taylor once again ran another great event. I would like to thank Paul very much, he has contributed a lot of time to the club this year with his organisation of our two Speed Events and we are very grateful. I'd also like to thank Berben Motors who came on board with the Trophy Series as major sponsors, the use of their workshop and contribution of funds were appreciated and we hope that we can keep this relationship in future years.

BOOMROCK ROAD

March 1996

Jody Seabright and Mark Kibble were the main forces behind our annual gravel sprint held at Boomrock Road, although not all that well attended, the day ran smoothly, the road was in good condition and we received no complaints from the council. Thanks to all helpers!

RALLY

April 1996

The rally this year unfortunately was not as successful as hoped. A number of factors contributed to this - the

rainfall over the week preceding and on the day had been the highest for some time, causing serious deterioration of the roads. Some management decisions made at the last minute were, in retrospect, not the right ones, leading to a disappointing rally for many competitors. However, there were positive points, great sponsors, a good turnout of spectators, a brilliant prizegiving, scrutineering ran exceptionally well and the 'Sega Rally' game was a hit too. Our major sponsors, the Powderhorn Chateau benefited greatly once again from the event as I am sure most of the Ohakune business community did.

I would like to acknowledge Barry Lakeman for the extraordinary job in putting this event together. I am sure that no one can really appreciate the effort this mammoth task takes, Barry's willingness, enthusiasm and vibrancy were all characteristics which were great assets to the Rally organising committee. To those others who contributed their own valuable time, and there are just too many to mention, the club also thanks you all tremendously!

After correspondence from the Ruapehu District Council, feedback from Motorsport New Zealand and competitors, I would recommend the club seriously look at joining forces with Wairarapa Car Club for next years rally using the roads available in that district. A meeting has been set up to start looking into the feasibility of this. I think it is important that the club realise that we have run a

Division 2 round of the NZ Championship for the past two years, and I would recommend the incoming Executive Committee work towards eventually running a Division 1 round of the championship. After all, that was the intention of Motorsport New Zealand when they established the Division 1 and Division 2 system. Good Luck!!

MANZ CONFERENCE

May 1996

As per my earlier report printed in the club bulletin, the Wellington Car Club were well represented, attended by David Black and myself. The remit, dealing with rally car turbo restrictors - as proposed by some of our club members was well supported by other clubs present at the conference and was eventually passed. I think that the conference is a great place to learn about what is happening with Motorsport nationwide, and I would suggest that the observer sent by the club should ideally be someone who is new to the committee and will therefore benefit from this experience.

CLUBMANS

May 1996

Once again Tony Oliver produced another ripper of an event. 103 entries and an overwhelming amount of praise from competitors at the prizegiving. Tony will not be running the event next year but we can expect to see some of the newer committee members come through and continue the high standard as shown by Tony in

(Continued on page 8)

the past. One disappointing aspect was the lack of marshals, which seems to be an on-going struggle to find for most of our events. Tony and Wendy Oliver are to be commended and congratulated for the time they have contributed to this event over the last few years and additionally all helpers of this event.

Another training day at Manfeild was proposed this year in an effort to introduce motor racing to newer and younger members of the sport. Unfortunately this was not possible due to the lack of volunteers which is disappointing. I hope that the incoming committee will support this event going ahead in the forthcoming year.

GENERAL

The bulletin has been produced in the usual (or perhaps unusual might be more appropriate) fashion, thanks to Mark Kibble for the time he's put into editing and to the Buchannans for their collation. It's disappointing to see the lack of advertisers and we would like to encourage more. Remember, it is the responsibility of EVERY club member to contribute articles to the bulletin, e.g. short snippets of their competition adventures, news of interest and technical information. The bulletin is our voice, and for many it's the only contact with the club, so let's make an effort to raise the standard, and help to produce some worthwhile reading!

Membership has continued to grow steadily which is encouraging, we've

seen an approximate increase of 5% since last year. We still remain one of the largest clubs in New Zealand and thanks must go to Tony Pepperell for being an excellent membership secretary. This job is another time consuming one, especially at the end of the financial year. It's disappointing to see that we no longer have any junior members (they have all grown up), the club should strive to encourage younger members as they are the future of Motorsport!

I'd like to take this opportunity to thank everyone I have worked with over the past year, each and every person who have contributed even a small amount of their time is to be commended. It's not easy now days making a commitment on a voluntary basis to see that events and projects take place, but at the end of the day - the rewards can be great. In particular, I'd like to thank a few people who spring to mind. Chris Parker who is quite possibly someone that most of you would never see, puts so much time into a lot of our events, he produces the results for the rally, clubmans, and maintains our results programme. Jody Seabright has also been a great support to the committee with his publicity efforts, producing club clothing and generally giving me a lot of support - for his efforts I am very appreciative. Thanks also to Amanda Kibble for taking on the Secretarial role, which at times can be very hectic, Paul Franssen for picking up the Treasurers duties and doing so with enthusiasm, Sue Diggle for maintaining the rally equipment, Jeff

Ward for keeping the clubrooms clean, Karin Keith for keeping our points system and David Black for again being a great support to me! Additionally, Jane Black has continued her ever willing support in many ways, the committee has valued her business skills and knowledge of Motorsport - I would like to thank her for her advise over the year.

It would be excellent to see more commitment and support from our members. The committee try extremely hard to make this club a good one, but without the motivation from our members, it makes their job a difficult one. Lets all pull together in the projects that I've talked about,

volunteer ourselves occasionally for the odd job and be proud to be a part of the Wellington Car Club!

I will be standing down from the committee as it is likely I will be moving out of Wellington in the near future and additionally I would like to put a lot more effort into my own Motorsport competition. I've thoroughly enjoyed working for the club over the past years, and I wish the incoming President and committee all the best - have a great year!

Cathy Arrowsmith
PRESIDENT 1995/1996

HELP!

We urgently need volunteers for marshalling at:

The Alexandra Road Hillclimb Sunday 23 February

This is an awesome event, and if you can't enter it why not experience the thrill of being a marshal!

No experience needed. Why not ask your friends as well?

If you are able to help call *Chris Wood* on either of the following numbers: (04) 526-8418
(021) 550-042

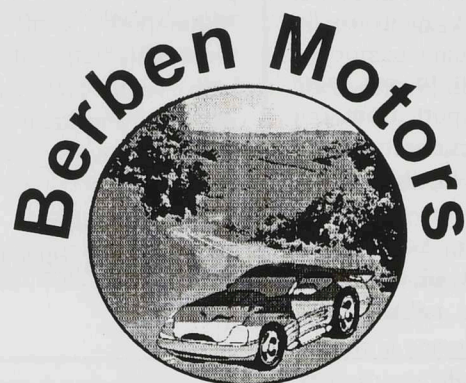
BERBEN MOTORS LIMITED

QUALITY VEHICLE SERVICING

AND

THE WELLINGTON CAR CLUB (INC.)

PRESENT THE...

**Alexandra Road Hillclimb****Trophy Series**

Round Two - Alexandra Road
23 February 1997

Round of the Duncan McKenzie Series

For more information see the regulations on the following page.

For an entry form contact Kevin Whiteman or Cathy Arrowsmith.

SUPPLEMENTARY REGULATIONS**1. TITLE OF COMPETITION**

The Competition shall be known as the Berben Motors Alexandra Road Hillclimb which is a round of the Duncan McKenzie Series.

2. PROMOTERS

The Promoters of the Competition are the WELLINGTON CAR CLUB (INC.). All correspondence should be addressed to the:

EVENT SECRETARY
 WELLINGTON CAR CLUB
 P O BOX 5142
 WELLINGTON

Enquiries may be made to:

Kevin Whiteman 496-0053 (work)
 527-0712 (home)
 496-0116 (fax)
 (025) 368-077

Cathy Arrowsmith 478-1890 (home)
 (025) 432-500

3. DATE AND TIME

The Competition will be held on SUNDAY 23RD FEBRUARY 1997. There will be a written drivers briefing available at the scrutineering venue, all drivers are requested to be at the start line at 8.45am sharp for a roll call. Competition will commence following the roll call.

4. STATUS OF COMPETITION

The Competition is a Regional Event, held under the National Sporting Code of the Motorsport Association and any relevant regulations, prescriptions or specifications relating thereto. The Motorsport Association Permit Number is: TBA

5. VENUE

The venue is Alexandra Road. Access is via Constable Street, Newtown (a map will accompany the acceptance of entry). The surface is sealed and approximately 1.4km in length.

6. OFFICIALS

The Officials of the Meeting will be:

Clerk of Course	Kevin Whiteman	527-0172 (home)
Ass. Clerk of Course	Tony Oliver	233-1264 (home)
Secretary	Cathy Arrowsmith	478-1890 (home)
Competitor Liaison Officer	Jody Seabright	479-2180 (home)

7. ENTRIES

These open with the publication of these regulations and close at 5.00pm on Friday the 14th of February 1997. Entries are to be made on the correct form and to be deemed valid must be complete in all details and accompanied by the appropriate fees. Acceptance will be at the organising committees discretion. The organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the National Sporting Code.

FEES: The entry fee is **\$60.00** (which includes GST) and **MUST** accompany the official entry form (*To be obtained from Kevin Whiteman or Cathy Arrowsmith*).

NUMBERS OF STARTERS: The organisers reserve the right to abandon the event if less than 40 entries are received at the closing date. The maximum number of starters will be 60 with the option of running an additional five reserves which will be the decision of the Clerk of Course on the day. Any additional entries received will be placed on the reserve list in order of receipt.

ACCEPTANCE OF ENTRY: These will be notified by Wednesday the 19th of February 1997 by post.

COMPETITOR REQUIREMENTS: In signing the entry forms competitors are deemed to fully understand the relevant articles and regulations as contained in the 1996 Motorsport Manual, Edition No 26.

8. SCRUTINEERING/DOCUMENTATION

Scrutineering, as per Schedule A of the 1996 NZ Motorsport Manual, Ed 26 will be held at Berben Motors, 70 Cable Street, Wellington (opp the Museum of NZ) on Saturday 22nd of February 1997 from 1.00pm-3.00pm.

Documentation will be held at the same venue. Competitors are requested to attend scrutineering first.

ALL DRIVERS MUST POSSESS AND PRODUCE FOR INSPECTION THE FOLLOWING:

1. Current Civil Drivers Licence
2. Current MANZ Competition Licence
3. Current MANZ affiliated Car Club Membership Card
4. Crash Helmet and Overalls as specified in the 1996 NZ Motorsport Manual Ed 26.
5. Fire Extinguisher
6. Tyres to be used for the event
7. Log Book for purpose built vehicles

All vehicles must display the Scrutineering sticker provided during competition.
All vehicles must be presented in a clean and tidy condition.
All vehicles must be fitted with an effective muffler as per Schedule A.
(Any queries regarding requirements should be directed to the Clerk of Course)

9. PRACTICE/OFFICIAL RUNS

Following the roll call ALL competitors will be required to make one familiarising tour behind the Clerk of the Course, followed by one untimed practice run.

It is intended that all competitors will have three official timed runs except where a competitor fails to start when requested. That competitor will forfeit that run. **Competitors will be required to run in numerical order.** If a competitor fails to do so without dispensation from the Clerk of Course, that competitor will forfeit that run. Results will be established using each competitors fastest official run.

10. PROTESTS

Protests shall be in accordance with the National Sporting Code.

11. PROVISIONAL / FINAL RESULTS

Provisional results will be posted at the venue during competition. A complete set of results will be posted as soon as practicable following conclusion of competition. In the absence of protests remaining unresolved after 30 minutes following posting of results, the results will be declared final.

Any competitor withdrawing from the event should immediately notify the Secretary or Clerk of Course. Failure to do so will result in disqualification from the results.

12. BEHAVIOUR

Competitors are requested to drive considerably except when competing or practicing. Alcohol should be refrained from the pit area. Competitors are requested to refrain from familiarising themselves with the course prior to competition. We remind you that road closures are not easy to obtain and any abuse of this privilege will not be tolerated.

13. CLASSES

The 4 class structure will be used for calculation of results:

		Sponsored by:
CLASS A	0-1300cc	Ideal Electrical Wellington
CLASS B	1301-1800cc	Ideal Electrical Lower Hutt
CLASS C	1801-3000cc	Alan Harvie Ltd
CLASS D	3001 and over	Newtown Auto Electrical

14. PRIZEGIVING AND AFTER-FUNCTION

Following the conclusion of competition, a prizegiving will be held at the Wellington Car Club Clubrooms, Russell Terrace, Newtown. Light food and refreshments will be available at the function.

REMEMBER!

- Entries close Friday 14th February 1997 at 5.00pm
- Entry fee must accompany the official entry form - \$60.00 (cheques payable to Wellington Car Club Inc.)
- Post to: Event Secretary, Wellington Car Club (Inc.), P O Box 5142, Wellington

1996 Braille Trial Report



Author - Cathy Arrowsmith

Just a quick report from our annual Braille Trial this year. It was an interesting event once again. The day ran reasonably well with only a few minor incidents. Mostly every competitor probably spat the dummy with frustration at some stage.. including yours truly who was perfectly sighted sitting next to Murray O'Neil in his exceptionally stylic 'Lancer', which by the way is for sale and awaiting a kind owner, very cool car I must say... anyway - back to the trial.

It was encouraging to see so many car club members agree to support this day. I must say we saw some come out of the wood work (I had my flat-mates girlfriend and her father competing!!%\$#### (thanks Kirsten and Clive)... it is with these novice competitors in mind that I strongly recommend the organisers run a short drivers briefing prior to the start for future events - I am sorry that this didn't happen for those that I had promised it to and who ended up incredibly confused and lost - but it was really cool to see you all take up the challenge of this invigorating day - and remember, you bought something to the 'blindies' that we take for granted - well done!!!

A special thanks to Eddie Conroy for his co-ordination and Barry Lakeman for assisting Eddie with the plotting of the event. Thanks to Murray O'Neil, Sue Diggle, Kevin Whiteman and Amanda Kibble for phoning around for drivers, Andrea McAndrew, Graeme Toomer, David Black for assisting on the day and a big thanks to AVERY FORD for their sponsorship and support, the NZ Foundation for the Blind and their helpers. I have more than likely missed some important bods out and if I have... thank you too!

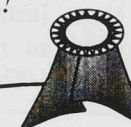
MOST IMPORTANTLY, A SPECIAL THANKS TO ALL OF THE DRIVERS!! AWESOME! Congratulations to Ian Jensen on your fine win. (Results will follow this article hopefully)!

Cathy Arrowsmith

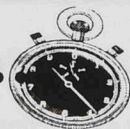
Congratulations

Ian Jensen
& Ruby Gordon

For a 1st place win.!



Braille Trail Time.



Author: Ian Jenson

Braille Trial time was set into action again with a call from Sue Diggle, to check on my availability as a driver. In due course the trial documents arrived with my navigator's name and phone number, having been dispatched by Cathy Arrowsmith. Cathy rang again the day before, not leaving it to chance, to ensure that I had my entry and that I had managed to contact my navigator; a very thoughtful move. Sunday morning arrives - so it is clean the car, get all the necessities ready; pens, paper, fill out the entry form, then off down to Plimmerton to pick up my navigator - Ruby Gordan. This normal 35 minute run took some 45 minutes, due to exceptionally heavy traffic and a Fun Run at Waikanae.

Ruby was all ready to go, so off into town to the Masonic Hall in Owhiro Rd. Chatting to Ruby was not that easy as an operation on her vocal chords made her a little hard to hear, and with my hearing having been bombarded with power tools, hammers and the likes of over the last 25 years or so. We laughed at the prospect of a deaf driver and a blind navigator and how they would communicate - I assured her however that as long as she was able to hear me say "Next Instruction", and with her yelling at me, "Avoid one on the right" or "One on the left" and so on,

we should make it back for Afternoon Tea.

After a cuppa and a chat with some of my previous navigators we went out to sit in the car and go over a few of the instructions. Having watched a number of cars start it was almost out turn to start, but that is not what the car wanted to do. Apparently the battery was nearing the end of its life while sitting there with the electric windows going through their paces: up/down, up/down. (Ruby thought they were great fun and a big improvement on all the sorts that she had used in her 60 years of driving Chevs, Fords, Simcas, and many others.) Facing the prospect of a DNS was a little daunting but with a push start we managed to fire it up. Whew, thanks it was a manual.

We were off down Owhiro Road, but our first stop was before Landfill Road as the noise from the balloons that we had been coerced into buying and tying to the aerial made our in-car communications impossible. So with these tied to the rear toe eye we set off again. Lucky Strike No 1 - As had we not stopped, the first manned check in Island Bay would have been encountered far too early. Off again, around Marine Drive, up through Houghton Bay and down past the clubrooms.

Boo Boo No 1 - Busy talking to navigator telling her that we are going past our clubrooms and probably missed the road to the hockey stadium,

thereby leading us around Berhampore for about 4 instructions until it did not work.

Back on course but now running late. The trip through Newtown was very frustrating, being held up at Give Ways and at traffic lights, but up on Alexander Road and thankful of the cruise.

Boo Boo No 2 - "Miss three together on the left." On up Mount Vic. Still looking. Was it a road? No couldn't have been, only a track, not an obvious road, does not exist. Hell! Wish there was a No Road Board, or two, or three. Well now nothing working out. Still had time to tell Ruby that we hold Hill Climbs up here, and well it is a nice drive so we will go up to the top, back down again and try again. But alas - at the top was a check with Andrea McAndrew. Well 2-3 mins late and don't know where we are. Watched another competitor head off round so followed suit and back on course at "Thane". Whew! What a relief. The cruise back down Alexander Road confirmed the errors coming up, but I am still convinced that some No Road Boards would have helped the novice - and not so novice drivers.

The trip through Haitaitai and Roseneath had its problems, what with other traffic and being convinced that we had had already mucked up to a big degree - probably missing checks, etc. We just carried on, taking care, as we thought that the manned check in Haitaitai may have been a Come On check, benefit for being down the field, as

there were other competitors at the check when we went past the first time. After this then through Mount Vic tunnel and the usual confusion negotiating through town (Not always knowing which lane to be in) which was made without too many hiccups. Running a little late, but hopefully just a cruise to the finish.

Boo Boo No 3 - Firstly a check near Central Park, then some muck up between Helen Street and Todman Street saw us heading the wrong way in Brooklyn. Turn around back to the lights, orange/red, stop again. Watch a couple of other competitors go by on the correct route and the seconds are ticking by. Ah! At last a green light and away down Owhiro Road, thumping out next instruction, next instruction. Then oop's nearly missed the last check. On with the brakes. "Sorry navigator!" Trees overgrowing the drive. Up the drive. Stop. Sprint past two other cars, card in, time down, next minute over on the clock. Whew! Just in time as we were already late. Back to the car, drive up, park, and inside for a very enjoyable cuppa and a chat. We found that a lot of cars were even at this stage very overdue.

When it was finally announced that we were the winners by one point, obviously lady luck, dead reckoning, and a bit of practice over the years had paid off.

Ian Jenson

AVERY FORD BRAILLE CAR RALLY - 3 November 1996														
Promoted by the WELLINGTON CAR CLUB (inc) for the Royal New Zealand Foundation for the Blind (Wellington)														
DRIVER	NAVIGATOR	ODO	CAT	Island	DUL	BOOK	Victoria	Hataitai	Brooklyn	BAT	VAN	Finish	TOTAL	PLACE
32 Ian JENSEN	Ruby GORDON	10	10	10	10	10	10	10	10	10	10	10	10	10
40 John THOMSON	Barry HALL	10	10	10	10	10	10	10	10	10	10	10	10	10
39 Bernie KEITH	Vivienne COCKBURN	10	10	10	10	10	10	10	10	10	10	10	10	10
38 Anne CONROY	Ann-Marie CUNNINGHAM	10	10	10	10	10	10	10	10	10	10	10	10	10
34 Jim ROBB	Norma & Ron WHITT	10	10	10	10	10	10	10	10	10	10	10	10	10
26 Bryan ATKINS	Beryl KING	10	10	10	10	10	10	10	10	10	10	10	10	10
15 Kevin WHITEMAN	Harry LECKIE	10	10	10	10	10	10	10	10	10	10	10	10	10
24 John DALGLISH	Margaret CHANDLER	10	10	10	10	10	10	10	10	10	10	10	10	10
10 Bruce McPHERSON	Maureen WOODHAM	10	10	10	10	10	10	10	10	10	10	10	10	10
17 Chris WOOD	Bill WALSHAW	10	10	10	10	10	10	10	10	10	10	10	10	10
31 Wayne GAIR	Karl DU FRESNE	10	10	10	10	10	10	10	10	10	10	10	10	10
30 Jody SEABRIGHT	Doris FINCH	10	10	10	10	10	10	10	10	10	10	10	10	10
41 Dianne McDONALD	Sefa FATU	10	10	10	10	10	10	10	10	10	10	10	10	10
25 Amanda KIBBLE	Don BIRNIE	10	10	10	10	10	10	10	10	10	10	10	10	10
21 Catherine DOBBIE	Selwyn DEVEREUX	10	10	10	10	10	10	10	10	10	10	10	10	10
11 Scott MARTIN	Janet HAWTHORN	10	10	10	10	10	10	10	10	10	10	10	10	10
9 Craig MARTIN	Francis VEGAR	10	10	10	10	10	10	10	10	10	10	10	10	10
28 Jason IVES	Helen MANNING	10	10	10	10	10	10	10	10	10	10	10	10	10
22 Martin FOTHERGILL	Noel WALSHAW	10	10	10	10	10	10	10	10	10	10	10	10	10
27 Mark KIBBLE	Althea RAE	10	10	10	10	10	10	10	10	10	10	10	10	10
14 Eison MOORE	Mary BECKER	10	10	10	10	10	10	10	10	10	10	10	10	10
36 Brett PLUM	Linda JOHNSON	10	10	10	10	10	10	10	10	10	10	10	10	10
12 Kirsten SMITH	Joan COOPER	10	10	10	10	10	10	10	10	10	10	10	10	10
16 Frances FORSYTH	Kath BURNS	10	10	10	10	10	10	10	10	10	10	10	10	10
20 Jane MCINTYRE	Min OWEN	10	10	10	10	10	10	10	10	10	10	10	10	10
18 Mark SPIERS	Lionel DRAPER	10	10	10	10	10	10	10	10	10	10	10	10	10
4 Andrew KINGSTON	Barry JONES	10	10	10	10	10	10	10	10	10	10	10	10	10
3 Dean OWENS	Danny LEAHY	10	10	10	10	10	10	10	10	10	10	10	10	10
8 Clive SMITH	Julie TAWHARA	10	10	10	10	10	10	10	10	10	10	10	10	10
37 Ray DUFFELL	Lillian WITHERS	10	10	10	10	10	10	10	10	10	10	10	10	10
5 Craig TAYLOR	Dorothy HOGGARD	10	10	10	10	10	10	10	10	10	10	10	10	10
29 Rob WILKINSON	Gertrude PATTON	10	10	10	10	10	10	10	10	10	10	10	10	10
19 Tony DIXON	Chris PALMER	10	10	10	10	10	10	10	10	10	10	10	10	10
23 Mike HODGETTS	Anne BAIN	10	10	10	10	10	10	10	10	10	10	10	10	10
6 Stuart KINGSTON	Flo McLENNAN	10	10	10	10	10	10	10	10	10	10	10	10	10
7 Jeanne HARE	PALLAMOUNTAIN	10	10	10	10	10	10	10	10	10	10	10	10	10
SIGHTED NAVIGATORS	Owen McLENNAN	10	10	10	10	10	10	10	10	10	10	10	10	10
2 Lisa WHEADON	David SINCLAIR	10	10	10	10	10	10	10	10	10	10	10	10	10
42 Murray O'NEIL	Cathy ARROWSMITH	10	10	10	10	10	10	10	10	10	10	10	10	10
THANKS TO: the drivers														
Cathy ARROWSMITH: Resource Manager, Wellington Car Club														
Murray O'NEIL: General Facetorm, Wellington Car Club														
Nicola THOMSON: Documentation, and Start & Finish Control														

The editors make a huge effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

Dunlop Targa Rally 1996

Author: Brian Rowe

What a buzz!

5 days of Rallying on tarmac, 7 days of motorsport team spirit and socialising.

I've just completed this fabulous event, after being given the opportunity to co-drive for Chris Kirk-Burnnand - a Johnsonville businessman. Chris co-drove in the 1995 Targa for his brother Barry and then decided to race against him this year.

So; armed with a bright yellow Lotus twin cam Escort and our water pistols (for controlling marshals), we set off into this battle. Chris made it clear to our little team (Mark Gray, Graeme Penhey, and myself) that although there were 120 competitors, there was only 1 to beat - Barry.

We drove up to Pukekohe on Labour Monday, as the start on Tuesday was a prologue at the track to determine start seeding. In the Targa the slowest cars run first to keep the spectator interest going, so first off was a Corvette and a Cheetah. (Slowest cars huh? No. They were doing the Targa Tempo; a trialing event.) The Cheetah finished first. Then came the kind of cars I'd expected in the Targa - looking a little like a Bell Tea advert and as somebody summed up at the final prizegiving dinner, "You really do have to have big b_l_l_s to drive an ancient car

at rally type speeds over a tight twisty road and with only rear drum brakes". Then there were another 7 classes and about 110 cars, ranging from a 60s Mini Cooper to Jim Richards' 96 911 bi-turbo and Greg Grahams Group N Subaru Impreza. (So who do you think will win? We expected that Jim - having won the Targa Tasmania this year, and Greg - as the defending champion, would be setting a great pace.)

We felt a little under powered in our class, running against the two Toranas that went on to get 1st and 2nd.

The stages were a blast, 46 stages in all, of which 5 were cancelled - the worst being when a local resident decided that it was her road and she would just cut the tape and head out onto the road. Rob Cuttle's 260Z came around the corner into a straight to find this Hilux Ute headed his way... Not good for the nerves! We hope that our PC Plod from the Targa, Police contingent prosecutes her. In Tassie, they throw you in Jail, and rightly so.

Jim Richards also had a moment in the Tauranga special publicity stage (2 laps of the Waikareao bypass motorway). Coming up on the 4WD tail end charlie/sweeper car at 275km/h. The organisers had let them onto the track

(Continued on page 20)

in the next minute interval while Richards was still out there - not too clever. Everybody got a 1 minute time for that stage (we actually clocked in at 4:47).

The Targa timing took a little getting used to - the trick is to take a calculator and work out the average speed you need to run to achieve the minimum target time for the stage. If you're quicker you just get the minimum, all those stages above about 120km/h are the ones that you can win time on by going for it. These are the ones that count, but with only 2 or 3 per day it is hard to make up a lot of time. It took us the first day to get into the groove and Barry had made about 45 seconds on Chris. A mechanical for Barry in a stage on day 4 gave us the lead, otherwise it was really close combat, with both brothers trading stage times by 2 or 3 seconds. Barry's Lotus Cortina MKII is a little older, putting him into a different class - which he came a very well deserved 2nd in.

All the finishers got Targa medals. There were about 30 out of the rally completely and a lot of offs - in the Targa you can rejoin the rally at the next half day or division if you fix your problem. For some it was amazing what was achieved. Neil Fraser's Anglia made it back, after scattering front wheel and suspension parts all over a paddock. Ed Lamont's Commodore left the road 1 minute in front of us on a long twisty stage - I saw large skid marks at a tight right corner (confirming that his ABS had packed

up) and they went straight ahead. I caught a glimpse of the car as we went around a bend and somebody was out and climbing the bank. The car had nose dived on the front, boofed the back somehow and was facing back uphill.

I thought another spectacular crash was the MGB of Paul Forsyth which flew and ended 10ft up a tree. Yet another was a QUIK E (that was the custom number plate) E type Jag which was wrecked after a drop of 4m into a stream culvert. 3 cars went past before the co-driver got out of the car, and nobody even knew they were off. They didn't make it back into the rally as the driver might have cracked a couple of ribs.

Greg went on to win the rally for the second time and Jim Richards was second. We finished 18th, with Barry right behind us at 19th. Both cars had nothing more than stone chips and as were in the few of the Fords that were still straight they were certainly the exception to the "rule".

Lots of panel beaters would be very happy to sponsor the event I'm sure.

Congratulations to our Service Crew. Mark did a good job during overnight spanner checks, finding a loose anti roll bar on the front wheel on my side. The graphic way in which he told me what could have gone astray was pleasant enough, and seeing a Cortina at Bill Tunzelman's panel beating shop (where Chris's car was from) that had flipped over a fence on day 1 and

had broken the same way, pushing up under the drivers floor and breaking his ankle; emphasised for me just how important it is to keep your spirits up and remain focused on the job while on such a long event.

For me the Targa is a lot of fun because of the people that make it that way. It is also long and tiring at times. Preparation and great team work make sure you get to receive the Targa plate for completing all stages inside the maximum time. A nice little trophy to put on the wall, but a bunch of photos

and stories to tell at the next one.

See you there in 97. Maybe I'll even drive some this time if I get with it.

P.S. Please give me any feedback about this report.

My next report will be on the RAC Rally in the UK - my excuse for missing the WGTN Street Race.

You can contact me on the Net at motorsport@hiway.co.nz

Brian Rowe



WANTED...

Volunteers for Marshalling at 1997 Car Club Events

- *No experience needed*
- *Light Lunch Provided*
- *Be in the draw to win prizes*

Give something back to your club and help make our events an even greater success. **Become a Marshall!!!**

For more information speak to any Wellington Car Club committee member.

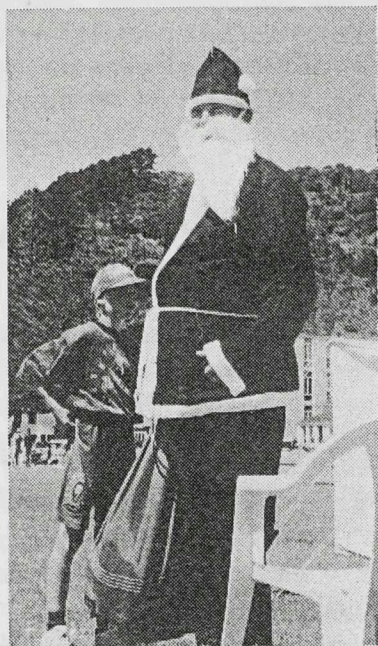
1996 CHRISTMAS BBQ

An excellent day was had by all at the 1996 Christmas BBQ. Santa showed up to pass out all the presents (unfortunately I didn't get one! Oh well maybe if I'm a good girl this year....) The weather was excellent, and if you weren't interested in playing cricket it was a perfect day to sit back and catch some rays.



You're not supposed to make them cry Santa!

Santa wonders if some of the older 'girls' would sit on his knee... (maybe if he asked politely!!)



TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



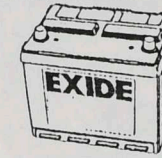
BELTS



LOCTITE



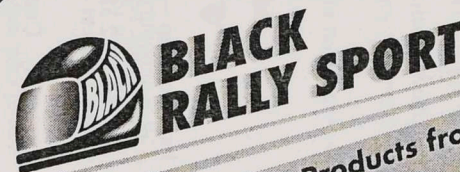
O'RINGS & SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0508-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

FEBRUARY

15th February

Clubmans Race Meeting — This is the HVMC clubmans at Mansfield.

22nd February

WMSA Prize Giving — Get tickets for this annual event before they run out. Contact J. McMullan for details

23rd February

Berben Motors Alexandra Road Hillclimb — See advert in this magazine.

MARCH

1st and 2nd March

The 1997 Motorsport NZ National Speed Championship — Hosted by the Manawatu Car Club, this day out features a Motorkhana, an Autocross, and a Hillclimb on Saddle Road. For details, regulations and entry forms contact: The Secretary, National Speed Championship, PO Box 542, Palmerston North, or phone (06) 3232 3866 (evenings).

4th March

Night Trail — This night trial will be held at Titahi Bay. Contact P. Taylor for details.

22nd March

Boomrock Road Gravel Sprint - Postponed

Unfortunately this event has had to be postponed until later in the year because of the clash with Trentham Rally Sprint. Keep a look out because we have been told that it will be back bigger and brighter than ever.

22nd March

Race Meeting Mansfield — This event is a regional race meeting run by Rotor Motorsport. Contact J. McMullan for details.

23rd March

Trentham Memorial Park Rallysprint and Motor Festival — Local Rallysprint with Trade Displays, Club Displays, kids entertainment, food and refreshments and Trade Fair. Great Day out for the whole family.

Contact Mark McIntyre for details. Address: 156 Wainuiomata Rd, Wainuiomata. Phone: (04) 568 3619 or (04) 564 4101 (A/hrs).

APRIL

1st April

Night Trial — Details To Be Advised.

6th April

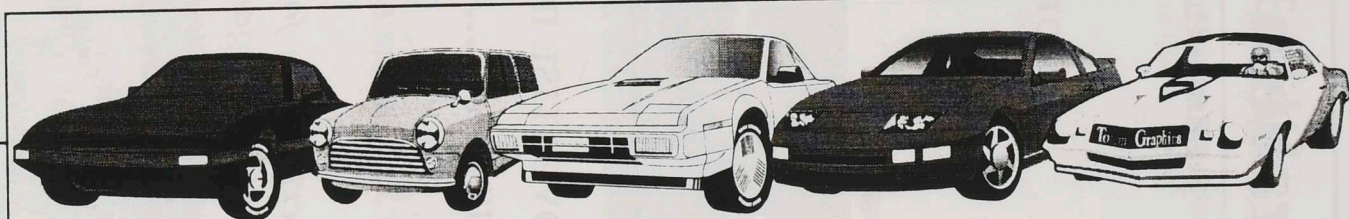
Rally Sprint Bartons Line — Run by the Wairarapa Car Club. Contact J. McMullan for details.

12th April

Autocross — An autocross run by the HVMC at the Gorries Quarry off the River Road in Upper Hutt. Contact J. McMullan for details.

19th April

Gisborne Rally — Contact J. McMullan for details.

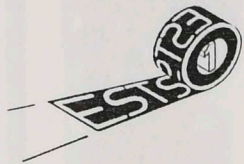


TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

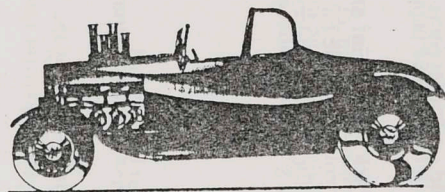
ADVERTISE IN
THIS SPACE...

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



5 Jupiter
Grove,
Upper Hutt. (04) 527-8647

Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.

RALLY OF HAWKES BAY

These photos of the Rally of Hawkes Bay were taken by Vaughan Majendie of Harbour Capital Car Club, and kindly sent in to us by Ted Clay.



Dave Johnson kicks up some dust!



*Mark Kibble shows what his
RX7 can really do.*



*Opps Mum! Wrong Way! Gordon Diggle
goes off the straight and narrow.*



*Chris Clark manages to stay
on the straight.*

Welcome!

The Wellington Car Club would like to welcome the following new members:

Jeffry Adlam

Jeffry drives a Mazda Astina 2.0 Ltr V6. He is interested in most areas of Motorsport. He was a member of Tony Longhurst's Pit Crew, and was also the Team Manager for WOT Team Racing.

Mark Gray

Mark drives a Nissan Sentra GT Cup car. He is interested in Speed events, Autocross events and Rallies. He is an experienced Service Crew member.

Goodluck in your future events. Don't hesitate to contact any of your committee members if you have any questions or suggestions. If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport Capitation Levy)

\$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

February Car Club Night 1997 Don't Miss It!



Date: Tuesday the 18th February
Time: 8pm

- Quiz Night
- Play Pool
- find out about up & coming events

You are welcome to bring:

- A friend (or two!)
- A video of your latest spill
- Your brain for the quiz

(All the above are optional, and if necessary you can borrow off others if you are unable to come up with your own.)

**MUFFLERS
BRAKES
SHOCKS
LUBES
TOWBARS
WARRANTS**

- Having trouble meeting MANZ noise regulations? We have the answer.
- Custom built sports/competition exhausts - to your requirements.
- On car disc brake machining.
- Discounts for Car Club members.
- We accept all major credit cards.
- Open 6 days.

237-5113

**Pit
#Stop**

61 Kenepuru Drive, Porirua.

W.C.C Autocross Report

Author: Chris Janes H.C.C.C

On Saturday the 9th of November I arrived at the Paraparaumu autocross track to participate in the W.C.C. autocross.

I was welcomed by an enthusiastic group of drivers and organisers and a B.B.Q set up by the kids. A great way to start the event. The track was in a bit of a mess with two large piles of rubble to be cleared off the track and a few humps and bumps to be removed. This was sorted out by the local digger, and once completed didn't look quite so bad.

After scrutineering we got under way

with what we came to do. The track did chop up quickly and made it harder for some of us to better our times as we went. Neil Roots from the H.C.C.C. got best time of the day in his new Nissan car and thus won the Kim Naylor autocross series. Well done Neil. I would like to thank the two organisers, Cathy and Amanda, and Murray the scrutineer, for a great twilight autocross and finishing off with certificates and prizes for us all. Well done W.C.C.

Chris Janes

Save Our Street Race

In November 1996 we recieved the following letter from Tim Neal and Lis Gibbs. This letter requested the Wellington Car Club member's assistance in helping to make sure that the Wellington City Council is aware of just how much we appreciate the return of the Street Race, and how we would like to make sure that it stays.

To show your support, we encourage every member to write a letter to Wellington Mayor - Mr Mark Blumsky and the Managing Director of Mobil New Zealand - Mr Jim Laws. It would be great, should you have the time, if you could write your own personal letter. If you are unable to do this then please make use of the form letters provided by Tim and Lis.

SHOW YOUR SUPPORT AND HELP SAVE OUR STREET RACE!

20 November 1996

Mr Tim Neal & Lis Gibbs
95 Montgomery Ave
Karori
PH 04 4768 849
WELLINGTON

Ms C Arrowsmith
Wellington Car Club
PO Box 5142
WELLINGTON

Dear Cathy

During the turbulent period of 1994/95 when for some almost unexplicable reason the council decided in their infinite wisdom to withdraw it's support and consent for the street race, ourselves and other people set in motion a "Save Our Streetrace" campaign. The success of which can be seen in the return of what we consider to be one of Wellingtons Premier events.

During our talks with council and Mayor apparent, at the time, Mark Blumsky it became obvious to us that the council formed it's decision on how popular this event was, from the number of complaints they received. There being little written support for the race.

We need to reverse this mis-guided council perception. To do this I urge all members and friends of members to swamp the council mail bags with letters of overwhelming support. For those amongst us who have the time to write I would suggest penning your own letter, for others who are too busy simply remove the enclosed form letter, fill in your details in the blank spaces and forward it to the Mayors office as addressed at the top of the letter.

This letter has been written for the express purpose of making it easy for dedicated club members to let the Wellington City Council know just how much we appreciate the return of the Wellington Water Front Street Race.

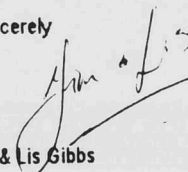
Also enclosed is a letter addressed to Mr Jim Laws, the managing director for Mobil New Zealand, which is also intended as an endorsement of our appreciation for the continuation of this event.

I suggest that you include the letter as attached in your next club Bulletin or Magazine.

We are sorry for not being able to supply you with bulk copies of the form letter, the cost of this mail out is coming out of our own pockets.

I thank you in advance for your support, I hope we can all make sure the race continues.

Yours Sincerely



Tim Neal & Lis Gibbs

The Mayor
Mr Mark Blumsky
The Mayors Office
Wellington City Council
PO Box 2199
WELLINGTON

From:

Dear Mr Blumsky

We would like to express our thanks for the continuing support of the Wellington City Council for the Water Front Street Race.

We feel that it is an ABSOLUTELY POSITIVELY WELLINGTON event, which over the years has given Wellington an attraction which makes us rank as a city amongst the world leaders as a place to live and visit.

It is our hope to see this event continue and improve, and by doing so allow Wellington to remain a vibrant, diverse and fabulous city.

Heres hoping for many more races to come.

Yours sincerely

Mr Jim Law
The Managing Director
Mobil Oil New Zealand Ltd
PO Box 2497
WELLINGTON

From:

Dear Mr Law.

We would like to express our thanks for the continuing support of Mobil Oil New Zealand Ltd for the Wellington Water Front Street Race.

We feel that it is an ABSOLUTELY POSITIVELY WELLINGTON event, which over the years has given Wellington an attraction which makes us rank as a city amongst the world leaders as a place to live and visit.

It is our hope to see this event continue and improve, and by doing so allow Wellington to remain a vibrant, diverse and fabulous city.

Heres hoping for many more races to come.

Yours sincerely

Make mine a Weisen!

Author: Wayne Moore

In February 1994 I received a surprise invitation from a friend, Florian Schmidt, to join him and two other Germans driving a Group N Suzuki Swift in a 24 hour International Touring Car Race at Nurburgring.

This is a huge annual event which attracts up to 200 privateer teams from over twenty countries, together with entries from half a dozen European works. A maximum of 180 cars from FISA Gruppe A + N und Klasse 2 (2 litre tourers) qualify for the race. It was the most awesome twenty-four hours of my life.

I must have done something right as the two other Germans, brothers Eberhard and Norbert Rattunde invited me back in 1995 to share a drive in a Group N 1800cc Volkswagen Golf. Florian joined the crew as interpreter.

In 1996 the invitation to return arrived earlier still. This time we drove a new 2 litre Group N Golf. I kept a diary...

Tuesday the fourth - Wednesday the fifth

Melbourne to Singapore in 7 hours 30 minutes, then Bangkok in 2, before a 10 hour 45 minute leg to Frankfurt. Flights excellent. Fed well and slept well. Thank you QANTAS. Germany again!!! My rental is a Ford Scorpio stationwagon. I'd expected a two litre coupe. Still it is a 2 litre. Changing up

and down into both third and fourth is a considerable challenge despite only 9,200 kms on the clock. Arrived at Nurburgring in stunning sunny weather. The circuit was in use by Uniroyal and Avon testing tyres and a vehicle manufacturer sporting so much disguise I could not pick who it was. I showered (sensational - the first for a long time) and changed for dinner... but "arrived" at the race-track instead! Twelve lap concession cards now cost DM155. I did three laps bringing my overall total to 100! Changing gears is terrible, but is probably the clutch. Where are service crew when you need them? Drove quickly and neatly - no surprises. My knowledge of the racetrack will be refreshed in no time. Dinner at The Paddock outdoor restaurant in Nurburg. Bed at 8:00pm still in brilliant sunshine and slept for eleven hours.

Nurburgring comprises the legendary Nordschleife (North Loop) often called the Grune Holle (Green Hell) together with a Formula One Grand Prix circuit. When combined the two equate to a lap distance of 25.3km comprising 157 corners and a huge range of elevations as the armco winds through the Eifel Mountains and its picturesque villages. The 24 hour event takes place on the combined circuit. During most weekdays the Nordschleife is hired by car, tyre and automotive component manufacturers.

They use a co-efficient of 10 when relating Nordschleife data to the autobahn and vehicle life. Around 5:30pm each evening, and on free days (which includes many weekends) the Nordschleife opens for public use. One German mark is around one Kiwi dollar. With daylight saving of one hour in summer the Nurburg area is light until 10:00pm. The circuit closes around 8:30pm. In previous years I have met up with Eberhard and our fourth driver, Helmut Bolz with his impeccable textbook English, during this public time. They have been totally generous in sharing their knowledge and even drawings of the racetrack. This year I only need laps on my own as a refresher.

Thursday the sixth

A Public Holiday in Germany. 31C and sunny! Constant stream of cars and bikes on The Ring and hundreds of spectators at all the vantage points. The food stalls are doing well. Finished my card. 109 laps! Very smooth, very fast laps for a road car... despite a growing collection of iron filings in the gearbox. Passed bikes, 320i's, 318i's and numerous Porsche... race-track knowledge sure helps. The latter are also using the GP circuit and there is a big go-kart event on too. Dinner on the balcony of a hotel beneath the castle of Schloss Nurburg. Very relaxing, still warm and the drone from the circuit continues. Bed at 8:00pm again and slept for ten hours.

The main straight grandstand seats 45,000 and terraced seating around the F1 circuit accommodates a further 75,000. Spectator access to the

Nordschleife is free and gained from a number of roads through the forest. Like entering a rally stage in the middle. During the 24 hour event up to 150,000 spectators camp over the weekend. Some are inebriated trying to drink themselves sober, but others are family groups who arrive midweek and set up camp, returning to the same spot year after year. This is the only time during the year when camping is permitted in the forest.

Friday the seventh

My first run for a year at Herschbroich - ten laps of the soccer field at 6:00am. Broad daylight, the sun is rising and Schloss Nurburg although distant still dominates the day. 34C today - equalling the all-time June record. Visited Nurburgring Museum and wandered around the pit area and the Dorint Hotel. Too hot to do much. Six laps at 5:30pm - fast, not much traffic - I can not find how to switch on the air-conditioning and ended up saturated. Dinner at The Paddock. Lots of people, many speaking English - something big is happening at the circuit this weekend.

My motorsport is restricted to the New Zealand summer series and Germany each winter (I hope), which makes practice challenging when you live in Australia. To mentally and physically prepare, I run 5 kilometres each weekday while I visualise driving my next event. Herschbroich is one of many picturesque villages in the mountains encircled by The Ring. Well-tended farmlands and forest roll away from

(Continued on page 32)

the 12th century hill-top ruins of the castle of Schloss Nurburg. The panorama from the castle over Nurburg village to the racetrack complex, the grandstands and the five star Dorint Hotel on pit straight is breathtaking.

Saturday the eighth

Another beautiful morning, accompanied by a sensational Muller Pension breakfast. 2:00pm and I've finished my second card! 121 laps total, equivalent to 900 laps on Manfeild!

Breakfast seems to be the major meal each day in Germany. Agnes Muller and her family run a guesthouse which is the base for our race team and we return each year. The breakfast table features coddled eggs, black bread, white rolls and all shades in between, strange salamis and meats, a variety of cheeses, homemade jams and sensational coffee. The eggs wear little knitted hats shaped like roosters. I suppose hens still lay them.

Sunday the ninth

Soccer field run, then north to Braunschweig. Excellent trip. Not much traffic 220km/hr top speed and 4 hours 10 minutes from Herschbroich. After five days with the Scorpio and my sweltering laps around The Ring, I've just found the air-conditioning control! Dinner in an outdoor restaurant in the theatre district. Each dish on the huge menu was named in German after some theatrical connection - damn hard for someone looking for chicken. Visited Wolfbutal village and the tail-end of a festival after dinner.

Many German autobahns now have advisory speed limits ranging from 100 to 130km, but they are only advisory. The best bits of road are still unlimited. I tend to sit on 170km in the slow or middle lane, trucks and other tourists permitting. Braunschweig is a northern city very close to Hanover. Many buildings were devastated during the war so it has no architectural claim to fame. Mentally retarded people drive battered cars displaying large 6km per hour signs and delaying huge queues of patient motorists. They are prohibited on the autobahns.

Monday the tenth

Great run around a very picturesque lake before a quiet day. Early dinner tonight at a Turkish Cafe, then a team meeting at "Europe's Largest Indoor Go-kart Track" (huge, with best laps of 50 seconds, compared with 23 seconds at Port Melbourne). But DM18 for 8 minutes! Sensational second race, chasing then passing a seasoned karter on the last lap. Fantastic meeting the race crew again, and having fun. Two new members Ryner and Alex seem to be fitting in well. Received Karlsburg T-shirts for Saturday and Sunday, VW caps, badges and pins - wonderful welcome. Anticipate race car doing 185km/hr uphill from Bergwerk and reaching 225 km/hr at three places each lap. Early entry list totals 140 cars and includes two full Kiwi teams. Twenty cars our class this year. I will drive first, which is a rolling start following a full parade lap behind a pace car. Apparently quite sensational. I'm hoping for three

drives... Team appear better organised than in the past. Written duties for each person in the pits, and during training the crew will have their final practice. VW Motorsport will be competing again with three Group A Golfs (sponsored by New Yorker clothing) and two TDi diesel Golfs which Eberhard is very keen to finish ahead of. Works Alfa Romeos from Italy and Minis from England are entered this year. Volvo, Opel and Fiat are back with factory teams. BMW do not look so dominant. Schnitzer and Bagassi will be at Le Mans. Slept like a log, with a go-kart induced stiff neck.

In 1994 the Kiwi driver count was one. In 1995 Maurice O'Reilly, Wayne Johnson and Heather Spurle swelled that number to four. This time the Kiwi's totalled twelve. Maurice again, with Bill Tunzelmann and Philip Mules in a new 2 litre Group A Opel Astra. Regan Morgan, Rod Hicks, Chris Bird and Kevin Bell in an older model 1800cc Group N Golf and Keith Sharp, Simon Gamble, Mike Eady and Brian Grounswell in a Peugeot 405. Warren Luff from Australia joined German Peter Scharmach who competes in NZ in Peugeots each summer. Karlsburg is a German beer generally sold by supermarkets. Bergwerk is the uphill corner where Niki Lauda almost lost his life in a crash in 1976, which led to Formula One departing from the longest and most demanding of the old Grand Prix circuits. In the mid-eighties the World Sportscar Championship also bade farewell to the Eifel Mountains in the interests of

safety.

Tuesday the eleventh

Dramatic thunderstorm this morning. Florian on late shift today so we watched his rally videos for hours and hours...and hours. Returned Scorpio with no love lost. Eberhard "worked" tonight driving a test TDi Golf which VW Motorsport were running for 24 hours, in a simulation of the race. They achieved 40 hours problem free on the Wolfsburg test track before the gearbox broke.

Florian competes in a Suzuki Swift chasing the West Euro Rally Championship, which involves a dozen rallies in as many countries. His car drives on snow and gravel and he entered the 24 hour at Nurburgring in 1994 as practice for his next event, the Isle of Man tarmac rally.

Wednesday the twelfth

After one year of training for the 24 hour this is my final run. Feeling good. Visualising race start. Met Viola for lunch. She is not in race team this year due to conflict with Norbert. Interesting hearing all the news and things I do not normally understand from someone with pretty good English.

Viola has been Chief Timing Person and Chief Food Person for the past two years. She is married to Jorg, one of the VW technicians who service our car. I will miss her and her food.

Thursday the thirteenth

10:45am pick-up at Porsche

(Continued on page 34)

dealership by Aral service station. Five petrol grades priced from DM1.55.9 to DM1.75.9. One litre bottles of top-up oil are DM29.95 and four litre packs DM88.40! 22C today. Fine and blue - not so humid. Very slow trip back to The Ring in a new diesel Caravelle with race car in a large box trailer. Eberhard, Alex and I. Heaps of road work delays. Set-up pits in Garage 16. Three Group A New Yorker Golfs next door. Cool, clear night - awesome red sky.

Many people lock their cars at service stations when they go inside to pay. Maybe because they have just filled them with very expensive liquid. Thirty-three trackside garages, called boxes in Europe line pitlane and comfortably accommodate four touring cars and fifty people each. We shared this year with a 320i Bimmer which had a disastrous race despite its colossal stacks of warmed tyres and shoestring budgets which finished. The overflow of cars and the Youngtimers Klasse which preceded our event spread throughout the 10 acre tarsealed pit paddock. This area also houses team transporters, tyre, suspension, race wear and all manner of other suppliers, with mobile homes and competitor camping a little more distant.

Friday the fourteenth

Documentation, scrutineering and official training (practice). Magnificent morning and another Muller breakfast. I'm ready to go racing... Others leaving Braunschweig at 4:00am - they can have it. Norbert

left his helmet at home - 30km return, then left it in the race car when Eberhard started training before recording an 11 minutes 21 second lap, so quicker than the old car 11:30 best. Met the other Kiwis. Some had been stuck in a cable car in Switzerland for 45 minutes yesterday. They also lost a wheel off a Volvo 850 rental testing on the Nordschleife. Maurice's new Astra looks awesome. They've also lost wheels, then blew an engine in practice. He's philosophical. The others in a Golf are all doing around 11:50. Sharp, Gamble, etc were moved to Group A as the interior of their Peugeot did not comply with Group N. So to practice. Eberhard recorded his lap, then Helmut drove - very unhappy with the car set-up. So I headed out with a very mixed mind. 11:50, 11:36, 11:24, 11:17.36 which remained our qualifying time. My lap total 125. I feel good and had a fun interview with German television. At night I did two very dark laps from 10:30pm and recorded 11:31. O'Reilly's Opel 12:14 at night. We are on grid 80 from 140, and tenth in class from 20. Pub meal - everyone tired but happy, enthusiastic and focused. Slept like a log, again.

Being one of four drivers in a team means you sometimes have to compromise personal preferences and drive to suit the set-up selected. Similarly over the twenty-four hours the characteristics of the car are bound to change as the fuel load varies, brake pads are worn then replaced and steering geometry alters. This particular Golf was a new car which Norbert and Eberhard had set-up

during a four-hour event on The Ring. The history from last year's 1800cc older shape model did not help. Eventually the ride height was raised slightly which provided some comfort for Helmut.

Saturday the fifteenth

Race Day. Another magnificent day - blue sky and sunshine. I will have the first drive today. Walked around the trackside shops. Warm morning - very relaxed. Grided one hour early for national anthem, prayer, pomp and pageantry. One full 25.3km lap behind pace car and under full course yellow. Bit like finish, heaps of people across the fences at trackside. They are drunk already. Cars passed me at the start... but what's the rush to the first corner? Then eight laps followed, the last two behind a quick Group A Civic. I had a ball passing heaps of cars to pit at 57th overall. My total now 137 laps, with a best of 11:18, some 11:19's and 11:21's. Refuelling and handover to Eberhard only dropped us to 62nd! Excellent start... Brian Grounswell crashed the Kiwi Peugeot on lap 4. Eberhard, Norbert and Helmut daylight lap times around 11:30 but we still moved up to 37th overall (5th in class, within twenty seconds of third) before nightfall. The Green Hell lived up to its name for us at night with big light problems. Eventually I drove with a single 100w spotlight, then the guys restored low beam and we lost all else... lap time best of 11:27, with a series of 11:28's. MAD. Two back-to-back driving stints in the dark, literally - ten minutes short of the three hour driver limit. My total laps 151. While I slept, our problems got worse. The

exhaust broke twice and "there is a stone in the wheel bearing" never did get translated which all dropped us to 67th (8th in class). Still, we are racing and many cars are not.

I have only seen blue sky at Nurburgring immediately before and immediately after a race. Blue sky on Race Day made headlines. In fact I sat in the shade of the hatch once we had grided on the racetrack, just trying to keep cool. There was feverish activity to rebuild the Kiwi Peugeot when it was returned to the pits, but sadly to no avail. Our lighting problem was simple really, too much had been wired through the highbeam system. The real challenge was maintaining enough working lights on the front of our car to penetrate the shadow created from a car behind. Fortunately the rear window of the car is almost completely covered with adhesive film during the night as competitors are permitted a maximum of eight front lights and only dip them on the start/finish straight. I switched on ABS during those dark laps and it saved me more than once, but not from inventing new lines for corners.

Sunday the sixteenth

Beautiful morning again. The VW Motorsport Doctor has worked a miracle on my neck and shoulders. We are on the racetrack with work to do. Helmut is driving a full 9 laps after only two (including an 11:31) before problems. Then it's me... Pit exit 11:21, then 11:12's, 11:09 and 11:08's!!!!!! With 11:08.35 (137km/

(Continued on page 36)

hr average) remaining our quickest race lap. The hatch is not properly closed and it's very noisy on left hand corners. Selected third instead of fifth exiting three high g-force curves so I'm changing earlier, before the corner. My laps now 160. The Kiwi Golf has dropped a valve and withdrawn, and Maurice and team are driving to finish after a series of "new car" problems. Our left front wheel bearing collapsed around noon and we dropped to 62nd (8th in class, with the next three right behind). It will be some finish...then our exhaust broke for a third time, so I took over from Norbert and sat in the car for what seemed like an eternity while the welding took place. Then out for six laps with a best of 11:17, before being told to slow down!!! My total 166 laps. (This race I have driven 38 laps or 961km - close to a Bathurst 1000 on my own - no wonder I am sore and tired). I handed to Helmut with one and a half hours to go...and we finished after all that!!! 48th overall on 109 laps (2758km) 8th in class. Maurice O'Reilly finished 55th and ninth in his class. Sprayed champagne. Packed up and moved out of the pits. Dinner in Italian Restaurant at Adenau - everyone drank shandies. Stuffed but very happy. Then to bed by 10:00pm and dead until 7:30am.

11:08.35!!! I was over the moon and the crew went over it twice. The 2 litre is twenty-two seconds quicker than last year's 1800cc Golf, and there is still room for more when the same car is run in 1997. Three finishes out of three starts is an awesome

achievement. The Grune Holle has been conquered again and everyone worked extremely hard for this one.

Wednesday the nineteenth

Cloudy this morning and cooler. Second run since the race. Back to bed on return - I'm still tired. Crew are meeting tonight. German television will feature a one-hour special on the event. Barbecue dinner and a very humbling presentation to "Super Driver". I will have to check my head still fits in my helmet. Norbert and Eberhard have asked for driving lessons on The Ring the week before next June's event, so I've received my 1997 invitation - eight months earlier than usual!!! Team video has not improved much from last year. Wednesday had finished by the time we got home.

Thursday the twentieth

The end draws nigh. Dinner tonight in the Istanbul Turkish Restaurant. My last Weisen for a year... Tomorrow I drive to Frankfurt Terminal 2 for the long flights home.

Weisen is an awesome German beer. Cloudy and yeasty and frothy. Cheers!

Wayne Moore

Wayne is a Wellington Car Club member who currently lives in Melbourne. He returns to New Zealand each summer to drive a Nissan Sentra in the Touring Car Championship.

Port Road Results

Car	Driver	Club	Car	Capacity	Class	Practice	Run 1	Run 2	Run 3	Fastest
4	Don McLean	Wellington	Datsun 260Z	3097	D	95.33	93.94	91.96	91.88	91.88
19	Aaron Duncan	Wellington	Datsun 1200	1565	B	95.58	93.54	92.89	92.24	92.24
44	Graham Anderson	Hutt Valley Motorsport	Mitsubishi Lancer Evo 3	3400	D	95.31	96.9	94.64	94.04	94.04
29	Jason Toomer	Wellington	Ford Escort	2000	C	97.12	98.04	dnf	95.84	95.84
9	Gray Thompson	Porsche Club of NZ	911 CZ	3600	D	115.86	100.16	96.08	95.08	95.08
21	Harvey Kibble	Wellington	Mazda RX7	2354	D	104.12	98.95	98.1	96.13	96.13
8	Roy Hiscock	Hutt Valley Motorsport	Subaru Legacy RS	3400	D	100.36	99.44	96.9	97.42	96.9
39	Andrew Renzie	Hutt Valley Motorsport	Mazda RX7	6650	D	111.98	100.27	99.17	97.25	97.25
22	Tony Dixon	Wellington	Toyota Starlet	1298	A	99.04	97.47	97.96	97.47	97.47
27	Mark Ford	Porsche Club of NZ	Porsche 911	2687	D	109.94	99.42	97.51	97.51	97.51
10	Ron Scallan	Hutt Valley Motorsport	Toyota Sprinter AE86	2697	D	97.14	97.53	98.77	97.53	97.53
3	Steve Jopson	Hutt Valley Motorsport	Ford Escort	1998	C	107.31	99.07	99.45	98.25	98.25
42	Mike Harcourt	Hutt Valley Motorsport	Mazda BFR 323	2720	D	104.94	102.73	99.99	100.96	99.99
12	Lindsay Hastings	Harbour Capital	Holden Barina Gti	1298	A	107.28	108.64	101.39	100.57	100.57
31	Dave Fletcher	Hutt Valley Motorsport	Ford Escort	1998	C	103.17	100.64	100.74	100.57	100.57
43	Grant Waddington	Capri Car Club	Holden Commodore	5700	A	109.9	103.3	101.31	100.82	100.82
1	Mark Britton	Hutt Valley Motorsport	Mazda RX7	2354	D	105.26	102.35	102.5	101.17	101.17
14	Brian O'Neill	Harbour Capital	Datsun 1200 Coupe	1290	A	107.28	112.72	109.24	101.53	101.53
32	Ian Searlet	Hutt Valley Motorsport	Subaru Impreza WRX	3400	D	103.12	101.57	103.48	103.46	101.57
38	Nell Roots	Harbour Capital	Nissan Sunny	1300	A	105.08	103.39	103.28	102.03	102.03
18	Keith Neilsen	Wairarapa	Nissan Bluebird	3009	D	102.17	102.68	102.21	104.26	102.21
6	David Graham	Wellington	Toyota Corolla	1600	B	108.02	103.6	102.72	102.92	102.72
28	Roger Rowe	Hutt Valley Motorsport	Datsun 1200 Coupe	2354	D	107.65	106.5	103.43	102.97	102.97
28	Tony Williams	Datsun 260Z 2+2		2600	D	108.45	103.41	104.52	103.41	103.41
33	Colin Partington	Rotor Motorsport	Mazda RX4	2083	D	104.01	110.97	103.54	103.45	103.45
23	Shane Parker	Kapiti	Daihatsu Charade	1688	C	108.2	103.72	103.55	104.45	103.55
16	Dave Johnson	Wellington	Nissan 200SX	2998	D	105.23	104.75	104.7	104.7	104.7
5	James Sillay	Wairarapa	Hillman Imp	998	A	107.98	105.42	119.12	dnf	dnf
13	Peter Cotter	M/G	Leitch Super Sprint	1587	B	122.87	108.23	105.47	108.25	105.47
35	Nathan Meyer	Porsche Club of NZ	Porsche 944	2500	D	112.36	108.7	105.65	108.52	105.65
37	Graeme Penhry	Harbour Capital	Toyota Corolla	3080	D	112.81	108.73	109.27	106.39	108.37
45	Steve Cantwell	Fiat Owners	Fiat 128SL	1500	B	111.42	107.64	108.73	108.73	108.73
41	Toby Johnston	Wellington	Datsun 510	3400	D	114.78	107.07	108.76	108.76	108.76
20	Amanda Kibble	Wellington	Datsun 1200	1565	B	117.27	118.24	108.18	108.95	108.95
11	Gerald Bums	Wellington	Triumph Spitfire Mk IV	1496	B	107.01	107.54	107.54	107.54	107.54
46	John Moynihan	Hutt Valley Motorsport	Mazda MX5	1600	B	114.48	109.04	108.77	107.78	107.78
15	Jim McLoughlin	Hutt Valley Motorsport	Ford Sierra XR4i	2800	D	112.14	108.34	109.92	108.02	108.02
30	Dave Stokes	Hutt Valley Motorsport	Holden Monaro GTS	5000	D	111.7	109.87	109.95	109.94	109.87
25	Alan Dunnage	Manawatu	Sunbeam Rapier	1725	C	161.13	152.62	149.53	149.94	149.53
2	Wayne Dermody	Hutt Valley Motorsport	Ford Laser	1500	B	118.04	dnf	dnf	dnf	dnf
17	Janey Collins	Hutt Valley Motorsport	Ford Laser	1500	B	dnf	dnf	dnf	dnf	dnf

The editors make a huge effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

Shelly Bay Results

38

MOTORING NEWS, FEBRUARY 1997

Pos	Car No	Fastest	Cls	Driver	Vehicle	Practice	Run 1	Run 2	Run 3	Club
1	13	1:18.73	C	Ron Scanlan	Toyota Sprinter AE96	1:23.18	1:21.36	1:18.78	1:18.73	HVMC
2	19	1:18.85	C	Murray O'Neil	Mazda BFMR	1:19.75	1:19.27	1:19.44	1:18.85	WGTN
3	30	1:20.29	D	Brendon Neiman	Ford Escort MkII	1:25.30	1:20.29	—	—	WGTN
4	25	1:20.77	D	Roy Hiscock	Subaru Legacy RS T	1:22.03	1:21.31	1:20.77	1:20.77	HVMC
5	05	1:20.84	B	Mike Galvin	Ford Escort	1:25.21	1:21.63	1:20.84	1:21.93	WGTN
6	04	1:21.33	D	Don McLean	Datsun 260Z	1:25.41	1:24.47	1:21.33	1:21.37	WGTN
7	11	1:21.41	B	Aaron Duncan	Datsun 1200	—	1:22.59	1:21.28	1:21.41	WGTN
8	02	1:21.92	D	Alan Harvie	Mazda 323	1:28.68	1:22.60	1:21.92	1:23.26	WGTN
9	28	1:23.51	D	Keith Nielsen	Nissan Bluebird	1:26.34	1:24.38	1:24.47	1:23.51	WGTN
10	08	1:23.89	B	Chris Kirk-Bumhand	Ford Escort BDA	—	1:24.83	—	1:23.89	WGTN
11	01	1:24.16	D	Jeff Ward	BMW 525i	1:24.92	1:24.16	1:24.31	1:25.00	WGTN
12	12	1:24.81	A	Tony Dixon	Toyota Starlet	1:29.51	1:25.40	1:26.66	1:24.81	WGTN
13	03	1:25.43	C	Mark Britton	Mazda RX7 1308 Rotary	—	1:25.38	1:25.47	1:25.43	HVMC
14	21	1:25.44	B	Les Edwards	Datsun 1200	—	1:26.24	1:25.44	1:25.44	WGTN
15	36	1:25.83	B	Gordon Diggle	Mitsubishi Mirage	1:28.45	1:26.93	1:27.06	1:25.83	WGTN
16	10	1:26.63	D	Brendon Neiman	Holden Commodore	—	1:27.29	1:26.63	1:26.71	WGTN
17	33	1:26.73	B	Bill MacPherson	Ford Cortina MkI	1:30.43	1:27.53	1:30.40	1:26.73	WGTN
18	24	1:26.97	C	Roger Rowse	Datsun 1200Coupe	1:27.02	1:26.97	1:29.53	1:27.34	HVMC
19	06	1:27.23	D	Alex Wilson	Ford Anglia V8	—	1:29.13	1:27.23	1:28.08	WGTN
20	31	1:27.23	C	Graeme Toomer	Ford Escort	1:29.13	1:27.23	1:28.63	—	WGTN
21	27	1:27.28	C	Alec Wallis	BMW 2000 TI	1:31.47	1:29.12	1:27.68	1:27.28	WGTN
22	37	1:27.62	A	Brian O'Neill	Datsun 1200 Coupe	1:35.75	1:28.15	1:27.62	1:30.10	HCCC
23	14	1:27.72	B	Dean Schroder	Toyota Corolla AE86	1:29.97	1:27.72	1:45.18	1:30.52	HCCC
24	16	1:28.42	A	Tony Weekes	Fiat 128	1:30.84	1:28.42	1:29.92	—	FIAT
25	34	1:28.66	D	Graeme Penhry	Toyota Corolla Sprinter	1:35.16	1:32.19	1:30.57	1:28.66	HCCC
26	23	1:28.68	B	Shane Parker	Daihatsu Charade GTTi	1:32.00	1:30.27	1:28.68	1:29.17	KAP
27	32	1:29.13	C	Catherine Dobbie	Mazda BFMR 1598T	1:33.72	1:31.01	1:29.13	—	WGTN
28	18	1:29.43	A	James Silly	Hillman Imp	1:35.33	1:34.24	1:32.15	1:29.43	WGTN
29	22	1:29.60	C	Kerry Marson	Ford Escort	1:30.67	1:29.60	1:30.87	1:29.88	LEVIN
30	26	1:29.88	C	Andre Simon	Toyota Corolla 1600SC	1:31.26	—	1:30.69	—	WGTN
31	17	1:30.20	B	David Graham	Toyota Corolla	1:33.41	1:32.83	1:32.17	1:30.29	HCCC
32	15	1:30.29	A	Neil Roots	Nissan Sunny 1298	1:32.84	1:48.20	1:31.84	1:30.44	WGTN
33	07	1:30.44	B	Julian McMullan	Toyota Corolla	—	1:30.95	1:31.14	1:34.38	HCCC
34	09	1:30.95	A	Graig Taylor	Daihatsu Charade	—	1:40.80	1:39.33	—	HVMC
35	38	1:39.33	B	John Moynihan	Mazda MX5	1:42.27	1:40.80	1:39.33	—	PORSCHE
36	29	1:39.88	C	Nathan Meyer	Porsche 944 LUX	1:42.49	1:41.11	1:41.18	1:39.88	HVMC
37	35	1:46.87	D	David Stokes	Holden Monaro HT	1:49.55	1:47.68	1:45.87	—	HVMC
38	20	2:05.27	B	Alan Dunnage	Sunbeam Rapier	2:03.63	2:05.27	2:06.11	2:06.63	MAN

The editors make a HUGE effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

MOTORING NEWS, FEBRUARY 1997

39



November 1996

1. WORLD RALLY CHAMPIONSHIP UPDATE

RALLYE CATALUNYA-COSTA BRAVA

After three days of rallying in the mountains of south-east Spain, incorporating 393 kms of fast-flowing, treacherous special stages, Subaru's Colin McRae and Derek Ringer clinched victory in what was one of the most hard-fought rallies of the season - the 32nd Rallye Calatunya-Costa Brava, from their teammates Piero Liatti and Fabrizio Pons.

The teammates shared second position in the first stage of the final five run on the last day behind Bruno Thiry of Belgium driving a Ford, but then Colin McRae started a steady climb into the lead. He gained one second on Stage 15, another second on Stage 16 and on the 20 km Stage "Coll de Bracons" he took six seconds from his rival to take the lead by only five seconds!

The last and longest stage (36.21 kms) "La Roca-St Hilan" decided the result, and when Liatti had a half-spin McRae succeeded, leaving his challenger seven seconds behind - a disappointment for the Italian.

Bruno Thiry took third place and Freddy Loix (Toyota) a creditable fourth, having suffered an oil leak and transmission problems. Fifth was the new World Champion, Tommi Makinen, unable to assist Mitsubishi's chase for the Manufacturer's title.

Group N was another close-fought battle between two Mitsubishi drivers, the eventual winner, Uruguay's Gustavo Trelles and the runner-up, Uwe Nittel from Germany. Trelles had the lead at the beginning of the Rally, but suffered brake problems dropping him to second. Ultimately he was victorious in the Rally and the Championship when Nittel, in the lead on the last stage but one, punctured a tyre delaying him by about a minute.

The 2-Litre class was dominated by the Spaniard Oril Gomez driving a Renault Maxi Megane who finished eighth overall having won all but one of the 18 stages in the 2-Litre class. On Stage 8 he had an accident which delayed him by about a minute. However this delay still left his closest challenger, Josep Maria Bardolet (Seat) more than five minutes behind, therefore Renault joins Skoda in second place in the Championship.

The Skodas of Emil Triner and Pavel Sibera of the Czech Republic, seen in action at Rally New Zealand, suffered on the tarmac of Spain due to a difference in power from their bigger-engined rivals leaving them low in the field at 20th and 21st respectively overall.

The 2-Litre Championship will be finally decided at the RAC Rally in Great Britain between 24-27 November.

PO BOX 62-021 • AUCKLAND • NEW ZEALAND • PH +64-9-276 0882 FAX +64-9-276 0881



Mobil



Castrol



FUJI XEROX

ERICSSON



2. ASIA-PACIFIC RALLY CHAMPIONSHIP UPDATE

HONG KONG-BEIJING RALLY

This the final round of the Asia-Pacific Rally Championship and the final Hong Kong-Beijing Rally to be run in a straight-line format, was won by the legendary Ari Vatanen from Richard Burns, both driving Mitsubishi Lancer Evolution III's assuring Mitsubishi of the Asia-Pacific Manufacturer's Cup. Battling with Subaru all year and finishing in five of the top six places gave Mitsubishi the victory. The most Subaru could manage was sixth place, although Xian Tong Chun and co-driver Shan Xian Li had the honour of being the first Chinese crew home to Tianamen Square.

Despite their retirement on this Rally Kenneth Eriksson and Staffan Parmander (Subaru) already had an unassailable lead in the Asia-Pacific Drivers Championship and were assured of this victory for the second consecutive year. An outright victory in Malaysia and three second place finishes during the year assured them of the title.

Piero Liatti also retired on the Second Leg of this event, however he holds a creditable third position within the Asia-Pacific Rally Championship, eleven points ahead of double World Champion Carlos Sainz. McRae finished fifth having contested only three of the six rounds.

3. WORLD RALLY CHAMPIONSHIP

Australia saw the conclusion of the World Rally Championship for Drivers, Tommi Makinen dominating the event as he has done all year, to assure him of the Driver's Crown with 123 points.

Group N honours were decided in Catalunya - Trelles won with 55 points from Nittel on 50. Singh and Smets third equal with 17 each and Ordynski from Australia rounding out the top five with 13.

Subaru clinched the Manufacturers title with a one-two win in Catalunya.

4. 2-LITRE WORLD RALLY CHAMPIONSHIP

The final Rally for the season is the RAC Rally of Great Britain starting in Chester on 24 November. A round of the 2-Litre World Rally Championship for Makes, it will decide this title between Seat, Skoda and Renault who currently hold 260, 240 and 240 points respectively.

5. WORLD RALLY CARS

Changing the face of Rallying in 1997 ... the launch of World Rally Car's by Subaru and Ford heralds a new age in World Rallying.

Subaru's Impreza 555 WRC 97 unveiled at the Catalunya Rally in Spain will be campaigned by Colin McRae next year. Created at the Prodrive Factory in England, not the Subaru Factory, road versions are not yet available.

In contrast the Escort World Rally Car viewed at Ford recently was still a concept car and not a final version as it was still in the wind tunnel less than a week before!

Mitsubishi are keeping themselves in the picture with the Lancer Evolution IV due for release in 1997.

FINAL RESULTS
TOP DRIVERS IN 1996 FIA WORLD RALLY CHAMPIONSHIP

DRIVER	SWEDEN	555 SAFARI	INDONESIA	ACROPOLIS	ARGENTINA	1000 LAKES	AUSTRALIA	SAN REMO	CATALUNYA	TOTAL
Makinen (Fin)	20	20	-	15	20	20	20	-	8	123
McRae (GB)	12	10	-	20	-	-	10	20	20	92
Sainz (E)	15	-	20	12	15	-	12	15	-	89
Eriksson (S)	8	15	-	8	12	8	15	8	4	78
Liatti (I)	-	8	15	10	4	/	4	-	15	59
Thiry (B)	-	-	-	6	8	-	6	12	12	44
Kankunen (F)	10	-	12	-	-	15	/	/	/	37
Loix (B)	/	/	/	4	/	/	/	8	10	22
Gronholm (Fin)	4	/	/	/	/	10	/	/	/	18
Burns (GB)	/	/	/	/	10	/	8	/	-	18

FINAL RESULTS
FIA WORLD RALLY CHAMPIONSHIP FOR MANUFACTURERS

MANUFACTURER	SWEDEN	555 SAFARI	INDONESIA	ACROPOLIS	ARGENTINA	1000 LAKES	AUSTRALIA	SAN REMO	CATALUNYA	TOTAL
Subaru	43	50	29	56	38	18	50	58	64	401
Mitsubishi	47	30	-	41	58	48	53	11	18	322
Ford	40	13	35	40	47	5	40	54	25	299

FINAL RESULTS
TOP DRIVERS IN 1996 ASIA-PACIFIC WORLD RALLY CHAMPIONSHIP

DRIVER	THAILAND	INDONESIA	MALAYSIA	NEW ZEALAND	AUSTRALIA	555 HONG KONG-BEIJING	TOTAL
K Eriksson	15	-	20	15	15	-	65
Richard Burns	-	-	15	20	8	15	58
Piero Liatti	12	15	-	12	4	-	43
Carlos Sainz	/	20	/	/	12	/	32
Colin McRae	20	-	/	/	10	/	30
Karamjit Singh	10	-	4	-	-	10	24
K Shinozuka	-	-	12	/	/	12	24
Y Kataoka	8	-	6	-	-	8	22
Tomi Mäkinen	-	-	-	-	20	/	20
Possum Bourne	-	-	10	3	3	/	13
J Kankunen	/	12	/	/	/	/	12

FINAL RESULTS
MANUFACTURERS CUP FOR FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

MANUFACTURER	THAILAND	INDONESIA	MALAYSIA	NEW ZEALAND	AUSTRALIA	555 HONG KONG-BEIJING	TOTAL	BEST 4 RESULTS
Mitsubishi	24	15	29	35	35	35	138	134
Subaru	35	29	35	29	28	15	157	128
Ford	-	35	/	/	25	-	60	60



Memo

Want To Find Out
What's Coming Up?



Phone the club's FREE hotline on

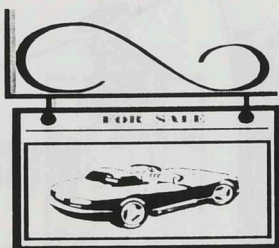
389 - 2309

For news on:

. CLUBNIGHT
. COMING EVENTS
. AND MORE!

CLASSIFIEDS

Private advertising **FREE** of charge to Wellington Car Club Members. Contact Kevin Whiteman and place your advert today!!



Isuzu Gemini Rally Car

1600cc motor with twin side drafts. 5 speed. LSD. disk brakes all round. 5 link rose jointed rear end. autosports. Helda. spotlights etc. etc... Excellent car. Very competitive in its class. Handles very predictably. Spares package available, includes: engines 1600cc & 2000cc, transmissions 4 & 5 speed, brakes, suspension, panels, mags & tyres etc. etc...

\$4000 ono for the car

\$6000 ono for the lot

Phone Kevin:

(04) 527 0172 (hm). (04) 496 0053(wk)

Pentax ME Super

Ideal for Motorsport Photography
SLR camera. 50mm lens. Bag. Pocket Flash \$395 ono

70 - 200 mm lens \$150 ono

Flash unit \$100 ono

Will accept an offer on the lot.

Phone Kevin:

(04) 527 0172 (hm). (04) 496 0053(wk)

Horse Trek

Is anyone interested in doing an evening horse trek?

These start at 5pm and finish at 12pm. They include food and entertainment.

If interested phone Cathy Arrowsmith:

(04) 478 1890 (hm)

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class 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 \$9000 it's worth a drive. 75% of the hp of the Lancer for 25% of the price.

Phone Murray:

(04) 383 5211 (hm). 025 433 867



BLACK ARROW RALLY SPORT

1995 NZ F2 Champions

Just back from Autosport International

FreeFax (0800) 99-99-77

Mobile +64 (025) 466 977

A Division of **BLACK ARROW LTD**

Stockists and Suppliers of:
F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map Lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.



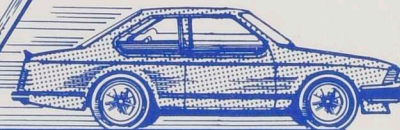
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON



Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

MARCH 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE**



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editor's Notes

Salutations! Well I made it through the last issue of Motoring News; this issue - my second - should be a breeze. (Not!) To tell you the truth, this issue is not shaping up half as well as the last; and the reason for this??

WE HAVEN'T RECEIVED ENOUGH ARTICLES!

So, if you have a P.C. (Personal Computer) which hasn't been used in a while, and has cobwebs growing on it; dust it off and type up an article. Alternatively, you could always use a pen and paper. There must be some members out there who aren't illiterate!

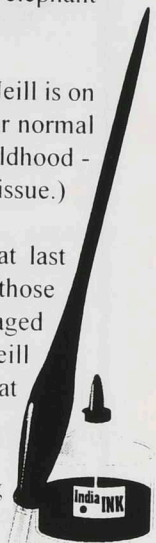
On a more positive note.... Club night was a great success last month. Rochelle Moore ran a tough quiz. Unfortunately our team didn't win (Rochelle must not have received the money I sent....), nevertheless our team came pretty close, and I have to congratulate one team member (Sue Diggle), who showed a great knowledge of something besides Motorsport, when she knew that the elephant with the largest ears was not Dumbo! (Its the African elephant)

This months Clubnight looks to be another interesting one. Murray O'Neill is on a mission to find the best drivers in our club. And no these are not your normal racing cars! So if you have some strange primal urge to relive your childhood - don't miss the March Clubnight. (See the advertisement later on in this issue.)

Congratulations to all those people out there who received a prize at last months prize giving. An even bigger round of applause should go to all those people who attended the prize giving on Saturday night, and still managed to make it to the Alexandra Road Hillclimb on Sunday. Murray O'Neill managed to do both - as well as take away his fair share of the trophies at the Alexandra Road prize giving. Well done Murray!

To finish off, I'd like to turn everyone's attention towards something that is going to mean a great loss to the Wellington Car Club. Pretty soon we will be saying good-bye to somebody who has played a large role in the running of our car club, as well as the organising of some great events. This person took up the role of President last year, and even

(Continued on page 2)



(Continued from page 1)

managed to survive! We are all sad to see that you are leaving us Cathy, but we realize that Auckland holds something that we in Wellington can never give to you (Are you sure that HE can't move down here???) I'm sure that the Wellington Car Club will never find another member with such a 'unique' personality and enthusiastic outlook on life. Don't give those Aucklanders too much of a hard time!

See You All Next Month

Joanne & Kevin

Send any articles, photos or anecdotes for Motoring News to: The Editor, Motoring News, P.O. BOX 5142, WELLINGTON. Or e-mail us at: Joanne.Philpott@xtra.co.nz



WANTED...

Volunteers for Marshalling at 1997 Car Club Events

- *No experience needed*
- *Light Lunch Provided*
- *Be in the draw to win prizes*

Give something back to your club and help make our events an even greater success. **Become a Marshall!!!**

For more information speak to any Wellington Car Club committee member.



President's Report

Welcome to March!

As you are aware, Alexander Road was held on the 23rd February. Another great day was had by competitors, marshalls, and helpers. Murray Oneill won the Hillclimb (and also the Trophy series - congratulations!)

I was very impressed at how close the competition was; the first five cars were all in the same-second bracket. There were a couple of delays throughout the event, due to three accidents (nobody hurt - except for some pride), still the event was finished by 3pm - a very well run event. Well done Kevin Whiteman, on you first Clerk of Course mission!

Hutt Valley Motorsport club had their Clubmans a few weeks ago, and it was well attended by W.C.C members - who dominated the races - well done. Another well run event.

We have our Clubmans coming up in May, and we really need your help. Yes, that means you! Help is needed for organisation before the event, help to run the event, and also at the after-event function. Your committee can't run your club AND your events. We have only so much free time, with such a small committee.

While we're talking about the committee, I have some bad news:

Cathy Arrowsmith is leaving us in a few weeks to go and sort out those bloody Aucklanders, and to kick some *****.

Cathy has done an extremely good job as a committee person and Club President. She has given a great deal of time to Motorsport, and has been 110% committed at a local, national, and international level. Cathy won out in-house - Jim Clark trophy, and the WMSA Motorsport - Person of the Year trophy; both of these were very well deserved. Congratulations Cathy! I will miss you, as will our committee, club, and Wellington Motorsport as a whole. Thank you for everything you've done, and good luck for the future.

Prize-giving was held on the 22 February. This was an excellent night. If you weren't there to receive your trophy - Amanda or myself will arrange to get it to you as soon as possible. A list of winners is elsewhere in the mag - congratulations to you all.

See you at clubnight - Murray has some indoor motorsport organised... Should be good.

Cheers,

Paul Taylor

WANNA ACT LIKE A FIVE YEAR OLD WITH TOO MUCH SUGAR IN YOUR DIET!!

Check out the hottest Motorsport event of the year!
More crashes than SEGA RALLY, and it's cheaper!

REMOTE CONTROL MOTORKANA MAYHEM!!

YOUR CLUBNIGHT, 18TH MARCH 8PM

SIMULTANEOUS TWO CAR MOTORKANA IN THE CLUBROOMS. NO TIKI TOUR, NO PRACTISE, TOP GUNS SHOWDOWN.

SO WHO ARE THE BEST DRIVERS IN OUR CLUB

As ever, there will be a range of refreshments available at the bar, the latest calender update, news, gossip, and no doubt tall stories from Alexander Road.

Video footage has been sought of Alexander Road, so bring your pictures or video and let the competitors see what a mess they made of it !!

YOU ARE INVITED TO BRING YOUR OWN REMOTE CONTROL CAR, OR IF YOU CAN BEG, BORROW, OR STEAL ONE, DO IT!! IF YOU CAN BRING A CAR MURRAY WOULD APPRECIATE A CALL ON 021-433867 / 382-9300.

'Encourageable'

A report on the Alexandra Road Hillclimb

Author: Murray O'Neil

Just when you think life's heading into a spin someone comes up with one of those ridiculously simple cliches. "Just Do It".

So at the eleventh hour, when the last thing I thought I could do on Sunday was compete at Alexander Road, someone at the combined prize giving said just that...

At 5am Saturday morning the car was checked over at the workshop, only to confirm that the suspension was the same suspension that had me punting drums at the top of the hill last year.

A quick job at the marina, and off horse riding with Cathy A. at 10am. Had a great time on a horse called Shane, gave him death in true motorsport fashion, and had renamed him Sh--h--d by the end of a two hour thrash.

Mad dash to Alex Rd to test the timing gear, only to find I had heaps of time. Cool I'll take P.G. to the airport. Whoops! Spent too much time at the airport bar and ended up late for scrutineering. You don't want to be on the committee and be late!!

Off to Eddie's, pick up timing gear and get a crash course on its use, just enough time to change, and out to the

prize giving. A splendid affair up until someone said that, "Just Do it".

In that instant I was committed to driving a car up a hill it didn't really like, on the basis I could 'take it easy'. What a load of rubbish. Is taking it easy keeping it on three wheels or two?

Sunday, 8am, and I have my first successful encounter with setting up the timing gear (many thanks Paul, for your assistance). Almost missed roll call, as I was busy fussing about something I shouldn't have been. Catherine arrives from the airport to share the car for the day.

My practice demonstrated that driving the car half off the road at speed, with less than satisfactory suspension, can cause the car to enter a state of flux where anything is possible. These limitations now found I would have to curb drain jumping for this event.

Catherine's practice demonstrated that she does better starts in my car than I do!! Needless to say, I gave her all the wrong instructions up the hill to get even, not!

First official run and I still couldn't beat Catherine's start. The power felt

(Continued on page 6)

good, and I hit 5th before the first real right hand corner. Down into third, took a deep breath as I dialed it into the left hander wondering what the suspension had in store for me. OOH, a nice biiigg slide. Hard on it (the accelerator that is) up to the dipper, feeling at ease with the uneasy handling. But instead of that bbiigg slide it leapt like a rabbit. Great its predictable too!! Just avoid that bump on the finish and I should be able to stop?

The second run started with a sense of determination to start at least as well as Catherine, in my car (the my is debatable). So much so that the force of the launch tore a differential mount from the subframe. Pleased with my start, I pressed on with vengeance, trying to get the power on everywhere I could; laughing at myself for pushing a car so hard that had the will to bite

me back at any time.

The dipper was a bbiigg slide into a couple of rabbit hops this time, still didn't lose too much time. It took half the length of the top straight to get the car settled and held it flat over the finish.

Well that was enough stupidity for the day; sense would have to prevail as I was to take a marshall for a ride on the third run - except the car had other ideas.

So it just goes to show, how when you know you haven't got the strongest hand, it doesn't hurt to play it anyhow. *Just Do it!*

I had a great day, I hope everyone who helped had a great one too.

BERBEN MOTORS - WELLINGTON CAR CLUB (INC.) 1996/1997 TROPHY SERIES

RESULTS

WELLINGTON CAR CLUB: COMBINED SPRINT RESULTS FOR ALL CLASSES
Run on: Sunday 23rd February 1997

Pos	Cls	Combined Times	Driver	--- Fastest Times ---	
				23/02/97	30/11/96
1	C	2:08.13	Murray O'Neil	49.28	1:18.85
2	C	2:09.90	Ron Scanlan	51.17	1:18.73
3	D	2:10.42	Brendon Neiman	50.13	1:20.29
4	D	2:10.52	Roy Hiscock	49.75	1:20.77
5	D	2:11.05	Don McLean	49.72	1:21.33
6	B	2:11.46	Mike Galvin	50.62	1:20.84
7	B	2:12.70	Aaron Duncan	51.29	1:21.41
8	D	2:12.99	Alan Harvie	51.07	1:21.92
9	D	2:14.48	Keith Nielsen	50.97	1:23.51
10	B	2:17.96	Chris Kirk-Burnnand	54.07	1:23.89
11	D	2:20.80	Alex Wilson	53.57	1:27.23
12	C	2:20.84	Graeme Toomer	53.61	1:27.23
13	C	2:23.45	Roger Rowse	56.48	1:26.97
14	A	2:23.76	Brian O'Neill	56.14	1:27.62
15	D	2:24.13	Graeme Penhey	55.47	1:28.66
16	C	2:25.77	Catherine Dobbie	56.64	1:29.13
17	A	2:26.07	James Sillay	56.64	1:29.43
18	B	2:26.45	Shane Parker	57.77	1:28.68
19	C	2:26.53	Kerry Marson	56.93	1:29.60
20	C	2:40.38	Nathan Meyer	1:00.50	1:39.88
21	B	2:41.30	John Moynihan	1:01.97	1:39.33

Event 1: ALEXANDRAROAD HILL CLIMB

Event 2: Shelly. Bay Street Sprint

Results for Alexandra Road Hillclimb on following pages...

The editors make a HUGE effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

CAR CLUB: HILL CLIMB EVENT: BEST RESULTS FOR ALL RUNS (EXCEPT PRACTICE) FOR ALL CLASSES

CAR CLUB TREE CLIMB EVENT - BEST RESULTS FOR ALL WHEELS (N/R)						Times				
Pos	No	Fastest	Cls	Driver	Vehicle	Practice	Run 1	Run 2	Run 3	Club
1	03	49.28	C	Murray O'Neill	Mazda 323 T	51.03	49.84	49.28	-	WGTM
2	06	49.33	D	John Billington	Mitsubishi Galant VR4	50.03	49.33	49.48	49.47	WGTM
3	04	49.72	D	Don McLean	Datsun 260Z	49.21	50.26	50.58	49.72	WGTM
4	34	49.74	C	Jason Toomer	Ford Escort	51.71	49.74	52.23	50.23	WGTM
5	27	49.75	D	Roy Hiscock	Subaru Legacy RS	50.98	49.75	53.33	49.75	HVMC
6	01	50.13	D	Brandon Neiman	Ford Escort	50.87	51.28	50.95	50.13	WGTM
7	10	50.62	B	Mike Galvin	Ford Escort	53.19	50.62	54.22	50.69	WGTM
8	40	50.97	D	Keith Nielsen	Nissan Bluebird	53.63	52.09	51.00	50.97	WAI
9	08	51.07	D	Alan Harvie	Mazda 323	53.01	51.07	51.29	51.53	WGTM
10	02	51.17	C	Ron Scanlan	Toyota Sprinter	53.08	51.58	51.68	51.17	HVMC
11	18	51.29	B	Aaron Duncan	Datsun 1200	52.01	51.29	52.49	52.67	WGTM
12	35	51.70	D	Richard Billington	Mitsubishi Galant	54.73	53.17	52.52	51.70	WGTM
13	24	52.33	C	Robert Cuttle	Datsun 260Z	53.09	52.33	53.03	52.73	WGTM
14	20	53.15	C	Michael Harcourt	Mazda 323	54.47	53.24	53.15	53.87	HVMC
15	16	53.57	D	Alex Wilson	Ford Anglia	57.31	53.87	53.63	53.57	WGTM
16	05	53.61	C	Graeme Toomer	Ford Escort	57.01	54.10	53.61	53.82	WGTM
17	32	54.07	B	Chris Kirk-Burnnand	MKI Lotus	1:13.00	55.54	54.68	54.07	WGTM
18	45	54.59	A	Stephen Dykes	Formula V	59.99	57.22	56.01	54.59	LEVIN
19	44	54.87	A	Gareth Edwards	Mini	58.28	56.29	55.85	54.87	LEVIN
20	39	54.88	C	Craig Taylor	Datsun 1600cc	57.28	56.10	54.88	58.03	WGTM
21	28	55.24	C	Graeme McLellan	Ford Escort	55.60	55.73	1:13.61	55.24	HVMC
22	15	55.43	C	Stuart Kingston	Datsun 1600	56.06	55.43	56.27	55.93	WGTM
23	41	55.47	D	Graeme Penhey	Toyota Corolla Sprinter	57.05	55.87	55.47	55.92	HCCC
24	21	56.14	A	Brian O'Neill	Datsun 1200 Coupe	55.69	1:14.37	56.70	56.14	HCCC
25	22	56.48	C	Roger Rowse	Datsun 1200 Coupe	1:14.93	57.27	56.48	56.61	HVMC
26=13	56.64	A	James Sillay	Hillman Imp	1:05.33	1:01.03	57.27	56.64	-	WAI
26=36	56.64	C	Catherine Dobbie	Mazda 323	1:00.64	58.39	56.64	-	-	WGTM
28	07	56.77	C	David Wilson	Mazda RX7	59.19	57.61	56.77	57.07	WGTM
29	17	56.93	C	Kerry Marson	Ford Escort	57.78	57.17	56.93	57.80	WGTM
30	39	57.20	C	Peter de Joux	Mitsubishi Mirage Turbo	59.29	58.06	57.73	57.20	HCCC
31	23	57.77	B	Shane Parker	Daihatsu Charade	59.67	57.77	58.81	58.08	KAPITI
32	33	59.01	C	Malcolm Lewis	Ford Capri MkII	1:02.07	59.40	59.01	59.47	CAPRI
33	42	59.29	D	Dave Stokes	Holden Monaro	1:03.99	1:00.21	59.49	59.29	HVMC
34	12	59.76	A	Alan McIntosh	Fiat 128	1:02.01	1:00.52	1:00.86	59.76	FIAT
35	37	1:00.09	B	Anthony Rowe	Mazda 323 XGI	1:00.99	1:04.83	1:01.43	1:00.09	HCCC
36	29	1:00.41	B	Stathy Boolieris	Ford Laser TX3	1:03.07	1:03.03	1:00.43	1:00.41	WGTM
37	43	1:00.50	C	Nathan Meyer	Porsche 944	1:03.36	1:02.33	1:01.43	1:00.50	PORS
38	11	1:01.89	A	Bill Nicholson	Lotus 11	1:02.36	1:01.89	-	-	WGTM
39	26	1:01.97	B	John Moynihan	Mazda MX5	1:04.43	1:06.29	1:02.74	1:01.97	HVMC
40	19	1:02.25	B	Amanda Kibble	Datsun 1200	1:02.47	1:02.86	1:03.49	1:02.25	WGTM
				39 (N/R)	Ian Hosler					
				31 (N/R)	Craig Stuthridge					

WELLINGTON CAR CLUB: HILL CLIMB EVENT: BEST RESULTS FOR ALL RUNS (EXCEPT PRACTICE) FOR CLASS A
RUN ON: SUNDAY 23RD FEBRUARY 1997

Car	Pos No.	Fastest	Cls	Driver	Vehicle	Practice	Times			Club
							Run 1	Run 2	Run3	
LEVIN	1	54.59	A	Stephen Dykes	Formula V	59.99	57.22	56.01	54.59	LEVIN
	2	54.87	A	Gareth Edwards	Mini	58.28	56.29	55.85	54.87	
	3	56.14	A	Brian O'Neill	Datsun 1200 Coupe	55.69	1:14.37	56.70	56.14	HCCC
	4	56.64	A	James Sillay	Hillman Imp	1:05.33	1:01.03	57.27	56.64	WAI
	5	59.76	A	Alan McIntosh	Fiat 128	1:02.01	1:00.52	1:00.86	59.76	FIAT
	6	1:01.89	A	Bill Nicholson	Lotus 11	1:02.36	1:01.89	-	-	WGTM

WELLINGTON CAR CLUB: HILL CLIMB EVENT: BEST RESULTS FOR ALL RUNS (EXCEPT PRACTICE) FOR CLASS B
RUN ON: SUNDAY 23RD FEBRUARY 1997

Car	Pos	No.	Fastest	Cls	Driver	Vehicle	Times			Club	
							Practice	Run 1	Run 2		
	1	10	50.62	B	Mike Galvin	Ford Escort	53.19	50.62	54.22	50.69	WGTM
	2	18	51.29	B	Aaron Duncan	Datsun 1200	52.01	51.29	52.49	52.67	WGTM
	3	32	54.07	B	Chris Kirk-Burnnand	Ford Escort MKI Lotus	1:13.00	55.54	54.68	54.07	WGTM
	4	23	57.77	B	Shane Parker	Daihatsu Charade GTTI	59.67	57.77	58.81	58.08	KAPITI
	5	37	1:00.09	B	Anthony Rowe	Mazda 323 XGI	1:00.99	1:04.83	1:01.43	1:00.09	HCCC
	6	29	1:00.41	B	Stathy Boolieris	Ford Laser TX3	1:03.07	1:03.03	1:00.43	1:00.41	WGTM
	7	26	1:01.97	B	John Moynihan	Mazda MX5	1:04.43	1:06.29	1:02.74	1:01.97	HVMC
	8	19	1:02.25	B	Amanda Kibble	Datsun 1200	1:02.47	1:02.86	1:03.49	1:02.25	WGTM

31 (N/R) Craig Stuthridge

The editors make a HUGE effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

WELLINGTON CAR CLUB: HILL CLIMB EVENT: BEST RESULTS FOR ALL RUNS (EXCEPT PRACTICE) FOR CLASS C
 RUN ON: SUNDAY 23RD FEBRUARY 1997

Car Pos No.	Fastest Cls	Driver	Vehicle	Times				Club
				Practice	Run 1	Run 2	Run 3	
1 03	49.28	C Murray O'Neil	Mazda 323 T	51.03	49.84	49.28	-	WGTN
2 34	49.74	C Jason Toomer	Ford Escort	51.71	49.74	52.23	50.23	WGTN
3 02	51.17	C Ron Scanlan	Toyota Sprinter AE86	53.08	51.58	51.68	51.17	HVMC
4 24	52.33	C Robert Cuttle	Datsun 260Z	53.09	52.33	53.03	52.73	WGTN
5 20	53.15	C Michael Harcourt	Mazda 323 BFMR	54.47	53.24	53.15	53.87	HVMC
6 05	53.61	C Graeme Toomer	Ford Escort	57.01	54.10	53.61	53.82	WGTN
7 39	54.88	C Craig Taylor	Datsun 1600cc 13B	57.28	56.10	54.88	58.03	WGTN
8 28	55.24	C Graeme McLellan	Ford Escort	55.60	55.73	1:13.61	55.24	HVMC
9 15	55.43	C Stuart Kingston	Datsun 1600	56.06	55.43	56.27	55.93	WGTN
10 22	56.48	C Roger Rowse	Datsun 1200 Coupe	1:14.93	57.27	56.48	56.61	HVMC
11 36	56.64	C Catherine Dobbie	Mazda 323	1:00.64	58.39	56.64	-	WGTN
12 07	56.77	C David Wilson	Mazda RX7	59.19	57.61	56.77	57.07	WGTN
13 17	56.93	C Kerry Marson	Ford Escort	57.78	57.17	56.93	57.80	WGTN
14 39	57.20	C Peter de Joux	Mitsubishi Mirage	59.29	58.06	57.73	57.20	HCCC
15 33	59.01	C Malcolm Lewis	Ford Capri MkII	1:02.07	59.40	59.01	59.47	CAPRI
16 43	1:00.50	C Nathan Meyer	Porsche 944	1:03.36	1:02.33	1:01.43	1:00.50	PORSCHE

The editors make a HUGE effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

WELLINGTON CAR CLUB: HILL CLIMB EVENT: BEST RESULTS FOR ALL RUNS (EXCEPT PRACTICE) FOR CLASS D
 RUN ON: SUNDAY 23RD FEBRUARY 1997

Car Pos No.	Fastest Cls	Driver	Vehicle	Times				Club
				Practice	Run 1	Run 2	Run 3	
1 06	49.33	D John Billington	Mitsubishi Galant VR4	50.03	49.33	49.48	49.47	WGTN
2 04	49.72	D Don McLean	Datsun 260Z	49.21	50.26	50.58	49.72	WGTN
3 27	49.75	D Roy Hiscock	Subaru Legacy RS	50.98	49.75	53.33	49.75	HVMC
4 01	50.13	D Brandon Neiman	Ford Escort	50.87	51.28	50.95	50.13	WGTN
5 40	50.97	D Keith Nielsen	Nissan Bluebird	53.63	52.09	51.00	50.97	WAI
6 08	51.07	D Alan Harvie	Mazda 323 4WD T	53.01	51.07	51.29	51.53	WGTN
7 35	51.70	D Richard Billington	Mitsubishi Galant VR4	54.73	53.17	52.52	51.70	WGTN
8 16	53.57	D Alex Wilson	Ford Anglia	57.31	53.87	53.63	53.57	WGTN
9 41	55.47	D Graeme Penhey	Toyota Corolla Sprinter	57.05	55.87	55.47	55.92	HCCC
10 42	59.29	D Dave Stokes	Holden Monaro GTS	1:03.99	1:00.21	59.49	59.29	HVMC

09 (N/R) Ian Holser

The editors make a HUGE effort to ensure that any results are as accurate as possible. We apologise for any discrepancies that may occur, but accept no liability for the accuracy of published results.

YOUR CLUB NEEDS YOU ON 22 MARCH

TAKE A BREAK FOR AN HOUR
OR TWO AND GIVE A HAND

From 10am till 2pm, we want to get
some of those little jobs done.

(yes its a working bee; but don't tell anyone)



AND

All those who assist us will be in the draw for
WCC cash back vouchers. (Total value
\$50.00. To be drawn at the April Clubnight.)

Some of those little jobs are listed on the
following page; so if you think you can
help by bringing the requisite equipment
we would love you to bits!



-gardening, weed killing

-light fittings check



-clean up the back room

-birdproof the attic



-and general maintenance



Light refreshments will be
provided.



Please call Murray if you can assist, so
he can make the day as organised as
possible

Ph 021-433867 / 382-9300



**Competition Year 1996
Prizegiving
22 February 1997**



NON-SPEED TROPHIES

THORNTON TROPHY	For the member scoring the most points in Wellington Car Club Closed Club Motorkhanas and Steward Trophy Interclub Motorkhanas	N/A
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	Paul Taylor Daryl Taylor
ROLAND CLAPPERTON TROPHY	For the member scoring the most points at Wellington Car Club non-speed events	
NOVICE TRIALLIST TROPHY	Awarded to the most improved triallist the year	Paul Taylor Daryl Taylor
MONTHLY NIGHT TRIAL	Highest placed individual OR team registered for the Monthly Night Trial Series	Paul Taylor Daryl Taylor
EAST TWO MAN TROPHY	Highest placed two-person team registered for the Monthly Night Trial Series	Team Trivial: Paul Taylor Daryl Taylor

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS & SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



BLACK RALLY SPORT

Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



**FreeFax
(0800) 99-99-77**

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

MARCH

22nd March

Boomrock Road Gravel Sprint - Postponed

Unfortunately this event has had to be postponed until later in the year because of the clash with Trentham Rally Sprint. Keep a look out because we have been told that it will be back bigger and brighter than ever.

22nd March

Race Meeting Manfeild — This event is a regional race meeting run by Rotor Motorsport. Contact J. McMullan for details.

23rd March

Trentham Memorial Park Rallysprint and Motor Festival — Local Rallysprint with Trade Displays, Club Displays, kids entertainment, food and refreshments and Trade Fair. Great Day out for the whole family.

Contact Mark McIntyre for details. Address: 156 Wainuiomata Rd. Wainuiomata. Phone: (04) 568 3619 or (04) 564 4101 (A/hrs).

APRIL

1st April

Night Trial — Contact Paul Taylor for details.

6th April

Rally Sprint Bartons Line — Run by the Wairarapa Car Club. Contact J. McMullan for details.

12th April

Autocross — An autocross run by the HVMC at the Gorries Quarry off the River Road in Upper Hutt. Contact J. McMullan for details.

19th April

Gisborne Rally — Contact J. McMullan for details.

27th April

Intermarque Sprint — The annual Fiat outing at Manfeild. Contact J. McMullan for details.

MAY

6th May

Night Trial — Contact Paul Taylor for details.

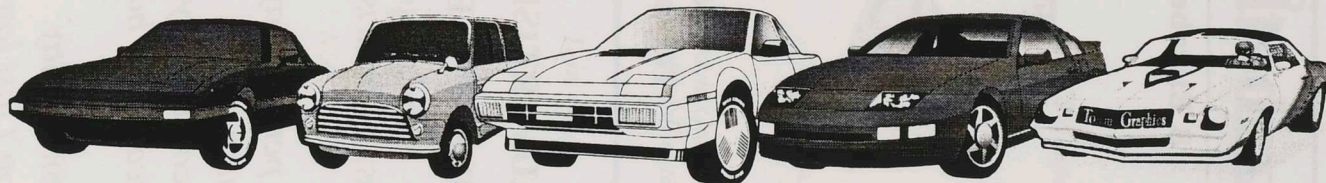
17th May

Clubmans Race Meeting — Wellington Car Club's own Clubmans. Watch this space for more details.

31st May

Intermarque Sprint - Manfeild

Run by JAG, ROTOR, and SUNBEAM clubs. Contact J. McMullan for details.



TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

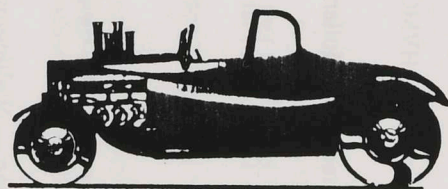
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt. (04) 527-8647**

**Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.**

SPEED TROPHIES

- | | | |
|---|---|---|
| McMILLAN TROPHY | For the member scoring the most points at Kim Naylor Interclub Autocross events | <i>David Graham</i> |
| GRAVEL HILLCLIMB TROPHY (AUTOFLEET SERVICES) | For the member scoring the most points at Interclub Gravel Hillclimb or Gravel Sprint events | <i>John Billington</i> |
| 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 | <i>Mark Kibble</i> |
| SPEED TROPHY | Highest placed member for all Wellington Car Club Speed events | <i>David Graham
John Billington</i> |
| 0 - 1300 cc TROPHY | For the fastest 0 - 1300 cc competitor at Sealed Hillclimbs | <i>Tony Dixon</i> |

ONE-OFF EVENT TROPHIES

- | | | |
|--------------------------|---|---------------------|
| HOWARD TOLLEY CUP | Fastest time of the day in the standing 1/4 Mile Sprint 1'500 - 3000 cc | <i>N/A</i> |
| GRANT TROPHY | Fastest time of the day in the standing 1/4 Mile Sprint 1001 - 1500 cc | <i>N/A</i> |
| JUBILEE ROSE BOWL | Fastest time of the year by a saloon car up Alexandra Road | <i>Joe McAndrew</i> |

D.P. FISHER TROPHY	Outright fastest time of the year (any class, vehicle, type) up Alexandra Road	<i>Joe McAndrew</i>
CLUBMANS TROPHY	For the winner of the Ross Gordon Memorial Race for Wellington Car Club members only at the annual Clubmans Race meeting	<i>Sefton Gibb</i>
WELLINGTON CAR CLUB RALLY TROPHY	To the highest placed Wellington Car Club competitor in the <i>International Rally of New Zealand</i>	<i>Joe McAndrew</i>
NU TREAD TROPHY	Fastest time of the year at Alexandra Road 0 - 1300 cc class	<i>N/A</i>
GIBBONS TROPHY	Fastest time of the year by any vehicle at the Kilbirnie Sprint	<i>Murray O'Neill</i>
THE SHER/DAN TROPHY	Fastest time of the year by a junior member of the Wellington Car Club at Kilbirnie Street Sprint	<i>Jeff Ward</i>
FRIENDLY CAR SALES TROPHY	Fastest time of the year at Alexandra Road for the 1301 - 1800 cc class	<i>Mike Galvin</i>

WORKERS TROPHIES

MORGAN WORKERS TROPHY	For the assisting at or running events, including helping at working bees and taking part in the <i>Braille Trial</i> (Committee members not eligible)	<i>Chris Wood</i>
------------------------------	--	-------------------

ROSS GORDON TROPHY	For marshalling only at Wellington Car Club events	<i>Chris Wood</i>
MARSLIN ORGANISERS TROPHY	For organisation of the most Speed Events	<i>Paul Taylor</i>
COMMITTEE TROPHY	Presented to Committee member considered to have contributed the most to the running of the Club	<i>Paul Taylor</i>

OVERALL TROPHIES

LADIES TROPHY	For the female member gaining the most points at Wellington Car Club events	<i>Catherine Dobbie</i>
ATKINSON TROPHY	Highest placed member for all Interclub events including Gravel sprints, Hillclimbs, Sealed Sprints, Motokhanas, Autocross, sand Trials	<i>Aaron Duncan</i>
HANSEN TROPHY	WELLINGTON CAR CLUB CHAMPION John Billington For the member scoring the most points at all Wellington Car Club events including Speed, Non-speed and Rally	<i>David Graham</i>
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	<i>Cathy Arrowsmith</i>

SMOKEFREE RALLY NEW ZEALAND

MEDIA RELEASE No. 2

A compact route in the "clover leaf" format will please both competitors and spectators during this year's Smokefree Rally New Zealand, this country's round of the FIA World Rally Championship in early August.

In line with the world motorsport governing body's demands limiting rounds of the Championship to three days and around 400 kms of special stages, the New Zealand Organisers have taken some very difficult decisions.

The most obvious are the elimination of both the Rotorua overnight rest halt and the decision to centre the Rally around Auckland, which removes the famous Motu stage in the Bay of Plenty from the Rally.

"The decision to centre the event on Auckland was virtually taken out of our hands when the FIA limited the distance between service parks and refuel areas," said the newly appointed Clerk of the Course, Graeme Robertson. "We couldn't find sufficient economies of distance and retain both the Rotorua overnight stop and some of the excellent rally roads in the Bay of Plenty region."

The Rally will start in the early afternoon of Saturday 2 August with a reverse order dash on the two kilometre Super Stage next to the Rainbows End fun park at Manukau City.

"The success of this stage will in some way make up for the disappointment of losing the Motu stage," he said.

The Super Stage will form the focus of a Rally Show that will excite enthusiasts who take the time to be in the Manukau City / Rainbows End area that afternoon," said Robertson.

The Rally really gets under way the following morning with the cars leaving the Manukau Parc Fermé at 5.00 am for the Maungaturoto Regroup and Service Park. The small Northland township south west of Whangarei will be the focal point for most of the first full day's rallying.

"We will have seven stages all within the specified distance restrictions, which provide an easier servicing schedule for the teams and the opportunity for spectators to see a number of stages and the teams in service mode at Maungaturoto," he said.

(Continued on page 19)

The final stage of the day will be a rerun of the Manukau Super Stage, but this time with the fastest cars starting first. "The first car starts the Super Stage at 4.00 pm, which means both occasions we use this purpose-built rally facility will be in day light," he said.

The second full day will see the Rally attack the west Waikato stages that have also become regular features of the Smokefree Rally New Zealand. The drivers will leave Auckland at 6.00 am and tour through the centre of the island before branching out towards the Raglan / Kawhia coastline and the more inland regions around Pirongia.

"We have planned another eight stages on the Monday and have scheduled the leading cars to be back at Manukau City around 8.00 pm that evening," he said.

The final eight stages on Tuesday will use roads centred on the Maramarua

region on the southern side of the Bombay Hills south of Auckland.

"Again, the decision to return to the Maramarua area was largely dictated by the need to comply with the FIA's distance restrictions and the need to plan a "clover leaf" design," said Robertson.

The 417 kms of Special Stages are fairly evenly distributed over the three days, which will give the competitors the chance to keep their options open right to the finish, while spectators can expect to see determined driving right until the last Stage.

The Organisers expect the world's best rally drivers to contest the event as it is a full round of the World Rally Championship.

The Smokefree Rally New Zealand is the ninth round of the World Rally Championship and the third round of the Asia-Pacific Rally Championship.

.../End

For further information please contact:

JOHN McNEUR: Phone 09-276 0882 (B)

or

GRANT MORRISON: Phone 09-473 8840 (H)

"LAST MINUTE" CHANGES TO STREET-SKILLS RALLY SCHOLARSHIP AND STREET-SKILLS RALLY CHALLENGE

It is with considerable frustration that Rally New Zealand as the administrators of the Street-Skills Scholarship and Challenge Series received the news of the last minute cancellation by Organisers of the 1997 Autosport Rally. This has resulted in the Westland Rally on the 21st and 22nd of March being nominated as a Round of the 1997 Street-Skills Scholarship and Challenge.

The 24th Annual Westland Rally will be held on the 21st and 22nd of March will now be the first Round of the Street-Skills Scholarship and Challenge Series. The event is also Round One of the Mainland Series.

The Street-Skills Scholarship and Challenge now consists of the following rounds:-

Street-Skills Scholarship	Date	Event	Status	Where
South	21 March	Westland Car Club <i>Dave Best</i>	National Ph:03-7627358 (h)	Westland
South	11 April	Marlborough Car Club <i>Mathew Linning</i>	National Championship Div 2 Ph:03-5789366 (h)	Blenheim
North	19 April	Gisborne Car Club <i>Margaret Thompson</i>	National Championship Div 2 Ph:06-868 4208 (h)	Gisborne
North	10 May	Rotorua Car Club <i>Gary Brown</i>	National Ph:07-3463166 (h)	Rotorua
South	16 May	Otago Sports Car Club <i>Norm Oakley</i>	National Championship Div 1 Ph:03-4761421 (h)	Dunedin
South	31 May	Southland Sports Car Club <i>Russell Jenkins</i>	National Championship Div 1 Ph:03-214 4059 (w)	Invercargill
North	7/8 June	Auckland Car Club <i>Willard Martin</i>	National Ph:09-5766437 (h)	Auckland
North	5 July	Northern Sports Car Club <i>Dennis Green</i>	National Ph:09-2740821 (w)	Tokoroa

1997 SMOKEFREE RALLY NEW ZEALAND

1997 PROGRAMME

- ◆ Monday 28 March Entries Open
- ◆ Friday 27 June Entries at reduced fee close
- ◆ Thursday 3 July Road Books available
- ◆ Friday 11 July Final closing date for entries
Publication of Seeded Entry List
- ◆ Monday 21 July Rally Headquarters opens - Auckland
Airport Travelodge Hotel - Manukau
- ◆ Sunday 27 July Reconnaissance starts
- ◆ Thursday 31 July Press Room opens
Reconnaissance finishes
- ◆ Friday 1 August Optional Administrative Checks
Official Welcome
- ◆ Saturday 2 August Administrative Checks /Scrutineering
Rally Show
Rally Start - Leg One - Super Stage
- ◆ Sunday 3 August Leg One contd - Auckland - Auckland
- ◆ Monday 4 August Leg Two - Auckland - Auckland
- ◆ Tuesday 5 August Leg Three - Auckland - Auckland
Rally finishes
Prizegiving
- ◆ Wednesday 6 August Press Room closes
Rally Headquarters closes

RALLY UPDATE

65TH RALLYE AUTOMOBILE MONTE-CARLO

Wednesday 22 January 1997

The Italian Piero Liatti and his lady co-driver Fabrizia Pons have won the first round of the 1997 FIA World Rally Championship in Monte Carlo.

The Subaru crew won after 1704.90 kms, of which 398.21 kms were on 18 Special Stages, beating the Spanish pair of Carlos Sainz and Luis Moya of Ford, by a good 55 seconds.

The event saw three different drivers alternate in the lead, during the three days of rallying, which brought the competitors back to Monaco from the Ardeche mountains. The first was Carlos Sainz, who took the lead from Belgian Freddy Loix, winner of the Superspecial Stage over the Monaco Grand Prix circuit which opened the Rally on Sunday.

On the first stage of the second day the Finn Tommi Makinen of Mitsubishi made up the few seconds separating him from the leader to go ahead. He ended the Leg in Gap, with 14 seconds to spare over Liatti and 17 over Sainz. The third day was the turn of Liatti, more confident when the roads changed from snow to asphalt, and the pressure of the Italian forced Makinen to a mistake in Stage 15, which cost him more than one and a half minutes,

dropping him to third place. This is the first World Championship victory for Liatti as it is too for a World Rally Car, the new Subaru Impreza WRC. The win puts the Subaru World Rally Team into the lead of the FIA World Rally Championship for Manufacturers. The Group N category was won by the reigning champion, the Uruguayan Gustavo Trelles, 9th overall. Skoda, placing their two Felicias in 11th (Triner) and 12th (Sibera) positions, took the lead of the 2-Litre Cup with 16 points, and SEAT was second with 7 points. Isolde Holderied and Catherine Francois, 8th overall, were first in the Ladies Cup.

46TH INTERNATIONAL SWEDISH RALLY

Monday 10 February 1997

Swedish crew Kenneth Eriksson and Staffan Parmander in a Subaru, won the International Swedish Rally, second round of the FIA World Rally Championship.

After more than 350 kms of Special Stages, the top three contenders were only five seconds apart!

During the first three stages of the final day three drivers changed in the lead: overnight leader Carlos Sainz of Ford gave way initially to Subaru's Colin McRae, who in turn was over-

taken by team-mate Kenneth Eriksson.

Behind this the Finn, Tommi Makinen of Mitsubishi, charged furiously reducing the overnight gap from 54 seconds to only 33. The first one to crack was the Scot McRae who spun twice on SS22 losing more than 30 seconds and dropping from second to fourth place. The Subaru driver didn't give up, but could not keep up with Makinen and ended up fourth.

At the top the game was decided only on SS23, when Eriksson increased his lead to 16 seconds; "We gave more than our best in SS21, there has been a long time I never lifted once my foot off the throttle" - said a beaming Eriksson on the finish ramp - "And that was the turning point, but we realised that we had made it only after the last but one Stage; with 16 seconds we knew that Carlos (Sainz) couldn't get us anymore."

The weather this year has played its part in the extraordinary twists and turns that have made the Swedish Rally so exciting, providing the whole gamut of conditions. Sheet ice, fresh snow, sunshine bringing through the gravel, slush and even fog had to be faced by the competitors during the three day 1600 kms event. By finishing as runner-up on this second round of the FIA World Championship, Spaniard Carlos Sainz has taken the lead of the Drivers classification, while Subaru continue to lead the Manufacturers.

Thomas Radstrom of Toyota Sweden, after leading briefly the first day, ended up in 5th place, with team-mate Tomas Jansson (S) and Marcus Gronholm (FIN) respectively 7th and 8th. Swede Kenneth Backlund led a bunch of Group N Mitsubishi's winning the category, finishing 11th overall. Jorgen Jonasson in a Volkswagen was first of 2-Litre Cup category.

1997 FIA WORLD RALLY CHAMPIONSHIP FOR DRIVERS

Sainz 6 + 6 = 12;
Liatti 10 + 1 = 11;
Eriksson 1 + 10 = 11;
Makinen 4 + 4 = 8;
Schwarz 3 + 1 = 4;
Mc Rae 0 + 3 = 3;
Nittel 2 + 0 = 2;
Lundgaard 1 + 1 = 2

1997 FIA WORLD RALLY CHAMPIONSHIP FOR MANUFACTURERS

Subaru 10 + 13 = 23;
Ford 9 + 7 = 16;
Mitsubishi 6 + 4 = 10
(Monte Carlo + Sweden =)



Memo

**Want To Find Out
What's Coming Up?**



Phone the club's FREE hotline on

389 - 2309

For news on:

**.CLUBNIGHT
.COMING EVENTS
.AND MORE!**

BUDGET TYRE CENTRE, PORIRUA

**TRENTHAM MEMORIAL PARK
RALLYSPRINT & MOTOR FESTIVAL**

Sunday 23 March 1997

**The Hutt Valley Motorsport Club Inc. invites YOU to
be a part of this event.**

- * Rallysprint with top honours for 2WD & 4WD
- * Trade Displays
- * Club Displays - cars, boats, etc.
- * Kid's Entertainment - air castle etc.
- * Food and Refreshments

SOMETHING FOR EVERYONE

Don't delay, send you entry today!

The Hutt Valley Motorsport Club are proud to support Te Omanga Hospice with proceeds from this event.

*For more details contact: Mark McIntyre,
(04) 568-3169/(04)564-4101 A/hrs*

Night Trial, February 1997

	BEGIN	Hi-TECH	TAZ	Hi-YA	62	Hi-BOY	HPRL	Hi-BABE	MANNED	TIME	V8	DDURL	Hi-SON	DDLRL	Hi-SON	XOKM	TIME	TOTAL
ESCARGOTS Brian Craig S Tennent C Bant	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	✓	✓	✓	✓	1	7 2ND
TEAM PEUGOTARY Wayne Gair Dianne McDon- ald	✓	✓	✓	✓		✓	✓	✓	✓	9	✓	✓	✓	✓		✓	9	28 6TH
TRIVIAL PUR- SUITS Paul Taylor Daryl Taylor Scott Taylor	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	✓	✓	✓	✓		✓	1	2 1ST
IMPS & DEMONS Arthur Nat- trass Sandra Monk	✓	✓	✓	✓	✓	✓	✓	✓	✓	9	✓	✓	✓	✓		✓	2	11 3RD
CONROY E. V. Conroy BJ Lakeman	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	✓	✓		✓	6	12 4TH
Mike Reid Cathy Reid	✓	✓		✓	✓	✓	✓	✓	✓	5	✓	✓	✓	✓		✓	7	22 5TH

FOR SALE...

Suzuki Swift GTi Group N Rally Car

Rally prepared standard production, ex Chris Joblin (NZ Rally Champion Class A), Paul Richards (Taranaki Car Club Autocross, Motokana and overall Speed Champions 1992/93/94)

Standard blueprinted 1300cc twin cam, 16 valve, fuel injected motor approx 104bhp; competition computer; 5 speed close ratio gearbox; Autosport kevlar seats; full harness belts; Halda Twinmaster; roll cage; quick fit alloy sump guard; quick fit spot lights; gravel and tarmac suspensions; Koni adjustable shocks; all road trim - including standard seats, belts and carpets; approx 30 tyres and rims including knobbles, tarmac, road, slicks; heap of spares. Very straight with original paintwork except for recent bonnet respray.

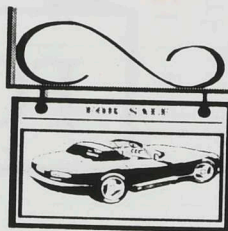
Can be used for every aspect of motorsport, from fast road car, autocross, motokana, club sprints, through to serious race and rally competition. Fabulous, versatile and economical (39mpg road, 21 mpg rally).

*A bigger non-motorsport project forces quick sale at:
\$11,000 for everything.*

Phone Paul Richards (04) 232- 9418

CLASSIFIEDS

Private advertising **FREE** of charge to Wellington Car Club Members. Contact Kevin Whiteman and place your advert today!!



Isuzu Gemini Rally Car

1600cc motor with twin side drafts, 5 speed, LSD, disk brakes all round, 5 link rose jointed rear end, autosports, Helda, spotlights etc. etc... Excellent car. Very competitive in its class. Handles very predictably. Spares package available, includes: engines 1600cc & 2000cc, transmissions 4 & 5 speed, brakes, suspension, panels, mags & tyres etc. etc...

\$4000 ono for the car

\$6000 ono for the lot

Phone Kevin:

(04) 527 0172 (hm), (04) 496 0053(wk)

Pentax ME Super

Ideal for Motorsport Photography
SLR camera, 50mm lens, Bag, Pocket Flash \$395 ono

70 - 200 mm lens \$150 ono

Flash unit \$100 ono

Will accept an offer on the lot.

Phone Kevin:

(04) 527 0172 (hm), (04) 496 0053(wk)

RIDE WANTED

Can you help me? I need a ride from Wellington to Greymouth, for the Westland Rally, on 21st and 22nd March.

Phone Mike:

(04) 233 9203

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class it.

Engine developed by the team and Dyno tuning by Fulda 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 \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray:

(04) 383 5211 (hm), 025 433 867



Just back from Autosport International
FreeFax (0800) 99-99-77
Mobile +64 (025) 466 977

A Division of **BLACK ARROW LTD**

Stockists and Suppliers of:
F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map Lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.



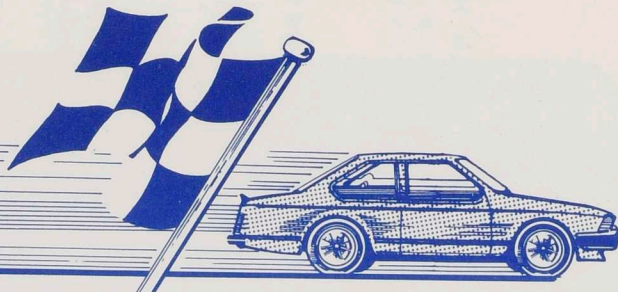
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON



Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

APRIL 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editor's Notes

Greetings fellow members...

Some of you may have noticed that this magazine is getting smaller and smaller. And the reason for this?

We still aren't receiving enough articles.

Those of you that have been reading my editorials since I took over this magazine will realise that this has now become my hobby horse. I'm sorry, but I'm not giving up; I need more articles!

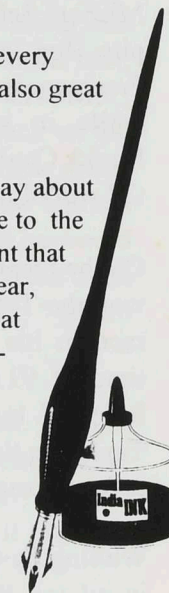
Last month's clubnight was a major success. I hear that there is talk of making the indoor motorkhana an annual event. If anybody else has any great ideas for clubnight events, then pass your ideas on to any committee member. We'd like to see this many people at every clubnight, not just last months one.

Also, don't forget the night trials that are held on the first Tuesday of every month. This is a fun night, and your whole family can take part. It is also great for new members who want to get a taste of club life.

If there are any members out there who would like to have more of a say about how your club is run, then why not join the executive committee? Due to the recent withdrawals of some committee members, it is becoming apparent that we do not have anywhere near enough people on the committee this year, and without a committee the club is unable to run the type of events that you have all come to expect. You don't have to have past experience - just be willing to put forward some great ideas and have some fun! If you are interested, call Paul Taylor.

Well, that's all from me this month.

Joanne & Kevin



Send any articles, photos or anecdotes for Motoring News to: The Editor, Motoring News, P.O. BOX 5142, WELLINGTON. Or e-mail us at: Joanne.Philpott@xtra.co.nz

President's Report



Welcome to April!

Last Clubnight was a lot of fun, or so I've been told. Radio-control cars were used for an indoor Motorkhana. Unfortunately I couldn't be there, but I would have loved to have been. I'm not sure what we are doing this month, but a team event - consisting of pool, darts and hoops - could be in order.

Wasn't the formula one in Aussie a good race? With 6 laps to go, the top three drivers were within a few seconds of each other, then Michael Schumacher had to hit the pits for a quick fuel splash. Frentzen spun with 3 laps to go while in second place, leaving David Coulthard with his second GP win of his career. Great race!

On the local front - Joe McAndrew won the Trentham Memorial Park race in his new Impreza, with a time of 91.64 seconds. He was followed by Lewis Scott and Ian Taylor, in times of 92.88 and 93.83 seconds respectively.

Wellington Car Club was involved in all top three placings, as Jane Black was co-driver for Lewis Scott.

Palmerston North driver, Roger Brader, took out the 2-wheel drive division in a time of 99.88 seconds - with Harvey Kibble and Ted Clay coming second and third with times of 102.87 and 104.29 seconds respectively. Again another event I couldn't get to, as I was involved with Pro Drive on this day.

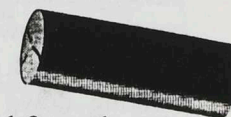
Pro Drive was a real eye opener for me, as these kids we put through the course really didn't have a clue about what happens to your car when you lock up your brakes. Hopefully we have helped to save a few lives in the future by showing them their errors.

We are getting really desperate for helpers for our Clubmans on the 17th May. If you can help, please ring Julian McMullan on 476-9643. We do not want to cancel this event.

Cheers and safe motoring.

Paul Taylor

Captain's Log



Hope you all had a great Easter.

I haven't got a lot of time, so I'll make this as short as possible (no bleating and moaning this time).

Alexander Road Hillclimb was awesome; Kevin put together a great team, and they did a terrific job of running the event on the day. I hope these same people will make themselves available to help me with our Clubmans on the 17th of May (hint, hint).

Which brings me back to that subject - I need marshals, scrutineers, time keepers and helpers for this event. If you are available, or know of someone who would like to help out, please contact me - during the day on 385 7659, or after 6:30 on 476 9643.

Help from anybody with experience in organising a circuit event would be greatly appreciated (even if you can't be there on the day, or wish to enter).

Have a great month, and I'll see you at Clubnight.

Quote of the month:

"What is a committee? A group of

the unwilling, picked from the unfit, to do the unnecessary." - Richard Harkness, The New York Times, 1960

See-ya

Julian

P.S. Here's a joke for you...

A truck driver used to amuse himself by running over lawyers he would see walking down the side of the road. Every time he would see a lawyer walking along the road, he would swerve to hit him; there would be a loud "THUMP", then he would swerve back on the road. One day, as the truck driver was driving along, he saw a priest hitch hiking. He thought he would do a good turn, and pulled the truck over. He asked the priest, "Where are you going, Father?"

"I'm going to the church, 5 miles down the road," replied the priest.

"No problem Father! I'll give you a lift; climb in the truck."

The happy priest climbed into the

(Continued on page 4)

passenger seat, and the truck driver continued down the road. Suddenly the truck driver saw a lawyer walking down the road, and instinctively he swerved to hit him. But then he remembered there was a priest in the truck with him, so, at the last minute, he swerved back to the road - narrowly missing the lawyer.

However, even though he was cer-

tain that he missed the lawyer, he still heard a loud "THUD". Not understanding where the noise came from, he glanced in his mirrors, and when he didn't see anything. He turned to the priest and said, "I'm sorry Father. I almost hit that lawyer."

"That's okay," replied the priest. "I got him with the door!"



WANTED...

Volunteers for Marshalling at 1997 Car Club Events

- *No experience needed*
- *Light Lunch Provided*
- *Be in the draw to win prizes*

Give something back to your club and help make our events an even greater success. **Become a Marshall!!!**

For more information speak to any Wellington Car Club committee member.

March Clubnight

Author: Murray O'neil

Well if you thought your car skills were pretty sharp, try getting a 1000 horse power front wheel drive Fiat around a tricky motorkhana course. In reality that is what it would have been if you had scaled it up to full size. The Fiat was one of the cars loaned to us by Ian Campbell for our remote control car motorkhana evening. On the night an array of cars - from trick offroaders to four wheel drive tin tops, appeared from the closet. Surprising the ways in which the Motorsport addiction can manifest itself. The plastic toy I had brought along seemed somewhat outclassed, even with the fluoro paint job, and it was too late to hide it in the back room.

Twenty of our clubs best drivers took to the challenge, with more enthusiasm than sense at times. Flashes of brilliance in car control were followed by absolute carnage of a magnitude not expected from Motorsport professionals. Needless to say there were many red faces from laughter, and a few more on those who struggled to master driving from the stands. Cathy A. made light work of it by walking behind the car to keep in control, and posted a top time.

So who are the top guns? For driving anything under thirty centimeters long, top honors go to Jody Seabright and Jamie Kibble - in an impressive display of high speed dueling. Congratulations !!

Casualties of the night:

Bretts very expensive fourwheel drive, you guessed it 'blown gear-box'(or something close), and it wasn't a Mazda either.

One mint Mini with what appeared to be severe frontal damage after having a head on with the lethal Fiat. (Sorry Ian they were on separate tracks!!)

And the fluoro toy, which while circulating well in the forty lapper had its controls jammed by another competitor and split itself in two on a table leg.

Many thanks to the marshals, time-keepers and all those who came to share in the lighter side of Motorsport.

Clubnight is your night, if there is something you would like to see, any of the committee would welcome your call.

W.C.C. Clubmans '96

The Best & Friendliest Clubmans

A very late summary of events on the 18 May 1996. Just in time to get your enthusiasm going for this years Clubmans

Everyone knows that the best and friendliest Clubmans is run by Wellington Car Club. In case there was ever any doubt, it says so on the cover of the supplementary regulations for the day. This year the promise was for an exceptional day, fine weather had been organised in advance. There was a good turnout of competitors, enough saloons for three separate race groups, and another group for HQs as well as one for single seaters.

The programme gave everyone a time on the track, we all got two six lap races within our particular groups, plus a six lap all in together race as the first one in the reverse direction followed by the endurance race which turned out to be 21 laps long. Wellington Car Club members were also able to compete for the Ross Gordon memorial trophy in an extra 10 lap race.

One thing tinged the day with a

little sadness for me, that was it was my last day in the Blue Corolla with Sunroof class. So this class winning car is now for sale. In fact together we set new records for a standard Corolla on Manfield with lap times breaking 1:20 several times. Of course you may question the accuracy of these records, but I couldn't possibly comment.

Going in the reverse direction was a real challenge. Having a relatively big group of cars going about my pace that I could compete with was excellent. I had a great battle with a Datsun 1600 (with turbo). But the absolute best thing is that I won't have to put up with Amanda Kibble saying she's going to beat me at the next Manfield opportunity. I felt we had fairly even grid positions at most of the starts and that the finishing positions fairly represented the intervening performance. Not that I'm normally one to gloat - but I beat you going both directions!!! (Nyah Nyah).

So that concludes the final episode in the saga of the Blue Corolla with

(Continued on page 7)

Sunroof serious circuit racing class. The car has since been sold, so if your looking for tips on how to make a Corolla go quick, I guess its safe to tell my secrets now, but only to one person at a time.

Thanks to Tony and Wendy Oliver and their team of scrutineers, marshals, timers and other officials for putting on the best Clubmans.

Tony Pepperell
(Now the possibly fastest Blue Corolla with a sunroof ever seen at Manfield)

PS. The Corolla has been sold - some time ago now.

Welcome!

The Wellington Car Club would like to welcome the following new members:

Glenn Collins

Glenn is interested in speed events, rallies and gymkhanas. He is also a member of the Wellington Cross Country Vehicle Club.

William Nicholson

William drives a Lotus II. He is interested in speed events, gymkhanas and trials. He is also a member of the Historic Racing Sports Car Club.

Gareth Taylor

Gareth drives a Subaru Legacy RS. He is interested in all types of events.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any questions or suggestions. If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport Capitation Levy)

\$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

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS & SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



BLACK RALLY SPORT

Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Racetech' Seats ■ 'Racetech' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

APRIL

19th April

Gisborne Rally — Contact J. McMullan for details.

27th April

Intermarque Sprint — The annual Fiat outing at Manfeild. Contact J. McMullan for details.

MAY

6th May

Night Trial — Contact Paul Taylor for details.

17th May

Clubmans Race Meeting — Wellington Car Club's own Clubmans. This is going to be an excellent event, but we are still after helpers on the day. Contact J. McMullan for details, regs or anything else.

17th & 18th May

The Shoreline Hotel Otago Rally — A Division 1 round of the New Zealand Rally Championship.
Contact Norman Oakley (03) 4779147 (wk), or (03) 4761421 (hm)

17th & 18th May

The Shoreline Classic Rally — This new event will be run in conjunction with (and at the same Time as) the 1997 Shoreline Hotel Otago Rally. Dust off the old Escort or Rx3 & relive the "Good old days" of rallying!
Contact Norman Oakley (03) 4779147 (wk), (03) 4761421 (hm).

31st May

Intermarque Sprint - Manfeild

Run by JAG, ROTOR, and SUNBEAM clubs. Contact J. McMullan for details.

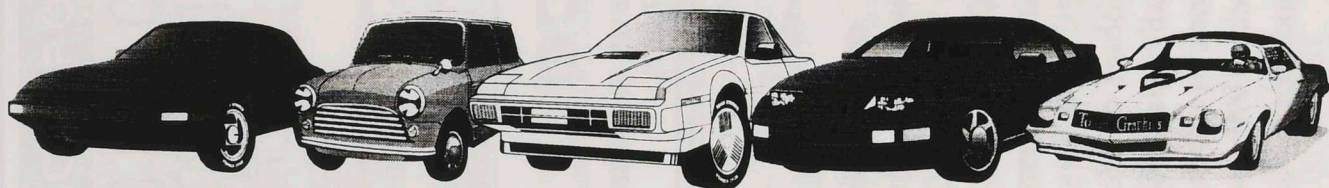
JUNE

7th & 8th June

Greg Todd Memorial Rally — The Auckland Car Club is holding a "pace note" rally over the weekend of 7-8 June in the CHH Maramarua Forest. The rally is a round of The Street-Skills Rally Scholarship, The Street-Skills Rally Challenge & Top Half Series. Contact Raewyn Brown (09) 478 2503 (hm).

21st & 22nd June

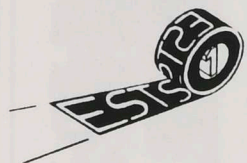
Feilding Promotion Daybreaker Rally — This event is a National Rally 5 Seal special stages on the 21st & 9 metal 1 seal on the 22nd. Contact J. McMullan for Regs.



TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908



**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**

and fast Friendly Service
Telephone: Dave Barrow, 384-9908

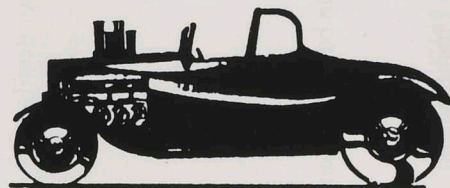
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt. (04) 527-8647**

**Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.**

Wellington Motorsport Association March Night Trial - RESULTS

Car No	Crew Members	Club	sec. one	sec. two	sec. three	total	place	sec. four
1	Paul Taylor (d) Daryl Taylor (n) Scott Taylor	Wgtn	21	30	52	103	8th	1 m 13s
2	Cathy Arrowsmith (d) David Hedge (n) Amanda Kibble	Wgtn	4	40	119	163	9th	3 m 40s
3	Conroy, E.V. (d) Lakeman, B.J. (n) J Tennent (d)	Wgtn	10	19	22	51	5th	50s
4	Ben Stockbridge (n) Leon Cast (d) John Rapley (n) B R Craig (d) Chris Bant (n) Slodrive	Harb Cap	2	14	40	56	6th	1 m 38s
5		Harb Cap	2	5	26	33	2nd	1 m 02s
6		Harb Cap	13	24	21	58	7th	49s
7	David Wilce (d) Graeme Penhey (n) Not a Problem Mike Reid (d) Cathy Reid (n) Daryl Monk (d) Sandra Monk (n)	Harb Cap	3	18	17	38	4th	35s
8		Hutt	1	10	17	28	FIRST	
9		Rector	11	10	13	34	3rd	

Sec 4 was optional and did not impact the results Checker: Steve Budd

Marshalls: Danny Sparkes
Suzi Grindell

Notes: (d) = Driver
(n) = Navigator
Organisers: Dianne McDonald
Wayne Gair

Motorsport New Zealand Inc.
 Motorsport House
 11 Torrens Terrace
 PO Box 3793
 Wellington 6001
 Phone +64-4-801-9559
 Fax +64-4-801-8558
 Email: admin@motorsport.org.nz

MEMORANDUM

REF: 10EV461
 DATE: 14 February 1997
 TO: All Clubs
 FROM: S J O'Neill
 SUBJECT: SCRUTINEERING TRAINING SEMINARS.

The dates and locations for the 1997 Scrutineering Seminars have been finalised as follows:

Auckland	24 May	Auckland Car Club rooms
Auckland	25 May	Auckland Car Club rooms
Hamilton	14 June	Hamilton Car Club rooms
Palmerston North	15 June	Manawatu Car Club rooms
Nelson	12 July	Nelson Car Club rooms
Wellington	13 July	MotorSport House
Dunedin	26 July	Otago Sports Car Club rooms
Christchurch	27 July	Latimer Lodge

All current scrutineers and anybody wishing to learn more about scrutineering is invited to attend one of the seminars. A wide variety of topics will be covered in each seminar, including; Scrutineering Audits, the revised Schedule A and MotorSport Authority Card Inspections. The seminars also provide scrutineers with a forum to ask questions and provide feedback to MotorSport NZ.

All attendees will receive a scrutineering guide book which provides a useful reference source for scrutineers.

A short written test will follow on the completion of each seminar for those wishing to be licensed,

Applications close three weeks prior to the seminar, we do however request that applications are returned as early as possible.

Additional application forms for the seminar can be copied or are available on request from the MotorSport office.

Yours faithfully
 S J O'Neill
 TECHNICAL MANAGER.

1997 SCRUTINEERING SEMINARS RESPONSE FORM

Please enroll me in the Scrutineering Seminar selected below.

Name (print)

License No (where applicable)

Car Club

Seminar (tick)	City	SeminarDate	Venue	Closing Date
	Auckland	24 May	Auckland Car Club rooms	25 April
	Auckland	25 May	Auckland Car Club rooms	25 April
	Hamilton	14 June	Hamilton Car Club rooms	23 May
	Palmerston North	15 June	Manawatu Car Club rooms	23 May
	Nelson	12 July	Nelson Car Club rooms	20 June
	Wellington	13 July	MotorSport House	20 June
	Dunedin	26 July	Otago Sports Car Club rooms	4 July
	Christchurch	27 July	Latimer Lodge	4 July

Note: Travel assistance is available for persons more than 50 km from the seminar (100 km return trip) at 25c per km.

This is granted on the basis that attendees will car pool, ie. for 1 to 4 persons from the same club; one travel grant is available. If 5 to 8 persons attend then two grants are available, etc.

Unfortunately there is no assistance available for accommodation.

MotorSport New Zealand
MANUAL AMENDMENT
26020

No:

Implementation Date: Immediate
Issue date: 18 February 1997

FUEL USED IN RACE AND RALLY EVENTS

The requirements for fuel used in MotorSport NZ events are amended as follows:

APPENDIX S: Supplementary Regulations Applicable to all Races

Clause 15.1 is amended to read:

15.1 Unless specified in the Championship Articles the only fuel permitted to be used is either 96 RON unleaded petrol (Premium) or 91 RON unleaded petrol as available from retail service station pumps through out New Zealand..

Additives of any kind or specification or chemical description or composition shall not be added to the fuel nor may a blend of two or more fuels be used.

Not applicable to:

Rotary engined vehicles: the addition of oil to the fuel is deemed acceptable.

Non-championship classes: the use of a 'Fuelstar petrol catalyst' is deemed acceptable.

APPENDIX R

Clause 3.5 is amended to read:

3.5 Fuel: The only fuels permitted are:

- RON unleaded petrol as available from retail service station pumps throughout New Zealand, or
- RON unleaded petrol (Premium unleaded) as available from retail service station pumps through out New Zealand, or
- Avgas - commercially available in New Zealand, or
- Diesel as available from retail service station pumps through out New Zealand.

Additives of any kind or specification or chemical description or composition shall not be added to the fuel nor may a blend of two or more fuels be used.

Not applicable to:

Rotary engined vehicles: the addition of oil to the fuel is deemed acceptable.

Non-championship classes: the use of a 'Fuelstar petrol catalyst' is deemed acceptable.

This bulletin is issued for MotorSport New Zealand by the Administration.

Ian Snellgrove
General Manager

The Drinker's Troubleshooting Guide



Symptom: Drinking fails to give satisfaction and taste; shirt front is wet. **Fault:** Mouth not open when drinking, or glass being applied to wrong part of face. **Solution:** Buy another pint and practise in front of a mirror. Continue with as many pints as necessary until drinking technique is perfect.

Symptom: Drinking fails to give satisfaction and taste; beer unusually pale and clear. **Fault:** Glass is empty. **Solution:** Find someone who will buy you another pint.

Symptom: Feet cold and wet. **Fault:** Glass being held at incorrect angle. **Solution:** Turn glass so that open end is pointing at ceiling.

Symptom: Feet warm and wet. **Fault:** Loss of self control. **Solution:** Go and stand beside nearest dog. After a while complain to its owner about its lack of house training.

Symptom: Bar blurred. **Fault:** You are looking through the bottom of your empty glass. **Solution:** Find someone who will buy you another pint.

Symptom: Bar swaying. **Fault:** Air turbulence unusually high, may be due to darts match in progress. **Solution:** Insert broom handle down back of jacket.

Symptom: Bar moving. **Fault:** You are being carried out. **Solution:** Find out if you are being taken to another bar. If not, complain loudly that you are being hijacked.

Symptom: The opposite wall is covered in ceiling tiles and has a fluorescent strip across it. **Fault:** You have fallen over backwards. **Solution:** If glass is still full, and no one is standing on your drinking arm, stay put. If not, get someone to lift you up and lash you to the bar.

Symptom: Everything has gone dim and you have a mouth full of teeth and fag-ends. **Fault:** You have fallen over forwards. **Solution:** Same as for falling over backwards.

Symptom: You have woken up to find your bed cold, hard, and wet. You cannot see your bedroom walls or ceiling. **Fault:** You have spent the night in the gutter. **Solution:** Check your watch to see if it's opening time. If not, treat yourself to a lie in.

Symptom: Everything has gone dim. **Fault:** The pub is closing. **Solution:** PANIC!

Sourced from the Internet.


Memo

**Want To Find Out
What's Coming Up?**



Phone the club's FREE hotline on

389 - 2309

For news on:

**.CLUBNIGHT
.COMING EVENTS
.AND MORE!**

FOR SALE...

Suzuki Swift GTi Group N Rally Car

Rally prepared standard production, ex Chris Joblin (NZ Rally Champion Class A), Paul Richards (Taranaki Car Club Autocross, Motokana and overall Speed Champions 1992/93/94)

Standard blueprinted 1300cc twin cam, 16 valve, fuel injected motor approx 104bhp; competition computer; 5 speed close ratio gearbox; Autosport kevlar seats; full harness belts; Halda Twinmaster; roll cage; quick fit alloy sump guard; quick fit spot lights; gravel and tarmac suspensions; Koni adjustable shocks; all road trim - including standard seats, belts and carpets; approx 30 tyres and rims including knobbles, tarmac, road, slicks; heap of spares. Very straight with original paintwork except for recent bonnet respray.

Can be used for every aspect of motorsport, from fast road car, autocross, motokana, club sprints, through to serious race and rally competition. Fabulous, versatile and economical (39mpg road, 21 mpg rally).

***A bigger non-motorsport project forces quick sale at:
\$11,000 for everything.***

Phone Paul Richards (04) 232- 9418

CLASSIFIEDS

Private advertising **FREE** of charge to Wellington Car Club Members. Contact Kevin Whiteman and place your advert today!!



Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class 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 spears and everything you need to go rallying, plus any technical support needed.

Priced at \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray:

(04) 383 5211 (hm), 025 433 867

NEED A NEW CAR?

Advertise for free in the Wellington Car Club magazine.

Contact Joanne or Kevin on: 527-0172

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie:

(04) 383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography

SLR camera, 50mm lens, Bag, Pocket

Flash \$395 ono

Flash unit \$100 ono

Will accept an offer on the lot.

Phone Kevin:

(04) 527 0172 (hm), (04) 496 0053(wk)

1990 Isuzu Ute

2.3 Litre, Petrol, 2 Owners, 115,000kms. Canopy. Ideal service vehicle.

\$9000 ono.

Phone Kevin:

(04) 527 0172 (hm), (04) 496 0053(wk)

ADVERTISE FOR FREE

Need to sell your rally car? Got a spare pair of overalls or mag wheels? Advertise them in the Wellington Car Club Magazine. If you are a current car club member it won't cost you a thing!

Clear out your garage and closet, and then call Joanne or Kevin on 527-0172



just back from Autosport International

FreeFax (0800) 99-99-77
Mobile +64 (025) 466 977

A Division of **BLACK ARROW LTD**

Stockists and Suppliers of:
F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map Lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratrip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.



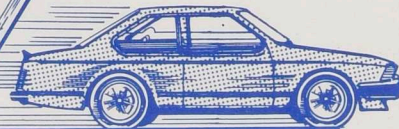
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON



Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

MAY 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

479-8645

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Motoring News, May 1997

1

Editorial

Suprize!! New Editor. No more captains log I get to do all my bleating in the Editorial from now on. Tracey and I have taken over the magazine from Joanne as she now has other commitments.

Clubmans will have been and gone by now, I hope it was a success. At this stage every thing is under control, but sponsors are a bit thin on the ground.

One thing I will bleat about is if you are unhappy with the performance of the committee the place to air your concerns is committee night (2nd Tuesday of every month at the clubrooms) not at the bar of another club after an event.

Our committee may not have experience but it does have enthusiasm. If you have any suggestions please drop us a line.

Thank you to Graeme Toomer for his suggestions for the Clubmans, I hope they made it entertaining.

One last thing I would like to add as interesting trivia, in 1969 the president and club captain of the Wellington Car Club organised New Zealand's first Rally. They were "K" Foulkes and Ian Pinkerton. They were 28 & 25 years old.

Maybe young enthusiastic people is just what we need.

Seeya

Julian

President's Report

Welcome to May,
I'll hope you're having an enjoyable year to date

First of all I would like to thank Murray O'Neill for organising the working bee at the clubrooms in March. [The back room looks a lot better from it.] and the following club members who gave us their time Sue Diggle, Tracey & Julian McMullan, Amanda Kibble, and also a big thank you to David Wilce who belongs to Harbour Capital Car Club. A great effort guys.

I'm a little disappointed at the turn out to the working bee from our members, as it was well advertised. [David read it in our mag] Also I'm really disappointed at the lack of people turning up to club night [3rd Tuesday of the month]. Yes I know Aprils mag was late out, but by our dead line there was only one article and a set of results (was it really worth publishing?). Is it lateness of the mag that is causing people to miss club night? We would also like to get a range of interesting speakers along to the club nights, but the lack of attendance is a bit embarrassing! Its a Catch 22 situation, isn't it?

From now on, our magazine will be out on time, articles deadlines will be club night. (That means you, competitors, organisers and spectators - there must be some budding young journalists out there!).

(Continued on page 3)

This year's committee is an inexperienced one, I'm not trying to make excuses, but we are all trying very hard to get things right. Any constructive criticism (positive or negative) would be appreciated. Please write to myself or the committee with comments and suggestions. We will try to action them - we do need your input.

We have our Clubman's coming up on the 17th May. Chris Wood is still looking for helpers, to run this event. Good luck to all competitors! Remember, night trials are on the first Tuesday of every month - we'd like to see more WCC members there. It's great fun!!

A big thank you to all people who have helped out at Prodrive over the last few months. You have helped to make our young people safer drivers, which will have long term benefits. -Excellent programme.

Joe McAndrew will not be entering the Gisborne rally due to lack of sponsorship

Happy and safe motoring for the month of May. Hopefully next Presses Report I'll have a more positive outlook.

Cheers,

Paul Taylor

PS My address is 14 Kitchener Tce, Johnsonville; for any correspondence.

Beginners Luck

As the magazine is short of articles this month I thought I'll waffle on a bit. As we have lots of new members, this article is about our first rally, I hope it will encourage some of you to give it a go (or maybe put you off).

Our first rally was Wairarapa 1994, It was won by Joe McAndrew in the EX Prodrive Subaru Legacy. We finished a very close 48th only 37 minutes behind in the Ex Manakau City Council Ford Escort L.

Our rally started on Friday with a visit to the tyre shop to put spare tyres on wheels. The second tyre burst the bead at 29 psi. Was this an omen (yup).

(Continued page 5)

We drove the car from Upper Hutt (trailer? What's a trailer) to Masterton. But the trip had as many dramas as the rally. We got a flat tyre leaving home, we were running late (people seem to think this is pretty normal for me) and a bit of that expensive Mobil 1 oil was puffing out the exhaust pipe. Half-way up the Rimutaka Hill alot more of that oil was coming out (about \$7 worth by now) and the car was over heating and pinking. We stopped, let it cool off, knocked back the timing and it got us to Masterton and Scrutineering.

We breezed through Scrutineering (at least something went right) and went to the Solway for the night (thing about being married to your co-driver, saves on room rental).

Next morning after drivers briefing we watched Joe leave then went inside for a 79 minute breakfast (we were the second to last car).

We left for the first stage. Climbing a hill to the start line the car once again suffered the S.P.L.P.'s (Smoking, Power loss, Pinking). We made it to the start line, through the stage and discovered the best thing about being at the back is you get to meet all these neat people who won't be finishing.

(Continued page 6)

Stage 2 started 200 metres from the finish of Stage 1 and we made it just in time after our service crew of 15 helpers and no mechanics helped knock back the timing again. Stage 2 was Bartons Line famous for Rallysprints.

The car seemed pretty gutless but was running colder so I pushed it harder and caught and passed Murray O'neil in his Turbo 4WD 323. He seems to think he was stuck in a ditch and had to wait for tail end charlie to come tow him out, but this is my story so I'll leave that out (dough!).

Coming on to the last straight the car lost power and blew clouds of blue smoke, I'd taken by eyes of the temperature gauge and it was well over the red zone. At finish control it coughed, spluttered and I had to pump the accelerator just to keep it idling leaving a huge cloud of blue smoke was fast becoming our calling card. We got another 800 metres before the engine ground to a halt and seized solid.

Confused? You know from the start of the story that we finish but the engine's seized and our service crew wasn't T.T.E. or anything so an engine change was out of the question. What happened next? You'll have to wait till June to find out.

To Be Continued.

CLUB Targa INC. UPDATE

What's on for Club Targa Inc?



"New Zealand's Premier Motoring Event"
Oct 28th to Nov 2nd 1997

Those that wish to have more regular updates than we can manage, check out the monthly updates in the *New Zealand Classic Car Magazine*.



We are pleased to report that we have received many Applications to Compete from people with "Standard" Licences.



You don't have to be a ballistic driver to compete, (although there is no stopping some and we confess to enjoying their antics!!) and of course there is Patron, Ross Jensen's Jealous Pride Award for the Best Presented Vehicle at the End of the event.

We have heard from one intending competitor, competing strictly on a budget that his car to date owes him \$400!!! and will be sporting East African Safari livery, as will the driver and codriver!! At the other end of the scale is a seriously quick car coming from overseas reputedly worth over \$400,000. The owner will settle for nothing less than an outright win!!

Car Preparation

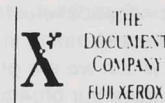
We will give you updates on what is needed for competitor vehicles in the Dunlop Targa New Zealand from the experts. Fandangled things such as Trip Metres from Brantz will be explained by John Kershaw. These are very simple to install and use and very essential.

Volunteer help has been greatly appreciated over the last two years with the lack of funds we have been unable to reward these people properly. We sure hope we didn't miss thanking anyone?

For 1997 we are trying a few new incentives for Area Co-ordinators and Stage Co-ordinators. These people will go into a draw for a **free trip for two to Targa Tasmania in April 1998**.

For other volunteers that help for the 5 days of competition they will receive a \$250 discount for each year they have helped off their entry into any future Dunlop Targa New Zealand Event. This is retrospective back to 1995.

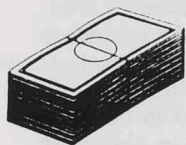
A daily accommodation allowance will be paid to volunteers whom are away from home overnight irrespective of whether they stay in a motel or with friends.



MARCH/ APRIL 1997

Free membership to Club Targa Inc. for all volunteers with members receiving a free Club Targa Inc membership window sticker for the 97/98 year, together with a free '97 Dunlop Targa New Zealand sew on patch.

For key volunteers, (sorry we have to restrict numbers) a free ticket for the prizegiving and dinner at Harrahs Sky City Casino. We really believe competitors and officials should mix and mingle



Further incentives (as carried out in 1996) are donations made to Clubs who's personnel helped with many aspects of the running of Dunlop Targa New Zealand

Recognition of the excellent work carried out by the timing crews was the awarding of an annual Dunlop Targa Trophy which will be done again for 1997.

Video and T.V production - The less said about 1996 the better!! For 1997 we have gone back to the beginning with Ian Rawkins being in charge with Two filming crews being used. More in car footage will be used with

all competitors being shown on the video at least once!

Stage timing - Unlike 1996, where the minimum times in many stages were too soft! We have addressed this for 1997 although maximum times will still be very attainable which counts towards a Dunlop Targa Trophy.

Relaxed Social Time - Is just as important to us as the competition. We have changed the venue in Te Rapa to the Publicity stage being right in Hamilton finishing with a Dunlop Targa Foodfest in the streets! Remember the publicity stages are there for sponsors exposure to the public.

Earlier Prize Giving - Is another area we are addressing.

Communications, Timing and Results - Systems are all being looked at with some pretty frustrating enquiries with commercial concerns who appear to have lost the art of selling and seem to give every reason why they can't take our money! Yes, help is needed in this area. If anyone can give us a contact please call Leonard Bakkenes.

Entries - Applications to Compete are coming in very well for which we are grateful as it enables our organizers to cater for certain numbers easier. We don't want to

ever be in the position of turning anyone away so please don't delay. Get a \$600 deposit in now.

Whilst on the subject of the Dunlop Targa New Zealand Event and the \$2450.00 entry fee in particular (Targa Tasmania is AUD\$4400.00). Instead of looking at the figure as one sum, do what a lot of competitors are doing and pay it off. There is no event that will give you as much competitive driving for the money. Ask about our promotional packs to help with sponsorship.

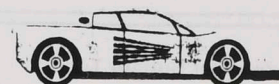
New Sporting Director

A very warm welcome to Jim Scott whom has taken over the reins bringing his considerable experience along. We will profile Jim in a later Update. Please contact Jim if you can volunteer your services. Previous Sporting Director Stu Macaskill is taking a well earned rest.

TARGA IN THE PARK

November 2nd noon to 6pm Auckland Domain

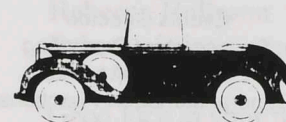
To coincide with the Dunlop Targa Finish, we are planning a theme to this event and will be pleased to hear from interested Clubs wanting to be involved. A Concours D' Elegance for cars older than 10 years perhaps? A commercial vehicles division?



MOBIL AUCKLAND SPRINTS

November 15th - 16th 1997

Club Targa's input being a display at Harrah's Sky City Casino on Saturday November 15th and the Thoroughbred and Classic Car Show at Pukekohe Park Raceway on Sunday November 16th, with this year including a Concours D'elegance.



CLASSIC RUN TO WELLINGTON

**November 19th - 23rd 1997
Any age of vehicle**

To coincide with the Mobil Wellington Street Race, November 22nd - 23rd, will transverse a different course for 1997, although still taking in Motorsport places of interest and a chance to drive on motor racing circuits, Gymkana's etc. We will arrive in Wellington on Saturday November 22nd.

AUTO MANIA

**Race Meeting
January 24th - 25th 1998
(Auckland Anniversary Weekend)**

This event will be modeled on the English "Coy's Festival of Speed" with **quick fire racing**, trade stands, swapmeet, Concours D'Elegance, car display's at Pukekohe Park Raceway with several temporary changes to the course layout.

We are interested to hear from Clubs that wish to incorporate their series into this meeting.

With **no official timing during the whole event** the format will be - Saturday 24th Documentation, Scrutineering practice and racing, Sunday 25th, grid positions for race one will be by ballot. Race two grid position by the position you finished in previous race, Race three reverse grid, Race four handicap race with grid at flag marshals points around the circuit. Grid positions for subsequent races will be: Who Knows!!!

There will not be prizes for 1st, 2nd or 3rd etc, but prizes based on merit eg. "Plonker Award". The prizegiving will be in the Quinella Lounge at Pukekohe Park Raceway with a buffet dinner.

You then have Auckland Anniversary Monday as a holiday and a chance to winddown OR do what several Club Targa Members will be doing prepare for the PDL Classic at Ruapuna and Dunedin Street Race, (celebrating Otago's 150th Anniversary) then to Teretonga **Weekend racing for a month!!**

A shipping sponsorship is currently being worked on for both North and South Islanders to keep costs down and for both Islands to see cars ordinarily not seen or even better to encourage those out that used to compete. We are also looking at a celebrity Retro Race for saloon cars to bring back some of the past stars to run in their old cars. Some suggestions being Stormin Norm Beechy, Allan Moffat, Paul Fahey, Robbie Francevic etc. Please let us know if you have a fitting car, OR if you know of contacts for this prestigious race. The emphasis of the event will be on Sports and GT and Saloon cars although there will be a category for Formula Libre.

This will definitely be an event put on by competitors for competitors

1997 is a busy year for Motorsport in particular rally events.

Volunteers will be called upon relentlessly hence our giving you our calendar of events well beforehand so that you can choose which events you will support.

We need your support

It is no co-incidence that other events are moving close to ours, encouraged by certain sectors of officialdom, hoping we will buckle under the pressure!!! We don't even rate a mention in Motorsport News!! Even though we overshadow events mentioned - numbers wise!!! We will do our level best to support those that support us and will pass on trade discounts and incentives that we have negotiated for Club Targa Inc. such as Fuelstar units etc.



Mark these dates in your calendar:

July

Media Launch of Dunlop Targa New Zealand

October 28-November 2nd

Dunlop Targa New Zealand

November 2nd

Targa in the Park - Auckland Domain, to coincide with the Dunlop Targa Finish. 12.00 to 6.00pm. A very special theme.

November 15-16

Mobil Auckland Sprints

November 19-23rd
Classic Run to Wellington
November 22 & 23
Mobil Wellington Street Race
January 24 & 15
Anniversary Classic Carnival

Reggie's Corner



Bedlam Hall
Wopping on the Sod

Dearest Editor, Boys and Girls (and those like myself who are confused!) So nice to be in touch with my dear old Targa chums. Spent the Christmas Hols with the family at Bedlam Hall. Dear old Rupert and his good lady were in attendance. Since purchasing the knighthood last year one had been kept very busy answering demands for ones appearance to raise the profile and bring some glamour to public functions. I've had to have a whole new wardrobe designed just to keep it up! I must say I was astonished at the recent parliamentary furore over underpants. \$89 is most reasonable for public underclothing if one cannot get to Taumaranui. Still I digress. Some of the functions one has been called upon to grace with one's presence include - The two man inter Rabbi Bobsled Championship held at

Leicester Square Tube Station - A demonstration of Barrister Dudging at Kew and the over 80's Nudist Glee Club Bring and Buy Sale in Lower Nether Field. Now THAT was different! Well that's it for now old chums, I must say I'm looking forward to this years Dunlop Targa New Zealand and rubbing up against you all. Sir Reginald St. Whitworth Socket.

NB Editor or anyone else is definitely not responsible for Reggie's comments!

Contact the following:

Mike John

Events Director/

Sponsorship/ Promoting

Leonard Bakkenes

General Manager/ Functions

Jim Scott

Sporting Director

Warwick Chandler

Event Liaison/ Assistant

Sporting Director

Sue John

Office Manager

(Temporary!!)

Dennis Green

Route Manager

Allan Walton

Media/Magazine Editor

For further information contact

Club Targa Inc

PO Box 502

Auckland 1730

New Zealand

Telephone: +64 9 2988322

Facsimile: +64 9 2988266

Welcome!

The Wellington Car Club would like to welcome the following new members:

Robert Anderson

Robert drives a Toyota Starlet. He is interested in Rallies and Autocross.

Nicolas Kacouris

Nicolas drives a Subaru Justy 4WD. He is interested in all types of events.

Rebecca Rollason

Rebecca is interested in all types of events. She drives a Honda Vigor.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions. If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport Capitation Levy)

\$60.00 inc. GST

\$40.00 inc. GST

\$40.00 inc. GST

\$40.00 inc. GST

\$10.00 inc. GST

Ordinary Members and Husband/Wife

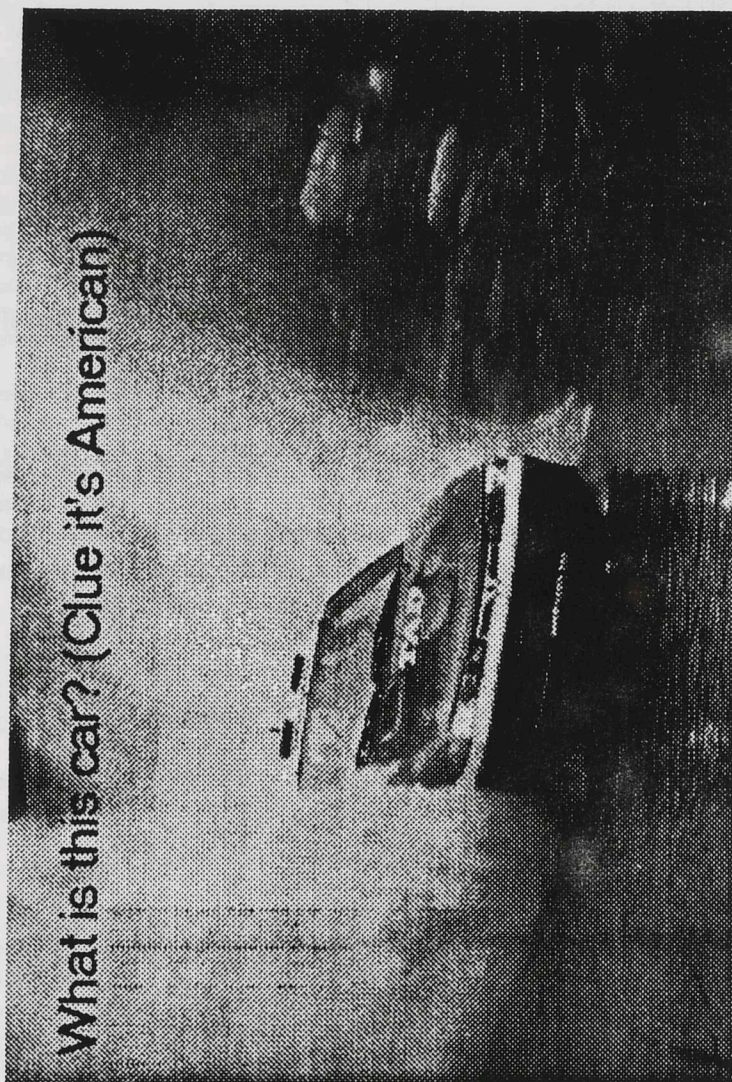
Members under 18 years of age

Country Membership

Associate Membership

Joining fee for New Members.

What is this car? (Clue it's American)



TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



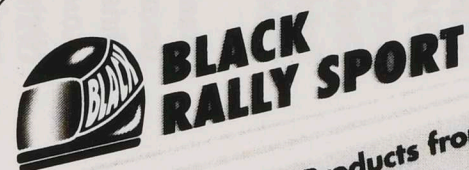
O'RINGS &
SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax

(0800) 99-99-77

Phone +64 (04) 576 0552

Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

Friday 16 May

Otago Rally - 215ks of special stages. Run by Otago Sports Car Club. Entry fee \$240.00. Contact Norman Oakley (03)477-9147w (03)476-1421h or Garth Tyrrell (03)479-7895w (03)473-9137h.

Saturday 17 May

Clubmans Race Meeting (Manfield) - Entry Fees \$85. Run by Wellington Car Club. Contact Julian McMullan. (04)476-9643h

Sunday 18 May

Mangakao Dam Rallysprint - 4.5ks in length. Run by Levin Car Club. Contact Justin Swain (06)368-6544 or Chris Clarke (06)368-9881.

Tuesday 3 June

Night Trial.

Saturday 7 June

Sunday 8 June

Greg Todd Memorial Rally -The Auckland Car Club is holding a "pace note" rally over the weekend of 7-8 June in the CHH Maramarua Forest. The rally is a round of The Street-Skills Rally Scholarship. The Street-Skills Rally Challenge & Top Half Series. Contact Raewyn Brown (09) 478 2503 (hm).

Saturday 14 June

Autocross - Gorries. No information. Contact Hutt Valley Car Club.

**Saturday 21 June &
Sunday 22 June**

DayBreaker Rally - This event is a National Rally 5 Seal special Stages on the 21st & 9 metal 1 seal on the 22nd. Contact Julian McMullan for Regs.

Tuesday 1 July

Night Trial

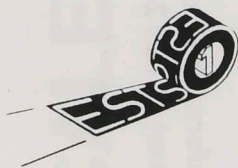
**For any enquires or further information contact
Julian McMullan on 476-9643(hm) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

FOR: NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

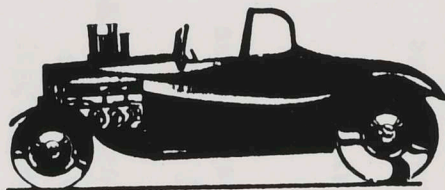
ADVERTISE IN
THIS SPACE...

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



5 Jupiter
Grove,
Upper Hutt. (04) 527-8647

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*

Memo

**Want To Find Out
What's Coming Up?**



Phone the club's FREE hotline on

389 - 2309

For news on:

**.CLUBNIGHT
.COMING EVENTS
.AND MORE!**

Coming Events Cont'd

JULY 1997

- 5th (Sat) Northern Sports Car Club Rally.
 5th/6th Manawatu Car Club 50th Birthday Celebrations.
 6th (Sun) Wairarapa Car Club, Manfeild Sprint.
 12th (Sat) WANGANUI CAR CLUB RALLY, Round 3 of Central Region Series.
 19th (Sat) H.B.C.C. Rallysprint, Gwavas Forest.
 19th " H.V.M.C. Manfeild Clubmans.
 27th (Sun) WANGANUI CAR CLUB, Pukerimu Rd sealed Hillclimb, Organiser is Janine McNaught.

AUGUST 1997

- 2nd-5th RALLY OF NZ.
 10th (Sun) Manfeild Intermarque Sprint, Capri Club.
 16th (Sat) Taranaki Car Club Rally, Central Region & Top Half Rounds.
 23rd (Sat) H.B.C.C. Manfeild Clubmans.
 31st (Sun) Taupo Rally?
 31st " WANGANUI CAR CLUB, Beachfront sealed Motorkhana. Organisers are Damon and Stu.

SEPTEMBER 1997

- 6th (Sat) HQ/Rotary/Allcomers Race Meeting, Manfeild.
 13th (Sat) H.B.C.C. National Rally & Central Region Round.
 13th (Sat) Manfeild Intermarque Sprint, BMW/Porsche.
 20th (Sat) H.V.M.C. Manfeild Sprint.
 21st (Sun) WANGANUI CAR CLUB, Rangitautau West Rd gravel Hillclimb. Organiser is Mike Carrick.
 27th (Sat) Hamilton National Rally.

OCTOBER 1997

- 4th (Sun) WANGANUI CAR CLUB, "Mini Pikes Peak" gravel Hillclimb 5.4km, organisers are Paul Tulloch & Keil McConkey.
 11th (Sat) Manfeild Intermarque Sprint, MG.
 25th (Sat) Manfeild National Race Meeting.
 26th (Sun) WANGANUI CAR CLUB, Autocross. Organiser is Allan Tait.
 28th-2nd Targa NZ.

NOVEMBER 1997

- 1st (Sat) WANGANUI CAR CLUB, Push Bike Trial. Organiser is Darryl Seymour.
 8th/9th MG Whittakers Manfeild Classic Race Meeting.
 16th (Sun) WANGANUI CAR CLUB, Okoia sealed Hillclimb. Organiser is Phil McQuoid.

PLEASE NOTE THAT SOME DATES ARE SET WELL IN ADVANCE, AND COULD BE SUBJECT TO CHANGE.

INTERNATIONAL CALENDAR (1997)

FORMULA ONE

- 9th March Australian GP Melbourne
 30th " Brazilian GP Interlagos
 13th April Argentine GP Buenos Aires
 27th " San Marino GP Imola
 11th May Monaco GP Monte Carlo
 25th " Spanish GP Barcelona
 15th June Canadian GP Montreal
 29th " French GP Magny Cours
 13th July British GP Silverstone
 27th " German GP Hockenheim
 10th August Hungarian GP Hungaroring
 24th " Belgium GP Spa
 7th Sept Italian GP Monza
 21st " Austrian GP Al Ring, Zeltweg
 12th Oct Japanese GP Suzuka
 26th " Portuguese GP Estoril

INDYCAR

- 2nd March Homestead Florida
 6th April Surfers Paradise, Australia
 13th " Long Beach, California
 27th " Nazareth, Pennsylvania
 11th May Rio de Janeiro, Brazil
 24th " Madison, Illinois
 1st June Milwaukee, Wisconsin
 8th " Detroit, Michigan
 22nd " Portland, Oregon
 13th July Cleveland, Ohio
 20th " Toronto, Canada
 27th " US 500 Brooklyn, Michigan
 10th August Mid-Ohio, Ohio
 17th " Elkhart Lake, Wisconsin
 31st " Vancouver, Canada
 7th Sept Laguna Seca, California
 28th " Fontana, California

FIA WORLD RALLY CHAMPIONSHIP

- 19-23 Jan Monte Carlo Rally
 8-11 Feb International Swedish Rally
 2-5 Mar Safari Rally, Kenya.
 23-26 " Rally of Portugal
 14-17 Apr Catalunya Costa Brava Rally, Spain.
 4-7 May Tour de Corse, France
 24-27 " Rally of Argentina
 7-10 June Acropolis Rally, Greece
 2-5 Aug Rally New Zealand
 22-25 " 1000 Lakes Rally, Finland
 18-21 Sept Rally of Indonesia
 11-14 Oct San Remo Rally, Italy
 31 Oct-3 Nov Rally Australia
 23-26 Nov RAC Rally, Great Britain

ASIA-PACIFIC RALLY CHAMPIONSHIP

- 10-15 March Rally of Thailand
 20-23 June Rally of China
 2-5 Aug Rally New Zealand
 2-7 Sept Rally of Malaysia
 18-21 " Rally of Indonesia
 31 Oct-3 Nov Rally of Australia



AUCKLAND CAR CLUB (Inc.)

P.O. BOX 27-063, AUCKLAND 4.

Club Headquarters: 44 Stoddard Rd, Mt Roskill, Auckland. Ph 620 9797

GREG TODD MEMORIAL RALLY

Sponsored by Rick Hill Panelbeaters Limited and Jigsaw Clothing Limited

7 - 8 JUNE 1997

Auckland Car Club will be holding a "pace note" Rally over the weekend of 7-8 June in the CHH Maramarua Forest. The rally is a qualifying round of the Street-Skills Rally Scholarship, the Street-Skills Rally Challenge and the Top Half Series.

A seminar at the Red Fox Tavern at Maramarua at 10.00am on Saturday, June 7, will explain pace notes, and then crews will have the opportunity to write notes on a special stage.

After that there will be a further one hour seminar and prepared pace notes will be distributed.

Competitors will then be able to go over the stages using the notes and fine-tune them to meet personal preferences.

The event is eight weeks before the 1997 World Championship Smokefree Rally New Zealand and will give intending entrants a chance to use pace notes on a competitive event.

Documentation and Audit Scrutineering will be at the Auckland Car Club Clubrooms from 5.00pm to 8.00pm on Saturday night. During this time there will also be a BBQ for competitors and friends.

The ACC Greg Todd Memorial Rally will start on Sunday 8 June at 8.30am at the Red Fox Tavern which is the only authorised Service Park. There will be five stages in Leg One before a 1 hour 50 minute Service and the afternoon will be a repeat of the morning stages.

Stage distance is 73.44 kilometres and the total rally distance is 138.68 kilometres.

The Rally Finish and Prizegiving will be at the Red Fox Tavern on Sunday evening. The winning driver will be awarded the Greg Todd Memorial Trophy while the top three finishers overall will share \$1,800 prize money. Trophies and certificates will be awarded for each class.

For further details and Supplementary Regulations contact:-

Raewyn Brown

59A Maxwellton Drive, Mairangi Bay, Auckland

Phone/Fax: 09-478 2503 (h)

MFIELD97

Saloons	Race 2				
Car No.	Driver	Vehicle	HVMC		Place
31	Gray Thompson	Porsche 911 Carrera		1.25.14	1
1	Robert Cuttle	Datsun 260z		1.28.71	2
43	Richard Gillies	MG Midget		1.28.25	3
29	Dean Mildenhall	Nissan Sentra GT		1.28.32	4
34	Ron Scanlon	Toyota A E 86	Yes	1.27.94	5
50	Graeme Toomer	Fordota Escort		nt	6
86	Steve Cowie	Nissan Sentra GT		1.29.38	7
18	Dean McMillan	Ford Laser TX3		1.29.75	8
90	Ash Cairns	Holden HQ		1.30.28	9
69	J Stoneman	HQ Holden		1.31.13	10
76	Dave Briscoe	Holden HQ		1.30.32	11
17	Richard Hume	Toyota Starlet	Yes	1.30.18	12
11	Colin Cronin	Holden HQ		1.26.38	13
10	Dave Stokes	Holden Monaro	Yes	1.36.33	14
5	Les Edwards	Datsun 1200		1.39.51	dnf
19	Alan Eagar	Holden HQ	Yes	1.31.47	dnf
38	Paul Kitto	Holden HQ			dns
91	Ian McLeman	Ford Capri			dns
63a	Jeff Cooley	Ford Escort			dns

MFIELD97

Saloons	Race 1				
Car No.	Driver	Vehicle	HVMC		Place
63	Brendon Nelman	Ford Escort		1.16.20	1
35	Mark McIntyre	Ford Cortina	Yes	1.18.11	2
24	QC Robb	Holden Commodore		1.18.17	3
28	Steve Hardie	Mazda RX7		1.19.68	4
14	Lewis Scott	Lancer Evo II	Yes	1.20.66	5
44	Graham Barnes	Ford Capri		1.21.00	6
6	Daryl Narain	Serla Cosworth		1.21.15	7
61	Roy Hiscock	Subaru Legacy RS	Yes	nt	8
80	Frank Howard-Hill	Datsun 280 ZX		1.25.01	9
78	Frank Hamlin	Leyland Mini		1.26.57	10
23	Jason Toomer	Ford Escort		nt	11
15	Colin Gibson	Mazda RX7		1.27.37	12
88	Mark Walford	Holden Commodore		nt	13
81	Greg Ward	Datsun 120Y		1.30.89	14
2	Kel McBeath	Holden Torana SLR 50000		1.22.53	dnf
21	Brinn Rowe	Nissan Sentra GT		1.38.44	dnf
26	Rowland Ward	Jaguar XJS		1.30.99	dnf
71	Don Gilham	Mini		nt	dnf

Postel 11:55 am
Jad

Saloons	Race 5				
Car No.	Driver	Vehicle	HVMC		Place
63	Brendon Neiman	Ford Escort		1.14.21	1
35	Mark McIntyre	Ford Cortina	Yes	1.17.67	2
24	QC Robb	Holden Commodore		1.20.48	3
28	Steve Hardie	Mazda RX7		1.20.03	4
14	Lewis Scott	Lancer Evo II	Yes	1.21.42	5
6	Daryl Narain	Scia Cosworth		1.21.77	6
44	Graham Barnes	Ford Capri		1.22.46	7
78	Frank Hamlin	Leyland Mini		1.26.82	8
43	Richard Gillies	MG Midget		1.26.96	9
15	Colin Gibson	Mazda RX7		nt	10
1	Robert Cuttle	Datsun 260z		1.29.01	11
31	Gray Thompson	Porsche 911 Carrera		1.26.28	12
34	Ron Scanlon	Toyota A E 86	Yes	nt	13
88a	Nigel Curtis	Holden Commodore		1.30.95	14
29	Dean Mildenhall	Nissan Sentra GT		1.29.21	15
11	Colin Cronin	Holden HQ		1.34.35	16
80	Frank Howard-Hill	Datsun 280 ZX			dns

Saloons	Race 3				
Car No.	Driver	Vehicle	HVMC		Place
91	Ian McLeman	Ford Capri		1.29.35	1
82	Ian McKinnon	Toyota AE86 Levin		1.29.43	2
79	Dean Schroder	Toyota AE00		1.29.32	3
77	Marvin Turton	Austin Clubman GT	Yes	1.30.04	4
88a	Nigel Curtis	Holden Commodore		1.24.21	5
16	Charles Scott	Mazda GTX		1.31.82	6
20	Alec Wallis	BMW 2002Ti		1.31.50	7
39	Grant Parkinson	Holden HQ		1.32.88	8
12	Tom Jopson	Ford Escort	Yes	1.31.89	9
25	Daryl Fraser	Holden HQ		1.33.86	10
22	Martin Baker	Mazda RX4		1.33.55	11
46	Malcolm Hall	Ford Zephyr Mk III		1.34.37	12
9	Karl Warmouth	Vauxhall Chevette	Yes	1.34.29	13
7	Nathan Meyer	Porsche 944		1.35.86	14
3	Colin Kitchingman	VW Corvair	Yes	1.53.49	dnf
36	Neville Webley	Ford Escort	Yes	1.34.28	dnf
64	Wayne Domondy	Datsun 1600	Yes	1.29.04	dnf
49	Shane Eagar	Holden HQ	Yes		dns

Postcard 12.30pm


Saloons	Race 7				
Car No.	Driver	Vehicle	HVMC		Place
81	Greg Ward	Datsun 120Y		1.28.18	1
5	Les Edwards	Datsun 1200		1.30.14	2
69	J Stoneman	HQ Holden		1.30.69	3
76	Dave Briscoe	Holden HQ		1.31.25	4
12	Tom Jopson	Ford Escort	Yes	1.28.64	5
16	Scott Charles	Mazda GTX		1.32.11	6
22	Martin Baker	Mazda RX4		1.32.48	7
39	Grant Parkinson	Holden HQ		1.32.64	8
46	Malcolm Hall	Ford Zephyr Mk III		1.33.82	9
25	Daryl Fraser	Holden HQ		1.32.75	10
19	Alan Eagar	Holden HQ	Yes		11
7	Nathan Meyer	Porsche 944		1.34.66	12
9	Karl Warmouth	Vauxhall Chevette	Yes	1.34.54	13
21	Brian Rowe	Nissan Sentra GT		1.37.76	14
10	Dave Stokes	Holden Monaro	Yes	1.42.16	dnf
20	Alec Wallis	BMW 2002Ti			dnf
3	Colin Kitchingman	VW Corvair	Yes		dns

Saloons	Race 6				
Car No.	Driver	Vehicle	HVMC		Place
63a	Jeff Cooley	Ford Escort		1.17.97	1
91	Ian McLeman	Ford Capri		1.25.91	2
23	Jason Toomer	Ford Escort		1.26.07	3
50	Graeme Toomer	Fordota Escort		1.26.00	4
61	Roy Hiscock	Subaru Legacy RS	Yes	1.25.76	5
80	Frank Howard-Hill	Datsun 280ZX		1.25.40	6
79	Dean Schroder	Toyota AE00		1.27.19	7
82	Ian McKinnon	Toyota AE86 Levin		1.30.00	8
86	Steve Cowie	Nissan Sentra GT		1.29.70	9
77	Marvin Turton	Austin Clubman GT	Yes	1.29.96	10
18	Dean McMillan	Ford Laser TX3		1.30.23	11
17	Richard Hume	Toyota Starlet	Yes	1.32.11	12
90	Ash Cairns	Holden HQ		1.32.22	13
49	Shane Eagar	Holden HQ	Yes		14
38	Paul Kitto	Holden HQ			dns
88	Mark Walford	Holden Commodore			dns

Postcard 1.30pm

Saloons	Race 12					
Car No.	Driver	Vehicle		HVMC		Place
63a	Jeff Cooley	Ford Escort			1.19.11	1
81	Greg Ward	Datsun 120Y			1.25.23	2
43	Richard Gillies	MG Midget			1.24.06	3
1	Robert Cuttle	Datsun 260z			1.26.94	4
79	Dean Schroder	Toyota AE00			1.26.85	5
12	Tom Jopson	Ford Escort		Yes	1.31.00	6
76	Dave Briscoe	Holden HQ			1.31.27	7
90	Ash Cairns	Holden HQ			1.31.41	8
69	J Stoneman	HQ Holden		Yes	1.31.12	9
11	Colin Cronin	Holden HQ			1.32.21	10
49	Shane Eagar	Holden HQ			1.32.72	11
25	Daryl Fraser	Holden HQ			1.33.32	12
3	Colin Kitchingman	VW Corvair		Yes	1.33.74	13
39	Grant Parkinson	Holden HQ				dnf
38	Paul Kitto	Holden HQ				dns

Saloons	Race 11					
Car No.	Driver	Vehicle		HVMC		Place
63	Brendon Neiman	Ford Escort			1.16.22	1
24	QC Robb	Holden Commodore			1.18.61	2
28	Steve Hardie	Mazda RX7			1.19.20	3
14	Lewis Scott	Lancer Evo II		Yes	1.21.65	4
44	Graham Barnes	Ford Capri			1.21.55	5
61	Roy Hiscock	Subaru Legacy RS		Yes	1.26.40	6
31	Gray Thompson	Porsche 911 Carrera			1.26.38	7
80	Frank Howard-Hill	Datsun 280 ZX			1.26.40	8
23	Jason Toomer	Ford Escort			1.25.90	9
34	Ron Scanlon	Toyota A E 86		Yes	1.27.89	dnf
91	Ian McLeman	Ford Capri			1.25.97	dnf
6	Daryl Narain	Scia Cosworth				dns
15	Colin Gibson	Mazda RX7				dns
35	Mark McIntyre	Ford Cortina		Yes		dns
50	Gracie Toomer	Ford Escort				dns
78	Frank Hamlin	Leyland Mini				dns
1	Robert Cuttle	Datsun 260Z			nt	

Posted 3:10pm


Saloons	Race 13					
Car No.	Driver	Vehicle		HVMC		Place
86	Steve Cowie	Nissan Sentra GT			1.23.26	1
29	Dean Mildenhall	Nissan Sentra GT			1.28.79	2
18	Dean McMillan	Ford Laser TX3			1.29.44	3
88a	Nigel Curtis	Holden Commodore			1.28.56	4
5	Les Edwards	Datsun 1200			1.30.20	5
77	Marvin Turton	Austin Clubman GT		Yes	1.30.86	6
82	Ian McKinnon	Toyota AE86 Levin			1.30.33	7
19	Alan Eager	Holden HQ			1.33.09	8
22	Martin Baker	Mazda RX4			1.26.29	9
17	Richard Hume	Toyota Starlet		Yes	1.32.35	10
9	Karl Warmouth	Vauxhall Chevette		Yes	1.32.13	11
7	Nathan Meyer	Porsche 944			1.35.17	12
46	Malcolm Hall	Ford Zephyr Mk III			1.34.52	13
10	Dave Stokes	Holden Monaro		Yes	1.34.27	14
21	Brian Rowe	Nissan Sentra GT			1.37.40	15
16	Scott Charles	Mazda GTX			1.41.84	dnf



WANTED...

Volunteers for Marshalling at 1997 Car Club Events

- *No experience needed*
- *Light Lunch Provided*
- *Be in the draw to win prizes*

Give something back to your club and help make our events an even greater success. **Become a Marshall!!!**

For more information speak to any Wellington Car Club committee member.

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class it.

Engine development by the team and Dynotuning 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 \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray: (04) 383 5211(hm), 025 433 867

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash \$395 Flash unit \$100 ono Will accept an offer on the lot.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

1990 Isuzu Ute

2.3 Litre, Petrol, 2 Owner, 115,000kms. Canopy. Ideal Service vehicle. \$9000 ono.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232 7161 (hm)

1985 Toyota Corolla GT (AE82) Rally/Club Car

4 age twin cam motor, 4 wheel disc brakes, Manz Rollcage, Koni front struts, Power Steer. Easy and fun to drive (can be used for shopping). \$6000 (includes wheels, tyres and lights)

Phone Julian (04) 476 9643 (hm), 025 24 323 24

For Sale:

Suzuki Swift GTi Group N Rally Car

Rally prepared standard production ex Chris Joblin (NZ Rally Champion Class A), Paul Richards (Taranaki Car Club Autocross, Motokana and Overall Speed Champions 1992/93/94).

Standard blueprinted 1300cc twin cam, 16 valve, fuel injected motor approx 104bhp; competition computer; 5 speed close ratio gearbox; Autosport kevlar seats; full harness belts; Halda Twinmaster; roll cage; quick fit alloy sump guard; quick fit spot lights; gravel and tarmac suspensions; Koni adjustable shocks; all road trim including standard seats, belts and carpets; approx 30 tyres and rims including knobbles, tarmac, road, slicks; heap of spares. Very straight with original paintwork except for recent bonnet respray.

Can be used for every aspect of motorsport from fast road car, autocross, motokana, club sprints, through to serious race and rally competition. Fabulous, versatile and economical (39mpg road, 21mpg rally).

A bigger non-motorsport project forces quick sale at \$11,000 for everything.
Phone Paul Richards (04)232-9418



BLACK SPORT

1995 NZ F2 Champions

Just back from Autosport International

FreeFax (0800) 99-99-77

Mobile +64 (025) 466 977

A Division of **BLACK ARROW LTD**

Stockists and Suppliers of:

F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map Lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.



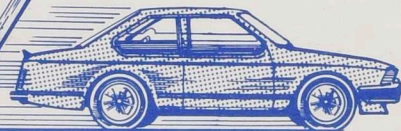
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

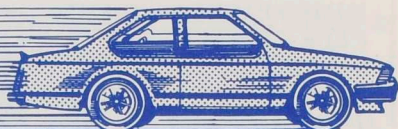


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

JUNE 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editorial

I'm worn out, I have nothing to say. The Chubmans is over and as I'm still recovering, I'll leave the waffling to Paul this month.

There are results for the Chubmans in this issue as well as Puketero Road & Tea Creak Gravel Sprints.

I have nothing to moan about either. Thank you to the huge turn out of helpers for the Chubmans, a full report and list of helpers will appear in the next issue of Motoring News. I would like also anybody who had a good (or bad) day at the Chubmans to write an article for the Mag (it isn't exactly a novel at the moment).

Tony Pepperell has organized Clubnight this month and it should be a real eye opener for the mechanically minded, see an add later in this issue, and now for something completely different.

A Frenchman, an Englishman and a New Yorker were captured by cannibals. The chief comes to them and says, "The bad news is that now we've caught you and we're going to kill you. We will put you in a pot, cook you, eat you and then we're going to use your skins to build a canoe. The good news is that you can choose how to die."

The Frenchman says, "I take ze sword."

The chief gives him a sword, the Frenchman says, "Vive la France!" and runs himself through.

The Englishman says, "a pistol for me please."

The chief gives him a pistol, the Englishman points it at his head and says, "God save the queen!" and blows his brains out.

The New Yorker says, "Gimme a fork."

The chief is puzzled, but he shrugs and gives him a fork.

The New Yorker takes the fork and starts jabbing himself all over -- the stomach, the sides, the chest, everywhere. There is blood gushing out all over, it's horrible.

The chief is appalled and asks, "My God, what are you doing?"

And the New Yorker responds, "So much for your canoe you stupid #@!"

Quote of the Month

Applying computer technology is simply finding the right wrench to pound in the correct screw.

Seeya
Julian

President's Report

Welcome to June !!

Well, ProDrive will probably have moved up north by the time you read this. A few of us will be taking ProDrive to Masterton over Queens Birthday weekend, [it will probably be an extra long weekend!] THANKS to all club members who helped out I will name you all next month.

Our clubman's was held on Saturday the 17th of May which I'm sure all competitors enjoyed. Thanks to Julian McMullan and his team for organising this most enjoyable day. Graeme Toomer suggestions to Julian must have paid off as Graeme won the Ross Gordon Memorial race which this year was run as a handicap.

As most of you are probably aware - Joe has found his illusive sponsor [Fleetlink]. Good luck for the rest year. While we are on the rally front, Jane Black is co-driving for Lewis Scott in a Mitzi this season. Good luck to you both.

Also, Motorsport New Zealand had their AGM in Auckland a few weeks back. Look out for some good rule changes concerning Stop/Go penalties in the summer tour. Our remit [concerning turbo's in rallies] was overturned. You will now have to run a restrictor in you 1800cc plus turbo [date of enforcement to be advised].

CLUBNIGHT 17TH JUNE will be a good one the guys from Honda motors will be REBUILDING A MOTOR IN APPROX. 11 MINUTES [I think I'll supply the motor - the commodore is due for a recon!]. Be there and be astounded!

(continued on to page 3)

(continued from page 2)

Speed cameras - are they just revenue collectors or are they there for safety? A couple of months back I went past a camera and got the big amber flash [117kph, between Tawa and J'ville]. As I approached the J'ville off-ramp I came up behind a car travelling pretty slowly and erratically [he had passed the same camera]. Realising this person was pretty drunk I rang *555 and talked to the control person. I gave him the car's rego number and said I'd follow the car until the police turned up. Anyway, the driver of this car stopped and let out a few passengers and sat there talking to his mates for about 10 minutes and still no police had arrived. So I rang *555 back and they told me they wont be too far away. I told them not to hang up and I will continue to follow them.

The car then took off with me following. I lost them at an intersection [they ran a red light]. So I sat at the side of the road until the police arrived, [which was 20 minutes from the time I rang]. Now this guy was definitely drunk and the police also informed me the car was stolen. When they told me that, I was pretty pissed off with them. Why did it take 20 minutes for them to arrive when there was a police officer no more then 2 minutes away taking photos? Surely all he'd have to do was close the hatch and take off?! Just revenue collectors, in my mind.

On a lighter note, we need some people to organise and run Motorkhanas and Autocross's. See me if you can help, or are interested.

Catch Ya at clubnight,
Paul

Beginners Luck Part 2

If you cast your mind back to May and remember we were stuck in the boonies in a broken down Escort. The motor had seized and we had just finished writing out the withdrawal form. Back to the story.

After about 10 minutes of waiting for tail end charlie, out of boredom and frustration I tried turning the key again and wadaya know it started, I was later told what happened was that the engine had cooked and the aluminium pistons had expanded in the motor and caused it to seize, but because it had synthetic oil in the motor the heat hadn't damaged it (apart from a blown head gasket but we could live with that).

We drove to the service point, poured in more water and left for stage 3. We found that if we kept the motor under four grand it would stay at about 3/4 on the gauge.

Over the next few stages we did alot of waving at people stooped at the side of the road and found a pace that didn't tax the car to much. But also kept us in touch with the cars 2 or 3 ahead of us.

A few stages later came the first and only navigational error Tracey has ever made.

We left service and followed the route book instructions (only two pages stuck together). After about 5ks we realised we had made a wrong turn, but we were in luck Murray O'Neil (Patron Saint of DNF's) was coming the other way so we followed him. After about 5ks Tracey noticed that it wasn't Murray driving the car (he'd pulled out!). We turned around again and eventually found our way back on course and to the start of the next stage, just before the timers packed up. This was before you were penalised for lateness, but we didn't know this, so we charged into the stage at full noise (or as making good time through the stage and we could even see the car ahead of us in the distance.

(continued on page 5)

(continued from page 4)

The road was very narrow and climbed a hill, as we came over the crest of the hill and the road was damp and hidden by a combination of the sun and trees I lifted off, big mistake. As bird s**t welds in the spider gears is cheaper than an LSD, we had a locked diff, the car snapped around so we were headed straight for a bank, a handful of opposite lock and we were headed for a cliff, decisions, decisions.

After viewing both sides of the road several times we finally spun 180o and didn't hit anything (how this happened was beyond me as the road was as wide as the car was long). Up the road, on with the hand brake in someone's driveway and off again.

We ended up finishing 4th to last up from 2nd to last and climbed about 20 places. The most expensive thing on our budget was the motel bill and we had just as much fun as the big boys except they got to the prize giving an hour before us).

Written By
Julian McMullan

Welcome!

The Wellington Car Club would like to welcome the following new members:

Soren Webb

Soren drives a Mitsubishi Sigma GSR. He is interested in Speed events, Gymkhanas, Autocross and Trials.

Christopher Thompson

Christopher drives a Ford Escort and Toyota Celica Turbo. He is interested in all types of events.

Kevin Mischefski

Kevin is interested in Speed events only. He drives a HSV Clubsport and is a member of HSV Owners Club.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions. If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

- \$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.

ROUND 1 OF THE CENTRAL REGION RALLY SERIES GISBORNE WARRANT OF FITNESS & REGISTRATION CENTRE RALLY '97

Saturday 19 April

The first round of the Central Region Rally Series got under way at Gisborne on the 19th of April at the Gisborne Warrant of Fitness & Registration Centre Rally '97. With 41 drivers registered for the 1997 Series, after just one round the closeness is already showing, with all four classes featuring a driver in the top 5 overall (Central Region only), each going into Round 2 with exactly the same points!

The 9 Special Stages of 188km of public gravel roads was a tough opening rally for the Series and saw 12 of the registered crews fail to finish. The rally itself attracted 117 starters with 76 finishers. The overall winner of the rally being Marty Roestenburg/Jeff Judd in a Mitsubishi EVO3.

Cars are divided into four classes for the Central Region Series - Class A: 0-1300cc had 13 entries, Class B 1301-1600cc -10, and just 6 entered for the 1601cc & over 2WD Class C, and Class D for 4WD's fielding 12.

Taupo's Don Locke the overall 1996 Series winner was looking to gain maximum points in Class C in his Rotary Powered Ford Escort and he did just that by 57 seconds from Manawatu's Steve Bond who brought the V8 Hillman Hunter to the finish line looking as though he could have gone further. Third in class were the Sumo Rallying team of Chris Clarke & Robbo Robertson in the Nissan Sumo KAB.

Locke & co-driver David Brown took a 27 second lead over Bond & co-driver Don McIntyre on SS.1 Pehiri but it was Bond who lead the way on SS2 Ruakaka by 21 seconds. From then on the lead seesawed until the treacherous conditions on SS7 Whakarau stage also the longest at 34km where Locke pulled 50 seconds on Bond to clinch the win in Class C. Clarke and Jason Weld/Janus Bos fought for 3rd in class with Weld losing nine minutes on SS7 allowing the Sumo team through to 3rd place.

Locke 2:26:51 (180/a), Bond 2:27:48 (21), Clarke 2:35:43 (47), Weld 2:39:21 (54)

Class A: 0-1300cc A popular class for the Minis, Starlets and Corollas, with both experienced and newcomers entered. Last years class winner Craig Taylor with Derek Haggerty alongside had switched from a Honda Civic to a Daihatsu Charade, but class honours eluded him for the first round. Stage 8 Rakauroa saw Taylor lose around 16 minutes.

A new pairing of Tony Dixon and Kevin McCaughey from Wellington in a Toyota Starlet showed the field they were the ones to watch, recording the fastest times through all the nine stages for Class A cars and even with penalty time added was a full 5 minutes ahead of Levin's Karl Robinson/Lee Skilton in a Nissan Sunny. While the Hawkes Bay father and son Bill Scott Snr and Junior took out third in class in a Datsun 1200.

This season Bob & Marlene Cooper from Wanganui are back campaigning in a Datsun 1200, having rallied a Mazda 323 T for a number of seasons and along with Paul Tulloch/Janine McNaught also from Wanganui, had a contest amongst themselves throughout the day, but Coopers loss of 5 minutes in Stage 2 Ruakaka proved costly at the end of the day.

Dixon 2:27:16 (20), Robinson 2:32:27 (37), Scott 2:35:27 (45), Tulloch 2:38:32 (52), Cooper 2:43:47 (55)

Class B 1301-1600cc Contained rookie drivers Symon Hutchings in a Mitsi Mirage and Robin Willcox driving a Corolla along with other regular campaigners and the experienced Gordon Diggle who was the Class B winner in 1996 and runner up to Locke for the Series.

The day belonged to Craig Halligan/Andrew Carmichael team from Taupo in a Toyota Corolla. Halligan recorded some impressive times through all the stages and kept the rest of his class opponents hard on the pace. The real battle in this class was between Shane Wetzel/Stephen Bain in a Corolla (Hutt Valley) & Gordon Diggle/John Crouch in a Mitsi Mirage (Wgtn). They recorded equal times for the 33Km SS1: of 22:14, again equalled on SS2: 14:07 and Stage 4: 17:21. Diggle lost 50 seconds to Wetzel on the last stage and finished up 23 seconds behind for 3rd in class. Willcox 6th in Class and Hutchings 8th.

Halligan 2:27:02 (19), Wetzel 2:29:35 (29), Diggle 2:29:58 (32), Harvey 2:30:46 (34)

Class D 4WD A line up of Mitsi's and Mazdas and a couple of Subarus. From Stage 1 it looked like a Mitsi EVO battle was about to take place. Lewis Scott with Jane Black as co-driver in the EVO2, Brian Green/Stuart Jenkinson in the new Mitsi EVO4, Ross Martin/Dean Robinson Mitsi EVO3 and the father & daughter team of Ian & Cheryl Easton in an EVO3 and Peter Grimmer in a Mazda 232 4WD.

Grimmer set the pace, 20:19 for the 34km Pehiri Stage, 20:23 for Scott, 20:29 for Green. SS2 18km Ruakaka Scott 13:04, Green 13:08, Martin 13:12, Stage 3 Parikanapa 22km, the killer stage of the rally with no less than 10 cars stopped in the stage in various state of repair. The worst being Rotorua's Geof Ray who rolled 20m off the road. The well publicised excursion by Ross Meekings but he continued on. SS3 was to be Greens by 52 seconds over Scott then another 33 seconds to Grimmer. Martin lost 8 minutes in this stage. From here on it was a Green/Scott battle until Scott lost a wheel on SS8 Rakauora putting him out of the rally.

Grimmer & Easton both retired on SS4. This left Green a clear winner for Class D. Second in Class was the Palmerston North crew of Keith Stewart/Malcolm Bichan who put up steady time all day in their Subaru Legacy RS. Not quite up to the pace of the front runners but their consistent times gained them valuable points for the Series.

Deborah Kibble driving a Nissan Pulsar GTiR was also consistent and had a trouble free day to finish 46th overall.

Green 2:17:04 (5), Stewart 2:28:03 (23), Martin 2:28:71 (25)

Round 2 of the Central Region Rally Series will be the Manawatu Daybreaker Rally on 21/22 June. With a combination of seal and gravel stages, the rally will test the reliability of the cars having to be prepared for both types of surface. Registrations for the Series will closed prior to the Manawatu Rally.

An equal opportunity exists for competitors entering and competing the Central Region Series with the overall winner receiving a free entry into all Central Region Rallies the following season, while each Class winner receives a 50% subsidised entry into each rally, likewise for the Rookie of the year. (First rally being in 1997). Round 3 Wanganui 12 July, Round 4 Taranaki 16 August, Round 5 Hawkes Bay 13 September.

By **Margaret Thompson**
Central Region Rally Series
Publicity Officer



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

Welcome to the first WMSA newsletter. Each month I hope to produce a newsletter (complete with spelling mistakes,) to keep you up to date with what's happening with each of the WMSA series. But first...

Who or What is WMSA?

WMSA is a joint committee of Wellington area clubs, consisting of a Chairman: John Rapley, a Secretary: Marie Breden, A Treasurer: Mike Dempsey (also points keeper), and a delegate from each of the seventeen member clubs. They meet to co-ordinate events in the area including the many interclub series.

History of the Wellington Motorsport Association.

On 20 August 1962 a meeting of Wellington area clubs was held under the chairmanship of Mr R D Haynes at which a proposal for a permanent local motorsport association was put up. Following this meeting, a joint committee was set up to draft a set of rules for a possible constitution. On 14 May 1964 the final meeting of this joint committee was held and the following resolution passed:

"That this extraordinary meeting of the joint committee of the Wellington area clubs, at which authorised delegates of the M.G. Car Club (Wellington centre) Inc., Standard Triumph Automobile Association (Wellington) Inc., Volkswagen Owners Club (Wellington) Inc., and Wellington Car Club Inc. are present, hereby constitutes "A Body Corporate" to known as the "Wellington Motor-sport Association (Inc.)" and hereby that it shall operate and act under constitution rules headed and dated 14 May 1964"

The first meeting of the Wellington Motor-sport Association (WMSA) was held on 11 June 1964, and the following principal objectives were outlined:

1. To act as a 'Clearing House' and a co-ordinating body for all

2. Co-ordination of an events calendar.
3. Continuing (under a sub-committee) the running of an annual Gold Star Trial.

WMSA stopped organising Gold Star Trials in 1969, but in 1973 a Rally Panel was formed to promote Rallies on it's (WMSA's) behalf and in 1975 the Rally Panel organised the third round of the National Rally Series. WMSA was responsible for calling a meeting of all the clubs in the lower half of the North Island and forming the Central Region Rally Panel.

MEMBER CLUBS

Past:

1964-1968 Standard Triumph Automobile Association (Wellington)
1964-1970 Volkswagen Owners' Club (Wellington)

Present:

1964 Wellington Car Club
1964 MG Car Club (Wellington centre)
1966 Hutt Valley Motoring Club
1969 Wairarapa Car Club
1972 Victoria University Car Club (now the Harbour Capital Car Club)
1975 Fiat Owners Club
1975 Levin Car Club
1976 Kapiti Car Club
1978 Jaguar Drivers Club
1985 Sunbeam Owners Club
1986 Wellington Triumph Sports Car Club
1987 Capri Car Club
1990 Porsche Club of New Zealand
1991 Alfa Romeo Owners Club
1992 Rotor Motorsport
199? BMW Car Club
199? Mini's of Wellington Owners Group

WMSA is unique in New Zealand. It brings the member clubs together with an inter-club friendship that can only benefit all involved.

Over the next few months I will explain what the various inter-club series are, and how they came about, as well as keeping you up to date with each event as it happens.

WMSA. PO BOX 38-874, WELLINGTON MAIL CENTRE.

ATTENTION! ATTENTION! ATTENTION! ATTENTION!



HAVE YOU EVER WANTED TO HAVE A DRIVE AROUND A RACE CIRCUIT BUT NEVER HAD THE OPPORTUNITY?

Then don't miss out this time! Hutt Valley Motorsport Club and Wellington Car Club are inviting you to attend their DRIVER EDUCATION day to be held at Manfeild Autocourse, Fielding on Sunday 20th July 1997. Be at the circuit by 9.00a, to register, the theory session commences at 9.30a, sharp.

Follow the three simple steps to becoming a proficient circuit driver:-

- Step 1** Theory - a session held by an experienced tutor before any driving takes place
- Step 2** Practical - drive your car on the circuit accompanied by an "experienced" circuit driver. Learn the lines, cornering, braking etc.
- Step 3** Self-Drive - a single car sprint. Take yourself for a drive around the circuit putting what you've learnt to good use.

All you need to bring with you is:-

Your Car
\$20.00
Helmet
Overalls

(Please note: overalls must be one piece, clean and tidy and made of flame resistant material such as cotton)

If you would like any further information don't hesitate to call

or Mark McIntyre 568-3619(w) 564-4101(h)
Tony Oliver 237-9745(h) 025 435594(w)

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS & SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



BLACK RALLY SPORT

Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Racetech' Seats ■ 'Racetech' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

Saturday 14 June

Autocross - Gorries. No information. Contact Hutt Valley Car Club.

**Saturday 21 June &
Sunday 22 June**

DayBreaker Rally - This event is a National Rally 5 Seal special Stages on the 21st & 9 metal 1 seal on the 22nd. Contact Julian McMullan for Regs.

Tuesday 1 July

Night Trial

**Saturday 5 July &
Sunday 6 July**

Northern Sports Car Club NZ Forest Products Tokoroa Rally - 218ks of special stages. Entry Fee \$260. For more information please contact Dennis Green, 52 Polo Prince Drive, RD1, Manurewa, Phone (09) 2673967. (see add further in issue)

Sunday 6 July

Circuit Sprint (Manfeild) - This event is run by Waiarapa Car Club.

Saturday 12 July

Wanganui Rally - For further information please contact Bob Cooper, P O Box 366, Wanganui, phone (06)342-9892(H) or (06)345-3228(B) or fax (06)345-1068.

Sunday 28 July

Circuit Sprint & Training - This will be run at Manfeild. For further information please contact Tony Oliver ph (04) 237-9745(H) or 025 435594(W).

Monday 21 July

WMSA Meeting - This will be held at HVMC Clubrooms.

Tuesday 5 August

Night Trial

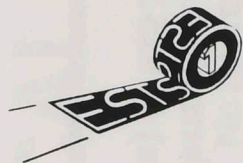
**For any enquires or further information contact
Julian McMullan on 383-5585(hm) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

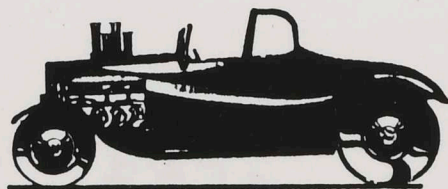
ADVERTISE IN
THIS SPACE...

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



5 Jupiter
Grove,
Upper Hutt. (04) 527-8647

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*

CLUB NIGHT

L

TUESDAY

U

7TH JUNE

B

N

See a different type of

I

race engine

G

(or is that engine race?)

H

T

Organised by Tony Pepperell
at the Clubrooms 8PM



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

June

History of the WMSA Gravel Sprint Series.

Two trophies are competed for. The PATS Trophy, originally sponsored by Porirua Auto and Tyre Services for the 1980/81 years, and then by Hutt Valley Motorcentre for 1982, for the outright winner (driver) in the series, and the Rallywoods Trophy, donated by Tony and Harry Street, for the top club as represented over the series.

Gravel Sprint Series Rules.

1. Competition is for saloon and sports racing cars.
2. Individual points (PATS Trophy) are scored in classes; 0-1000cc, 1101-1300cc, 1301-1600cc, 1601-2000cc, 2001 & over. Points are allocated 20,19,18,17 etc down to 20th place in each class. No additional points are awarded for overall placings.
3. Club points (Rallywoods Trophy); 10,9,8,7, etc for the first ten places overall. Only two competitors per club can score points.
4. To qualify for points a competitor must have an official timed run. Scrutineering/audit is in accordance with Schedule A, so helmet/overalls and a fire extinguisher are required.

The first two rounds of the 1997 Gravel Sprint series were run by the Wairapapa Car Club on the same weekend. Saturday 10th May, saw 20 competitors turn out for the 1.3km Puketiro Rd Gravel Sprint. The dry, dusty conditions provided a loose slippery surface, but it didn't stop John Billington (WGTN) from breaking the long standing venue record in his VR4, with a time of 76.06s, taking the \$200 prize put up by Budget Tyres for breaking a class record. Joe Mc Andrew set the venue record seven years ago in his Mazda 323 4WD. 2nd place went to Graham Anderson (HVMC) in a Mitzi EVO3, 79.76: 3rd Greg Ordish (WAI) in his Subaru, 80.37. 1601-2000cc, 1st John Esler in his Nissan, 90.97. 2nd Ian Scarlet (HVMC) first time out in his Nissan, 92.59: 1301-1600cc, 1st (6th overall) Ted Clay (HVMC) in his Civic, 84.13: 2nd Mike Mortensen (WAI) in his Corolla, 88.81. 1001-1300cc, 1st Shane Schlup (WAI) Datsun 1200, 87.79: 2nd Clive Anderson (HVMC) in a Datsun 1200, 93.30; 3rd Ian Parker (WGTN) in

Sunday 11th drew a field of 27 cars for the 1.8km Tea Creek Rd Gravel Sprint. Again Joe Mc Andrews 7 year old record fell. This time to Ian Taylor (WGTN) with a time of 82.20s winning the \$200 Budget Tyres class record prize. Again Graham Anderson (HVMC) brought his EVO3 home in 2nd place in 87.08s. 3rd overall went to Greg Ordish (WAI) after hitting a bank and dragging his rear bumper up in a time of 87.92s. 1601-2000cc, 1st (4th overall) was Roger Brader bringing his RX3 home in 90.32s, 2nd Eddie Fellerhoff (WAI) in his Nissan, 101.77: 3rd John Esler (WAI) in his Nissan, 97.96. 1301-1600cc, 1st (6th overall) was Ted Clay in his Civic with a time of 91.93: 2nd Bryan Schlup (WAI) in his Starlet (which is for sale), 97.30: 3rd Mike Mortensen (WAI) in his Corolla, 98.16. 1001-1300cc, Shane Schlup (WAI) powered his Datsun 1200 coupe home in 97.33s: 2nd B Hodge from Manawatu in a Datsun 1200, 99.57. But 2nd place WMSA points went to 3rd placed Ian Parker (WGTN) in his Starlet, 103.19: 3rd place WMSA points go to 4th placed David Graham (WGTN) in a Datsun 1200, 103.42. The only DNF of the whole weekend was Wayne Stevens, who nosed his RX2 off the inside of a corner on his 2nd timed run at Tea Creek. The car was undamaged.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph: (04) 2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph: 5282398hm 3879931wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk, 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Rootes, 44 Kiriwai Rd, Paremata. Ph 2338714 hm 025 484349 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay, 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman, 949A High St, Lower Hutt. Ph 5672772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce, 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm

WMSA. PO BOX 38-874, WELLINGTON MAIL CENTRE.

WELINGTON CAR CLUB

CLUBMANS 97'

Race Results For Race 0: 12 Number of Laps: 10
Race Name: Saloons
Trophies

Race Sponsors: McLennan Performance Centre
Prizes

Pages 1 of 2

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
2	David Glasdon	NISSAN 300Z	1st	1:19.44	1:16.61	1:16.09	1:17.79	1:17.36	1:17.70
3	Moran Stead	NISSAN 180SX							
12	Roger Rouse	DATSUM 1200 COUPE		1:36.56	1:27.32	1:26.21	1:27.02	1:26.32	1:26.29
10	Alan Montgomery	MAZDA R13	2nd	1:30.41	1:20.96	1:19.44	1:20.44	1:20.03	1:20.05
20	Alan Harvie	MAZDA 323 TURBO							
30	Glenn Collins	NISSAN SENTRA GT							
42	Tony Metherington	PORSCHE 911		1:34.77	1:25.60	1:27.06	1:26.22	1:26.55	1:26.36
44	Graham Barnes	FORD CAPRI	3rd	1:25.91	1:20.01	1:19.43	1:19.79	1:22.13	1:22.04
52	Nike Galvin	FORD ESCORT		1:37.64	1:26.40	1:25.36	1:33.04	1:32.00	1:29.40
61	Ray Hiscok	SUBARU LEGACY RS	5th	1:28.34	1:23.49	1:23.10	1:23.50	1:23.10	1:22.77
91	Russell Due	VAUXHALL VIVA	4th	1:30.75	1:21.31	1:21.35	1:22.92	1:21.10	1:21.02
92	Gavin Stewart	MAZDA R17		1:25.68	1:19.03	1:19.04	1:33.71		
100	Brent Gibbs	SUZUKI SHIFT GTI		1:39.73	1:31.05	1:00.60	1:31.30	1:33.09	1:32.15
100	Ross Francis	FORD FALCON XT GT	6th	1:32.40	1:24.57	1:25.20	1:25.75	1:25.64	1:26.00
117	Rowland Ward	JAGUAR XJS							
234	David Stokes	HOLDEN MONARO GTS		1:41.90	1:32.00	1:32.14	1:31.06	1:32.14	1:30.44

Race Results For Race 0: 13 Number of Laps: 40
Race Name: Saloons
Trophies

Race Sponsors
Prizes

Pages 3 of 7

Car #	Driver	Make/Model	Position	13	14	15	16	17	18
6	Daryl Naraia	FORD SIERRA COSMORTH	4th	1:29.24	1:22.20	1:22.39	1:23.06	1:22.56	1:22.30
30	Graeme Tooner	FORD ESCORT		1:37.99	1:29.20	1:28.26	1:28.30	1:28.20	1:28.05
89	Dean Hildenhall	NISSAN SENTRA		1:33.34	1:29.42	1:27.96	1:30.45	1:29.30	1:28.05
95	Nike Hourigan	JAGUAR XJS V12	3rd	1:26.14	1:19.41	1:22.25	1:22.17	1:22.64	1:22.05
111	Andrew Whittaker	PORSCHE RS	1st	1:26.10	1:19.47	1:19.06	1:18.62	1:18.70	1:18.50
113	Harvey Kibble	MAZDA R17		1:36.23	1:27.06	1:27.26	1:28.35	1:27.39	1:28.24
123	Tony Broad	PORSCHE	2nd	1:26.43	1:20.21	1:19.60			1:34.27
151	Brendan Van Schooten	FORD ESCORT		1:26.90	1:21.11	1:21.77	1:19.90	1:20.02	1:21.44

Race Results For Race 0: 2 Number of Laps: 6
Race Name: Sports/Single Seaters
Trophies

Race Sponsors
Prizes

Pages 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
1	Dennis Martin	COMET 1077	3rd	1:34.04	1:28.25	1:27.96	1:28.21	1:28.76	-
2	Simon Gamble	FORMULA VEE SATURN 9		1:31.04	1:28.49	1:28.01	1:28.63	1:28.08	-
9	Daynon Tepleman	SHIFT SC94		1:19.64	1:13.91	1:14.17	1:13.40	1:14.14	1:14.24
14	Nathan Fitzgerald	VAN DIENEN RF96		1:22.74	1:17.40	1:15.93	1:16.59	1:16.38	1:16.66
15	Janie Kett	VAN DIENEN RF96		1:25.55	1:18.45	1:18.25	1:18.67	1:18.91	1:18.90
17	Warren Tillson	KRD FORMULA VEE		1:46.14	1:28.00	1:24.39	1:30.96	1:35.03	-
19	Michael Rohloff	CHALLENGE 64		1:49.03	1:37.57	1:36.52	1:38.19	1:37.31	-
20	James Walkinshaw	CHALLENGE 64		1:36.32	1:28.00	1:28.03	1:25.43	-	-
29	Nick Luford	CHALLENGE 63	2nd	1:33.67	1:27.02	1:27.30	1:27.94	1:28.23	-
34	John Rapley	BRABHAM JUNIOR		1:33.27	1:26.57	1:25.21	1:24.05	1:26.72	1:25.16
45	Daniel Trigger	FORMULA VEE MIGHT V		1:34.10	1:28.00	1:29.09	1:29.56	1:28.05	-
47	Rob Clark	FORMULA VEE RACE-61		1:34.00	1:25.45	1:29.96	1:42.77	-	-
60	Suthop Kalasib	FORMULA VEE SATURN 9		1:37.93	1:28.90	1:29.19	1:28.04	1:28.73	-
99	Simon Richards	SHIFT SC92		1:22.37	1:17.52	1:16.30	1:16.44	1:15.71	1:16.02
171	Bryan McConkey	FORMULA VEE MIGHT	1st	1:30.51	1:31.30	1:27.72	1:27.92	1:27.51	-
191	Brady Kennett	VAN DIENEN 91		1:19.01	1:13.95	1:14.12	1:13.99	1:13.67	1:13.70

Race Results For Race 0: 3 Number of Laps: 6
Race Name: Saloons
Trophies

Race Sponsors: PitStop Exhausts Porirua
Prizes

Pages 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
5	Kevin Bovey	CONDOBRE VN GROUP C		1:27.92	1:25.50	1:22.25	1:50.14	-	-
6	Daryl Naraia	FORD SIERRA COSMORTH		1:29.00	1:22.05	1:21.70	1:59.12	2:11.57	-
12	Roger Rouse	DATSUM 1200 COUPE		1:45.20	1:33.96	1:32.70	1:33.70	1:33.55	-
31	Alistair Mackinnon	NISSAN 180SX	1st	1:23.66	1:21.16	1:20.30	1:20.85	1:22.12	1:21.95
33	Ian McKinnon	TOYOTA LEVIN		1:36.24	1:30.21	1:29.07	1:28.72	1:28.03	1:29.42
44	Graham Barnes	FORD CAPRI	2nd	1:29.09	1:21.50	1:20.35	1:23.46	1:22.32	1:22.04
50	Graeme Tooner	FORD ESCORT		1:35.99	1:30.07	1:28.64	1:29.21	1:28.30	1:28.53
91	Russell Due	VAUXHALL VIVA		1:27.02	1:22.07	1:20.30	1:21.27	1:44.90	1:22.73
100	Brent Gibbs	SUZUKI SHIFT GTI		1:32.35	1:32.91	1:34.50	1:30.03	1:33.34	1:41.63
112	Greg Ward	DATSUM 120		1:33.20	1:24.00	1:24.96	-	1:26.02	-
113	Harvey Kibble	MAZDA R17		1:36.53	1:27.66	1:26.43	1:27.01	1:28.10	1:30.52
177	Jason Tooner	FORD ESCORT	3rd	1:31.03	1:24.09	1:23.05	1:24.26	1:24.44	1:23.92
205	Ray Hartley	FORD ANGELIA LOSE		-	-	-	-	-	-
234	David Stokes	HOLDEN MONARO GTS		1:32.96	1:33.50	1:33.54	1:32.73	1:19.34	1:43.94

Race Results For Race 0: 4 Number of Laps: 6
Race Name: Saloons
Trophies

Race Sponsors: Morrisons Hunslet
Prizes

Pages 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
2	David Glasdon	NISSAN 300Z	1st	1:23.95	1:17.57	1:16.61	1:16.70	1:16.55	1:16.50
3	Moran Stead	NISSAN 180SX		-	-	-	-	-	-
11	Donald McLean	DATSUM 260Z		1:29.25	1:21.59	1:21.72	1:21.70	1:21.66	1:21.77
18	Alan Montgomery	MAZDA R13		1:27.22	1:39.74	1:21.41	1:24.25	1:22.06	1:22.15
25	Carl Northcott	FORD ANGELIA LOSE		1:39.05	1:35.69	1:45.51	-	-	-
30	Glenn Collins	NISSAN SENTRA GT		1:43.57	1:34.54	1:34.75	1:33.15	1:34.05	-
71	David Graham	TOYOTA COROLLA		-	-	-	-	-	-
77	Ian Williamson	FORD MUSTANG		1:26.93	1:20.00	1:20.40	1:20.60	1:20.60	1:20.65
92	Gavin Stewart	MAZDA R17		1:27.61	1:19.54	1:20.46	1:19.33	1:21.72	1:19.05
95	Nike Hourigan	JAGUAR XJS V12	3rd	1:23.56	1:18.67	1:18.03	1:18.53	1:19.24	1:18.92
111	Andrew Whittaker	PORSCHE RS	2nd	-	1:17.49	1:17.11	1:17.60	1:17.53	-
117	Rowland Ward	JAGUAR XJS		1:31.20	1:22.57	1:22.21	1:23.21	1:23.15	1:22.25
123	Tony Broad	PORSCHE		1:26.21	1:18.45	1:18.15	1:18.26	1:18.17	1:19.10
151	Brendan Van Schooten	FORD ESCORT		1:29.66	1:19.30	1:19.73	1:19.41	1:20.00	1:19.24

Race Results For Race 0: 5 Number of Laps: 6

Race Name: Saloons
Trophies

Race Sponsors: Dave Johnson Trading
Prizes

Page: 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
27	David Wilson	HAZDA R17		1:37.93	1:26.63	1:27.10	1:26.00	1:27.25	1:26.79
29	Michael Eden	VAUXHALL VIVA GT		1:29.59	1:23.76	1:24.07	1:24.29	1:24.49	1:24.99
32	Richard McDonald	TORANA LH		-	-	-	-	-	-
42	Tony Metherington	PORSCHE 911		1:36.36	1:27.50	1:26.30	1:25.02	1:25.05	1:26.07
51	Peter Reynolds	COMMODORE		-	-	-	-	-	-
52	Mike Galvin	FORD ESCORT		-	-	-	-	-	-
61	Roy Miscoch	SUBARU LEGACY RS	3rd	1:28.44	1:23.66	1:23.07	1:22.99	1:22.32	1:22.03
72	Chris Cannish	FORD CAPRI		1:33.49	1:27.03	1:26.39	1:26.00	1:26.32	1:26.25
74	Peter Land	FORD CAPRI		1:33.00	1:26.05	1:24.72	1:23.55	1:24.00	1:23.40
89	Dean Hildenhall	NISSAN SENTRA		-	-	-	-	-	-
100	Ross Francis	FORD FALCON XT GT		1:31.10	1:24.96	1:24.03	1:25.03	1:24.02	1:24.75
162	Alex Wilson	FORD ANGLIA V8		1:31.63	1:25.02	1:24.00	1:24.39	1:24.24	1:25.51

73 Geoff Cooley
3 Norm Stead

1st
2nd

Race Results For Race 0: 6 Number of Laps: 10

Race Name: Sports/Single Seaters
Trophies

Race Sponsors: Plastic Surgery Specialists
Prizes

Page: 1 of 2

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
9	Daynon Topleman	SWIFT SC94	1st	1:19.40	1:10.35	1:13.70	1:13.34	1:12.53	1:14.97
14	Mathew Fitzgerald	VAN DIEMEN RF96		-	-	-	-	-	-
15	Janie Kett	VAN DIEMEN RF96		-	-	-	-	-	-
17	Warren Tillson	KRO FORMULA VEE		1:37.20	1:30.00	1:28.36	1:30.23	1:29.03	1:34.94
19	Michael Rohloff	CHALLENGE 64		1:36.63	1:30.39	1:20.49	1:29.71	1:32.32	1:33.94
23	Rebecca Kalasih	FORMULA VEE SATURN 9		1:39.76	1:31.69	1:32.07	1:34.39	1:33.52	1:46.60
29	Alan Rayner	FORMULA VEE RH1		1:35.02	1:28.22	1:27.35	-	-	-
29	Nick Lufford	CHALLENGE 63		1:36.25	1:28.09	1:27.39	-	-	-
36	John Rapley	BRABHAM JUNIOR		1:30.93	1:25.20	1:26.43	1:24.37	1:24.40	1:44.07
45	Daniel Trigger	FORMULA VEE WRIGHT V		1:35.90	1:29.74	1:28.39	1:29.23	1:28.90	1:52.91
60	Suthep Kalasih	FORMULA VEE SATURN 9		1:38.19	1:28.66	1:29.35	1:30.23	1:31.33	1:50.33
99	Simon Richards	SWIFT SC92	3rd	1:21.07	1:17.47	1:17.03	1:16.00	1:16.96	1:17.03
171	Bryan McConkey	FORMULA VEE WRIGHT		1:35.65	1:27.61	1:27.02	1:27.32	1:29.00	1:47.05
191	Brady Kennett	VAN DIEMEN 91	2nd	1:19.35	1:14.21	1:14.61	1:11.67	1:17.91	1:14.01

Race Results For Race 0: 7 Number of Laps: 12

Race Name: Ross Gordon Memorial Race (Saloons)
Trophies

Race Sponsors: Tony Oliver Contracting
Prizes

Page: 1 of 2

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
6	Daryl Harain	FORD SIERRA COSMORTH		-	-	-	-	-	-
11	Donald McLean	DATSUN 260Z		3:10.07	1:21.60	1:21.00	1:21.03	1:22.20	1:22.42
20	Alan Harvie	HAZDA 323 TURBO		-	-	1:27.53	1:27.45	1:26.79	1:27.37
27	David Wilson	HAZDA R17		2:22.41	1:20.60	1:27.75	1:27.53	1:27.60	1:27.60
50	Graeme Tooner	FORD ESCORT	1st	2:00.03	1:20.03	1:27.52	1:27.73	1:27.99	1:27.71
52	Mike Galvin	FORD ESCORT	3rd	2:33.29	1:27.31	1:26.73	1:26.03	1:25.32	1:25.06
72	Chris Cannish	FORD CAPRI		2:37.04	1:27.35	1:26.94	1:25.10	1:25.00	1:24.17
74	Peter Land	FORD CAPRI		1:22.36	1:24.58	-	-	-	-
89	Dean Hildenhall	NISSAN SENTRA		2:11.75	1:29.40	1:28.03	1:29.35	1:28.02	1:28.60
111	Andrew Whittaker	PORSCHE RS	2nd	3:52.62	1:10.76	1:19.05	1:10.02	1:17.41	1:17.14
113	Harvey Kibble	HAZDA R17		3:02.52	1:27.36	1:27.14	1:27.06	1:26.10	1:27.29
123	Tony Broad	PORSCHE		3:40.20	1:20.66	1:10.97	1:10.53	1:10.70	1:10.51
162	Alex Wilson	FORD ANGLIA V8		-	4:12.00	1:24.51	1:24.07	-	2:40.95
177	Jason Tooner	FORD ESCORT		3:07.24	1:24.03	1:24.70	1:24.07	1:23.99	1:24.60
205	Ray Hartley	FORD ANGLIA LOSE		-	-	-	-	-	-

Race Results For Race 0: 8 Number of Laps: 6

Race Name: Single Seaters
Trophies

Race Sponsors: ES Glennie
Prizes

Page: 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
1	Dennis Martin	COMET 1077		1:38.01	1:27.29	1:27.07	1:27.09	1:28.65	-
9	Daynon Topleman	SWIFT SC94	1st	1:18.05	1:14.32	1:14.00	1:13.53	1:14.03	1:15.06
13	Phil Abel	CHALLENGE 63		1:38.96	1:28.54	1:27.66	1:28.00	1:29.23	-
15	Janie Kett	VAN DIEMEN RF96		1:24.61	1:19.00	1:18.46	1:18.60	1:18.76	1:17.94
17	Warren Tillson	KRO FORMULA VEE		-	-	-	-	-	-
19	Michael Rohloff	CHALLENGE 64		1:46.02	1:35.04	1:34.00	1:39.10	1:36.39	-
23	Rebecca Kalasih	FORMULA VEE SATURN 9		1:37.01	1:27.40	1:28.10	1:28.59	1:27.96	-
36	John Rapley	BRABHAM JUNIOR		1:29.91	1:26.32	1:26.25	1:25.25	1:25.39	1:25.31
45	Daniel Trigger	FORMULA VEE WRIGHT V		1:34.71	1:28.39	1:28.39	1:29.96	1:29.07	-
60	Suthep Kalasih	FORMULA VEE SATURN 9		1:37.16	1:31.00	1:33.10	1:27.95	1:29.35	-
99	Simon Richards	SWIFT SC92	3rd	1:21.01	1:17.64	1:17.07	1:17.07	1:17.34	1:17.24
191	Brady Kennett	VAN DIEMEN 91	2nd	1:18.94	1:14.25	1:19.05	1:13.02	1:13.39	1:13.53

Race Results For Race 0: 9 Number of Laps: 6

Race Name: Saloons
Trophies

Race Sponsors: General Panel & Paint
Prizes

Page: 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
12	Roger Rouse	DATSUN 1200 COUPE		1:44.69	1:30.25	1:29.70	1:29.92	1:27.00	1:26.74
20	Alan Harvie	HAZDA 323 TURBO		1:36.07	1:28.17	1:26.50	1:27.07	1:26.69	1:27.64
27	David Wilson	HAZDA R17		-	-	-	-	-	-
29	Michael Eden	VAUXHALL VIVA GT	3rd	1:30.74	1:23.02	1:24.26	1:28.25	1:25.22	1:24.09
32	Richard McDonald	TORANA LH		-	-	-	-	-	-
33	Ian McKinnon	TOYOTA LEVIN		1:40.35	1:28.53	1:29.43	1:33.25	1:30.03	1:32.22
38	Glenn Collins	NISSAN SENTRA GT		1:45.16	1:30.60	1:29.59	1:30.70	1:29.99	1:30.17
42	Tony Metherington	PORSCHE 911		1:39.39	1:28.25	1:26.00	1:25.46	1:25.47	1:26.10
50	Graeme Tooner	FORD ESCORT		1:34.26	1:27.05	1:26.72	1:26.05	1:26.31	1:26.67
51	Peter Reynolds	COMMODORE		-	-	-	-	-	-
72	Chris Cannish	FORD CAPRI		-	-	-	-	-	-
73	Jeff Cooley	FORD CAPRI	1st	1:27.04	1:20.02	1:25.00	1:23.47	1:25.69	1:25.09
74	Peter Land	FORD CAPRI	2nd	-	-	-	-	-	-
100	Brent Gibbs	SUZUKI SWIFT GTI		1:44.16	1:29.54	1:30.03	1:31.03	1:29.70	1:30.36
100	Ross Francis	FORD FALCON XT GT	4th	1:32.75	1:25.17	1:25.00	1:25.35	1:25.34	1:25.67
112	Greg Ward	DATSUN 120		1:34.49	1:26.25	1:24.27	1:43.54	1:27.74	1:27.51
113	Harvey Kibble	HAZDA R17		1:37.00	1:29.70	1:27.05	1:28.03	1:27.74	1:27.51
162	Alex Wilson	FORD ANGLIA V8	5th	1:36.06	1:25.40	1:25.00	1:25.04	1:25.02	1:24.02
177	Jason Tooner	FORD ESCORT		-	-	-	-	-	-
205	Ray Hartley	FORD ANGLIA LOSE		-	-	-	-	-	-
521	John Harlin	FORD ESCORT		1:30.65	1:27.30	1:28.00	1:29.05	1:28.30	1:27.00
891	Jeff Allan	NISSAN SENTRA		1:41.06	1:28.92	1:28.93	1:27.03	1:27.60	1:29.90

Race Results For Race 0: 10 Number of Laps: 6

Race Name: Saloons
Trophies

Race Sponsors: Black Rally Sport
Prizes

Page: 1 of 1

Car #	Driver	Make/Model	Position	1	2	3	4	5	6
2	David Glasson	NISSAN 300Z	2nd	1:25.59	1:17.25	1:16.10	1:17.03	1:17.57	1:17.47
3	Horan Stead	NISSAN 180SX		1:26.60	1:20.27	1:20.39	1:19.90	1:19.53	1:19.25
9	Kevin Dovey	COMMODORE VN GROUP C		-	-	-	-	-	-
6	Daryl Harain	FORD SIERRA COSMORTH		-	-	-	-	-	-
11	Donald McLean	DATSUN 260Z		1:34.11	1:21.00	1:21.44	1:22.49	1:20.90	1:21.03
18	Alan Montgomery	HAZDA R13		1:29.63	1:17.93	1:18.70	1:19.09	1:19.46	1:19.27
25	Carl Northcott	FORD ANGLIA LOSE		-	-	-	-	-	-
44	Graham Barnes	FORD CAPRI		1:29.40	1:22.05	1:22.12	1:21.91	1:23.52	-
52	Mike Galvin	FORD ESCORT		-	-	-	-	-	-
61	Roy Miscoch	SUBARU LEGACY RS		1:33.53	1:23.40	1:24.61	1:22.35	1:24.00	1:24.20
77	Ian Williamson	FORD MUSTANG		-	-	-	-	-	-
89	Dean Hildenhall	NISSAN SENTRA		-	-	-	-	-	-
91	Russell Rue	VAUXHALL VIVA		1:33.40	1:23.06	1:23.53	1:22.20	1:21.40	1:22.52
92	Gavin Stewart	HAZDA R17		1:25.62	1:20.35	1:19.99	1:19.33	1:19.20	1:19.00
95	Mike Hourigan	JAGUAR XJS V12	3rd	1:23.65	1:20.56	1:19.17	1:19.23	1:19.50	1:19.53
111	Andrew Whittaker	PORSCHE RS	1st	1:23.00	1:17.96	1:17.09	1:17.02	1:17.00	1:17.51
117	Rowland Ward	JAGUAR XJS		1:31.01	1:21.97	1:22.40	1:23.00	1:23.17	1:23.26
123	Tony Broad	PORSCHE	4th	1:24.99	1:20.13	1:18.95	1:19.21	1:19.24	1:19.24
234	David Stokes	HOLDEN MONARO GTS		1:42.74	1:34.10	1:32.07	1:34.13	1:32.00	-
951	Brendan Van Schooten	FORD ESCORT		1:27.61	1:19.71	1:20.53	1:20.13	1:19.50	1:19.54

WAIRARAPA CAR CLUB: RESULT SHEET PUKETIRO ROAD BENT SPRINT 10/05/1997

No	Driver	Club	car	cc	Prac.1	Race 1	Race 2	Race 3	Class Place	Overall Place
1001-1300										
2	D Shannghan	Wai	Datsun	1179	102.75	99.66	98.92	99.53	5	
4	S Schlup	HVMC	Datsun	1200	92.05	90.29	89.25	87.79	1	
6	C Anderson	HVMC	Datsun	1200	100.01	98.10	93.30	93.64	2	
15	D Wilce	Habour	Honda	1238	115.01	105.18	104.37	103.24	6	
17	I Parker	Wgtn	Toyota	1300	103.58	99.07	97.10	94.43	3	
77	M Turton	HVMC	Austin	1275	106.16	101.85	98.19	94.92	4	

1301-1600

3	M Mortenson	Wai	Toyota	1587	99.80	93.86	91.37	88.81	2	
5	N Anthony	Wai	Escort	1600	101.51	93.53	92.41	92.21	3	
11	T Clay	Wgtn	Honda	1595	90.98	88.09	85.74	84.13	1	5

1601-2500

1	J Esler	Wai	Nissan	1800	100.73	92.16	92.50	90.77	3	
9	I Scarlet	HVMC	Datsun	1800	106.70	100.69	96.43	92.59	4	
14	W Stevens	Wai	Mazda	1984	95.82	94.71	92.88	88.87	2	
19	R Brader	Wai	Mazda	1984	86.63	94.62	81.94	81.77	1	4

2501 & over

*7	G Heath	Harbour	Mazda	3060	112.23	107.28	102.96	98.30	7	
*8	G Anderson	HVMC	EVO3	3591	87.27	81.76	80.88	79.76	2	2
10	C Clarke	Levin	Nissan	3000	94.61	90.90	89.83	87.85	5	
*12	G Ordish	Wai	Subaru	3028	87.51	85.47	84.93	80.37	3	3
*16	J Billington	Wgtn	Mitsubishi	3395	81.80	79.90	78.42	76.06	1	1
*18	V Majendie	Harbour	Subaru	3029	89.70	87.54	86.63	85.63	4	
*20	M Hunter	Wai	Ford	2714	99.68	96.80	97.39	96.78	6	

* = 4WD

WAIRARAPA CAR CLUB: RESULT SHEET TEA CREEK HILL CLIMB 11/05/97

No	Driver	Club	car	cc	Prac.1	Race 1	Race 2	Race 3	Class Place	Overall Place
1001-1300										
2	D Shannghan	Wai	Datsun	1179	113.53	109.98	109.25	108.31		
4	B Hodge	Manawatu	Datsun	1200	113.34	103.87	103.82	99.57	2	
15	N Roots	HCCC	Datsun	1179	110.11	109.53	108.08	105.07		
16	S Schlup	HVMC	Datsun	1270	104.29	99.04	97.93	97.33	1	
18	D Wilce	HCCC	Honda	1238	123.56	114.48	111.26	108.87		
21	D Graham	Wgtn	Datsun	1200	110.98	107.26	104.66	103.42		
27	I Parker	Wgtn	Toyota	1300	111.32	105.11	109.92	103.19	3	

1301-1600

3	M Mortenson	Wai	Toyota	1587	109.64	100.77	103.36	98.16	3	
5	N Anthony	Wai	Escort	1600	110.53	104.57	103.86	101.95		
11	T Clay	Wgtn	Honda	1595	98.14	96.33	91.52	91.93	1	6
24	J Clunie	KCC	Nissan	1400	112.15	103.56	102.65	100.04		
25	B Schlup	Wai	Toyota	1600	107.95	101.16	99.74	97.30	2	
26	B Read	KCC	Nissan	1600	120.81	113.45	111.61	111.95		

1601-2500

1	J Esler	Wai	Nissan	1800	105.70	102.65	99.45	97.96	3	
7	K Hare	Wai	Telstar	1998	107.11	100.61	99.85	100.51		
9	I Scarlet	HVMC	Datsun	1800	110.69	104.84	102.66	102.14		
17	E Fellerhoff	Wai	Nissan	2000	103.33	100.1	98.82	95.78	2	
22	W Stevens	Wai	Mazda	1984	104.40	102.76	DNF	101.77		
23	R Brader	Wai	Mazda	1984	96.52	91.46	91.64	90.32	1	4

2501 & over

6	G Penhey	HCCC	Toyota	3060	113.56	109.65	106.12	102.56		
*8	G Anderson	HVMC	EVO3	3591	92.99	89.66	87.46	87.08	2	2
*10	M Hunter	Wai	Laser	2714	109.52	102.29	100.01	98.81		
*12	G Ordish	Wai	Subaru	3028	95.68	91.85	90.30	81.92	3	3
*14	I Taylor	Wai	VR4	3009	83.69	84.14	82.20	82.55	1	1
*19	V Majendie	HCCC	Subaru	3029	98.21	93.51	91.88	91.30		5
20	C Clarke	Levin	Nissan	3000	102.92	96.05	95.53	96.69		
201	K Robinson	Levin	Nissan	3000	98.79	96.91	95.08	93.45		

* = 4WD

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class it.

Engine development by the team and Dynotuning 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 \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray: (04) 383 5211(hm), 025 433 867

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new, 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash \$395 Flash unit \$100 ono Will accept an offer on the lot.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

1990 Isuzu Ute

2.3 Litre, Petrol, 2 Owner, 115,000kms. Canopy. Ideal Service vehicle. \$9000 ono.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232 7161 (hm)

1985 Toyota Corolla GT (AE82) Rally/Club Car

4 age twin cam motor, 4 wheel disc brakes, Manz Rollcage, Koni front struts, Power Steer. Easy and fun to drive (can be used for shopping). \$6000 (includes wheels, tyres and lights)

Phone Julian (04) 476 9643 (hm), 025 24 323 24

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned wince 1986, raced in classic and local car club events 1987 - 1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber

enlarged, baffled sump

Spare gearbox

Throttle kit

Momo steering wheel

Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

For Sale:

Suzuki Swift GTi Group N Rally Car

Rally prepared standard production ex Chris Joblin (NZ Rally Champion Class A), Paul Richards (Taranaki Car Club Autocross, Motokana and Overall Speed Champions 1992/93/94).

Standard blueprinted 1300cc twin cam, 16 valve, fuel injected motor approx 104bhp; competition computer; 5 speed close ratio gearbox; Autosport kevlar seats; full harness belts; Halda Twinmaster; roll cage; quick fit alloy sump guard; quick fit spot lights; gravel and tarmac suspensions; Koni adjustable shocks; all road trim including standard seats, belts and carpets; approx 30 tyres and rims including knobbles, tarmac, road, slicks; heap of spares. Very straight with original paintwork except for recent bonnet respray.

Can be used for every aspect of motorsport from fast road car, autocross, motokana, club sprints, through to serious race and rally competition. Fabulous, versatile and economical (39mpg road, 21mpg rally).

A bigger non-motorsport project forces quick sale at **\$11,000 for everything.**
Phone Paul Richards (04)232-9418.



BLACK SPORT

1995 NZ F2 Champions

Just back from Autosport International

FreeFax (0800) 99-99-77

Mobile +64 (025) 466 977

Stockists and Suppliers of:

F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map Lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.

A Division of **BLACK ARROW LTD**



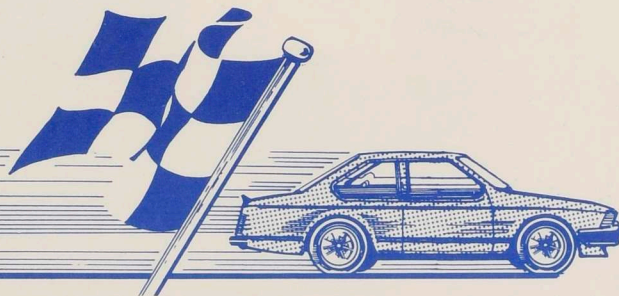
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON



Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

JULY 1997



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

WELLINGTON CAR CLUB INC.

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editorial

I'm in a depressed state this month, I'm suffering withdrawal symptoms. Our Rally car come hill climb car (and shopping trolley) has gone to a better place (no not the tip, Christchurch). But it had to go to make way for a new project. An ex-Joe McAndrew car (no not a Legacy, a KE25 Corolla). This will be the ultimate budget rebuild (as Tracey will only let me spend \$500) but I'll keep you posted on how it goes (or doesn't) in later issues.

Now on to club business. This months club night is aimed at first time competitors, but the information will be useful to everyone so please come along and if you know of anybody thinking of having a go or just keen to know more please bring them along. Then we young fella's can show you how its done on the simulator.

The following clubnight will be our Rally of New Zealand special so come here the competitors first hand.

Also don't forget the AGM is coming up so start thinking who you want on the committee or even if you want to have a go yourself. It's not all hard work, we do have a lot of fun and the more on the committee the more fun. Put something back into your club.

And now for something completely different.

John is waiting to cross the street when a blind man approaches with his guide-dog. The sign lights to cross and in stead of helping his boss to cross the dog raises his rear leg and pees on the pants of the man. The man reaches in his pocket and gives the dog a cookie. John is amazed and tells the man: "If it were my dog I would have kicked his ass!"

The man calmly answers: "I'm going to. But I need to find the head first".

Seeya
Julian

P.S. I'm thinking of having a go cart evening on Tuesday 26th August. If you are interested come and see me at club night. (In case you don't know I'm the guy who stands up and reads the notices).

President's Report

Hi, welcome to July.

Last club night was a lot of fun. The boys from Honda cars stripped down a Nissan motor and put it back together in an incredible time of 12 minutes and a few seconds, oil drained, sump off, head off, pushrods, distributor, spark plugs out. But wait - there's more, get rid of the carb and exhaust manifold, disconnect those conrods, thump out those pistons, then put the thing back together and fire it up [incredible]. Now if you thought that was awesome [a Cathy saying], as they were rebuilding they had to torque the head, and rods to their correct settings and put the bearings in the right way round and have the timing correct.

Words can't describe the following crew of strippers and rebuilders, yip Julian and myself thought we better have ago. Julian on top me on the bottom [THE MOTOR THAT IS].

So it started. Drain the oil, very quickly followed by an oil slick down the arm, off with the sump. [Julian by this time was making quick progress with the head], off with the carb and exhaust manifold with some skin from the knuckles [hate it when that happens], disconnect the conrod from the crank, thump out that piston, keep on thumping. "Julian, pass that sledge hammer?" thump that piston out, etc until we put it all back together. Thank god the starter motor was playing up - It wouldn't start! Anyway our time was about 22 minutes, not a bad effort. Ah yes, we did get prize - a 4 litre pack of oil, some window wash liquid, bars leak and a few other bits and pieces (including that 1/2 litre of oil which I slipped up my arm earlier on).

A big THANK YOU to Charlie and Ian from Honda cars and Tony Pepperell for organising a great evening.

Wanganui has a round of the central region rally series on the 12th, with some excellent spectator stages, river road is a must, fast and flowing.

Wgtn & HVM car clubs are having a drivers training day up at Manfeild on the 20th, all you need to bring is a helmet, overalls, car, \$20 and an open mind.

(continued from page 2)

Eddy Conroy and Barry Lakeman need some competition for the 5th of Aug night trial as I'll be in Auckland for the International Rally. Come on some of you members, the night trails are a lot of fun just bring a car, \$6, a partner or friend and a sense of humour.

Also, just a reminder - club membership renewals are due shortly and our AGM will be upon us soon. We do need some more people on committee and would like some more people on the sub committees.

Those of you who read the club mag will have noticed over the last few months requests for help to run events, and also comments and feedback on how your club is being run. As we have had no response to these requests, I assume that we are in fact doing things the way you would like them.

Cheers - happy motoring!

Paul

Any correspondence can be sent to 14 Kitchener Tce, Johnsonville

Notice of Annual General Meeting

Notice is hereby given of the 55th Annual General meeting of the Wellington Car Club (Inc) to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on

September 16 1997
commencing a 8.00pm

AGENDA

- 1 Confirmation of Minutes of the 54th Annual General Meeting
- 2 President's Report
- 3 Approval of Accounts for the year ended 31 July 1997
- 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

DAY BREAKER RALLY

On Saturday 21st June we all arrived at Rally Headquarters Fielding to go Timing. Sue Diggle, Christine, Sue Lorna and Dawn, then drove to stage 3 to set up camp. Sue Diggle decided that it was not going to rain, but 5min before the first car arrived the heaven opened, so it was a mad scramble to get a make shift tent up if only to keep the lollies dry. All went well and that was our lot of the day.

On Sunday at 5.30am we were off again, a good clear morning but cold where we set up out table with table cloth, Candle stick holder with 3 candles and our lollies, then changed into evening wear. Sue Diggle in black trousers with sequence top. Christine in a 2 piece cream cocktail frock complete with long johns and train. Sue in a red 3/4 length red strapless frock white long johns and boots. Lorna in a Floral long skirt, black top, diamond necklace and short fur coat. Dawn in a floral skirt, black top and fur stole with Sue's lace and beaded scarf over her head. She looked more like a clairvoyant only she did not have her crystal ball with her, but with Dawn asking all the co drivers if they had a spare ball, had no luck.

From their we headed off to Taihape in our ball gear for lunch. Then it was time to head to stage 13, Waterhead Road, where the weather was kind to us all (Sunshine).

Once again a good weekend had by all, so why not come timing and have lots of fun.

By Lorna

Welcome!

The Wellington Car Club would like to welcome the following new members:

Ray Hartley

Ray is interested in Speed events only and is also a member of MG Car Club.

Philippa Williams

Philippa is interested in Rallies and Gymkhanas. She is also a member of Royal Port Nicholson Yacht Club and Wellington Golf Club.

Andrew Whitaker

Andrew drives a TVR Tuson Porsche RS and is interested in Speed events only. He is also member of Porsche, Jaguar and MG Car Club.

Daman Porter

Daman drives a Suzuki Baleno. He is interested in Speed events and Gymkhanas.

Michael Hourigan

Michael drives a Jaguar XJS V12 and he is interested in Speed events only. He is also a member of Jaguar Drives Club.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions. If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

- \$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.



NUMBER: 27001
Implementation Date: Immediate
Issue Date: 18 June 1997

MANUAL AMENDMENT

SCHEDULE LS PART 3

Further to the release of MotorSport Manual No 27 in which under Appendix 1, Schedule LS, Part 3, it was stated that the rally course syllabus would be published prior to 1 January 1998.

We confirm that the following syllabus is now issued with immediate effect.

Add to page 87

3. Course Syllabus - International Competition Licence Rally Grade

- (a)
 - rally signs
 - control procedures
 - accident procedure, ie
 - Red Cross requirements
 - Zetka requirements
 - Green OK
 - overtaking in special stages
 - control area protocol
 - service park protocol
 - general event conduct
 - requirements as to Appendix 2, Safety Equipment
 - gravel road driving dealing with loose or slippery road conditions, night driving, sudden changes of road surface, ie. tarmac to gravel
 - car set up and safety checks
 - meeting entry and vehicle scrutineering formalities
- (b) A comprehensive driving test with the holder of an instructors licence observing the licence applicant driving, both inside and outside the vehicle for not less than 20 km in length.

MotorSport New Zealand reserves the right to approve how best this comprehensive driving test can be achieved with each licensed school.

This amendment is issued for MotorSport New Zealand by the Administration

I W Snellgrove
GENERAL MANAGER



Official Interpretation

Number: 27001

Date Issued: 4 June 1997

Date Effective: 1 June 1997

Subject: MotorSport Manual Edition 27
VALIDITY - Page 1

Interpretation

Rally requirements contained in Schedule R and Schedules R1, R2, R3, R4, R5, R6, R7, R8, R9, and R10 are effective from 1 January 1998. These Schedules contain the requirements for the organisation and conduct of Rally Series and Events.

All other rally requirements, such as those in the National Sporting Code and Schedules A and JS in Appendix 2, become effective on 1 June 1997. This includes Clause 7.3 of Schedule A, ie. all four wheel drive cars fitted with a turbo charged engine with a swept capacity in excess of 1800 cc must be fitted with an inlet restrictor when competing in rallies.

This interpretation is issued by the Administration on behalf of MotorSport New Zealand in accordance with National Sporting Code Article 6.

I W Snellgrove
GENERAL MANAGER



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

July

Gravel Sprint Series Rules update: There is also a 4WD class that was not listed in last months newsletter.

History of the Vesta Battery & Stewards' Trophies.

In 1958, Mr. R. Smith (President of the M.G. Car Club at the time) was looking for some body to present a trophy for the interclub Gymkhana (Motorkhana) Series. Vesta Batteries agreed to this proposal and subsequently donated a trophy.

In 1968 the MANZ Area Stewards donated the Stewards' Trophy for interclub competition within the region, Area 6 (now part of Area 3). The Pierson Cup was presented by John and Jenny Pierson for drivers at Stewards' Trophy Motorkhana events.

Stewards Trophy Motorkhana Series.

All competing vehicles must have a current 'Warrant of Fitness.' Chains, studded tyres, mudgrip and 'Rally' type of tyres shall not be permitted. There will be a total of 6 tests, 6 of which will be chosen from the 22 test layout in the WMSA booklet, and one test at the organisers discretion. All tests will be time tests. Each competitor shall have a maximum of two runs at each test. The better time of the two runs for each test will be counted for results. Timing will be by hand held watches, and the timing of each test will be stopped when the vehicle comes to a rest. The leading wheels must have crossed the finish line. A five second penalty will be imposed for each marker (cone) displaced.

Club teams may be entered and must be nominated before the start of each event. Teams shall consist of two drivers, with a maximum of two drivers permitted per car, but the same car cannot be used as a team unless there is only one team for that club.

Club points and placings will be for the first ten places, on a ten to one basis (1st = 10, 2nd = 9, 3rd = 8, etc). The times of the two members of each team will be added together to give the team time. In the event of a tie occurring, the available points will be split between the tying teams. For club points, no classes will be considered.

The Club whose teams gain the greatest number of points for the tests (the least amount of time taken and a low penalty rate over the event is considered the better performance) on the day will be the winner of the days competition.

Vesta Battery Trophy Series.

This trophy is awarded annually to the Club gaining the most points in an interclub Motorkhana held on a grass surface. The winning Club of the Stewards' Trophy (at the end of each year) organises the following years' Vesta Battery Trophy event.

Pierson Cup.

Points are awarded to drivers as follows:

1st = 25	2nd = 22	3rd = 20	4th = 18	5th = 16
6th = 14	7th = 12	8th = 10	9th = 9	10th = 8
11th = 7	12th = 6	13th = 5	14th = 4	15th = 3

2 points for all other finishers. 1 point for starters who did not finish.

Points are allocated in two classes:-

1. engine over driving wheels, or
2. engine not over driving wheels.

A motorkhana is a test primarily of driver skill (rather than outright speed) in which competitors negotiate a precise course defined by markers (cones). It is a non-speed event that you can use your standard road car to compete in.

The first round of the Stewards' Trophy Motorkhana Series will be held at the GM Holden car park, Trentham on the 6th July. It will be run by Harbour Capital Car Club. Contact Dave Wilce 2339757 (H) 3843484 (W) for info.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph: (04) 2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph: 5282398 hm 3879931 wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk, 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Rootes, 44 Kiriwai Rd, Paremata. Ph 2338714 hm 025 484349 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay, 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman, 949A High St, Lower Hutt. Ph 5672772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce, 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm

WMSA PO BOX 38-874, WELLINGTON MAIL CENTRE.

ATTENTION ALL NAVIGATORS

NAVIGATOR - He Who Keeps Timing Crews Sane

I had the opportunity to attend a Post Chiefs meeting held at Manawatu Car Club in April. This proved very informative from a competitors point of view. I have always realized there were many hours involved before the "Big Day" came to be, but not the details. The organization that goes on behind the scenes into running a rally starts as far out as 12 months. Clubs that organize Rallies for the Central Region Series, timing crews and all personnel involved are to be congratulated for their dedication and professionalism. Without them we would not have the opportunity to compete in the events they organize for us to pit our skills against the clock, road conditions, slips, wandering animals, snow, rain and anything else you care to throw in. Some competitors however, seem to have a game plan of their own and take pleasure in pitting their skills against officials, timing crews, post chiefs, starters etc.

BE WARNED - Those of you that do offend will find your days numbered. You could find yourself looking down the barrel of a shot gun with the bullet between your teeth whilst trying to plead ignorance, clemency etc. Not a pretty site to see a adult beg for mercy. I guess the bottom line is "DON'T PUSH YOUR LUCK".

A person whom is known to all and who shall remain nameless made the following statement of track racing and rallies. "At a track you bring THE PUBLIC TO THE CIRCUS and when a rally runs we take THE CIRCUS TO THE PUBLIC".

SERVICE CREWS

Drivers and navigators are not the only people to be monitored for behavior during the rally. So too are service crews. If your car withdraws from a rally this does not give you license to hoon along the highway hanging out windows with cans of booze in your hands or enter Special Stages to become lanikin spectators nor to enter Service Parks. You are not above the law nor beyond the reach of the organizing club. Your driver could end up being fined because of your behavior. With this in mind please set an example and act responsibly.

NAVIGATORS

There is so much that you can do to assist Control and timing crews to run Special Stages smoothly. Post Chiefs and Assist. Clerks of Course (A CoC's) can help you or be the biggest "pain in your butt". Post Chiefs are / can be Judges of Fact at these events. It is entirely up to you as to which response you get.

Timing Cards

The moment you receive these your first job is to enter your car No. on EVERY CARD.

If you go into Control and this is not done you are liable to have your card returned to you and told to fill it in correctly. Some crews will even tell you what the problem is. Either way IT IS YOUR RESPONSIBILITY.

Times / Figures

Make sure that your figures are legible/ readable. When everyone is in a hurry and writing is not always neat 3's can become 8's and 5's can become 6's and visa versa. This leads to problems if drivers are looking at time cards to assess their positions. Imagine a lunatic sitting behind the steering wheel going into the next stage after

ATTENTION ALL NAVIGATORS

finding out that the 3 second advantage he thought he had turned a 5 second deficit because what he thought was a 8 was actually a

Also check your addition. If in doubt get someone else to check it for you. Once cards are collected for processing the results, it is not the responsibility of those entering your figures to check them for mistakes - It is your responsibility.

Control

When entering control your car should enter control one minute before your clock in time.

If however there is a large queue at the start of a Special Stage and your car is outside the control board once you clock in you are deemed to be in control. Regardless of where your car is in relation to the Control Board - you may not lift bonnets etc unless you approach Asst. C o C or Post Chief for permission.

This situation can arise when there is a stage delay and someone at control has forgotten to extend the control area board.

Special Stages

Navigators - you are busy during the stages but you can assist timing crews greatly by noting where cars are parked up/ off the road in stages and relaying this information to the finish crew. Also let them know that driver and navigator are OK.

By doing this you assist with the smooth running of stages and can actually prevent a stage being stopped because a car has failed to complete a stage and has not been reported to finish control.

All cars OFF in a stage need to be identified so crews know that no-one is injured or unable to seek help.

Jump Starts

Be Warned you will be penalized. Penalties will range from one minute to exclusion from the event. Your penalties for this offense will be added to your Stage Time and not your overall time.

A great number of navigators have financial input into these events (Entry Fees/ Fuel/ Accommodation etc) and I am sure that you don't want to get disqualified because your driver is going to steal time at the start.

I am sure that some of you can come up with some innovative ideas as to how to overcome this problem. Pull on the hand brake, turn power off. You will get abused but you will finish the rally. Besides, if your driver is that good, he will make up the time during the day.

Road Books

Jim Robb is well known for his definition. A Route Book is another name for Penthouse and a Road Book is what we use to navigate a rally. Throughout this season you will find that ALL Special Stages will be on WHITE PAPER. This decision was reached after much discussion about how instructions on certain coloured paper are hard to read with a map light.

So - YES the organizers do listen to what is being said and to make changes happen you need to talk to them.

ATTENTION ALL NAVIGATORS

It is so easy to mutter and criticize others among ourselves and deem some of our organizers a "useless pack of B-----s, but unless you raise issues of concern that you have with them, you will continue to bitch at each rally and nothing will get done or looked at.

SEEDING

When filling in your Registration Form please ensure that you give the relevant information / stage times for that particular rally. If you have a slow stage time please highlight the reason (Puncture, fell off and lost time getting back on the road, lost brakes, electrical fault etc) so that the Seeding Officer understands what has caused the problem.

You may then get seeded up the list a few places, where you think you should be, you may make considerable progress and decide your seeding is a bit high or you may get put where the Seeding Officer thinks you should be. Don't be like some people at the Manawatu Daybreaker who stated that they should be reseeded for the Sunday. Upon pulling their registration form the competitor was asked why he should be reseeded as there was NO SEEDING INFORMATION on the form to back up his request

These are just a few basic guidelines to assist you with your role as a navigator while you call the shoots from the hot seat and at the same time realize 50 metres off the start line that you have a insane, mouth foaming, uncontrollable madman at the controls of your car.

ATTENTION! ATTENTION! ATTENTION! ATTENTION!



HAVE YOU EVER WANTED TO HAVE A DRIVE AROUND A RACE
CIRCUIT BUT NEVER HAD THE OPPORTUNITY?

Then don't miss out this time! Hutt Valley Motorsport Club and Wellington
Car Club are inviting you to attend their DRIVER EDUCATION day to be
held at Manfeild Autocourse, Feilding (see map over) on Sunday 20th July
1997. Be at the circuit by 9.00am to register, the theory session commences at
9.30am sharp.

Follow the three simple steps to becoming a proficient circuit driver:-

- | | |
|--------|--|
| Step 1 | Theory - a session held by an experienced tutor before
any driving takes place. |
| Step 2 | Practical - drive your car on the circuit accompanied by
an "experienced" circuit driver. Learn the lines,
cornering, braking etc. |
| Step 3 | Self-Drive - a single car sprint. Take yourself for a drive
around the circuit putting what you've learnt to good
use. |

All you need to bring with you is:-

Your Car
\$20.00
Helmet
Overalls

(please note: overalls must be one piece, clean and tidy and made of flame
resistant material such as cotton)

If you would like any further information don't hesitate to call

Mark McIntyre 568-3619 daytime 564-4101 evening

or Tony Oliver 025-435-594 daytime 237-9745 evening

THANKS TO U-SAVE AUTO PARTS, KILBIRNIE
FOR SUPPORTING THIS EVENT

CENTRAL REGION RALLY SERIES - POINTS 1997

DRIVER (*** DENOTES "ROOKIE")

CLASS 0 - 1300CC		VEHICLE	GISBORNE BONUS		MANAWATU BONUS		TOTAL
DIXON	TONY	TOYOTA STARLET	21	5	21	4	51
ROBINSON	KARL	NISSAN SUNNY	19	3	19	3	44
SCOTT	BILL (JW)	DATSUN 1200	18	3	17	2	40
COOPER	BOB	DATSUN 1200	16	2	18	2	38
TULLOCH	PAUL	DATSUN COUPE	17	2	14		33
TAYLOR	CRAIG	DAIHATSU CHARADE	12		16	1	29
BEAUCHAMP	MIKE	MINI CLUBMAN GT	13	1	13		27
KINGSTON	STEWART	MORRIS MINI	14	1	5		20
RICHARDS	SUSAN	TOYOTA STARLET	5		12		17
BOTT	GREG	TOYOTA COROLLA			15	1	16
HOSIE	PETER	FORD LASER	15	1			16
HOWATSON	ALISTAIR	TOYOTA COROLLA	5		5		10
SOLLITT	MURRAY	TOYOTA STARLET	5		5		10
ROOTS	NEIL	DATSUN 1200			5		5
WARRINGTON ***	DANIEL	TOYOTA COROLLA	5				5

CLASS: 1301-1600cc		VEHICLE	GISBORNE BONUS		MANAWATU BONUS		TOTAL
DIGGLE	GORDON	MITSUBISHI	18	4	21	4	47
WETZEL	SHANE	COROLLA LEVIN	19	4	19	3	45
BRODIE	GRANT	TOYOTA COROLLA	16	3	18	3	40
HARVEY	KERRY	HONDA INTEGRA	17	4	17	2	40
MCKINNON	IAN	TOYOTA LEVIN AE86	14	1	15	1	31
HALLIGAN	CRAIG	TOYOTA COROLLA	21	5	5		31
GREGORY	JIM	LADA SAMARA	5		13		18
HUTCHINGS ***	SYMON	MITSUBISHI MIRAGE	13		5		18
THOMPSON	BRENT	?			16	1	17
WILLCOX ***	ROB	TOYOTA LEVIN	15	1			16
MORTENSEN ***	MICHAEL	TOYOTA LEVIN			14	1	15
GOODIN	IAN	ESCORT MEXICO	5		5		10
HOOPER	ALAN	PEUGEOT 106					0

CLASS: 1601 & OVER		VEHICLE	GISBORNE BONUS		MANAWATU BONUS		TOTAL
LOCKE	DON	FORD ESCORT	21	5	19	4	49
WELD	JASON	DATSUN 180B	17	2	21	5	45
CLARKE	CHRIS	NISSAN SUMO KAB	18	2	17	2	39
HINTZ	DAVE	FORD ESCORT	16		18	3	37
BOND	STEVE	HILLMAN HUNTER	19	5	5		29
HANDLEY	QUENTIN	MAZDA RX7			5		5
KIBBLE	HARVEY	MAZDA RX7	5				5
BRADER	ROGER	MAZDA RX3					0

CLASS : 4WD		VEHICLE	GISBORNE BONUS		MANAWATU BONUS		TOTAL
GREEN	BRIAN	MITSUBISHI EVO4	21	5	21	5	52
MARTIN	ROSS	MITSUBISHI LANCER	18	4	19	5	46
STEWART	KEITH	SUBARU LEGACY RS	19	4	16	4	43
ORDISH	GREG	SUBARU LEONE	17	3	15	4	39
QUAYLE	GARRY	FORD LASER	14		13	2	29
CHISHOLM	BRUCE	MAZDA 323	5		17	5	27
PURDEY	STEVE	MAZDA 323	16	3	5		24
PARKER	WAYNE	MITSUBISHI VR4			18	5	23
NEWTON	GEOFF	MAZDA FAMILIA	5		14	3	22
KIBBLE	DEBORAH	NISSAN PULSAR GTIR	15	2	5		22
EASTON	IAN	MITSUBISHI EVO 3	5		5		10
GRIMMER	PETER	MAZDA 323	5		5		10
LYNCH	PAUL	MAZDA 323			5		5
LEICESTER	ROBBIE	SUBARU IMPREZA			5		5
SCOTT	LEWIS	MITSUBISHI LANCER	5				5

1997 CLUB TEAM POINTS

	GISBORNE	MANAWATU	TOTAL
TAUPO	52	46	98
MANAWATU	50	52	102
WELLINGTON	48	50	98
LEVIN	42	41	83
HUTT VALLEY	42	27	69
HAWKES BAY	40	40	80
TAIHAPE	38	45	83
WANGANUI	37	42	79
WAIKARAPAPA	20	34	54
TARANAKI	16	0	16
GISBORNE	5	0	5
TAUMARUNUI	0	0	0
DANNEVIRKE	0	0	0
HARBOUR CAPITAL		5	5
KAPITI			0

REGISTERED CO-DRIVERS

		(DRIVER)						
MCCAUGHEY	KELVIN	DIXON TONY - A	21	5	21	4	51	
CHINNERY-BROW	DAVID	LOCKE DON - C	21	5	19	4	49	
CROUCH	JOHN	DIGGLE GORDON - B	19	4	21	4	48	
ROBINSON	DEAN	MARTIN ROSS - 4WD	19	5	19	5	48	
BAIN	STEPHEN	WETZEL SHANE - B	21	4	19	3	47	
BOS	JANUS	WELD JASON - C	18	3	21	5	47	
SKILTON	LEE	ROBINSON KARL - A	19	4	21	3	47	
BICHAN	MALCOLM	STEWART KEITH - 4WD	21	5	16	4	46	
BAKER	PAUL	HARVEY KERRY - B	18	4	18	3	43	
HARE	KERRY	ORDISH GREG - 4WD	18	4	15	4	41	
SCOTT	BILL (WT)	SCOTT BILL - A	18	3	17	3	41	
COOPER	MARLENE	COOPER BOB - A	16	2	18	3	39	
MCNAUGHT	JANINE	TULLOCH PAUL - A	17	3	15	2	37	
JANE	MICHAEL	MCKINNON IAN - B	16	2	16	2	36	
HAGGERTY	DEREK	TAYLOR CRAIG - A	14	2	16	2	34	
THOMSON	JEFF	QUAYLE GARY - 4WD	15	1	14	2	32	
MCINTYRE	DONALD	BOND STEVE - C	19	5	5		29	
CHISHOLM	JENNY	CHISHOLM BRUCE - 4WD	5		17	5	27	
JENKINSON	STUART	GREEN BRIAN - C			21	5	26	
JOYCE	DAVE	PURDEY STEVE - 4WD	17	3	5		25	
KIBBLE	JAMES	KIBBLE DEBORAH - 4WD	16	3	5		24	
LOCKE	PETER	PARKER WAYNE - 4WD			18	5	23	
RAY	GRAHAM	GREGORY JIM - B	5		15	1	21	
SWAIN	JUSTIN	HUTCHINGS SYMON - B	15	1	5		21	
WRIGHT	MARK	RICHARDS SUSAN - A	5		14	1	20	
ROWE	BRIAN	THOMPSON BRENT - B			17	2	19	
SCOTT	STEPHEN	WILCOX ROB - B	17	2			19	
HOSIE	ROANNE	HOSIE PETER - A	15	2			17	
CONNOR	MICHAEL	GRIMMER PETER - 4WD	5		5		10	
EASTON	CHERYL	EASTON IAN - 4WD	5		5		10	
GARTH	PETER	GOODIN IAN - B	5		5		10	
MOORHEAD	CREWE	HOWATSON ALISTAIR - A	5		5		10	
KIBBLE	AMANDA	KIBBLE HARVEY - C	5				5	
PATTEN	CHRIS	WARRINGTON DANIEL - A	5				5	
WILSON	DONNA	LEICESTER ROBBIE - D			5		5	

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



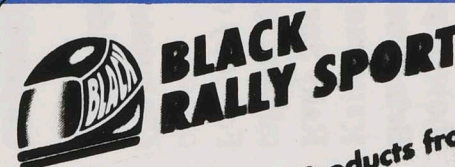
O'RINGS & SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists

and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Racetech' Seats ■ 'Racetech' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)

FreeFax

(0800) 99-99-77

Phone +64 (04) 576 0552

Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

Tuesday 15 July

Clubnight - At the clubrooms of course, as a lead up to our club training day David Black & Malcom Buchanan will be going over safety and Event Preparation. Aimed mainly at new competitors but please everybody come along. This will be followed by practical training in a either Rally or NASCAR simulator. You old guys come show us young'ns how its done

Bring your mates along!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Saturday 19 July

Rally Sprint - Hawkes Bay Car Club. Total length of rally sprint is 6.5km. Entries close Thursday 17 July. For copy of regs please ring Julian McMullan.

Saturday 19 July

Clubmans Race Meeting - Run by Manawatu Car club at Manfield no other information yet

Sunday 20 July

Circuit Sprint & Training - This will be run at Manfeild. For further information please contact Tony Oliver ph (04) 237-9745(H) or 025 435594(W).

Monday 21 July

WMSA Meeting - This will be held at HVMC Clubrooms.

Saturday 2-5 August

Rally of New Zealand - If you don't know about this you must have your head in the sand (or your'e a Circuit driver)

Tuesday 5 August

Night Trial

Sunday 10 August

Kaihinau Road Sealed Sprint - 205km of sealed tight twisty country road. For reg's please contact Denis (06)368 9009(W) or (06)368 8169(H).

Saturday 16 August

Taranaki Tarmac Rally - The rally comprises of 158km special stages and 229km of touring. For further information or copies of regs please contact Julian McMullan.

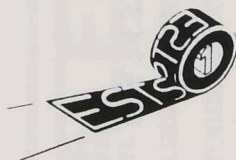
**For any enquires or further information contact
Julian McMullan on 383-5585(hm) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

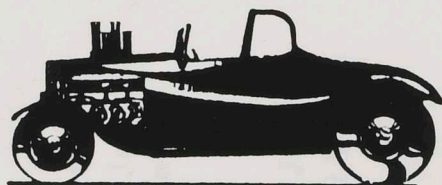
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt.** **(04) 527-8647**

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*

BOOM ROCK ROAD 1997

A small field enjoyed the warm sunny conditions this year, in contrast to previous years bitterly cold winds.

It was the first time I had been there in the Honda. In practise and in run one I was well off the pace, Gordon Diggle and John Crouch were giving me a lesson in how a front wheel drive car should be driven!

By run two I knew I had to get my act together, and after having some very useful advice from the marshalls at the start line I set off determined to do better. The car was running well, turning in and pulling out of the corners like a front wheel drive should. I was soon over the top of the hill and after a couple more corners I could see the beautiful big finish board only a short distance away. It was going to be a blinder! Last two turns, a bit of over steer one way, then too much the other way and around we went, hanging the front wheels over the edge, bellied like a beached whale! Dammm! The recovery people soon had me out with no damage other than a hurt ego.

Run three, back at the start line. This time I received a lot more useful advice from the start marshalls and the MANZ steward! The last fun, the last chance. The difficulty was not to go too fast and make the same mistake again, but to go fast enough and post a competitive time. Away I went, concentrating hard. By now the sun was very low and was quite blinding in a couple of places, a bit scary when you are in total commitment mode! It was a good clean run, but I had to wait at the top for the super quick Gordon and the very determined John to arrive! I had managed to hold our Gordon, who just piped John.

Congratulations to Chirpy Anderson for a well deserved win, and thank you to all the marshalls and organisers for an excellent event.

Ted Clay



MOTORSPORT NEW ZEALAND In association with **AIR NEW ZEALAND LTD** and **AA TRAVEL LTD** are pleased to announce discounted air travel for all MotorSport New Zealand members.

As from 1 May 1997 you can receive a 9% discount on domestic air fares and a 3% discount on published International fares.

To qualify for this discount you must follow these steps:

- ◆ **Make your bookings through AA Travel Ltd**
Freephone 0800-22-9486
- ◆ **Tell the AA Travel agent that you wish to make a booking through the MotorSport Members scheme**
- ◆ **Quote your Competition Licence (membership) number**
- ◆ **AA Travel will talk you through the booking arrangements and where to send your payment to.**
- ◆ **All travel must be paid directly to AA Travel Ltd and within the time specified by the AA Travel agent. Unfortunately credit cards will not be acceptable. Payment must be made by cheque or cash.**

Keep these details in a safe place so that you may take full advantage of this great offer at any time in the future.

AA Travel 0800-22-9486


AIR NEW ZEALAND

AA TRAVEL

Acceptance Speeches...

Like everyone, I have had to endure, and on the rare occasion make, those boring acceptance speeches when collecting Escorts on a stick or another mug. You know the ones- "I'd like to thank me service crew, girl friend, sponsors (if I had any) my navigator and the rally manager for putting on good rally, Yeah thanks.

For so time now I have been considering this lack of eloquence and imagination from most crews who win rallies and have put together a guide to explain exactly what crews really mean when they get to take home the loot and are allowed to say a few words. It goes something like this:

"Thank you (Insert name of rally manager or Clerk of course). On behalf of my team I'd firstly like to thank the organizing team for being mad enough to want to run a rally in the first place, and then for having the sheer bloody mindedness to go through with it, especially when the rain washed out two bridges, the local gang demanded protection money, and they only had seven entries at late closing.

I'm sure the divorce settlement will be painless, after all she can only get 50%, and you can always get another job when your boss discovers just who burned out the photocopier, emptied out the stationary cupboard, and tripled the company's postage for the month. You can look forward to more than two hours sleep a night (when you sober up) and I am sure the nervous tick will cure itself in a few months.

Oh, and a real thank you to all the timing crews who sat out there in the rain/dust/snow because they had nothing better to do, especially the bastard on SS 5 who waved us in, then told us we were 2 mins early, then sent us out one minute behind that Honda Civic that was two minutes slower than us on the last stage. Really appreciated that!

I'd like to thank the event sponsor 's for putting their money behind a lost cause, and I hope they feel they got some publicity out of the rally in addition to that newspaper report about rally crews terrorising the staff at a certain motel. We will have a proposal on thier desk on Monday asking for sponsorship of a rally car seeing how they are not fussy about how they spend their money.

While on the subject of sponsors I'd like to thank my own for their generous donations, er support as every miserly bit goes to a worthy cause, keeps us rallying a bit longer and keeps the bar bill from becoming unmanageable. Anything you hear about the guys in red tee-shirts (which we bought our selves) playing up after the event had nothing to do with us.

Also, I would like to thank my hard working service crew, who got to at least one service park before me, and still managed to spectate at two stages. I know because I recognised their collective naked rear ends in a innovative impersonation of a Manwatu Car Club crew on the International a few years

ago. Their tireless devotion to putting the car together and making a serious dent in my wine collection is truly appreciated, as is their attention to detail if we don't mention the wheel nuts after servicing. Also next time I think I'd better put the car on a trailer, the tailgate on the tow car are expensive to fix.

My wife/girlfriend deserves special appreciation, and where ever she is, she is welcome to move back in as I am back halfway to being normal again and have moved the gearbox off the kitchen bench and cleaned up the yard. Oh, and the wheels are back on her car and we only used two of them.

I mustn't forget my co-driver, although that would be easy. What can you say about some-one who rolls up to the start half an hour before the start, being the first time I have seen him in six weeks, picks a fight with the service crew, makes a pass at my girlfriend, and throws up all rally using my left arm as a mop!

Top bloke, and a real asset to any team. Keeps me on my toes with well thought out late calls and leaves me to navigate the touring sections while he catches up on his sleep.

Thanks to the other crews for letting me win and for not protesting on the oversized (tubo etc) and for starting those rumours about the restrictor, that cost me alot in bribes, or explaining that is to the scrutineers. Also the whining about us using pacenotes is completely unfounded as we usually take a week off in this area about this time of year.

I don't think I've forgotten anyone. We really enjoyed the event and it gives us great pleasure to accept this paltry cheque which I been advised to bank quickly. We'll be back next year now we know where the stages are and can produce a better tourist guide which is not the same as pace notes

Taken from the Australian Rallysport news with changes to suit New Zealand rallies.

Variations on a theme (2)

The Drivers Briefing:

"Welcome everyone to the 8th running of the Private Parts sponsored Rally of the Swamp. I'd first like to thank our one and only sponsor for his generous three figure sum that hasn't varied in seven years and is only conditional upon me getting my car serviced there three times a year.

There is a variation in the start order caused by the usual influx of entries after the higher grade crews who have to start up the field but were too lazy/disorganised to get their entries in on time, you can pick them they have high numbers on their door flashers. This may cause a problem with faster cars catching slower ones which will be resolved in the usual manner. Slower cars will totally ignore the six spotlights on full beam until they are one metre behind them, trying to fool themselves that the pursuing car is actually the one in front who took a wrong turn.

They will then pull over opposite a ditch on the narrowest piece of road they can find and the faster car will drive off in an adrenalin and impatience fuelled rush of blood. Any transgressions should be reported, accompanied by the usual beers.

Road conditions are generally good except where they are very rough. Or very muddy. Or where the bridge is washed away on stage 9. Drive accordingly. If you crash don't blame your lack of road reading skills upon the route checker's inability to write tulips at 230km/h, the speed of your car that I cannot possibly comprehend.

If you go fast over a blind crest you are going to die. Tough. If you want to do a pacenoted rally go to Australia. Or drive round and round on the black stuff. Strip searching for pace notes may be conducted if we can find someone brave and pretty enough.

Service Crews. Please do not service in "no go areas" and lets not have a repeat of last year when irate residents of Wangnui barricaded their driveways from marauding crews looking for a clear space. Also ringing me at 1:30am for a 5/16th socket is not recommended!! The state of sobriety of your service crew is your responsibility. There are police out there with radar and other guns. Also in cars 7 and 23.

Please observe residential areas and obey the usual conditions. Like keeping the revs over 7 grand, all lights on full beam, brake testing lock ups, steering testing broadsides and overtaking on blind corners. All that you usually do.

There are a few amendments to route instructions caused by incompetence of the checker/drunken collators/charged conditions on the night and a bottle of rum.

Pens ready?

Page 5 instruction 5 reverse tulip

Page 7 instruction 7 delete tulip going right, keep one going left

Page 9 instruction 9 triple caution bridge at 5.18km, in fact delete bridge it went last night.

Page 43 instruction 3 don't turn right you will go over a cliff.

Pages 54 to 57 are missing in some books, guess it.

Right got all that, Good have a nice night and we'll see some of you at the finish. I have \$50 on only 42 finishing make my day.

Once again taken from Australian Rally Sport with changes for NZ rallies

SUPPLEMENTARY REGULATIONS

for

Braders **CAR COURT**

L M V D
131 CHAPEL ST MASTERTON
PH 06 378 2399

RALLY '97

to be held

SUNDAY 27 JULY 1997

Promoted by the Wairarapa Car Club (Inc.)



**BRADERS CAR COURT RALLY
SUPPLEMENTARY REGULATIONS
SUNDAY 27 JULY 1997**

1 JURISDICTION:

This event is a National B Rally, promoted by the WAIRARAPA CAR CLUB and will take place on SUNDAY 27 JULY 1997, in the MASTERTON region.

THE EVENT WILL BE HELD UNDER THE NATIONAL SPORTING CODE OF MOTORSPORT NEW ZEALAND AND ANY RELEVANT REGULATIONS, PRESCRIPTIONS OR SPECIFICATIONS RELATING THERETO.

The Motorsport New Zealand Permit Number is 022928.

2 MAJOR OFFICIALS:

Motorsport New Zealand Steward	M Hogan
Clerk of Course	Warren Forbes
Assistant Clerks of Course	Stuart Stubbs Peter O'Leary
Secretary of Meeting	Barry Swanerton
Chief Scrutineer	Errol Krivan
Chief Marshall	Warren Forbes
Competitor Relations Officer	Jeff McLean
Accident Investigator	Barry Swanerton
Organising Committee: Chairman -	W Forbes
Members -	Michael Mortensen, J. Esler, K. Hare Barry Swanerton

Contact numbers for all matters pertaining to the event are:

Warren Forbes 06 3725509 (Home)
Barry Swanerton 06 3773151 (Home)
06 3782589 (Fax)
025 987555

Official Rally address: For all correspondence and Entries -
Rally Secretary
Wairarapa Car Club
PO Box 19
MASTERTON 5901

3 THE EVENT:

The rally comprises 163 km made up of 73 km of Touring, and 5 Special Stages on gravel totalling 90 km on a loop road, 6km North of Mauriceville.

First car starts from Mauriceville School at 9.12 am.

First car finishes at Mauriceville School at (approx) 3.19 pm.

The event may be cancelled or postponed as per N.S.C. Article 2.30.

4 ENTRIES:

Entries open with the publication of these Regulations and close at postmark 5.00 pm 14 July 1997.

Entries postmarked after the normal closing date but received prior to 5.00 pm 21 July 1997 will be subject to the late fee.

Entries to be made on the correct form and to be deemed valid must be complete in all details and accompanied by the appropriate fees. Acceptance will be at the Organising Committees discretion. The Organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the National Sporting Code.

A Fees

Entry Fee	\$ 80.00 (incl. GST)
Late Entry Fee	\$120.00 (incl. GST)
SERVICE CREW	
Registration	\$Nil

B Number of Starters

The Organisers reserve the right to abandon the event if less than 20 entries are received at normal closing date. The maximum number of starters will be 30.
Entry acceptance will be based on the following criteria:

First Priority entries - where both crew have less than 3 rallies experience.

Second Priority entries - where one of the crew has less than 3 rallies experience.

Third Priority entries, may be accepted and will be in order of receipt.

Any additional entries received will be placed on the reserve list in order of receipt.

C Acceptance of Entry

These will be notified by 18 July 1997, and late entries by 22 July 1997, together with the seeded start list.

D Competitor Requirements

In signing the entry forms, competitors (driver and co-driver) are deemed to fully understand the relevant Articles and Regulations as contained in the Motorsport Manual. In particular the National Sporting Code Articles pertaining to protests and competitor obligations. Also the Appendix R Articles pertaining to pace notes and reconnaissance.

E Licence Requirements

No 1 Driver must hold a National B Rally or Regional Rally grade or higher
No 2 Driver must hold a National B Rally or Regional Rally grade or higher

Any driver who has not previously competed in three or more rallies must attend a special briefing to be held at Mauriceville School at 8.20 am 27 July 1997.

5 ELIGIBLE VEHICLES

As per Schedule A and Appendix R of the Motorsport Manual.

Vehicles will be divided into the following classes:

- A 0-1300cc
- B 1301-1600cc
- C 1601cc and over
- D All 4 Wheel Drive

6 DOCUMENTATION AND SCRUTINEERING

Competitors must present themselves to the Secretary for checking of licences and documentation. the issuing of competition numbers and applicable advertising material prior to presenting the car for scrutineering

Cars will not be scrutineered until all of these numbers and advertising requirements are firmly affixed in the appropriate places on the vehicle.

The venue will be Mauriceville School between 7.30 am and 8.30 am on Sunday 27 July 1997.

Alternatively at Wairarapa Car Clubrooms between 3 pm and 5 pm on Saturday 26 July 1997.

A compulsory Driver's Briefing will be held at 8.40 am at Mauriceville School

7 OFFICIAL BULLETINS

May be issued in accordance with the provisions of the National Sporting Code.

Official Noticeboards

These will be at any of the following venues - Secretary's Office - Documentation
Start Control
Finish Control
Results Venue

Officials Identification

Officials of the event will be identified by name tags.

8 RESULTS

Provisional results will be posted at the Wairarapa Car Club, Bentley Street, Masterton at 5.00 pm Sunday 27 July 1997.

9 GENERAL

Servicing - The rally route can be covered by one service vehicle. A Service Park will be established in Mauriceville. All other areas are designated "no servicing" and "no access". Official service areas, "no-access" and "no-service" areas will be advised in the Road Book and the Service Guide.

Fuel - Competitors are advised to take sufficient fuel for the entirety of the rally.

Lateness - Any competitor exceeding a total of 15 minutes lateness on the event will be excluded.

Seeding - Will be done by the organisers. Please ensure that details of your past experience are recorded on your entry form.

Prizegiving - Will be held at the Wairarapa Car Club, Bentley Street, Masterton.

Braders
CAR COURT

L M V D
131 CHAPEL ST MASTERTON
PH 06 378 2399

1997 SMOKEFREE RALLY NEW ZEALAND ROUTE & PROGRAMME

SMOKEFREE
RALLY
NEW ZEALAND
2-5 AUGUST



route



programme

DATE	TIME	ACTIVITY
Thurs 31 Jul	14.00-18.00	Practice - Maramarua
Fri 01 Aug	14.00	Rally Show opens
	18.30	Official Welcome Rally Show - Invite only
Sat 02 Aug	08.00	Scrutineering Lakeside Convention Centre
	10.00-13.00	"Meet the Drivers" Rally Show
	14.40	Official Start Rally Show
	15.00	Special Stage One - Super Stage
Sun 03 Aug	05.00	Depart Parc Ferme Rally Show
	07.43	Special Stage Two - Aranua
	08.26	Special Stage Three - Paparoa
	09.49	Special Stage Four - Parahi
	10.27	Special Stage Five - Sterling
	10.50	Special Stage Six - Bailey
	11.58	Special Stage Seven - Waipoua Gorge
	12.16	Special Stage Eight - Brooks
	12.44	Special Stage Nine - Cassidy
	16.05	Special Stage Ten - Super Stage
	17.15	Enter Parc Ferme Rally Show
Mon 04 Aug	06.00	Depart Parc Ferme Rally Show
	08.53	Special Stage Eleven - Te Koraha
	11.21	Special Stage Twelve - Pekauwhiri
	11.59	Special Stage Thirteen - Bridal Veil
	13.37	Special Stage Fourteen - Whangara Coast
	14.15	Special Stage Fifteen - Te Hutewai
	15.18	Special Stage Sixteen - Mangatawhiri
	15.41	Special Stage Seventeen - Te Papatapu
	17.54	Special Stage Eighteen - Maramarua 1
	20.10	Enter Parc Ferme Rally Show
Tues 05 Aug	06.00	Depart Parc Ferme Rally Show
	08.03	Special Stage Nineteen - Te Akau North
	09.16	Special Stage Twenty - Te Akau South
	12.04	Special Stage Twenty One - Campbell Road 1
	12.17	Special Stage Twenty Two - Ridge Road 1
	12.36	Special Stage Twenty Three - Campbell Road 2
	12.49	Special Stage Twenty Four - Ridge Road 2
	14.40	Official Rally Finish Rally Show
	19.30	Prizegiving Awards Dinner
		Lakeside Convention Centre

1997 smokefree rally results pager rental

"keeping in touch with the event"

As a new innovation in 1997 we offer you a Rally Results Pager. During the event your results pager will keep you right up to date with the results from each stage as soon as they become available.

For further information or to
book your Rally Results Pager
phone 0800 94000
or fax 0800 93000



\$85

special stage spectator point passes

Single Stage Pass	\$5.00
Sunday Day Pass	
Stages 2 - 9	\$15.00
Gold Spectator Pass all Stages plus Super Stage Venue Access	\$60.00
Gold Spectator Pack as above plus satchel, map and programme, poster, cloth badge and bumper stickers	\$100.00

- Available at Prime Spectator points, Rally Shop
outlets, Rally mail order brochure or Smokefree
Rally New Zealand office - info line: (09) 276 0882

1997 smokefree rally official programme

Includes:-
• Detailed maps of Rally Route including
Prime Spectator Points
• Rally Programme and Itinerary
• Super Stage Programme and Map
• Rally Show Programme and Map
• Provisional Competitors Entry List
• Driver Profiles
• World Rally Championship Update
• New Zealand Championship Update
and much much more - Available at Subaru
Dealers and selected Mobil Service Stations, Rally
Shop, Mail order brochure and Rally New Zealand
office - info line: (09) 276 0882

\$10

OFFICIAL PROGRAMME & MAPS ON SALE AT
SELECTED Mobil SERVICE STATIONS AND SUBARU DEALERS \$10.00

1997 SMOKEFREE SUPER STAGE & RALLY SHOW LOCATION & PROGRAMME

manukau super stage programme

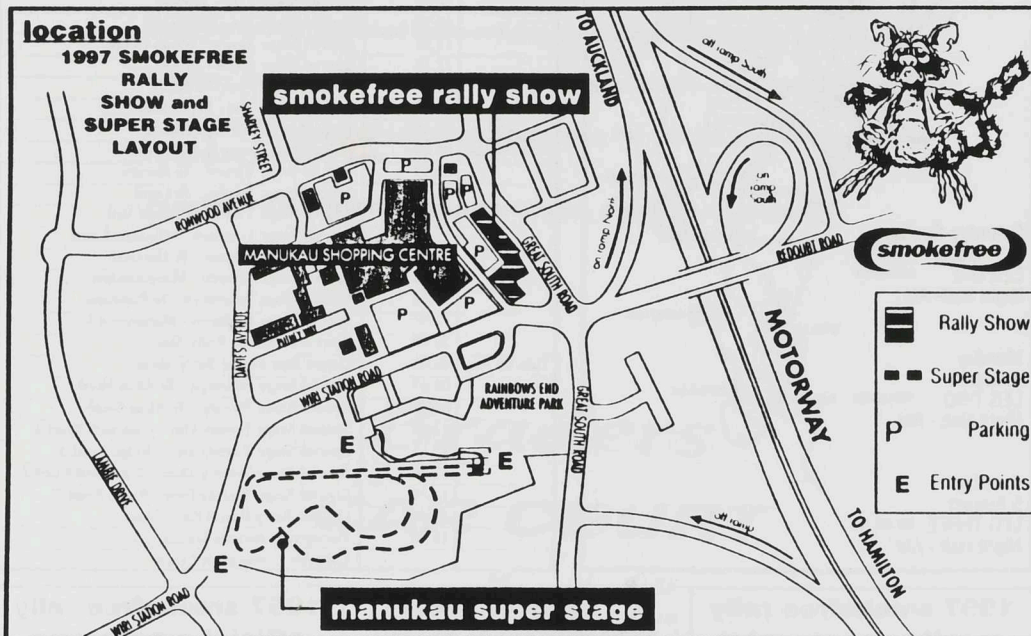
DATE	TIME	ACTIVITY
02 Aug	12.00	Gates open - Gate Sales at venue
	12.30-13.45	On track entertainment including: Oil Roaders, Racing Trucks, Quad Bikes and much more
	13.45-14.40	Suzuki Celebrity Challenge Race
	14.40-15.00	Official Welcome - Super Stage Start
	15.00-17.30	Smokefree Rally Cars on Super Stage 1 Reverse Order
	17.30-18.00	Stage entertainment
	18.00-20.30	Jenny Morris in Concert - Live!
03 Aug	12.00	Gates open - Gate Sales at venue
	12.30-15.00	On track entertainment including: Oil Roaders, Racing Trucks, Wheel Drives and much more
	15.00-15.45	Suzuki Celebrity Challenge Race - Final
	16.00-18.30	Smokefree Rally Cars on Super Stage 2

smokefree rally show programme

DATE	TIME	ACTIVITY
01 Aug	14.00	Rally Show opens to public
	18.30-20.30	Official Welcome - Invite Only
02 Aug	09.00-21.00	Rally Show open to public Possum Playground, Expo Marquee "Meet the Drivers" at Rally Show
	10.00-13.00	Official Rally Start at Rally Show
03 Aug	09.00-21.00	Rally Show open to public Possum Playground, Expo Marquee End of Leg One - first car over finish ramp
	17.15	End of Leg One - first car over finish ramp
04 Aug	09.00-23.00	Rally Show open to public Possum Playground, Expo Marquee Leg Two Finish - first car over finish ramp
	20.10	Leg Two Finish - first car over finish ramp
05 Aug	09.00-17.00	Rally Show open to public Possum Playground, Expo Marquee
	14.40	Official Rally Finish at finish ramp Rally Show
	14.55	Finish Ramp Award Ceremony

location

1997 SMOKEFREE
RALLY
SHOW and
SUPER STAGE
LAYOUT

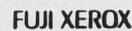
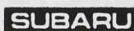


Super Stage Admission Prices

General Admission Saturday \$15.00
Grandstand Admission Saturday \$25.00
Family Pass Saturday \$45.00
Children 5 to 12 years \$10
Children 5yrs and under FREE

General Admission Sunday \$12.00
Grandstand Admission Sunday \$22.00
Family Pass Sunday \$36.00
Children 5 to 12 years \$8
Children 5yrs and under FREE

TICKETS FOR SUPER STAGE AND ADMISSION AVAILABLE FROM TICKETEK
PHONE BOOKING AUCKLAND 09 307 5000 FAX 09 307 5048
ALL OTHER AREAS NATIONWIDE CHECK YOUR TELEPHONE DIRECTORY



July 1997

WORLD RALLY CHAMPIONSHIP UPDATE

Rally Argentina - 21-24 May
Reigning World Champions, Fins Tommi Mäkinen and Seppo Harjanne, dominated the 17th Rally Argentina to score their second consecutive victory of this event, their third of 1997. The Mitsubishi Lancer crew won ten of the 23 stages. Scott Colin McKee of Subaru tried hard to catch Mäkinen but, despite winning a total of 11 stages, could not match the pace of Mäkinen when he attacked hard.

Thanks to the retirement of Sanz, Swede, Kenneth Eriksson gained third place and precious points for Subaru for the Manufacturers Championship. Mitsubishi and Subaru shared the points for the Manufacturers Championship, while Mäkinen has increased his lead over McKee to six points.

Finn Marcus Grönholm grabbed fourth place after a rather cautious rally, leading by five minutes his Toyota Giotto team-mate Didier Auriol. The third driver of the team, local idol Raul Sainio could not place higher than seventh. The Group N saw the related victory of World Champion and actual leader Urrutxan Gustavo Trelles (Mitsubishi). Seal made it big in the 2-Litre placing both cars in first two places with Finn Hatt Rovamperä and Spaniard Oriol Gomez.

Acropolis Rally of Greece - 7-10 June

Spaniards Carlos Sainz and co-driver Luis Moya in a Ford Escort WRC won the 44th Acropolis Rally of Greece, eighth round of the FIA World Rally Championship. Team-mate Juha Kankkunen agreed to slow down on Stage 19 to enhance their chances in the Drivers Championship.

In third place, thanks to another team agreement, was Mitsubishi's Finn Tommi Mäkinen, who had been cut out from the leading positions by an accident at the beginning of day two. His team-mate Richard Burns, third overall thanks to a very good performance in his Acropolis debut, took a penalty in the very last Control to help Mäkinen to increase his leadership in the Drivers Championship.

According to the comments of the competitors the Even has been one of the hardest and toughest ever seen, with the usual twisty rocky roads worsened by the past month's rain. Some of the stronger contenders had been forced to retire early. Scott Colin McKee and young Brian Freddy Lox, Swede Kenneth Eriksson and German Erwin Weber were identified after a longer battle, but the fact is that only 57 of the 101 Sunday starters reached the finish podium in Athens.

Urrutxan Gustavo Trelles cruised to another victory in Group N to increase his margin over second placed in the category to a very safe 46 points.

Seal's Spanish driver Oriol Gomez won the 2-Litre category in front of Stoda's Czech Pavel Sibera and, together with local driver 'Strassino' put the Seals in the lead of the FIA 2-Litre World Cup for Manufacturers.

As both nominated Subarus had retired the Mitsubishi and Ford teams have closed the gap over their competitor and the Manufacturers Championship has become closer than ever as the cars head to New Zealand. Reigning World Champion Tommi Mäkinen, leader of the Drivers Championship, has increased his lead over Colin McKee, who now have Carlos Sainz at only four points distance.
P O BOX 62 021 • AUCKLAND • NEW ZEALAND • PH +64 9 276 0882 FAX +64 9 276 0881
E MAIL: RALLY@NEW ZEALAND.CO.NZ



CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class it.

Engine development by the team and Dynotuning 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 \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray: (04) 383 5211(hm), 025 433 867

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new, 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash \$395 Flash unit \$100 ono Will accept an offer on the lot.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232 7161 (hm)

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned wince 1986, raced in classic and local car club events 1987 - 1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber

enlarged, baffled sump

Spare gearbox

Throttle kit

Momo steering wheel

Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 come ratio all shot panned and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570 HM 03 5441563 MOB 025 311685

Ford Laser Hatch

Ready to rally now or would make a good club car. Several class finishes over last few years, 3rd in class 1995 and 1996 season CRRS. Some spares, (tyres/wheels 20+ and other misc. parts) accept \$4250 ono.

Phone Peter (04) 5268-347 Home (04) 5268-301 Fax
(04) 3850-589 Work (025) 422981 Cellphone



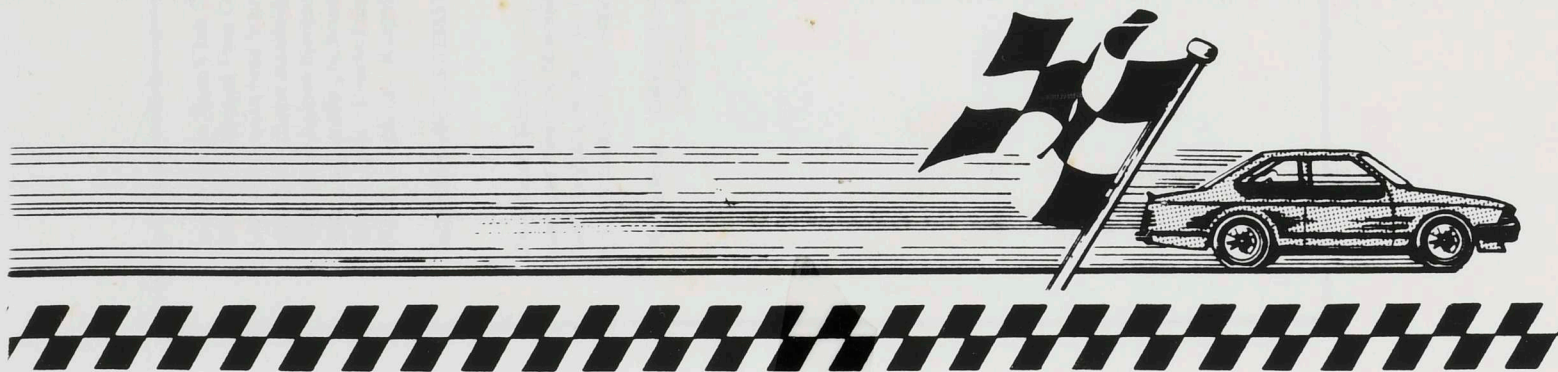
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

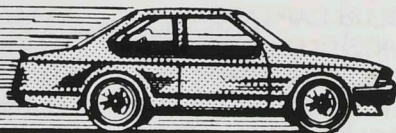


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

AUGUST 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

P O BOX 5142, WELLINGTON, TELEPHONE (04)389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith		025-432-500
CLUB CAPTAIN:	Julian McMullan	383-5585	382-7638
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	Tony Pepperell		498-3000
	Murray O'Neil	499-8400	382-9300
	Brian Rowe	479-2811	801-5049
	Chris Wood	526-8418	021-550-042
SUB COMMITTEES			
*SPEED	Julian McMullan	383-5585	382-7636
*NON SPEED	Murray O'Neil	499-8400	382-9300
*RALLY	David Black	568-7275	576-0552
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell		498-3000
MAGAZINE:	Julian McMullan	383-5585	382-7636
	Tracey McMullan	383-5585	801-1087
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPME	Murray O'Neil	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neil	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 the "Motoring News" we do insist upon the courtesy of an acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editorial

Greetings Earthlings.

I've just been reading in the paper that an expedition of people to mars is on the cards within the next 10 years.

They have to build a ship that can do the standing 100 million miles in two years flat, at a terminal speed of around 10,000 kilometres an hour. I want one.

The magazine is very, very small this month as the regular contributors (and there are very few, Sue Diggle, Ted Clay and A few others) are off at the Rally. Everybody who went to Auckland for the rally I expect a story, even the spectators, and remember I know who you are.

On the subject of the Rally the Wellington Competitors will be speaking at Clubnight on the 19th August. It will be worth being there.

Next subject is the A.G.M.. Several members of the committee including myself are standing down this year and unless they are replaced the club may have to go into recess. This is a worst case scenario, but it could happen. Remember what the add says, "Apathy Kills".

(Continued from page 1)

Why am I leaving the committee you ask? Because you'll throw me off if I don't (Kidding), rumour has it I'm building a house and I can tell you from the hundreds of plans in front of me it's a dam sight more complicated than building a rally car. So if any of you are cheap quantity surveyors, draughtsmen or builders (I know you can't swing a dead cat around the Wellington Car Club without hitting a Plumber) give me a call.

Tracey & I will continue to do the magazine if you want us to, but we need more articles, anything will do you don't have to write it, you may find something lying around or get sent something, anybody on the internet? Send us anything and we'll publish it (as long as it isn't illegal or immoral, fattening is OK).

So bye for now and I'll see you at Clubnight.

Julian

PS: It wouldn't be the same without a joke and some words of wisdom would it.

A drunk was hauled into court. "Mister," the judge began, "you've been brought here for drinking."

"Great," the drunk exclaimed. "When do we get started?"

(continued from page 2)

I think animal testing is a terrible idea; they get all nervous and give the wrong answers. -- A Bit of Fry and Laurie

Madness takes its toll. Please have exact change.

Applying computer technology is simply finding the right wrench to pound in the correct screw.

The graduate with a Science degree asks, "Why does it work?"

The graduate with an Engineering degree asks, "How does it work?"

The graduate with an Accounting degree asks, "How much will it cost?"

The graduate with a Liberal Arts degree asks, "Do you want fries with that?"

Karate is a form of martial arts in which people who have had years and years of training can, using only their hands and feet, make some of the worst movies in the history of the world.

-- Dave Barry

President's Report

Welcome to August.

Well it's that time of the year again, the Smokefree Rally of NZ will have been and gone by the time you read this article. Smoking Joe will have won his first International Rally by a comfortable thirty seconds... Neil Bates not coming to grips with the real rally roads in New Zealand, finishes a distant 32nd, twenty minutes behind the leader. Toyota then thinks about taking the works drive in their new four wheel drive, 2 litre, turbo Corolla from Neil and giving it to Joe... (Wake up! Wake up, Paul!! Oh no, I'm only dreaming! But you never know.)

Good luck to Joe McAndrew, Jane Black, and Brian Rowe. I'll be up there on the sidelines, waving stop watches and the like. Hopefully I'll see a few friendly faces while I'm there.

Dont forget the AGM in September. Thats a time for all club members to come along and have a direct input into the club. We discuss general business, make a few decisions, and elect the new Executive Committee. Make sure you don't miss it!

August Clubnight is on the 19th. We should have some guest speakers from the International Rally. Be there or be square!!

Well, due to a bit of brain fade (too many things to organise) I'll call it a night.

Drive Safely,

Paul

Notice of Annual General Meeting

Notice is hereby given of the 55th Annual General Meeting of the Wellington Car Club (Inc) to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on

September 16 1997
commencing at 8.00 pm

AGENDA

1. Confirmation of Minutes of the 54th Annual General Meeting
2. President's Report
3. Approval of Accounts for the year ended 31 July 1997
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

Welcome!

The Wellington Car Club would like to welcome the following new members:

Christopher Ellis

Christopher drives a 1976 LT Camaro. He is interested in Speed Events, Rallies and Gymkhanas. He has experience in organising or committee work.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions.

If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

\$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.

16:38

WAIRARAPA CAR CLUB, BRADERS CAR COURT RALLY 97, 27/7/97

CAR NO	DRIVER 1/DRIVER 2	CLUB	MAKE/MODEL	CC	CLASS	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	TOTAL ELAPSED	PENALTY	C/P O/A
2	Steve Bond/ Ross McKenzie	MANA	Hillman Hunter	4200	C	0:12:24	0:11:48	0:11:34	0:11:20	0:11:19	0:58:25		1
5	Greg Ordish/ Jeff Thomson	WAIR	Subaru Leone	3028	D	0:12:24	0:11:49	0:11:37	0:11:29	0:11:22	0:58:41		1
3	Roger Brader/ Stuart Stubbs	WAIR	Mazda RX3 Saloon	2354	C	0:12:20	0:11:58	0:11:42	0:11:37	0:11:34	0:59:11		2
8	Deborah Kibble/ Jamie Kibble	WGTH	Nissan Pulsar GTi-R	3397	D	0:12:54	0:11:50	0:11:36	0:11:36	0:11:24	0:59:20		2
9	Steve Purdey/ Glenys Walker	HVMC	Mitsubishi VR4	3400	D	0:12:39	0:12:01	0:11:53	0:11:35	0:11:25	0:59:33		3
14	Neil Roots/ Faye Lougher	HCCC	Datsun 1200	1287	A	0:12:29	0:12:05	0:12:03	0:11:57	0:11:57	1:00:31		1
6	Ted Clay/ Peter Jensen	WGTH	Honda Civic	1595	B	0:12:53	0:12:27	0:12:04	0:11:48	0:11:41	1:00:53		1
10	Garry Quayle/ Mark Chilcott	MANA	Ford Laser TX3i	2720	D	0:12:55	0:12:11	0:12:04	0:12:05	0:11:51	1:01:06		4
19	John Crouch/ Justin Swain	WGTH	Toyota Starlet EP71	1296	A	0:13:03	0:12:22	0:12:14	0:12:14	0:12:17	1:02:10		2
16	Michael Mortensen/ Warwick Lowe	WAIR	Toyota Corolla Levin	1587	B	0:13:11	0:12:41	0:12:23	0:12:08	0:12:10	1:02:33		2
21	Kerry Hare/ John Esler	WAIR	Ford Telstar	1998	C	0:13:17	0:13:13	0:12:29	0:12:25	0:12:11	1:03:35		3
18	Shane Parker/ David Rowe	HCCC	Daihatsu Charade GTi	1688	C	0:13:28	0:12:56	0:12:40	0:12:26	0:12:18	1:03:48		4
11	Shane Schlup/ Mark Hunter	HVMC	Datsun 1200	1270	A	0:13:01	0:12:50	0:12:24	0:12:20	0:14:06	1:04:41		3
26	Peter Hosie/ Cameron Hosie	HVMC	Ford Laser	1300	A	0:13:20	0:12:51	0:12:56	0:12:48	0:12:55	1:04:50		4
27	Euan Beattie/ Shane McKay	LEVN	Datsun 1200 Sedan	1433	B	0:13:56	0:13:18	0:13:05	0:12:48	0:12:33	1:05:40		3
22	Clinton Anderson/ Aaron Duncan	HVMC	Datsun 1200	1298	A	0:13:36	0:13:13	0:13:04	0:12:59	0:12:52	1:05:44		5
28	Ross Hubbard/ Philip Charles	MANA	Toyota Corolla DX	1600	B	0:14:58	0:14:33	0:14:36	0:14:09	0:14:00	1:12:16		4
29	David Wilce/ Graeme Penhey	HCCC	Honda Civic HL	1238	A	0:17:03	0:14:56	0:14:45	0:14:33	0:14:10	1:15:27		6
7	Craig Martin/ Paul Carton	WGTH	Toyota Corolla	1587	B	0:12:41	0:12:04	0:12:11	0:12:14	0:12:09	1:17:39	0:01:20	5
30	Amanda Kibble/ Marcia Douglas	WGTH	Datsun 1200	1565	B	0:16:47	0:16:07	0:15:44	0:15:30	0:15:56	1:20:04		6
25	Ernie Pink/ Brent Thompson	LEVN	Toyota Corolla DX	1587	B	0:14:35	0:13:51	0:13:24	0:13:28	0:13:28	1:30:12	0:02:10	7
13	Dean Schröder/ Alistair Wickens	HCCC	Toyota Corolla	1587	B	0:45:42	0:12:20	0:12:13	0:11:46	0:19:48	1:41:49	EXCL/ LATE	
24	Bob Carruthers/ Brenda Pender	DNKE	Hillman Imp	1600	B	0:13:38	0:13:35	0:13:20	0:13:15	W/D	DNF		
15	Ian Williams/ Sue Nelson	MANA	Toyota S5 Coupe	1588	B	0:13:25	0:12:54	0:12:33	W/D	W/D	DNF		
20	John Tait/ Wayne Stevens	WAIR	Mazda RX2 Coupe	2351	C	0:12:32	0:14:19	0:12:53	W/D	W/D	DNF		
4	Kevin Buckley/ Jason Blackley	MANA	Ford Escort	1840	C	0:12:53	0:12:00	DNF	W/D	W/D	DNF		
1	Graham Anderson/ John Davey	HVMC	Mitsubishi Lancer Evo	3392	D	0:12:18	0:11:47	W/D			DNF		
17	Gregory Bott/ Bruce Cooksley	LEVN	Toyota Corolla DX	1290	A	0:26:00	DNF	W/D			DNF		
23	Norm Anthony/ Rachel Smith	WAIR	Ford Escort MK1	1600	B	0:14:07	DNF	W/D			DNF		
12	Ian McKinnon/ Michael Jane	HBAY	Toyota Levin AE86	1600	B	DNF	DNF	DNF	DNF	DNF	DNF		

Provisional 5.00pm. 27/7/97. i M. H. v. c. c. c.

THE JAMES ALLEN

MEMORIAL RALLY SPRINT

SUNDAY 25TH OCTOBER
MARAMARUA FOREST
10 KM OF FUN & EXCITEMENT !!
ORGANIZED BY STH AUCKLAND CAR CLUB.

\$PECIAL PRIZE !

**0 - 1300 CLASS
\$1000.00 CASH**

OTHER CLASS PRIZES INCLUDED
SUPPLEMENTARY REGS AVAILABLE SOON



Please place this advertisement in your next club magazine.
Regulations will be sent to you as soon as available

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



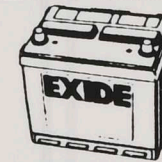
BELTS



LOCTITE



O'RINGS &
SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)

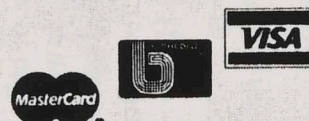


BLACK RALLY SPORT

Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

- | | |
|--|---|
| Saturday 16 August | Taranaki Tarmac Rally - The rally comprises of 158km special stages and 229km of touring. For further information or copies of regs please contact Julian McMullan. |
| Tuesday 19 August | Clubnight - Wellington competitors who did the New Zealand Rally will be coming along to speak. This will be worth coming to listen to. |
| Saturday 23 August | Manfeild Clubmans Race Meeting - Run by Hawkes Bay Car Club. The circuit is 3.033 km in length. For further information or copies of reg's and entry form please contact: Wayne Cook (06) 844 9121 or Donna Elder (06) 876 2464. |
| Tuesday 2 September | Night Trial - Organised by John Tennent and Brian Craig. Starting from WCC clubrooms at 7.30pm. |
| Saturday 13 September
Saturday 14 September | The Cornwall/Radio Works - Rally of Hawkes Bay - The rally comprises of 217km of special stages and approx. 320km of touring. For further information please contact: Gaye Reid (06)878 8390 HM. |
| Monday 15 September | WMSA Meeting and AGM |
| Tuesday 16 September | Wellington Car Clubs AGM. See add latter in Mag. |
| Sunday 21 September | Motorkhana HCCC - This will be held at either QEII Park or the Hutt River Car Park. For further information please contact HCCC. |

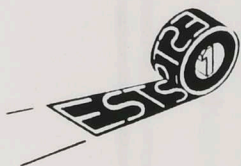
**For any enquires or further information contact
Julian McMullan on 383-5585(hm) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

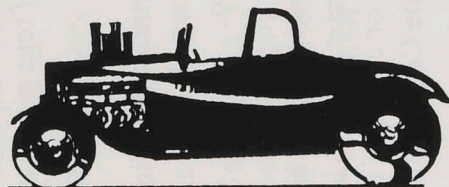
ADVERTISE IN THIS SPACE...

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt. (04) 527-8647**

**Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.**

A story doing the rounds

A driving examiner in the UK was so terrified by the erratic steering and wild driving of one student, that he threw open the door and leapt for his life while the student carried right on - at full throttle- with the test. Bruised and shaken, he made his way back to the office ... by taxi. The student, who arrived back much later, said he was disappointed to learn that he had failed the test.

Meanwhile, another aspiring driver ended up huddled on the roof of her vehicle with the examiner after nose-diving her car into a river. She too, ever hopeful, enquired (on being rescued) whether she had passed or failed. "We don't know yet", she was told. "The examiner didn't tell anyone your result before being rushed off to hospital!"

ADD IMPACT TO YOUR YEAR WITH THE

CORNWALL / HOT 93 fm RALLY OF HAWKES BAY

12TH / 13TH SEPTEMBER 1997

This year the HB Rally is out to be the biggest, brightest and hottest ever. With 9 of Hawkes Bay's best Shingle roads and an awesome super special stage, we envisage attracting up to 160 competitors from the National Round, Central Region Series and those who just know we have a Rally not to be missed.

So don't you miss it!

The 1997 event is privileged to have the 50 Year Celebration Rally join its action for the day with up to 60 cars and crews of yesteryear coming out of the woodwork to show Hawkes Bay that its **never too late!**

So with the largest field ever run in a Hawkes Bay Rally we've brought to the Bay the most exciting line up of festivities to **SET THE BAY ALIVE!**

DON'T MISS ANY OF THE FOLLOWING ACTION!

MOTORSPORT MANIA: 11th September 7pm

We bring you a dynamic, comical and interactive look at Motorsport from a line up of your favourite Motorsport Personalities, i.e. Possum Bourne, Marty Roestenberg (the mad Maori), Crunch the nutty Navigator, and heaps more.

BRING YOUR LAUGHING GEARS AND YOUR FRIENDS

TICKETS FROM: Hastings Motors Ford or Bay Ford Napier at a cost of \$5.00

PARC FERME:

Parc Ferme this year is to be held in the BNZ Carpark in Central Hastings from 6pm Friday 12th September. This gives the Public a chance to get a good view of this amazing line-up.

CARNIVAL:

YES, again we've joined with the Hawkes Bay Racing Centre to make "HORSEPOWER HAWKES BAY". Together we will start the "Horsepower" dual weekends and our Rally with a bang. The fun starts at 6pm with a carnival atmosphere, Ferris wheel, band and the FINAL OF THE WHEEL CHANGING COMPETITION, see demonstrations of "how it is done" by mechanics then see how the public match up against them. There will also be a CHARITY AUCTION we want to show Hawkes Bay how much we care about the community and environment. We are holding an Auction of Motorsport memorabilia at 7pm. Come and bid for Possum Bourne's socks (not red ones) or maybe a front guard or two. Proceeds to Hawkes Bay St John Ambulance Service and Lowe Walker Rescue Helicopter. Any donations ring Kerrie 06 8775519. We need them and it doesn't have to be a Motorsport piece anything to be auctioned would be appreciated. MEET the competitors get an autograph, have your photo with two of our top National Professional Competitors and their cars. These will be available at a small cost.

THE RALLY:

This years Rally will start at 12 midnight Friday 12th September. It runs through Napier and has special stages held through Tutira and all the way to Wairoa. At Wairoa the Rally Regroups for breakfast and then heads back having special stages all the way to Napier. It regroups for lunch in Napier before heading to the closing super special stage at the Jack Young Motorsport park, at Bridge Pa.

SUPER SPECIAL STAGE:

"ACTION JUST AWESOME ACTION" The fun starts at approximately 12noon with lots of fun displays to keep the whole family entertained. So pack a picnic - or just have some of the yummy food available on site. Action starts at 1pm and you better believe what you see.

Cost Gold coin entry for adults 50c for children

No views available from outside the park this year. Please support our club by joining us at the super special stage.

Now all this information is available in our "SPECTATOR BOOK" get one and find out who is supporting our Rally, the best viewing areas and titbits of interesting information.

Listen to Hot 93 and HB 92 FM to find out where to find the book - YOU'LL LOVE IT!

BE PART OF OUR HUGE RALLY TEAM

"LIVING ON THE LIMIT" with attitude

Remember 11/12/13th September - Mark it on your calendar now!



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

August

History of the Kim Naylor Autocross Series

On 17 April 1975, Kim Naylor presented an engraved silver tray to be used as an interclub trophy. Mr Naylor drew up the rules for the series which were designed to stop the club with the most entries from having an advantage over other clubs at each event. This series is for Autocross, Rallycross and Grass-Track meetings and the trophy belongs to Wellington Car Club.

The Harbour Capital Car Club (HCCC) Autocross Drivers' Trophy was proposed by Mr Neil Roots, President of Harbour Capital Car Club, to encourage competition within the Autocross Series. Rules were formed and passed in January 1993 for that year.

Kim Naylor Trophy Autocross Rules.

1. Object: Each club in WMSA try to run at least one invitation Autocross, Rallycross or Grass-Track event towards this trophy.
2. Competition year: 1 January to 31 December.
3. Points are to be attributed to club score by top 10 placings by individual (driver) performance. Only points gained by the two highest placed members of each competing club are to count towards the trophy. Points are to be awarded, 1st=10, 2nd=9, 3rd=8 etc Placings to be decided by taking the fastest of official runs for the day.

HCCC Autocross Drivers' Trophy Rules.

1. Points are to be attributed to individuals (drivers) for the top 10 placings overall in each of the Kim Naylor Autocross Series. Points are to be awarded on the following basis; 1st=10, 2nd=9, 3rd=8 etc. Placings are to be decided by taking the fastest official runs for the day.

So far there have not been any Kim Naylor Autocross's this year. WMSA are lucky enough to have a permanent Autocross track in Paraparaumu, held by the Kapiti Car Club. For the past year this

track has been unavailable while the local Council erected a bank to protect cars driving along the road beside from stones thrown up by competing cars. The track has now been resurfaced and is available for use. Contact Peter Parker (04)2970569.
Harbour Capital Car Club is also in the process of negotiation in an effort to secure a lease on a piece of land in Upper Hutt, to be used for Autocross's.

EVENT UPDATE

Graham Anderson (HVMC) won the latest round of the Gravel Sprint Series, held at Boomrock Rd. The event run by Wellington Car Club was held on the 28th June and drew 14 entries. A very close 3 way battle for second, saw Ted Clay (WCC) pip Gordon Diggle (WCC) for second place by just 0.61 of a second, leaving John Crouch (WCC) to take fourth in his 1300 Starlet, 0.12 of a second behind Gordon! Graham Anderson (Lancer Evo3) also won the 4wd class at the Mangahao Dam Rallysprint on the 18th May, beating the VR4's of John Billington (WCC) and Ian Taylor (WCC). This round of the Rallysprint series was run by the Levin Car Club. Karl Robinson (LCC) won the 2wd class from Gordon Diggle (WCC) and Murray Sollitt (HVMC). Roger Brader failed to finish his run in the top 4 cut. Due to a time shortage, the 4wd's went straight from the top 8 cut to the final 2. The 2wd's decided their final placings after the top 4 cut.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph:(04)2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph:6282398hm 3879931wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk, 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Rootes, 44 Kiriwai Rd Paremata. Ph 2338714 hm 025 484349 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay, 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman, 949A High St, Lower Hutt. Ph 5672772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce, 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm

WMSA. PO BOX 38-874, WELLINGTON MAIL CENTRE.

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

Mazda 323 BFMR 4x4

As seen as zero car at the 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 out class it.

Engine development by the team and Dynotuning 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 \$9000 it's worth a drive, 75% of the hp of the Lancer for 25% of the price.

Phone Murray: (04) 383 5211(hm), 025 433 867

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash \$395 Flash unit \$100 ono Will accept an offer on the lot.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232 7161 (hm)

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned wince 1986, raced in classic and local car club events 1987 - 1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber
enlarged, baffled sump

Spare gearbox

Throttle kit

Momo steering wheel

Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 cone ratio all shot pennaed and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570 HM 03 5441563 MOB 025 311685

Ford Laser Hatch

Ready to rally now or would make a good club car. Several class finishes over last few years, 3rd in class 1995 and 1996 season CRRS. Some spares, (tyres/wheels 20+ and other misc. parts) accept \$4250 ono.

Phone Peter (04) 5268-347 Home (04) 5268-301 Fax
(04) 3850-589 Work (025) 422981 Cellphone

Reluctant Sale

Commodore 350 Chev Motor, 5 spd, 9" Diff, Koni Shocks. Many, many extras. Open to resonable offers.

Call Martin Fothergill (04) 478 6202.

Overalls

1 pair of Large Flamecrusher or similar overalls.

Call Damian (04) 385 2201



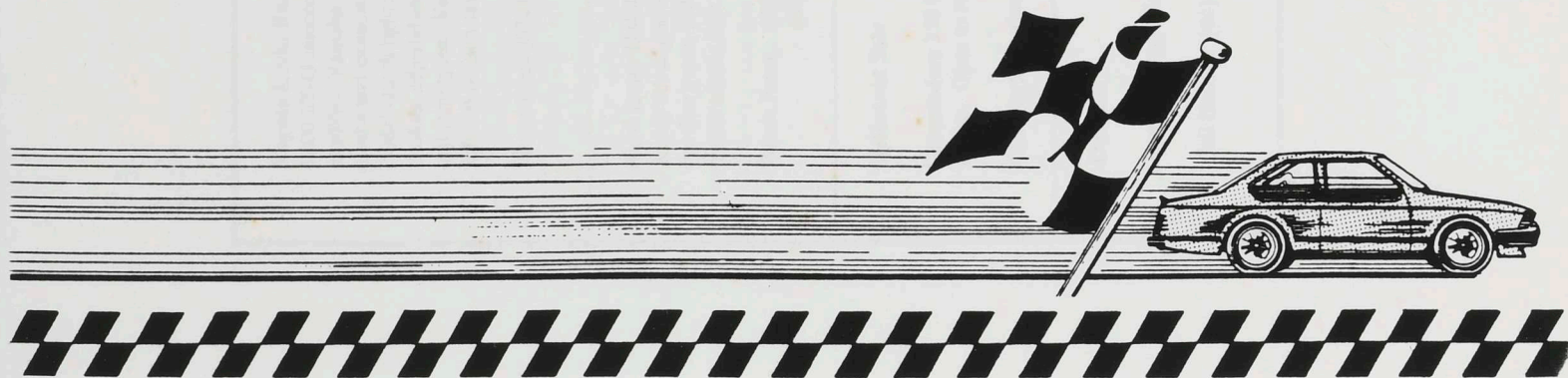
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

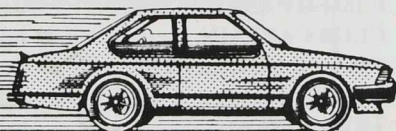


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

SEPTEMBER 1997



Registered at P.O.H.Q. as a Magazine

**BULLETIN OF THE
WELLINGTON CAR CLUB INC.**

P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING

All Insurance & Private
Work Undertaken

"CAR-O-LINER"

CHASSIS ALIGNMENT

SEETAL SPRAYBAKE OVEN

"We can spray all makes of cars to the
correct factory specifications"

For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE**



CENTRAL CITY LOCATION
21 Vivian St

WN 385 8549

WELLINGTON CAR CLUB (INC)

PO BOX 5142, WELLINGTON, TELEPHONE (04) 389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT: <i>CATHARINE DOBBIE</i>	Paul Taylor	478-0952	025-496-202
IMMED PAST PRESIDENT:	Cathy Arrowsmith	478-1890	025-432-500
CLUB CAPTAIN:	Julian McMullan	476-9643	384-4882
VICE CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
SECRETARY:	Amanda Kibble	385-6331	025-311-380
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	David Black	568-7275	576-0552
	✓ 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
SUB COMMITTEES			
*SPEED	Julian McMullan	476-9643	384-4882
*NON SPEED	Cathy Arrowsmith	478-1890	025-432-500
*RALLY	David Black	568-7275	576-0552
	Bryan Morns	569-1686	568-3353
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell	475-8995	498-3000
MAGAZINE :	Joanne Philpott	527-0172	802-1364
	Kevin Whiteman	527-0172	496-0053
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neill	499-8400	382-9300
SOCIAL & BAR:	Murray O'Neill	499-8400	382-9300
PUBLICITY:	Brian Rowe	479-2811	801-5049

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.

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 acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Motoring News, September 1997

Editorial

The editorial is pretty short this month, I have nothing to bleat about. Everybody's happy and the AGM is coming up, so I'll let others have their say.

Speaking of others the committee could do with some. The more people the less the work load is and it would be a lot more fun.

Amanda is stepping down as Secretary to concentrate on running events and replacing her will be a challenge. We also would like people to take on minor role in sub-committees.

The way a sub committee works is a executive committee member chairs, with help from 3-5 members, this work would take only 1 night a month and a telephone and would make life a lot easier for the executive committee. The effort would be minimal and the reward would be more and better run events.

And on a completely different subject congratulations to Joe McAndrew for winning his appeal on his Southland Rally Disqualification. Good luck as you're back in the running for your 4th National Championship.

So bye for now and I'll see you at Clubnight for the AGM.

Julian

Notice of Annual General Meeting

Notice is hereby given of the 55th Annual General meeting of the Wellington Car Club (Inc)
to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on

September 16 1997
commencing a 8.00pm

AGENDA

- 1 Confirmation of Minutes of the 54th Annual General Meeting
- 2 President's Report
- 3 Approval of Accounts for the year ended 31 July 1997
- 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

President's Report

Welcome to September.

That time of the year is upon us again: The wellington Car Club AGM. It is important that you are there to say your piece, and have some input into the future of your club. Also to vote for your committee for the next term.

I will be standing again as Club President. I have enjoyed my year as president, even though there were low times. I wont waffle on, as there are some other articles in the magazine concerning the Committee and the AGM. We need some more bodies on committee, i.e.: Secretary, Club Captain, and general.

Again, thanks to those people who helped out with Pro-Drive. (Names are listed Later in the magazine).

See you at the AGM.

Cheers

Paul

1997 PRODRIVE TUTORS

NAME	CLUB
Gary Calder	Harbour City Car Club
Paul Campbell	Wellington Car Club
Leon Cast	Harbour City Car Club
Annette Collins	Wellington Car Club
John Dalglish	Wellington Car Club
John De Bernado	Wellington Car Club
Peter De Joux	Harbour City Car Club
Wayne Dermondy	Hutt Valley Motoring Club
Janie Dermondy	Hutt Valley Motoring Club
Gordon Diggle	Wellington Car Club
Chris Dustin	Harbour City Car Club
Keith Findlay	Harbour City Car Club
Wayn Gair	Harbour City Car Club
Webster Gough	Harbour City Car Club
Bob Gray	Wellington Car Club
Lindsay Hastings	Harbour City Car Club
Keith Heginbotham	Harbour City Car Club
Morrie Hogan	Hutt Valley Motoring Club
Jason Ives	Wellington Car Club
Deborah Kibble	Wellington Car Club
Jamie Kibble	Wellington Car Club
Ian Larning	Wellington Car Club
Barry Miller	Wellington Car Club
Michelle Miller	Wellington Car Club
Elsdon Moore	Wellington Car Club
Brian O'Neill	Harbour City Car Club
Brett Plim	Wellington Car Club
Steve Pudie	Hutt Valley Motoring Club
John Rapley	Harbour City Car Club
Neil Roots	Harbour City Car Club
Danny Sparkes	Harbour City Car Club
Ben Stockbridge	Harbour City Car Club
Colin Taylor	Wellington Car Club
Paul Taylor	Wellington Car Club
Alan Tucker	
Glenys Walker	Hutt Valley Motoring Club
Jeff Ward	Wellington Car Club
David Wilce	Harbour City Car Club
Brendon Wilson	Wellington Car Club
David Wilson	Wellington Car Club
Chris Wood	Wellington Car Club

Welcome!

The Wellington Car Club would like to welcome the following new members:

David Gunson

David drives a Subaru Impreza WRX and a Honda Prelude VTIR. He has experience in Co Driving in rallies.

Tak Chun Chung

Tak drives a Honda Integra XSi. He is interested in Speed events, Rallies, Gymkhanas and Autocross.

Matthew Hey

Matthew was a member of Kapiti Car Club. He drives a Toyota Corolla GTi and a Toyota Corolla 1300cc. He is interested in Speed Events, Rallies, Gymkhanas and Autocross.

Faye Lougher

Faye co-driven in the Wairarapa Rally. She is a member of Harbour Capital Car Club, Victoria Motorcycle Club, National Press Club, Wellington photographic Society and Kei Shin Karate Assn. NZ.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions.

If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

\$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.



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

September

History of the Inter-Marque Club Challenge Series

Proposed in November 1987 by Martyn Roby of Fiat Owners Club as a series primarily for WMSA/MANZ (now MotorSport NZ) affiliated marque clubs and their members. In April 1988 representatives of the Capri, Fiat, Jaguar, MG, Sunbeam and Triumph Clubs meet to establish the rules and regulations for the series and competition commenced in June 1988 with two trophies to be awarded at the WMSA Prize-Giving.

The Club trophy, which has become known as "The Gauntlet", was constructed in 1988 by Vic Middleditch of Fiat Owners Club and is awarded to the marque club that gains the most points over the series. The trophy was created from strips of copper heated and beaten to shape and mounted on a hand-adzed jarra hardwood base with marque badges donated by the competing clubs, affixed to the sides.

The drivers' trophy is awarded to the person who competes in the most rounds and achieves the best class performance over the series. In 1990, NZ Motor Distributors Ltd offered to provide numbers for competing cars, and a trophy (along with a set of tyres for the winning driver), Mr Chris Hitch, President of the Fiat Owners Club accepted this offer. Should this series ever collapse, the trophy/ies will become the property of the Fiat Owners Club.

The rules are too involved to print in this newsletter, but basically classes are broken in two categories: UNMODIFIED & MODIFIED (U or M), each has cc classes: 1; 000-1300cc, 2; 1301-1800cc, 3; 1801-2500cc, 4; 2501-4000cc, 5; 4000cc and over.

Points: 1st=15, 2nd=12, 3rd=10, 4th=8, 5th=7, and so-on down to 10th=2, with 1 point for every other finisher.

Venues can be either for sealed Bent/Straight Line Duel Car Sprints, Normally held at Manfield. All cars have permanent numbers, making timekeeping and allocation of classes easier throughout the series.

EVENT UPDATE

After four rounds of the Intermarque series, Graeme Kirkaldie (Alfa)(U2) is leading the points table with 60, followed closely by Trevor McKee (Cooper)(M1) with 57 and Dino Toscano (Fiat)(M3) with 47. With 63 competitors holding points, the series is going strong. The next round is on the 13th Sept, run by Rotor Motorsport.

Jason Toomer (Wgtn) (6 cyl Escort), won the latest round of the Duncan MacKenzie Sealed Sprint Series at Kahinau Rd on the 10th Aug, beating Manawatu's Steve Bond (V8 Hunter). Taking top points puts Toomer equal 1st in the series with Don McLean who was absent from this round. 2nd place points went to Aaron Duncan (Wgtn), who brought his Datsun home 3rd O/A. 3rd place points went to Graeme Toomer in his Escort 4th O/A. The 20 strong field included a couple of Manawatu entries, giving their cars a shakedown for the Taranaki Tarmac Rally the week after. Both casualties of the day happened on the 1st timed run, with Mike Moore (Manawatu) having engine problems in his V8 Escort and Brian Rowe (Levin) leaving the road in his Sentra. Chris Dustin (HCCC) won the 1st of this years Stewards Trophy Motorkhanas, taking 3rd place points for the Stewards Trophy Series, with team mate Graham Heath. 1st place points went to Peter de Joux (3rd O/A) and Leon Cast (7th O/A). Harbour Capital Car Club took the first five places in the teams points with the MG team of Peter Cottier and Bill Denzie taking 6th. The only other not HCCC team was Tom Stewart and Eion Smoothy of Triumph Sports Car Club taking 7th. 10 teams were entered from the 23 entries on the day. The next round will be held at the Hutt Riverbank Car Park on the 21st September.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph: (04) 2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph: 5282398hm 3879931wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk. 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Routes. 44 Kiriwai Rd Paremata. Ph 2338714 hm 025 484349 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay. 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman. 949A High St, Lower Hutt. Ph 5672772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce. 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm

WMSA. PO BOX 38-874, WELLINGTON MAIL CENTRE.



Motorsport New Zealand Inc.
Motorsport House
11 Torrens Terrace
PO Box 3793
Wellington 6001
Phone +64-4-801-9559
Fax +64-4-801-8558
Email: admin@motorsport.org.nz

C I R C U L A R

REF: 15M/1116
DATE: 30 July 1997
TO: All Clubs
FROM: Ian Snellgrove, General Manager
SUBJECT: LICENCE GUIDE FOR TARGA NEW ZEALAND FOR 1997

Currently the FIA have a working group established for the purpose of investigating and reporting back on suitable regulations, licence structure, etc, for Targa events world wide.

It is recognised that whilst a Targa has a large amount of the attributes of a normal rally, nevertheless, there are some details differences in areas of diversity of vehicles entering which impose certain almost double standards on safety requirements and also a licensing difficulty has been recognised.

In the interim a new style of licence for Targa events has been established in accordance with the licence guide attached.

You will note that in essence it forms a halfway house between an existing International and National Rally Licence.

It would be appreciated if you could bring this guide to the attention of any of your members who intend participating in Club Targa's 1997 International event.

Thanking you.

Kind Regards

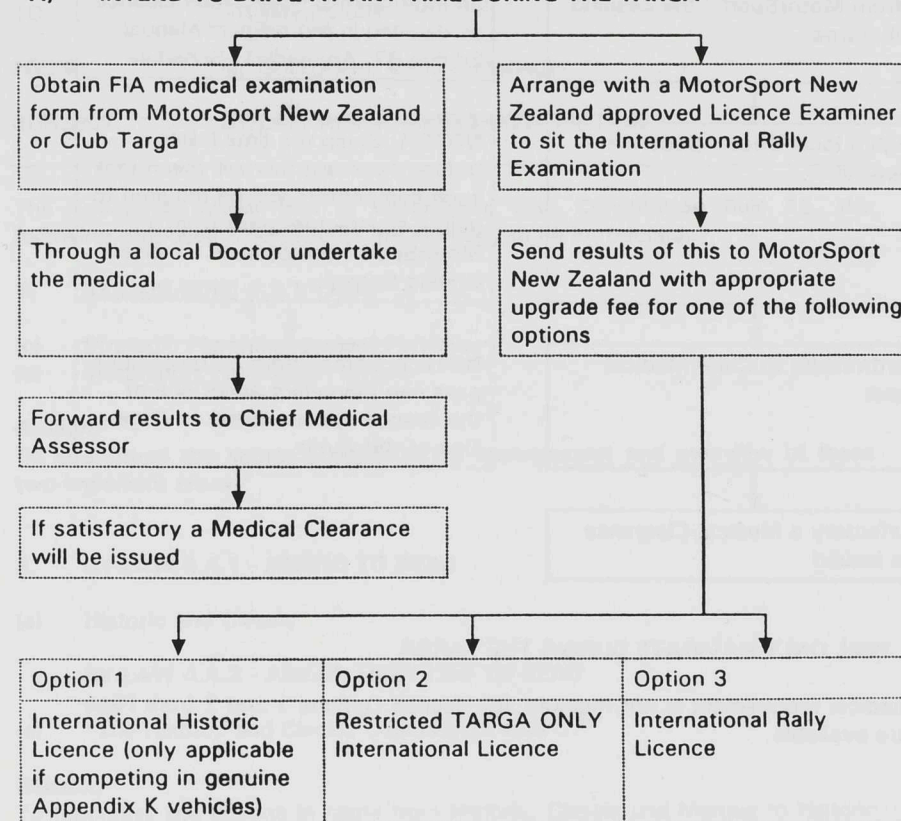
Yours sincerely

I W Snellgrove
GENERAL MANAGER

LICENCE GUIDE FOR TARGA NEW ZEALAND 1997

For holders of current MotorSport New Zealand Regional or National Race or Rally Competition Licences who:

A) INTEND TO DRIVE AT ANY TIME DURING THE TARGA

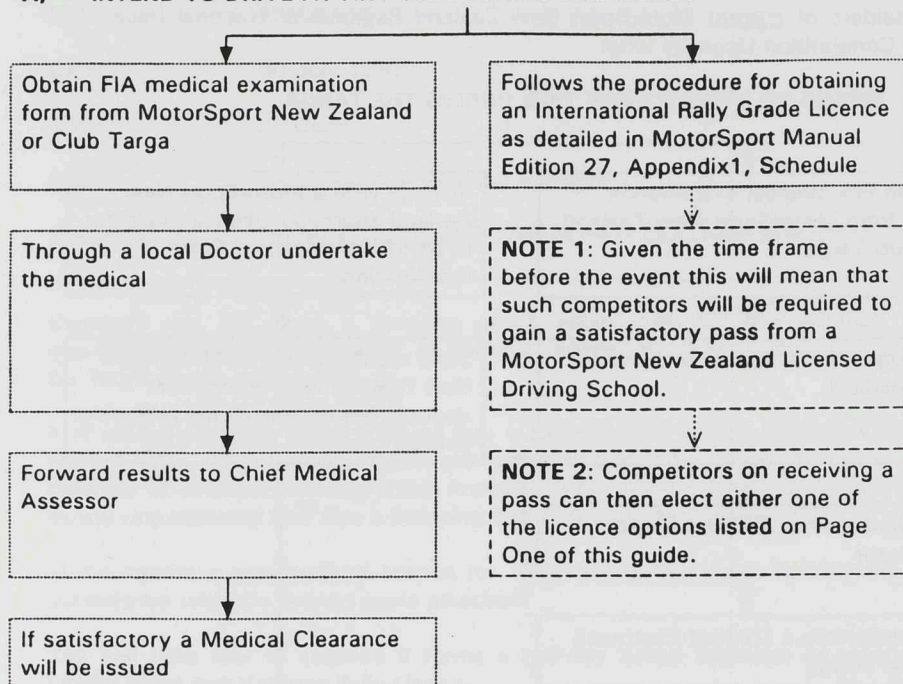


B) WILL ONLY NAVIGATE DURING THE TARGA

The above flow chart applies less the Medical requirement and less Option 3

For competitors who do not hold a current competition licence and;

A) INTEND TO DRIVE AT ANY TIME DURING THE TARGA



B) WILL ONLY NAVIGATE DURING THE TARGA

The medical requirement is not required and licence Options 1 and 2 from Page One are available.

M E M O R A N D U M

REF: 6A/927
DATE: 30 July 1997
TO: Affiliated Clubs
FROM: Ian Snellgrove, General Manager
SUBJECT: **BY-LAW AMENDMENTS NOTIFICATION**

The Executive advise that in accordance with Constitution Rule 15, the following proposed amendments are intended to be introduced.

1. BY-LAW RULE 4.3.1 - ADD

- (c) Strategic Plan Management Portfolio
- (d) Motorsport Promotion Portfolio

Reason:

To strengthen the sports position in the management and overview of these two important areas.

2. BY-LAW 4.4.1 - AMEND TO READ

- (a) Historic and Classic

BY-LAW 4.4.2 - AMEND FIRST LINE TO READ

- (a) "The Historic and Classic Commission shall ..."

Reason:

To recognise the change in name from Historic, Classic and Marque to Historic and Classic Advisory Commission.

3. BY-LAW RULE 4.4.4 - ADD NEW RULE

Appointment of additional members in addition to those members either elected or appointed in accordance with rules 4.4.2 and 4.4.3 of these By-Laws, the Executive may appoint additional members to Advisory Commissions to act as members or deputy chairperson. The additional members appointed under this rule may not exceed the number of elected members. Such appointees are to have knowledge and/or experience relevant to their appointment.

Reason:

From time to time it is necessary for the Executive to appoint deputy chairpersons to both assist with the workload and also bring another area of expertise to Commission activities.

it is also desirable to retain this flexibility for members when dependant on progress in hand or workload another person is desirable.

On behalf of MotorSport New Zealand Inc



I W Snellgrove
GENERAL MANAGER

DRIVER TRAINING DAY

A Ladies Perspective ...

I was "TOLD" that I was going to take part in a driver's training day, so I thought OK I'll give it a go.

We get there on Sunday, sign all of the papers and of course pay the fee.

We all gather for a meeting about what to expect and what not to expect, rules and regulations and some handy tips about driving in general.

After that we all jump into our cars and go through the different exercises set out on the race course.

I was driving with Paul, so we took turns at the different exercises, both of us having to get used to a car we hadn't driven before. That went really well. Some of us hitting cones harder than others.

The next exercise of the day was learning to corner correctly and to find and follow the right race line. After going around the race course several times, the pace cars finally disappeared and we were on our own. Again Paul and I took turns driving.

After we had all had a turn and had some lunch as well, we were allowed back on the track for some more practice and a bit more speed. We were finally allowed out in sets of six to have a real good blatt and then a 2 lap race.

So I lined up with 5 other guys and their cars. So now the heart starts racing (hopefully the car will too).

I'm all suited up, helmet on, Seatbelt on, ready and waiting at the start line. The flag comes down and so does my foot. I'm off, YA HOO look out you guy's here comes Di. I drove to the best of my ability and am quite pleased to say I came in second. Not bad for a first timer.

And the comment of the day is, if you haven't tried it, do it. It was heaps of fun and it's given me the bug. I'd quite like to do a Clubmans event.

And in general the day was beautiful, the training was good and every body was friendly and happy. I hope that their are more driver training days and maybe some more advanced training as well.

By Diane Whitfield

By the way I didn't ding the right front guard. It was Brendon speed Freak that managed to leave his mark on my new car.

ADD IMPACT TO YOUR YEAR WITH THE

CORNWALL / HOT 93 fm RALLY OF HAWKES BAY

12TH / 13TH SEPTEMBER 1997

This year the HB Rally is out to be the biggest, brightest and hottest ever. With 9 of Hawkes Bay's best Shingle roads and an awesome super special stage, we envisage attracting up to 160 competitors from the National Round, Central Region Series and those who just know we have a Rally not to be missed.

So don't you miss it!

The 1997 event is privileged to have the 50 Year Celebration Rally join its action for the day with up to 60 cars and crews of yesteryear coming out of the woodwork to show Hawkes Bay that its **never too late!**

So with the largest field ever run in a Hawkes Bay Rally we've brought to the Bay the most exciting line up of festivities to **SET THE BAY ALIVE!**

DON'T MISS ANY OF THE FOLLOWING ACTION!

MOTORSPORT MANIA: 11th September 7pm

We bring you a dynamic, comical and interactive look at Motorsport from a line up of your favourite Motorsport Personalities, i.e. Possum Bourne, Marty Roostenberg (the mad Maori), Crunch the nutty Navigator, and heaps more.

BRING YOUR LAUGHING GEARS AND YOUR FRIENDS

TICKETS FROM: Hastings Motors Ford or Bay Ford Napier at a cost of \$5.00

PARC FERME:

Parc Ferme this year is to be held in the BNZ Carpark in Central Hastings from 6pm Friday 12th September. This gives the Public a chance to get a good view of this amazing line-up.

CARNIVAL:

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS &
SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

- Saturday 13 September** **The Cornwall/Radio Works - Rally of Hawkes Bay**
Saturday 14 September - The rally comprises of 217km of special stages and approx. 320km of touring. For further information please contact: Gaye Reid (06)878 8390 HM.
- Monday 15 September** **WMSA Meeting and AGM**
- Tuesday 16 September** **Wellington Car Clubs AGM.** See add latter in Mag.
- Sunday 21 September** **Motorkhana HCCC** - This will be held at the Hutt River Car Park. For further information please contact HCCC.
- Friday 26 September** **Rally of Waikato** - This event is a National A & B
Saturday 27 September Rally promoted by the Hamilton Car Club. For further information please contact the following people:
Gary Smith (07) 849 1769
David Paul (07) 855 1814
Martin Fine (07) 855 5827
Graeme Robertson (07) 855 5033
- Tuesday 7 October** **Night Trial**
- Saturday 11 October** **Manfield Intermarque Sprint** - For further information please contact MG Car Club.
- Saturday 18 October** **Gorries Autocross** - For further information please contact Hutt Valley Motor Club.
- Sunday 25 October** **The James Allen Memorial Rally Sprint** - See add latter in mag.

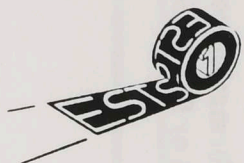
For any enquires or further information contact
Julian McMullan on 383-5585(hm) or 025 24 323 24

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR: NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

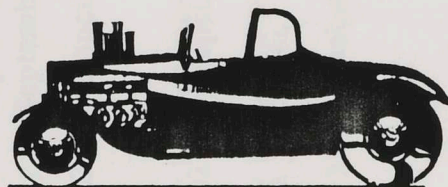
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



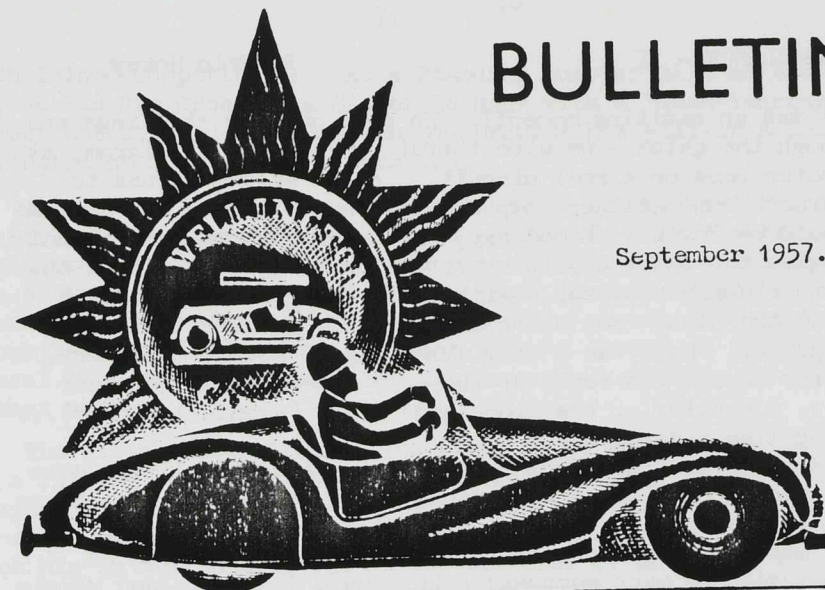
**5 Jupiter
Grove,
Upper Hutt. (04) 527-8647**

**Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.**

TAKEN FROM WELLINGTON CAR CLUB BULLETIN
SEPTEMBER 1957

BULLETIN

September 1957.



WELLINGTON CAR CLUB (INC.), P.O. BOX 5142, WELLINGTON, C.I

<u>DIRECTORY:</u> PRESIDENT:	C. Vandendungen	55-040 (Business)
CLUB CAPTAIN:	R. Smith	24-914 47-360 (Business)
VICE-CAPTAIN:	Mrs. A. Fox	40-510 46-446 (Ext.85 (Bus.))
SECRETARY:	P. Slocombe	26-995 41-827 (Business)
<u>COMMITTEE:</u>	S. Alexander	17-366
	C. Singleton	85-111
	R. George	76-733
	W. King	
<u>SOCIAL COMMITTEE:</u>	A. Freeman	R. Chapman
	J. Steele	L. Vidgen
<u>BULLETIN EDITOR:</u>	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

6.

THE BACKWARD GLANCE - II

By Eric Honey

It was an exciting moment! We paid our few shillings and passed through the gates - we were there! Where? At Wigram, at our first motor race on a real circuit. As we walked across towards the track Kempf Atkinson expounded a theory that a New Zealand formula should be devised, based say, on the ubiquitous Ford 10 unit. This would give the sport a pattern to follow, & keep it within the limits of the clubman's purse. With these thoughts to ponder on we arrived at the pits - and one could not help feeling that Kempf had a good point. Here was a very mixed bag of potent machinery, much of it far beyond the reach of the poor clubman. I remember an Invicta... a Bentley... the Brooklands Riley (eventual winner)... and something like a dozen MGs.

Hitherto, to most of us, motor racing had been little more than the annual beach race at Waikanae. Here we had seen Les Stone clinging to a bare Ford V8 chassis, ploughing up the beach... the Easterbrook Smith brothers coaxing the Alvis along the beach as though - (and with as much success) - it were a donkey... and Morrie Proctor with borrowed rear wheels screaming up and down the beach, in his Brooklands Riley, the Club's 'real racer'.

Somehow I became attached to the pit crew of a Ford B 4 special with a very 'hot' head. The race began, and after it had been in progress some time the officials asked us to call our man in as his bonnet was loose on our side. We had no signals for this, but eventually someone borrowed a red sweater and waved at him and he came in to see what the fuss was about. He (his car) appeared to be hot, so a watering can was borrowed from a pit several yards away, and the car's thirst quenched. It was decided that, because of this high water consumption, the car should be called in at regular intervals. The car went steaming on its way - and when the next pit stop was due there was a bit of a ca-fuffle borrowing a watering can, so the pit manager decided to let the car do another lap and thus save precious seconds. The result of this strategy was a cracked cylinder head.

The next year, I recall, the MG's had been replaced almost entirely and 'specials' began to make an appearance in ever increasing numbers. Over the next few years we were to see the beautifully constructed cars of Pat Hoare, Don Ransley, Hec Green, and other Christchurch builders.

The pattern of motor sport was changing, too. It was just a few years before that our club's sprints and hill climbs drew

7.

South Island Competitors: At a Standing quarter mile on Aotea Quay we had Hec Green in a Singer Le Mans with a linen-tearing exhaust note... and Fred Sharman had brought his Railton saloon to Wellington on more than one occasion.

About this time, it became necessary to control motor sport - and early in the piece stewards were appointed. At the time I considered it a bit of a back-hander to be appointed a Wellington area steward, for the chances of the young Manawatu club holding a race seemed too fantastic to bear thinking about. Strangely enough they did hold a race not long after - though it was not till several seasons later that I had the honour of acting as a steward at that meeting.

The First Ohakea Trophy Race - and those days the Trophy Race was a fitting compliment to the magnificent trophy presented by Selwyn Molesworth - was won by John McMillan in his beautifully conceived and made Jackson special. I had plenty of time to watch him in action as I was in the pit crew of an Austin seven raced by Jack Kennedy. This dined happily with another similar car at the tail end of the field. (The week after Ohakea John McMillan was on his way to the Hawkes Bay Club's sprint when he stopped the car to make a small adjustment. Needing a push to re-start he flagged a passing holiday motorist, who being an opportunist, agreed to give aid on one condition: that John take his (the motorist's) photo sitting in the Special. There was some delay while the family box Brownie was found and in due course, crash-helmeted and sitting at the wheel of the Jackson special, the good Samaritan received his just reward - in advance!

There was the George Smith era also. George in his 'three-quarter' car was a sight that had to be seen to be believed. Lacking the refinements of later machinery - (suspension and such frills) - George's car had one advantage - a very potent piece of motor. It was rumoured that George had a supply of these motors under his bed and the various variations on the V8 theme seemed to suggest that there was something in the rumour. It was at Hawkes Bay that George met his match - not once, but twice. On one occasion a woman guest at the hotel made polite but brief conversation by asking George if he was 'up for the bowling tournament' and another guest asked: "Oh, you're the Mr. Smith who owns the racing car? Tell me - who drives it for you?"

Better machinery was beginning to arrive from overseas. At first, it came with visiting Australian drivers - a somewhat over-

8.

rated MG one year, then Ken Tubman and a K type, and Tommy Sulman with his beloved Maserati. Then second-hand and sometimes tired racing cars from further afield made their appearance in local hands - Sometimes they figured in the final placings - sometimes the N.Z. Specials showed that they were still masters of the situation.

Then of course, there was the arrival of Bill Lee and his Cooper, the forerunner of many more five-hundreds and larger er, er,... what did they call them? Yes, Four wheeled motor cycles. That was before Ecurie Pomme had the cheek to enter them at Ardmore. Ardmore? That's a story in itself. Who, of us at that first meeting in Christchurch would have prophesied that we would see top ranking international drivers and current Formula I cars competing at an international meeting in New Zealand? Who would have forecast that within a few short years local drivers would actually own current model Formula I cars?

THE AMERICAN SCENE

U.S. MANUFACTURERS QUIT RACING.

The announcement by the Automobile Manufacturers of the U.S.A. to abstain from any form of motoring competition and to abstain from using for publicity any successes gained by individuals racing their products, naturally causes the untimely end of the Corvette and Thunderbird projects. For the past two years Chrysler, Chevrolet and Ford have been at it hammer and tongs, entering full teams in every possible event with favourable results which gained a great deal of publicity, bearing in mind the present horsepower craze.

It will also be quite a blow to the American NASCAR Club, organisers of all the Stock Car (Production Car) races in the U.S.A.

AUTOMATIC TRANSMISSION AND FUEL SAVING COMBINED.

A full automatic transmission at present being tried out on a Leyland Titan bus by Glasgow Corporation is claimed to be the first of its type in the world. Whereas other devices of the kind, used in some parts of the world cause an increase in fuel consumption, this form of drive is said to effect a saving.

13.

VISIT TO FORD FACTORY:

Cor Vandendungen

The visit to the Ford Factory was quite a successful one. Approximately 30 of our members enjoyed the conducted tour and picked up some useful knowledge on things like how to fit a wrap-around windscreen, or ornamental chrome strips.

All in all it was a good and educational evening, and those 100 or so members who did not attend should be sorry for missing such an opportunity. The supper and film afterwards were not so good as the hall we struck was more like a prison. The general feeling was of bitter disappointment (or worse), and the expressions were far from parliamentary. However after checking with the Petone Borough Council Office the next day, things were in a different light. The new and modernly fitted hall was all in readiness for our arrival, when the Borough Council Gardeners turned up for their meeting and occupied the hall. The caretaker, after not taking care of the things he should have taken care of, tried to persuade the gardeners to move, but to no avail, and when we arrived the hall was occupied and the caretaker had taken care not to show himself.

Result: Wellington Car Club's supper down the drain. However, the film was very interesting, although some had no seating accommodation and the Petone Borough Council apologised for the inconvenience caused by the carelessness of their caretaker and for the benefit of those worried about our finances, no charge was made for the use of their "Hall". We in turn apologise to those who attended and hope for more luck on future occasions.

The Club has had an enquiry from an enthusiast with a nostalgic light in his eye about Cord cars. Only a limited number of these (about 3,000) were produced in the U.S.A. somewhere in the 1935-38 period. Would anyone having any information about these cars, knowing of any in New Zealand, or, joy of joys, knowing of one for sale, please contact

Mr. N. Netherclift,
27 Central Tce.,
Wellington.

GRAND PRIX NEWS

GRAND PRIX Promotions Ltd

No 01 August 1997

FORMULA LIBRE GRAND PRIX

In this issue...

HEARD IT BEFORE????	1
TOP DRIVERS GIVE BLESSING	1
WE WANT MORE	1
GET A CAR	2
WHO ELSE	2
THANKYOU	3
RULES FOR NZ FORMULA LIBRE GRAND PRIX	

HEARD IT BEFORE????

Some people will say this and say it very strongly in a negative manner.

Yes, we have all heard it before but this time it is happening.

The first sponsor has already been signed up.

HANDY RENT-A-UTE who operate a nationwide chain of rental Ute facilities

through Shell service stations have signed up. Having them on board this early will enable us to move on very quickly.

We expect to have the naming rights sponsor announcement in our next newsletter.

This is the first in a series of newsletters which will be issued to keep you up to date with what is happening and who is likely to be there competing with you for their share of the \$10,000 prize money.

TOP DRIVERS LINE UP

We already have support from top F5000 competitors Ken Smith, Ken White, Paul Christie, Phil Mauger (Christchurch), Shane

Windleburn and Stewart Lush.

Graeme Lawrence, David Oxton, Frank Radisich (with Paul at the wheel?), and Graham Sims are leading the charge of the Atlantic/Pacific brigade.

We also have 2 Indy car drivers enrolled.

And I can't imagine that Bill Farmer will miss the opportunity to thrill everyone with the gorgeous sound of his F3000 car.

WE WANT MORE

If you know of anyone who has an F5000, F3000, Formula Pacific/Atlantic, Indy car, or pre '85 F1 car please make sure they are aware of this

2 GRAND PRIX NEWS

No 01 August 1997

wonderful EVENT. We expect a field of 25 cars to face the starter but would happily wave the flag at 36 if they all come out.

Remember, the basic rules are up to 5,000cc non turbo non supercharged or 2 litre supercharged/turboed single seaters.

This also means the guy with a Formula Brabham/Holden sitting in the garage has somewhere to run it at last.

GET A CAR

Already a constructor in West Auckland is building a couple of space frame cars with modern 5 litre engines especially for the event.

You could build an eligible car by buying a second hand F3000 chassis from Britain for approx \$25,000 and slot a Ford or Holden/Chev alloy blocked V8 in it.

Hell, you could turbo your Formula Ford after sticking a 2 litre motor into it, wheeee!!!

WHO ELSE

Other classes that will be on the program include the Super Grand Tourers with their super fast Porsche, Ferrari, Mustangs etc. These cars will be competing in a 200km race on the Saturday as well 2 sprint races on the Sunday prior to the Grand Prix.

The Porsche club will be running 2 sprint races for their 'supersmooth' drivers in their race car. Although not part of their Bridgestone series these races will be strongly contested.

We are looking at the possibility of running 2 races for 'vintage' race cars including the little 500cc Coopers etc. The cut off date for eligible cars for these races will be 1955.

Space on the program is very tight and only classes who can guarantee 15 to 20 entries will be accepted.

A request has been made for races for pre

'85 Allcomer Saloons. YES YES YES we would love to see such beasts out there. You want em, you build em, you can race em. Rules will again be very basic, original chassis, engine from original manufacturer, i.e. Cortina body with Falcon V8 engine, original body shape in any material, body can be widened, no flares, no wings, engine placement free, gearbox free.

Rules for the Formula Libre Grand Prix cars are attached. Whilst we see these as the final draft of these rules we are willing to listen to any suggestions for improvement you may have.

Any changes to rules will have to be in our hands by 01/09/97 as we intend to have them set in concrete by 01/11/97. These rules will then be in place until 31/04/2000.

THANK-YOU

Before signing off allow us to say a very big THANK-YOU to the new Executive Committee of Motorsport NZ for their support and encouragement in this project.

RULES FOR NZ FORMULA LIBRE GRAND PRIX CARS

The philosophy behind these rules is to produce close, safe and fair racing across a broad spectrum of classes and age groups of single-seater race cars. By allowing some modifications to the older and also the smaller engined cars whilst at the same time tightly controlling the newer cars it is envisaged these objectives will be successfully met.

- 1] Open wheeled, single-seater chassis.
- 2] Engine. Maximum 5,000cc naturally aspirated or maximum 2,000cc turbo or supercharged.
- 3] Turbocharged 'Indy Car' engines will be restricted to a maximum rev limit of 9,000 rpm.

4] Cars 2001-5000cc produced after 31st December 1976 must run in their original configuration, with the exception of Formula Brabham/Holden cars

5] All cars must register for the Formula Libre class. This registration to consist of the filling in of a specification sheet which will be presented to the eligibility panel for consideration. Once accepted, if any further modifications are carried a new specification sheet must be presented for consideration.

6] Only cars that have been registered by having had their specification sheet accepted will be eligible to win any prizes on offer or to share in any income produced from any TV rights sale.

*Chris Watson,
GRAND PRIX
Promotions Ltd.,
241 Glenfield Road,
Glenfield,
AUCKLAND.*

*Telephone (9) 418 3956
Fax (9) 418 4278*

THE JAMES ALLEN

MEMORIAL RALLY SPRINT

SUNDAY 25TH OCTOBER

MARAMARUA FOREST

10 KM OF FUN & EXCITEMENT !!

ORGANIZED BY STH AUCKLAND CAR CLUB.

\$PECIAL PRIZE !

**0 - 1300 CLASS
\$1000.00 CASH**

OTHER CLASS PRIZES INCLUDED
SUPPLEMENTARY REGS AVAILABLE SOON



Please place this advertisement in your next club magazine.
Regulations will be sent to you as soon as available

MOTORKHANA

**Sunday 21st September
10am**

**Northern end of the
Hutt Riverbank car park.
(Over the rise from the lights opposite
Queens Drive.)**

Entry \$10.00

No competition licence required.

Road tyres only.

Venue: tarmac.

The second round of the Stewards' Trophy Motorkhana Series.

Organised by Harbour Capital Car Club

Contact Dave 2339757 (h), 3843484 (w)

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Pentax ME Super

Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash
\$395 Flash unit \$100 ono Will accept an offer on the lot.

Phone Kevin: (04) 527 0172 (hm), (04) 496 0053 (wk)

Tyres, Tyres, Tyres and a Diff??

15 inch Yokahama GR17 Rally, as many as you like \$60 up
14 inch Falken 175/65 Rally, 2 new, 4 @5%used, \$600.00 the lot
14 inch Falken 165/65 Rally, various from \$50 each
14 inch Hoosier Tarmac Tyres, 4 used on event only
13 inch Bridgestones 43R 165/70 Rally, POA
Plus misc. others.

Also;

TRD rear diff complete, DX large drums, suit Starlet \$1200.00

Don't wait, they're going, going, going, gone.

Contact Tony 472-5762 WK or 587-0450 HM

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232-7161 (hm)

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned since 1986, raced in classic and local car club events 1987-1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber
enlarged, baffled sump
Spare gearbox
Throttle kit
Momo steering wheel
Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 come ratio all shot panned and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570 HM 03 5441563 MOB 025 311685

Ford Laser Hatch

Ready to rally now or would make a good club car. Several class finishes over last few years, 3rd in class 1995 and 1996 season CRRS. Some spares, (tyres/wheels 20+ and other misc. parts) accept \$4250 ono.

Phone Peter (04) 5268-347 Home (04) 5268-301 Fax
(04) 3850-589 Work (025) 422981 Cellphone

Reluctant Sale

Commodore 350 Chev Motor, 5 spd, 9" Diff, Koni Shocks. Many, many extras. Open to reasonable offers.

Call Martin Fothergill (04) 478 6202.

Overalls

1 pair of Large Flamecrusher or similar overalls.

Call Damian (04) 385 2201

Mazda 323 BFMR 4WD
Built for Mark Leonard of Timaru in 1990, then owned by Graeme Walker of Scotland and maintained by Ray Wilson. Vehicle has log book, roll cage homologation papers, and seatbelt authority card.
Engine; 231hp, high torque.
RX7 size injectors, adjustable fuel regulator modified.
ITG air filter, modified air intake.
Charge cooler with pump and radiator or std intercooler.
Standard block, performance rings fitted.
Head ports had some minor flow work, modified chamber shape to prevent preignition over 20lbs boost.
Turbo PZ12 with larger than standard intake, exhaust manifold flow modified, 1800cc wastegate flap, exhaust custom built from turbo face onwards.
Head recently off, 8 valves replaced, two lifters, turbo checked, see invoice *.
Gearbox; Gp A five speed, 4.5:1 differential and 1:1 top gear,
Clutch; Gp A centreforce centrifugal type.
Suspension; Celica specification Bilstein shocks, 550 lb springs on platforms.
MR2 performance front shocks in rear, 220 lb springs on platforms.
Brakes; Telstar front discs with std 1800cc calipers modified.
Rear standard.
Interior; Hills Kevlar racing seats
Seatbelt harnesses
Halda, and duplicate co driver wipers etc.
Gauges include exhaust temp, boost, oil pressure, g/box temp, intake temp, exhaust O2.
Misc; Spotlights on bonnet bracket, 2 Rally 2000 & 2 Cibie.

Recent engine work, suspension replaced, recently serviced and going as well as it ever has. This is a well sorted package with input from Rod Millen, Neil Allport, Ray Wilson and Mike Healy of Turbo vehicles. The specification of the car is designed within parameters which provide reliability, driveability, and torque suited for gravel conditions.

The value of the modification work done since purchasing the car totals \$9500, the spares have a nominal value of \$1600 and the wheels and tyres approx. \$2000. Full inventory of spares available on request. To purchase the car in basic form without spares, wheels and tyres \$10250 firm.

A price to include spares and or wheels and tyres is negotiable.
Contact Murray; 499-8400 / 382-9300 wk



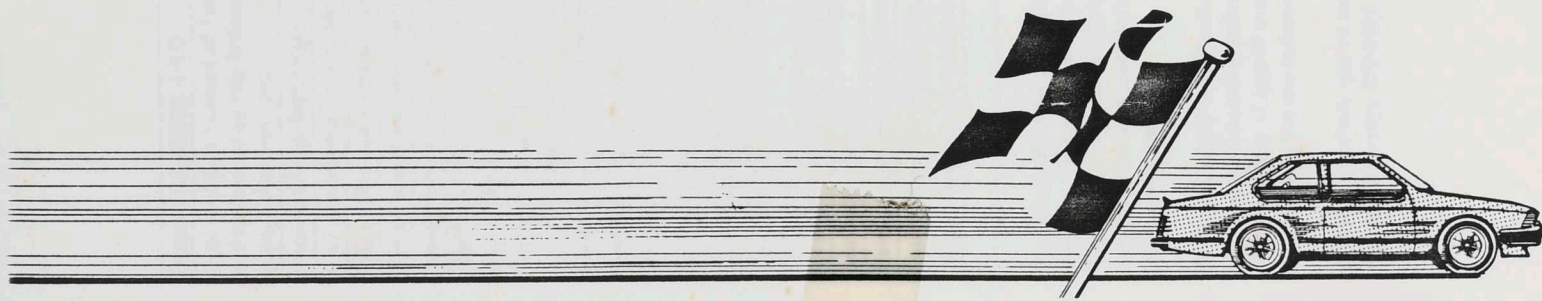
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

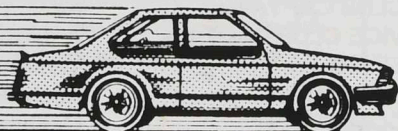


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

OCTOBER 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**



P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

P O BOX 5142, WELLINGTON, TELEPHONE (04)389 2309

Affiliated to the Motorsport Association of New Zealand

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Catherine Dobbie	383-5211	025-431-317
IMMED PAST PRESIDENT:	Paul Taylor	478-0952	566-2566
CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
VICE CLUB CAPTAIN:	Amanda Kibble	385-6331	025-311-380
SECRETARY:	Vanessa Giles	235-7354	384-7968
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	Matthew Hey	388-4455	381-6275
	Scott Humphreys	388-6007	025-577-527
	Julian McMullan	383-5585	025-243-2324
	Tracey McMullan	383-5585	801-1087
	Tony Pepperell		498-3000
	Murray O'Neil	499-8400	382-9300
	Ian Parker	528-8418	025-465-611
	Chris Wood	528-8418	021-550-042

SUB COMMITTEES

*SPEED

*NON SPEED

*RALLY

CLUB SCRUTINEERS: Craig Fair 476-2572 476-6547

Malcolm Buchanan 388-1617 388-1617

MEMBERSHIP: Tony Pepperell 498-3000

MAGAZINE: Julian McMullan 383-5585 382-7636

Tracey McMullan 383-5585 801-1087

POINTSKEEPING: Karin Keith 383-7468

CLUBROOMS & EQUIPME Murray O'Neil 499-8400 382-9300

SOCIAL & BAR: Murray O'Neil 499-8400 382-9300

PUBLICITY:

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.

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 the "Motoring News" we do insist upon the courtesy of an acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Motoring News, October 1997

Editorial

Hi and welcome to a new year of the Wellington Car Club with a new Committee and new president (I'm still here though).

I haven't really got allot to say other than Bathurst was awesome, the two litre cars put on an excellent show. I know many of you older people in the club won't agree with me when I say this but this is the way touring car racing is going.

The piece of the race I'll remember in years to come will be Dwyane Bewley pushing the Fastway Couriers Peugeot 405 the final 200 metres (up hill) to the finish line. Can you see the premadonas of V8 touring cars putting everything they have and a whole heap more into 14th place. The real winners in 2.0 litre touring cars are not BMW or AUDI, but the Motorsport competitor with a small budget and a big dream.

Quotes

Karate is a form of martial arts in which people who have had years and years of training can, using only their hands and feet, make some of the worst movies in the history of the world.

— Dave Barry

A great many people think they are thinking when they are merely rearranging their prejudices. — William James

Experience is that marvellous thing that enables you recognise a mistake when you make it again. — F. P. Jones

Always try to do things in chronological order; it's less confusing that way.

A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit. — In the August 1993 issue, page 9, of PS magazine, the Army's magazine of preventive maintenance

Julian

CAPTAINS REPORT

Good Morning/Evening my name is Kevin Whiteman I will be your captain for the next twelve months. If you need any assistance please feel free to buzz for a hostess. Candy and smiles will be provided as you disembark, but please refrain from harassing our hostesses.

Now, as all of you probably know, although it was not noticeable by the attendance, last month was our Annual General Meeting. In your absence, those of us that managed to fight our way through the rain/hail/snow/road ragers/Wellington maniacs (delete as applicable) managed to get enough people together to elect a new Club President, Club Captain, Vice Club Captain, Secretary, and committee. Actually the amount of volunteers was not that bad this year – we didn't have to beg and bribe people to stick their neck out for their club.

The results of who's who is published later on in this magazine. On behalf of all of us, I would like to congratulate them on their new positions, and thank them for volunteering. For those of you who could not attend, but would like to take a part in the running of the club, we are still looking for people to act as Task Members. Contact any committee member for more information, or see the yellow pullout that was inserted into last month's magazine.

WCC Trophy Series

Now that all the formal guff is out of the way, let's move on. The annual Trophy Series begins with the Shelly Bay Sprint on the 15th November. This year's event is going to be bigger and better than last years. For one thing, this is my second time running an event – so I can learn from last years mistakes, and for another we are having more support from sponsors which allows the club to put more into the events. Once again, Berben Motors are the major sponsors of the series, but we also have confirmed support from Ideal Electrical – as a class sponsor – and Williams and Adams HSV – who are supplying support vehicles for the event. If anyone else is interested in helping us out, you can contact me at any time.

Pre-event build up leading up to the event will be done in conjunction with Classic Hits 90 FM, Newstalk ZB, and 91ZM. Please be sure to tune in. As part of the pre-event build up, we are planning to distribute flyers around the local community. This is a vital part of the promotion for the event, but to make it work we need some assistance – in the form of volunteers.

Regulations for the series will be available on Club Night (I guess it's one way to get the attendance levels up). Get your entry in early; due to this being a high profile event, it would be wise not to miss out.

This is your Captain speaking. Due to possible air turbulence, we would ask you to leave your seatbelts fastened at all times possible. Please enjoy the in-flight movie.

Kevin



1996/1997 PRESIDENTS REPORT

My year as president has been a challenging one, some good and some not so good times, but definitely an experience I've learnt and grown from. Thank you for giving me the opportunity.

The low point of the year has been the lack of attendance at club nights and the lack of club members participation in running of events - something that needs to be worked on in the future. Still, there was some great commitment by some people.

Events

BRaille TRIAL:

Once again the Braille Trial was a huge success. I would like to thank Eddie Conroy and his team of dedicated workers/helpers for organising this most worthy cause. It is something the car club gives back to our community, as we use our community roads for events.

The 1996 Braille Trial gave 39 blind or sight impaired people a great day out, and I'm sure the drivers had a lot of fun as well.

SHELLEY BAY STREET SPRINT: November 1996

This is the second time this event has been run and is the first event as part of the trophy series. The weather was excellent this year (a really warm dry day). A couple of hiccups in timing and a wedding party delayed the proceedings.

I would like to thank my organising team for their help and time. We are working hard to get this right, as I believe this is the best sealed sprint in New Zealand. Most of the competitors seem to enjoy this demanding course. Entry level was down due in part to another club running a sprint the next day, and I believe both events suffered from this. User pays from the Wgtn City Council is starting to make these types of events more expensive to run. More sponsorship and more entries are needed, otherwise entry fees will increase.

PRIZE GIVING: February 1997

Again this is the second year of combining WMSA clubs together for a formal prize giving at the Oarsman in Petone. A late notice of date for this lead to a poor turn out of Wgtn Car Club members. Those people who were there enjoyed the night, had a great meal and were entertained by a very good guest speaker. The highlight was Cathy Arrowsmith receiving the WMSA Motorsport Personality of the Year Award. Cathy was quite shocked and humbled, but the award was very well deserved.

The combined prize giving was a great formula and I hope it continues in the future.

ALEXANDRA ROAD: February 1997

Kevin Whiteman ran this event. He did an excellent job for his first major event. Yet again the weather was excellent. The event finished quite early, and again we would have liked more entries. A big thank you to Berben Motors for their sponsorship, please support them.

CLUBMAN'S: May 1997

Julian McMullan was the organiser for this event. Another cracker day had by all. The change of format for the Ross Gordon Memorial Race to a handicap was a great idea. The winner was a little surprised. Well done Julian, for your first clubman's.

BOOMROCK ROAD: July 1997

David Black was the main force behind our annual gravel sprint. Although not that well attended (yet again), most competitors had an enjoyable day. There was a lot of carnage, and a fault with the timing gear made for a long day. A big thanks to all helpers.

DRIVERS TRAINING DAY: July 1997

Around 60 drivers entered this Training Day, with most learning new skills. It was aimed at introducing new people to motorsport. I definitely had a good day, as well as most others. Thanks to Tony Oliver for organising Wgtn Car Club's side of things.

This event was run with HVMC. I think this event should be a yearly event. I hope the incoming committee will support it in the forth coming year.

GENERAL:

Kevin Whiteman and Julian McMullan have done an excellent job with the bulletin this year, but still need your input in the way of results and articles from competitors who have done events.

Also a big thank you to Murray O'Neil for looking after the clubs equipment, organising timing gear for centre region rallies, and being the friendly face behind the bar at club nights.

I would also like to thank Amanda Kibble, who took on the Secretarial role again and for her help at our speed events.

Thanks also to: Chris Parker for results at our clubman's; Karin Keith for points keeping, and cleaning the clubrooms; Rochelle Moore for doing an excellent job of Treasurer, which must be hectic at times; Sue Diggle for organising rally marshals; Chris Wood for speed events marshals; Eddie

Conroy for looking after radios and timing gear; Tony Pepperell for doing such a wonderful job looking after the club's membership. Jane Black has continued to support us with whats happening in motorsport and overseeing accounts. A big thank you to you all.

The committee would still like to see more support and commitment from club members - Many hands make light work.

I have thoroughly enjoyed working for the club over the past year, and will continue to do so in the future. If I've missed thanking anybody, my apologies.

Have a great upcoming year, Drive safely,

Paul Taylor
PRESIDENT

BATHURST

1000

VB'S

19th OCTOBER AT THE CLUBROOMS ON THE *BIG* SCREEN

\$10 Cover charge (to cover TV hire)

Welcome!

The Wellington Car Club would like to welcome the following new members:

Wendy Lather

Wendy is interested in Rallies only.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions.

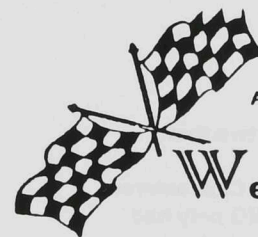
If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

- \$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.



ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington Motorsport Association Inc. (WMSA)

NEWSLETTER

October

The Thirty-third Annual General Meeting of the Wellington Motorsport Association Inc

On Monday the 15th October, The thirty-third Annual General Meeting of the Wellington Motorsport Association Inc (WMSA), was held. Nine people attended the meeting, with one apology, an increase from last years four.

Chairperson, John Rapely's report of the year pointed out that only six clubs (of 17) on average supported the meetings during the past year. It was noted that there had been less events run this year and that the turnout was smaller than previous years, but that it was encouraging to see the healthy competitiveness between clubs, as well as good co-operation between clubs when running events. It was agreed that the balance was good. "WMSA is what the clubs make of it". The more involvement a club has with WMSA, the more they will get out of it. John finished his report with the news that he was stepping down from the position of Chairperson after six years.

After the Financial Statement was received and accepted, it was time for the election of Office Bearers and appointment of Auditor. Wayne Gair (Harbour Capital Car Club) was nominated for the position of Chairperson, Mike Dempsey was reappointed Treasurer for his twenty third year and Marie Breden reappointed Secretary for her fifth year. Mike Dempsey will continue as points keeper and myself as Publicity Officer. Mr Tom Akhurst will again be our Auditor (Hon). At this stage the Series Co-ordinators will remain the same.

I'm sure you will all join with me in welcoming Wayne Gair as Chairperson of WMSA for the next year and thanking John Rapley for his six years in the position.

At this stage, all the Series Co-ordinators will stay the same.

EVENT UPDATE

The second round of the Stewards Trophy Motorkhana Series was held at the Hutt Riverbank Carpark on Sunday 21st September. The fine day drew 22 competitors

including four new competitors, two from Wellington Car Club, and two that chose to give it a go before joining a club.

Harbour Capital Car Club entered five teams, Hutt Valley Motorsport Club entered one team, Wellington Car Club, one team, and MOWOG, one team. MG only had one entrant so team could be entered. With four tight tests set up, two at a time, the last two were set up individually so they could be opened up. A fun day was had by all, with a steady stream of spectators passing by. By halfway through the second to last test quite a crowd had gathered to see what was happening so to keep their interest it was decided to run an extra test as an unofficial run.

1st overall went to Geoff Brader (MG), 2nd to Paul Morgan (RMS) and 3rd to Neil Roots (HCCC). Class placing's: Class A (Engine over driving wheels), 1st: Neil Roots (HCCC), 2nd: Stephen Jopson (HVMC), 3rd: Ben Stockbridge (HCCC). Class B (engine not over driving wheels), 1st: Geoff Brader (MG), 2nd: Paul Morgan (RMS), 3rd: Peter de Joux (HCCC). Team places, 1st: Leon Cas/Peter de Joux (HCCC), 2nd: Neil Roots/Baden Smith (HCCC), 3rd: Ben Stockbridge/Wayne Gair (HCCC), 4th Stephen Jopson/Bruce Dove (HVMC).

The next round of the Stewards Trophy Series will hopefully be a Vesta Batteries grass motorkhana, run by Harbour Capital Car Club on the 16th November.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph:(04)2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph: 5282398 hm 3879931 wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk. 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Roots. 44 Kiriwai Rd Paremata. Ph 2338714 hm 025 484349 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay. 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman. 949A High St, Lower Hutt. Ph 5872772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce. 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm

WMSA. PO BOX 38-874, WELLINGTON MAIL CENTRE.

HAWKES BAY RALLY 1997

"ALL THE FUN OF THE FAIR"

Bernie and I thought we had the cruisey job, sitting in Headquarters, sipping coffee in a heated room. So with the distinct feeling of a Daybreaker, starting at midnight, we settled in to tick the wee small hours off. THEN.....

Less than half an hour after the start we have a call from a resident near the start of the first stage saying there has been a major accident, carnage everywhere, the third car down their bank, we've called 111. It's that blasted Ross Meekings again, out on the first stage, (just like at Wanganui again). Our Clerk of the Course, Graeme Robertson (Pipe) considers this and kindly suggests that rally cars are very strong and there might not be the carnage first thought, could she please check on the occupants and give us a call back asap. In the meantime the marshalls are telling us it's actually car 1 missing. ???Click... of course 00 + 0 then car 1 = third car on the road!! so it's actually Joe, DAMN. A couple of minutes later our kind resident phones back to say all is ok, no one hurt. Excellent we say, oh and we will call the ambulance service to cancel the 111 call. This duly done, speaking to the ambulance control room, and fully explaining the situation. Right, first drama over, back to rest. WRONG.....

5 minutes later a radio call from the start line of SS1. An ambulance has just gone screaming straight past them into the stage, lit up like a Christmas tree, didn't stop. Oh @#\$%. Well we suppose we had better stop the stage, the first time in a while a stage has been called white, and it wasn't even for a proper accident!!! (I mean no one was injured, Joe probably thought it was a proper accident). The ACoC is dispatched to retrieve said ambulance and get it off our road, off on a side road, off a bank, anywhere so we can get the stage rolling again. The ACoC finally caught up with this said ambulance some distance into the stage. Unusual seeing as Joe had crashed about 3 km into the stage. This ambulance had gone straight past the accident site!!!!!! And then turned round to meet the ACoC head on. So, the ACoC finally clears the course, ushering our wayward ambo out ahead of him and we finally get rolling again. And oh, at least the Start Control did manage to stop the 2 Fire Engines trying to follow the ambulance in!!!!!!

Ah, now to sit back and take it easy.

Not for long - Stage 3 - a car (number in mid 40's) has crashed, but all OK. Fine. Then, as the stage is winding down, Finish Control requests medical assistance for fore said car number. Here we go again, stage stopped. Hang on a minute, you can't do that!!!! The stage has already finished and tail end charley is half way in. OK, get our medical personnel in the tail convoy to get there ASAP. So, what's happened out there to this crashed crew for half the stage? Must have thought they were OK to start with and then requested assistance when they started not to feel well. Our medical person (a fully trained ambulance officer) arrives and accesses the patient. Mild shock and the early stages of hypothermia. (Did I mention this was a cold, sometimes wet night with snow falling on the hills.) Medical officer decides to transport the patient out of the stage and requests assistance from the ambulance

school in Wherethewhakarewe or on the road from there to Napier. Excellent, crisis #2 sorted out.

Stage 6 - Radio call, we have a car missing, we think it is number 7. Everyone has seen a spoiler on the road and a hole in the fence, BUT no car, no crew, and no zetka. Decision time again!! Then, it's ok, the crew have been seen displaying the OK sign. Phew. The problem that we weren't told about until later was that it had taken the Finish Control some time to recognise that they were missing a car and that no one had seen the car except for a spoiler. So it was a time before the crew had got to the top of the road and given the OK.

A timely reminder for all Finish Control timing crews to be constantly looking out for car numbers missing in the sequence and acting quickly to access the situation and inform HQ. Although rally's are sometimes seen as an exercise in military timing and to keep things rolling, it is far, far better to stop a stage and find out the crew is Ok than to have someone slowly dying, trapped in their car down a bank!!!! Anyway, that over with, it isn't until after the stage has finished and our tail ambulance sees the crew only to discover they are rather sore and 1 of the crew has bruising down one side of his face. Immediately sent to hospital, do not pass go, do not collect \$200. Fortunately they did go and fortunately they were discharged quickly with a bottle of voltarin and sent to rest.

The rest of the rally was boring in comparison, and as night turned to day things seemed to run smoother. That always seems to happen, I wonder why? So apart from a combined total of 2 ulcers, and more grey hairs than a resthome's gully trap we had a good time. And who ever says we have a cruisey job in headquarters can come a sit looking at a white board with times scrawled all over it, relying on scratchy radio reports of what is happening a million miles away, and make the RIGHT decision, to keep all of our competitors and officials as safe as possible, for a rally.

But there is a very serious side to this alliteration. For only the second time, I've been very seriously worried about the safety of our competitors out there. One case of mild hypothermia, a number of very cold competitors who stopped in the stage with even simple mechanical failure, and number of serious accidents. I have come to the conclusion that like woolly underwear, there is only one universal first aid kit with emergency thermal blankets in it, that gets passed from car to car at scrutineering. Because there were a number of people who were very cold who didn't need to be if they

- A) had had thermal blankets in their kits and
- B) had thought to use them.

These aren't one use items you know. You can use these blankets as many times as you like. As demonstrated at Hawkes Bay, these blankets aren't a stupid whim of MSNZ, and they could have made a few competitors a lot more comfortable, and created fewer potential problems if they were used!!!!!!!!!!!!!!!!!!!!

In the wake of a number of serious accidents at the International and now this event straight after, rule number 1. Don't be a Herol If you have been in an accident it may take 15 minutes to come down off your adrenaline high, but as soon as you start to

take 15 minutes to come down off your adrenaline high, but as soon as you start to not feel well, hold out your red cross and request medical assistance! That's why we go to all the trouble of providing an ambulance at the start of each stage, put you inside a steel roll cage, strap you in like a kiddie car seat, make you wear flameproof overalls and stick a plastic bucket on your head. All to try to stop you from killing yourself. The only bit we can't control is you making your own decisions when you are in the middle of a stage at 3am when it's pissing rain and freezing cold. The plastic bucket is usually off your head by then so we presume you have turned your brain on again.

So even with a few dramas, I had a good time in Hastings, and thanks to Hastings Car Club. They looked after us very well, and you can't go wrong when you have the headquarters in a brewery.

Happy skids

Jody Seabright.

THE TAUMARUNUI CAR CLUB PRESENTS THE

1997 KURURAU WEEKEND

OCTOBER 18 AND 19 1997

KURURAU HILLCLIMB
Saturday October 18 1997

The spectacular 4Km Kururau Hill is the best Hillclimb road in New Zealand. Test your skills and see if you can break the course record of 3:25.17 set last year by Ross Meekings.

MAPIU RALLYSPRINT
Sunday October 19 1997

The 7Km Rallysprint at Mapiu once again uses some of the best roads in the King Country/Waitomo area. Used for the first time last year this course is a challenge to those who think they can Rally with the best of them.

For more information and regs contact your Club Secretary
or the Secretary Taumarunui Car Club, P O Box 254, Taumarunui.
or Phone Jon Boddie (07)878 8887 (hm)
Mike Gibbs (07)896 6070 (hm)

SEE YOU THERE!

REPORT ON HAWKES BAY RALLY

Wellington timing crew had stages 2 & 9, we had to be on site at 00:05, yeah 5 mins past 12 on Friday night, finally got there, due to fact my navigator who had been skiing for a week, kept going to sleep. All set up and read to go, safety car in 00 car in 20 seconds later get a "code white" from SS1 (a code white is stop everything we have a major problem) I then had the problem of getting the 00 & 0 back to the start line for when we could restart. A member of the public had seen Joe go off and rung 111, understandable if you don't know what a rally car can do and still survive, the ambulance arrived, didn't ask where or what the problem was and carried on into the stage, causing the rally to go on hold. Peter Gibbs from Manawatu, the Post Chief on SS1 start line handled it like a pro, once again proving the value of the PC training course early in the year. As I was the one that convinced him to be a PC I was very proud that he dandled it so well, and the fact I had never had to call one in six years now makes him more experienced than me.

Any way back to SS2 held the first 14 cars and then checked in the rest early so we could close up the 25 min gap, thanks for the understanding shown by competitors, despite the cold and having to leave earlier than they thought they would, I really appreciated the fact I only had argue with drunks and not competitors. Thanks also to a couple of spectators that I conned into helping on the start line, when Mark was feeling sick, they enjoyed it son much they helped out on SS9 as well and are taking about joining Hawkes Bay Car Club.

SS9 on site at 5:00 sleep in the car to 6:00, Bar-b-que up and running by 7:00. The rally was running 12 mins late but no real problems, got lost again going back to town, dropped the gear off and stopped into HQ to say hello, and got lost getting out of the building, a hot shower and a meal helped to wake us up. By 9:00 that night at prize giving I was starting to feel the affects of 1 hours sleep in 38 (which is why I was sitting on the floor). Had to stay to find out Gordon's placing 3rd in 1600cc class, 21st overall.

Many thanks to the Hawkes Bay Car Club I enjoyed my rally, if you had any problems with the way thing went write and tell them or they will never know.

If anyone is interested in attending a training course next year (poss Feb) ring and let me know, the more trained people we have out there the better it is for everyone.

Sue Diggle

389-7392
383-7559

Report on the Taranaki Rally

We had one stage to time on, even had our ACoC as a starter, and did block marshalling at stage 11.

It was an interesting rally, if you have any grumbles with it please write to the organizers and let them know, so it can be changed next year. When we asked one very hassled rally manager if we could help in any way (been there, had the problems) his answer was "A BUCKET OF RUM", we located a bucket, kick in for some rums, and sent it to his room. That was easier than finding beers for the service crew at 11:30 on a Saturday night, haven't brought beer in brown paper bags before.

Timing crews pet hate for the season, "Jump starts" the rule is now being enforced and it has just cost one competitor a rally win.

It has been noticed this season that some of the higher seeded competitors seem to have either no confidence in the preparation work their service crews do or in their own driving ability and they have to bend the rules. What sort of message does this give to other competitors, win by any means, cheat just don't get caught.

I still think rallying is one of the friendest forms of motorsport, where service crews will help each other out, and sometimes competitors will give a tow, I hope this is the way it will stay despite some peoples desire to win at any cost.

Now if I could just get you to have your car in control when you check in, stop falling off the road, breaking down on touring stages, give all your details on your entries, hold rallies in the summer, bring timing crews flowers, show up at club night, stand for committee, I wouldn't have any worries (we can all dream)

Five down, one to go, see you at Hastings.

Sue Diggle.

No.	Driver	Class	Prac.	Run 1	Run 2	Run 3	Fastest	O'ALL	CLASS
5									
41									
31									
21									
11									
01									
6									
4									
2									
9									

Maiorongomai Road Bent (Gravel) Sprint - 28th September 1997.

No.	Driver	Class	Prac.	Run 1	Run 2	Run 3	Fastest	O'ALL	CLASS
17	Graham Anderson	D	1:50.03	1:42.16	1:43.38	1:40.59	1:40.59	1	1
23	Ted Clay	B	1:50.25	1:47.61	1:45.22	1:42.92	1:42.92	2	1
26	Harvey Kibble	C	1:49.60	1:46.18	1:43.90	1:44.31	1:43.90	3	1
25	Ian Easton	D	1:37.02	2:09.64	1:44.02	DNS	1:44.02	4	2
19	Dave Johnson	C	1:48.51	1:47.17	1:45.20	1:44.63	1:44.63	5	2
0	Chris Clarke	C	1:48.95	1:49.99	1:47.84	1:47.28	1:47.28	6	3
9	Greg Bort	A	1:51.22	2:14.45	1:50.85	1:48.24	1:48.24	7	1
4	Euan Beattie	B	1:50.57	1:48.96	1:51.10	1:48.45	1:48.45	8	2
15	Paul Lynch	D	1:53.09	1:52.36	1:48.81	1:48.66	1:48.66	9	3
21	Tony Barrow	C	1:50.58	1:48.74	1:49.42	1:50.53	1:48.74	10	4
22c	John Clunie	A	1:56.86	1:54.53	1:51.36	1:49.22	1:49.22	11	2
24a	Bruce Pink	B	1:59.16	1:58.87	1:56.74	1:50.24	1:50.24	12	3
20	Symon Hutchings	R	1:59.68	1:51.88	1:51.82	2:14.09	1:51.82	13	4
29	Stuart Lawton	C	1:55.59	1:51.85	1:55.45	1:52.36	1:51.85	14	5
22b	Shane Clunie	A	2:08.35	1:54.91	1:52.07	1:52.41	1:52.07	15	3
14	Clinton Anderson	A	2:06.34	1:58.92	1:53.24	1:56.56	1:53.24	16	4
120	Denis Hutchings	B	2:13.16	1:55.05	1:53.77	1:54.78	1:53.77	17	5
8	Neil Rous	D	1:55.13	1:56.95	1:53.84	1:54.78	1:53.84	18	4
27	Iain Parker	A	1:58.05	1:53.96	1:54.13	1:54.21	1:53.96	19	5
22	Blair Reac	A	1:58.94	2:07.46	1:54.66	2:12.79	1:54.66	20	6
31	Ian Searle	C	1:59.31	1:56.09	1:57.53	DNF	1:56.09	21	6
7	Bader Smith	A	1:51.31	1:56.86	DNS	DNS	1:56.86	22	7
22a	Jason Tofts	A	2:09.11	2:01.77	1:57.49	2:00.22	1:57.49	23	8



WELLINGTON CAR CLUB

PRESENTS THE
**BERBEN MOTORS
TROPHY SERIES**



SHELLY BAY SEALED SPRINT

- Starts 9am Saturday 15th November 1997
- Practice then three timed runs
- Fourth run for sponsors & helpers rides
- Radio buildup on 91ZM for the week prior to the event
- New VT Commodore zero car, care of Williams & Adams HSV
- Regs Available from Amanda Kibble
- We need helpers leading up to the event and on the day so how about supporting your club and giving a hand.
- If you can help contact Kevin Whiteman

For more information contact:

Kevin Whiteman 04 496 0053 wk

04 527 0172 hm

Amanda Kibble 04 382 7800 wk

Thanks to our sponsor:

BERBEN MOTORS LIMITED

QUALITY VEHICLE SERVICING

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



**O'RINGS &
SEALS**



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Raceteck' Seats ■ 'Raceteck' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77 Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

- Saturday 18 October** Autocross - Run by Wellington Car Club. This will be held at Kapiti Track. Documentation starts at 4pm. For further information contact Murray O'Neil 04-499-8400 H or 04-382-9300 W
- Saturday 18 October** Kururau Hillclimb - 4km. Contact Taumarunui Car Club.(see add latter in mag)
- Sunday 19 October** Mapiu Rallysprint - 7km. Contact Taumarunui Car Club.(see add latter in mag)
- Sunday 19 October** Rangi's Autos Streetsprint - This event is promoted by the Levin Car Club. Length is 3.3km. For further information please contact. Justin Swain 06-368-6544.
- Saturday 25 October** The James Allen Memorial Rally Sprint - See add latter in mag.
- Sunday 26 October** Autocross - This event will be held at Kapiti Track. For further information contact Hutt Valley Car Club.
- Sunday 2 November** Braille Trial - This event is run by Wellington Car Club. For further information contact Paul Taylor 04-478-0952 H or 04-566-2566 W.(see add latter in mag)
- Sunday 2 November** Waterfall Road Gravelsprint - For further information contact Peter Parker of Kapiti Car Club.
- Tuesday 4 November** Night Trial - For further information contact Paul Taylor.
- Saturday 8 November** The 11th Whittakers MG Classic Meeting - To be held at
Sunday 9 November Manfeild. For further information please contact MG Car Club.
- Saturday 15 November** Shelly Bay Sealed Sprint - For further information please contact Kevin Whiteman on 04-4960053 W or 04-527-0172 H.(see add latter in mag)
- Sunday 16 November** Motorkana - This event is run by Harbour Capital Car Club. For further information contact David Wilce 04-384-3484 W or 04-233-9757 H.
- Sunday 23 November** Ahairuhe Road Sealed Sprint - For further information contact Wairarapa Car Club.
- Sunday 30 November** Port Road Street Sprint - For further information contact Hutt Valley Motor Club

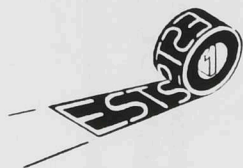
For any enquires or further information contact
 Julian McMullan on 383-5585(hm) or 025 24 323 24

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

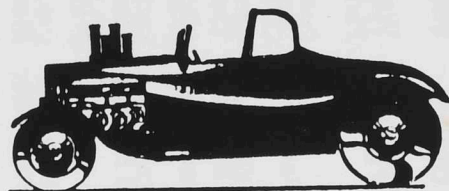
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

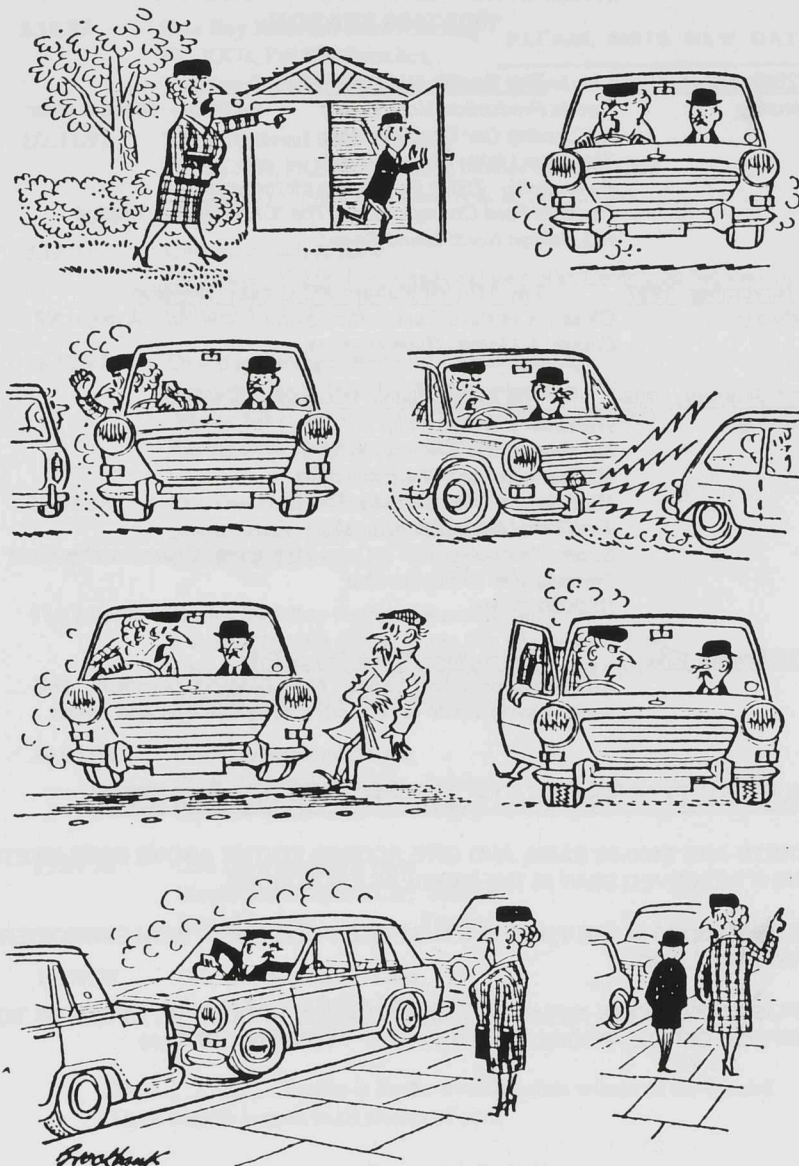
*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



5 Jupiter
Grove,
Upper Hutt. (04) 527-8647

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*



Manfeild Promotions

P.O. BOX 1959 PALMERSTON NORTH NEW ZEALAND
TELEPHONE (06) 357-7459 FAX (06) 357-7244



MANFEILD

INTERNATIONAL/NATIONAL FIXTURES 1997/1998 SEASON

25/26 October, 1997

The Quality Hotel Nationals

Featuring

Sports Production Motorcycles 0-600cc - 601cc & Over
NZ Touring Car Championship
TraNZam Lights Championship
Formula III - 250cc Production Motorcycles
Formula Ford Championship (The 'Dan Higgins' Trophy)
HQ Holden North Island Series

8/9 November, 1997

The 11th Whittakers MG Classic Meeting

Featuring

Classic & Historic Cars in racing and Show trim. A major NZ
Classic & Historic Race Meeting.

10/11 January, 1998

The 'Street Skills' International Series

Featuring

TraNZam Championship
NZ Touring Car Championship
NZ Formula Ford Championships
NZ Sidecars Championship Final
TraNZam Lights Championship
Sports Production 600 & Open Motorcycle Championship Final
Formula Vee Championship
SS2000 Series

14/15 March, 1998

Bridgestone Truck Super Prix

An International Test Series - New Zealand v Australia. Full
support programme of race car Championships and Series.

MANFEILD 'ASSOCIATE MEMBERSHIP' SCHEME

TICKETS ARE \$100.00 EACH, AND GIVE ACCESS TO THE ABOVE RACE MEETINGS,
PLUS A RESERVED SEAT IN THE MEMBERS ENCLOSURE.

ALSO INCLUDED IN THE PRICE IS A MANFEILD POLO SHIRT, WITH EMBROIDERED
'MANFEILD' LOGO.

APPLICATION FORMS INCLUDED - OR ENQUIRIES SHOULD BE DIRECTED TO THE
MANFEILD OFFICE - PHONE: 06-357-7459 FAX: 06-357-7244



Member of the New Zealand Association of N.Z. Inc.



TAUPO CAR CLUB

1997-1998

RACE MEETING CALENDAR

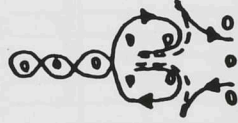
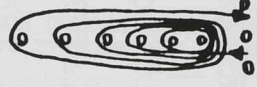
DATE	EVENT
5.10.97	One Day National Race Meeting PLEASE NOTE NEW DATE FV, RX7s, Pre 65s, Porsches, Touring Cars, TraZam Lights to be Televised TV1 Grandstand
1/2.11.97	2 Day National Race Meeting FV, SS2000, HQ, RX7s, Minis, Pre 65s. Muscle Cars Classic, Kiwi Sport, Clubmans A & B, Sports Cars
6.12.97	Clubmans Enduro Race Challenge FV 25k, Broadlands Saloons 50k, Centennial Saloons 100k Plus 3 x 8 laps for all
28.12.97	One Day Twilight National Championship TraZam Lights, NZ Mini 7 Championship, FV, Motor Bikes, HQs, V8 All Comers, RX7s, SS 2000 Racing from 2pm till about 8.30 pm.
22.02.98	One Day National B Race Single Seater, Sports Car, Saloons Round 1 of the Trophy
11/12.04.98	Easter 98 2 Day National Race Meeting FV, SS2000, HQ, RX7s, Minis, Pre 65s, Muscle Cars Classic, Kiwi Sport, Clubmans A & B, Sports Cars Sunday Night End of Season Bash
30.05.98	One Day National B Race Single Seater, Sports Car, Saloons Round 2 of the Trophy
25.07.98	One Day National B Race Single Seater, Sports Car, Saloons Round 3 of the Trophy
19.09.98	One Day National B Race Single Seater, Sports Car, Saloons Final Round of the Trophy

The Trophy is for the overall points winner of all 4 round
The 4 rounds is open to all classes of cars.

For more information
Please contact
Warren Tillson Ph / Fax 07 378 1672

STEWARDS TROPHY MOTORKHANA 21ST SEPTEMBER 1997 RUN BY THE HARBOUR CAPITAL CAR CLUB

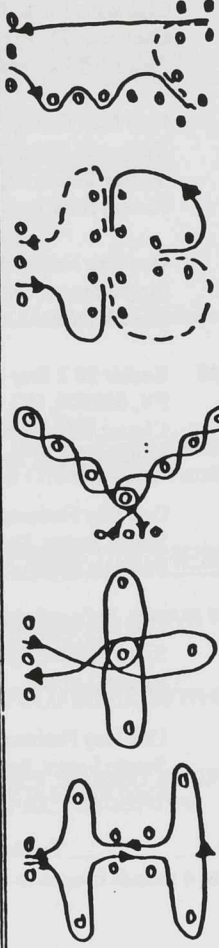
Engine over driving wheels: Class A
 Engine not over driving wheels: Class B
 5 sec penalty*



Drivers Name	Test 6	Total	OV/ V/	Place	Class place	Team	T/Place	unofficial extra test 7
Cy Guest	39.36	36.33	170.48	11	6	HCCC B	8	58.23
Bruce Dove	32.77	39.27	170.06	10	5	HVMC	4	50.76
Leon Cast	38.36	36.59	171.41	7	4	V HCCC	1	50.76
Geoff Brader	39.09	33.11	171.87	1	1	HCCC	1	50.76
Peter de Joux	DNF	35.33	163.76	6	3	ROTOR	6	50.76
Scott Mikoz	42.25	41.14	167.91	15	8	HCCC B	8	50.76
Graham Heath	43.80	41.42	162.63	19	9	WGTM	7	51.15
Tak Chun Chung	43.83	38.68	160.39	16	8	WGTM	7	52.62
Tak Yin Chung	38.92	38.81	167.84	9	4	ROTOR	6	55.89
Dean Bevan	34.52	36.08	157.84	2	2	HCCC E	5	48.49
Paul Morgan	35.46	45.00	172.07	14	7	HVMC	4	50.49
Webster Gough	36.29	33.62	163.22	4	2	HCCC D	3	50.49
Stephen Jopson	36.00	34.59	163.55	5	3	HCCC C	2	54.40
Ben Stockbridge	39.29	35.32	160.61	3	1	HCCC D	3	51.10
Neil Roots	37.87	36.70	166.70	8	5	MOWOG	9	55.59
Wayne Gair	62.42	39.88	DNF	DNF	DNF	MOWOG	9	55.59
Michael Duston	38.48	DNF	167.15	unofficial	7	HCCC E	5	59.75
Chris Duston	60.36	39.27	171.03	12	6	HCCC C	2	103.73
Graeme Penney	41.37	40.86	171.08	13	10	HCCC C	2	53.71
Baden Smith	46.80	48.90	185.48	18	late entry			52.91
Renai Rodgers	DNF	48.90						103.13
Joseph James								

STEWARDS TROPHY MOTORKHANA 21ST SEPTEMBER 1997 RUN BY THE HARBOUR CAPITAL CAR CLUB

Organiser Dave Wilce.
 Thanks to Graham Adlam, Brian Craig and Webster Gough.



Drivers Name	Club	Class	Test 1	Test 2	Test 3	Test 4	Test 5
Cy Guest	HCCC	B	35.34	24.85	35.22	33.19	32.85
Bruce Dove	HVMC	B	25.82	23.94	31.78	30.78	35.69
Leon Cast	HCCC	A	22.44	22.75	37.04	34.14	30.68
Geoff Brader	MG	B	24.60	22.85	30.72	28.49	30.62
Peter de Joux	HCCC	B	26.66	23.80	46.66	31.12	32.62
Scott Mikoz	ROTOR	B	26.22	23.70	39.23	49.66	39.77
Graham Heath	HCCC	B	28.30	27.67	44.48	46.61	35.26
Tak Chun Chung	WGTM	A	26.49	25.04	44.83	43.88	33.53
Tak Yin Chung	WGTM	A	31.26	31.41	48.96	34.46	33.57
Dean Bevan	HCCC	B	26.84	22.23	36.75	40.46	30.78
Paul Morgan	ROTOR	B	23.15	27.95	36.08	29.82	30.55
Webster Gough	HCCC	A	24.53	26.56	30.87	35.09	35.15
Stephen Jopson	HVMC	A	23.65	25.56	33.19	33.16	33.53
Ben Stockbridge	HCCC	A	25.13	23.23	35.46	32.42	31.93
Neil Roots	HCCC	A	24.62	23.78	39.57	31.48	30.13
Wayne Gair	HCCC	A	23.14	26.41	36.65	33.77	32.59
Michael Duston	MOWOG	A	24.53	23.78	DNF	DNF	DNF
Chris Duston	MOWOG	A & B	25.35	31.06	32.81	34.31	33.81
Graeme Penney	HCCC	B	24.79	22.85	35.85	37.60	32.74
Baden Smith	HCCC	A	27.30	22.37	35.29	32.06	36.07
Renai Rodgers	HCCC	A	31.75	31.02	47.58	38.07	33.49
Joseph James	B	B	DNF	DNF	38.33	33.40	33.54

15 SEPTEMBER 1997

DEAR CENTRAL REGION RALLY COMPETITOR,

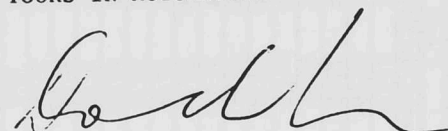
FOR SOME OF YOU THE SEASON END HAS COME AROUND AGAIN AND A CHANCE TO REBUILD CARS AND REFILL THE POCKETS FOR 1998.

FOR THOSE OF YOU WHO HAVE SUPPORTED BLACK RALLYSPORT DURING THE 1997 SEASON I THANKYOU, AND OF COURSE LOOK FORWARD TO SERVICING YOUR NEEDS FOR NEXT YEAR. I HOPE ALSO TO BE SHOWING MY FACE BEHIND THE WHEEL OF A NEW F2 CAR FOR 1998.

OUR RANGE OF PRODUCTS IS GROWING ALL THE TIME SO IF YOU ARE EVER LOOKING FOR SOMETHING OR CAN'T FIND "IT" GIVE US A TRY YOU COULD BE PLEASANTLY SURPRISED.

HOPE TO SEE YOU ALL AROUND THE TRAPS AND IF YOU HAVE SOME GOOD POSITIVE IDEAS COME ALONG TO THE CENTRAL REGION AGM SO WE CAN ALL BENEFIT FROM THEM.

YOURS IN MOTORSPORT



DAVID BLACK

P.S.

IF YOU WANT TO BE KEPT UP TO DATE WITH NEW PRODUCT THEN SEND US YOUR CONTACT DETAILS AND WE'LL ADD YOU TO THE LIST

NAME :
POSTAL ADDRESS:

PHONE :
CAR :

FAX:

SEND BACK ON FREE FAX (0800) 99 99 77

CENTRAL REGION RALLY SERIES - POINTS 1997

OVERALL DRIVER

		OSBORNE	BORUS	MANAWATU	BORUS	WAIKARE	BORUS	TARANAKI	BORUS	H.BAY	BORUS	TOTAL
GREEN	BRIAN	21	5	21	5	21	5	21	5	21	5	130
LOCKE	DON	21	5	19	4	19	5	21	5	18	3	120
ROBINSON	KARL	19	3	19	3	19	4	19	4	21	4	115
BRODIE	GRANT	16	3	18	3	19	4	21	4	19	4	111
DIXON	TONY	21	5	21	4	21	5	21	5	5		108
BOND	STEVE	19	5	5		21	5	19	4	21	5	104
WETZEL	SHANE	19	4	19	3	21	4	5		21	4	100
CLARKE	CHRIS	18	2	17	2	18	3	18	3	17	2	100
HINTZ	DAVE	16		18	3	17	2	17	3	19	3	98
DIGGLE	GORDON	18	4	21	4	5		19	4	18	4	97
MARTIN	ROSS	18	4	19	5	5				18	5	74
ORDISH	GREG	17	3	15	4	5		19	5	5		73
CHISHOLM	BRUCE	5		17	5	19	5			17	5	73
WILLCOX ***	ROB	15	1			15	1	18	4	16	2	72
MORTENSEN ***	MICHAEL			14	1	16	1	17	3	17	3	72
STEWART	KEITH	19	4	16	4	5				16	4	68
TULLOCH	PAUL	17	2	14		17	3	5		5		63
KINGSTON	STEWART	14	1	5		15	2			18	3	58
WELD	JASON	17	2	21	5	5				5		55
PARKER	WAYNE			18	5	18	4	5		5		55
TAYLOR	CRAIG	12		16	1	14	1	5		5		54
PURDEY	STEVE	16	3	5		17	3	5		5		54
RICHARDS	SUSAN	5		12		13	1	5		15	2	53
HOWATSON	ALISTAIR	5		5		16	3	5		17	2	53
BEAUCHAMP	MIKE	13	1	13		5				16	2	50
QUAYLE	GARRY	14		13	2	16	2					47
MCKINNON	IAN	14	1	15	1	5		5		5		46
COOPER	BOB	16	2	18	2	5						43
HOOPER	ALAN					17	2	18	3	5		43
SCOTT	BILL (JW)	18	3	17	2							40
HARVEY	KERRY	17	4	17	2							40
HUTCHINGS ***	SYMON	13		5		5		15	2			40
HANDLEY	QUENTIN			5		16		16	2			39
NEWTON	GEOFF	5		14	3	15	2					39
BOTT	GREG			15	1					19	3	38
GRIMMER	PETER	5		5		5		18	5			38
HOSIE	PETER	15	1					18	3			37
SOLLITT	MURRAY	5		5		18	3			5		36
HALLIGAN	CRAIG	21	5	5		5						36
GREGORY	JIM	5		13						15	1	34
GOODIN	IAN	5		5		18	4					32
SCOTT	LEWIS	5								19	5	29
KIBBLE	DEBORAH	15	2	5		5						27
WARRINGTON ***	DANIEL	5				12	1					18
THOMPSON	BRENT			16	1							17
EASTON	IAN	5		5						5		15
ROOTS	NEIL			5						5		10
KIBBLE	HARVEY	5										5
LYNCH	PAUL			5								5
LEICESTER	ROBBIE			5								5
BRADER	ROGER											0

1997 CLUB TEAM POINTS

	OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
MANAWATU	50		52		52		49		52		255
WELLINGTON	48		50		43		49		43		233
TAUPO	52		46		46		49		26		219
LEVIN	42		41		44		44		47		218
HAWKES BAY	40		40		42		30		42		194
HUTT VALLEY	42		27		46		26		49		190
TAIHAPE	38		45		24		20		45		172
WANGANUI	37		42		44		18		27		168
WAIRARAPA	20		34		22		44		25		145
TARANAKI	18		0		35		41		23		115
GISBORNE	5		0		13						18
HARBOUR CAPITAL	0		5		0				5		10
TAUMARUNUI	0		0		0						0
DANNEVIRKE	0		0		0						0
KAPITI	0		0		0						0

REGISTERED CO-DRIVERS

		OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
BROWN	DAVID	21	5	19	4	19	5	21	5	19	4	122
SKILTON	LEE	19	4	21	3	19	4	19	4	21	4	118
MCCAUGHEY	KELVIN	21	5	21	4	21	5	21	5			108
MCINTYRE	DONALD	19	5			21	5	19	4	21	5	104
JENKINSON	STUART			21	5	21	5	21	5	21	5	104
BAIN	STEPHEN	21	4	19	3	21	4			21	5	103
CROUCH	JOHN	19	4	21	4			21	4	19	4	101
SCOTT	STEPHEN	17	2			18	2	19	4	18	4	84
ROBINSON	DEAN	19	5	19	5					19	5	77
HARE	KERRY	18	4	15	4			19	5			75
CHISHOLM	JENNY	5		17	5	19	5			18	5	74
BICHAN	MALCOLM	21	5	18	4					17	4	72
MCNAUGHT	JANINE	17	3	15	2	18	3	5				68
BOS	JANUS	18	3	21	5							57
MOORHEAD	CREWE	5		5		17	3	5		19	3	57
JOYCE	DAVE	17	3	5		17	4	5				56
LOCKE	PETER			18	5	18	4	5				55
HAGGERTY	DEREK	14	2	16	2	16	3					53
THOMSON	JEFF	15	1	14	2	16	3					51
JANE	MICHAEL	16	2	18	2	5		5		5		51
COOPER	MARLENE	16	2	18	3	5						44
BAKER	PAUL	18	4	18	3							43
WRIGHT	MARK	5		14	1	15	3	5				43
SCOTT	BILL (WT)	18	3	17	3					17	3	41
RAY	GRAHAM	5		15	1							39
HOSIE	ROANNE	15	2					18	4			38
CONNOR	MICHAEL	5		5		5		18	5			38
GARTH	PETER	5		5		19	4					33
KIBBLE	JAMES	16	3	5								24
SWAIN	JUSTIN	15	1	5								21
ROWE	BRIAN			17	2							19
EASTON	CHERYL	5		5								10
KIBBLE	AMANDA	5										5
PATTEN	CHRIS	5										5
WILSON	DONNA			5								5

CENTRAL REGION RALLY SERIES - POINTS 1997

DRIVER (*** DENOTES "ROOKIE")

CLASS 0 - 1300CC

		OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
ROBINSON	KARL	19	3	19	3	19	4	19	4	21	4	115
DIXON	TONY	21	5	21	4	21	5	21	5	5		108
TULLOCH	PAUL	17	2	14		17	3	5		5		63
KINGSTON	STEWART	14	1	5		15	2			18	3	58
TAYLOR	CRAIG	12		16	1	14	1	5		5		54
RICHARDS	SUSAN	5		12		13	1	5		15	2	53
HOWATSON	ALISTAIR	5		5		16	3	5		17	2	53
BEAUCHAMP	MIKE	13	1	13		5				18	2	50
COOPER	BOB	18	2	18	2	5						43
SCOTT	BILL (JW)	18	3	17	2							40
BOTT	GREG			15	1					19	3	38
HOSIE	PETER	15	1					18	3	5		37
SOLLITT	MURRAY	5		5		12	1					36
WARRINGTON	DANIEL	5								5		18
ROOTS	NEIL			5								10

CLASS: 1301-1600cc

		OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
BRODIE	GRANT	16	3	18	3	19	4	21	4	19	4	111
WETZEL	SHANE	19	4	19	3	21	4	5		21	4	100
DIGGLE	GORDON	18	4	21	4	5		19	4	18	4	97
WILLCOX	ROB	15	1			15	1	18	4	16	2	72
MORTENSEN	MICHAEL			14	1	16	1	17	3	17	3	72
MCKINNON	IAN	14	1	15	1	5		5		5		46
HOOPER	ALAN					17	2	16	3	5		43
HARVEY	KERRY	17	4	17	2							40
HUTCHINGS	SYMON	13		5		5		15	2			40
HALLIGAN	CRAIG	21	5	5		5				15	1	36
GREGORY	JIM	5		13								34
GOODIN	IAN	5		5		18	4					32
THOMPSON	BRENT			16	1							17

CLASS: 1601 & OVER

		OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
LOCKE	DON	21	5	19	4	19	5	21	5	18	3	120
BOND	STEVE	19	5	5		21	5	19	4	21	5	104
CLARKE	CHRIS	18	2	17	2	18	3	18	3	17	2	100
HINTZ	DAVE	16		18	3	17	2	17	3	19	3	98
WELD	JASON	17	2	21	5	5				5		55
HANDLEY	QUENTIN			5		16		16	2			39
KIBBLE	HARVEY	5										5
BRADER	ROGER											0

CLASS : 4WD

		OSBORNE	BONUS	MANAWATU	BONUS	WANGANUI	BONUS	TARANAKI	BONUS	H.BAY	BONUS	TOTAL
GREEN	BRIAN	21	5	21	5	21	5	21	5	21	5	130
MARTIN	ROSS	18	4	19	5	5				18	5	74
ORDISH	GREG	17	3	15	4	5		19	5	5		73
CHISHOLM	BRUCE	5		17	5	19	5			17	5	73
STEWART	KEITH	19	4	18	4	5				16	4	68
PARKER	WAYNE			18	5	18	4	5		5		55
PURDEY	STEVE	18	3	5		17	3	5		5		54
QUAYLE	GARRY	14		13	2	18	2					47
NEWTON	GEOFF	5		14	3	15	2					39
GRIMMER	PETER	5		5		5		18	5			38
SCOTT	LEWIS	5								19	5	29
KIBBLE	DEBORAH	15	2	5		5				5		27
EASTON	IAN	5		5								15
LYNCH	PAUL			5								5
LEICESTER	ROBBIE			5								5

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Pentax ME Super

Pentax ME Super
Ideal for Motorsport Photography SLR camera, 50mm lens, Bag, Pocket Flash
\$395 Flash unit \$100 ono Will accept an offer on the lot.

Tyres, Tyres, Tyres and a Diff??

15 inch Yokohama GR17 Rally, as many as you like \$60 up
14 inch Falken 175/65 Rally, 2 new, 4 @5%used, \$600.00 the lot
14 inch Falken 165/65 Rally, various from \$50 each
14 inch Hoosier Tarmac Tyres, 4 used on event only
13 inch Bridgestones 43R 165/70 Rally, POA
Plus misc. others.

Also;

TRD rear diff complete, DX large drums, suit Starlet \$1200.00

Don't wait, they're going, going, going, gone.

Contact Tony 472-5762 WK or 587-0450 HM

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232-7161 (hm)

[illegible]

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 come ratio all shot penned and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570 HM 03 5441563 MOB 025 311685.

Reluctant Sale

Commodore 350 Chev Motor, 5 spd, 9" Diff, Koni Shocks. Many, many extras. Open to reasonable offers.

Call Martin Fothergill (04) 478 6202.

Overalls

1 pair of Large Flamecrusher or similar overalls.

Call Damian (04) 385 2201

MB Lancer Rally Car

1600cc fully worked Mitsi engine, Disc brakes, Bilstines, Turreted, LSD, 5 link rear, Pedal box, heaps and heaps of spares, any resonalble offers.

Call Raymond (04) 528-4788 W
(04) 526-8255 H

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned wince 1986, raced in classic and local car club events 1987 - 1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber

enlarged, baffled sump

Spare gearbox

Throttle kit

Momo steering wheel

Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Mazda 323 BFMR 4WD

Built for Mark Leonard of Timaru in 1990, then owned by Graeme Walker of Scotland and maintained by Ray Wilson. Vehicle has log book, roll cage homologation papers, and seatbelt authority card.

Engine; 231hp, high torque.

RX7 size injectors, adjustable fuel regulator modified.

ITG air filter, modified air intake.

Charge cooler with pump and radiator or std intercooler.

Standard block, performance rings fitted.

Head ports had some minor flow work, modified chamber shape to prevent preignition over 20lbs boost.

Turbo PZ12 with larger than standard intake, exhaust manifold flow modified, 1800cc wastegate flap, exhaust custom built from turbo face onwards.

Head recently off, 8 valves replaced, two lifters, turbo checked, see invoice *.

Gearbox; Gp A five speed, 4.5:1 differential and 1:1 top gear,

Clutch; Gp A centreforce centrifugal type.

Suspension; Celica specification Bilstein shocks, 550 lb springs on platforms.

MR2 performance front shocks in rear, 220 lb springs on platforms.

Brakes; Telstar front discs with std 1800cc calipers modified.

Rear standard.

Interior; Hills Kevlar racing seats

Seatbelt harnesses

Halda, and duplicate co driver wipers etc.

Gauges include exhaust temp, boost, oil pressure, g/box temp, intake temp, exhaust O2.

Misc; Spotlights on bonnet bracket, 2 Rally 2000 & 2 Cibie.

Recent engine work, suspension replaced, recently serviced and going as well as it ever has. This is a well sorted package with input from Rod Millen, Neil Allport, Ray Wilson and Mike Healy of Turbo vehicles. The specification of the car is designed within parameters which provide reliability, driveability, and torque suited for gravel conditions.

The value of the modification work done since purchasing the car totals \$9500, the spares have a nominal value of \$1600 and the wheels and tyres approx. \$2000.

Full inventory of spares available on request.

To purchase the car in basic form without spares, wheels and tyres \$10250 firm.

A price to include spares and or wheels and tyres is negotiable.

Contact Murray; 499-8400 / 382-9300 wk



BLACK RALLY SPORT

1995 NZ F2 Champions

Just back from Autosport International

FreeFax (0800) 99-99-77

Mobile +64 (025) 466 977

A Division of **BLACK ARROW LTD**

Stockists and Suppliers of:
F.I.A. Homologated Harnesses,
Racetech Seats, Racetech Gauges, Seat Brackets
Steel and Anodised Aluminium Bonnet Pins,
Light Pods, Map lights, Kill Switches, Mudflaps
Spring Clips, Oil Coolers, Terratip Terraphone,
Steering Wheels, Bell Helmets and
NZ Agent for Lifeline Extinguishers.



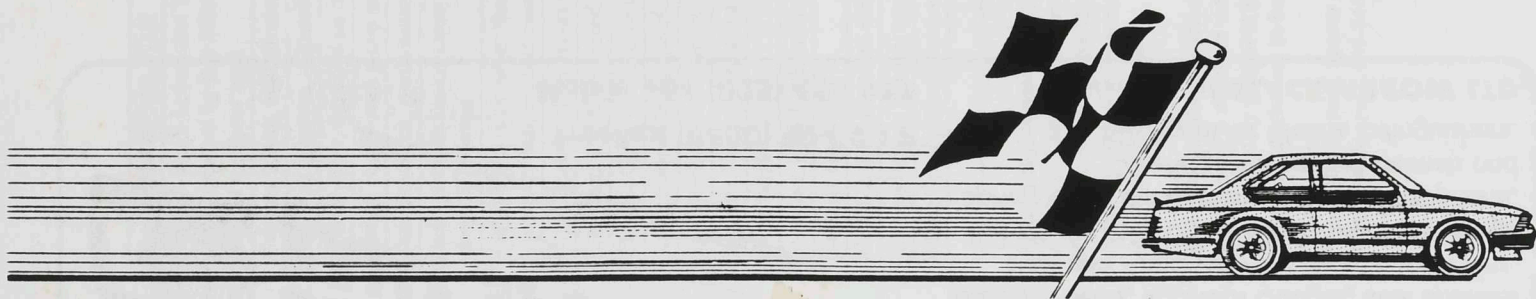
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

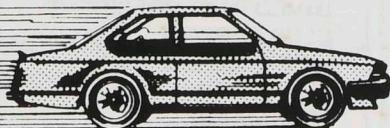


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

NOVEMBER 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**



P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



*All Insurance & Private
Work Undertaken*

**"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN**

**"We can spray all makes of cars to the
correct factory specifications"**

*For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE***



**CENTRAL CITY LOCATION
21 Vivian St**

WN 385 8549

WELLINGTON CAR CLUB (INC)

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

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

025 - 496 202

		HOME	WORK
PRESIDENT:	Catherine Dobbie	383-5211	025-431-317
IMMED PAST PRESIDENT:	Paul Taylor	478-0952	566-2566
CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
VICE CLUB CAPTAIN:	Amanda Kibble	385-6331	025-311-380
SECRETARY:	Vanessa Giles	235-7354	384-7968
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	Matthew Hey	386-4455	381-6275
	Scott Humphreys	388-6007	025-577-527
	Julian McMullan	383-5585	025-243-2324
	Tracey McMullan	383-5585	801-1087
	Tony Pepperell		498-3000
	Murray O'Neil	499-8400	382-9300
	Iain Parker	526-8418	025-465-611
	Chris Wood	526-8418	021-550-042
EVENT COORDINATORS			
*SPEED	Kevin Whiteman	527-0172	496-0053
*NON SPEED	Scott Humphreys	388-6007	025-577-527
*CLUBMANS	Julian McMullan	383-5585	025-243-2324
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell		498-3000
MAGAZINE:	Julian McMullan	383-5585	382-7636
	Tracey McMullan	383-5585	801-1087
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT	Murray O'Neil	499-8400	382-9300
SOCIAL & BAR:	Chris Wood	526-8418	021-550-042
SPONSORSHIP:	Murray O'Neil	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.

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 the "Motoring News" we do insist upon the courtesy of an acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Editorial

Just in case you've forgotten Shelly Bay Street Sprint is on this weekend (15th of November). Kevin Whiteman, Amanda Kibble and Chris Wood, not to mention a few others have done a fantastic job with the organisation of this event. But they still need bodies for crowd control and safety marshals.

Give Kevin or Chris a call (their numbers are on the first page) or turn up at the Scorching Bay end at 8am to be part of an awesome day.

Good luck to all that compete and I hope it goes well. I won't be there for the first time, I'll be in Christchurch but have fun and we'll see you at Clubnight (18 November).

P.S No captains log or presidents report, Catherine's in Hong Kong and Kevin's mucho busy.

THE RULES

- 1) The Female always makes the rules.
- 2) The rules are subject to change at any time without prior notification.
- 3) No Male can possibly know all the rules.
- 4) If the Female suspects the Male knows all the rules, she must immediately change some or all of the rules.
- 5) The Female is NEVER wrong.
- 6) If the Female is wrong, it is because of a flagrant misunderstanding which was a direct result of something the Male did or said wrong.
- 7) If rule 6 applies, the Male must apologize immediately for causing the misunderstanding.
- 8) The Female can change her mind at any given point in time.
- 9) The Male must NEVER change his mind without express written consent from the Female.
- 10) The Female has every right to be angry or upset at any time.
- 11) The Male must remain calm at ALL times, unless the Female wants him to be angry or upset.
- 12) The Female must under NO circumstances let the Male know whether or not she wants him to be angry or upset.
- 13) Any attempt to document these rules could result in bodily harm. (R.I.P. Editor)

Welcome!

The Wellington Car Club would like to welcome the following new members:

Fraser Heenan

Fraser drives a Mirage Turbo 4WD. He is interested in all events and has experience in Speedway/Drag Racing.

Conrad Smith

Conrad is interested in all types of events.

Tak Yin Chung

Tak drives a Nissan Skyline GTS25. He is interested in Speed Events, Rallies, Gymkhanas and Autocross.

Timothy Clarke

Timothy is interested in Speed Events, Gymkhanas, Autocross and Trials. He is a qualified flag marshal.

Vanessa Brougham

Vanessa is a qualified flag marshal and she is interested in Speed Events, Gymkhanas, Autocross and Trials.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions.

If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

\$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.



WELLINGTON CAR CLUB

PRESENTS THE

BERBEN MOTORS TROPHY SERIES



SHELLY BAY SEALED SPRINT

- Starts 9am Saturday 15th November 1997
- Practice then three timed runs
- Fourth run for sponsors & helpers rides
- Radio buildup on 91ZM for the week prior to the event
- New VT Commodore support vehicles, care of Williams & Adams HSV
- Spectator access will be via Scorching bay where the start and pit area is located. Limited access will also be available from Shelly Bay to the finish (Vehicles must be left on the city side of the old air force base).
- Entry is free.

For more information contact:

Kevin Whiteman 04 496 0053 wk

04 527 0172 hm

Amanda Kibble 04 382 7800 wk

Thanks to our sponsor:

BERBEN MOTORS LIMITED

Q U A L I T Y V E H I C L E S E R V I C I N G

International Dynamometers NZ Ltd



IDEAL Electrical



VERY SPECIAL CARS
WILLIAMS & ADAMS LTD

Mobil 1

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

November

MOTORSPORT PERSON OF THE YEAR.

Nominations are now open. Each club has been sent a nomination form. If you know of a deserving member, contact your committee now. Nominations close at the end of November

HISTORY OF THE MOTORSPORT PERSON OF THE YEAR

In July 1986, John McLellan, President of Hutt Valley Motoring Club, suggested that WMSA should institute an award for an outstanding personality in motorsport from the region, as other sports do. Mobil was approached by the chairman of WMSA, Mr Albert Storer, and they agreed to donate a trophy.

This is an award to recognise contribution to Wellington area motorsport through national or local competition.

A panel of three should be invited to make the decision representing the media, the industry and motorsport. It is suggested that the panel give points out of ten in four areas; achievement, dedication, reliability, and club participation. No undue emphasis should be given to national competition.

Clubs may nominate persons not members of their own club.

WMSA PRIZE GIVING.

For the third year in a row, Wellington Car Club, Harbour Capital Car Club and Hutt Valley Motoring Club will join with WMSA to hold their clubs prizegiving. The date is yet to be confirmed, but keep Fri 20th, 27th and Sat 28th free and watch for further updates next month.

Organisation is now under way to find a suitable venue and the search is on for a good guest speaker.

If you have any ideas for an interesting guest speaker, please, please give me a ring (04) 2339757.

EVENT UPDATE

WAIKONGOMAI ROAD.

Graham Anderson (HVMC) drove his Lancer Evo III to victory at the first Wairongomai Rd Bent (Gravel) Sprint. Run by Levin Car Club this new venue drew 33 entries on an overcast, sometimes drizzly day.

The fastest time of the day was posted by Ian Easton (LCC), on his practice run (which is unofficial) almost 4 seconds faster than the winning time. Unfortunately Ian couldn't repeat the time, spinning his Evo III and hitting a fencepost, the damage causing mechanical problems that forced an early withdrawal. His fastest official time (1:44.02) enough to get him 4th place and 2nd in class.

With a winning time of 1:40.59, Graham Anderson was over 2 seconds clear of Ted Clays (WCC) 1:42.92. 3rd place went to Harvey Kibble (WCC) in his RX7 with a time of 1:43.90. The top three competitors gained a 1st in class with Greg Bolt (LCC) winning the 0-1300cc class in his DX Corolla, with a 7th placed 1:48.24.

The length of the road meant that the course took you to the end, round a cone and back to the start/finish. To keep things flowing, the organisers adopted a flying start system that allowed room after the flying finish to slow down and allowing the next car to start immediately after the previous car past. This system worked well on the day.

A surprising number of spectators turned out to see a good days racing which included a few spins. The spin that hurt most, ended with Ian Scarlet (HVMC) hitting a fence post and a bank, badly damaging his Datsun 1600. Disaster struck Baden Smith (HCCC) on his first timed run, when he blew his diff on the return, coasting his 1300 323 the last few hundred meters to post a time good enough to take out 22nd place. The worst luck of the day however, went to Glenys Walker (HVMC) blowing the turbo on her VR4 during the practice run!

LEVIN STREETSPRINT.

Sponsored by "RANGI'S AUTOS", this years Streetsprint drew 34 competitors.

Again the fastest time of the day (114.67) was posted by Ian Easton (LCC) on his (unofficial) practice run, but this time he kept form, bringing his Evo III to victory in a time of 115.56, just pipping Don McLean (WCC) who brought his 260Z home in 115.89.

Again 3 classes were present in the top 3 places, with Aaron Duncan (WCC) claiming 3rd in his 1500cc Datsun 1200. Alistair MacLennans (WCC) only time of the day was enough to secure 4th, 2nd in class. 1st in class C, Steve Jopson (HVMC) 9th O/A and 1st class A, Frank Hamlin, (LCC) 13th O/A. The event sponsor, Peter Rangi (LCC) drove his A.C Cobra to 19th, 3rd in class.

WMSA Series Co-Ordinators

DUNCAN MCKENZIE MEMORIAL TROPHY SEALED SPRINT SERIES:
Peter Parker, 78 Leinster Ave, Raumati South Ph:(04)2970569 hm

KIM NAYLOR AUTOCROSS SERIES:
Dave Davies, 9 Liverpool St, Trentham. Ph: 5282398 hm 3879931 wk

WALL TROPHY TRIAL SERIES & HONDA CHALLENGE NIGHT TRIAL SERIES:
Darryl Monk. 9 Lynfield Lane, Newlands. Ph 4770854 hm 8011506 wk

STEWARDS TROPHY MOTORKHANA SERIES:
Neil Roots. 44 Kiriwai Rd Paremata. Ph 2338714 hm 025 927736 wk

GRAVEL SPRINT & RALLY SPRINT SERIES:
Ted Clay. 61A Normandale Rd, Lower Hutt. Ph 5864538 hm 5693444 wk

INTERMARQUE CIRCUIT SPRINT SERIES:
Alan Hydman. 949A High St, Lower Hutt. Ph 5672772 hm 4982100 wk

WMSA PUBLICITY OFFICER:
David Wilce. 5 Mana View Rd, Paremata Ph 3843484 wk 2339757 hm
WMSA PO BOX 38-874, WELLINGTON MAIL CENTRE.



**CENTRAL REGION
RALLY SERIES
ROUND 5 (Final)**

**The CORNWALL/HOT 93
RALLY OF HAWKES BAY
Saturday 13 September 1997**

One of the closest fought Central Region Rally Series concluded with the Hawkes Bay Car Clubs Rally. The five round series began in Gisborne in April, followed by Manawatu, Wanganui, Taranaki and finally Hawkes Bay.

51 drivers and 35 co-drivers registered for the series.

Competition in the four classes was closely fought throughout with only the 4WD class having an outright winner before the final round.

Overall winner for the 1997 season was Brian Green from Palmerston North driving a Mitsi Lancer, an EVO3 on some rallies, an EVO4 on others.

Greens overall lead going into the final round was only one point from Wellington Starlet driver Tony Dixon, but he had an unbeatable lead in the 4WD Class.

Greens years of rallying experience paid off when the pressure was on, on the crucial final round with rival Dixon rolling out early in the rally. Collecting maximum bonus points Green finished the series on 130 points and his win will entitle him to free entry into all 1998 Central Region Rallies.

Runner up for the series was last years winner Taupo's Don Locke who finished 10 points behind Green. Locke also had a good season in his Rotary powered Escort, winning Class C for vehicles 1601cc and over.

Third overall was young Karl Robinson from Levin in his Nissan Sunny. With the points structure for the Series giving an equal chance to the smaller cars Robinson was quietly waiting in the wings for either Green, Dixon or Locke to make an error and he would have taken the honours. Robinson took a well deserved class win in the 0-1300cc and will certainly be one driver to watch carefully in the coming season.

Another unique part of the CR Series is the recognition of a 'Rookie' Driver, entering their first season of rallying. 1997 saw both Robin Willcox from Taranaki driving a Toyota Levin and Michael Mortensen from Wairarapa also in a Levin finish the season on equal points with a countback on highest placings being required to reach a winner. Willcox was awarded "rookie of the year" which also saw him finish 14th overall for drivers points.

Willcox along with all Class winners will receive a 50% subsidised entry into the 1998 Central Region Rallies.

Three of the four classes were well represented and there was some fierce competition amongst the drivers.

The Hawkes Bay Rally which was also the penultimate round of the National Championship Series and final round of the Central Region Series started at midnight in Hastings and finished back there 13 hours later. 10 Special Stages covering 217km of public roads, forests and a limestone track attracted 87 starters, with 61 cars making the finish ramp. Considerable carnage and disappointment for some but an elated Reece Jones/Leo Bult were the overall winners from Ross Meekings/Greg Adamson and in 3rd place Stumpy Holmes/Darryl Judd. Highest placed Central Region competitors being Brian Green/Stu Jenkinson who finished 5th overall.

Class A: 0-1300cc - 15 entries:

Going into the final round Wellington's Tony Dixon/Kelvin McCaughey (Starlet) were the favourites to win having taken maximum points in all previous rounds, but fate played its usual part with Dixon rolling on SS2. Losing around seven minutes they made it to the end of the stage but the Starlet expired and Dixons hopes of an overall series and class win were over and they had to be content with second in class.

Aware of Dixons demise Levin's Karl Robinson/Lee Skilton (Nissan Sunny) knew that a class win and top overall place was within their grasp, but, they too had to finish. The Nissan Sunny never missed a beat and the young crew were justly rewarded with a class win and third overall for the series. Paul Tulloch(Datsun), Stewart Kingston(Mini), Craig Taylor(Charade) had their ups and downs all season and will look for a better run next year. Susan Richards-Starlet successfully completed three rallies and finished 6th in class.

Class B 1301-1600cc - 13 entries

Probably the most closest class rallying was in this class with Grant Brodie/Wayne Calnan (Corolla), Shane Wetzel/Steve Bain (Toyota) and Gordon Diggle/John Crouch(Mirage) vying for top honours. Brodie had a 13 point lead over Wetzel and Diggle who were equal on 75 points after the Taranaki Rally. Brodie started well gaining a twelve second lead over Wetzel on the first 2 stages, but after a further 50km of specials, at the end of SS4 Wetzel had a lead of 37 seconds over Brodie, with Diggle another one second behind. SS.5 it was Diggles turn to take 11 seconds out of Wetzel. The 47.7km Cricklewood SS6 belonged to Brodie, followed by Diggle & Wetzel.

The final three stages were crucial to all three drivers and Brodie had a slim 11 seconds over Diggle and 17 seconds over Wetzel, but Diggle had a problem with a cracked brake caliper and he spun in SS9. Brodie dropped time on SS8 and SS9 and then on the final stage around his own club's track Brodie trailed his two rivals. In all an exciting final round which saw Shane Wetzel take a class win, but not enough points to take the top honours from Brodie in the Series. Brodie finished 2nd and Diggle 3rd, in class on the day. Wetzel moved to runner up for the 1301-1600 class on 110 points with Diggle a further 3 behind.

The two 'rookie drivers' Willcox and Mortenson finished their season on equal points a very credible fourth equal in class in their first season of rallying. On the day it was Mortensen who had the least problems. Willcox lost time on SS3 and SS5, collected a minute of penalty time and on the final stage was down 10 seconds on Mortenson.

Class C 1601cc - 2wheel Drive - 8 entries

Last year's series winner Don Locke/David Brown (Rotary Escort) retained his lead in this class again in 1997 successfully completing all five rounds and saw him finish runner up to Brian Green. After SS1 it was obvious there was going to be a battle between Locke, Steve Bond/Donald McIntyre (V8 Hunter), Dave Hintz/Nigel Crook (Escort) and Jason Weld/Bob Buss (Datsun). Chris Clarke/Robbo Robertson (SumoKAB) were out of contention after SS1 with a lack of oil pressure. After four special stages Bond had a 1 min 23 sec lead over Weld, with Locke a further 3 min 45 secs behind. With Welds withdrawal on SS5 Locke was left with Bond and Hintz to contend with. In SS7 he lost over 3 minutes putting Hintz back into second in class by half a minute.

The final three stages Locke pulled out all stops and on the final stage recorded a 15th fastest from the remaining 61 competitors. Hintz slowed with problems on

the final 2 stages but couldn't quite amass enough points to take 3rd in class for the series. Clarke had a day he would like to forget especially the final stage where assistance was required to get the KAB back onto the track. The Sumo team achieved their aim of finishing every round and were justly rewarded with 3rd in class just 4 points behind Bond and 2 ahead of Hintz. Steve Bond who took class honours on the day and finished 11th= overall, 2nd in Class B for the series with only one dnf on his hometown Manawatu rally.

Class D - 4WD - 15 entries

Dominated by the master of rallying Brian Green. Five class wins, only the odd minor panel damage and reliable cars saw him take class honours by 56 points over Ross Martin and the title of Overall Winner for the Central region Rally Series for 1997.

With co-driver Stuart Jenkinson alongside for every round Green had a superb season and also some top class finishes in National Championship Rounds as well, a 5th overall for Hawkes Bay. With Jenkinson not registering for the series until after the Gisborne rally he missed out being the winning co-driver.

Going into the final round Greg Ordish was holding 2nd place on 68 points and both Ross Martin and Bruce Chisholm on 51. With Ordish not making it out of SS1, this left Martin and Chisholm to do battle with Lewis Scott and the leader Green.

Lewis Scott/Jane Black-Mitsi EVO3 got off to a flying start on the first two stages, a full 10 seconds quicker than Green who said he was taking it carefully in the dark. On stage four Green was within two seconds of Scott. Stage five the Old Mohaka Rd which caught many, Green took 23 seconds off Scott's time and almost a minute on Martin and Chisholm. The long Cricklewood stage belonged to Scott by four seconds, and the final stage Green & Scott recorded equal times of 0.55 seconds.

Martin had the edge over Chisholm on the day and for CR class points finished just one point (74) ahead of Chisholm and Ordish who equalled on 73. A countback was necessary with Chisholm being awarded 3rd in class.

Co-Drivers

The final outcome for top co-driver was also hanging in the balance until the final round with David Brown who navigated for Don Locke for the series being named the winner on 122 points from Lee Skilton (118), who kept Karl Robinson on the road for the series, and Kelvin McCaughey, Tony Dixons co-driver taking out 3rd overall.

Club points

The Manawatu Car Club again took Club Team points, with Wellington runners up, with Taupo third by one point from Levin.

Thank you

A big thank you must go to David Black from Black Rally Sport for his contribution to the Series with mailing results etc to competitors and clubs. We look forward to his continued sponsorship for 1998.

Also a thank you to Mike Beauchamp editor of MotorSport Central who has supported the series by publishing this publicity, and the Car Clubs who have also reproduced it in their magazines.

MARGARET THOMPSON
CENTRAL REGION RALLY SERIES PUBLICITY OFFICER



VIESTA BATTERY GRASS MOTORKHANA

Sunday 16th November
10am

QEII Park (northern).

Turn left at McKays Crossing, And it's on
your right, just past the Tram Museum.

Entry \$10.00

No competition licence required.

Road tyres only.

Venue: Grass paddock

The third round of the Stewards' Trophy Motorkhana Series.

Organised by Harbour Capital Car Club

Contact Dave 2339757 (h). 3843484 (m)

Cancellations Newstalk ZB

ARTICLE FROM BRITISH RALLY MAGAZINE

All the Group A capacity classes in this year's Mobil 1/RAC British Rally Championship were won by drivers using Yokohama competition tyres.

Florian Schmidt and co-driver Andreas Schwalie made the regular channel crossing from Germany to contest class A5 in the championship. Their long treks were rewarded with four class wins on their way to becoming Class A5 champions.

Florian Equipped his Suzuki Swift with Yokohama tyres supplied by their Telford-based competitions department.

(Florian Schmidt is a past Wellington Car Club Member)

SHELLY BAY

DON'T FORGET

SATURDAY 15 NOVEMBER

HELPERS NEEDED
PLEASE CONTACT
KEVIN WHITEMAN

527-0172 H
496-0053 W

OR TURN UP ON THE DAY

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS &
SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



BLACK RALLY SPORT

Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Racetech' Seats ■ 'Racetech' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77 Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

- Saturday 15 November** **Shelly Bay Sealed Sprint** - 2.6 km. This event requires a lot of marshals, so if you are free that day please offer a hand. For further information please contact Kevin Whiteman on 04-4960053 W or 04-527-0172 H.(see add latter in mag)
- Sunday 16 November** **Motorkana** - This event is run by Harbour Capital Car Club. For further information contact David Wilce 04-384-3484 W or 04-233-9757 H. (see add later in mag)
- Monday 17 November** **WMSA Meeting** - This will be held at HVMC Clubrooms.
- Tuesday 18 November** **CLUB NIGHT** - To find out what is happening you will have to come along and see.
- Sunday 23 November** **Ahairuhe Road Sealed Sprint** - For further information contact Wairarapa Car Club.
- Sunday 30 November** **Port Road Street Sprint** - 2.1km. Entries close 21st November. For regs contact Dean from Hutt Valley Motor Club
- Tuesday 2 December** **Night Trial**
- Saturday 6 December** **Dorsets Road Gravel Hillclimb** - For further information contact Wairarapa Car Club.
- Sunday 14 December** **Motorkhana** - I will keep you posted when I have more information.

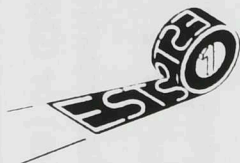
**For any enquires or further information contact
Julian McMullan on 383-5585(hm) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

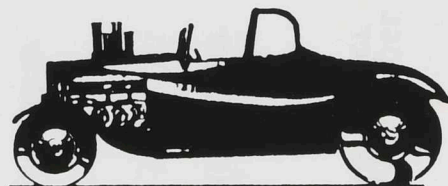
ADVERTISE IN THIS SPACE...

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt.** **(04) 527-8647**

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*

1968

FIRESTONE QUIT

It was announced on a world wide basis 3 weeks ago that the Firestone Tyre and Rubber Coy Ltd were to pull out of Motor Racing following this years Mexican Grand Prix. And that following that event all contracts with Formula 1 and Sports Car teams which were still in effect, would be withdrawn.

This news broke just 3 weeks ago, just before the Firestone test week at Indianapolis was due to begin. It is believed that the only contract to remain effective will be the 4 year contract with Mario Andretti, though this is in no way certain.

The announcement means that the major Formula 1 Teams in the U.K. and Europe contracted to the American company, will now have to open or attempt to open negotiations with either Dunlop or Good-Year. Both these tyre manufacturers have stated that they have no intention of increasing their spending during 1969. Thus, Lotus, Ferrari, Honda, Cooper, RRC Walker and J.W. Automotive Engineering will have new sponsors from somewhere.

It was disclosed that Firestone were paying Lotus and Ferrari large sums of money well in excess of \$US100,000. with lesser amounts going to Honda, Cooper and the others. It is also interesting to note that at

the time the announcement was made Firestone and The Cooper Car Co were negotiating a new \$US 100,000; contract. And the withdrawal will have come as a very hard blow, especially at the present time, as Coopers are due to take delivery of the first of the new Alfa-Romeo F1 engines during November. And whilst at the time of writing, Coopers have not got a new sponsor, the Team will continue in Racing.

To overcome the problem created by Firestones action, either Dunlop or Goodyear, or more likely both, will have to come to the aid of a few of the now stranded teams. On the assumption that the remaining Big Two keep to their word regarding not increasing their expenditure, it means that the same amount of money will have to be spread among additional teams, or that more tyre manufacturers will need to come into the sport.

Michelin have been dabbling in M.R for a couple of years, having made tyres for Matra and the new Alpine F1 car. And Pirelli of Italy have shown some interest in the sport, and are now receiving encouragement from Ferrari.

1968

BENSON AND HEDGES 500

Many people believe Le Mans to be the only circuit in the world offering entertainment on and off the track but spectators at the Benson and Hedges 500 at Pukekohe can certainly claim to receive maximum value for money.

As expected, the event for Group Five tiddlers was dominated by Roy Harrington's Hillman Imp. With Roger Anderson operating in a different class at the moment none of the Minis carried enough steam to topple Harrington and had to rely on the Imp's unfortunate, but all too frequent, mid-race exit to win. Former Group Two hero Parry Phillips' Austin Mini eventually won with Clyde Collin's PDL Cooper second and Graeme Watson third.

Interest in the big Group Five event centred on the mysterious John Turtle and his Camaro entered by the Black Lfg Co. The driver of course turned out to be Spencer Black as all power-boat fans were quick to deduce. Starting from an unfavourable grid position the yellow brute thundered through the field like a dose of salts. Meanwhile, in his customary position, the P of P & R kept a watchful eye on his mirror for a certain thing made by people who supposedly don't wish to know about motor racing. Sad to report Black lost the Camaro, smoking brakes and all, in the biggest possible way in the esses and deposited it in the track-side slush. End of scene. Rod Coppins, minus a little of his or his car's usual verve, trailed Fahey at a respectable distance with Dave Simpson's twin-cam Escort close behind. Simpson's car sported wheel arches to end all wheel arches. Fahey undoubtedly has plenty in reserve and sped on to another easy win.

At 1pm the pick of New Zealand's own assembled on the grid for the start of the longest motor race ever held in N.Z. As expected the 3.3 litre Victors surged ahead on acceleration although it became obvious that the Zephyrs' higher terminal speed on the back straight would ensure a close race. The honour of the first pit-caller went to Bruce McLean who popped in for a while to replace his radiator after trying to do a Jack Nazer at Railway Corner.

Even with those intrepid helmenen, Riley and Dawson, at the wheel the performance of the solitary Holden can hardly be calculated to boost no-remittance sales amongst the jet-set. Roll on the local V8s! A major upset occurred in the 1600-2500cc class when the Hillman Hunter downed the three Triumph 2000s.

Without a doubt the star performers of the day were the Datsun 1600s. Piloted by some of the best driver combinations of the day - Innes/Marwood and Watson/Anderson - they circulated like clockwork for the entire 500 miles, holding the big stuff on the straights and carving them up on the curly bits. Honourable Nippon received the best boost it's cars have ever had here.

Brake problems troubled the faster cars at some time or other but the expected repetition of last year's dreaded Vauxhall disease did not materialise - the lighter Victors being easier on brakes than last year's heavier Crestas.

1968

The Baker Brother's Escort fell over at Railway corner and lost a windscreen early in the race and had a new one fitted in just a few minutes. The rapidly slowing Victor of Brent Hawes and Leo Leonard brought home the bacon just after 9pm with the Sprague family Zephyr steadily overhauling them.

Of the original entrants there were only two non-starters and this let in two reserves, one of which, the fast Taupo-entered Victor of Marshall and Dawson had a very nasty moment with the fencing near the Elbow. A different type of guard rail is needed here before something really unpleasant happens.

In the race's final stages many officials found it necessary to race back and forward across the track near the pits and there were a few close shaves - one of the Simcas had to brake sharply to avoid metal to flesh contact.

There were many interesting performances off the track as well as on it and for those who tired of motor racing there were many interesting games to play - 'Knock the policeman's helmet off with a beer can', 'See how many tiny pieces can be made from one beer bottle', 'Play Vietcong and build broken bottle booby traps', and loads of exciting co-educational games for two or more.

The Benson and Hedges 500 is certainly not an event to be missed.

G.J.L.

LEVIN MOTOR RACING CLUB KAHINAU RD HILLCLIMB 28-7-68

Ten little motor cars sitting in a line,
A Cooper-Norton broke it's clutch
And then there were nine.

Nine little racers, surely tempting fate,
An A40 mixed it's oil and water
And then there were eight.

Eight little tin-tops, with engines all a-revvin',
A Mini cracked a vital part
And then there were seven.

Seven little speedsters, out to show the hicks,
A Cooper S collected the bank
And then there were six.

Six little leadfoots, on a Sunday drive,
One revolved and hurt it's donk
And then there were five.

Five little pilots, each departing with a roar,
A Cooper drove into the swamp
And then there were four.

Four little survivors, just once more were mustered,
Then packed it in and all went home
Before they themselves were busted.

G.J.L.

1968

THAT WHICH IS PAST

PART 7, --1951-52.

First undertaking of the new Wellington Car Club was the acquisition of land at Pautahanui. Every week-end members worked on the land in preparation for the building of New-Zealand's first genuine racing circuit, but eventually lack of time and money brought the venture to a halt.

With Raekakariki no longer available, the Club was forced to find a substitute, and came to light with a much shorter venue, on the Plimmerton-Pautahanui road. For a while this half mile course was the Club's main climb, and later it supplemented the big annual event at Houghton Bay.

The first event was held in shocking weather on October 1951. PTD went to Bob Gibbons in his black XK120 Jaguar, in 34.1sec. Hugo Hollis in the blown "TD" M.G. was not within a second of this time, but took second-PTD after a stirring tussle with Don Edhouse in the E.J. Special. Their best times were 35.55 and 35.60 secs' respectively. Newcomer Bruce Cook took 4th place with his K2-Allard tourer; he is another member still competing in Club events today. Class winners were ; Gibbons, Olly Cottrell (Ansaldo Spl), Hollis and Miles Hurst-house (M.G.-P.A.).

On January 26, 1952, a standing and flying quarter-mile sprint was held, again in the Sth Wairarapa. A rear-engined Cooper "1000" was the star attraction, this being the Vincent powered car Dunlop man Arnold Stafford had brought out from England, it reached the end of the 440yds in a time of 16.6.seconds, the best run of the day. Bruce Cook's Allard clocked 18.3, and Hollis' M.G. 18.4 Bob Gibbons in the XK120 could not better 19.35 sec's but he won the flying quarter, averaging 105.51PH on one run. Hollis 96.6 and Cook 92, were next best with Don Edhouse in the E.J. Spl averaging 851PH to take fourth PTD.

A second Plimmerton Hillclimb was held on February 16, and was graced with the entry of two genuine factory built single seaters

1968

Crowd-drawer of the two was the 1.1litre supercharged Maserati 4C of Australian veteran Tom Sulman, filling in time before the racing season. But he was forced to give best to "Independent Motors" new 1100cc Jap-propelled Cooper.

This car was the first of its type to appear in a Wellington District hillclimb, but was soon to be followed by many more. Driver on this occasion was Bob Gibbons. He set a new record of 30.1secs' and beat Sulman by 2.2secs'.

Bruce Cook was a fine third, knocking over a second off Gibbons' class record and comfortably beating Hollis and Edhouse, both of whom had been faster than the Allard in the October event. Class winners were Cook, Jock MacIntosh (Vanguard), Sulman, Gibbons and Jack Kennedy (Austin 7 Spl) and due to the drier surface, all set new times for their respective targets.

Among the entries were two more names which have become familiar to motorsport followers in more recent years. One was Tom Doyle, who brought his Nash down from Taranaki for the event, and the other was the Masterton doctor, Graham Cowie, who drove a Jowett Javelin to good effect. Doyle was to be Gold Star trials champion a few years later; Cowie still competes regularly with a Mini-Cooper. (recently sold)-Ed.

On March 8th the Club had the honour of running the fifty mile New-Zealand Championship beach race at Waikanae. There was tremendous interest in the race, but a lot of it went when Tom Sulman had to scratch the Maserati with blower trouble. George Smith, THE figure in New-Zealand motor racing at the time, was End-to-End winner in his GeeCeeEss, a Ford V8 powered car with transverse leaf springs front and rear. Despite many theoretical disadvantages, there were few cars in the country that could catch it, and Smith added the Beach Championship to his other national titles: those in road racing, hillclimb and sprint categories.

John McMillans rear-engined (3.8-litre V8) McMillan Spl was a fairly close second until he broke an axle after 24 of the 40 laps, leaving Ron Roycroft's G.P. Bugatti to take a distant second. Pordy Farland was several laps back in third place after the early retirements of Ewen Faulkner and Aucklanders Fred Zambucka (Desoto Spl) and

1968

Ron Sutherland (Willys Spl).

There were also two handicap races. In the first, a five-miler for sports-cars and saloons, Auckland's Ralph Watson took the win in his front-wheel-drive B.S.A. Spl. Later of course, he was to gain international fame as designer-builder of the immortal Lycoming Special. Second place went to a Ford V8 coupe driven by Barrie Jonathon, another man to gain fame later on. He's the same guy who cleans up all the big Kart races these days.

Watson won the 10-mile Allcomers Handicap, Gilly Cottrell in his Ansald-engineered Cotti Spl was second with Smith Third.

SHELLY BAY

DON'T FORGET

SATURDAY 15 NOVEMBER

HELPERS NEEDED
PLEASE CONTACT
KEVIN WHITEMAN

527-0172 H

496-0053 W

OR TURN UP ON THE DAY

WMSA PRIZE GIVING

LATE FEBRUARY 1998

TICKETS AVAILABLE SOON

DON'T FORGET

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Tyres, Tyres, Tyres and a Diff??

15 inch Yokohama GR17 Rally, as many as you like \$60 up
14 inch Falken 175/65 Rally, 2 new, 4 @5%used, \$600.00 the lot
14 inch Falken 165/65 Rally, various from \$50 each
14 inch Hoosier Tarmac Tyres, 4 used on event only
13 inch Bridgestones 43R 165/70 Rally, POA
Plus misc. others.

Also;

TRD rear diff complete, DX large drums, suit Starlet \$1200.00

Don't wait, they're going, going, going, gone.
Contact Tony 472-5762 WK or 587-0450 HM

Sparko Overalls

Shiny white Triple Layer Medium size. \$400

Phone Jim Robb: (04) 232-7161 (hm)

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Genuine 1972 FIAT 125T - Registration GJ5000

One of only 83 cars built by Torino Motors in 1972/73 and believed to be one of only 30 still in existence. Still competitive in current performance terms - approximately 130 BHP (out of 1608cc!) and 0 - 100kph in around 8 seconds.

Owned since 1986, raced in classic and local car club events 1987 - 1990, used as road car since then. Winner 1988 Wellington/Manawatu Inter-marque Individual Championship (maximum points) and top performer in 1989 Ardmore Re-union meeting (has always been on of the quickest non-modified 125Ts in the Wellington/Manawatu region).

New Autosport seats fitted 1993, car de-rusted and repainted at that time. (Has minor surface rust appearing again now), interior in excellent condition. No apparent mechanical issues and runs well. Never rebodied.

Specification

SPAX adjustable shock absorber
enlarged, baffled sump
Spare gearbox
Throttle kit
Momo steering wheel
Yokohama A008's, full racing harness (plus normal seat belts), fire extinguisher, log book. Roll cage available.

Offers to Chris Castle at 388 1821 (home) or 802 1254 (business). No tyre kickers please.

Overalls

1 pair of Large Flamecrusher or similar overalls.

Call Damian (04) 385 2201

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 come ratio all shot penned and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570
HM 03 5441563
MOB 025 311685

MB Lancer Rally Car

1600cc fully worked Mitsi engine, Disc brakes, Bilstines, Turreted, LSD, 5 link rear, Pedal box, heaps and heaps of spares, any resonalble offers.

Call Raymond (04) 528-4788 W
(04) 526-8255 H

Wanted to lease

Front Wheel Drive Rally car for Trentham Rallysprint 1998.

Please call Julian McMullan (04) 383-5585 H
025-24-323-24



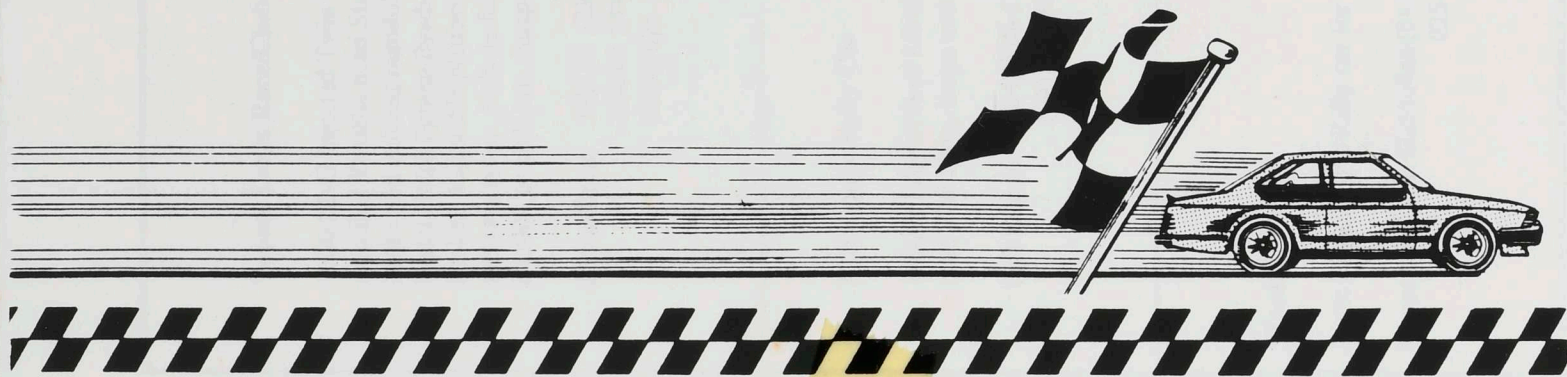
WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

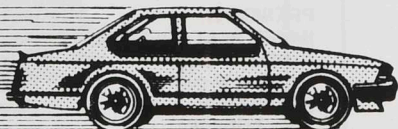


Postage Paid
Permit No. 355
Wellington.



MOTORING NEWS

DECEMBER 1997



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
WELLINGTON CAR CLUB INC.**



P.O. BOX 5142 WELLINGTON

Alan Harvie Ltd

PANEL BEATING & SPRAY PAINTING



All Insurance & Private
Work Undertaken

"CAR-O-LINER"
CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN

"We can spray all makes of cars to the
correct factory specifications"

For prompt, quality service by qualified tradesmen
phone us now for your **FREE QUOTE**



CENTRAL CITY LOCATION
21 Vivian St

WN 385 8549

WELLINGTON CAR CLUB (INC)

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

EXECUTIVE COMMITTEE

(Please Phone Before 9pm)

		HOME	WORK
PRESIDENT:	Catherine Dobbie	383-5211	025-431-317
IMMED PAST PRESIDENT:	Paul Taylor	478-0952	566-2566
CLUB CAPTAIN:	Kevin Whiteman	527-0172	496-0053
VICE CLUB CAPTAIN:	Amanda Kibble	385-6331	025-311-380
SECRETARY:	Vanessa Giles	235-7354	384-7968
TREASURER:	Rochelle Moore	528-8784	568-3353
COMMITTEE:	Matthew Hey	386-4455	381-6275
	Scott Humphreys	388-6007	025-577-527
	Julian McMullan	383-5585	025-243-2324
	Tracey McMullan	383-5585	801-1087
	Tony Pepperell		498-3000
	Murray O'Neil	499-8400	382-9300
	Iain Parker	526-8418	025-465-611
	Chris Wood	526-8418	021-550-042
EVENT COORDINATORS			
*SPEED	Kevin Whiteman	527-0172	496-0053
*NON SPEED	Scott Humphreys	388-6007	025-577-527
*CLUBMANS	Julian McMullan	383-5585	025-243-2324
CLUB SCRUTINEERS:	Craig Fair	476-2572	476-6547
	Malcolm Buchanan	388-1617	388-1617
MEMBERSHIP:	Tony Pepperell		498-3000
MAGAZINE:	Julian McMullan	383-5585	382-7636
	Tracey McMullan	383-5585	801-1087
POINTSKEEPING:	Karin Keith	383-7468	
CLUBROOMS & EQUIPMENT:	Murray O'Neil	499-8400	382-9300
SOCIAL & BAR:	Chris Wood	526-8418	021-550-042
SPONSORSHIP:	Murray O'Neil	499-8400	382-9300

CLUBROOMS:

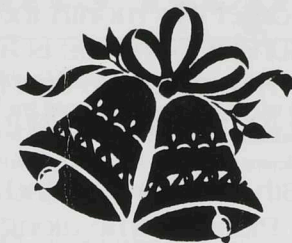
Situated in Russell Terrace, Newtown. Clubnight is the third Tuesday of every month. Night trials are held the first Tuesday of every month (except January) and the Executive Committee meet on the second Tuesday of every month. Current event information is listed inside the issue.

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 the "Motoring News" we do insist upon the courtesy of an acknowledgment for any items uplifted.

Motoring News printed by NZ PRINT, Adelaide Rd, Wellington

Motoring News, December 1997



Editorial

First things first, Happy Christmas to all Members, their Families, all the other Clubs, anybody else who happens to stumble across a copy of Motoring News, (I leave the odd copy in the customer lounge at work and at a few gas stations) and especially our advertisers.

Without the support of our advertisers the club would have trouble producing a Monthly Magazine, so you in return should support them!

Just in case you don't know who they are here's a list:

Alan Harvie Ltd 385-8549

Panel & Paint Repairs, Chassis Alignment

Schrodoco 385-8475

Bearings, Batteries, Fasteners & Belts, Etc.

Black Rally Sport 576-0552

Race & Rally Products from NZ, UK, Europe & USA.

Elizabeth Street Tyre Service 384-9908

Retreads to Race Rubber & all in between.

Russell Clarke Automotive 527-8647

Engine & Driveshaft balancing & machining.

Thanks for all your support and I hope it may continue in the New Year.

If you would like to promote your company in the Motoring News please Contact Julian McMullan (my numbers in the front cover).

(cont.)

Please don't forget this month the Christmas Party & Motorkhana (Sunday 14th), this is all ways a highlight of the year for many people and an awesome amount of fun for everybody that comes along.

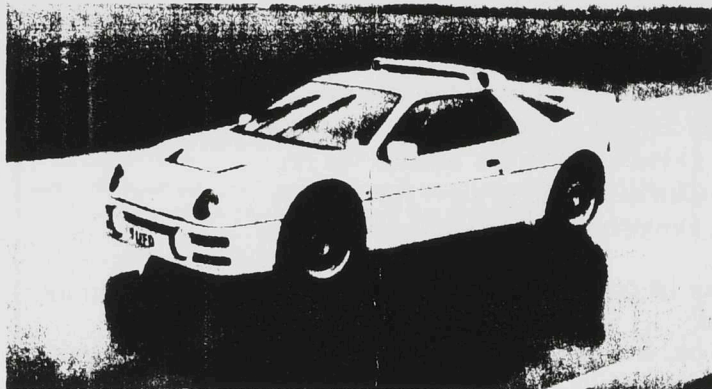
Also on the 16th is Clubnight and it's our usual end of year fun night. Please come along cause I'm responsible for it this month and if you don't turn up I'll look bad and you wouldn't do that to me would you?

There is no January Magazine so have a good Festive season, and if you're going away please drive safe Tony doesn't like digging six foot down to collect your fees, and you'd smell pretty bad come July.

Merry Christmas

Julian & Tracey

P.S. Heres what I want for Christmas



Presidents Report

To quote words from a well known Talking Heads song, "...how did I get here...". I don't think anyone was more amazed at my becoming President of the Club than myself. At the club night following our AGM one of our members congratulated the committee for a well run AGM. It is great to get positive feedback from our members, it does help to hear that we are doing some good things within the club.

So far so good at being President – phew! I have a great team within the committee who are not afraid to speak up and to get the work done. I have learnt a lot in a short time. I am particularly amazed at the enormous amount of work that goes into putting on an event. I think only those that have been involved in the committee or volunteered to co-ordinate an event can appreciate the effort and long hours that are put in voluntarily.

I know we keep harping on asking for help for the events but truly, without everyone's support we don't have events. I recently judged a Cross Country Horse Trial, now while I had a lot of fun doing it I was stunned at the number of times I was thanked. But it gave me a huge reminder that events can't happen without numerous people providing help in some way or another. Now, do you feel guilty that maybe you could have helped but didn't? (Yippee, then this wasn't a waste of time to write.) Well, there are plenty of events coming up next year, so give the event co-ordinator a call and ask if there is anything that you could help with.

So speaking of events... Shelly Bay was a great success!!! A huge thank you to Kevin Whiteman for pulling it all together and giving us all a fun day (despite the wind!). Congratulations to those winners and finishers. To those that DNF'd – bad luck, but we hope to see you again, perhaps at Alexander Rd.

I hope everyone is looking forward to our Xmas party on Sunday 14 December. Don't forget the sun tan lotion!

Happy Christmas to all club members, lets all have a safe and happy holiday with lots of adventures to share at our next club night.

Cheers, Catherine

P.S. Please be patient with me if I miss saying hello at any time. I have been involved in a number of sports and sometimes forget how I know someone, so no offence intended.



Welcome!

The Wellington Car Club would like to welcome the following new members:

Penelope Cairney

Penelope is a Projects Manager and mystery woman as she wrote nothing on her profile. Come along to Clubnight and introduce yourself.

Robert Berhart

Robert Drives a Toyota Starlet. He is interested in all events.

Mark Hourigan

Now this is a familiar surname.

Good luck in your future events. Don't hesitate to contact any of your committee members if you have any question or suggestions.

If you can offer any assistance in helping out for events it would be greatly appreciated.

We look forward to seeing you at club nights and events.

WELLINGTON CAR CLUB SUBSCRIPTION RATES

(All subscriptions include Motorsport competition Levy)

\$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.

ALL MEMBER CLUBS ARE AFFILIATED TO MOTORSPORT NEW ZEALAND INC.

Wellington MotorSport Association Inc. (WMSA)

NEWSLETTER

December

WANTED

WMSA TRIAL SERIES CO-ORDINATOR

We urgently require someone to co-ordinate next years series. This does not mean you have to run the series, just delegate others to organise each monthly trial.

Please contact Wayne Gair if interested tel 2367541

WMSA PRIZE GIVING.

For the third year in a row, Wellington Car Club, Harbour Capital Car Club and Hutt Valley Motoring Club will join with WMSA to hold their clubs prizegiving. The date is yet to be confirmed, but keep Fri 20th, 27th and Sat 28th, free and watch for further updates next month.

Organisation is now under way to find a suitable venue and the search is on for a good guest speaker.

If you have any ideas for an interesting guest speaker, please, please give me a ring (04) 2339757.

EVENT UPDATE

WATERFALL ROAD.

This years Kapiti Car Club Waterfall Rd Gravel Sprint was won by Graham Anderson (HVMC) in his Lancer Evo III, 0.27 sec ahead of Dedoroah Kibble (WCC) driving a Pulsar GTiR. 3rd place went to Richard Billington (WCC) driving his first gravel sprint in the VR4. 1st in the 1600-2000cc class was Shane Parker (Kapiti), 2nd Bryan Heathcote (Kapiti). The hotly contested 0-1300cc class was won by Greg Bott (Kapiti) from Paul Richards (Kapiti) with Shane Clunie (Kapiti) making it a Kapiti clean sweep of both class A & B. It was good to see 9 of the 22 entries from the Kapiti Car Club which is making a very welcome come back in force.

Tony Barrow (Levin) was the first victim of the road, rolling his RX7 on one of the first corners during the practice run. Landing on his wheels, Tony continued to finish his run, but the car was damaged too much to continue. After an incident free day, Brendon Copeland (Kapiti) slid off the road during

his unofficial 4th run. The car was left down the bank until the end of the day, giving the recovery crew a challenge to pull it back up onto the road.

SHELLEY BAY SEALED SPRINT.

The Berben motors Shelly Bay Sprint Drew 40 entries from as far as Tauranga and Rotorua. Strong winds and rain plagued the day, making the road slippery. 4WD's took the top 3 places. Joe McAndrew (WCC) winning the event for the second time. 2nd place went to Ian Taylor (WCC) from John Billington (WCC). Class C was won By Jason Toomer (WCC) 5th O/A, 2nd Mike Galvin (WCC) 13th O/A, with 3rd going to Bill McPherson (WCC) 21st O/A. Class B went to Aaron Duncan (WCC) 9th O/A from Phillip Small (HVMC) 11th O/A and Bruce Dove (HVMC) 33rd O/A. Class A, 1st Gary Hughson (WCC) 2nd Craig Taylor (WCC), 3rd Shane Clunie (Kapiti).

It wasn't a good day for Subaru Legacy's, with one hitting a bank and another rolling after hitting a bank at high speed. Toyota Sprinters had a hard time with one being forced to stop with a puncture and the other finding its way off the road and onto the rocks. By the end of the day many cars were showing battle scars as the drivers pushed the limits in the rough conditions.

Vesta Battery Motorkhana.

The third round of the Stewards trophy Motorkhana Series was run on grass to make it a Vesta Battery round. Run by Harbour Capital Car Club the event took place at QEII Park by McKays Crossing. Rain the night before made for a very slippery surface, making the slower tidy runs the fastest until the surface dried out. A mixture of the familiar and new tests challenged both the new and the experienced competitor. There were 3 potential new members among the 20 entries. The first three placing's went to the MG members, Mel Fielding, David Fielding and Geoff Brader. Class A honours went to Mel and David Fielding followed by Webster Gough (HCCC). Class B was won by Geoff Brader, followed by Murray Watson (MG) and Paul Morgan (HCCC). Team placing's, MG A, 1st: HCCC C, 2nd: HCCC B, 3rd.

A wide range of vehicles turned up, ranging from the 1930 M Series MG of Murray Watson to the latest technology of Mel Fieldings Subaru Impreza WRX Wagon, complete with 4WD, ABS and traction control. The latest technology may have won on the day, but the 1930's technology wasn't far behind. With a fifth of tis motorkhanas entries being 4WD's, should we look at giving them a class of their own. We do not want to discourage them in any way but they are currently classed as engine over driving wheels, class A. this does put the 2WD class a cars at a disadvantage. This was brought up at the last WMSA meeting and will be discussed at the next WMSA meeting. If you have an opinion for or against, please contact me or Wayne, or come along to the WMSA meeting.

WMSA, PO BOX 38-874, WELLINGTON MAIL CENTRE



**14TH
DECEMBER**

CHRISTMAS PARTY!!

**Queen Elizabeth Park
(MacKays crossing entrance)**

Start time will be Approximately 10am and will include a social Motorkhana for those who wish to blow some cow pats under the old wheel arches

All WMSA Clubs invited
Contact Scott Humphreys (numbers on inside front cover)
for further information

CLUBNIGHT!

**Tuesday
16th of December**

**Come along early for a
barbeque and fun night
of sport and games.**

See you there around 7:30pm.



Julian & Tracey.

Central Region Rally Series AGM report

9th November 1997

The CRRS is alive and well, with 15 clubs sending delegates to Taupo, about 40 people in all, a mix of organizers, competitors and helpers. With this sort of support from the top we are looking at a great season next year.

Seven rounds with the best five results counting.
Gisborne/Manawatu/Wanganui/Tahape/Taupo-Taumarunui/Taranaki/Hawkes Bay. I don't have the dates yet.

They had the usual de-brief on this years rallies, what went wrong and how we are fixing the problems. So if you had a gripe and didn't tell them, sorry you may not have that problem fixed next year.

Mike Gibbs was elected seeding officer again, if you have no form or haven't done a rally for a while please let Mike know so he can put you in your place (in the field) Stages times, reason you DNF, are better than overall placings.

Training of timing crews, MNZ have now picked up on what we did earlier in the year and are going to run it New Zealand wide, we are running it again in Feb 98, any one interested in attending please contact me, open to all future post chiefs, timing crews, post chiefs, or any one interested in how rallies are run. We proved this year that the course WORKED on some rallies small problems stayed that way and didn't become the reason a rally stopped. Any suggestions on how we can get better are welcome.

Other items covered were the 10 sec rule, turbo restrictors etc, if you have anything you do want brought up, let your club know.

One thing I noticed was how much organizers care about competitors and I mean most of the field, trying to keep costs down, making things as easy as possible to get into the sport, to run challenging rallies without breaking cars and keeping the fun in the sport.

The series must be one of the strongest in New Zealand and with the help and support from competitors we can have the best. One comment from the Australian Rally Sport Magazine on Gisborne rally was, "120 entries with reserves !!!" makes you wonder why we are trying to copy them, shouldn't it be the other way around.

Reasons to registrar for the series.

\$20.00 registration fee.

Black Rally Sport as the sponsor are offering all sorts of goodies including cash.

Overall winner has free entry to the following season.
Class winners and rookie wins 50% entry fee for the following season.

I have tried to work out the odds based on this years entries, with 51 drivers and 35 co-drivers entered (I don't know who the others co-drivers were) 7 rounds at apx. \$300 to enter = \$2100:00

Overall place 1 in 51 of winning apx. \$2100:00

Class A 0-1300cc	1 in 15 to win \$1050:00 subsidy plus cash
Class B 1301-1600cc	1 in 13
Class C 1601 2WD	1 in 8
Class D 4WD	1 in 15

Better odds than Lotto.

P.S You don't need a 4WD to win either.

Sue & Gordon Diggle

Phone 04 3837559 home
Fax 04 3891160

MotorSport
New Zealand

Motorkhana

A motorkhana is a cheap and enjoyable form of motorsport and at the same time is one of the most competitive. It is an event in which you can use almost any vehicle (standard road cars can be very competitive) and is primarily a test of driver skill.

Cars compete against the clock, one at a time, with the driver negotiating a set course which is defined by (non-damaging) markers such as plastic cones. The course must be negotiated in the correct sequence, with penalties applying for going the wrong way or hitting markers etc. Part of the course may have to be negotiated in reverse.

The winner is the person who completes all of the courses in the shortest time. Events are normally held on smooth grass or tarseal venues such as car parks or farm paddocks. Because the venue is usually a wide open space and the speeds involved are low (most tests are completed using 1st and/or reverse gear), the risk of vehicle damage while competing is low. Depending on the number of entries, competitors may be divided into classes thereby providing greater competition.

Major Events

New Zealand Motorkhana Championship (held in conjunction with the New Zealand ClubSport Championship)

Minimum Requirements (for club level competition)

A safe car (especially brakes, steering and seat). The driver must be at least 12 years old and belong to a MotorSport New Zealand affiliated car club.

MotorSport
New Zealand

Autocross

Autocross is the ideal environment in which to learn or improve car control skills while at the same time having a lot of fun. It is an event that favours driver skill over outright horsepower, but at speeds higher than that experienced in motorkhanas.

The autocross course is usually laid out (using hay bales or plastic cones) on a large grass or gravel area such as a farm paddock or a carpark, although some clubs have purpose built autocross circuits. Competitors compete in autocross events individually against the clock with the winner being the person who completes the course in the shortest time.

Because the event venue is usually a wide open space, the risk of vehicle damage is low. As for motorkhanas, it is a cheap event in which to participate and perfectly standard road cars can be very competitive. Note: Rally type tyres are usually NOT allowed to be used in these events.

Major Events

New Zealand Autocross Championship (held in conjunction with the New Zealand ClubSport Championship)

Minimum Requirements (for club level competition)

A safe car (especially brakes, steering and seat). A fire extinguisher is recommended but is not required (there will be fire extinguishers at the start and finish lines). The driver must be at least 15 years old, wear a crash helmet and fire retardant* overalls, and belong to a MotorSport New Zealand affiliated car club.

* Minimum standard is cotton with close fitting cuffs

TRADE ACTION

SUPPORTERS OF MOTORSPORT



BEARINGS



FASTENERS



BELTS



LOCTITE



O'RINGS &
SEALS



BATTERIES

schrodoco

Cnr Tory St & Francis Place Wellington Tel 04 385 8475 Fax 04 382 8801
Freephone 0800-SCREWS (727 397)



Race & Rally Products from NZ, UK, Europe & USA.

Stockists
and Suppliers of:

- Roof Vents ■ Seat Brackets
- 'Racetech' Seats ■ 'Racetech' Gauges
- 'Total' Harnesses from \$100 +GST (7 Colours)
- Steel and Aluminium Bonnet Pins
- Spring Clips ■ Tyre Pyro's
- Hand-held Extinguishers and Brackets
- 'Lifeline' Extinguisher Systems
- Oil Coolers ■ 'Terratrip' ■ 'Terraphone' ■ Kill Switches
- 'Bell' Helmets ■ Helmet Hammocks ■ Window Nets
- Map Lights ■ Mudflaps (6 Colours)



FreeFax
(0800) 99-99-77

Phone +64 (04) 576 0552
Mobile +64 (025) 466 977 (Anytime)

COMPETITION CALENDAR

Sunday December 14th

Dual Car Sprint (HCCC) Manfield.
Contact Dave Wilce (04) 233-9757

Sunday December 14th

Christmas Party & Motorkhana.
See add later in Magazine.

Thursday December 25th

Christmas Day.
As if you didn't know that.



I have no Regs or information on events over the holiday period, but please call me if you hear of anything happening and I will endeavour to get information for you. Anything I find after this goes to press I'll bring to Clubnight. See you there.

The Motorsport New Zealand Calendar is further on in the Magazine and will give you a guide to National events

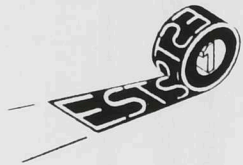
**For any enquires or further information contact
Julian McMullan on 383-5585(HM) or 025 24 323 24**

TRADE ACTION

Elizabeth Street Tyre Service

8 Elizabeth Street, WELLINGTON, P.O. Box 9192
Telephone (04) 384-9908

**FOR : NEW TYRES
RETREADS
WHEEL BALANCING
RACE RUBBER**



and fast Friendly Service
Telephone: Dave Barrow, 384-9908

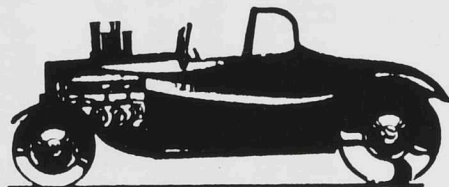
**ADVERTISE IN
THIS SPACE...**

JUST \$15 PER ISSUE

*A perfect way for your
business to gain the
recognition you always
dreamed of having.*

*Don't Delay. This space
won't last long!*

RUSSELL CLARKE AUTOMOTIVE



**5 Jupiter
Grove,
Upper Hutt.** **(04) 527-8647**

*Engine Balancing, Driveshafts,
Race Engine Machining and
Machining of Disks and Drums.*

OCTOBERFEST FOR CASTROL IN INTERNATIONAL MOTORSPORT

Double Bathurst win highlights an extraordinary month

The month of October has delivered an extraordinary run of international motorsport victories to Castrol. Wins in Australia and Japan have netted three World Championship titles - on both two and four wheels - while in America the six-wheeled Thrust SSC claimed the first supersonic land speed record.

Castrol sponsored cars have also won both the Bathurst Super Touring race; and last weekend's Bathurst V8 race.

"It must be unprecedented for a lubricants supplier to claim such a wide variety of international success in such a short period of time," said Jaimes Wood, the Managing Director of Castrol NZ Limited. "It has been an amazing month, and it's not over yet."

Before the month is out, Castrol is a strong contender for yet another World Championship title; it is already assured of winning the Australian Touring Car Championship and will be pursuing wins in the opening rounds of the New Zealand Touring Car Championship. The winning romp began on October 5. While American rider John Kocinski was winning the World Superbike title at Sugo in Japan on his Castrol Honda, Italian rider Max Biaggi was winning his fourth consecutive World 250cc Championship on his Castrol-backed Honda at Phillip Island in southern Australia.

Across to the east of the Australian continent that weekend Castrol were dominating the 2.0-litre Bathurst race. The first four cars across the line - the leading Audi and BMW factory teams - all relied on Castrol.

The following weekend the Williams Grand Prix team gave Castrol more success as the team wrapped up its record ninth win in the

Formula One Constructors' Championship at the Japanese Grand Prix.

Three days later came the news flash that Andy Green had broken the sound barrier on his way to a new land speed record. Castrol was the major sponsor of the successful British record attempt and the company notched up its 21st land speed record since its first success in 1914.

Last Sunday's victory for the Castrol Commodore of Larry Perkins and Russell Ingall in the Bathurst V8 Supercar race is a prelude to this weekend's penultimate round of Australian Super Touring Championship at Lakeside. Only the BMW and Audi teams remain in contention for the title that has been shared between these two Castrol-sponsored teams for the last three seasons.

And at the European Grand Prix at Jerez in Spain, Jacques Villeneuve will this weekend be attempting to add the Drivers' World Championship title to the Constructors' honours already claimed by the team earlier this month in Japan.

Finally, BMW Motorsport New Zealand drivers Brett Riley and Jason Richards will begin their defence of the team's New Zealand Touring Car Championship title at Manfeild this Sunday (October 26). Their BMW team mate Craig Baird has won the title for the last four years in his Castrol-sponsored BMW.

WMSA & Wellington Car Club Prize Giving!

February 98

Date to be advised next
copy of Motoring News
or talk to any Committie
Member. Tickets will
include Dinner and Guest
Speaker.

IF you have a trophy please
return it to Iain Parker
A.S.A.P.

(contact nos. inside cover)

December '97 to March '98

December

Event	Start	Finish	Grp	Organising Club	Event Description	Sts	Location
2129	1/12/97	1/12/97	MIS	PROVINCIAL HOLIDAY	WESTLAND ANNIVERSARY	HOL	
2369	2/12/97	2/12/97	CLB	WELLINGTON MOTORSPORT ASSN	NIGHT TRIAL	CLB	
2370	6/12/97	6/12/97	CLB	WELLINGTON MOTORSPORT ASSN	GRAVEL HILL CLIMB	CLB	DORSETS RD
2172	6/12/97	6/12/97	RCE	SOUTH CANTERBURY CAR CLUB	CLUBMANS	N-B	LEVELS
2210	6/12/97	7/12/97	MTG	MOTORSPORT NZ	EXECUTIVE	SPC	WELLINGTON
2357	7/12/97	7/12/97	CLB	MARLBOROUGH CAR CLUB	SPRINTS	CLU	BLenheim
2378	7/12/97	7/12/97	CLB	NORTHLAND CAR CLUB	HILLCLIMB	CLB	MORGANS ROAD
2278	7/12/97	7/12/97	RCE	CANTERBURY CAR CLUB	CLUBMANS RACE	N-B	RUAPUNA
2074	7/12/97	7/12/97	RCE	NORTHERN SPORTS CAR CLUB	CLUBMANS RACE	N-B	PUKEKOHE
2379	11/12/97	11/12/97	CLB	THAMES VALLEY CAR CLUB	HILLCLIMB	CLB	PAEROA
2333	13/12/97	13/12/97	RCE	MANFEILD AUTOCOURSE PROMOTIONS	NATIONAL RACE	N-A	MANFEILD
2075	14/12/97	14/12/97	RCE	SOUTHLAND SPORTS CAR CLUB	CLUBMANS RACE	N-B	TERETONGA
2380	14/12/97	14/12/97	CLB	HIBISCUS COAST MOTORSPORT CLUB	HILLCLIMB	CLB	WAINUI
2118	25/12/97	25/12/97	MIS	STATUTORY HOLIDAY	CHRISTMAS DAY	HOL	
2119	26/12/97	26/12/97	MIS	STATUTORY HOLIDAY	BOXING DAY	HOL	
2086	28/12/97	29/12/97	RCE	MOTOR RACE NEW ZEALAND LTD	TWILIGHT RACE	N-A	CENTENNIAL PARK

January

Event	Start	Finish	Grp	Organising Club	Event Description	Sts	Location
2132	1/01/98	1/01/98	MIS	STATUTORY HOLIDAY	NEW YEARS DAY	HOL	
2245	1/01/98	1/01/98	RCE	NELSON CAR CLUB	**STREET RACE	N-B	NELSON
2134	2/01/98	2/01/98	MIS	STATUTORY HOLIDAY	DAY AFTR NEW YEARS DAY	HOL	
2087	3/01/98	4/01/98	RCE	MOTOR RACE NEW ZEALAND LTD	STREET SKILLS	INT	RUAPUNA
2088	10/01/98	11/01/98	RCE	MOTOR RACE NEW ZEALAND LTD	STREET SKILLS	INT	MANFEILD
2381	11/01/98	11/01/98	CLB	AUCKLAND CAR CLUB	HILLCLIMB / RALLYSPRINT	CLU	MARAMARUA
2382	17/01/98	17/01/98	CLB	THAMES VALLEY CAR CLUB	HILLCLIMB	CLU	NGATEA
2089	17/01/98	18/01/98	RCE	MOTOR RACE NEW ZEALAND LTD	STREET SKILLS	INT	PUKEKOHE
2154	19/01/98	19/01/98	MIS	PROVINCIAL HOLIDAY	SOUTHLAND ANNIVERSARY	HOL	
2147	19/01/98	19/01/98	MIS	PROVINCIAL HOLIDAY	WELLINGTON ANNIVERSARY	HOL	
2347	19/01/98	19/01/98	MTG	MOTORSPORT NZ	EXEC. STRATEGIC PLANNING	SPC	AUCKLAND
2236	24/01/98	26/01/98	CLB	AUCKLAND CAR CLUB	AUTOCROSS	CLU	TAUPO
2255	24/01/98	25/01/98	RCE	SOUTH CANTERBURY CAR CLUB	GLORY DAYS CLASSIC RACE	N-B	TIMARU
2252	25/01/98	25/01/98	CLB	HAWKES BAY CAR CLUB	STREET SPRINT	CLU	ONEKAWA
2237	25/01/98	27/01/98	CLB	AUCKLAND CAR CLUB	MOTORKHANA	CLU	TAUPO
2238	25/01/98	27/01/98	RCE	AUCKLAND CAR CLUB	CLUBMANS RACE	N-B	TAUPO
2383	25/01/98	25/01/98	CLB	NORTHLAND CAR CLUB	HILLCLIMB	CLU	TITOKI
2144	26/01/98	26/01/98	MIS	PROVINCIAL HOLIDAY	AUCKLAND ANNIVERSARY	HOL	
2227	30/01/98	1/02/98	CLB	MANAWATU CAR CLUB	MULTI EVENT WEEKEND	CLU	MANFEILD

February

Event	Start	Finish	Grp	Organising Club	Event Description	Sts	Location
2149	2/02/98	2/02/98	MIS	PROVINCIAL HOLIDAY	NELSON ANNIVERSARY	HOL	
2135	6/02/98	6/02/98	MIS	STATUTORY HOLIDAY	WAITANGI DAY	HOL	
2302	6/02/98	6/02/98	RCE	THAMES VALLEY CAR CLUB	GRASSTRACK RACE	N-B	KEREPEHI
2078	7/02/98	8/02/98	RCE	SOUTHERN FESTIVAL OF SPEED	CLASSIC STREET	N-B	DUNEDIN
2384	8/02/98	8/02/98	CLB	AUCKLAND CAR CLUB	HILLCLIMB / RALLYSPRINT	CLU	MARAMARUA
2279	8/02/98	8/02/98	RCE	CANTERBURY CAR CLUB	CLUBMANS RACE	N-B	RUAPUNA
2239	13/02/98	15/02/98	RCE	AUCKLAND CAR CLUB	**24 HOUR ENDURANCE RACE	N-B	PUKEKOHE
2092	14/02/98	14/02/98	RCE	HUTT VALLEY MOTORSPORT CLUB	CLUBMANS	N-B	MANFEILD
2079	14/02/98	15/02/98	RCE	SOUTHLAND SPORTS CAR CLUB	CLASSIC RACE	N-B	TERETONGA
2346	21/02/98	21/02/98	MTG	MOTORSPORT NZ	HISTORIC & CLASSIC COMMIS	SPC	CHRISTCHURCH
2077	21/02/98	22/02/98	RCE	CANTERBURY CAR CLUB	CLASSIC RACE	N-B	RUAPUNA
2385	21/02/98	21/02/98	CLB	THAMES VALLEY CAR CLUB	BENT SPRINT	CLU	PUKEAWERA
2096	22/02/98	22/02/98	CLB	WELLINGTON CAR CLUB	HILLCLIMB	CLU	ALEXANDRA RD
2173	22/02/98	22/02/98	CLB	SOUTH CANTERBURY CAR CLUB	BENT SPRINT	CLU	COLES ROAD
2386	22/02/98	22/02/98	CLB	NORTHLAND CAR CLUB	HILLCLIMB	CLU	CODLINS RD
2387	22/02/98	22/02/98	CLB	AUCKLAND CAR CLUB	HILLCLIMB / RALLYSPRINT	CLU	MARAMARUA
2212	22/02/98	22/02/98	RCE	TAUPO CAR CLUB (INC)	CLUBMANS RACE	N-B	CENTENNIAL PARK
2291	28/02/98	1/03/98	CLB	NELSON CAR CLUB	CLUBSPORT CHAMPIONSHIP	CLU	NELSON
2310	28/02/98	28/02/98	RCE	SOUTH CANTERBURY CAR CLUB	NATIONAL RACE	N-B	TIMARU
2196	28/02/98	1/03/98	RCE	T A C C O C	CLASSIC AIRFIELD	N-B	WHENUAPAI



NELSON CAR CLUB

NELSON CAR CLUB INC.

'GOLDEN JUBILEE'

24th, 25th, 26th APRIL 1998

ARE YOU A PAST MEMBER OF THE CLUB?

WOULD YOU LIKE TO HELP US CELEBRATE
THE CLUBS 50TH ANNIVERSARY?

WOULD YOU LIKE TO RENEW OLD FRIENDSHIPS?

YES then register your interest NOW by
writing to the:

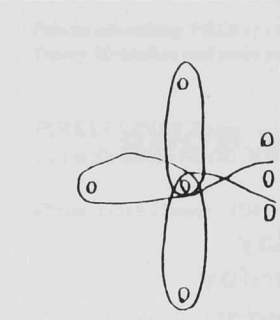
Jubilee Secretary
Nelson Car Club Inc.
PO Box 231
NELSON

or contacting Gary Orton - phone (03) 543 2157

STEEL, A. G. S. TROTSKY, A. 16TH NOVEMBER 1997

WESTBURY ROUND
BOSTON THE NEIGHBOUR CAPITAL CAR CLUB

Engine over driving wheels. Class A
Engine not over driving wheels. Class B
5 sec penalty*



Drivers Name	Test 6	Total	O A Place	Class place	Team	T/Place	unofficial extra test 7
Mel Fielding	50.88	46.94	229.29	1	MG B	4	
David Fielding	46.63	DNS	246.91	2			
Geoff Brader	52.66	49.07	249.27	3	1		
Murray Watson	51.00	48.77	252.89	4	2	1	37.25
Webster Gough	52.74	50.18	257.06	5	3	2	37.39
Graham Heath	50.22	48.28	258.72	6	4	3	35.55
Ben Stockbridge	56.93	53.46	259.36	7	5	2	34.17
Leon Cast	50.64	49.40	260.07	8	6	3	38.87
Wayne Gair	55.29	51.55	261.08	9	7	4	46.66*
Paul Morgan	59.86	53.53	267.24	10	3	5	38.13
Peter de Joux	54.21	47.72	273.09	11	4		36.93
Craig Sullivan	59.04	54.83	273.47	12	5	5	34.78
Cy Guest	DNF	52.09	274.50	13	6		44.42*
Dean Eevan	1 07.44	57.46	280.86	14	7	6	46.72
Duane Novic	54.59	54.75	283.39	15	8	7	37.29
Diane McDonald	59.87	55.58	287.02	16	9	8	46.25
Andrew Kirker	1 18.14	58.53	287.69	17	10	9	39.73
Gareth Taylor	57.62	54.53	288.38	18	11	10	38.62
Dean Gray	1 02.52*	57.91	292.46	19	12	11	51.25
Jo Dewes	1 01.18	1 02.83*	295.91	20	13	12	59.99
							1 01.41

STEWARDS TROPHY MOTORRACING 10TH NOVEMBER 1997
RUN BY THE HARBOUR CAPITAL CAR CLUB

Organiser Dave Wilce.
Thanks to Brian Craig and the McIntyre family (HVMC)

Drivers Name	Club	Class	Test 1	Test 2	Test 3	Test 4	Test 5					
Mal Fielding	MG	A (Limp)	45.53	42.51	34.28	32.92	41.10	38.79	42.51	41.06	36.75	35.55
David Fielding	MG	A (Limp)	50.93	50.28	40.77*	32.31	43.98	40.30	41.97	42.38	38.06	35.42
Geoff Blacer	MG	B	45.73	42.96	37.71	33.93	48.58	42.20	45.27	43.88	37.97	35.54
Murray Watson	MG	B	51.71	56.01	37.20	33.87	44.6	42.19	46.38	43.26	37.19	33.09
Webster Gough	HCCC	A	48.75	46.00	45.00*	34.14	46.87	46.25	43.90	40.95	39.83	39.54
Graham Heath	HCCC	A (Limp)	54.81	49.73	42.31*	33.20	51.34	43.69	47.82	43.73	DNF	40.09
Ben Stockbridge	HCCC	A	45.48	47.98	38.92	35.62	47.33	42.31	45.55	43.59	42.21	38.9
Leon Cast	HCCC	A	47.87	48.74	36.24	35.29	47.43	43.19	45.49	45.82	55.33	38.50
Wayne Gair	HCCC	A	47.61	46.41	38.54	37.65	44.44	42.37	50.68	44.87	38.23	40.21
Paul Morgan	HCCC	B	50.38	45.97	39.88	38.98	47.87	44.89	50.57	47.65	37.57	36.23
Peter de Joux	HCCC	B	48.48	45.97*	47.97*	39.22	54.77	48.80	48.03*	45.67	38.14	37.23
Craig Sullivan	HCCC	B	1.03.16*	47.76	39.37	36.91	47.86	48.40	1.41.02	50.42	35.56	35.59
Cy Guest	HCCC	B	57.85	49.09	38.35	37.62	49.96	49.17	50.72	52.49	DNF	35.59
Duan Ewan	HCCC	B	1.03.66*	57.81	39.96	35.87	55.07	46.73	145.53***	45.92	40.21	37.1*
Duane Novic	A	A	56.47	54.57	39.59	37.12	45.69	43.69	DNF	45.97	48.73	47.53
Diane McDonald	HCCC	A	1.06.97*	54.37	41.19	39.29	45.14	43.59	50.52	46.41	115.30*	47.75
Andrew Kinker	HCCC	B	52.16	59.72*	40.33	38.82	1.10.18	45.05	56.29	53.13	DNF	40.00
Gareth Taylor	WGC	A (Limp)	1.09.82*	56.27	38.89	35.85	43.83	47.03	57.02	DNF	46.86	49.90
Dean Gray	WGC	A	1.01.87	53.89	45.39	36.00	44.43	49.09*	47.46	44.06	51.50*	51.50*
UC Dewes	B	B	53.11*	50.35	39.81	38.39	47.83	52.20	1.13.51***	37.6*	36.56	36.56

PUKEKOHE 24 HOUR

13-14-15 FEBRUARY 1998

Official Practice: Friday
Race Start: 3.00pm Saturday
Race Finish: 3.00pm Sunday

Track Permit for 60 Cars
Min 3 - Max 5 Drivers per car
Classes for Production and Modified
Saloons and GT Sports
Petrol and Diesel

A Weekend Extravaganza
Carnival Rides + Childrens Entertainment + Car Displays
Trade Show + Live Bands + Cheer Leaders + more

Regulations and Entry Forms available from
The Race Secretary, Pukekohe 24 Hour
59A Maxwellton Drive
Mairangi Bay, Auckland
Tel/Fax 09-478 2503

THE PUKEKOHE 24 HOUR
Destined to become New Zealand's Great Race
MAKE SURE YOU'RE PART OF THE ACTION
"You Won't Want To Miss This One!"

Further Information: Ted Jarvis 09-627 2009 H
Robin Bennett 09-424 5133 H Ron Brown 09-478 2503 H

CLASSIFIEDS

Private advertising FREE of charge to Wellington Car Club Members. Contact Julian or Tracey McMullan and place your advert today!!

PIRELLI P600 Tyres

2x Pirelli P600 195/55 VR15. 1 new; 1 almost new. \$80 the pair.

Phone Dave Dowie: (04)383 4030 (hm), 021 521 413 (wk).

Tyres, Tyres, Tyres and a Diff??

15 inch Yokohama GR17 Rally, as many as you like \$60 up
14 inch Falken 175/65 Rally, 2 new, 4 @ 5% used, \$600.00 the lot
14 inch Falken 165/65 Rally, various from \$50 each
14 inch Hoosier Tarmac Tyres, 4 used on event only
13 inch Bridgestones 43R 165/70 Rally, POA
Plus misc. others.

Also,

TRD rear diff complete, DX large drums, suit Starlet \$1200.00

Don't wait, they're going, going, going, gone.

Contact Tony 472-5762 WK or 587-0450 HM

For Rent

Tandem length garage, ideal storage for race/rally car and parts. Handily located in Ohariu Road, Johnsonville. \$40 per week.

Phone Jody Seabright (04) 477 2262 (home)

Overalls Wanted

1 pair of Large Flamecrusher or similar overalls.

Call Damian (04) 385 2201

Toyota Levin Race/Club Car

1600 2T-G Injected Twin Cam, Aprox 165 BHP plus links computer Highly modified Yamaha head Stainless Steel Chev Valves, Cosworth Canis race intake and exhaust manifolds. 10.5:1 come ratio all shot panned and balanced. Dadal clutch lighten flywheel, 5speed G/Bos TRD 4.7.1 LSD. Four wheel Disc Brakes, adjustable platforms. Koni adjustable shocks, king springs, 14" Mags and race tyres. Vehicle fully rebuild aprox 500km ago. Very fast and reliable 882000 or club car. Ruapoina 1.54 with dipper. \$7000 ono Consider trade.

Phone Brent WK 03 5288570
HM 03 5441563
MOB 025 311685

MB Lancer Rally Car

1600cc fully worked Mitsi engine, Disc brakes, Bilstines, Turreted, LSD, 5 link rear, Pedal box, heaps and heaps of spares, any resonalble offers.

Call Raymond (04) 528-4788 W
(04) 526-8255 H

Wanted to lease

Front Wheel Drive Rally car for Trentham Rallysprint 5 April 1998.
Baleno, Swift, Corolla or similar

Please call Julian McMullan (04) 383-5585 H
(04) 382-7636 W
025-24-323-24



WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON



Postage Paid
Permit No. 355
Wellington.

