

MOTORING NEWS

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FEB 79

bulletin of the **wellington**
car club

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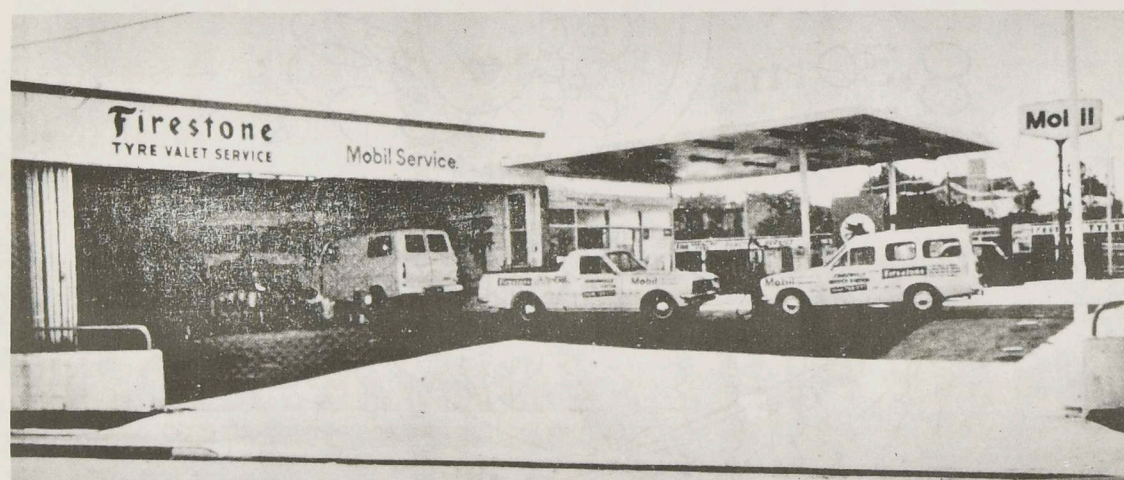
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MOTORING NEWS

bulletin of the **wellington**
car club

FEBRUARY 1979



Phil Horn, photographed at the Tea Services Sprint at South Makara Road by Bill King.

DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

PRESIDENT: John Marslin, 52 Beazley Ave Paparangi, 783141/759171 wk
IMM PAST PRES: Bill King, 59 Chelmsford St Ngaio, 792476/724399 wk
SECRETARY: Pat Lakeman, 5 Iwi St Ngaio, 796256/729929 wk
TREASURER: Ruth Shepherd, 47 Bengal St Khandallah, 795595
CLUB CAPTAIN: Mike Galvin, 34A Sutherland Cres Melrose, 897441
VICE CAPTAIN: Barry Lakeman, 13A George St Thorndon, 725995/666969 wk
COMMITTEE: Sid Franklin, 59 Owen St Newtown, 893803
Bob Gray, 9 Cedar St Maungarakei, 666969 wk
Chris James, 8 Gow St Paparangi, 783907/737551 wk
Wayne McEwen, 36 Spenmoor St Newlands, 786620/858632 wk
Bill Pitt, 65A Stewart Drive Newlands, 789230/729929 wk
Dave Richards, 60 California Dr Totara Pk, UH89942/PRO78109
Roger Scholes, 12A Parkland Drive Karori, 769641/727745 wk
Gordon Tucker, 1/50 Lincoln Ave Tawa, TWA7632 home & work

speed 


CONVENOR: Bill King
AND: Wayne McEwen
Roger Scholes

 social

CONVENOR: Trish James
783907
AND: John Garwood
Chris James
Bill Pitt
Mark Taylor
Gordon Tucker

HOUSE COMMITTEE: Chris James, Bill Pitt, Dave Richards
MEMBERSHIP: Ruth Shepherd
POINTSKEEPER: John Pierson
RALLY COMMITTEE: Barry Lakeman, Bob Gray
EQUIPMENT: Wayne McEwen
PUBLICITY: Richard Hook (UH88189/845619 wk), Barry Lakeman

CONVENOR: Sid Franklin
SECRETARY: Dave Gaskin
894566/894742 wk
TRIALS: Bob Gardner
764436/850188 wk
GYMKHANAS AND NOVELTY EVENTS:
Chas Begg
660953/684586 wk

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

bulletin staff

Bill King
phone 792-476 (home)
Pat Lakeman
Rob Brettell
Barry Lakeman

DEADLINE FOR COPY FOR
"MOTORING NEWS" IS EACH
CLUBNIGHT

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

IAN JENSEN ORGANISED THE



sprint

SOUTH MAKARA ROAD
2 DECEMBER 1978

It dawned fine, but, as the weather forecaster promised, it was not to stay that way. Hoping that he was going to be wrong, it was off to Makara Garage, the venue for scrutineering. The club's Chief Scrutineer, MALCOLM BUCHANAN, soon had this under control so I went down to the venue to sort things out. By this time there were a few spots of rain in the air but it looked as though it would clear. TERESA MORRIS and JANETTE MARSLIN had documentation under control, while STAN (Gumboots) WALLACE had a team putting out the wire and sweeping the road under the guidance of (Storming) NORM BROOKER the Chief Marshall. EDDIE CONROY arrived with the radios and timing gear hoping that he was not going to get too big a burst, as the 9.30 time for him to be at the venue passed by on the Karori side of Makara hill. Apparently a timing delay had held him up. ROGER SCHOLLES was there to take over the timing gear, set it up, and do the timing for the day. DAVE GLASSON, one of our Doctor members, was there for first aid.

At around 10.15am Marshall's Briefing was held, with a total of 15 marshalls who either volunteered or were coerced into helping to run the event. With them off to their posts, Driver's Briefing was held at 10.30. Being only 13 strong the drivers were definitely out-numbered by marshalls, but with the threat that the weather would not stay fine for very much longer, the briefing and a quiet drive of the course were soon completed. Practice was held without incident.

Then, into the timed runs, two of which were done in comparatively dry conditions, until it rained, making the road very slippery. The drivers adjusted to the conditions well and the third run was completed without incident. MARK JENNINGS had a wiper motor problem, so was unable to run in the rain, but a very fast early run meant that his time was going to be hard to beat.

A break now had to be held as a farmer had a mob of sheep to bring up the road. After they had passed two more runs were done in the rain, the only incident being JOHN DE BERNARDO in his Mazda RX3. On his last run he tried just a little too hard, thumping the bank very heavily at Fiat corner where FRANCIS POINTON rolled last year. At the conclusion of the event some panel-beating was carried out and he was able to drive home.

A late entry, Straun Robertson of Kapiti, brought the final number of competitors to 14. Apparently, a bent strut from an event the previous weekend was not noticed until he was ready to leave home for the scrutineering

With all the gear being packed up by 3.30pm it was off to Karori to a now unoccupied house for the prize giving. A dozen bottles of bubbly, donated by the sponsor, was very well received by the competitors who were lucky enough to be first or second in class. MARK JENNINGS was F.T.D. on 43.71, with TONY STREET not far behind on 43.95.

Special thanks to the marshalls who braved the wet, cold, and windy conditions, and in particular LYN DEWHURST who arrived home just in time to be picked up and brought to the event on her last day before going overseas. Also thanks to COLIN TAYLOR, Tea Services and everybody who helped in any way to run this very successful event. It was a pity that perhaps a few more competitors did not come and try their skills at this venue.

results

1001-1300cc	1	2	3	4	5	Class Place	Overall Place
S Robertson	-	-	49.13	47.73	47.66	1	4
P JENNINGS	49.05	51.68	51.67	-	-	2	8
N WHITING	52.44	54.20	50.35	50.60	49.92	3	10
R HOLDER	51.79	53.19	52.29	52.27	51.71	4	12
R LAKE	52.93	55.23	52.76	52.80	53.00	5	13
J Steven	54.79	56.63	56.69	56.71	55.93	6	14

1301-2000cc	1	2	3	4	5	Class Place	Overall Place
M JENNINGS	43.71	-	-	55.75	-	1	1
T STREET	43.95	48.59	46.53	47.29	-	2	2
D GLASSON	48.54	54.81	49.88	49.83	-	3	7
P HORN	50.45	51.01	49.87	51.22	49.68	4	9
S GARDNER	51.23	55.90	54.77	52.37	51.12	5	11

2001-3000cc	1	2	3	4	5	Class Place	Overall Place
J DEBERNARDO	47.78	51.17	50.56	53.32	DNF	1	5
R SAVAGE	-	50.80	49.72	48.15	48.28	2	6

Sports	1	2	3	4	5	Class Place	Overall Place
J WILSON	47.50	-	-	-	-	1	3

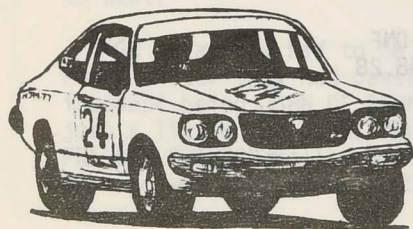
A BIT ABOUT THIS MONTH'S COMING EVENTS FOR

new members

IF YOU DON'T COMPETE IN OUR EVENTS, WE'D STILL LIKE TO SEE YOU AT

- * RALLYWOODS, SATURDAY 3 FEB: Any time after 10.00 am, come along and watch the gravel flying. We expect to see our clubmembers TONY STREET and MARK JENNINGS vying for the honours. (For location map, see centre pages).
- * CLUBROOMS, TUESDAY 6 FEB: Arrive just before 7.15 pm. You don't need much equipment to go trialling. This is the gentler side of the sport. Come along and find out what it's all about. You could even ring one of the non-speed committee beforehand and get a few pointers.
- * AOTEA COLLEGE, PORIRUA, SATURDAY 17 FEB: We will be running a gymkhana. If you want to have a go, be there between 10 and 11 am. (There's a location map on the centre pages). This type of event is dead easy to compete in, it relies on driving skill, and it's almost impossible to do any damage to the car. Don't believe us? Come and watch and see how easy it is.
- * CLUBROOMS, TUESDAY 20 FEB: The bar opens at 7.30pm or thereabouts, and the films, chat and coffee go on at around 8.00. Let us know what you want to talk about.
- * PALMER HEAD, SATURDAY 24 FEB: If you just want to watch, be there after 10.00 am. (If you want to compete, ring Roger Scholes 769641 now) To get there, go towards Seatoun from Lyall Bay on the Marine Drive, and you'll see the sealed road winding up the hill on the left. We're expecting all kinds of car to be competing at this popular venue.
- * CLUBROOMS, SUNDAY 25 FEB: The GAMES EVENING. Entry is free. It starts at 8.00pm.
- * CLUBROOMS, TUESDAY 27 FEB: Rally talk. Find out what it's all about. Maybe you'll be able to understand some of those weird conversations that go on in the corners of the clubrooms at clubnight. Remember, our 'small' rally is on in March.

ALL THESE EVENTS ARE ORGANISED BY THE WELLINGTON CAR CLUB, WE'VE GOT SOMETHING FOR EVERYONE. COME ALONG AND FIND OUT WHAT A SOCIAL CAR CLUB IS ALL ABOUT.



THE LAND

an extract from the Exec Committee minutes of the December meeting:

John Marslin reported on the previous night's meeting of the Land Committee, at which two of its members were present plus two members of the Executive Committee. Approximately two weeks previously there had been a meeting at which representatives of six WMSA clubs were invited to join our land enterprise as partners, by their each contributing \$2,000. One club has responded favourably pending the support of its senior members, another is in favour but must raise \$1,200 via raffles etc to meet its \$2,000 share. Two other clubs will support a raffle but have no money.

John continued with estimated out-goings on the land up to mid-February, the likely effect of this on the Club's financial situation, and summarised figures supplied by the Treasurer clarifying what the land had already cost the Club. Following this, general discussion centred on financial aspects of the land development and the possible return if the land is sold. It was moved that the Club sell the land for a minimum of \$80,000. (B Lakeman/Scholes)

The motion was PASSED unanimously with the abstention of Ms Shepherd because of her position as Treasurer. Barry Lakeman then discussed the possibility of creating a reserve fund from the proceeds of the sale to continue to pursue the Club's expressed wish of developing land for a motorsport centre. If the land is sold for \$80,000, there would be a surplus of approximately \$30,000 after the mortgage (\$40,000) and debentures (\$10,310) are repaid. Barry acknowledged that because of the Club's liquidity problem and the need to fund its overdraft etc, such a reserve would not, at least at first, be represented by cash. However, creating such a reserve in the accounts would isolate the Club's equity in the land and prevent the Club spending the money on anything else (in the long term). The intentions of those people who specifically supported the development of the land as opposed to the Club generally (e.g. raffle supporters) would thereby be protected.

This was discussed at some length but there was no support for a motion proposing a specific \$30,000 reserve.

It was moved that the proceeds from the sale of the land (if any), over and above the outstanding debts at the time of the sale and with due allowance made for the running expenses of the Club, be placed into a reserve account for the purpose of purchasing land for motorsport purposes. (B Lakeman/Scholes)

The motion was PASSED unanimously with Ms Shepherd's abstention as before.

It was further moved that the Club continues to seek suitable land for motor-sport purposes. (B Lakeman/Marslin) PASSED.

Discussion continued, during which it was agreed to publicise the decisions made in the Bulletin.

It was moved:

- (i) That the Land Committee be advised that the Executive Committee has decided to sell the land;
- (ii) that the Land Committee be instructed to advise all interested parties of this fact; and
- (iii) that the sale of the land be organised by John Marslin.

(P Lakeman/James)

PASSED.

WORKING BEE

SATURDAYS 3 & 17 MARCH 1979

WE WILL BE PAINTING THE EXTERIOR OF THE CLUBROOMS
(FAWN WITH DARK BROWN TRIM)

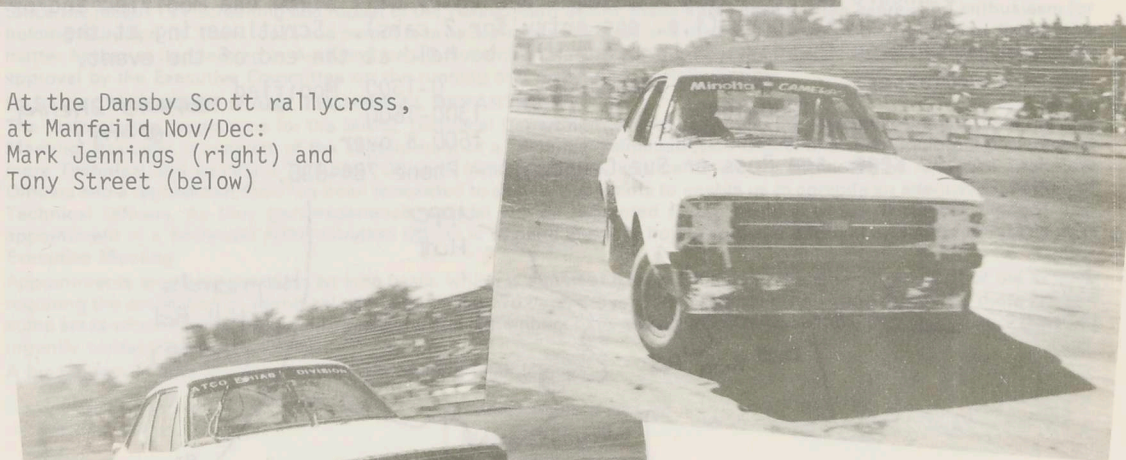
DAY 1: REPAIRING AND SCRUBBING DOWN

DAY 2: REPAINTING

WE NEED PEOPLE TO BRING THEMSELVES PLUS ANY OR ALL
OF LADDERS/PLANKS/A COUPLE OF TRAILERS/HAMMERS/WIRE
BRUSHES/SCRUB CUTTING EQUIPMENT/POWER DRILLS/SANDERS/
ASSORTED SANDPAPER (ESPECIALLY COARSE GRADE)/HOSES/
BROOMS/MORE PEOPLE



At the Dansby Scott rallycross,
at Manfeild Nov/Dec:
Mark Jennings (right) and
Tony Street (below)



Photos by the Macaskill Bros

comp. calendar

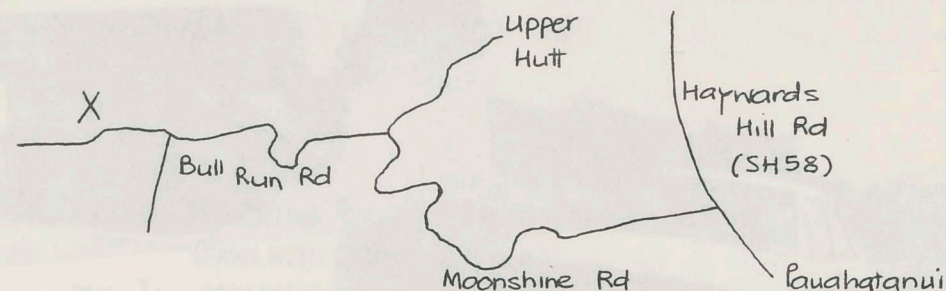
IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER, OR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB.

OPEN HOUSE IS HELD EVERY THURSDAY 7 pm to 10 pm

THE VICE CLUB CAPTAIN HAS ENTRY FORMS AND REGULATIONS FOR MOST OPEN AND INVITATION EVENTS. IF YOU WANT DETAILS ON AN EVENT, PLEASE RING BARRY.

FEBRUARY:

Sat 3 UP DOWN SPRINT, Rallywoods top road. WGTN INVITE
Rallywoods invitation Down and Up Hillclimb with the emphasis on standard cars. Entry - \$5-00 - One entry will allow one modified and/or one standard car, (i.e. one entry for 2 cars). Scrutineering at the venue on the day. A barbeque will be held at the end of the event.
Classes: 0-1300 Standard 0-1300 Modified (drivers' briefing 10am)
1300-1600 " 1300-1600 "
1600 & over " 1600 & over.
For Regs. see Ross or Sue Crundwell - Phone 784-035.



Take care on Moonshine Road and even greater care on Bull Run Road (gravel) as our future use of this venue can be jeopardised by inconsiderate driving.

Tues 6 NIGHT TRIAL WGTN CLOSED
Simple navigation in Wellington area starts Clubrooms 7.15 p.m.
Organiser Sid Franklin.

Sat 10 21st MG (Wgtn) Open

Sat 10 Dual Car Sprint 200m Naurarapa Invite

Sat 17 GYMKHANA WGTN INVITE
Venue is behind Aotea College Porirua where VUCC held an autocross recently, (see map below). Entry fee is \$3-00. Wellington Car Club Members with no comp. licence can compete as a closed club permit will be got also. Knobbly and rally tyres will be banned. Timing will be by stop watch. Certificates will be given to 1st, 2nd and 3rd, overall and in each class.
Organisers: Nonspeed Committee. For information contact Sid Franklin or Dave Gaskin.

such interpretations would not be recognised. This arises from occasions in the past whereby competitors had alleged that they had had verbal interpretations or approval for dispensation from regulations, and this had been very difficult to disprove.

On the recommendation of the Rally Advisory Committee, it was also requested that Clubs be requested to forward information on when they would be holding rallies as soon as possible, in order that the National Calendar can be kept up to date and to avoid clashing of dates with nearby Clubs.

The following amendment has been made to Clause 4 of the Thoroughbred & Classic Car Racing Regulations appearing on page 200 of the 1978 Yearbook:

4. Vehicles

1. **Eligibility.** Out of production sports cars and touring cars which must be to original factory specifications and be smartly maintained mechanically and with regard to paintwork and general condition, registered, warranted and in full road going condition.

2. **Specifications.** The above vehicles must comply with the requirements of Schedule A; however, the following waivers may apply:

- Where the fitting of seat belts or roll bars is impractical, some specific cars may be exempted on application to the Organising Committee.

RALLY SPRINTS

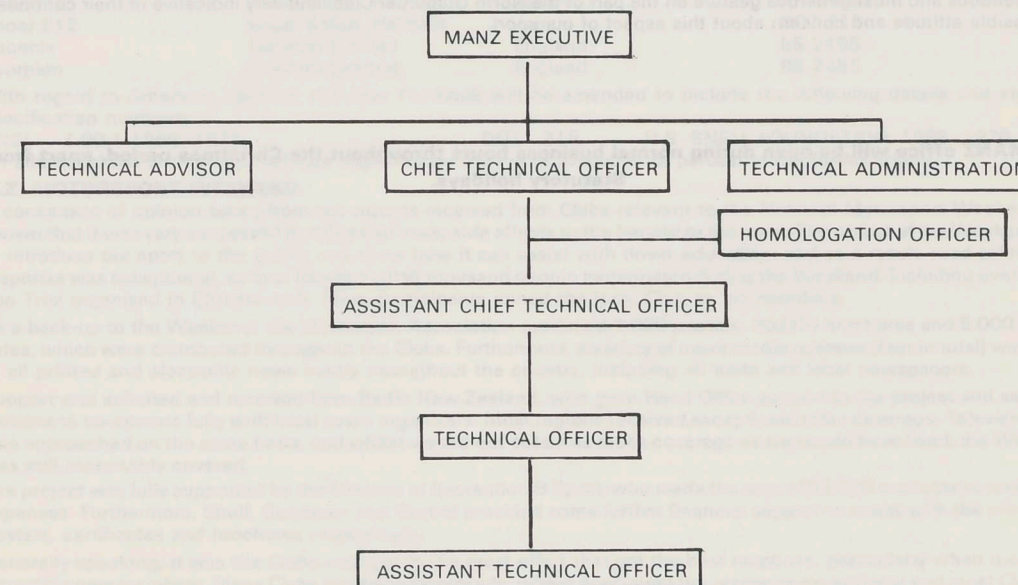
Since the recent TV1 screening and repeat of the Texaco Rally Sprint, many Clubs have written expressing enthusiasm for holding Rally Sprints. Basic ideas and permit fees have already been set, and the Rally Advisory Committee is to discuss the matter further at its Meeting in Auckland on 25 November. It is anticipated that the Committee will set Regulations for approval by the Executive Committee on the running and organising of Rally Sprints.

RESTRUCTURING OF MANZ TECHNICAL DEPARTMENT

The restructuring programme for the MANZ Technical Department was approved by the Executive Committee at its last Meeting. Basically, it consists of the appointment of a Technical Administration Officer and the appointment of several more Technical and Assistant Technical Officers. Initially, all new applicants will be appointed as Assistant Technical Officers and a registration form has been forwarded to all new applicants to enable us to compile an adequate schedule of Technical Officers. As they gain experience, several will be promoted to the position of full Technical Officers. The appointment of a Technical Administration Officer is in hand and it is hoped to make a formal appointment at the next Executive Meeting.

Appointments are being made on an area basis, which is aimed at having Officers in the area where most of the activity requiring the assistance of Technical personnel exists. To date, the response has been very good. However, there are still some areas where further support is necessary, and if members have any other ideas on suitable persons, you are asked to urgently contact the MANZ Office.

A breakdown of how the new system will operate is as follows:



INVITATION TO MANZ CLUBS FOR USE OF THUNDERPARK RACEWAY

An invitation from the Manager of Thunderpark Raceway to all MANZ affiliated Clubs to use Thunderpark Raceway has been received. Mr Peter Philip, the Manager, writes:

'As you will no doubt be aware, Thunderpark is a drag racing facility, situated on Highway 50 at Roys Hill near Hastings. It consists of $\frac{1}{2}$ of a mile of straight, level seal with an independent return road to the pit area. The pit area is 50% sealed and can pit well over 100 vehicles on the sealed area. Thunderpark has approximately 80 acres of land, but unfortunately does not have any lighting, so any use of the complex would have to be during the hours of daylight.'

Mr Philip goes on to say that they are prepared to offer the use of Thunderpark and all of its equipment such as timing gear, P.A. system etc. at no cost whatsoever, as they feel that the publicity received from Clubs using the complex would be adequate payment.

Thunderpark is a superb strip, rated by the visiting Americans last year as one of the best in the world. A new set of 'Christmas Tree' starting lights has just been installed which allows for handicapped starts. There are adequate toilet facilities and spectator viewing areas at the Strip, and the area is well known for its fine weather. Should Clubs wish to hold an event at Thunderpark, either on their own or in conjunction with one or more neighbouring Clubs, please write for further details to: Mr Peter Philip, Manager, Thunderpark Raceway, P.O. Box 274, Havelock North. Tel. 778-858 day or night.

NATIONAL RALLY CHAMPIONSHIP

The National Rally Series next year will be more exciting than ever before, with the added bonus of a Rally Sprint at the conclusion of the four rounds. Considerable interest has been shown in Rally Sprints, mainly due to TV1 screening twice the Texaco Rally Sprint, which people are still talking about. The four rounds next year will be held in the areas of Wellington, Marlborough, Auckland and Rotorua, with the Rally Sprint probably being staged in the Auckland area.

Efforts are now being made to find a sponsor for the 1979 'new look' Rally Championship. However, the programme will be organised whether there is a national sponsor or not.

RALLY ORGANISERS ASSOCIATION OF NZ LTD

A Special General Meeting of Shareholding Clubs of the Rally Organisers Association has been called for Saturday 25 November in the Auckland Car Club Rooms. The main topic on the Agenda is to receive a progress report from the Directors on the financial position of the Company.

Referring to the Special Rally Levy that was imposed on Clubs organising Rallies in June this year, the following is an extract from a letter received from the North Otago Car Club a few weeks ago, who organised Round 1 of this year's Pall Mall Championship.

'I am pleased to enclose the Club's cheque for \$210.00, being Rally levy on our recent Pall Mall Rally Round 1. This Club is well aware that there is no obligation to pay the levy as the levy did not come into force until after the event. The Executive unanimously agreed to pay the levy as a gesture of goodwill and to assure the organisers of the other 3 rounds in the Championship that this Club is behind MANZ in the question of the shortage of funds of ROANZ, which arose at the recent A.G.M. The Club trusts that its action will spur the enthusiasm of other Clubs to pay the levy willingly.'

A tremendous and most generous gesture on the part of the North Otago Car Club, and very indicative of their continued responsible attitude and concern about this aspect of our sport.

The MANZ office will be open during normal business hours throughout the Christmas period, apart from Statutory holidays.

MANZ NEWS

Editor: Jenny Nidd

NEW ADDRESSES

The following Clubs have new postal addresses. Please note your Yearbooks and records accordingly:

TWIZEL CAR CLUB, P.O. Box 44, TWIZEL ESCORT CAR CLUB, P.O. Box 26212, Epsom, AUCKLAND
JAGUAR DRIVERS' CLUB (WELLINGTON), P.O. Box 1443, WELLINGTON

NEW CLUB

We are pleased to advise that the JAGUAR DRIVERS' CLUB (WELLINGTON) INC. are now affiliated to the Association. President is Barry Woolcott, Tel. 881-748 (home), and Secretary is Jennifer Cook, Tel. 769-575 (home). Address is given above.

PROTECTIVE HELMETS

Notification has been received from the Ministry of Transport of a further list of protective helmets currently complying with the specifications of the MANZ Scrutineering Schedule which are on the Ministry of Transport road use approval list. Details are:

Helmet Model	Manufacturer	Country of Origin	Standard
Pol Star	Star Products	New Zealand	NZS 1884
Star Grand Prix	Star Products	New Zealand	NZS 1884
F 121	Star Products	New Zealand	NZS 1884
GT 6	Max Cheshire	New Zealand	NZS 1884
Max Cheshire Full Face	Max Cheshire	New Zealand	NZS 1884
Conquistador	F. Ferrentino	New Zealand	NZS 1884
Mach 1	F. Ferrentino	New Zealand	NZS 1884
Speedway Jet	Reinforced Glass Products	New Zealand	NZS 1884
Warner	Warner Helmets	New Zealand	NZS 1884
B 58	Ivanap Daytona	New Zealand	NZS 1884
Bell Star	Bell Helmets	U.S.A.	ANSI Z90.1
Star 120	Bell Helmets	U.S.A.	ANSI Z90.1
Star R-T	Bell Helmets	U.S.A.	ANSI Z90.1
Motor Star	Bell Helmets	U.S.A.	ANSI Z90.1
Super Magnum	Bell Helmets	U.S.A.	ANSI Z90.1
El Dorado BA 75	Lear Siegler	U.S.A.	Snell Found.
Shoei S3	Shoei Safety Helmets	Japan	ANSI Z90.1
Shoei S20	Shoei Safety Helmets	Japan	ANSI Z90.1
Shoei S21	Shoei Safety Helmets	Japan	ANSI Z90.1
Shoei S12	Shoei Safety Helmets	Japan	DOT 218
Phoenix	Stadium Limited	England	BS 2495
Scorpion	Stadium Limited	England	BS 2495

With regard to American helmets, the new Yearbook will be amended to include the following details and standard specification numbers:

ANSI Z 90.1 1966, 1971. DOT 218 U.S. SNELL FOUNDATION, 1968, 1970, 1972.

An additional list of overseas helmets approved by the FIA is available for perusal at the MANZ Office.

N.Z. MOTORSPORT WEEKEND

A consensus of opinion taken from the reports received from Clubs relevant to the National Motorsport Weekend has shown that it was very successful and has had many side affects to the benefit of the sport. The object of the Weekend was to introduce our sport to the public and show how it can assist with driver education, and as a result, road safety. The response was exceptional, as over four and a half thousand people participated during the Weekend, including over 260 in one Trial organised in Christchurch. Many participants joined the local Club as full members.

As a back-up to the Weekend, the Motorsport Association produced 4,000 posters, 20,000 brochures and 5,000 certificates, which were distributed throughout the Clubs. Furthermore, a variety of news media releases (four in total) were sent to all printed and electronic news media throughout the country, including all trade and local newspapers.

Support was solicited and received from Radio New Zealand, who gave Head Office support to the project and asked all stations to co-operate fully with local event organisers. Most regions received exceptional radio coverage. Television was also approached on the same basis, and whilst we did not obtain as much coverage as we would have liked, the Weekend was still reasonably covered.

The project was fully supported by the Ministry of Recreation & Sport, who made the sum of \$2,000 available to assist with expenses. Furthermore, Shell, Goodyear and Castrol provided some further financial support to assist with the printing of posters, certificates and brochures respectively.

Generally speaking, it was the Clubs who put in the most effort that got the best response, particularly when it came to attracting new members. Many Clubs visited local schools, where they found the response exceptional and most Clubs set up Motor Vehicle Displays. Some areas had a wide selection of events with several that prospective competitors could choose from. In contrast, other areas only had the one event.

In different areas, large crowds were attracted and it is impossible to say that some events were more successful than the others. However generally, well advertised rally stages, sprints, circuit events and grass gymkhanas appeared to be the most successful with the odd Trial coming to the fore where it had been well promoted.

Many Clubs feel that the full effect of the Weekend will be long lasting and it will attract members continuously over the next three months. With one exception, all Clubs were enthusiastic in their support of the idea and requested a further Weekend of a similar nature in the not too distant future. Clubs varied in their opinions as to how close this should be.

The MANZ Executive Committee considered this at their recent Meeting, and have selected the weekend of 15/16 March 1980 as the date for the next Motorsport Weekend. This will give Clubs ample time to prepare their campaign and furthermore, it should give a greater opportunity for use of grass venues, which provide a greater test of driving skill and an opportunity for participants to improve their car handling.

The above report was prepared and written by Mr Morrie Chandler, President of MANZ, based on a schedule of replies prepared from questionnaires on the Motorsport Weekend sent to all Clubs. A copy of this Schedule of Replies has been forwarded to all Group Co-ordinators, the final result being too bulky to forward to all individual clubs. It is a most interesting dossier, and Group Co-ordinators have been requested to make their copy available to Clubs for perusal if required.

The National Motorsport Weekend was Mr Chandler's 'baby'. He conceived the idea, spread his enthusiasm, personally oversaw every detail and followed through all channels of the scheme. He and his family spent a tremendous amount of their private time in promoting and organising the Weekend, and he would be the one person for Clubs to thank for the tremendous success of the Weekend.

The MANZ Office still has a considerable stock of Motorsport Weekend brochures available. These would be ideal for general Club use if the last page is detached.

F.I.A. ANNUAL CONGRESS : PARIS 1978

Most of you will now be aware that Messrs R.W.A. Frost (President d'Honneur of MANZ) and A.J. Smithard (Secretary General of MANZ) travelled to Paris in October as the New Zealand delegates to the F.I.A. Annual Congress.

One of the aims of the delegation was to be elected to the F.I.A. Committee, and this was achieved with the appointment of Mr Frost as Vice President of the C.S.I. The whole trip was an outstanding success, with New Zealand achieving very satisfactory results and answers to all proposals. Briefly, the benefits gained are:

Confirmation that the 1979 Rally of New Zealand has been accepted as the 6th round of the 1979 World Championship, and will take place on 14-21 July 1979.

The establishment and recognition of a Pacific Regional Committee by the F.I.A. subject to formal ratification by the FIA/CSI, and the granting of FIA Championship status to the proposed Pacific Championships subject to the submission of agreed Articles and the listing thereof in the FIA Yearbook. In explanation, this means that the FIA has agreed to the setting up of a Committee in the South Pacific to organise Pacific Racing and Rally Championships. Mr Smithard has unanimously been elected as Secretary to this Committee, as it is recognised that all the work gone into the organisation, presentation of ideas, and ratification by the C.S.I. is largely to his credit. The main interested countries involved are Japan, Australia, Malaysia, Singapore, Philippines, Hong Kong and New Caledonia. The abovementioned Articles have now been prepared and forwarded to the F.I.A. for approval, and steps are now being taken to organise a programme of events for the Racing and Rally Championships, which will commence in 1980.

Mr Smithard stated that during the visit to the Congress, New Zealand, through its delegates, has gained tremendous manna in the eyes of the C.S.I. and all Pacific countries with its responsible attitude and all the work that has gone into this project. Glowing praise was received by both he and Mr Frost from all sides, and this undoubtedly reflects the trust and confidence that all the Pacific countries have in New Zealand, which is recognised as the 'leader' on the Pacific Committee.

MOTOGARD RALLY

The Executive of MANZ would like to express their thanks to all persons who offered their willing assistance in the recent Motogard Rally. The spirit with which everybody got behind the organisers in making this a success, and particularly a financial success, has indeed been gratifying and will assist considerably in improving the financial position of ROANZ.

RADIO NEW ZEALAND RALLY POSTERS

A considerable stock of posters from the 1977 Radio New Zealand Rally are available as the MANZ Office at a cost of 50¢ each, or 15 for \$5. Although the event is long passed, for those of you that remember, this poster was a particularly fine piece of artwork by well known New Zealand Motorsport artist, Michael Nidd, featuring a very attractive collage of ten rally cars, and is now becoming recognised as a collector's item.

MANZ STEWARDS

Two new Stewards have been appointed to the Association's Stewarding Department:

Area 5: Mr G. Bale, 6 Rimu Place, Palmerston North.

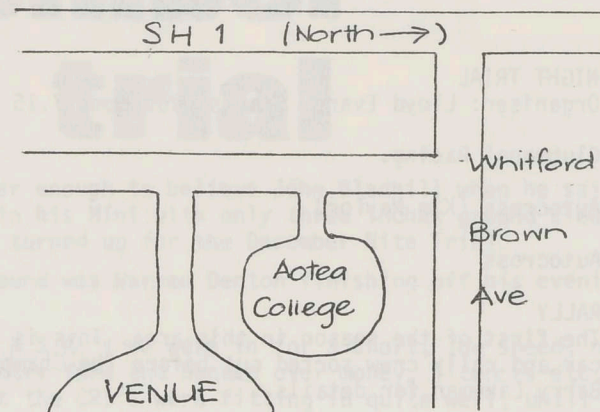
Area 13: Mr A.W. Long, R.D.1., Rotorua.

At the recent Executive Meeting, the Chief Steward pointed out that under the Association's Constitution it was necessary at three yearly intervals to reappoint members of the Stewarding Department for a further three year period, subject to resignations etc. The Meeting consequently resolved that all Stewards' Warrants of the new type presently held were automatically renewed for the period 1 April 1978 to 31 March 1981.

EXECUTIVE COMMITTEE RECOMMENDATIONS FROM NOVEMBER MEETING

At its last Meeting, the Executive Committee requested that the following recommendations be published in MANZ News: With regard to specifications and regulations of MANZ Championship races, if information or interpretation is requested by competitors from MANZ Officials, such interpretation or information must be given by those Officials in writing, otherwise

Entries will be accepted from 10am to 11am. Classes: 0 - 1000cc, 1001 - 1300cc, 1301 - 1600cc, 1601 - 2000cc, 2001 - 3000cc, 3001cc & over. All 2 wheel drive vehicles are eligible (estates, vans, cars, etc.)



Sun 18 Port Road Dual Car Sprint, & Social HVMC Invite
Entries close on 17 February. Late entries on the day will be accepted between 8 am - 9.30 pm subject to an additional \$2 fee. The entry fee is \$7. Scrutineering for competitors from Wellington and Hutt Valley areas will be held at P.M.E., Margaret Street, Lower Hutt, from 6 - 8 pm. Drivers must have a MANZ Competition Licence suitable for the event, a current Civil Driver's Licence, a membership card for one of the Invited Clubs, approved protective helmet, clean approved overalls and footwear, a fire extinguisher with current service sticker. Competitors and Marshalls are invited back to the Hutt Valley Motoring Club Clubrooms situated at Halford Place, Petone at the conclusion of the meeting. If the weather is suitable a Barbeque tea will be available.

Please post your entries to The Competition Secretary,
Hutt Valley Motoring Club,
P.O. Box 1074,
WELLINGTON.

and enclose the appropriate entry fee.

Sun 18 Autocross (Kim Naylor) Wairarapa Invite
Tues 20 CLUBNIGHT WGTN
8 p.m. Clubrooms
Sat 24 HILLCLIMB: Palmer Head WGTN INVITE
Sun 25 GAMES EVENING AND SOCIAL AT CLUBROOMS WGTN INVITE
A good FUN evening at Clubrooms. Starts 8 p.m. Entry is FREE.
Ladies a plate and the bar will be open.
Organisers: Wayne McEwen and Sid Franklin.
Sun 25 Gymkhana Wainui Invite
Sun 25 National Race, Taupo Open

Tues 27 RALLY SEMINAR WGTN OPEN
 Barry Lakeman invites you all to the clubrooms to discuss aspects of rallying. How to start rallying, how to drive, how to navigate, car preparation, the regulations, etc. Experienced and inexperienced rally competitors are invited. We might all learn something.

MARCH:

Tues 6 NIGHT TRIAL WGTN CLOSED
 Organiser: Lloyd Evans. Starts Clubrooms 7.15 pm.

Sat 10 Clubmans' Racing. Wairarapa Invite

Sun 11 Autocross (Kim Naylor) Wainui Invite

Sat 17 Autocross Wairarapa Invite

Sat 24 RALLY WGTN INVITE
 The first of the season in this area. This is the chance to get your car and rally crew sorted out before the Championships start. Ring Barry Lakeman for details.

*Sun 25 NOVELTY TRIAL WGTN INVITE
 Starts Clubrooms 1.00 pm. A three hour 'Treasure Hunt' type of event. Entry fee \$2.00, all given back as prizes. Organiser: Peter Hughes. Be prepared for anything. Even a WHO'S WHO and a map of Stewart Island might help.

Sun 25 International Racemeeting, Manfeild. OPEN

APRIL:

Sun 1 National Racemeeting, Pukekohe. Northern Sports Open

Tues 3 NIGHT TRIAL WGTN CLOSED
 Starts Clubrooms 7.15 pm. Organisers: Bob Gardner & Dave Gaskin (Team Firespark).

Sun 8 Hillclimb Gravel Wairarapa Invite

Sat 14 International Race, Baypark BOPMRA Open

Tues 17 CLUBNIGHT (Clubrooms) WGTN

Sat 21 Rally Wanganui Invite

Sat 21 Trial (Foote Cup) HVMC Invite

Sat 21 Autocross VUCC Invite

Sun 22 GYMKHANA (Stewards Trophy) WGTN INVITE

Sun 22 Autocross Wairarapa Invite

Wed 25 Anzac Day Walking Trial VUCC Invite

Sat 28 SPEED EVENT WGTN INVITE

Sun 29 Sprint Wainui Invite

JOHN THOMSON TELLS YOU HOW TO CATCH A TIGER BY ITS SCUDER:

december nite trial

Being still sucker enough to believe John Gladhill when he said that he had gone over the course in his Mini with only three inches ground clearance, we Thomsons (Team Moggy) turned up for the December Nite Trial.

First thing we found was Warren Denton finishing off his evening meal of greasies.

According to the A.S.R.'s we were in for a short, low speed, no tricks trial, so we filled in the entry form and handed over money, licences etc. On our way we went and found that the CRI's were fitting in quite well, until we got to the ODO check. There was where we were reminded that John had plotted the trial in his Mini, and his Mini is calibrated in miles. The nett result was that we were running about eight minutes late instead of the hoped for two minutes early, so without any further ado, apart from recording the ODO reading, off we went.

No problem in following the instructions, being four minutes late at 'K' Foulkes, so by the time we had looked at John's house in its partially completed state we were back on time at the Hutt Road and off we went to the Hutt. However, we had a bit of a diversion when looking for animals, as we were delayed for 17 minutes by the Police Rodeo when they were despatching the one that got away. After that episode we continued on a quiet journey, finding some checks and writing down some more answers along the way to Pat Tollan overlooking Stokes Valley.

Then came the trial of the trial. Not the dirt road, although the usual December Nite Trial problem of damaged exhaust system happened, but looking for the building date on the pylon. After a fruitless search for anything better than graffiti, we continued on to Pete the Pom and then back into town counting bridges in the sky all the way. Nice to see a new sign to direct us up Russell Terrace.

In the Clubrooms we had a short wait for results then a bit of discussion about how other people had mistakes in their answers.

Overall a very nice drive even if John's Mini needs a bit of ODO correction and some more ground clearance. One of these days I will turn up to a December event with a vehicle with two feet of ground clearance to save the annual exhaust system rebuild.

Thanks to you, John Gladhill and Warren Denton (Scuderia Tigerius) and your helpers, K Foulkes, Pat Tollan and Peter Hughes for this novel and enjoyable trial.

results



RESULTS

TEAM (Driver/Navigator)	POINTS LOST	2 MAN PLACE	OVERALL PLACE
MacMob (McGuire/McGuire)	53	5th	6th
Dogg (Lash/Uffindell)	76	10th	11th
Midweek Flash (Baker/Lakeman)	70	7th=	8th=
Hawkeye & JJ (Nidd/McNamara)	57	6th	7th
Firespark (Gardner/Gaskin)	70	7th=	8th=
Scoles (Scholes/King)	81	11th	12th
Graywater (Gray/Lakeman)	DNF	-	-
Blockley (Blockley/Franklin)	51	-	3rd
Beaver (Pierson/Pierson)	41	2nd	2nd
Stratos (Blandford/Berg)	52	3rd=	4th=
Moggy (Thomson/Thomson)	18	1st	1st
King (King/Fletcher)	71	9th	10th
Sparky & Hitch (Conroy/Griffiths)	52	3rd=	4th=
Little Flick (McInnes/Kidd)	129	-	13th
Tractor (Vermey/Montgomery)	134	-	14th

ORGANISERS: Scuderia Tigerius (Warren Denton & John Gladhill)

CHECKER: Peter Hughes

CHECK MARSHALLS: K Foulkes, Pat Tollan and Peter Hughes.

Entrant	Missed	Time Penalties	Points Lost	Place
Wilson	9	280	1900	11th
KING	15	303	3003	13th
Fowles	6	319	1399	7th
Joines	8	215	1655	10th
Rapley	2	231	591	1st
Stilwell	4	110	830	3rd
Ryan	6	334	1414	8th
MCGUIRE	3	100	640	2nd
STEBBING	13	287	2627	12th
Talbot	16	554	3434	15th
Rowden	-	Retired	-	DNF
Matheson	5	356	1256	6th
McSweeney	15	525	3225	14th
GAIR	4	475	1195	5th
Crompton	7	389	1649	9th
Longney	5	231	1131	4th

ORGANISER WARREN DENTON LOOKS BACK ON NOVEMBER'S

Summer 100 Trial

Well, it was certainly a very miserable day to run an invitation trial on. Still it was good to see 16 entries, including 2 all the way from the Hawkes Bay. However, a bit disappointing to receive only 4 entries from our own Club - perhaps a late receipt of the November Bulletin was partly to blame?

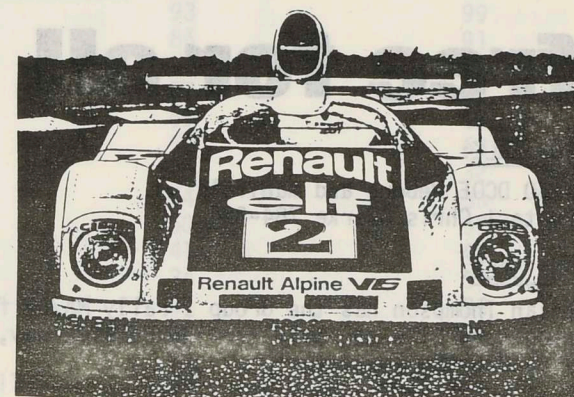
The morning sections seemed to go without any problems. Amusing to receive a claim from one competitor who thought we had forgotten about the 'D' in 'ODO' (we hadn't!) and from another who told us we'd spelt 'ROBERTS ST' wrong (we knew that!). A certain ex-RATEC crew had trouble with the reverse instructions, but everyone else seemed to find their way about. Murray McGuire was unfortunate enough to drive straight past a passage check on the Featherston/Martinborough road without seeing it, a mistake that was to cost him first place. Leading, at the lunch break, was the VUCC crew of John Rapley, Heather & Ray Mackie with nil points lost. During the gravel section from Dyerville to Martinborough we were unfortunate to lose one of our Wainui competitors after his Mazda tried climbing a bank. John Pierson in the trail car suggested the tyre and braking marks in that section probably told a few stories!

After lunch it was straight into mapreading, fairly simple in the main, with a trap at the end on the use of 'Crosses Line' (it could be used only in mapreading). Then there were a couple of subsections of misquoted signs, CHFC boards, turning into signs, crossroad(s), an FMCC checkboard, a tee that wasn't, etc. Due to the heavy rain making roads very slippery, the finish venue was unusable and the Trial was shortened some 11km in order to find shelter for the finish.

My thanks to Sid Franklin for helping me put out the checkboards; to John Ahradsen, Roger Scholes, Bill King and Tom Doyle for manning checks, and to Jenny and John Pierson for their efforts in untangling the wire used to fasten checkboards, and collecting them.



results



BOB & PAULINE GARDNER WON AN EVENT THAT YOU CAN STILL ENTER:

Novelty Trial

As a replacement for a cancelled speed event on 3 December, the Speed Committee ran Rick O'Neill's photographic novelty trial. A disappointing turnout by members resulted in only 6 entries.

The format was to identify the photos in the CRIs, go to the place or object photographed and answer the question relating to that photo. A few guesses after starting and we found one of the 'objects', then another by criss-crossing through town, accidentally finding objects while looking for others, we ended up with 19 answers. By then our time was running out so we headed back to discover that no-one else had found as many and that we had come first.

This was an extremely interesting event and one which more people who think they 'know Wellington like the back of their hand' should enter. To this end, the Nonspeed Committee has arranged to run the event again in early 1979.

Thanks to the Speed Committee for running the event and to Rick O'Neill for his time and effort.

WATCH THIS
SPACE

FOR "TRIALLING TREV"

free for all

FOR SALE:

2 40 DCOE Webers and manifold
Contact Chris Clarke 784-354

FOR SALE:

Brian Thompson has the Group 1 rally MAZDA for sale. A proven car with all the necessary bits to rally the inexpensive way, at a reasonable price.
Ring 836-588 anytime.

TROPHY POINTS AS AT 31 DECEMBER 1978

NONSPEED TROPHY

Jenny Pierson	26
John Pierson	24
Warren Denton, Bob Gardner	23
John Gladhill	20
Dave Gaskin	19
Heather McGuire, Murray McGuire	14
Philip King	12
John Thomson, Marie Thomson, John Uffindell, Barry Lakeman	10
Sid Franklin, Craig Fletcher, Brian McInnes, Carla Kidd,	9
Brian Thompson, David Harrey	8
Jenny Nidd, Bob Gray, Ian Laming	

LADIES TROPHY

Jenny Pierson	35
Heather McGuire	20
Marie Thomson	16
Jenny Nidd, Carla Kidd,	11
Pat Lakeman, Bronwyn Griffiths	8
Sherry Wood, Dianne McDonald,	7
Dianne Cordwell, Sandy McPherson	

SPEED TROPHY

Tony Street	13
Peter Zircovic	9
Harvey Kibble, Mark Jennings	8
Iain Mollison	7
Kevin Smith	6
Alan Barnes, Simon Curry, Paul Jennings, John Debernardo	5
Neil Whiting, Jim Algie, Danie Lupp, Colin Taylor, Gordon	4
Tucker, Dick Butters, Sid Franklin, Ian Mathews, Chris	
Kirk-Burnnand	

MONTHLY NIGHT TRIAL TROPHY

Team (Usual driver/navigator)	Best 8 Results
Scuderia Tigerius (Gladhill/Denton)	135
Beaver (Pierson/Pierson)	115
Firespark (Gardner/Gaskin)	110
Macmob (McGuire/McGuire)	93
Graywater (Gray/Lakeman)	85
Moggy (Thomson/Thomson)	84
Stratos (Blandford/Berg)	77
Hawkeye & JJ (Nidd/McNamara)	69
1500 (Evans/Williams)	57
Wood (Wood/Fisher)	55
Dogg (Lash/Uffindell)	54
Laurel & Hardy (Gordon/Franklin)	50
Hopeless Harry (King/Harrey)	41
Midweek Flash (Baker/Lakeman)	34
Little Flick (McInnes/Kidd)	31
Sparky & Hitch (Conroy/Griffiths)	32
Sneaky Heat (Fletcher/O'Brien)	29
Midnight Motors (McPhersons/Cordwells)	25

EAST (2-MAN) TROPHY

Best 8 Results
137
118
116
99
91
89
75
59
63
32
33
57
48
37
33
34
11
-

SCOREBOARD

MANFEILD BENT SPRINT 23 October 1978

Organised by Wairarapa Car Club

The only Wellington Car Club competitor was John Ahradsen (Escort 1.3 Sport, 1.43.00, 2nd in class, 22nd overall).

GOLD STAR HILLCLIMB Admiral Road 11 November 1978

Organised by Wairarapa Car Club

The only Wellington Car Club competitor was Lloyd Evans (Cortina 5.7 litre V8, 46.58 secs, 1st in class, 10th overall).

INTERCLUB GYMKHANA Sunday 5 November 1978

Organised by Wairarapa Car Club

Further to the provisional results printed in our December issue, these are the final team placings:

MGCC 139.5 Wairarapa 124.5 VUCC 65 Wellington 8 Fiat 0

Wellington members made up 3 teams. Their times were as follows (tests 1-6)

John Pierson	78.7	43.3	70.02	49.4	36.6	36.74
Wayne Gair	74.0	44.2	69.96	43.9	40.0	33.11
Jenny Pierson	78.8	48.7	72.56	47.6	39.1	38.4
Dianne McDonald	76.3	47.0	79.85	49.3	49.6	34.5
Craig Fletcher	75.2	45.5	70.52	45.9	39.6	35.24
Phillip King	75.2	45.0	74.32	46.8	37.3	36.37

WALL TROPHY POINTS 1978

Competitors:	Organising Clubs:						Overall:	
	LCC	MGCC	VUCC	Wainui	Wgtn	HVMC	Points	Place
VUCC	22	27	13	29	20	20	131	1
Wainui	13	10	10	20	13	13	79	2
Wgtn	7	13	5	7	26	16	74	3
MGCC	15	21	23				59	4
HVMC			20	10			30	5
Levin	19	5					24	6

PME TROPHY 1978

Points for drivers in the Wall Trophy Series:

Mackie R 82 pts 1st; Dempsey M 66 2nd; Martell R 36 3rd;

Wellington Car Club drivers scored as follows:

JOHN PIERSON 20 pts 6th=; WAYNE GAIR 12 14th; BRIAN THOMPSON & SHERRY WOOD 5 20th=; PAUL KING 3 23rd.

MARSHALLING: Post to Box 5142 Wellington

Name

Address

Telephone: Home Work

I would like to marshall/timekeep at sprints/hillclimbs/trials/rallies/hillclimbs/other events (specify).

CHANGE OF ADDRESS: Post to Box 5142 Wellington

Old address:

New Address:

Name

Name

Address

Address

Telephone

Telephone

NEW MEMBER INTRODUCTION: Post to Box 5142 Wellington

Introduced by:

Interest shown by:

Name

Name

Address

Address

Telephone

Telephone

An application form and information about the club will be sent to the prospective new member.



Above:
Harvey Kibble hangs it all out at
the VUCC Autocross held on 26
November (no results to hand)

AND FINALLY...

...FRANKLIN



APOLOGY

Due to confusion between us and our printers, the original copy for the December "Motoring News" has been mislaid. As a result, our advertisers' copy is not available for inclusion in this issue. We extend our sincere apologies to our advertisers and ask you to continue to support:

S C Wallace, Registered Plumber, phone 7786 Tawa.

Dunlop NZ Ltd.

TSL Rentals, 18-20 Lorne St, Wellington, phone 858632, & 11 Park Ave, Lower Hutt, phones 676334 or 671734.

Bruce McPherson at L V Martin & Son, 96 Lambton Quay, phone 724351 (bus.) or 399409 (home).

Rick O'Neill, O'Neill's Photo Service, 37 Courtney Place.

Trijack Transparts, 18 Holland Cres, Naenae, phone 675138.

Wellington Motordrome Ltd, 164-166 Aro Street, phone 843350.

Insurance Associates, 68 High Street, Lower Hutt, phone 694994.

The Autobarn, 126 Featherston Street (corner of Featherston & Waring Taylor Sts) Wellington, phone 723172.

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

1 Mar 79

bulletin of the **wellington**
car club

box 5142 wellington



IGNITION PARTS

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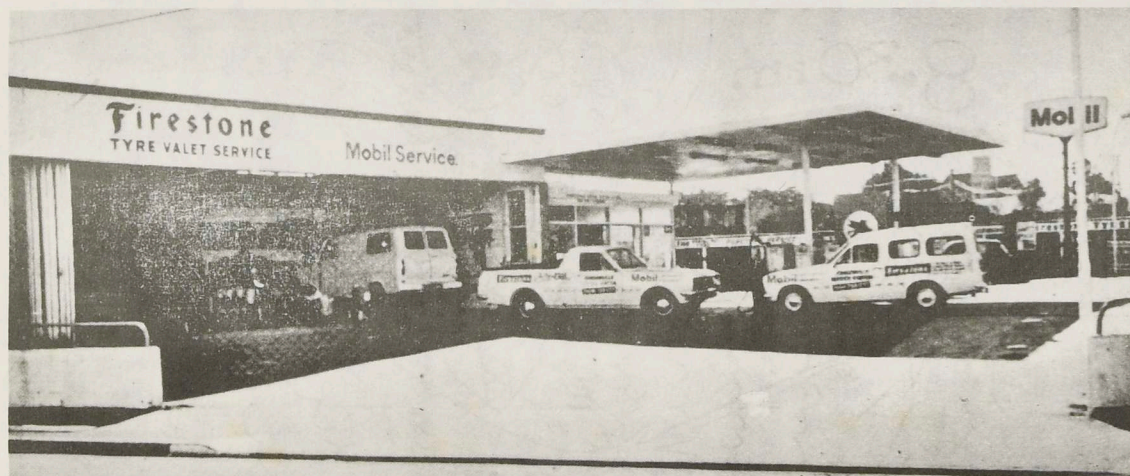
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(BY THE ROUNDABOUT J'VILLE)



BULLETIN OF THE WELLINGTON CAR CLUB

March
1979

MOTORING NEWS

NEIL WHITING blasting through the bush at the Rallywoods Down
-Up Sprint. Story & photos inside. Photo: Macaskill Bros.



DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

PRESIDENT: John Marslin, 52 Beazley Ave Paparangi, 783141/759171 wk
IMM PAST PRES: Bill King.
SECRETARY: Pat Lakeman, 5 Iwi St Ngaio, 796256/729929 wk
TREASURER: Ruth Shepherd, 47 Bengal St Khandallah, 795595
CLUB CAPTAIN: Mike Galvin, 34A Sutherland Cres Melrose, 897441
VICE CAPTAIN: Barry Lakeman, 32 Kotari Road Eastbourne, 627020/666969
COMMITTEE: Sid Franklin, 59 Owen St Newtown, 893803
Bob Gray, 9 Cedar St Maungarakei, 666969 wk
Chris James, 8 Gow St Paparangi, 783907/737551 wk
Wayne McEwen, 36 Spenmoor St Newlands, 786620/858632 wk

Dave Richards, 60 California Dr Totara Pk, UH89942/PRO78109
Roger Scholes, 12A Parkland Drive Karori, 769641/727745 wk
Gordon Tucker, 1/50 Lincoln Ave Tawa, TWA7632 home & work

speed 


CONVENOR: Bill King
AND: Wayne McEwen
Roger Scholes

HOUSE COMMITTEE: Chris James, Bill Pitt, Dave Richards
MEMBERSHIP: Ruth Shepherd
POINTSKEEPER: John Pierson
RALLY COMMITTEE: Barry Lakeman, Bob Gray
EQUIPMENT: Wayne McEwen
PUBLICITY: Richard Hook (UH88189/845619 wk), Barry Lakeman

 social

CONVENOR: Trish James
783907
AND: John Garwood
Chris James
Bill Pitt
Mark Taylor
Gordon Tucker

CONVENOR: Sid Franklin
SECRETARY: Dave Gaskin
894566/894742 wk
TRIALS: Bob Gardner
764436/850188 wk
GYMKHANAS AND NOVELTY EVENTS:
Chas Begg
660953/684586 wk

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

bulletin staff 

Bill King
phone 792-476 (home)
Pat Lakeman
Rob Brettell
Barry Lakeman

DEADLINE FOR COPY FOR
"MOTORING NEWS" IS EACH
CLUBNIGHT

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

TONY WILLIAMS LET HIS LITRES LAST TO COME FIRST ON THE

ECONOMY RUN

ON 28 JANUARY 1979, BARRY LAKEMAN, CO-ORGANISER, REPORTS:

ED CONROY and I planned this event so that it would be an enjoyable day's drive. Unfortunately for Ed, he damaged his left hand the week before the event and couldn't help out on the day. NEIL MCCORMICK and MAGGIE SMART offered their services instead. Twelve cars were started by MARJORIE and Maggie from LEYCARS AUTODROME: two car loads of families (the RICHARDS and the MARTINS) and one car containing just one person: WARREN DENTON (showing off again!) with a sack of spuds in the boot for ballast (as good as most navigators?).

The regulations said that "Cheating of all kinds is allowed" but laid down some general guidelines for those who wanted to be "honest", which roughly paralleled those for the MOBIL. Winners TONY WILLIAMS and JULIE SAVAGE indulged in the allowed cheating and HUGH JOHNSTON (Chief Refueller) couldn't believe that the Datsun would only take 3.75 litres of petrol for the 100 km. The battle between the Honda Civics was won by PETER MARTIN, beating BRUCE RICHARDS by one tenth of a litre, while RICHARD HOLDER won the 1301-1600cc class in the Gemini, ahead of two Cortinas and a Datsun 1600SSS. STEVE and DEBORAH GARDNER and STEVE TONKS and CUSHLA HEGAN won their classes, unopposed, but with excellent results.

As the official finishing point and refuel was the NEWTOWN PETROL GARAGE, it was only a short run up to the clubrooms for coffee and drinks. Incidentally, we asked some questions directed especially at children: "How many white horses did you see?". Bruce Richards 5, Peter Martin's family 12. Also: "How many times did the driver change gear?" - Richards 29, Martins 69, and Warren Denton (a kid at heart) 7!!

results

Bruce McPherson

L. V. MARTIN & SON
96 Lambton Quay,
Wellington.

Telephones:
Business: 724-351
Private: 399-409

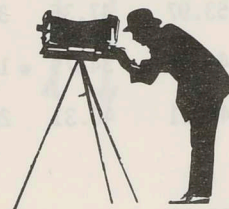
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37 COURTENAY PLACE (1ST FLOOR)
WELLINGTON.

Crew and car:

		cc(class)	1/100km	MPG	Place	O'all	Class
Stephen & Deborah Gardner	1725(C)	6.45	43.34	6=	1		
Singer Vogue							
Andrew Blockley & Jeanette Webb	1256(A)	6.45	43.34	6=	5		
Vauxhall Viva							
Craig Fletcher & Pauline Wild	1600(B)	7.80	35.84	10=	3=		
Ford Cortina							
Peter, Lynette, Janine, Scott & Craig Martin	1238(A)	4.45	62.83	3	3		
Honda Civic HL							
John & Jenny Pierson	1595(D)	7.80	35.84	10=	3=		
Datsun 1600SSS							
Steve Tonks & Cushla Hegan	2292(D)	10.75	26.00	12	1		
Mazda RX3							
Tony Williams & Julie Savage	1171(A)	3.75*	74.56	1	1		
Datsun 1200							
Bruce Richards & Wendy Hanson	1170(A)	4.55	61.45	4	4		
Honda Civic							
Dave, Deborah, Janet & Susan Richards	1498(B)	6.45	43.34	6	2		
Ford Cortina MkII							
Don McLean & Ian Matthews	1171(A)	6.50	43.01	9	6		
Datsun 1200							
Warren Denton	1166(A)	4.30	65.02	2	2		
Toyota Corolla SR Coupe							
Richard & Pat Holder & Steve Brettell	1584(B)	6.30	44.38	5	1		
Isuzu Gemini							

Classes: A 0 - 1300cc; B 1301 - 1600cc; C 1601 - 2000cc; D 2001cc and over.

Marshalls: Barry Lakeman, Marjorie McKee, Neil McCormick, Maggie Smart, Hugh Johnston, Leonie Brough.

Organisers: Ed Conroy, Barry Lakeman.

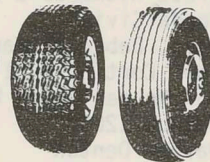
* Change to provisional results announced on the day.

Gymkhana

SATURDAY 17 FEBRUARY 1979
PORIRUA

	1st Test	2nd Test	3rd Test	4th Test	5th Test	6th Test	7th Test	8th Test	O'all Place
<u>1001 - 1300cc</u>									
R Holder (Datsun 1171)	34.33	23.91	37.44	53.13	44.97	39.00	53.11	47.10	4th
G Rumens (Toyota 1200)	31.78	25.16	33.65	55.08	41.77	37.90	53.97	47.35	3rd
C Taylor (Honda 1242)	27.72	22.72	28.84	48.11	34.74	32.66	41.37	34.79	1st
R O'Neil (Honda 1147)	30.69	23.34	35.30	53.45	35.17	33.19	46.21	40.31	2nd
<u>1301 - 1600cc</u>									
P King (Escort 1600)	33.86	23.41	42.45	59.46	1.17.00	64.76	60.82	no run	9th
P Galyer (Datsun 1598)	37.00	26.81	1.13.95	62.26	1.03.48	43.85	54.67	55.45	10th
C Fletcher (Cortina 1600)	35.20	26.14	51.94	66.41	1.27.37	45.24	67.53	1.04.31	11th
Jenny Pierson (Datsun 1595)	33.54	26.08	43.48	54.41	58.25	47.10	55.79	1.11.08	6th
John Pierson (Datsun 1595)	31.63	26.95	40.48	62.10	47.52	47.86	56.13	54.03	7th
<u>1601 - 2000cc</u>									
J Croy (Toyota 1700)	35.64	28.03	48.70	59.21	43.50	44.12	55.19	43.04	5th
J Christian (Viva 1760)	36.59	28.89	47.82	60.75	48.24	45.50	51.13	47.03	8th
<u>3000cc and over</u>									
G Tucker (Holden 3300)	34.32	31.27	49.89	60.62	1.30.65	53.86	62.43	1.32.86	12th

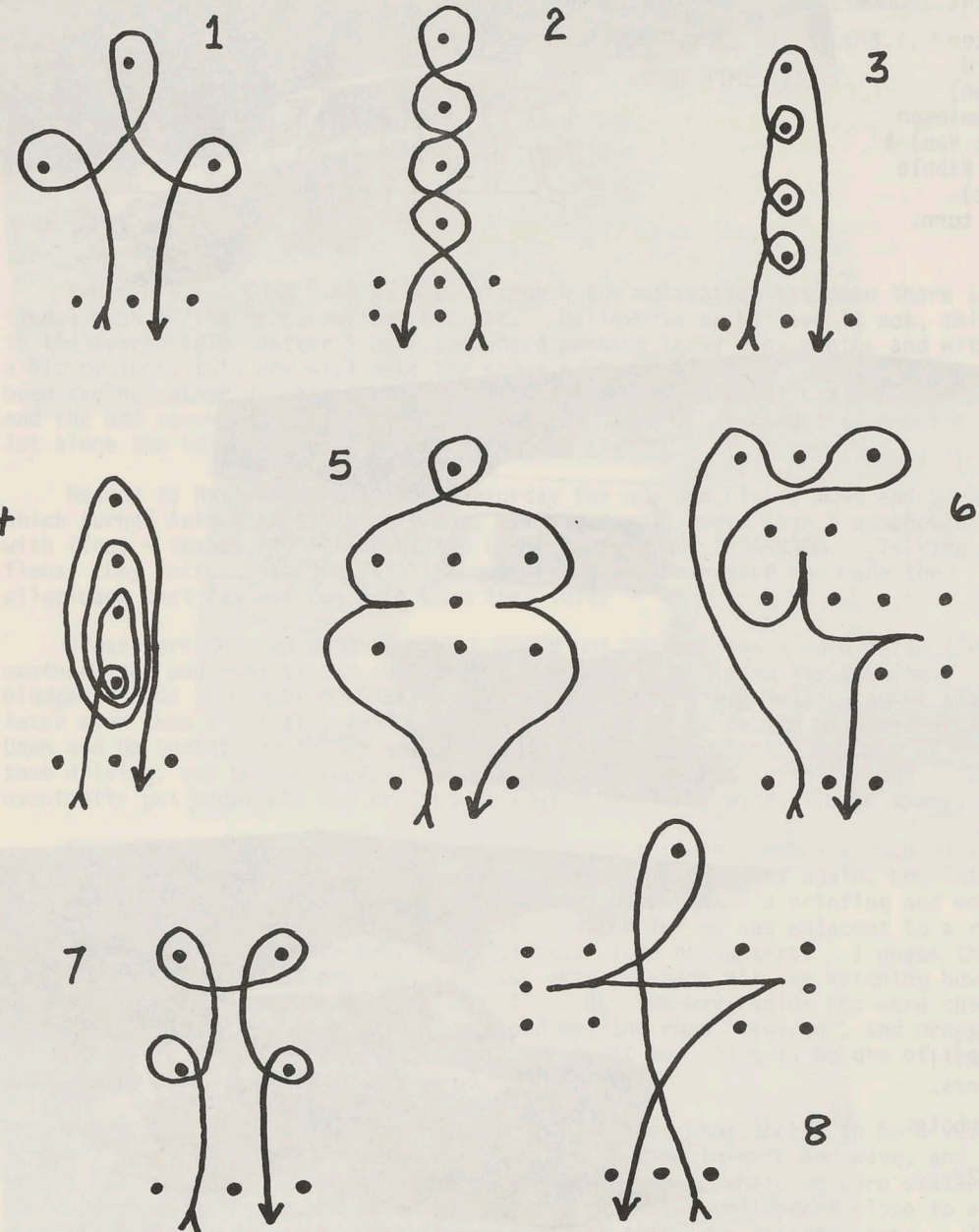
➤ GET WITH **DUNLOP**



S. C. Wallace

REGISTERED
PLUMBER

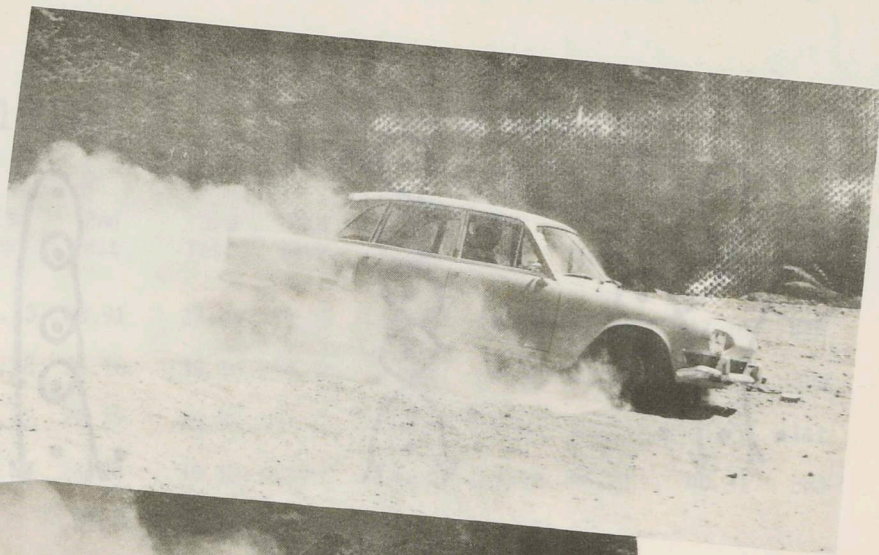
409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa



These were the tests used. It was a wet and greasy surface on a fine fun day.

RALLYWOODS DOWN-
UP SPRINT 3/2/79:

Leicester
Banfield
(Triumph)
Dave Jamieson
(Escort Van) &
Harvey Kibble
(Escort)
at the turn.



Photos:
Macaskill
Brothers.

More photos
pages
21 & 22

IDLE CHATTER

from WAYNE MOORE

ABOUT A MARSHALL'S VIEW OF RALLYWOODS....

ABOUT NYMPHOMANIACS WITH FLEAS...

ABOUT TIME (?!).....

Yeh g'day - a long time no see, although the motivation has been there (at times) even if the 'rotarvation' has not. Believe it or believe it not, this is the fourth Idle Chatter I have commenced penning in as many months and with a bit of luck, this one will make the pages of Motoring News. My brain has been fading rather drastically over the last nine months (that's a pregnant pause) and the odd scrawl that has been contrived has not even reached the censor's hand, let alone the Editor. Anyway let's rip into it.

Headed to Rallywoods the other Saturday for our own Club's Down and Up Sprint which turned into a pretty mighty day, with more roll overs than a nymphomaniac with fleas - thanks SID FRANKLIN, SID FRANKLIN and JOHN DEBARNADO. Talking of fleas, they reckon that dust kills them so doubtless everyone who made the pilgrimage that day was bug free when they left.

Organisers SUE and ROSS CRUNDWELL could not have chosen a more perfect day weatherwise, and T-shirts and shorts were the order right from its dawning. I had bludged a ride from MARK MOLONEY, who was going to remain nameless, as he slept in later even than I normally do. Consequently, the first couple of hours of the Down and Up Sprint day for me were spent doing precisely that - but pacing rather than driving, and on the footpath outside home rather than at Rallywoods. We eventually got under way and arrived at TONY'S Territory with time to spare.

Scrutineering proceeded with incident (which certainly makes a change) as two competing vehicles had a coming together in the pits; no names again, but this may well have been an omen for BIG SID. We underwent marshall's briefing and were then placed (!) in our respective positions, which for me was adjacent to a rather familiar tree continuing to bear scars of past close encounters. I guess that there was method in that madness, as I was able to spend all day watching how to drive around the tree, rather than into it. Our two-way radios etc were checked as ALAN BARNES, friend Diane and dog joined me, the road 'cleared', and practice commenced amid continuous clouds of dust - man, it was going to be one of those dirty days!

The first few cars proceeded without incident on what looked to be a very slippery surface, LEICESTER BANFIELD even finding time to grin and wave, and then it was SID'S turn - and over she goes Trev, too close to where we were stationed for comfort. Although, on second thoughts, practising roll overs close to a marshall point is doubtless wiser than doing the same in a deserted area. The car was on its roof and we opened a door and crawled in to find our Big Brother prostrate, inverted and having one heck of a job to get out of his safety harness. The force of gravity sure contrives some funny situations. Eventually all of SID

was extracted from the belt and found to be AOK, so we crawled out into the dust to find half the population of Rallywoods had converged to assist. The car was righted to reveal little more than a broken windscreen and loss of dignity had been suffered; our adrenalin returned to wherever our bodies store it; the road was cleared ('cleaned' would not be too appropriate); and practice recommenced. About the most exciting thing that happened for the next few cars was that I cleaned my glasses twenty times, blew my nose (yuk!) and scratched. The latter worried me a bit, thinking of nymphomaniacs with fleas. SID'S car had obviously been in order, as he practised and all was well.

The first official timed run commenced and we witnessed some superb driving, dusty sandwiches, dirty drink and poor SID doing it again! This time however, he was on his way down rather than up the hill and just to the other side of our position. A brief ("C3 - incident") radio message shouted in about a tenth of a second flat and we were running again with extinguisher under arm. This time as well the Datsun was on its roof, but more damaged and we had to force a door open which saved the poor guy some embarrassment as he had squirmed half way out of his harness by the time we crawled to him. We set to removing the other half and 'freeing' what looked to be a trapped foot from the pedals but was in fact being used by its owner as a 'prop' against falling onto the roof, which added a bit of hilarity to the situation if any more was required.

A quick photograph then the car was righted again to reveal it looking a little too much worse for wear this time, and SID joined the ranks of the spectators, initially standing with us at a now very infamous corner.

The dust rolled on (sorry pun), as did the day and eventually was coated in a light brown, mist of dirt - well, just about I avoided visiting the boy's room possible in order that something clean (no, my hands were dirty). that subject, we found a mighty certain rotary-eating tree, a lamp post would be proud of, and cripes, some dogs have fleas, best that subject!



about the
everything
penetrating
everything,
as much as
might stay
While on
use for a
treat any
any dog -
leave

Just about the time we were all starting to relax a little, the engine noise of MARTIN FINE'S Mini (ex PETER ZIVCOVIC), on its way down the hill, died suddenly to be replaced by the sound of crunched undergrowth, and again we took off like scalded cats. With cigarette in mouth and fire extinguisher firmly clasped I reckon we set a record time for that two hundred or so metres of uphill climb, to find the car had neatly sledged sideways off the road and down a bank just above the hairpin. He was unhurt, and we pondered the problem while help arrived, as it is surely one heck of a lot easier to put something down a bank than get it back up. After the connection of three cables and ropes, a conference among the forty Chiefs and dozen Squaws present (who needs Indians anyway?), the Min started to move in the right direction and was eventually positioned back on the island with hardly a scratch to tell its tale.

Following our John Walker special up the hill - which must have taken a toll

RALLYWOODS DOWN-UP GRAVEL HILLCLIMB - 3 FEBRUARY 1979

RESULTS

NAME	NO.	CAR	CC	CLUB	RUN 1	RUN 2	RUN 3	RUN 4	CL/P	O/ALL
M A STREET	1	DATSUN	1800	WCC	111.77	106.89	108.91	106.40	1	2
D L JAMIESON	2	ESCORT	1599	"	120.42	115.69	111.07	117.13	2	8
J R YOUNG	3	DATSUN	1171	"	115.07	113.61	110.42	108.60	1	5
M FINE	4	MINI	1275	"	115.25	-	120.00	117.03	5	14
R HOLDER	5	DATSUN	1171	"	122.61	119.09	160.19	117.26	6	17
M JENNINGS	6	DATSUN	1171	"	117.48	113.16	115.19	112.67	2	11
G POOLE	7	ANGLIA	1300	VIC	115.73	111.62	112.55	111.62	2	9
P JENNINGS	8	DATSUN	1171	WCC	117.14	114.19	110.96	111.96	1***	7
P ZIVKOVIC	9	HUNTER	1725	"	124.77	126.12	-	-	2	20
	10	MINI	1275	"	113.42	119.06	-	-	4	13
J DEBERNARDO	11	MAZDA	1964	"	117.73	115.31	117.22	DNF	3	15
S GARDNER	12	ESCORT	1598	"	119.06	116.62	111.93	110.91	1	6
A V STEWART	13	TOYOTA	1293	"	132.13	120.55	126.11	-	8	21
R GORDON	14	FORD TURBO	2800	"	109.52	106.24	-	-	1**	1
K GOGGIN	15	ESCORT	1300	"	116.55	114.81	113.11	-	3	12
G J OSBORNE	16	ESCORT	2000	"	114.92	112.82	110.70	108.19	2	4
N WHITING	17	MINI	1275	"	121.96	125.15	119.60	117.77	7	18
L W BANFIELD	18	TRIUMPH	2000	"	129.91	125.81	126.20	120.73	1	19
H KIBBLE	19	FORD	RS2000	"	116.67	108.03	133.45	-	2	3
S FRANKLIN	20	DATSUN	1595	"	DNF	-	-	-	-	-
M FOWLER	21	AVENGER	1498	"	DNF	113.74	135.16	112.12	3	10
D GLASSON	30	ESCORT	2000	"	DNF	119.60	116.37	-	3	16

CLASSES - EIGHT CLASSES - STANDARD - 0 - 1300; 1301 - 1600; 1601 - 2000; 2000 & OVER
MODIFIED - 0 - 1300; 1301 - 1600; 1601 - 2000; 2000 & OVER

** MODIFIED FASTEST TIME OF THE DAY } BOTTLE OF BUBBLY
*** STANDARD FASTEST TIME OF THE DAY }



on both heart and lungs - we ambled back down, honestly believing that no other incidents could possibly happen but little realising how wrong we were. It was time for the last run of the day and fellow rotarist JOHN DEBARNADO'S act.

JOHN was heading back up the hill and negotiating things (trees included) really well until something happened. Don't ask me what, as I would be surprised if anyone is certain. Sure, the car 'two-wheeled' as it mounted the bank on the right hand verge at the spot of SID'S first incident, but when it landed back on the road on its side, it was driver's side down rather than up.

A blurted "C3" over the radio and we again shattered world records, ALAN BARNES reaching the car as it was still rolling and I recall him frantically yelling to JOHN to pull his b..... arm inside, which he did in the nick of time to remain unhurt. We instructed JOHN to stay in the vehicle and waited while half a dozen hands arrived and rolled the RX3 back on to its wheels, revealing front ones splayed with tired/steering damage and a flattened (but could have been a lot worse) driver's side.

That had to be it (!), and this time thankfully we were correct as the last few competitors successfully completed their runs. The highlight of the day approached and we could not reach the Rallywoods swimming hole quickly enough as MARK Hannu MOLONEY peddled his P76 down the hill.

A session with a nymphomaniac (without fleas) would only just surpass the pleasure experienced when we plunged our filthy bones into that mighty river - in fact it is beyond words, the whole scene being so idyllic (and hilarious). Best it be summed up by reference to: STAN WALLACE plunging in gumboots, hat and all; barbeque smoke; people swimming in whatever attire they could find; the kids collecting Lion Brown bottle tops ("Drink, Dad, drink"); DAVE JAMIESON skinny dipping (and diving) as someone 'nicked' his underpants off him; LEICESTER BANFIELD taking his first outdoor cooking lesson; "Drink, Dad, drink - we've nearly won a car for SID"; ROSS GORDON'S laughter; steaks, chops, sausages and LEICESTER'S potatoes - without dust (!!!); STAN WALLACE still 'washing' the interior walls of his gumboots; SID resembling Biggles in order that his tow home might not be too uncomfortable; and so on and so forth to conclude a very memorable day, in more ways than one.

Thanks TONY STREET, ROSS and SUE, STAN and everybody else - particularly competitors - who provide the opportunity for us to marshall.

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

A WORD OR TWO FROM THE AGRICULTURAL SCENE:

TRIALLING TREV

Yeah giddyay, well what a boomer of a trial. Me Uncle Fred told me he'd been talking to a big fella from Wellington after he'd pulled his car out of a fence the third time, seemed he'd put his glasses on the wrong way and kept hitting first gear instead of reverse, and he told him car trials were easier than rallies.

Well we knew what dog trials were and thought this'd be fun, us country boys would be better than you city slickers at this, so we loaded up the old wagon and Bruce Baylis, Curley Clark and me, Trev, headed off for Picton. Well the wool check had arrived and we needed the break. Into Picton at 3 and Curley was straight into the boozier, didn't know about the bar on the ferry, he was well and truly hanging over in Wellington harbour when we got there. Well we had to find this big guy and see where we started. About 4.30 Monday morning we found his place, took us all our time to find Bruce, he'd met up with a sheila and taken off with her. After climbing through 28 motel windows we found him, couldn't really mistake him, his 3 dogs were outside the window waiting for him.

Well up to the Clubrooms Monday night, it's better than our cossi club back home, and we were handed a bit of paper with a few things on it, didn't seem long enough to be important so we filled in a bluey, gave the guy a buck and were out the door within a minute. Go right out of the Club driveway it said, well what else ya going to do, go half way and come back, so we took off down the road. Go left at tee Bruce said, so I saw the loo and thought Bruce meant that, then right at the library, plain sailing over the hill, a quick trip round the airport and over another hill, around a few bends then we came to a big hole in the hill, never seen anything like that back home but a car went into it so we had a go and came out the other side. "Well that saved going back round it" Curley said, reckoning we'd be back by the airport now, he'd been up here before and lived up on the hill close by. Then we done a flick round a couple of streets, over a hill and saw this guy putting his sign back into the car. Well he had to sign our card but wouldn't stop when we tried to cut him off, he scooted round us and took off. Well he should know his way back Bruce reckoned so we followed him, even found a sign with a check on it. Curley reckoned we should write it on the card, we had nothing else on it and nearly clean sheeted the whole trial, pity about that we might of won if we hadn't made that blue. Well we'll be back next timethere's a flood or drought down our way, gotta tell Uncle Fred it's not like a dog trial it's easier. Giddyay to ya all.

Trev.

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

MARCH

- Tues 6 NIGHT TRIAL
Organiser: Lloyd Evans. Starts clubrooms 7.15 pm. WGTN CLOSED
- Sat 10 Clubmans' Racing.
Ring Barry Lakeman for regs. and entry form. Wairarapa Invite
- Sun 11 Autocross (Kim Naylor) Wainui Invite
- Sat 17 Autocross (Kim Naylor) Wairarapa Invite
Scrutineering 10 am at venue, ie Richard Wright's property, Kiriwhakapapa Road Mt Bruce. No knobblies allowed.
- Sat 17 WMSA Dinner
Solway Park, Masterton. Ring John Marslin if you would like to attend.
- Sun 18 WMSA Gymkhana
Wairarapa. No competition licence needed.
- Sun 18 RALLY TEACH-IN BARRY LAKEMAN
Starts 11 am at Rallywoods. This is a follow on to the seminar held on 27 February. Experienced and novice drivers are invited to attend. Any cars are allowed, provided they are roadworthy. No roll cage etc needed. Try to borrow a crash helmet.
- Tues 20 CLUBNIGHT, 8 pm clubrooms. WGTN
- Sun 25 NOVELTY TRIAL WGTN INVITE
Starts clubrooms 1 pm. A three hour 'treasure hunt' type of event. Entry fee \$2.00, all given back as prizes. Organiser: Peter Hughes. Be prepared for anything - even a Who's Who and a map of Stewart Island might help.
- Sun 25 International Racemeeting, Manfeild. Open
- Sat 31 Hillclimb HVMC Invite
Ring Barry Lakeman for regs and entry form.
- Sat 31 Dual Car Sprint, Manfeild. Kapiti Invite

APRIL

- Sun 1 National Racemeeting, Pukekohe. Northern Sports Open
- Sun 1 GAMES EVENING WAYNE McEWEN & SID FRANKLIN
See advertisement on page 18
- Tues 3 NIGHT TRIAL WGTN CLOSED
Starts clubrooms 7.15 pm. Organisers: Bob Gardner & Dave Gaskin who are Team Firespark.
- Sun 8 Gravel Hillclimb Wairarapa Invite
- Sat 14 International Racemeeting, Baypark BOPMRA Open
- Tues 17 CLUBNIGHT, 8pm clubrooms. WGTN
- Sat 21 Rally Wanganui Invite
First round of the Central Region Rally Series. Ring Barry Lakeman for regs and entry form.
- Sat 21 Trial (Foote Cup) HVMC Invite
- Sat 21 Autocross VUCC Invite
- Sun 22 GYMKHANA (Stewards Trophy) WGTN INVITE
At Hutt Riverbank Carpark, at 11 am. Organiser: Chas Begg, phone 660-953 (home) or 684-586 (work).
- Sun 22 Autocross Wairarapa Invite
- Tues 24 MANFEILD CLUBMANS SEMINAR BARRY LAKEMAN
Starts clubrooms 8 pm.
- Wed 25 Anzac Day Walking Trial VUCC Invite
- Wed 25 Speed Event Kapiti Invite
- Sat 28 AUTOCROSS (Kim Naylor) WGTN INVITE
- Sat 28 Clubmans' Racing Manawatu Invite
Manfeild. Scrutineering 8.30 - 10.30 am.
- Sun 29 Sprint Wainui Invite

MAY

- Tues 1 NIGHT TRIAL NONSPEED COMMITTEE
- Sun 6 Hillclimb VUCC Invite
- Sat 12 Lion Super Rally Wairarapa Invite
Second round of the Central Region Rally Series
- Sun 13 Gymkhana (Stewards Trophy) Wainui Invite
- Tues 15 CLUBNIGHT WGTN
- Sat 19 CLUBMANS RACING, MANFEILD WGTN INVITE
- Sat 26) National Rally Championship Round 1 VUCC National
- Sun 27) Wellington area.
- Sun 27 400m Standing & Flying Sprint Wairarapa Invite

crossflow

- * JOHN GLADHILL's house is almost finished.
- * JOHN and JENNY PIERSON are taking a break from rallying this season. Well, back-pedalling a bit, at least.
- * WARREN DENTON is globe-trotting in April, but he'll be back in time for the Invitation rally in October.
- * ED CONROY had a nasty accident on Wellington Anniversary Day: caught the top of his left index finger in a machine he was testing. Hope you're back on form again by the time you get this magazine, Ed.
- * BILL KING has left his job at the Dairy Board and has gone taxi driving in a Mazda. He still has the Transit!
- * NEIL MCCORMICK has painted the MGB. That black/white custom-flared Sports is now a chocolate brown/light brown custom-flared Sports.
- * STAN WALLACE has bought ROSS CRUNDWELL's "Meat Truck" and built a full body on it, selling the Escort Van to IAN JENSEN. Ian has sold one of his Vans and done up the other.
- * Congratulations to rally crew BRETT STUART and ROBERTA INNES. We hear they are now BRETT and BERT STUART.
- * There's a demon Hillman Imp brewing in MALCOLM BUCHANAN's garage, with a choice of two low-cc, high-bhp motors. We won't tell you all the details, Malcolm will write us a story on it later.
- * We need articles from YOU. We're always ready to receive articles. If you're stuck for a subject, tell us about your COMPETITION CAR - everyone wants to know how you manage to drive so fast.
- * KEN MORRIS was star of the scratch sports races at Manfeild in January, taking the Lotus 7 to second place behind Mike Hourigan's E-type Jaguar. In the same race was DANIE LUPP (E-type Jaguar).
- * Also at Manfeild were: MILES SEYMOUR (FFord), WAYNE HUXFORD (FLibre Saloons), DICK BUTTERS, JUDY ALEXANDER and CAREY MITCHELL (Mini 7).
- * Rumour Dept: TONY STREET has bought an \$18000 4 valve per cylinder Pinto for a Chevette. We don't think it's true, but it's interesting.
- * It's odd that the MOTOGARD organisation is always a little 'off the beam'. Timing has been said to be to a "hundredth of a second" in last year's programme and now this year's brochure and press release.



ENTHUSIASTS FIT

DUNLOP RADIALS



Motogard Rally 79

The latest brochure and press release contains the following info:

It's a round of the World Championship and will cover 3000 km, with 1800 km of special stages including a lot of 'new' stages around New Plymouth. Timing will be to the nearest 100th of a second (don't they mean 'minute'?)

The route will be Auckland-Tauranga-Rotorua-Taupo-New Plymouth-Hamilton-Auckland, broken into three divisions with overnight stops in Tauranga and New Plymouth. (Overnight stops?? - Ed.) Scrutineering and documentation will be held on (gulp) Friday 13 July. Eligibility includes the usual FIA Groups 1-4, plus equivalent vehicles manufactured in Australia or NZ. Classes will be 0-1300cc, 1301-1600cc, and 1601cc and over. Entries open on MARCH 1st, closing on MAY 29th, with a limit of 150.

Not contained in the brochure (naturally) is the story that Hannu Mikkola will be here for Masport Ford, and the rumour that Timo Salonen will drive a Datsun works car. A recent press release does say that inquiries have been received from England, New Caledonia and Australia. It is rumoured that Martin Holmes, English journalist, will be navigating for a top NZ driver.

You can obtain more information from:

ROANZ
Box 3201
Auckland
Phone 770882

July 14th - 18th 1979

free for all

FOR SALE:

One only six point anchorage full harness seat belt. \$40.
Phone Sid Franklin 893-803.

WANTED:

12A Rotary Motor - single or twin distributors, modified or standard. Must be in good running order, with known history and competitively priced.
Please contact Wayne Moore, 191 Daniell St Wellington 2, phone 894-802 (home) or 729-729 (work).

WANTED:

Richard Holder would like an action picture of his red Datsun 1200 at Rallywoods on Feb 3rd. Please phone him at 785-478 evenings or see him at the Club.

WANTED:

One Halda twinmaster or tripmaster, also one FoMoCo Limited Slip Differential (Escort/Anglia).
Phone Steve Gardner 367-105 (home) or 721-848 (work).

FOR SALE:

Crash helmet, standard specification approved for competition. Dark blue, small.
Phone Pat Lakeman 796-256 (home) or 729-929 (work).

 **DUNLOP SP AND AQUAJET RADIALS**

* Games Evening * (April Fools Day)

starts 4 pm

bar open

\$1.50 per head

includes dinner

Organisers:

Sid Franklin &

Wayne McEwen

Great fun! *

HOW TO SCORE POINTS FOR THE

NONSPEED TROPHIES

THORNTON TROPHY

For the competitor scoring the most points in Wellington Car Club gymkhanas. The usual classes are:

Engine over driving wheels, 0 - 1000cc

" " " " 1000cc and over

Engine over non-driving wheels, 0 - 1500cc

" " " " 1500cc and over

Points are awarded in each class, 1st = 4 pts, 2nd = 3, 3rd = 2, all others = 1. There may be different classes at some events but this doesn't affect the trophy points.

HONEYPOT TROPHY

This is awarded to the highest placed member of the Club in the annual Honeypot Trial, which is traditionally our Club's round of the Wall Trophy Series.

HOLLIS NIGHT TRIAL TROPHY

For the highest placed Wellington Car Club member on the Annual Night Trial. This is currently run as one of the monthly night trial series, usually in August.

ROLAND CLAPPERTON TROPHY

For the Club member scoring the most points at all nonspeed events. Points are awarded for overall placings except at gymkhanas where points are awarded for class placings.

1st = 4 pts, 2nd = 3, 3rd = 2, all others = 1pt.

HANSON TROPHY

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

NOVICE TRIALLIST'S TROPHY

This is the Club's newest trophy, donated by John and Marie Thomson. It is awarded to the highest placed novice trials competitor over the 11 trials of the season and over our two invite trials, the Honeypot and the Summer (or Winter) 100.

MONTHLY NIGHT TRIAL TROPHY AND EAST TROPHY WHICH IS FOR 2 PERSON CREWS

Points for these trophies are only kept for teams, or individuals if a team name isn't used, who have registered on the proper form. Get one at a night trial or from one of the Nonspeed Committee, and hand it back completed. The points-keeper holds the registrations and the Nonspeed Committee has a copy. For both trophies, points are awarded for the monthly night trials as follows:

1st	20 pts,	7th	9	All others that finish within time 3 pts,
2nd	17	8th	8	Those who finish max. late 2 pts,
3rd	15	9th	7	Those that do not finish 1 pt.
4th	13	10th	6	
5th	11	11th	5	
6th	10	12th	4	

Organisers receive 20 pts, checkers 6 pts, marshalls 4 pts.

A team may only get organisers' points once during the season.

At the end of the season, only the best eight results scored by each team are counted. The night trial season starts in April (1st trial) and ends in March of the following year (last trial). There is no night trial in January.

THE FIRST NIGHT TRIAL OF THE 1979/80 SERIES WILL BE HELD ON 3 APRIL. GUIDELINES TO ENTERING AND ORGANISING NIGHT TRIALS WILL APPEAR IN THE APRIL MAGAZINE (NEXT MONTH), BUT ARE ALSO AVAILABLE IN FULL FROM ANY MEMBER OF THE NONSPEED COMMITTEE. WHY NOT START THE SEASON OFF ON A GOOD NOTE BY WINNING THE APRIL TRIAL?



Brian A Klee
Ray H R Gough
Ken R Taylor

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TELEPHONE: 694-994

UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.

The Macaskill brothers caught NEIL WHITING's Mini on the turn and GRAHAM OSBORNE's Escort amongst the trees at Rallywoods ...



... and DAVE JAMIESON dragging a Mazda at the HVMC's Port Road Sprint



OVERSEAS NEWS

FORMULA ONE

ARROWS are no longer members of the F1 Constructors' Association (FOCA), after the recent court case brought by Shadow, as the Association's rules state that members must compete cars of their own design ... SURTEES has pulled out of the World Championship due to problems with the new regs. from the CSI and lack of support re tyres. He will concentrate on UK F1 and F2 ... BRUNO GIACOMELLI was worried about his future. He had no F1 drive, and couldn't score points in F2 either due to the rule that graded drivers cannot score. It was his F2 Championships win last year that gave him the grading ... JACK BRABHAM has been knighted, the first such knight to be created for services to motor racing (as opposed to specific record breaking) ... The SOUTH AFRICAN GP, in doubt for some time due to lack of sponsorship, has been saved by a potato crisp manufacturer ...

RACING

In the UK, all racing cars must be equipped with SILENCERS from 1 April except Aurora F1 (the UK F1 series), F2, Gp 5, and Gp 2. So there will be a lot of quiet races there soon, including FFord, FF2000, FVee, Supersaloon etc ... A F3 driver by name of Ken SILVERSTONE has been banned from competition for 12 years for assaulting a Clerk of Course ... Prestigious GROVEWOOD AWARD winner this year was Kenny Acheson (FF Champ), followed by NZer BRETT RILEY for his reputation as a rising F3 star ...

A 600 bhp turbo 4.5litre TRIUMPH TR7 is planned for Le Mans 24 Hours. The car was built by Janspeed, UK ... LE MANS will start at 2 pm instead of the traditional 4pm, and Tertre Rouge has gone from the circuit as a new roundabout is being built there.

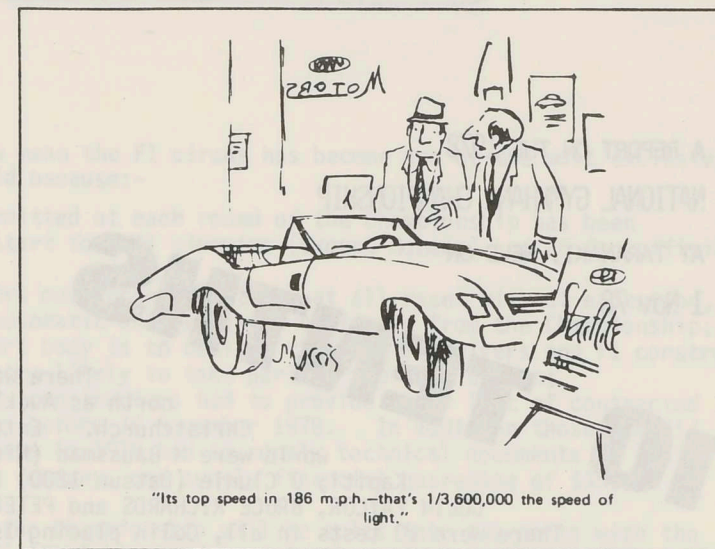
LANCIA'S entry into the World Championship for Makes (Gp 5) is a turbocharged 1.4 litre Beta Monte Carlo to be driven by Patrese and Walter Rohrl (the Rally man) ... Promoters of the Nth American FATlantic series are suing LABATTS for \$8.3m because the brewery reneged on its sponsorship contract last year ... Ford are running full works cars in AUSTRALIA (the first time for 5 years). Cars are fuel injected Blackwood 351s, driven by Colin Bond and Jim Richards. Alan Moffatt was not offered a team place, and Peter Brock turned down a substantial offer to stay with Holden.

RALLYING

Plans for this year: The British Leyland TRIUMPH TR7s are now sponsored by British Airways but TONY POND has moved to Vauxhall. BRITISH LEYLAND will run two cars in the UK - one for Graham Elsmore/Stuart Harrold and the other to be shared between

Simo Lampinen, Jean-Luc Therrier and Derek Boyd. It remains to be seen how the recent industrial disputes will affect the BL rally programme ... Meanwhile Jim McRae and Pentti Airikkala remain at Dealer Team Vauxhall (DTV) ... Possible drivers for Mercedes-Benz in the SAFARI (in 5 litre 450SLCs) are Mikkola and Waldegaard. If Ford will release them, that is ... LANCIA are moving out of rallying and commencing a racing programme instead ... SAAB have kept STIG BLOMQVIST on to drive the European rally season. PER EKLAND has had what looks like an unattractive offer and may leave the company ... New car to be seen this season is the new Group 4 Opel Ascona, fitted with a 16 valve crossflow 2.3 litre fuel injected motor ... FORD

will run FIESTAS and ESCORTS in rallies in 1979. Roger Clark has been mainly concerned with the development of the new car. Works drivers are Mikkola/Hertz, Waldegaard/Thorszelius, Clark/Porter, Vatanen/Dave Richards (new to the Ford fold), John Taylor/Phil Short, Russel Brookes/Paul White. Mikkola and Waldegaard will spearhead the Championship effort ... Non-smoking Vatanen will be sponsored by Rothmans in the Swedish, 1000 Lakes, Portuguese, Acropolis and the MOTO GARD ... Another possible for the MOTO GARD? Timo Salonen (ex Fiat/Lancia) in a Datsun.



Two more RALLYSPRINTS are planned by BBC this year: Esgair Dafydd June 2 (36 minutes) and Donington October 20 (44 minutes, including racing) ... The entry list is already open for Aussie's REPCO RELIABILITY TRIAL to be held in August. This is a rally covering 11,000 miles around the continent. Over 120 entries have already been received ... The CSI has decided to make only the best 7 OUT OF 12 scores in the World Rally Championship count, instead of the previous 9 ... MARKKU ALLEN (Fiat) was 1978 Finnish Rally Champion (!) ... and ROGER CLARK has the MBE ...

1978 RAC RALLY results: 1st Hannu Mikkola/Arne Hertz (Ford Escort RS); 2nd Waldegaard/Thorszelius, 3rd Brookes/Tucker (both Escorts); 4th Pond/Gallagher (Triumph TR7 V8); 5th Kullang/Berglund (Opel Kadett); 6th Rohrl/Geistdorfer (Fiat 131 Abarth); 7th Taylor/Short (Escort); 8th Dawson/Harriman (Datsun Violet); 9th Toivonen/Korhonen (Chrysler Sunbeam); 10th Danielsson/de Jong (Opel Kadett). 61 finished out of 170 starters.

Results of the MONTE CARLO RALLY, 1st round of the 1979 World Championship: 1st Darniche/Mahe, Lancia Stratos (4); 2nd Waldegaard/Thorszelius, Ford Escort (4); 3rd Allen/Kivimaki, Fiat 131 Abarth (4); 4th Andruet/Lienard, Fiat; 5th Mikkola/Hertz, Ford; 6th Nicolas/Todt, Porsche Carrera (4); 7th Mouton/Conconi,

Fiat; 8th Frequelin/Delval, Renault 5 Alpine; 9th Almeras/Gelin, Porsche; 10th Vatanen/Richards, Ford Fiesta (2). There were 233 starters and 154 finishers. Mikkola's result includes a five minute penalty imposed by the organisers as the local police station telexed them to say that he had done some dangerous overtaking. He asked for evidence and was given none. (An amazing process when one considers the Alen affair in the 1977 NZ International.) Waldegaard lost first place avoiding rocks placed by spectators.

BJL

A REPORT ON THE 1978 NATIONAL GYMKHANA CHAMPIONSHIP

AT TARANAKI, HELD ON

1 Nov 78

10 TENTHS AT 20

There were 311 entries, from as far north as Auckland and as far south as Christchurch. Entries from our part of the world were M Baussman (Mini) VUCC; S Robertson (Civic) Kapiti; J Clunie (Datsun 1200) Kapiti; and, from our Club, COLIN TAYLOR, BRUCE RICHARDS and PETER MARTIN all in Honda Civics. There were 10 tests in all, Colin placing 1st in 2 and 3rd in 1 to come 3rd overall and 3rd in class. Bruce was 3rd in 1 test (10th overall and 9th in class) and Peter got a 2nd and a 3rd to come 6th overall and class. When the team placings were considered, our team was second to MG Auckland. A fine effort from our club members.

Selected results are as follows:

Driver, car, club:	Points	-----Placing-----		
		O'all	Class	Team place
D Williams, Mini, MGCC Auckland	273.8	1	1A	1st
C Taylor, MG Midget, MGCC Auckland	282.6	2	2A	1st
COLIN TAYLOR, HONDA CIVIC, WELLINGTON CC	283.8	3	3A	2nd
R Gardner, Mini, Kapiti CC	288.7	4	5A	3rd
S Weller, MG Midget, MGCC Christchurch	289.9	5	4A	-
PETER MARTIN, HONDA CIVIC, WELLINGTON CC	295.1	6	6A	2nd
P Elford, Datsun Cherry, Rotorua CC	301.9	7	7A	-
M Kerr, Fiat 128, Hamilton CC	303.2	8	8A	4th
S Robertson, Civic, Kapiti CC	303.5	9	10A	3rd
BRUCE RICHARDS, HONDA CIVIC, WELLINGTON CC	305.6	10	9A	2nd
J Clunie, Datsun 1200, Kapiti CC	311.8	12	12A	3rd
R Ferrall, Corona, Auckland CC	329.5	17	1B	-
D Price, BMW, Taranaki CC	379.6	27	1C	-

Baussman withdrew during the event.

BJL

formula one '79

PREVIEW:

The new rules for 1979 now mean the F1 circus has become one of the most exclusive clubs in the sporting world because:-

- 1 The number of cars permitted at each round of the Championship has been restricted to 24 at race start for all circuits (except Monaco) and 26 for official practice;
- 2 Drivers and constructors must undertake to be at all races without exception, any absence resulting in automatic and permanent exclusion from the Championship;
- 3 Each national motorsport body is to declare the list of drivers and F1 constructors in their country likely to take part in the 1979 season;
- 4 In addition to 3 above, constructors had to provide their list of contracted drivers and number of cars before 16 November 1978. In addition those who did not score Championship points in 1978 had to supply technical documents on their cars and the size of their company, and supply financial guarantee of \$30,000 before 1 January 1979;
- 5 The sixteen rounds of the Championship will be split into two parts with the best four results in the first eight rounds and the best four results in the latter eight rounds counting for the Championship result in both Drivers and Constructors Championship.

In addition to these rules Goodyear have further limited their supply of tyres to the four ex-champions, the rest qualifying for an additional two supplies based on practice times. The result of all this is a very closed shop indeed, so much so that Surtees have been forced out through lack of finance, a brand new team (Kauhsen) and car designed by ex-Porsche man Kapitzka were dropped as their cheque for the guarantee money bounced (not once, but twice) and the RAC are charging that a 1/13 financial reduction should be taken by FOCA for only fielding 24 cars instead of 26 at the Silverstone round!

Arrows now face another season as non-FOCA members due to the requirement that a team must compete a full season before qualifying for membership, not to mention a little legal action by Shadow (see Overseas News article).

So we have a very interesting season ahead with a definite opening for teams to adopt the 'win or bust' attitude with only half the races counting towards final points tallies. The teams and drivers are:

Lotus:	Andretti, Reutemann.	ATS:	Stuck.
Tyrrell:	Pironi, Jarier.	Ferrari:	Scheckter, Villeneuve.
Brabham:	Lauda, Piquet.	Copersucar:	Fittipaldi.
McLaren:	Watson, Tambay.	Lotus (private):	Rebaque.

Renault: Arnoux, Jabouille.
Shadow: Lammers, Ongais.
Wolf: Hunt.
Ensign: Daly.

Merzario: Merzario.
Ligier: Depailler, Laffite.
Williams: Jones, Regazzoni.
Arrows: Patrese, Mass.

There follows the list of those drivers who qualify to be on the reserve list, from which constructors must select a replacement driver if for any reason their contracted driver is unavailable:

Italy: Brambilla, Giacomelli, Ghinzani, Brancatelli, Colombo, de Angelis.
Sweden: Elgh, Olofsson, Johansson.
France: Leclere, Pescarolo.
Brazil: Ribeiro, Hoffman.
Great Britain: Keegan.
Belgium: Ickx.
Argentina: Zunino.
USA: Cheever.
Ireland: Kennedy.
Switzerland: Surer.
Finland: Rosberg.

This is not a closed list and drivers may be added to it during the season once a driver has fulfilled the necessary requirements.

And, with all that filed away

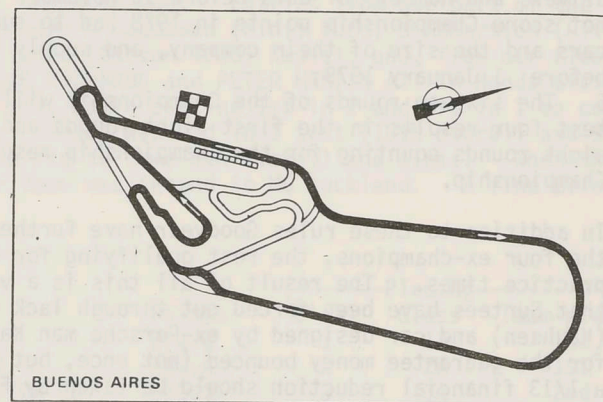
ROUND ONE: BUENOS AIRES AUTODROMO (ARGENTINA)

53 lap race

1st	Laffite	53 laps
2nd	Reutemann	"
3rd	Watson	"
4th	Depailler	"
5th	Andretti	52 laps
6th	Fittipaldi	"

ALSO: de Angelis, Mass, Jones, Regazzoni, Daly (51).

Fastest lap - Laffite 1m 46.91s
(200.968 km/h):
new record.



PRACTICE: Not only have teams imitated Colin Chapman's 'ground effect' racers, but some seem to have understood the detailed principles rather well! Ligier, resplendent with their new wing car with V8 power instead of the beautiful wailing Matra V12, totally dominated practice and all that remained for the McLarens, Lotii, Ferraris and Tyrrells was to sort out who would be next! Laffite took pole with a time 3 seconds faster than Andretti's time last year. Brabham had nothing but trouble with their brand new V12 motor, managing to make the rear of the grid.

RACE: For the fifth time in six GPs there was a first lap fracas, this one caused by Watson (later fined 10,000 francs by the CSI) taking Scheckter, Andretti, Tambay, Pironi, Piquet and Merzario off the track. The race was stopped while Piquet was extracted from his car and taken to hospital with a broken foot, and Scheckter was

persuaded not to restart with a badly swollen hand.

Depailler leapt away at the restart followed by Jarier, Watson, Laffite, Andretti and Reutemann, but it was only five laps before Laffite was through to chase his teammate in second place. Watson, troubled by bad handling as a result of his crash, was passed by Reutemann on lap 16 after already showing Andretti a clean pair of heels. The race settled down to a rather predictable and boring procession with Laffite leading, gradually pulling away from his teammate whose car was suffering from fuel vapourisation and was overheating. The only real interest left for the patriotic crowd was to see whether Carlos could catch the second Ligier. He got close but on lap 40 an exhaust pipe cracked and he lost some of the edge from his engine, drooping away slightly.

On lap 46 Depailler made a stupid error by pitting to see if anything could be done, promoting Carlos to second and Watson to a reasonably satisfied third. And what of new champion Mario? The side pod of his car came loose early in the race, upsetting the car's handling considerably and causing Andretti to change down gear for more corners, but still allowing the car to be nursed home to a fine 5th place.

Poor Niki Lauda had a terrible weekend with the new Brabham, this being the first testing of the car and consequently there were all sorts of troubles due to its newness.

So ended Round One, with the new breed of racers showing that if you want to stay in the money these days in F1, a wing car is the only way to go. The highest placed 'conventional' car being the Saudi Williams of the flying Aussie Jones, in 9th place.

RETIREMENTS: Arnoux, engine (6); Lauda, fuel pressure (8); Jarier, engine (14); Jabouille, engine (15); Hunt, electrics (41); Lammers, broken CV joint (42); Rebaque, broken suspension (46); Villeneuve, engine (48).

NJM

the AUTOBARN

ALAN BARNES

JEFF IRONS

126 FEATHERSTON STREET (CORNER OF FEATHERSTON & WARING TAYLOR STS)

PHONE 723-172

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TUNING EQUIPMENT

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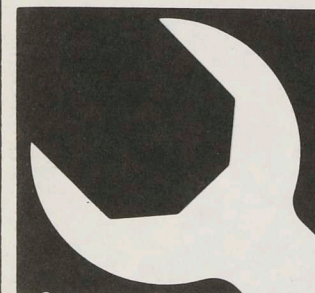
AND FINALLY...

At the RALLYWOODS DOWN-UP SPRINT, SID FRANKLIN rolled twice
and MARTIN FINE dropped the ex-Zivkovic Mini off the road.

Photos: Thanks to the Macaskill Bros.



MOTOR DROME

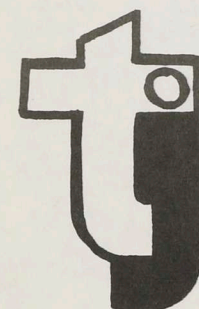


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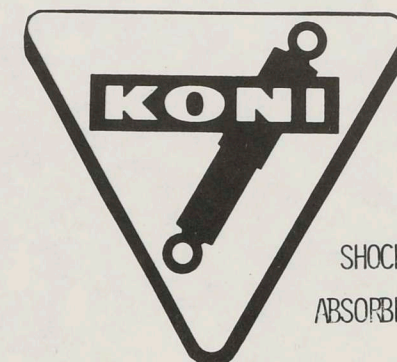
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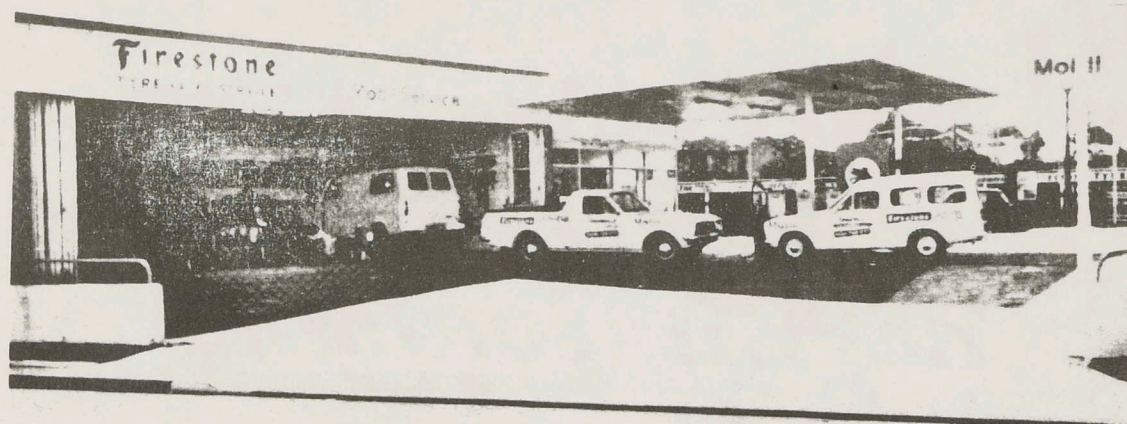
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BULLETIN OF THE WELLINGTON CAR CLUB

April
1979

MOTORING NEWS

TONY STREET in his Escort RS2000 setting fastest time at the Palmer Head hillclimb.



Scholes

DIRECTORY


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Roger Scholes, 12A Parkland Drive Karori, 769641/727745 wk
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speed 

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Roger Scholes
AND: Wayne McEwen

 **social**


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764436/850188 wk
GYMKHANAS AND NOVELTY EVENTS:
Sid Franklin

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ...please DON'T phone committee members after 9 pm ...

bulletin staff 

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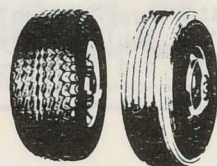
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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

crossflow

- * We're told that the club made a good showing at the MOTOR SHOW that was organised by the Rotary on the weekend of 10/11 March. John Marslin and Mike Galvin organised our stand, with help from marshalls Pat Lakeman, Roy Baker, Peter and Ian Jensen, Sid Franklin and Ian Laming. Our display consisted of Alan Harvie's Torana SLR 5000, Miles Seymour's Formula Ford, Alan Brough's Toyota Trueno rally car and Peter Jensen's Anglia club car.
- * Ex-member GLENDA WISHNOWSKY won Wanganui Car Club's trial navigator's trophy for 1978.
- * MARTIN OLSEN was married on 31 March. Congrats Martin.
- * GRAHAM CARTER was recently hospitalised and in traction. He badly damaged the bones in his neck after diving into shallow water. We understand he's now up and about but walking tall with a neck brace.
- * Another Victor in the club! BOB GRAY has joined BARRY LAKEMAN as a prestige car owner. His is yellow, Barry's is red.
- * DAVE ATTWELL had a nasty incident in his Escort Van recently. Appears that someone (a lady driver!) Uttered in front of him.
- * NEIL McCORMICK is amazed at the new suspension on his MGB. He is also amazed at the size of the bill!
- * And speaking of NEIL, he has a new flatmate: the lovely MAGGIE SMART who was a start control marshall at our recent economy run.
- * GAVIN (Superspanner) ASKEW is returning to Wellington for a couple of weeks shortly. Evidently he'll be building a V8 motor for a rally car and JOHN GLADHILL's footing the bills.
- * BILL PITT has resigned from the Executive Committee due to change of job to a high pressure area.
- * The JENSENS are NOT wrecking their rally car. (It is currently being rebuilt!) The recent ads are for the sale of parts from the Escorts they're cannibalising.
- * We hear that MALCOLM BUCHANAN heard some noises in his workshop around 3 am one morning. He jumped out of bed ready to attack the intruder, only to find a hedgehog sliding around in the oil in his profile cutter.
- * ROSS CRUNDWELL is building a competitive "rally van" with the motor out of the ex-Tom Donovan A40, 6½" wide wheels, etc, etc, etc.
- * Recent departure is Nonspeed Committee member CHAS BEGG. We think Australia has him.
- * Congratulations to NEIL and CHRISTINE MCGILL on the birth of their daughter Nicola Joan.

➤ GET WITH **DUNLOP**



OBITUARY

BROOK LEYLAND, President of the Wellington Car Club from 1960 to 1966, died on 28 February 1979 at the age of 47.

He arrived in New Zealand on Christmas Eve 1957 from England, where he had competed in numerous rallies, and came to Wellington in February 1958. He followed motorsport events but, without transport, was not a competitor. A speech at the Annual General Meeting in April 1959 about the poor organisation of the club resulted in his appointment as Club Captain under then President Tony Shelley, and in the following year was himself elected as President.

He competed in all forms of motorsport and drove various cars including a 1957 Standard 10, a 1958 Hillman Estate, "Percy" (a 1956 Plymouth Station Wagon which, we understand, was pink), various Triumph TR2s, TR3s and TR3As, "Reggie" (a 1951 Renault 750), "Digit" (the first Morris 1100 to enter New Zealand), an Austin A70, a Palm Beach Allard and a very quick Buckler. We understand that he negotiated the first sponsorship agreement for motorsport in New Zealand, running a three car trialling team of Standard Triumphs crewed by himself/Keith Clegg, Don Walker/Dickie Butters and an Auckland crew.

He was associated with cars for his working life, too. While President he was a salesman at Dominion Motors, and relinquished presidency to K Foulkes when he moved to Whakatane to manage a motor vehicle garage. Most recently he has lived in Howick, Auckland, working for Motor Specialties Ltd.

We remember him most for the part he played in the club's history as club President. He was a great organiser and his good public relations and infectious enthusiasm drew the club together and encouraged new membership. He was the driving force behind the club's obtaining its present clubrooms and the removal of the building to its present site: this was the club's first real home, as before that meetings were held in the RSA rooms in Kilbirnie. Our senior members tell the story of how each chair in the clubrooms was purchased by a club member for £1 each: the organiser of this unique way of furnishing the new clubrooms was Brook Leyland. (Incidentally he negotiated the purchase at 17/6 each from Colin Taylor.)

Brook Leyland's work for the club remains with us now. He is remembered by those who knew him as an organiser, an enthusiastic club member, and as an excellent leader. He is survived by his wife Jennie and three children: Toni-Anne, Michael and Wendy.

PALMER HEAD HILLCLIMB

STORIES, PHOTOS AND
RESULTS FROM THE EVENT
RUN ON SATURDAY 24 FEBRUARY

STEVE ROBINSON marshalled at the hillclimb, and decided to write this story. He says that the strain on his brain was so great that he won't be writing another article for a year! He thinks that this activity is an example of HOW TO GET HOT - in two easy lessons:

Well, this is a surprise. Not often does one get to read a load of old garbage in 'Ye Olde Car Clubbe Bulletin' written by Steve the Robinson. If you don't believe me, just re-read what you've read so far. See, I told you it was garbage. I was prompted to write because I thought that WAYNE MOORE's column on 17 year olds needed a bit of competition, especially since he told me after the event that he's changing over to nymphomaniacs. (Good luck, Wayne.)

On the day in question I arrived at Palmer Head in my "pride of my life" type Mini which has been under renovation for a helluva long time. I finally got it going on Friday (23rd) after much work on the motor, so I just had to run it in. I reported to WILLIAM, to find out where he wanted me to sit (well I presumed I was to sit, as I had brought along my own cushion - her name was ANDREA). I was allocated the final control (call sign C6) to tell RAY DUFFELL (timing control at the start line) when the previous competitor had cleared the course so that he could send up another car.

From my position on the top of the hill, I didn't get to see much racing (good view of the airport though) except the smiling (or sad) faces of the drivers as they went past. This was a pretty fair indication of how they had gone. For the first three runs, TONY STREET was climbing the hill in the 44 seconds bracket, with ALAN HARVIE chasing him along on 45s. MARTIN OLSEN and PETER JAMES, sharing a blue Mazda, were on 46s and 47s, and Struan Robertson's Mini led the Datsuns on 47s. DAVE JAMIESON was running 48s and DON McLEAN was on 49s along with a couple of other Datsuns. Various others were around the 50s and JOHN and JENNY PIERSON were sharing their Datsun, John climbing at about 54s and Jenny having her first ever attempt at the hill on 56s.

The weather was fantastic, which was just as well because we had about 20 to 30 minutes (well it seemed like it) break

Different lines for the same corner at Palmer Head:
DAVE JAMIESON in his Avgas-powered Escort Van;
JENNY PIERSON in the family Datsun SSS; STRUAN ROBERTSON in his Mini; and the only Sports car - the EDGAR MGB.

All photos in this issue by ROGER SCHOLES.



for sunbathing when the timing gear broke. Well that's my story and I've paid Andrea a lot of money (hard-earned of course - no pun intended) to stick to it. The timing gear was finally fixed, and racing recommenced. Tony managed to get into the 43 second area after threatening himself to go home if he didn't, and Alan kept the SLR 5000 in the 45s, while the Mazda lads managed 45s also. Dave 'J' stayed at 48s after playing with the curtains in his van. John Pierson got down to 52s and Jenny did well and finally broke her 56 second runs with a good 55.13.

A tremendous day's racing (apart from the timing gear foul-up) and beaut weather, which brings me back to the point of this story: how to get hot in two easy lessons.

1. Pick a fine day;

2. Pick a fine partner (hoo boy!)

When racing finished we packed up the gear and went to the clubrooms for a few glasses of liquid refreshment.

Thanks to EDDIE CONROY (event organiser), PETER MARTIN (clerk of course), and all the marshalls including of course ME, who helped out. A great event and a great day!

PETER JENSEN entered the hillclimb, and a new car didn't prevent him from winning his class at one of his favourite venues:

After recently purchasing Jim Algie's 1475cc Anglia, I decided that the Palmer Head hillclimb would be a good event to try the car out. I have always been a fan for this particular hillclimb, and over the last few years I have competed at Palmer Head in a 1243cc Anglia with reasonable success.

After a slow practice and three timed runs I decided to try a little harder, and got a very respectable time. The next run I tried to improve and I had a good start. I approached the hairpin at a frightening speed, left my braking a bit late then hit them too hard. The car went all sideways, waking up the marshalls and spectators, and giving me a moment as I was not sure how the car would respond with a lot of opposite lock and a locked diff. With all power on, the car did what it was supposed to and round the corner we went to complete the run with a resulting slower time.

I would like to thank all the marshalls, organisers, helpers and other competitors for a most enjoyable event.

Ed's note: According to the regulations for this event, an article had to be written for the magazine by each class winner if points were to count towards club trophies. Peter Jensen's article was the only one received.

RESULTS ➡

0 - 1300cc	TIMES						PLACE	
							0'all	Class
RICHARD HOLDER	<u>54.78</u>	54.83	55.39	54.98	55.45	-	16	7th
Datsun 1200								
NEIL WHITING	50.98	<u>50.45</u>	52.49	52.04	52.46	52.15	12	5th
Mini Clubman								
G Wilks	51.97	51.53	66.40	50.58	<u>49.75</u>	49.85	11	4th
Corolla 1166								
D Sparkes	49.96	49.70	49.60	49.58	49.00	<u>48.81</u>	9	2nd
Datsun 1200SSS								
JOHN YOUNG	51.35	51.80	50.80	53.85	<u>50.59</u>	51.18	13	6th
Datsun 1200								
DON McLEAN	49.43	49.84	49.42	49.56	<u>49.35</u>	49.87	10	3rd
Datsun 1200								
S Robertson	47.90	47.22	<u>47.08</u>	47.71	47.52	48.67	6	<u>1st</u>
Mini								
1301 - 1600cc								
DAVE JAMIESON	48.80	49.18	48.89	48.17	<u>48.02</u>	49.14	8	2nd
Escort Van								
PETER JENSEN	49.08	47.62	47.35	<u>47.09</u>	47.15	47.11	7	<u>1st</u>
105E Anglia								
JENNY PIERSON	56.98	57.00	57.10	56.53	55.34	<u>55.13</u>	17	4th
Datsun 1600								
JOHN PIERSON	54.33	54.18	54.36	53.38	52.88	<u>52.59</u>	15	3rd
Datsun 1600								
1601 - 2000cc								
TONY STREET	44.50	44.45	44.70	43.94	43.88	<u>43.64</u>	1	<u>1st</u>
BDA Escort								
DAVE GLASSON	47.26	47.18	46.98	47.19	47.16	<u>46.70</u>	5	2nd
Escort GT								
2001cc and over								
ALAN HARVIE	46.30	45.89	<u>45.26</u>	45.64	45.38	45.42	2	<u>1st</u>
Torana SLR 5000								
MARTIN OLSEN	47.27	47.41	45.98	46.37	<u>45.97</u>	46.43	4	3rd
Mazda RX3								
PETER JAMES	46.48	46.56	46.73	<u>45.55</u>	45.73	57.97	3	2nd
Mazda RX3								
Sports								
R Edgar	55.64	54.16	53.71	<u>50.84</u>	52.02	-	14	<u>1st</u>
MGB								

Clerk of Course: Peter Martin;

Scrutineer: Malcom Buchanan

Event Manager: Eddie Conroy;

Secretary: Delwyn Buchanan

Chief Timekeeper: Ray Duffell;

Marshalls:

Wayne McEwen, Bill King, Wayne Moore, A Stewart, Barry Lakeman, Neil McCormick, Steve Robinson.

WORKING BEE

THE LAST TIME YOU SAW THIS AD YOU IGNORED IT !!!

HERE'S ANOTHER CHANCE TO HELP THE STALWART FEW TO
IMPROVE OUR CLUBROOMS ON

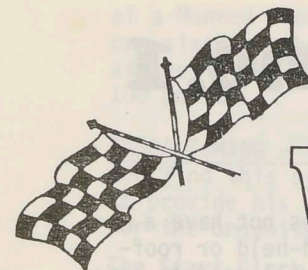
SATURDAY 7 APRIL AND SATURDAY 5 MAY

WE WILL BE PAINTING THE EXTERIOR OF THE CLUBROOMS
(FAWN WITH DARK BROWN TRIM)

DAY 1: REPAIRING AND SCRUBBING DOWN

DAY 2: REPAINTING

WE NEED PEOPLE TO BRING THEMSELVES PLUS ANY OR ALL
OF LADDERS/PLANKS/A COUPLE OF TRAILERS/HAMMERS/WIRE
BRUSHES/SCRUBCUTTING EQUIPMENT/POWER DRILLS/SANDERS/
ASSORTED SANDPAPER (ESPECIALLY COARSE GRADE)/HOSES/
BROOMS/MORE PEOPLE



WMSA

AUTOCROSS)
DINNER)
GYMKHANA)

17 & 18 MARCH 1979

The autocross, held on a Saturday, attracted 28 competitors mostly from the Wairarapa and Kapiti Car Clubs: JOHN and JENNY PIERSON were the only Wellington entries.

There were 70 people at the dinner, an annual event held to entertain people from clubs forming the Wellington Motorsport Association. Club President JOHN MARSLIN, and Club Captain MIKE GALVIN, and their wives JANETTE and PAM attended, John presenting the Duncan McKenzie Hillclimb Trophy to Richard Wright of the Wairarapa Car Club, and the Kim Naylor Autocross Trophy to the Wairarapa Club. John Pierson, the Chairman of WMSA, attempted to present the Wall Cup Trophy and the Gymkhana Trophy to Victoria University and MG Car Clubs but as they had no representatives there it was a difficult task!

A gymkhana was held on the Saturday, which was great fun. For this there were about 25 entries, with John and Jenny again competing. We understand that the Wairarapa Car Club knows how to provide hospitality!

BJL.

Cups presented by John Marslin: (note in future these will be presented for the calendar year)

1977/78 DUNCAN MCKENZIE HILLCLIMB TROPHY

R Wright	)	24 points	1st
F Pointon	) Wairarapa	23	2nd
R Percy	)	9	3rd
D Lupp	) Jaguar	8	4th
GORDON TUCKER	)	5	5th
ROSS GORDON	) Wellington	4	6th=
N Terry	) Wairarapa		
LEICESTER BANFIELD, MARK JENNINGS	) Wellington	3	8th=
C Ridley, K Campbell	) Jaguar		
R Dawes	) MG		
J Tindall, J MacAndrew	) Wairarapa		
DICK BUTTERS	) Wellington	2	12th=
I Moss	) MG		
LLOYD EVANS	) Wellington		

1977/78 KIM NAYLOR AUTOCROSS TROPHY

Wairarapa Car Club	64 points	1st
Kapiti Car Club	51	2nd
Wellington Car Club	24	3rd
Victoria University Car Club	23	4th
MG (Wgtn Centre) Car Club	16	5th

HOW TO DO IT no.1

ENTERING A NIGHT TRIAL:

Make certain the car you will be trialling in is reliable, does not have a noisy exhaust and has correctly set lights. Remember a hand-held or roof-mounted spotlight must not be used in a 50 km/h area. You will need to have a map-reading light or a torch, a couple of pens or pencils and possibly a scrap pad. The driver must be a financial member of the Club and must produce his or her current membership card and a current civil drivers licence at the start of each event. You are also advised to carry a copy of Appendix T (in MANZ Year Book). If competing for the East Trophy (for two-man crews) you may only have two people in your car. If not you may carry as many passengers as is legally permitted for your car. We recommend four people as a maximum. On some trials you may need a map and this will be shown in the Bulletin the month before the event. These maps will be NZMS 1 series which can be obtained from the Lands & Survey Department who will give you a discount if you produce your membership card.

Fill in all the details on the entry form at the start of an event. Anyone in your team under the age of 20 years must have the entry form signed by a parent or guardian. If this affects you, pick up some entry forms next time you're at the clubrooms and get them signed in advance.

At the start of a trial you will be given a piece of card known as a Drivers Card. Write your driver's name and your team name at the top. You will carry this card with you on the trial and at each Unmanned Checkboard you must write the codeword in the 'TIME/CODE' column. At Manned Checks or Controls hand it to the marshall who will enter a time in the 'TIME/CODE' column. Check that the time he gives you is the same as on his clock. Whilst on the trial concentrate on staying on the correct route. When you come to a marshall's car with a 'CHECK' sign on it, pull up and park in front of his car. Do not double park, park over a driveway or leave your headlights on.

Unmanned Checks can be used. These consist of a 'CHECK' sign on a post and it will have another word on it such as 'ULT'. This is the codeword which must be written in the next space in the 'TIME/CODE' column as mentioned before. At the finish of the trial your card will be marked as you hand it in and provisional results will be announced that same evening.

CLAIMS: Once in a while a mistake gets through the system and you, the competitor, gets lost because of it. In such a case you should write on the back of your Drivers Card the mistake and the number of minutes you have lost. Get the marshall at the next Manned Check or Control to sign beside your claim. You must specify how many minutes you are claiming for. If you claim for "all time lost" your claim will be rejected.

HOW YOU LOSE POINTS: Every time you miss a checkboard, or fail to check into a Manned Check or Control, you lose 30 points. For every minute early or late

at a Manned Check or Control you will lose 1 point. (These penalties are approx. one sixth of those shown in the MANZ Year Book). Penalties for failing to stop at the 'STOP' sign at the bottom of the driveway up to the clubrooms may be up to 100 points.

TARGA TIMING - THE TIME SYSTEM USED ON NIGHT TRIALS: Only on night trials will you find this system in use. On all other trials the onus is on the competitor to provide his own sealed clock. Targa Timing is used because it is much simpler for the organiser to get the results out in a hurry. Briefly it works like this:

The Start Clock is set to time of day. If the time to the first Manned Check is say, 21 minutes 34 seconds, then the clock for the first Manned Check is set that much before the time of day. A competitor on time at the first Manned Check will find the clock there reading the same time of day as when he left the start, ie if your start time was 7.15.00 and the time you arrived at the first Manned Check was 7.15.00 then you were on time.

New Targa Timing is a check-to-check system. This means that you are automatically back on time at each Manned Check. If you start at 7.15.00 and get to the first Manned Check at 7.21.00 (on the marshall's clock of course) then you have lost time. However, you should now arrive at the second Manned Check at 7.21.00. Do not attempt to make up the lost time between Manned Checks one and two.

Although hours, minutes and seconds are written on your Drivers Card, only hours and minutes are taken into account when calculating results. This means that if you start at 7.15.00 you may arrive at the first Manned Check between 7.15.00 and 7.15.59 without incurring a penalty. However, if you arrive at the first Manned Check at 7.14.59 (one second early) you will lose a point. Thus a Drivers Card will look like this after the organiser has computed the results:

DRIVERS CARD

TIME/CODE	POINTS LOST
7.15.00	-
ULT	-
7.15.59	-
7.17.47	2
-	30
HIT	-
7.17.09	-
7.16.59	1
7.19.45	3
	36

See how it works?

REMEMBER: The members of the Nonspeed Committee are there to help make trialling an enjoyable sport for you. Don't be afraid to seek their assistance on any matter. They are not a group of unapproachable beings. They enjoy their motorsport and compete regularly in both speed and nonspeed events. So enjoy yourself too....Trialling can be fun.

 **DUNLOP SP AND AQUAJET RADIALS**

A **GOLD STAR TRIAL** has been omitted from the calendar in the current MANZ Book. It is the Blossom Trial to be run by the Hawkes Bay Car Club on October 6th, 1979.

CLUBNIGHT:

A slightly smaller crowd than usual turned up to the March clubnight. A number of prospective new members were among those who watched two films of the Daytona Southern 500 (two different years!) and heard Club Captain Mike Galvin mumble a screed of boring notices and President John Marslin berate them for not turning up at any working bees. He announced that another one would be held on 7 April: an ineffectual announcement considering that most of the clubmembers don't attend clubnights.

THANKS

To those few who DID come to the recent working bees:

March 3	JOHN THOMSON CHRIS JAMES RICHARD HOLDER	DAVE RICHARDS WAYNE McEWEN MIKE GALVIN
March 17	JOHN MARSLIN ROGER SCHOLES BRUCE RICHARDS PHILIP KING	MIKE GALVIN DAVE RICHARDS CHRIS JAMES CRAIG FLETCHER

MARSHALLS
ARE
NEEDED
FOR:



RALLYWOODS KIM NAYLOR AUTOCROSS 28 APRIL:

Marshalls are needed to keep an eye on the action with fire extinguisher at the ready, Ring John Marslin.



MANFEILD CLUBMANS RACES 19 MAY:

All sorts of good jobs are going. Timekeeping, flag marshalls, grid marshalls, we need you to make it work. Timekeepers: Ring Barry Lakeman 627-020 home
Flag marshalls: Ring John Marslin 783-141 home or Mike Galvin 897-441 home.

It is likely that buses will be put on so that you can save that precious petrol.

RALLY DRIVER TO EUROPE DROPPED

The rally driver to Europe scheme has been discontinued. Presumably any money held in the fund will be used to pay ROANZ's current liabilities. The scheme was originally started when ROANZ was embarrassed to receive lots of money from fines in the 1976 International event. The levy that was part of the rally permit fee has been dropped, but the ROANZ \$5 per car levy continues. As at 28 February \$6000 had been collected.

NOTICE BOARD

manfeild

*CLUBMANS RACES 19 MAY:

What they are - Races held at the Manfeild Circuit for cars of various types and sizes.

Who they're for - People who don't usually race, so they can find out what it's like to get out there. And for people who are old hands so they can practice and show you how to do it.

How the fields are organised - After practice, the cars are separated into groups that are about as fast as each other. This is so that people new to the sport don't get hassled by the quick people. And so the quick competitors aren't held up by the slower ones.

What sort of cars - Standard ones, modified ones, sports cars. Roll cages aren't required, and the only 'scrutineering' requirement is Schedule A as it appears in the MANZ Yearbook. The 'unusual' requirements are a wired sump plug, crash helmet, overalls and a fire extinguisher. And you need a competitors licence.

People to contact - Malcolm Buchanan 881-617 for discussing any requirements for the car;
Ruth Shepherd 795-595 home about the competition licence;
John Marslin 783-141 home or Mike Galvin 897-441 home about anything else.

GO ON, HAVE A GO!

*BUSES TO MANFEILD:

It'll cost you just \$4 per person to get to any Manfeild meeting while the fuel restrictions are on.

Buses will leave from the Railway Station at Wellington, Johnsonville, Porirua and Paraparaumu, and return.

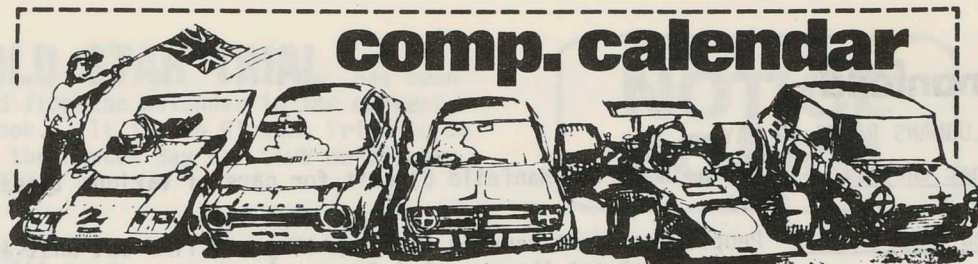
There's a catch: there are two buses, a 45 seater and a 41 seater, and we've got to get them almost full if the scheme is to work.

John Marslin takes the bookings. Ring him at 783-141 home or 759-171.

NONSPEED WOULD LIKE ONE PERSON FOR THEIR HAPPY COMMITTEE: FOR GYMKHANA ORGANISING AND SOCIALISING

UNION TRAVEL TO BATHURST 25 SEPTEMBER to 2 OCTOBER 1979:

THIS POPULAR TOUR IS ON AGAIN. A WEEK IN SYDNEY AND AT THE TRACK COSTS (EXCLUDING MEALS) AS LITTLE AS \$400. IF YOU WANT TO BE IN, CONTACT UNION TRAVEL AT 38 CUSTOMHOUSE QUAY OR 70 MANNERS STREET.



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

APRIL:

- | | | |
|---------|---|----------------------|
| Sun 1 | National Race Meeting, Pukekohe | Northern Sports Open |
| Sun 1 | GAMES EVENING | FRANKLIN/McEWEN |
| | Starts 4 pm at the clubrooms; \$1.50 per head includes dinner. The bar will be open. This promises to be another great evening of silly things! For more information on how to enjoy yourself, call Sid Franklin 893-803 home or Wayne McEwen 786-620 home. | |
| Tues 3 | NITE TRIAL NO 1 | WGTN CLOSED |
| | Starts at the clubrooms at 7.15 pm. The organisers are Team Firespark (Bob Gardner and Dave Gaskin). | |
| Sat 7 | WORKING BEE 10 am to 4 pm | MARSLIN/GALVIN |
| | WE NEED YOU at this: the clubrooms badly need painting and John and Mike would love to see you. | |
| Sun 8 | Up-Down Gravel Sprint | Wairarapa Invite |
| | Scrutineering is from 9 am to 11 am at the venue (Tea Creek Road, Carrington), with the first run starting at 10 am. Their clubrooms will be open afterwards. | |
| Sat 14 | International Race Meeting, Baypark | BOPMRA Int |
| Tues 17 | CLUBNIGHT 8 pm at the clubrooms | |
| Sat 21 | Rally | Wanganui Invite |
| | First round of the Central Region Rally Series | |
| Sat 21 | Foote Cup Night Trial | HVMC Invite |
| | Starts HVMC clubrooms, Halford Place Petone at 7 pm. Wine and cheese evening at the finish. For further info call the HVMC's Mathesons at SV 7883. | |
| Sat 21 | Autocross | VUCC Invite |
| Sat 21 | Dual Car Sprint, Manfeild | SRCC Invite |

- | | | |
|---------|---|------------------|
| Sun 22 | GYMKHANA (Stewards Trophy) | WGTN INVITE |
| | Hutt Riverside Carpark at 11 am. Organiser is Sid Franklin, 893-803 home. You <u>don't</u> need a competition licence for this event. | |
| Sun 22 | Coca Cola Bottlers Rallycross, Round 1 | Hamilton Nat |
| | Barry Lakeman has regs. | |
| Sun 22 | Autocross | Wairarapa Invite |
| Sun 22 | National Race Meeting, Ruapuna. | |
| Tues 24 | MANFEILD CLUBMANS SEMINAR | BARRY LAKEMAN |
| | Clubrooms, 8 pm. Hopefully, speakers will include Mike Galvin, Harvey Kibble and Ken Morris, to tell the newcomers how to drive Manfeild. (Our Clubmans is 19 May.) | |
| Wed 25 | Anzac Day Walking Trial | VUCC Invite |
| Wed 25 | Speed Event | Kapiti Invite |
| Sat 28 | KIM NAYLOR AUTOCROSS | WGTN INVITE |
| | Rallywoods. Scrutineering 8 to 10.30 am, drivers briefing 10.30 am. Bring your lunch. Further details from Roger Scholes 769-641 home. | |
| Sat 28 | Manfeild Clubmans | Manawatu Invite |
| | Scrutineering from 8.30 am to 10.30 am. | |
| Sat 28 | Cibie Rally CANCELLED | |
| Sat 29 | Sprint | Wainui Invite |
| Sun 29 | National Race Meeting, Timaru. | |

MAY

- | | | |
|---------|---|------------------|
| Tues 1 | NITE TRIAL NO 2 | WGTN CLOSED |
| | Organisers are Team Beaver (John and Jenny Pierson). Starts at the clubrooms, 7.15 pm. | |
| Sat 5 | WORKING BEE 10 am to 4 pm | MARSLIN/GALVIN |
| | Clubrooms. WE NEED YOU. | |
| Sun 6 | Hillclimb | VUCC Invite |
| Sat 12 | Ngaumu Clubmans Rally (formerly the "Lion") | Wairarapa Invite |
| | Second round of the Central Region Rally Series | |
| Sun 13 | Gymkhana (Stewards Trophy) | Wainui Invite |
| Sun 13 | Coca Cola Bottlers Rallycross, Round 2 | Hamilton Nat |
| Tues 15 | CLUBNIGHT 8 pm at the clubrooms (SGM) | |
| Sat 19 | CLUBMANS RACING, MANFEILD | WGTN INVITE |
| Tues 22 | WALL CUP TRIAL SEMINAR | BARRY LAKEMAN |
| | The Wall Trophy series is a long-established trialling series, for Wellington and Wairarapa area clubs. This year, a large group of triallists from this club are going to attack this series and win it for Wellington. Come along and find out how to do it. Clubrooms, 8 pm. | |

Sat 26) National Rally Championship, Round 1. VUCC Nat
 Sun 27) To be held in the Wellington area.
 Sun 27 400 metre Standing & Flying Sprint Wairarapa Invite

JUNE

Sat 2 Hillclimb HVMC Invite
 Sun 3 Taupo Race Meeting CANCELLED
 Tues 5 NITE TRIAL NO 3 WGTN CLOSED
 Starts 7.15 pm at the clubrooms. Organiser is Roy Baker of Midweek Flash.
 Sun 10 Day Cup Trial HVMC Invite
 Sun 10 Hillclimb Wairarapa Invite
 Rangitumau; sealed. A Duncan McKenzie round.
 Sat 16 National Rally Championship Round 2, at Marlborough.
 Sun 17 Wall Trophy Trial VUCC Invite
 Tues 19 CLUBNIGHT, 8 pm at the clubrooms.
 Sat 23 HILLCLIMB WGTN INVITE
 Sun 24 NOVELTY TRIAL WGTN INVITE
 Being organised by Dave Gaskin, phone 894-566 home or 894-742 work.
 Sun 24 Coca Cola Bottlers Rallycross, Round 3 Hamilton Nat
 Sat 30 Gymkhana (Stewards Trophy) VUCC Invite
 Sat 30 Rally Levin Invite

WE LIKE TO PRINT AS MUCH INFO AS POSSIBLE ABOUT COMING EVENTS, IN THE HOPE THAT THIS ENCOURAGES YOU TO ENTER. WHERE ONLY THE BAREST DETAILS APPEAR, WE'RE SORRY BUT THAT IS ALL WE HAVE. IF OTHER CLUB ORGANISERS READ THIS AND THEIR EVENT ISN'T COVERED, WELL, YOU KNOW OUR ADDRESS!!

**ENTHUSIASTS FIT
 DUNLOP RADIALS**

Bruce McPherson

L. V. MARTIN & SON
 96 Lambton Quay,
 Wellington.

Telephones:
 Business: 724-351
 Private: 399-409

NOTICE OF SPECIAL GENERAL MEETING

A Special General Meeting of the Wellington Car Club (Inc) is hereby called for Tuesday, May 15th, 1979, at 8 pm.

The business to be considered is

1. Subscription
2. Election of Officers

Further information will be made available in the May issue of the club bulletin, "Motoring News".

Pat Lakeman

(Pat Lakeman)
 Secretary

the AUTOBARN

ALAN BARNES

JEFF IRONS

126 FEATHERSTON STREET (CORNER OF FEATHERSTON & WARING TAYLOR STS)

PHONE 723-172

ACCESSORIES

TUNING EQUIPMENT

PERFORMANCE EXTRAS

formula one '79

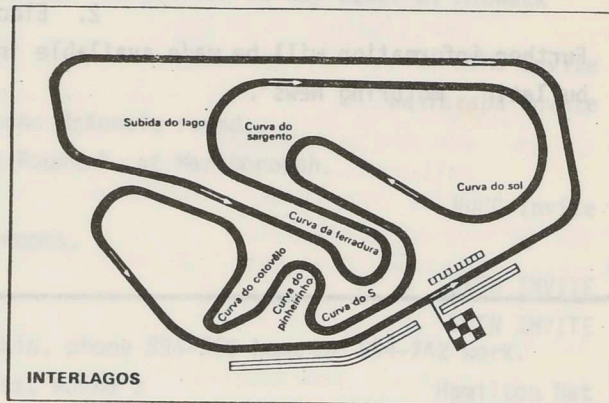
ROUND TWO: INTERLAGOS (BRAZIL)

7.96 km circuit - 40 lap race

1st	Laffite	40 laps
2nd	Depailler	"
3rd	Reutemann	"
4th	Pironi	"
5th	Villeneuve	39 laps
6th	Scheckter	"

ALSO: Mass, Watson, Patrese, Jabouille, Fittipaldi, de Angelis, Daly, Lammers (39), Regazzoni (38)

Fastest lap - Laffite 2m 28.76s
(190.548 km/h):
new record.



PRACTICE: To say the Ligier camp was confident at practice would be an understatement. Laffite went out in the first session and stormed round in an amazing 2m 23.07s, 7 seconds quicker than McLaren's 1977 pole winner, showing just how quick these new cars are! Emerson Fittipaldi brought out his new Copersucar for some test laps then reverted to the old trusty F5A. The new car looks remarkably like a 1960s racer at the front, tacked on to a wing car just behind the cockpit: an interesting combination that showed promising times on its first outing.

RACE: Andretti discovered that being immediate past champion is almost tantamount to bringing bad luck. For the second time this season his car played up, this time catching fire in the pits just before the start, then retiring after two laps with a fuel leak (which probably caused the fire!).

Laffite and Depailler asserted their mastery on the field right from the green light, getting the jump on everyone and vanishing into the distance. The field gave chase, led by Andretti, Reutemann, Scheckter and Fittipaldi (who had made a beautiful start). On lap 3 Lauda was out (again) as more teething problems appeared in the new Brabham, followed shortly after by teammate Piquet who started with his feet still very painful after his Argentinian incident. He was challenging Regazzoni and discovered (as everyone does!) that Clay is not easy to pass, finally being chopped off on the infield hairpin and, not being able to apply the brakes hard enough with his injured foot, sufficiently damaged his car to force retirement.

Interest in the race moved to the very low placings as the front 'wing' cars circulated in their swift on-rails way. Jabouille was making a very impressive charge on the field following his stall on the start line. He was 21st on lap two, 18th on three, 16th on four and 13th on five. Being tight on the tail of Regazzoni and Tambay gave him a grandstand view of Clay dishing out the same treatment that put Nelson Piquet out, this time leaving his adversary nestled in the catch fencing! Jabouille struck it lucky as Clay overdid the tactics this time and spun, leaving a clear track for Jean-Pierre to get by.

By lap 14 the second Ligier was 16 seconds ahead of Reutemann, and Fittipaldi was now back 6 seconds behind the Lotus. Sadly, Emerson's fine run was to last only another 7 laps as a rear wheel worked loose and forced a pit stop.

Academic interest moved to how various cars and teams were coping with the very abrasive surface. Michelins seemed to cope the worst of all, picking up so much debris that they needed to be changed because it was like driving on ice! In the Goodyear camp it depended on whose chassis you were using, how you coped. Arrows seemed to come off worst with both Patrese and Mass slithering all over the track while obviously Ligier seemed to have everything going absolutely right.

By lap 32 the whole race had degenerated into another boring procession as in Argentina and the Ligier camp eventually took their rightful place in the winners' circle. Ferrari were most unhappy about Reutemann's placing and protested the push start he'd received on the dummy grid (something the rules don't specifically disallow), while not complaining about the fact that he charged through the field on the warm up lap to regain his grid placing (which the rules do disallow!).

RETIREMENTS: Jarier (0) electricals failure; Andretti (2) fuel leak, misfire; Lauda (5) gear linkage; Piquet (5) collision damage; Hunt (7) steering; Tambay (7) collision; Arnoux (28) spun off; Stuck (31) broken steering wheel; Jones (33) fuel pressure.

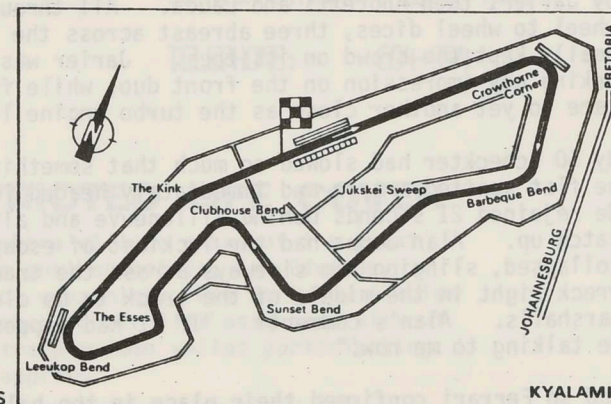
ROUND THREE: KYALAMI (SOUTH AFRICA)

78 lap race

1st	Villeneuve	78 laps
2nd	Scheckter	"
3rd	Jarier	"
4th	Andretti	"
5th	Reutemann	"
6th	Lauda	77 laps

ALSO: Piquet, Hunt (77), Regazzoni (76), Tambay, Patrese (75), Mass, Fittipaldi (74).

Fastest lap - Villeneuve 1m 14.412s



PRACTICE: After the first two races, both decidedly boring and processional, the hope was for a degree of excitement other than the presence of the brand new Ferrari T4, in this round. Jabouille caused more than a little sensation by getting in some incredibly quick laps before the cloud dispersed and temperatures soared, topping the first session with a 1m 11.8s! No-one got near him for the

rest of the practice. The other sensation was the Ferrari version of the 'ground effects' principle, amazingly filling the next two slots on the grid with their first outing.

RACE: Overnight a massive downpour drenched the circuit, washing the track clean and leaving some teams very worried (especially Ferrari) about the now abrasive surface. Jabouille made a superb start, to lead the two Ferraris for the first one and a half laps, before Villeneuve slipped through. Before Jabouille could retaliate, another downpour arrived, and with commendable promptness the red flag was shown and the race stopped. In 20 minutes the rain was gone and the restart given, Scheckter, Depailler, Tambay and Piquet opting to stay on slicks, hoping the track would soon dry.

This time Villeneuve made the break, while Jabouille slotted in behind Scheckter who was driving incredibly well in the wet on slicks. They were followed by Lauda, Jarier, Andretti, Reutemann and Pironi. Jarier came rocketing through when Depailler spun, demoting Jabouille to 4th on lap 6. Next were Andretti, Lauda, Pironi and Laffite.

Within 8 laps the track had dried and the shuffle began as cars pitted for slicks. Lauda was the first, for a very slow change, while the remainder showed that at least some of the excitement of old is still there for those purists who appreciate it. Villeneuve received the quickest change of all, leaping back into the fray to lose only one spot, starting second behind teammate Scheckter! In the pits, Reutemann lost a lot of time as his brakes had gone spongy and then a wheel nut jammed.

By lap 15 the order was clear but Tambay had benefitted from his gamble and had pounded through to 3rd, but he was by no means secure as Piquet tangled with him on a corner and knocked the McLaren's front spoiler askew, slowing Patrick markedly. By 25 the order was Scheckter, Villeneuve, Tambay, Piquet being chased by Jarier, then Andretti and Lauda. All through the field there were fantastic wheel to wheel dices, three abreast across the track at some points, and it really kept the crowd on its toes. Jarier was past Tambay by 35 but wasn't making any impression on the front duo, while further back Jabouille's fine run came to yet another close as the turbo engine let go on 47.

By 50 Scheckter had slowed so much that something was obviously wrong, then on 53 he flat spotted a tyre and immediately headed for the pits for new tyres all round. He rejoined 21 seconds behind Villeneuve and although he closed the gap he couldn't catch up. Alan Jones had the luckiest of escapes when his rear suspension collapsed, slinging him sideways across the track on the pit straight, leaving a wreck right in the middle of the track to be cleared very quickly by track marshalls. Alan's comment? "If it had happened 50 yards further on you wouldn't be talking to me now."

And so Ferrari confirmed their place in the halls of fame, sharing a record not equalled since 1954 when Mercedes finished 1st and 2nd on the first outing of a new car. Perhaps there is hope for exciting races with this new breed as there were certainly plenty of action-packed laps right throughout in this round.

RETIREMENTS: Lammers (2) slid off; Depailler (4) slid off; de Angelis (16) slid off; Pironi (25) throttle linkage; Laffite (45) spun off; Jabouille (47) engine;

Stuck (58) slid off; Watson (62) engine; Jones (65) suspension break; Rebaque (68) engine.

DRIVERS'
CHAMPIONSHIP
POINTS
AT THE END OF
ROUND THREE

Laffite 18, Reutemann 12, Villeneuve 11, Depailler 9, Scheckter 7, Andretti 5, Jarier & Watson 4, Pironi 3, Fittipaldi & Lauda 1.

CONSTRUCTORS'
CHAMPIONSHIP
POINTS
AT THE END OF
ROUND THREE

Ligier 18, Lotus 13, Ferrari 11, Tyrrell 7, McLaren 4, Brabham & Copersucar 1.



Brian A Klee
Ray H R Gough
Ken R Taylor

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UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.

SCOREBOARD

AUTOCROSS 20 January 1979

Organised by Wairarapa Car Club: there were 26 competitors.

Overall:	Class:	Driver:	Car/cc:	Time:	
1st	1C	Dick Gardner	Mini 1386	9.19.1	Times were calculated by adding the best 3 times of a possible 4 runs. Graham Osborne was not placed: seems he was running knobblies.
2nd	2C	Brett Finlay	Escort 1588	9.35.6	
3rd	1B	Struan Robertson	Civic 1169	9.38.6	
17th	7	JOHN PIERSON	Datsun 1600	10.36.3	
21st	8	JENNY PIERSON	Datsun 1600	11.19.0	
-	-	GRAHAM OSBORNE	Escort		

GYMKHANA 21 January 1979

Organised by Wairarapa Car Club: there were 33 competitors.

Overall:	Class:	Driver:	Car/cc:	Time:
1st	1C	R Gardner	Mini 1396	183.9
2nd	1B	Struan Robertson	Civic 1169	192.2
3rd	1A	Mike Frowen	Mini 998	196.7
9th	2C	JOHN PIERSON	Datsun 1600	205.5
15th	5C	PHILIP KING	Escort 1600	213.7
17th	7C	JENNY PIERSON	Datsun 1600	214.1
21st	8C	CRAIG FLETCHER	Cortina 1600	223.1

CLUBMANS RACE MEETING December 1978

Organised by Hutt Valley Motoring Club/Kapiti Car Club

We haven't had full results, but we understand that our competitors at the meeting included:

Dick Butters	Mini	2nd in class 1 (0 - 1000cc)	1.32.5
Alan Harvie	Torana	3rd in class 3 (2001cc and over)	1.32.4
Danie Lupp	Ex-Odlin	1st= in class 4 (Sports)	1.17.6

DANSBY SCOTT RALLYCROSS ROUND 1 19 November 1978

Organised by Manawatu Car Club

Final Saloon Results (from our Club):

1st	Mark Jennings	Escort RS2000	5.01.51
3rd	Tony Street	"	5.03.48
7th	John Short	"	5.37.46

STEWARDS TROPHY & VESTA BATTERY GYMKHANA 10 December 1978

Organised by MG Car Club: there were 14 competitors, grouped in teams of two.

I Moss (Mini)	} MGCC team A }	1st= (52 pts)
R O'Neill (Civic)		
D O'Neill (Civic)		
J Palmer (MGBGT)	} MGCC team B }	3rd (49 pts)
T Doran (Mini)		
M Conway (Civic)		
BRUCE RICHARDS (Civic)	} WGTN CC team A }	4th (47 pts)
PETER MARTIN (Civic)		
PHILIP KING (Escort)		
JOHN PIERSON (Datsun)	} WGTN CC team B }	5th= (32.5 pts)
JENNY PIERSON (Datsun)		
CRAIG FLETCHER (Cortina)		

Total club points were MGCC 153; WgtN CC 112; VUCC 29.

S. C. Wallace

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WELLINGTON CAR CLUB FEBRUARY NITE TRIAL

TEAM (Crew)	POINTS LOST	OVERALL PLACE	2-MAN PLACE
Moggy (John & Marie Thomson)	210	7th	6th
Dogg (Lash/Uffindell/Covell)	12	1st	-
Family Affair (S & S Wallace)	389	9th	8th
MG (O'Neill/O'Neill)	13	2nd	1st
King (King/Fletcher)	103	5th	4th
Bonny & Clyde (Williams/McKenna)	101	4th	3rd
Beaver (J & J Pierson)	143	6th	5th
Blockley (A Blockley/J Webb)	216	8th	7th
Firespark (B Gardner/D Gaskin)	16	3rd	2nd

The trial was organised by Sid Franklin and Ian Laming; checked by Warren Denton and John Gladhill, and assisted by Tom Doyle.

Action was taken on claims as follows:

Car no 1: Claim not allowed - use straight ahead rule. For missing control allowed next 3 checks but it was possible to pick up trial after that.

Car no 2: Not allowed - no exit is an information sign; a street sign names a road, street, avenue etc.

Car no 7: Not allowed - see no 2 above. (Doesn't make any difference).

Car no 8: For missing control etc as per no 1 above.

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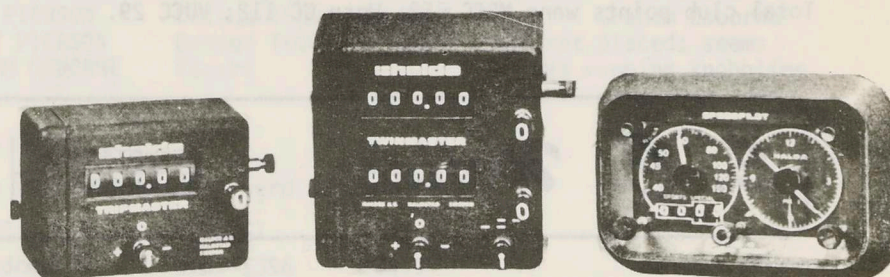
TELEGRAMS: SILVERMAG

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NEW ZEALAND.

halda

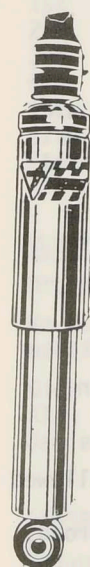
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King Seeley (Instruments)
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Wico Magnetos
Wipac Magnetos
Eisemann Magnetos
Repco Magnetos
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Commercial Ignition } Magnetos

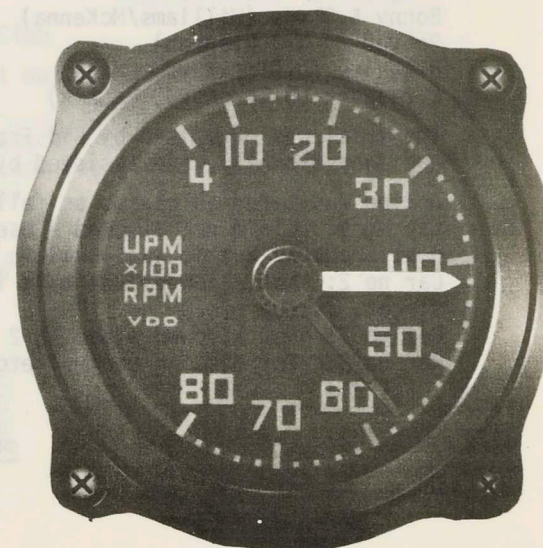


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ONE OF OUR FEW LADY COMPETITORS, JENNY PIERSON, TELLS OF THE 17 FEBRUARY

Gymkhana

On the Sunday before the gymkhana John decided to do a valve grind on the car as clubmember CRAIG FLETCHER had offered to lend a few tools and a hand. To cut a long story short, the head didn't get back on the car until Wednesday night, courtesy of some help from Williams and Adams, and did not perform well enough to run until Friday night. By Saturday morning the car had done 80 miles, and it was time to tighten the head down, but a special tool for this job, borrowed from SID FRANKLIN, had temporarily gone missing (to be located again on Sunday). So, on a very wet Saturday morning, when I'm sure it would have been nicer to stay in bed, it was decided that I would have a go at the gymkhana and John would come and watch and keep an eye on the car. Of course, once we got there, John decided to enter as well, as there were not many competitors.

At Aotea College we filled in our rain-spattered entry forms and prepared to do battle. Twelve people turned up, which was very good considering that anyone in their right mind would have kept well away! Just as we started on the first test the rain stopped and it remained clear until the end of the last test, which was very good of whoever is on high. (Obviously thought we needed a little encouragement!) Amongst the mud and slush, which covered all of the outside and much of the inside of the car, John and I had a great tussle. Out of the eight tests we won four each. My downfall were the two reversing tests, which were hard enough going downhill, but as for trying to go forwards out of them uphill, well, I ask you! Just because I got the slowest times (apart from GORDON in the Holden) has got nothing to do with it. I had a whole plan worked out for the last test, but every time I attempted to execute it the car went blithely straight ahead or sideways, or else I couldn't get any traction. When I did I couldn't stop, so I gave up on test eight. But I mustn't quibble, I did beat John overall - first time, but needless to say not the last. We managed to come equal in class. GORDON TUCKER was a sight to see in that great big Holden, Sunday driving around the witches hats when he could get around amongst all the mud. We were laughing at the car, Gordon, not you.

Thanks to SID FRANKLIN for running Wellington's only gymkhana for the year, and to all those hardy souls who set out courses and timed us. I know I enjoyed myself and I'm sure all the other competitors did too, I only hope our next gymkhana is held on a fine day: it took me hours to get the inside of the car respectable again.

While I'm at it I'll just mention that we both entered the Palmer Head hillclimb on 24th Feb. and thoroughly enjoyed ourselves. I know others are doing write-ups, so I'll leave it to them, but our thanks to the organisers who made it possible for us to have the same number of runs each as everyone else, as we were sharing the car as usual. I'm afraid John remains the hillclimb expert in the family this year, but next year who knows!

Ed's note: See last month's magazine for the results of this event.

GRAVEL HILLCLIMB TROPHY:

Tony Street 10, Harvey Kibble 7,
Mark Jennings 5, Ross Gordon &
Peter Zivcovic 4, nine others
have 2 pts.

WELLINGTON CAR CLUB TROPHY POINTS

PROVISIONAL TOTALS FOR 1978/79

MONTHLY NIGHT TRIAL TROPHY

Scuderia Tigerius	137 points
Firespark	131
Beaver	136
Macmob	93
Moggy	92
Graywater	85
Stratos	88
1500	77
Laurel & Hardy	70
Hopeless Harry	52
Hawkeye & JJ	69
Little Flick	34
Dogg	81
Sparky & Hitch	41
Sneaky Heat	29
Wood	55
Midweek Flash	34
Midnight Motors	32

AND EAST TROPHY (2 MAN CREWS)

139 points
138
137
99
98
91
88
83
77
61
59
33
44
44
11
32
37
-

ROLAND CLAPPERTON TROPHY:

Jenny Pierson 35, John Pierson 33, Bob Gardner 28, Warren Denton 27,
Dave Gaskin 24, John Gladhill 21, John Uffindell 15, Philip King,
Heather McGuire & Murray McGuire 14, Craig Fletcher 12, Marie & John
Thomson 11, Barry Lakeman 10, Sid Franklin, David Harrey, Carla Kidd,
Ian Laming, Brian McInnes & Brian Thompson 9, Ricky Berg, Jeremy
Blandford, Bob Gray & Jenny Nidd 8, eight others have 5, 6 or 7 pts.

SPEED TROPHY:

Tony Street 21, Harvey Kibble 11, Mark Jennings & Peter Zivcovic 10,
Philip Jennings 8, Iain Mollison & Dave Glasson 7, Kevin Smith, John
de Bernardo & Neil Whiting 6, Ross Gordon, Alan Barnes & Sid Franklin
5, Ian Mathews, Miles Fowler, Richard Holder & Alan Harvie 4.

LADIES TROPHY:

Jenny Pierson 45, Heather McGuire 23, Marie Thomson 18, Jenny Nidd &
Carla Kidd 11, Sherry Wood & Bronwyn Griffiths 10, Dianne Cordwell &
Pat Lakeman 8, Dianne McDonald, Sandy McPherson 7, Julie Savage 6.

 **DUNLOP AQUAJET RADIAL**



TRIALLING TREV

Yeah giddy, well it seems we made a real mess of it last month, 'cording to me Uncle Fred. He was a bit of a tryer or trialler in his day. We should have written the checks on our card.

Well Curley, Bruce and me arrived back in Wellington on Monday on our way up to Eketahuna for a field day, well the truth is we want a go on one of those new tractors, Curley's got a bit of a race track on the farm, behind the duck pond, and we can go round it in 1½ minutes in the old red ricket of Curley's dad. None of the shows down south will let us have a go, think they heard about the tractor Trev put in a rubbish hole, took them two days to dig it back out.

Well anyhow big Lloyd told us last trial nite that he's doing the next one and with our new found know how we thought why not. Well we had a lot of streets that didn't exist, it's a wonder you've got any left, I'll bring a digger up next time and level a few out for ya. We started on a nice trip around town, past the clubs in Vivian Street, Curley reckoned the sights were OK around here and he knew where Punjab Street was so we could forget all the directions in between.

Up at Punjab St we got a time written on our card, only 20 minutes late, we're learning fast. Then we're given a bit of paper with a lot of lines on it, looked like a farm fence with battens on top of the no. 8 all stood on its end. Well we tried everything and ended up following the guy in front, seems he knew where to go. The guy in front got wise to us and gave us the drop in Crofton Downs, just as well too, Bruce saw a rabbit on a farm, boy talk about quick in 30 seconds the gun was out the window, the rabbit down and Bruce on his way to get it. With that over and breakfast on the back seat we set about finishing Lloyd's long leap around Wellington. Out came the old UBD and we found Nottingham St, clocked in there only 20 minutes late as well. The next section looked a mess, lines and arrows in squares, but with Curley's quick thinking he figured out what to do and away we went. Just up the Makara hill Bruce saw another rabbit, now with twins in the back someone gave us a toot and a wave and pointed towards Karori, we knew where to go, it's just the rabbits are better up there. After a bit of Curley's rally driving round Karori we came across big Lloyd in his big van parked on the footpath giving us a good target of people walking around it. The look on Lloyd's face when we got there - he filled in the wrong time and put us bang on, he didn't think we'd get that far.

The last section was a quick 30 km all the way back with Curley doing a quick stop in Vivian St for 3 tickets in the front row for the next session. Back at the clubrooms we found out we'd come 17th out of 18, not bad for the second time out, and if Bruce can burn down his old barn full of wool before next month you should see us back for the Fire Cracker Trial. See ya.

free for all

Brian Chew's DATSUN 1200 RALLY CAR as rallied last season is for sale. Priced at \$2800, or \$3200 with all the spares. Phone Brian at home, 886-348.

ANGLIA 1475 for sale, as displayed at Wellington Car Club's stand at the Motorshow. Wide range of parts also. For further info phone Peter Jensen 788-313 or Ian Jensen 758-920.

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Roy Baker wants to buy a TOW BAR to fit a Toyota Corolla. Phone him at 796-256 home or 729-929 x595.



New members
Motorsport Weekend
Rally Training
"How To": no 2 in this series
Ross Gordon's turbo Escort
Games Evening
Results & story of the March & April nite trials
Results of the last two Wairarapa Car Club autocrosses & the WMSA gymkhana

More about the SGM

S. C. Wallace

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THANKS

- *To 'staff' photographers GRANT and IAN MACASKILL for their continuing support; their phone no. is 267-683 home. Also to ROGER SCHOLES for the photos in this issue.
- *To EDDIE CONROY for supplying the information for the obituary.
- *To NEIL McCORMICK for Formula One.
- *To JOHN MARSLIN for sympathy.
- *To our other contributors whose names appear on their masterpieces.

MARSHALLING: Post to Box 5142 Wellington

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I would like to marshall/timekeep at sprints/hillclimbs/trials/rallies/hillclimbs/other events (specify).

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Introduced by: Interest shown by:

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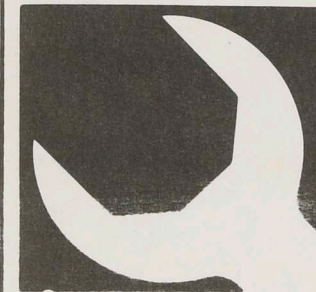
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PETER MARTIN gives drivers briefing at Palmer Head

MOTOR DROME

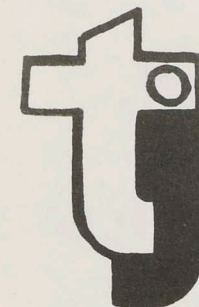


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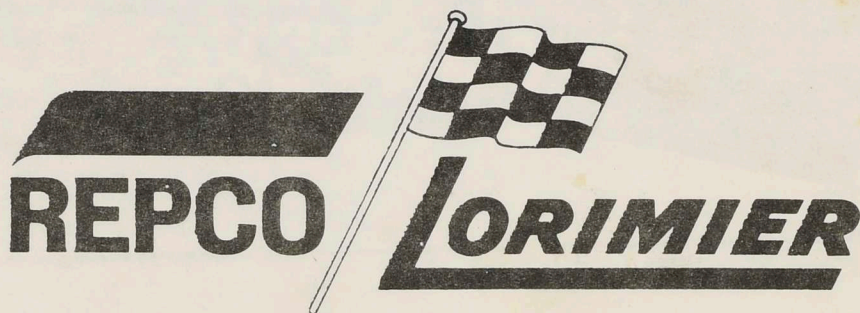
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BULLETIN OF THE WELLINGTON CAR CLUB

May
1979

Ross Gordon now runs on turbo power. - Story inside.

King



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TELEPHONE 892-309

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Gordon Tucker

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Ian Laming 893937/859522 wk
AND: Susan Bruce
837852/729929x581 wk

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

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CLUBNIGHT

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

COMPETITION CAR

**simple
cheap
smooth
competitive
turbo power**

Ross Gordon appeared at the Rallywoods Down Up Sprint in February with a new car. It looked like the usual RGM yellow rally car with a plastic bowl on the bonnet. Besides being the quietest car there, it was deceptively and surprisingly the fastest. Some said that this was because Tony Street and Mark Jennings were not driving their group 4 cars, but at Flax Farm during the Levin Rally the next month, Ross followed the plastic bowl to come second to Jennings, equalling his time on the last stage and finishing only 23 seconds behind him on a total elapsed time of 21 minutes.

Under the jelly mould lies the secret of this unusual machine: an SU dashpot feeding a turbocharged standard 2000cc overhead camshaft motor, the brainchild of Brian Delany. The car has been built up over nine months from bits of rally escort that Ross stripped off his previous rally car and some special parts made up by Brian. "We wanted it simple and it had to be cheap, well cheap for a rally car anyway. Cheap to build and cheap to run."

Perhaps to explain what turbocharging is all about, we could look at why such a car goes faster as a hill gets steeper. The principle is that the turbocharger pressurises the motor's breathing by using the force of the exhaust gases. Therefore the greater the load on the engine, the more exhaust gases produced, leading to

A New Zealander currently rallying in England, Alan Carter, told Tony Street recently that turbo-charged 1600 - 2000cc motors would be the next major development on the international rally scene. The first rally win for a turbo was Blomqvist's 2000cc, 250bhp Saab, in the Swedish Rally, and it is certain that the car will continue to be a winner for a long time yet. In our club, ROSS GORDON has completed the first stage of developing a turbo-charged Ford Escort rally car.

greater boost from the turbocharger, which provides more power, resulting in more speed.

Gavin Askew tried turbocharging a 2000cc motor breathing through a twin choke Weber, but the turbo boost pressurised the fuel line, forcing the petrol back into the tank. Part of the solution to this problem would be to use \$250 worth of Triumph 2.5PI fuel pump. Brian's method was to find a different type of fuel system feeding the motor and the SU carburettor was the answer, fed by an SU fuel pump.

The boost used is a low 9lb or 25hgs (which Ross calls helluvagoods), low compared to the 35 - 50lb used in the States for racing motors. The reason for the low boost is cost again: the higher the boost, the hotter it runs, leading to cooked pistons. Even at this low pressure Ross must leave the engine running at idle (out of boost) after each special stage due to the heat build up in the turbo. Changing maximum boost pressure is simply a matter of changing the spring in the regulating 'Imco' valve but a modification that Ross wants to try is to put a tap on the dashboard to do this at will. This, though, will require more money as different pistons etc will be needed to cope with higher temperatures.

Boost is set to come in at 2100rpm (at 1 atmosphere) and gives a workable power band so that 5500rpm is the normal rev limit, and this can only lead to lower engine wear. Ross tried setting the cut in at 1600rpm but the motor was running out of power at the top end. (Incidentally this change is made by changing the distributor cap.)

Currently the set up produces 120bhp at 5000rpm on Hamlin's dyno. (Remember this is a standard 2000cc ohc motor, idling at under 500rpm, as used in the Cortina, with a single SU carburettor.) As the power is produced smoothly, there is no additional beefing up to the standard 2000cc Cortina transmission except that a BDA clutch plate and pressure plate are used and naturally Ross runs a limited slip differential. An added advantage is that, due to the boosted power 'off the line', Ross can use a 3.7 differential (as against a 4.6 in the 2000 and a 5.1 in the BDA) so that his 5500rpm rev limit gives him a theoretical top speed of 130mph when most other motors of similar power are working to breaking point. (For example, Ross's 2000 used 7400rpm to attain this speed.)

It drives quietly and easily. There is no delay in the boost 'coming on' as we have heard of in Indianapolis cars and Ross says it is easier to handle than the

BDA or modified 2000cc Escorts he has driven, as the motor is so flexible and produces torque over a wide rev range. It is the quietest car on the road, though there are no mufflers. The 4" pipe from the turbo runs to two 1 3/4" pipes to comply with rally scrutineering regulations: if it weren't for these rules Ross would pipe the 4" turbo straight out the side of the body, it's so quiet. "Never number 1 on the road again" says Ross after coming close to bowling some unsuspecting spectators at the Levin Rally. It's quiet inside, too, he doesn't use an intercom and he and current navigator Mark Taylor converse easily at rally speeds. Ross found no problem in not being able to hear the motor to judge gear change points, but he does find that he arrives at corners rather quickly without without any engine noise to give the impression of speed. The only disadvantage that Ross owns up to is tyre wear: as there is more torque, there is more wheelspin, and when it grips, it really grips.

Ross has built this as a club car (it's not homologated so we won't see it in the Motogard!) and he intends to run it at our Manfeild Clubmans this month and, with smaller wheels to get the greatest advantage from the wide torque band, at hill-climbs. Ross makes sure we know who put all the development work into this new powerhouse. "It's all due to Brian Delany - all his work. I just drive the thing. Brian's had a fair amount of experience with turbos on boats so he understands them." And the next turbo development in the Wellington area? "Well there's one person that's had a lot to do with turbos on contracting machinery, and that's Tony Street."

BJL



Brian A Klee
Ray H R Gough
Ken R Taylor

INSURANCE ASSOCIATES LIMITED

68 HIGH STREET LOWER HUTT

TELEPHONE: 694-994

UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.

crossflow

- * A competitor in the Greymouth Motors Firestone Tasman Motor Rally (phew!) held on 10 March and organised by the Westland Car Club was our own DAVE WOOD, a son returning home. Dave got 9th in class and 38th overall in his Cortina, a creditable result when we consider that there were 90 entries and the competition included Wayne Murdoch (1st), Dave Parkes (2nd), Bob Robb (4th) and Leo Leonard (5th).
- * GRAHAME BROWNLIE has emigrated to England. He was best known as the tall chap seen at race tracks with lap charts, Graham Carter's navigator in the Toyota Levin in the 1973 Heatway and one-time columnist for Motoraction.
- * MIKE and VIRGINIA BITOSSI have moved to Auckland. Mike was the manager of the Toyota Rally Team.
- * And WARREN DENTON has gone on his extended holiday of Europe - we may see him back in October or thereabouts.
- * Kept busy at home will be CHRIS and HELEN KIRK-BURNNAND, who now have a daughter, and JEFF and JANIE MORRIS, who have added a boy to their team of four girls. Congratulations.
- * People from our area in the TV1 Tectyl Rust Preventatives Rallysprint on 25 March at Ridge Road, Pokeno, included HARVEY KIBBLE/JOHN AHRADSEN (Escort), MARK JENNINGS and, we think, John Morris (Escort), Kerry Jones/Mike Cartner (Datsun 1600) and Dennis Eteveneaux (RX3). All but Dennis made the top 32 and Kerry Jones got as far as the final 16.
- * And JOHN GLADHILL was mentioned in Motoraction as qualifying for the Rallysprint. He's quite pleased with this as he didn't even enter!
- * As an energy sacing method to speed traffic flow, Sydney motorists will soon be legally allowed to turn left against red lights at specific intersections. Driver procedure should be the same as that at a STOP sign.
- * We're not sure of this, as news from the racing world is slow to reach us, but evidently WAYNE HUXFORD got a first and a second at Pukekohe recently and DANIE LUPP won the Production Sports Car Race at Manfeild.
- * THANKS to BILL KING for the photo in this issue ... NEIL MCCORMICK for the Formula 1 review ... ROSS GORDON for sparing time for an interview ... RUTH SHEPHERD for bits of crossflow ... and our other contributors whose names appear on their articles.
- * NEXT MONTH'S BULLETIN will feature: new members (we didn't have room this month), number 3 in the 'How to' series, results and story of the May nite trial (March's info has been lost), Kim Naylor autocross, Stewards Trophy gymkhana, SGM report, Wanganui & Ngaumu rallies, Formula One (Long Beach & Spain), overseas news (including the East African Safari).

OUR SGM

As notified in last month's magazine, the Club's Executive Committee has called a Special General Meeting on Tuesday 15 May. The meeting is to consider increasing our subs, and to elect a new member of the Executive Committee. It is worth mentioning that any discussion on other topics will be out of order, as those are the only two items on the agenda. This article endeavours to give you some background to each item, so that when you come to the meeting you will already know what it's about and perhaps will have formulated some ideas worth raising in discussion.

SUBS

At the last Exec meeting, the Committee considered a report from the Treasurer which forecast the Club's likely income and expenditure to the end of our current financial year, 31 July. Excluding any transactions relating to the land, our operational deficit will be approximately \$575, or \$1.60 per member. This assumes that we'll have 360 members by 31 July (we had 348 at 31 March).

That deficit relates to this financial year, of course, and any increase in subs can only be effective from 1 August 1979, to cover our costs in the next financial year. Obviously when you are forecasting over a year ahead inflation must be taken into account. Assuming that our pattern of income and expenditure remains much the same as it is now, our bank manager recommends an overall inflation rate of 15% per annum on current costs. The Executive Committee did its sums on the basis of the above info and found that \$15 (current single member sub) plus \$1.60 (our estimated deficit at 31/3/79 rates) plus 15% inflation over the period 1/4/79 to 31/7/80, came very close to \$20.

On that information, the Committee was prepared to recommend that the single member sub be raised from \$15 to at least \$20, with similar, proportional increases in other subscription rates (associate, country, junior), except for the married couples rate, which could be \$20 also. This was based on the fact that only rarely are both husband and wife active members of the Club. It was felt that an additional increase in the married couple rate would in most cases result in only the active clubmember rejoining.

However, the cost to the Club of the MANZ capitation levy was raised and discussed. This levy is a sum paid to MANZ for the privilege of being affiliated to MANZ, and not unexpectedly the amount payable is determined by MANZ! Be that as it may, it is worked on a per capita basis, ie we pay a levy on each member, regardless of their subscription rate. The rate for 1978 was \$1.60, and it was payable on each member as at 31 December 1978, whether they be full, country, honorary members or whatever. A married couple, who pay little more than a full single sub, nevertheless count as two members when the MANZ levy is calculated.

We have been advised that the 1979 MANZ levy will be \$2.00 per member, a 25% increase that obviously makes a mockery of our 15% inflation allowance. We cannot predict what future increases may be, and rather than raising the subs every year purely to cover the levy, the Committee proposed that the MANZ levy (whatever it is) be payable by each and every clubmember (other than honorary members) on top of his/her sub.

The Executive therefore proposes that the SGM considers raising subs least the following rates:


Full single membership	\$20	plus	MANZ	capitation	levy
Husband and wife	\$20	"	"	"	"
Associate	\$14	"	"	"	"
Country and junior	\$11	"	"	"	"

NOTE:

Early on in this piece was the phrase "excluding any transactions relating to the land..." and all the above ignores the fact that we have an interest in a piece of property. It ignores the possibility (slim) that we might sell it for \$1million and have an enormous cash surplus, and it ignores the fact (unarguable) that until we do sell it we must pay interest on the mortgage to the tune of \$533.43 per month, not to mention any other costs. These aspects are ignored because the Executive is firmly committed to the idea that subs should pay operating expenses but not finance assets. You can disagree with that but if you do you should know that our deficit for this year, when just the interest on the land mortgage is included, would be over \$20 per head.

NEW EXEC MEMBER

Since Bill Pitt resigned from the Executive earlier this year due to the requirements of his new job, the Committee has been operating one short. Although it has the power to co-opt assistance without going through the formality of an election, in this case the Committee chooses not to do so, the reason being that the organisation of the Club's speed events needs leadership and enthusiasm that you don't find in co-opted helpers. Recent speed events have led a hand-to-mouth existence with most of the organisation being done piecemeal by various members of the Executive. Those people are already committed to the Club in other ways. The result of over-burdening them can be that none of their work gets done very well; a much more likely result is that their experience will be lost to the Club because they lose the enthusiasm to be involved at all.

It is to be hoped that at the SGM someone will come forward who is willing to be Speed Convenor. There are no other duties involved; whoever is Speed Convenor is not expected to do anything else for the Club. The job involves running a Speed Committee and running its meetings, being responsible for the organisation of (note that does not mean actually organising) the Club's speed events, and attending Executive meetings to communicate info about speed events to bulletin staff, the WMSA delegate and the rest of the Committee. If you think you have the enthusiasm but not the experience, there will be plenty of old hands to advise you. 

If you are interested, or want to be nominated, contact John

Marslin (783-141 home) or Mike Galvin (897-441 home). And if you accept nomination, make sure you really mean it.

NOTE: If you intend to nominate someone who won't be present at the SGM, make sure you get his/her acceptance of the nomination in writing and give it to the Secretary before or at the SGM. If you won't be present at the SGM yourself but want to nominate someone, submit your nomination to the Secretary in writing at least 24 hours before the meeting. If you won't be present but want to vote by proxy, appoint your proxy in writing and give that to the Secretary at least three days before the meeting.

Pat Lakeman

free for all

John de Bernardo wants to sell his MAZDA RX3 RALLY CAR. It is set up for rallying now, with stage II 10A motor, full roll cage, halda, extinguisher, plus a total of wheels and tyres. Price \$3,300 negotiable. Phone John at 6598 Tawa.

Wayne Hills of the Taranaki Car Club has a RACING CAR to sell. It is an Anglia 105E, 1600cc C/F motor fully balanced, ported and gas flowed head, 450cc side draught Webers, new diaphragm clutch, alloy cage, 8" and 9" wheels on slicks, lightened body, flares, perspex windows, with spare wheels, tyres and other parts plus a complete spare body. Wayne has had three years of competition and reliable racing in this car, and will sell it for \$1200. For further information or inquiries, phone Wayne at 39-361 New Plymouth.

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa

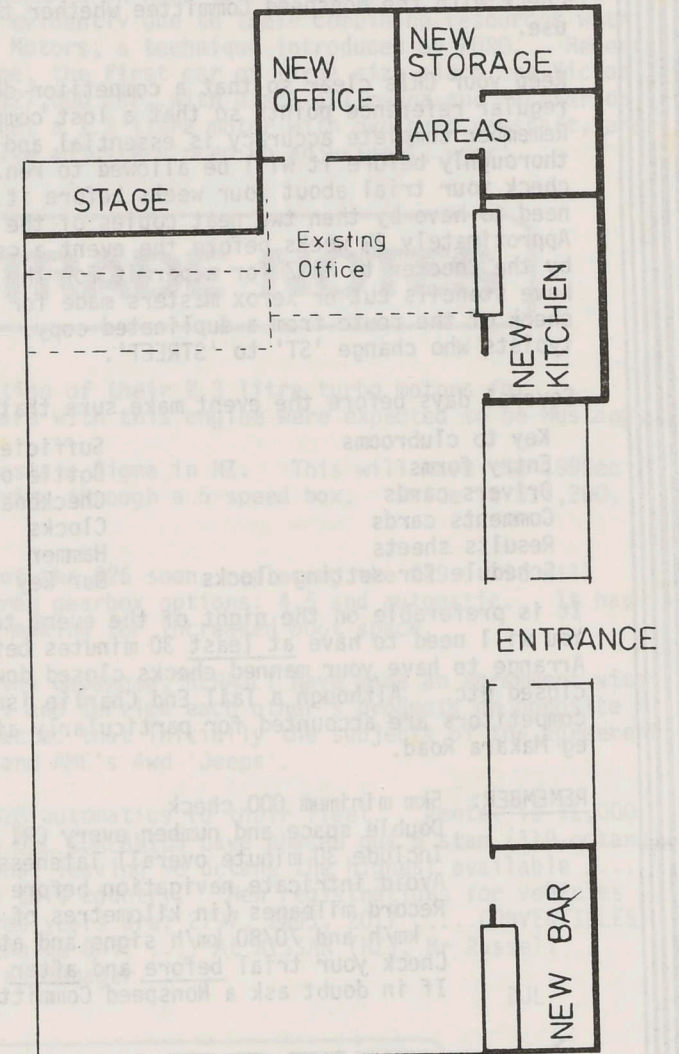
Clubrooms Improvements

Chris James is in charge of upgrading the clubrooms and obtaining a proper liquor licence for the club. Although we may not have the money to plunge in and make the alterations now, we have to have a plan on which to base our applications to the various organisations involved.

The alterations are needed as the rooms are currently not quite large enough for clubnights and social evenings, they are below Health Dept standards in the present bar and kitchen areas to meet the extremely tight requirements for a liquor licence, storage space is too small and is not secure, and the bar/kitchen area is congested.

The proposed plan is printed here so that (1) you can tell Chris of your ideas of what you'd like to see, and (2) you can let him know of anyone who would be willing to donate services and/or materials to help build your extension. An honours board will be erected showing names of donors.

Chris' phone number is 783-907 (home): he'd be pleased to hear from you.



PROPOSED CLUB ROOM
EXTENSIONS and ALTERATIONS

HOW TO DO IT no. 2

ORGANISING A NIGHT TRIAL:

Your aim should be to set a trial that you would enjoy competing in. Do not make it too long, about 1 3/4 to 2 1/2 hours is long enough. Ask a member of the Nonspeed Committee for help you may need. Read Appendix T contained in the MANZ Year Book carefully before you start plotting the event, and check with the Nonspeed Committee whether there are any roads you should not use.

Keep your CRIs clear so that a competitor does not feel misled. Include regular reference points so that a lost competitor can get back on course. Remember complete accuracy is essential and your event will be checked thoroughly before it will be allowed to run. The Checkers will want to check your trial about four weeks before it is due to be held. You will need to have by then two neat copies of the ASRs, CRIs and the Time Schedule. Approximately 2 1/2 weeks before the event a copy of your trial will be submitted by the Checker to MANZ for a permit for the event. You can then arrange to have stencils cut or xerox masters made for ASRs and CRIs and do your final check of the route from a duplicated copy. Beware of over conscientious typists who change 'ST' to 'STREET'.

Several days before the event make sure that you have arranged the following:

Key to clubrooms	Sufficient marshalls
Entry forms	Bottle of milk
Drivers cards	Checkboards
Comments cards	Clocks
Results sheets	Hammer
Schedule for setting clocks	Bar key

It is preferable on the night of the event to set out the course yourself. You will need to have at least 30 minutes before the first competitor. Arrange to have your manned checks closed down, checkboards retrieved, gates closed etc. Although a Tail End Charlie isn't essential be sure that all competitors are accounted for particularly after a critical part of the route eg Makara Road.

REMEMBER: 5km minimum ODO check
Double space and number every CRI
Include 30 minute overall lateness clause in ASRs
Avoid intricate navigation before the ODO check
Record mileages (in kilometres of course) at all speed changes, 50 km/h and 70/80 km/h signs and at changes of road surface
Check your trial before and after it has been typed
If in doubt ask a Nonspeed Committee member.

 **DUNLOP SP AND AQUAJET RADIALS**

MERCEDES have produced the 280CE, a 6 cylinder 2-plus-2 costing here between \$36,000 and \$45,000 depending on extras. It will accelerate from 0 - 60mph in under 10 seconds, and 0 - 100mph in under 30 seconds. Comfortable top cruising speed is 110mph Also recently launched is their competitor to the Land Rover. The 'G' will be made in Australia. There will be a choice of four engines, two wheelbases and three bodies.

GENERAL MOTORS (NZ) are about to embark on testing with a view to producing CNG (compressed natural gas) powered Sunbirds. The 1.9 litre Opel and Aussie 3.3 motors are being considered VAUXHALL UK have turned last year's loss of 2.8 million to a 1.98 million profit, evidently due to their combining resources with the European 'branches' of General Motors, a technique introduced by FORD. Recent product is the Vauxhall Royale Coupe, the first car of large size since the Victor 3.3. It's a 6 cylinder, 2800cc, \$27,000 car, with discs all round and MacPherson struts and OPEL have brought out a 1.3 litre motor with overhead camshaft, and crossflow head. The hydraulic valve adjusters need no adjustment, ever!

TRADE NOTES

FORD USA have suspended all production of their 2.3 litre turbo motors for unspecified reasons. The first cars with this engine were expected to be Mustangs.

MITSUBISHI are soon to release an estate Sigma in NZ. This will have the 1995cc silent shaft 4 cylinder motor, driving through a 5 speed box. Price is \$11,200, including the usual many extras.

MAZDA will commence NZ production of the 626 soon, replacing the 929. It will have the 2000cc ohc motor, with three gearbox options: 4, 5 and automatic. It has a split, forward-folding rear seat making for increased boot space.

In a move usually associated with the Japanese, RENAULT have made an agreement with American Motors Corporation to sell and service each other's products on opposite sides of the Atlantic. It is expected that initially the subjects of the agreement will be Renault's small fwd range and AMC's 4wd 'Jeeps'.

AVIS UK have added three Porsche 928 automatics to their fleet. Rental is \$1,000 per week! Most of the English OIL COMPANIES have phased out 5 star (110 octane) petrol from sale at service stations, leaving 98 octane the highest available HEAVY TRUCK SALES are declining in this country. New registrations for vehicles over 6500kg gross for the last three years are: 2797, 2543, 2017 CONVERTIBLES are coming back! The latest is the VW Golf At NISSAN (NZ), Mr Russell Reynolds is now National Fleet Sales Manager.

BJL

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa

Mr RICHARD GRAY, of 36 Toroa St, Torbay, Auckland 10, (phone 403-9164) is trying to put together some information about NZ designed and/or built cars, from Mystrals to GT 40 replicas and he would appreciate any help or information available. He is most interested in road going cars of the Sports and Grand Touring nature, whether the spartan road racing sports cars of the Buckler 'mould' or the fully equipped road car like the Goodwin, 'one offs' or 'many offs'. His main interest is in the above types, but information on any worthwhile project, road or track, would be gladly received. He's not interested in NZ assembled, mass production cars, but projects that have been developed in NZ from overseas origins such as the Lotus 7 and Eureka are definitely included. The type of information requested is anything related; from racing, construction, performance figures, handling, photocopies of articles, general history and background to the personalities involved and eventually any photos that can be copied and later returned to the sender. Richard has a 'questionnaire' that conveys much of the types of information sought and a copy of this will be sent to anyone on their request. Anything, no matter how small, would be appreciated.

BAYPARK RACEWAY is a circuit we sometimes forget as it is off our beaten track. But their public relations is first class. Firstly, they have a mailing list for intending competitors, so if you want to get on their mailing list (or were on it but haven't had any mail from them during March) write to Baypark Promotions Ltd Box 2197 Tauranga. They also advise that their intended forthcoming races are as follows: September 9 & 10, 1979, and September 5 & 6, 1980: Long Distance Production Car Race, and Restricted International Races on 20/21 October 1979, 29/30 December 1979, 5/6 April 1980, 25/26 October 1980, 27/28 December 1980, and 18/19 April 1981. The long distance production car race will only be run if there is enough interest in this 300 km 'B & H specs' race. If you're interested, write now. Incidentally, the Easter meeting was cancelled because the Government policy on fuel sales over Easter was not announced early enough for plans to be confirmed.

HELP WANTED

Nonspeed need organisers for the Economy Run in November 1979, a novelty trial in September 1979 and the February 1980 nite trial.

If you can help, call Super Sid, Beaut Bob, or Just Ian.

NOTICE BOARD

WANGANUI RALLY

By the time you read this, it'll all be over and done with. The best we can do for this issue is to tell you who from our club were early entrants: Ken Davies, Graham Osborne, Mark Jennings, Harvey Kibble, Tony Street, Kevin Goggin, Ross Gordon, K Foulkes (Escorts), Richard Holder, Tony Williams (Datsun 1200s), Dick Prouse, Miles Fowler (Avengers), Jack O'Sullivan, Brett Stuart (Toyota Corollas), Sid Franklin (Datsun 1600SSS), Gray Hughson (Mazda), Ross Lake (Mini), and Dave Wood (Cortina).

clubnight

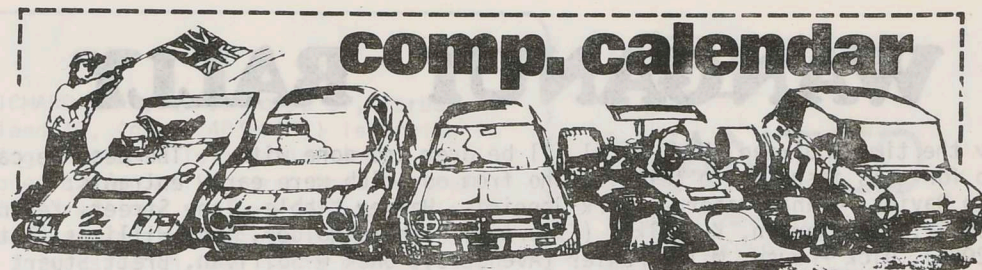
President John Marslin called for someone to do on-the-day only organisation of the 28 April Kim Naylor autocross. Amidst the overwhelming silence there was eventually a quiet and reluctant volunteer from Jeff Morris. (Thanks Jeff.) John went on to announce, quite audibly (thanks John), coming events including our 19 May Clubmans (\$200 prizemoney, bus transport \$4 each, and marshalls needed), the 22 May Wall Cup seminar, and the SGM next clubnight (see separate article). The third and last of the Southern 500 films showed Bobby Allison winning in a Mercury against strong and unlucky opposition from Richard Petty. J'Mall Books donated (thanks John) the book "Drive It" for the raffle. It was won by Leicester Banfield and rumour has it Leicester is now looking for a navigator for the Motogard.

PAL

THANKS

To the following people who came to the working bee on 7 April:

John Christian, John Croy, Chris James, John Marslin, Don McLean, Iain Mollison, Jenny Pierson, John Pierson, Mark Taylor, John Thomson, Neil Whiting, Wayne Whiting, and to Mike Galvin, Ian Jensen and one other unidentified person who apologised for not being able to attend.



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

MAY

- Tues 1 NITE TRIAL NO 2 WGTN CLOSED
Organised by Team Beaver, the trial is simple, about 60 km and 2 hours long. Checked by Team Moggy, it starts at the clubrooms at 7.15 pm.
- Sat 5 WORKING BEE 10 am to 4 pm, clubrooms. MARSLIN/GALVIN
WE NEED YOU
- Sat 5 Gymkhana (Stewards Trophy) Kapiti Invite
- Sun 6 Hillclimb, Belmont Road. See noticeboard. VUCC Invite
- Sat 12 Ngaumu Clubmans Rally (formerly "the Lion") Wairarapa Invite
8 stages, 140 km. \$30 entry includes evening meal for two. Starts Masterton 9 am and runs for 7 hours. Round 2 of the Central Region Rally Championship.
- Sat 12 Dual Car Sprint, Manfeild Sth Rangitikei & Wanganui Invite
Entry fee around \$5; scrutineering 9 - 10 am.
- Sat 12 Hillclimb Waitomo National
Barbers Road, Otewa, Otorohanga. 1.9 km; scrutineering 8.30 - 10 am. Regs from Box 111 Otorohanga. (This is the same venue as the Gold Star event to be held 14 October)
- Sun 13 Gymkhana (Stewards Trophy) Wainui Invite
- Sun 13 Coca Cola Bottlers Rallycross, Round 2 Hamilton National
- Tues 15 CLUBNIGHT 8 pm, clubrooms, includes SGM
- Sat 19 CLUBMANS RACING, MANFEILD WGTN INVITE
Ring John Marslin, Mike Galvin, or Roger Scholes for details.
- Tues 22 WALL CUP TRIAL SEMINAR BARRY LAKEMAN
The Wall Trophy series is a long-established trialling series, for Wellington and Wairarapa area clubs. This year, a large group of triallists from this Club are going to attack this series and win it for Wellington. Come along and find out how to do it. Clubrooms, 8 pm.

- Sat 26) National Rally Championship, Round 1 and Nighthawk Invitation VUCC
Sun 27) Rally.
Starts at Clouston Park, Akatarawa Road at 10 pm and finishes at 11.30 am. 300 km, with 130 km of specials. The invitation rally starts 5 minutes after the National. (Scrutineering is at the Naenae Testing Station Friday 6 - 9 pm.) Entry to invitation event \$30 and \$5 per service crew.

JUNE

- Sat 2 Hillclimb HVMC Invite
- Sun 3 Taupo Race Meeting CANCELLED
- Sun 3 Standing & Flying 400m Wairarapa Invite
Hughes Line, Carterton. Scrutineering 9 - 11 am.
- Tues 5 NITE TRIAL NO 3 WGTN CLOSED
Starts 7.15 pm at the clubrooms. Trial will be in Wellington's western suburbs and about 2 hours long. Simple navigation; map of Wellington may be helpful. Organised by Roy Baker of Midweek Flash.
- Sat 9 WORKING BEE, 9 am to 5 pm, clubrooms.
WE STILL NEED YOU
- Sun 10 Day Cup Trial HVMC Invite
- Sun 10 Hillclimb (Duncan McKenzie) Wairarapa Invite
Rangitumau, sealed.
- Sat 16 National Rally Championship, Round 2, Marlborough.
- Sun 17 Wall Trophy Trial, Round 1 VUCC Invite
- Tues 19 CLUBNIGHT 8 pm, clubrooms
- Sat 23 HILLCLIMB WGTN INVITE
Don't know anything about it yet. But wherever it is, please come.
- Sun 24 NOVELTY TRIAL WGTN INVITE
Organiser is Dave Gaskin (phone 894-566 home, 894-742 work).
- Sun 24 Coca Cola Bottlers Rallycross, Round 3 Hamilton National
- Sat 30 Gymkhana (Stewards Trophy) VUCC Invite
- Sat 30 Rally Levin Invite

JULY

- Sun 1 WALL TROPHY TRIAL, ROUND 2 WGTN INVITE
Barry Lakeman is organiser.
- Tues 3 NITE TRIAL NO 4 WGTN CLOSED
Organiser is Team Moggy (John & Marie Thomson). Starts at the clubrooms at 7.15 pm.
- Sat 14 - (or thereabouts). Motogard International Rally. ROANZ Internat.
Wed 18

Sun 15	Wall Trophy Trial, Round 3	Wainui Invite
Tues 17	CLUBNIGHT 8 pm, clubrooms	
Sat 21	BRAILLE TRIAL	WGTN CLOSED
	Our annual event to give the blind people a good time and publicise Braille Week. And enjoy ourselves. Organiser is Ed Conroy.	
Sun 22	Gravel Bent Sprint, Ngaumu	Wairarapa Invite
Sat 28	SPEED EVENT	WGTN INVITE
Sun 29	Deavoll Cup Trial	HVMC Invite
Sun 29	Coca Cola Bottlers Rallycross, Round 4	Hamilton National

WE LIKE TO PRINT AS MUCH INFO AS POSSIBLE ABOUT COMING EVENTS, IN THE HOPE THAT THIS ENCOURAGES YOU TO ENTER. WHERE ONLY THE BAREST DETAILS APPEAR, WE'RE SORRY BUT THAT IS ALL WE HAVE. IF OTHER CLUB ORGANISERS READ THIS AND THEIR EVENT ISN'T COVERED, WELL, YOU KNOW OUR ADDRESS!!

HELP US WIN THE
WALL TROPHY...
SEMINAR 22 MAY

The following are available from
Ruth Shepherd:

Plastic licence folders	\$2.50
Cloth badges	\$2.50
Lapel badges	\$0.60
Windscreen stickers	\$0.30
T Shirts: White	\$5.50
Blue	\$5.00

Team (and crew)	Points Lost	Overall Place	2-Man Place
1500 (Noel Williams/Lloyd Evans)	212	6th	4th
- (Ian Laming/Louise Brown/Sid Franklin)	53	2nd	-
Blockhead (Andy Blockley/Jeanette Webb/D Wood)	175	4th	-
Beaver (John Pierson/Jenny Pierson)	131	3rd	2nd
Scuderia Tigerius (John Gladhill/Warren Denton)	52	1st	1st
Torana (Jenny Nidd/Maria McNamara)	DNF	-	-
Dogg (John Uffindell/John Covell)	186	5th	3rd
Capital City Cameras (Alan Shapleski/Pick O'Neill)	319	7th	5th
Midweek Flash (Roy Baker/Pat Lakeman)	DNF	-	-
- (Sherry Wood/Bill King)	490	8th	6th
- (Chris La Sota/Wayne Rance/Debby Harman)	DNF	-	-

april nite trial

Last words (for a while) from
WARREN DENTON who will have
left for overseas by the time
you read this.

Well, the first event of the 1979/80 series proved once again that Bob Gardner and Dave Gaskin are determined to beat John Gladhill's 9 year old record of how many checks one can put out on a short night trial. This year, to clean sheet the trial, you needed 52 checks or times on the card. It's reached the stage that navigators will soon have writers' cramp after an event like this. We (Scuderia Tigerius) had not intended to compete on the April trial, but the unions closed down the Picton ferries once again and a last minute decision saw us heading for the clubrooms in an automatic Hunter (just for a change).

ASRs for the event were straightforward. Or were they? ASR 10 had the U = Uturn, L = left rule for codewords on checkboards, but there was no R = right: must remember that. 32 minutes max. late noted (more on this later), and then ASR 14 - ah, obviously meant for us - last priority = Law of Um! Pay our \$1 to some new faces at start control, collect our card, CRIs - whoops, three drivers cards - then out into the dark to start section 1 at 7.32pm. No problem here, left into Russell Terrace, up Mt Albert Road, into View Road, left into Hungerford Road and along the waterfront to Lyall Parade and the odo check at 5km. All very simple so far. So simple I forget to ask John how much the odo was out by, and we carry on at 40km into subsection two.

No problem here either as long as you read the over-riding instruction properly, and went right, then left at all tees and not right at the first tee, left at the second tee, etc. Across Kilbirnie, along Cobham Drive and into Miramar to find Ricky Berg in the Lotus as the control in Ira Street. I gather Ricky had an 'official' visit from 'Mr Plod' later in the night: something to do with 'loitering'; hope there were no problems! We'd lost 11 minutes lateness at that control yet we thought we were only 3 minutes late, so obviously Bob and Dave were getting their own back on us with a large odo error to force up the average speed.

Section two had an over-rider of "after going left, go right" so CRI 8 which read "go left six times" became "go left then right six times". A slower average this time saw us back at Ricky Berg 40 minutes later having traversed most of Seatoun and Miramar, to be almost on time on this occasion. Section three was an old favourite, straight line diagrams, with the third column labelled from top to bottom so it was necessary to turn the page upside down to do it. This took us across Miramar to Bay Road Kilbirnie and 'Uncle Brian', to find ourselves late once again.

Only 13 minutes of our 32 minutes max. late left as we started section four, which involved repeating each even numbered CRI, but reversing the direction taken. After carrying out two CRIs at one intersection in error and losing time trying to get back on course, things seemed to go all right again (little did I know I had

« results

spelt a checkboard wrongly) until CRI 16 where we had trouble reversing a left at "KONINI RD". Seems we had missed the first sign, and after two attempts we gave up and missed two CRIs (but no checks!) to head for Dave Gaskin manning control in Moxham Ave, Hataitai. Yes, late once again. In fact we had used up all 98 minutes trial time plus 15 minutes of our 32 minutes maximum lateness. Still there was only section five left with only ten CRIs, which shouldn't take long.

A right at all tees rule soon had us traversing just about every street in Newtown, watching the clock continually. We were thankful to make it to the clubrooms with two minutes to spare, having completed all sections of the event.

A reasonably difficult but very accurate trial, but a lower average speed would have been appreciated. A lot of hard work obviously put into the event by Bob and Dave, and 11 entries was not really a just reward. Next month will see the all new Scuderia Tigerius team, as I will have left the country. No clues to whom the new member(s) will be, you'll just have to wait till then to see JAG's new crew. Have an enjoyable winter, I'll think of you all while lazing in the sun on the other side of the world.

organiser's comments

The organisers, ever mindful of competitors' comments (those that can be printed) decided to amend the results of the trial slightly, to enable a fair result.

Comments passed at the completion of the trial led to a closer examination of the times recorded at the first manned check. While the clock settings were as they should have been, it was felt that the speed allocated may have been too high for conditions on the night. It has therefore been decided to wipe the timing to the first manned check. As a result of the time received at the first manned check, several competitors rightly calculated that they were running close to or over maximum late. Only one crew completed the course in under maximum time. For these reasons it has been decided to delete maximum late provisions from the ASRs. Those crews that obviously abandoned the trial in an attempt to get back before maximum late time have been given assessed times based on the number of correct checks found up to the time they abandoned the trial, in relation to the number of checks still to go. Normal timing penalties still apply, as half of the field still completed the course, albeit running late. It was felt that this was the fairest way to arrive at a result for the benefit of all competitors.

Competitors have been sent a map of the route that they should have taken on section 4. The main problem that competitors seemed to find here was that they misread the instruction and instead of repeating the instruction and then reversing the instruction as they were required to do, they attempted the instruction the other way round. (For those that are not aware, there is a Konini St sign at both ends of the street. The first sign is used for the first part of the instruction, and the second for the repeat-reverse part of the instruction.)

If there are any enquiries regarding the above, please contact Bob Gardner.

TRIALLING TREV

Yeah giddyay. Well didn't old firecracker do well, that's what some would say, others the truth. Hey we had a bit of a hard time getting back up here. The Railways wouldn't let us on the ferries because of our trip back down last month. Curley borrowed the captain's wheel for his Model A, and caused a bit of strife when we got to Picton. Nationwide Air helped us out and brought the Model A over for us, after they had tied us down, seems they'd heard about us too.

Well to the clubrooms at 7.15 pm and this young lady gave us a start time and away we go. It was a quick trip to the odo board, bit hard going down that steep hill in the old 'A'. What a cracker the next bit was, Bruce put a set line out in Lyall Bay, reckoned it was a good spot. We went around a lot of streets and got lost, then a spot of luck, a Police car went screaming past and Curley reckoned we could pick up a few checkboards by following him. Three checkboards later we found Ricky surrounded by the Police. We sat down the road a bit, Bruce didn't want to get close in case they remembered the last trip we had up here. We caused a stir in Vivian Street. Poor old Ricky, Police everywhere, some old lady across the road didn't like him sitting there.

Well we lost half an hour there, getting to the end was going to be hard this time, Curley reckoned. We had to go left and right six times and lost count. We figured it went back to Ricky so away we go, half an hour late again. Next section was one of those funny ones with lines on it, like last time. Well we knew what to do and ended up at Uncle Brian, wanted to swap his Mazda for the Model A. We're running an hour and a half late by now. Left after traffic lights, well we'd picked the wrong trial to win tonight, the street on the left wouldn't let us up. Couple of Clydesdales would have done the trick, Curley reckoned. Bruce thought it would be better to go back and get our fish from Lyall Bay and then shoot back to the club to get in on time.

Well we'd blown our chance so we thought, but back at the club a couple hadn't finished so that put us 3rd last, gee we're getting all the breaks now, improving all the time. Thanks for the fish, Firecracker crew, she was a beaut. See ya next month.

Trev

DON'T FORGET
MANFEILDS CLUBMANS
19 MAY



ENTHUSIASTS FIT

DUNLOP RADIALS

OVERSEAS NEWS

RACING:

PIT BITS: Aussie BRUCE ALLISON has apparently retired from English racing due to lack of sponsorship The TR7 V8 turbo will not race at Le Mans after all, due to lack of sponsorship. Evidently \$50,000 is needed. The Janspeed car is troubled by lack of Leyland interest in the project UK 'Motoring News' has picked its top 13 drivers of Formula 3 for 1979. They include NZers BRETT RILEY, MIKE THACKWELL and ROB WILSON. Who said NZ was no longer a force in European racing BOBBY RAHAL will be team leader in the Chevron 2 car challenge in F2 this year MIKE HAILWOOD, resident in NZ for the last few years, has returned to Big Bike racing in Europe GEORGE LOOS, sports car racing entrant in Europe, has developed the 'swing car': a 40 foot entertainment trailer with bar, disco, hostesses, kitchen etc etc.

SKIRTS: "Aerodynamic devices .. must be firmly secured while the car is in motion. It is permissible to bridge the gap between the coachwork and the ground by means of flexible structures .. but the only movement permitted is the flexion of the skirt material." This FIA rule will ban skirts as seen on Fabi's March, from 1.1.80.

FIGHTING 500s: The Daytona 500 was won by RICHARD PETTY. He was third at the start of the final lap, but DONNIE ALLISON and CALE YARBOROUGH, running bonnet to boot, collided at the second turn and both drivers punched it out on the infield. After the race BOBBY ALLISON joined in and Yarborough ended up on the ground. This is Petty's first win since mid 1977 and two weeks later, ALLISON and YARBOROUGH collided at the Carolina 500, this time dragging Petty into the accident. Yarborough went on to finish. Petty: "If they keep driving like this, I'm going to start fighting." Governing body NASCAR fined the Allison and Yarborough US\$6000 each for the brawl, ruled that Donnie was responsible for the Daytona crash, and put his licence on the line by placing him on 6 months probation.

FORMULA ONE:

REBEL FOCA: The Formula One Constructors Association (FOCA) continue their battle to run their own F1 World Championship Series outside of the FIA's administration. This is basically because the F1 circus is fed up with Jean-Marie Balestre (CSI president). A press statement said "It has become apparent that competitors are now working in conditions of instability because the new President of the CSI chooses to govern by improvisation. FOCA will therefore approach the FIA in order to obtain autonomy. The FIA can either co-operate in bypassing the CSI, or FOCA will go on their own. In order to maintain relations with present and future organisers FOCA will agree to abide by the FIA's sporting code which will guarantee that sporting competitions will be properly run." The rules are the

WORKING BEE

THE LAST TIME YOU SAW THIS AD YOU IGNORED IT !!!

HERE'S ANOTHER CHANCE TO HELP THE STALWART FEW TO
IMPROVE OUR CLUBROOMS ON

SATURDAY 5 MAY AND SATURDAY 9 JUNE

WE WILL BE PAINTING THE EXTERIOR OF THE CLUBROOMS

(FAWN WITH DARK BROWN TRIM)

DAY 1: REPAIRING AND SCRUBBING DOWN

DAY 2: REPAINTING

WE NEED PEOPLE TO BRING THEMSELVES PLUS ANY OR ALL
OF LADDERS/PLANKS/A COUPLE OF TRAILERS/HAMMERS/WIRE
BRUSHES/SCRUBCUTTING EQUIPMENT/POWER DRILLS/SANDERS/
ASSORTED SANDPAPER (ESPECIALLY COARSE GRADE)/HOSES/
BROOMS/MORE PEOPLE

same for them as they are for us: all competitors in events must be members of a FIA affiliated club, each promoter must be registered with the FIA, and each event must have an FIA permit. (For NZ, read "MANZ" for "FIA".) Thus the FOCA attempt to run their own events outside of FIA jurisdiction means that the drivers, circuit owners etc could all find themselves blacklisted from the rest of the sport: an odd situation when F1 is supposed to be the pinnacle of the sport! The RAC (the UK version of MANZ) are backing FOCA, so it could be that if the FIA do not accede to FOCA's demands, England is one place where the FIA will have no jurisdiction. Not unexpectedly, the French controlling body have the support of the French Government to back the FIA. Meanwhile 10 GP promoters have sided with the FIA, and it has been decided that FOCA will organise the German, Brazilian and Spanish GPs.

PIT BITS: BRUNO GIACOMELLI will debut the Alfa Romeo in Belgium COLIN CHAPMAN has unveiled the Lotus 80, a new, wingless flattened cigar. Once again LOTUS is the trendsetter, with Chapman convinced he can get all the downforce he needs from the underside of the body, with its completely enclosed bodywork and elaborate system of skirts. It is claimed that the reduction in surface area and trim tab system gives a saving of 50bhp.

RALLYING:

SWEDEN: STIG BLOMQVIST in his SAAB TURBO won the SWEDISH RALLY the first Turbo win. Most teams were plagued with having the wrong tyres, as it was not as snowy as expected so that early runners, to their surprise, were driving on gravel instead of compacted snow and ice. This resulted in high stud wear. Fiat sent only one car (entered by a local dealer with private sponsorship) for Alen/Kivimaki while Ford sent three Escorts. Of these, Vatanen/Richards retired with a blown head gasket.

PORTUGAL: MIKKOLA/HERTZ and Waldegard/Thorszelius did the 1-2 at PORTUGAL. Darniche retired his Stratos, the only real opposition. Fiat did not enter (they were practising for the Safari), and the only other Ford entry (Vatanen/Bryant) retired when his back injury (obtained in Sweden and worsened by a collision during practice in Portugal) became too bad for him to continue.

AUSTRALIA: The REPCO RELIABILITY TRIAL, to be held 5 - 18 August, starts and finishes in Melbourne, covering 20,000km in 14 days. 1st prize is at least A\$15,000. Volvo will field five cars, Porsche 3 and VW/Audi 2.

MOTOGARD: Datsun Europe (based in the UK) have entered the MOTOGARD 79. As rumoured in this column two months ago, one of the drivers will be TIMO SALONEN. The other will be ANDY DAWSON, both in group 2 Datsun 2 litre sedans. Thus there are now 3 definite major overseas drivers; the other is Hannu Mikkola (Masport Escort). ARI VATANEN (Rothmans Escort) may no longer appear in NZ as his bad back is playing up even more (see story on Portuguese Rally). We haven't yet heard if Ford will supply a replacement, but as the Rothmans sponsorship is personal to Vatanen, there will probably be only one Ford driver From GM's publicity for the Chevette it appears pretty certain that PENTTI AIRIKKALA will be coming but nothing definite has been released yet.

RALLY ROUND: NZer ALAN CARTER is doing well in the UK in an Escort RS1800: his 4th overall and 1st in group 1 in the Galway International was followed by 9th overall (and 2nd in group 1) in the Mintex, won incidentally by Blomqvist in the Saab Turbo JEAN-PIERRE NICOLAS rallied a Celica, his first r.h.d car, in South Africa recently. On one occasion he used his left hand to go for the handbrake, grabbed the door handle and nearly fell out and KEKE ROSBERG drove a Ford Escort in Finland, his first rally. He won group 1! The first Scottish rally death since 1962: SANDY DEAN was killed when his Escort left the road during the Heron Gandy Rally, a round of the Scotsman/British Airways Championship. His navigator was not seriously hurt

RESULTS OF THE SWEDISH RALLY: 2nd round of the 1979 World Championship:

1st Blomqvist/Cederberg, Saab Turbo (4); 2nd Waldegard/Thorszelius, Ford Escort (4); 3rd Airikkala/Virtanen, Vauxhall Chevette (4); 4th Alen/Kivimaki, Fiat 131 Abarth (4); 5th Mikkola/Hertz, Escort (4); 6th Johansson/Spjuth, Opel Kadett (2); 7th Strömberg/Ericsson, Saab 99 EMS (2); 8th Carlsson/Nordström, Escort (1); 9th Haugland/Holmes, Datsun 160J (2); 10th Neby/Bäckman, Volvo 142 (2). There were 39 finishers from 110 starters.

RESULTS OF THE PORTUGUESE RALLY: 3rd round of the 1979 World Championship:

1st Mikkola/Hertz, Ford Escort (4); 2nd Waldegard/Thorszelius, Ford (4); 3rd Andersson/Liddon, Toyota Celica (2); 4th Dawson/Holmes, Datsun Violet (2); 5th Torres/de Almeida, Ford (1); 6th Demuth/Fischer, Audi 80 (4); 7th Kottulinsky/Schwagerl, Audi (4); 8th Santos/Tristao, Opel Kadett (2); 9th Ortigao/Bessa, Opel (2); 10th Baptista/Baptista, Opel Ascona (1). There were 16 finishers from 88 starters.

WORLD RALLY CHAMPIONSHIP POINTS: to the end of Round 3:

Manufacturers: Ford 50, Fiat 26, Opel & Datsun 22, Lancia & Saab 18, Toyota 16, Vauxhall 14, Audi 11, Porsche 8, Volvo 6, Renault 4.
Drivers: Waldegard 45, Mikkola 36, Alen 22, Darniche & Blomqvist 20, Airikkala & Andersson 12, Andruet & Dawson 10.

Full points tables to the end of Round 5 will appear in our July issue.

BJL

STOP PRESS*FORMULA ONE*STOP PRESS* FORMULA ONE*STOP PRESS*FORMULA ONE*STOP PRESS

LONG BEACH: Ferrari proved that Kyalami was no fluke by repeating their 1, 2 finish, while Alan Jones proved that the wing car (last year's car) is not completely invulnerable by taking an incredible 3rd in his Saudi-Williams. Andretti was 4th and Depailler kept Ligier hopes high with a distant 5th. Jarier took a good 6th to gain the last point in a race that was not without drama. Villeneuve was fined 10,000 Swiss francs for failing to come to a standstill before the green light start (a time penalty would have cost him 1st place!) and Reutemann was fined the same for refusing to start his back-up car from the pit and not his grid position (the race car suffered electrical failure on the warm-up lap). FULL REPORT NEXT MONTH.
Points after 4 rounds - (drivers) Villeneuve 20, Laffite 18, Scheckter 13, Reutemann 12, Depailler 11, Andretti 8, Jarier 5, Jones & Watson 4, Pironi 3, Lauda & Fittipaldi 1; - (constructors) Ferrari & Ligier 20, Lotus 16, Tyrrell 8, McLaren & Williams 4, Brabham & Copersucar 1.

formula one '78

Neil McCormick reviews the
1978 Championship

STATISTICS:

ROUNDS: 16 COUNTRIES: 15 AVERAGE CARS PER GRID: 19.25

TOTAL CARS CONTESTING CHAMPIONSHIP: 308 TOTAL DRIVERS: 21

TOTAL TEAMS: 17 TOTAL DIFFERENT CAR MAKES: 14 TWO CAR TEAMS: 6

NATIONALITY OF DRIVERS: French 5, Irish 2, Italian 2, American 1, Swedish 1, Argentinian 1, Austrian 1, South African 1, Canadian 1, Brazilian 1, Australian 1, English 1, Swiss 1, German 1, Mexican 1.

NATIONALITY OF TEAMS: British 9, French 2, Canadian 1, Italian 1, Argentinian 1.

POLE POSITIONS: Andretti 8, Peterson 3, Reutemann 2, Lauda, Watson & Jarier 1.

MECHANICAL ATTRITION CAUSING RETIREMENT: Engine breakage 28, gearbox breakage 11, suspension breakage 7, fuel problems 7, driveshaft breakage 5, tyres 4, electrical failure 3, transmission failure 3, exhaust system 2, stub axle breakage 2, steering failure 2, clutch failure 2, other 5.

DRIVER FAILURE CAUSING RETIREMENT: Crashed 26, spun off 13, disqualified 4, fatigue 2, insufficient race miles 2.

FASTEST LAPS: Lauda 4, Andretti 3, Peterson 3, Reutemann 2, Jones 2, Villeneuve & Jarier 1.

PERFORMANCE:

1st Andretti: 6x1st, 2nd 4th 6th 7th & 10th; 4 retirements (Lotus)
2nd Peterson: 2x1st, 4x2nd, 3rd 4th & 5th; 5 retirements, last fatal (Lotus)
3rd Reutemann: 4x1st, 3x3rd, 2x7th, 8th 10th & 18th; 4 retirements (Ferrari)
4th Lauda: 2x1st, 3x2nd, 2x3rd; 9 retirements (Brabham)
5th Depailler: 1st, 2x2nd, 2x3rd, 4th 5th & 11th; 8 retirements (Tyrrell)
6th Watson: 2nd, 2x3rd, 3x4th, 5th, 2x7th & 8th; 6 retirements (Brabham)
7th Scheckter: 2x2nd, 2x3rd, 6th, 10th & 2x12th; 7 retirements (Wolf)
8th Laffite: 2x3rd, 4th, 3x5th, 2x7th, 8th 9th 10th 11th & 16th; 3 ret'mts (Ligier)
9= Villeneuve: 1st 3rd 4th 6th 7th 2x8th 9th 10th & 12th; 6 retirements (Ferrari)
9= Fittipaldi: 2nd, 2x4th, 2x5th, 6th 2x8th, & 9th; 6 retirements (Fittipaldi)
11= Jones: 2nd 4th 5th 7th 8th 9th 10th 11th & 13th; 8 retirements (Williams)
11= Patrese: 2xDNS, 2nd 4th, 2x6th, 8th 9th & 10th; 7 retirements (Arrows)
13= Hunt: 3rd 4th 6th 7th 8th & 10th; 10 retirements (McLaren)
13= Tambay: DNS, 4th 5th, 3x6th, 7th 8th, 2x9th & 12th; 5 retirements (McLaren)
15 Pironi: 2x5th, 3x6th, 7th, 2x10th, 12th & 14th; 6 retirements (Pironi)
16 Regazzoni: 5xDNQ, 2x5th, 2x10th, 3x15th; 4 retirements (Shadow)
17 Jabouille: 2xDNS, 4th 10th 12th & 13th; 10 retirements (Renault)
18 Stuck: 2xDNQ, 5th, 2x11th, 17th; 10 retirements (Shadow)
19= Daly: 8xDNS, 2xDNQ, 6th, 8th & 10th; 3 retirements (Hesketh)
19= Rebaque: 3xDNS, 4xDNQ, 6th, 10th, 11th & 12th; 5 retirements (Lotus)
19= Merzario: 2xDNS, 2xDNQ, 6th 7th 9th 12th 17th & 18th; 6 retirements (Surtees)

THEORY:

About 50 people came to the rally seminar on 27 February. The main speaker for the evening was MALCOLM BUCHANAN who explained the basics of rally scrutineering. Even this basic information caused some comment and argument from the floor. The attendance was about half and half between novice and experienced competitor, and Malcolm was kept busy answering questions and solving differences of opinion. His discussion made the evening, and everyone appreciated his giving up his time. The next topics, covered very rapidly, were safety, timing and general hints. Because of the lack of time and the high interest from those attending, it was decided to hold another seminar on 27 March.

Rally Training

PRACTICAL:

The practical driving tuition was given mostly by TONY STREET. Around 30 people turned up on 18 March at Rallywoods, including teachers DICK PROUSE, NEIL WHITING, PHIL and MARK JENNINGS, JOHN YOUNG and ROSS LAKE, and 'learners' RICHARD HOLDER, CRAIG FLETCHER, CHRIS LASOTA, SYLVANA PROUSE, ROGER and MARTIN FINE, ??? DE RUITER, JAMES KEAY, PHIL KING, WAYNE WHITING, STEVE GARDNER, ANDREW BLOCKLEY, MILES FOWLER, MIKE NOLAN and SANDY BELL. First Tony Street gave a blackboard demonstration of how to corner with a rear wheel drive car, and Richard Holder showed us how to do it in a Mini. Then 28 runs were made at the bottom road on an up-down basis with learners as passengers and drivers. There were, surprisingly, only two accidents: James Keay touched a bank with the Mazda, and John Young hit one hard in the Datsun, blocking the road and putting an end to that part of the proceedings. We all adjourned, along with some latecomers like BRIAN CHEW and INGRID VAN DER STORM, to the section of the road where Tom Donovan's Odlins A40 fell off late last year: a place where a convenient knob allowed everyone to see each car attack a deceptive right hander, leading into a slow left hand hairpin and another right.

During the day, the boys from CONCEPT VIDEO had kept their video cameras going and they shot everyone running through this corner. After the formal part of the training had been completed, a few unofficial times were taken so that everyone had some idea of how quick they were. There were no accidents during this part of the proceedings.

FOLLOW-UP:

On 27 March the second seminar was held. BOB GRAY chaired this one as BARRY LAKEMAN was sick, and once again TONY STREET was welcomed to talk about car preparation and so on. The films taken at the practical session were shown, once again courtesy of CONCEPT VIDEO, and the evening closed with film clips of the last national rally championship. It is hoped that the free exchange of ideas will continue with the contacts made during these sessions.

ACKNOWLEDGEMENTS:

Malcolm Buchanan and Tony Street for sharing their knowledge with us in front of the crowd.

All the teachers who turned up at the practical demonstration, especially Tony Street and Mark Jennings who used their expensive machinery so freely.

Those people who manned radios and marshalling points at the practical day, especially ED CONROY and family for looking after the equipment.

Don Lock and his workers from CONCEPT VIDEO and John Croy for providing the videos.

Everyone who turned up and learned something.

BJL

UNOFFICIAL TIMES:

Roger Fine (Mini)	3.16	Brian Chew (Datsun)	2.86
Richard Holder (Datsun)	3.04	Miles Fowler (Avenger)	3.15
Neil Whiting (Mini)	3.07	Mike Nolan (Mini)	3.01
Ross Lake (Mini)	3.32	Tony Street (Escort)	2.64

Games Evening

We would like to thank everyone who turned up to the Games Evening on 1st April. We'd also like to know where the other 478 members were. A lot of time goes into planning these events and money is outlaid. It has cost you - the members - for a do that you didn't attend. Can you honestly expect the same people involved to put their names forward again and carry the can when it flops?

For those that did attend, it was a good social day, they braved all of the elements of the weather (sunny, no wind) and arrived safely, leaving four hours later to go home disappointed. Thank you to the wives who prepared tea for us. It was nice, and I went home happy.

Dave Gaskin

 **DUNLOP AQUAJET RADIAL**



elsewhere

VIC
HAWKES BAY
MCC
NORTHERN SPORTS
CANTA

VICTORIA UNIVERSITY say that the fact that we are going to sell our land is "a bad blow to the development of Motor Sport in the Wellington area" Due to the lack of an organiser, the Club has had to drop the Gold Star status of their mid-night trial. There is still hope that the trial will be run on an invite level only Tim Dempsey complains that a letter took 45 days to get from the clearing of the mailbox to him ...

HUTT VALLEY MOTORING CLUB report that Colin and Raewyn Kitchingman are back in New Zealand with a yellow BMW 2002 Tii ...

HAWKES BAY CAR CLUB are keen to remind everyone that the Blossom Trial this year (October 6) has Gold Star status Claim on a trialling card. "Claim 20 minutes for our own stupidity" The Club's "Dry Sump" tells of an incident in Napier when a housewife asked the police to arrest her drunken husband. They could not: he had a perfect right to be drunk in his own home. So, she dragged him into the street, and he was arrested! ...

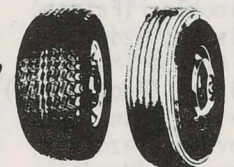
MANAWATU CAR CLUB spend some column inches justifying the gate charges for Manfield (and do well: standing charges are around \$35,000 a year) Brian Green was married early in February ...

NORTHERN SPORTS CAR CLUB hint that ex-Motoring News people Milner and Jo Lankow have been having a bit of trouble stopping the car hitting the kerbs in gymkhanas And the Club is concerned, among other things, that the standard of dress in the clubrooms is "a bit too rough and ready". As the clubrooms are nicely furnished "it is expected that members should have a reasonable standard of dress" There is also an article by John Coker, "Herald" motorsport reporter, headed "Formula Pathetic". He points out the lack of co-ordination and publicity for the Pacific series, and quotes numerous examples of the organisers "nonthink" about the series They had nine entries for an autocross recently And there is the suggestion that some new cars shouldn't have so many built-in extras to put some new cars into the range of the average bloke ...

CANTERBURY CAR CLUB had a Special General Meeting on 6 March, basically to discuss the serious financial position of the Club, and a re-evaluation of spending on the Ruapuna track.

BJL

 **GET WITH DUNLOP**



NATIONAL MOTORSPORT WEEKEND 23 & 24.9.78

A brief and belated review
by John Marslin

The Motorsport Weekend for the Wellington Car Club started with a Palmer Head Hillclimb. 38 entries arrived at the hill for scrutineering and briefing. Pacing started at 11 am with everyone having a practice run, the new drivers taking a look at the hill from the passenger seat. There were 12 drivers who had never driven a hillclimb or even belonged to a car club before. After the first timed run the TV cameras arrived and took film of cars going off the start line and then put the camera into Alan Harvie's Torana SLR5000 and filmed from the car going up the hill. Everyone enjoyed the day which ended with drinks and results at the clubrooms.

Next day there was a gymkhana in Mercer Street with 21 entries. There were plenty of tests for everyone to try. Ross Crundwell proved you had to wear proper footwear when racing in gymkhanas by parking his van between two parking meters when his foot got stuck between the clutch and brake.

Motorsport Weekend was a great success but next time we should be more prepared to inform the public on how to prepare themselves and their cars before they race. On behalf of the committee, thanks to the many of you who helped on the Weekend.

HILLCLIMB ➡

Ed's note: This article and results were given to the bulletin staff just after the copy deadline for the April magazine.

Gymkhana ➡

	TEST 1	PLACE	TEST 2	PLACE	TEST 3	PLACE	TEST 4	PLACE
Tom Doyle (Datsun 1600)	19.47	9	51.53	6	24.65	9	41.90	3
Richard Holder (Gemini)	20.09	11	52.91	8	28.10	16	46.58	12
Tex Jones (Mini)	15.95	1	49.51	5	24.01	6	42.10	5
Philip Horn (Escort 1600)	18.71	7	53.17	9	-	-	-	-
Tony Williams (Datsun 1200)	17.87	5	53.18	10	26.79	15	44.01	9
Ross Crundwell (Escort Van)	21.59	13	60.00	15	25.81	12	46.88	13
Bruce Richards (Civic)	17.69	3	-	-	23.35	3=	42.50	7
Peter Martin (Civic)	17.83	4	48.58	3	22.35	2	41.95	2
Rick O'Neill (Civic)	17.66	2	44.32	1	24.31	8	49.89	15
Lloyd Evans (Corolla)	19.78	10	55.61	12	25.98	13	46.15	11
Colin Taylor (Civic)	18.22	6	48.49	2	22.21	1	42.04	4
John deBernado (Mazda)	18.96	8	65.10	17	24.18	7	42.29	6
Andrew Blockley (Falcon)	23.37	14	67.98	18	-	-	54.31	17
Martin Olsen (Mazda)	-	-	48.61	4	23.54	5	52.59	16
Lesleigh Crabbe (Mazda)	-	-	59.80	14	39.33	18	68.86	18
Adrian Linton (Anglia Van)	-	-	55.27	11	28.80	17	49.34	14
Alan Harvie (Torana)	-	-	52.12	7	24.94	10	-	-
Robert Savage (Mazda)	20.15	12	57.11	13	-	-	45.95	10
Brian Thompson (Mazda)	-	-	-	-	25.05	11	43.39	8
Mike Hourigan (Jaguar E)	-	-	60.26	16	23.35	3=	-	-
John Pierson (Datsun 1600)	-	-	-	-	26.15	14	41.90	1

	PRAC.	RUN 1	RUN 2	RUN 3	RUN 4	PLACE CLASS	PLACE O'ALL
Class 1: 0 - 1000cc							
Ian Matthews (Mini)	53.18	51.92	52.54	52.53	53.53	1	17
Alan Stronach (Mini)	53.85	53.55	52.51	DNR	DNR	2	18
Adrian Linton (Anglia Van)	DNR	DNR	DNR	72.36	68.15	3	38
Class 2: 1001 - 1300cc							
Don McLean (Datsun 1200)	51.81	51.03	51.09	50.78	50.90	3	11
Iain Mollison (Mini Clubman)	51.84	51.06	50.99	50.44	50.69	1=	8=
Neil Whiting (Mini Clubman)	54.44	54.06	53.44	53.50	53.29	5	22
Tony Williams (Datsun 1200)	51.87	51.20	50.44	50.84	52.19	1=	8=
Julie Savage (Datsun 1200)	65.19	64.33	62.84	61.79	61.24	13	36
Peter Conroy (Datsun 120Y)	54.93	54.94	53.84	53.72	56.69	6	25
Richard Hook (Honda Civic)	51.16	DNR	DNR	DNR	DNR	-	-
Mark Britton (Escort Estate)	DNR	DNR	DNR	DNR	58.06	11	34
Graeme Newton (Escort)	DNR	56.66	56.02	56.27	55.86	8	31
Brian Chew (Datsun 1200)					51.58	4	15=
Ingrid van der Storm (Datsun 1200)					56.92	9	32
Philip Kettle (Jeroba)	DNR	DNR	57.22	DNR	DNR	10	33
David Pym (Mini)	DNR	DNR	56.74	54.55	54.92	7	28
David Reid (Ford Escort)	DNR *	DNR	DNR	58.06	58.58	12	35
Class 3: 1301 - 1600cc							
R B Vermey (Hillman Avenger)	56.13	54.60	54.24	DNR	DNR	7	27
Steve Brettell (Ford Capri)	57.61	57.16	55.47	55.46	DNR	8	30
Sid Franklin (Datsun 1600)	50.90	51.02	50.74	50.91	51.02	2	10
Simon Curry (Escort)	49.65	49.85	49.77	49.86	DNR	1	7
Tom Doyle (Datsun 1600SSS)	52.17	52.06	52.88	52.79	51.83	3	12
Julian Lewis (Escort 1600)	51.94	51.58	DNR	DNR	52.62	4	15=
Tom Carr (Cortina Mk II)	DNR	64.47	DNR	DNR	DNR	9	37
Kerry Green (Fiat 125)	DNR	DNR	DNR	DNR	54.19	6	26
Daryl Martin (Cortina Mk II)	DNR	58.31	53.70	DNR	DNR	5	24
Class 4: 1601 - 2000cc							
K Foulkes (Escort)	M/T	49.16	48.77	49.34	50.16	4	6
Colin Taylor (Escort)	59.41	DNR	M/T	DNR	DNR	-	-
Paul Dewhurst (Galant)	57.61	55.96	55.23	DNR	DNR	6	29
Mark Jennings (Escort)	DNR	45.29	44.43	44.49	DNR	1	1
Michael Morris (Datsun 180BSSS)	DNR	DNR	53.83	53.65	53.37	5	23
Tony Street (Ford Escort)	DNR	DNR	47.35	46.50	46.66	2	2
Dave Glasson (Ford Escort)	M/T	51.26	48.71	47.96	48.83	3	4
Class 5: 2001cc and over							
Alan Harvie (Torana SLR5000)	M/T	48.53	47.26	47.21	46.75	1	3
John Marslin (Ford Falcon)	51.62	M/T	53.21	51.28	51.70	3	13
Steve Gardner (Ford Cortina)	54.87	52.99	54.50	DNF	DNR	7	21
Peter Smucar (Ford Falcon)	53.97	52.56	53.16	DNR	DNR	5	19
Brian Thompson (Mazda)	52.17	M/T	54.56	52.91	DNR	6	20
Martin Olsen (Mazda)	51.75	51.23	48.19	48.84	DNR	2	5
Stuart Owers (Triumph TR6)	53.76	51.68	51.46	DNR	DNR	4	14
David Reid (Holden)	DNR	DNR	62.27	59.94	DNR**	8	-

* Used Holden; ** Used Escort.

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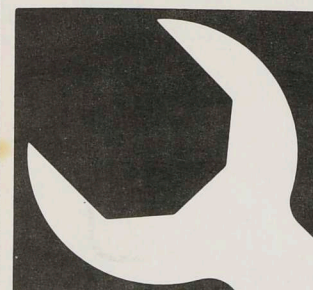
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AND
FINALLY...



...don't forget the Clubmans races Saturday 19 May 1979.

MOTORDROME

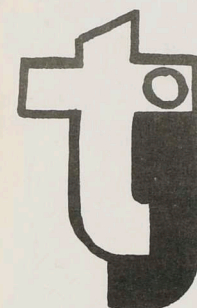


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BULLETIN OF THE WELLINGTON CAR CLUB

june
1979

MOTORING NEWS



HARVEY KIBBLE and
JOHN AHRADSEN at the
Wanganui Rally
on 21 April.

Macaskill Bros

DIRECTORY

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AND: Susan Bruce
837852/729929x581 wk

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

NEV

662-149

On Wednesday 16 May
ROSS GORDON was killed
in a road accident while
a passenger in one of his
cars. Ross was 35.



OBITUARY

Ross joined the car club 8 years ago and proved to be one of the club's keener members. He pounded several cars around Manfeild, starting with a Monaro in '72. In '73, Ross was bitten by the 'beat-Kibble's-Mini' bug, built a lightweight Mini and had many battles with Harvey at hillclimbs up and down the country and at Manfeild. They contested the gold star hillclimb series with success. The 1975 Heatway saw Ross teamed with Dave Daily in Dave's Escort Sport and they had a steady drive to the finish. 1976 was the start of Escort Fever and Ross bought Alan Mitchell's Mexico 1600cc BDA. He formed himself, John Gladhill and Peter Hughes into the Ross Gordon Motors rally team and contested the 1976 Heatway in the South Island. The first of Ross's "trophies" came along when the BDA dropped a valve into a piston! After a series of misfortunes the BDA and 5-speed box were replaced with a SOHC 2000cc 4-speed unit. This proved very reliable and gave Ross and Les Edwards lots of good rallying, autocrosses, hillclimbs, Manfeild etc. In the 1977 Heatway, Ross and Les competed and finished that gruelling event. Ross competed in every rally possible in the lower North Island and at Nelson, where they had their famous 'off' at a speed in excess of 100 mph. They emerged unscathed.

Ross sold the SOHC 2000 to Harvey Kibble in 1978 and began to build the turbo. Maria's "shopping basket" Escort had a turbo and a few suspension goodies screwed onto it, and first fronted at the Levin Rally, where Ross took Mark Taylor for a ride to 2nd place behind Mark Jennings in his BDA. At Sweetmans Drive, Ross dragged his chin on the ground all day as the turbo wasn't performing properly. It turned out Ross had left a rag in the turbo housing while doing some filing to the housing! You should have seen the smiles the night he found it! The Wanganui Rally came next and the turbo went very well - Ross being amongst the 90% of the field who got lost on the last stage. Ross and Mark were secure in third place overall before problems arose with the instructions. Ross's last competitive drive was at Hill Road Belmont. Ross came second overall but on the last run got carried away trying to beat Tony

Street and left the road at around 90 mph and flipped end for end, severely damaging the car. Again, he emerged unscathed.

Though best known for his rally and speed interests, Ross has an interesting and varied record in mudplugs, gymkhanas and trials as well, most recently as an entrant in the Nite Trial Series with Sid Franklin as "Laurel & Hardy". Neither was his mechanical interest confined to cars - he was a keen "power boatie".

Ross was more than a competitor. He freely gave of his time as a committee member in 1975/76 and was always willing to lend the club a vehicle to act as an "ambulance" if needed. He has been a long-standing advertiser with 'Motoring News' and donated a "Marshalls Trophy" for the clubmembers to compete for when he found out what a trying duty marshalling can be. Astute in business, he was generous to his friends and always extended a warm welcome to anyone who called at his Island Bay home or the Otaki beach house.

We will sadly miss this gentle giant who so loved life, and lived to the full. It is ironic that he should end his life in a car accident so far from the track, as a passenger in his own car. To Maria, Tania, Debbie and Anthony, we wish we could express the sorrow we feel at the loss of our friend, clubmember and fellow competitor.

the editor speaks

I've been too busy to write you all a proper editorial - maybe next month!

This is just a thank you to Steve Robinson for organising the photos for the gymkhana (and to Gwen Oliver, Bob Gray and Barry Lakeman for taking them), Neil McCormick for supplying a mass of articles and information, the Macaskill Brothers for the other photographs (what would we do without you), and others whose names appear on their contributions. If your article etc didn't make this issue, it will appear next time.

A small gripe is that we don't have any results or stories about the Ngaumu or Wanganui Rallies, but no doubt our regular contributors will have these ready for our next issue. Incidentally, the next mag will be our Motogard issue, and contain reports on our recent Clubmans.

BJL

 **DUNLOP AQUAJET RADIAL**





THE RESULTS AND PHOTOS ARE ALL WE HAVE TO TELL THE STORY OF THE 22 APRIL GYMKHANA THAT WAS A ROUND FOR THE

STEWARDS TROPHY

NO. DRIVER (MAKE)	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	CLASS PLACE	O'ALL PLACE
<u>0 - 1000cc</u>								
2 D Hanson (MG)	16.28	46.56	35.02	36.27	dns	30.79	1st	15
<u>1001 - 1300cc</u>								
6 E Leslie (Mazda)	17.58	53.20	36.36	dns	dns	dns	6th	21
7 C TAYLOR (Honda)	15.29	39.99	32.69	33.80	29.15	28.09	1st=	2=
8 S ROBINSON (Toyota)	16.47	41.24	35.31	37.78	29.11	28.47	4th	9
9 M Clunie (Datsun)	14.82	37.49	33.48	36.03	32.29	30.54	3rd	5
10 D Clunie (Datsun)	17.29	46.78	35.51	36.79	34.22	31.19	5th	13
17 R O'Neill (Honda)	15.59	38.76	31.63	33.84	27.96	29.34	1st=	2=
<u>1301 - 1600cc</u>								
1 R Pitchforth (Galant)	18.30	46.05	38.55	dns	dns	dns	6th	22
4 R Gardner (Mini)	14.24	36.29	33.17	35.70	30.10	27.32	1st	1
15 J Gardner (Mini)	17.86	57.35	36.11	39.93	42.93	29.12	5th	16=
21 JOHN PIERSON (Datsun)	15.82	43.07	34.82	35.20	31.96	29.81	3rd	8
20 JENNY PIERSON (Datsun)	16.72	54.41	34.47	36.44	34.59	30.02	4th	12
22 M STEBBING (Mini)	dns	39.48	33.11	33.67	29.46	28.82	2nd	6
<u>1601 - 2000cc</u>								
18 R LATIMER (Ford)	18.36	42.11	33.86	35.76	31.87	31.55	3rd	11
5 R Bebam (MGB)	19.64	50.86	-	40.08	37.40	34.75	7th	20
11 J Clunie (Datsun)	15.61	37.89	33.26	40.26	32.49	28.42	2nd	7
12 C Guinan (Datsun)	15.87	45.92	33.94	36.49	32.83	30.66	4th	10
13 J Palmer (MGBGT)	14.53	38.97	32.28	35.44	30.06	29.64	1st	4
14 J CROY (Toyota)	17.99	41.65	35.25	36.86	35.57	dns	5th	14
16 J CHRISTIAN (Viva)	16.50	52.62	37.02	39.20	39.41	dns	6th	16=
<u>3000cc and over</u>								
3 B LAKEMAN (Victor)	18.28	49.11	36.69	37.44	38.07	dns	1st	18
19 R GRAY (Victor)	18.56	45.95	37.20	37.94	36.34	dns	2nd	19
<u>TEAM POINTS</u>								
KAPITI 4 & 11: 52, 6 & 12: 13, 10 & 15: 19, 9 & 21: 40; total <u>124</u>								
MG 13 & 17: 55, 2 & 5: 18; total <u>73</u>								
WGTN 3 & 19: 18, 7 & 8: 47, 16 & 14: 20, 20 & 22: 38; total <u>123</u>								

Gymkhana photos, top to bottom:

(Photographer) STEVE ROBINSON between cones (on the other side of the camera); class winner and best Wellington Car Club entry COLIN TAYLOR with one wheel cocked; BARRY LAKEMAN and BOB GRAY fighting out the 300lcc and over class in their respective Victors; and JOHN PIERSON (21) in the Datsun he shared with wife JENNY (20).

ROGER SCHOLES OFFERS YOU "ONE MAN'S POINT OF VIEW" ABOUT THE RECENT

kim naylor autocross

HELD AT RALLYWOODS ON 28 APRIL 1979

Gone, it seems, are the days when your Speed Committee organised events for Wellington Car Club.

We are entering the era of our organising events for other clubs! (Or so we could be forgiven for believing after the recent Kim Naylor Autocross at Rallywoods.)

Once more I feel obliged to draw the attention of the Club to the lack of support the Committee is receiving from our own Club members, for events being organised for them. I cannot speak for the rest of the Committee as I feel sure they will wish to make their own comments, but I am extremely disappointed at the current attitude of the Club to speed events.

I know that President JOHN MARSLIN spent many hours of his time organising this event, and of course there were a dozen or so others including scrutineers, timekeeper, secretary, marshalls, all of whom gave their time - and for what? THREE, yes THREE Wellington Car Club members competed out of a field of fifteen. Surely we can be forgiven for thinking that we might just as well organise Kapiti Car Club's events for them, judging by the number of Kapiti competitors we attracted!

The day of the event started a little gloomily, but the prognosis was reasonable and there seemed to be no reason why the event shouldn't go ahead. When I arrived around 9.30 am, I thought I had got the wrong address, but I spotted President Marslin's new 'ute' adorned with JEANETTE and the children, and then I realised it really was 'our' event. The course itself (after slight realignment, for which I take full credit in my usual modest way!) was marvellous. A little slippery to start with, but soon drying out, though not so dry as to create those dreadful dust storms we know so well. My thanks to Club Captain MIKE GALVIN for table, chairs and beach umbrella, enabling me to time the event in comfort, and to those brave souls who sat or stood by me, carefully positioning themselves to ensure that my car got hit first if an over-exuberant driver flew or rolled over the start/finish line!

Initially it seemed that Michael Clunie, driving a standard Datsun 1200 (car no. 2), was going to be no. 1, as he was clearly as one with his car and the course, and was putting up extremely creditable times. A little later on, however, a Ford V4 powered 'Bug' arrived and this vehicle seemed ideally suited to the course. Ably piloted by Keith McCartney, the Bug came out the eventual winner after six runs for each competitor.

The weather improved in the afternoon as so often it has done when we have run events at Rallywoods, and it was a shame that so few people were there to experience the event. My personal thanks to TONY STREET, without whose help and goodwill the event would have been a non-starter, and to John and Jeanette Marslin and everybody else who helped on and before the day.

results

(NB: Times are in seconds and hundredths of seconds)

	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	PLACE Class O'all
<u>0 - 1300cc</u>						
DICK BUTTERS (Escort 1298)	147.19	136.71	134.57	140.96	130.52	4 5th
G M Clunie (Datsun 1171)	137.16	133.56	141.62	130.13	133.78	3 4th
B McCarthy (Datsun 1149)	162.64	150.47	145.84	145.09	153.36	9 14th
MIKE NOLAN (Mini 1275)	183.37	148.78	140.94	135.33	133.79	7 8th
ROSS LAKE (Mini 1275)	146.26	140.73	134.93	133.33	131.93	6 7th
T Hamilton (Ford 1300)	159.55	144.47	140.18	133.62	131.16	5 6th
S Robertson (Mini 1293)	140.33	135.74	DNF	128.25	126.41	1 2nd
M A Frowen (Mini 998)	146.64	140.04	135.22	129.58	128.43	2 3rd
J Clunie (Datsun 1171)	-	-	134.88	134.06	134.01	8 9th
<u>1301 - 1600cc</u>						
S J Leitch (Ford 1340)	172.18	155.75	164.90	146.27	156.49	2 15th
E Krivan (Ford 1598)	175.11	163.21	155.59	143.09	144.66	1 13th
<u>1601cc and over</u>						
E J Leslie (Ford 1720)	163.89	148.77	138.57	136.71	-	3 11th
K McCartney (Ford Buggy 2000)	136.99	128.81	125.21	121.82	126.99	1 1st
P Krivan (Vauxhall 3000)	172.19	166.48	151.90	143.72	139.14	4 12th
C E Guinan (Datsun 1800)	DNF	151.68	141.79	DNF	136.52	2 10th



Brian A Klee
Ray H R Gough
Ken R Taylor

INSURANCE ASSOCIATES LIMITED

68 HIGH STREET LOWER HUTT

TELEPHONE: 694-994

UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.

HOW TO DO IT no. 3

WALL TROPHY TRIALS:

The Wall Trophy is an interclub trophy competed for by the local clubs. Entering is not much different to entering a nite trial (see our April issue for how to do that!) except:

1) You nominate a co-team mate from the Wellington Car Club. This team mate is another driver, and at the end of the event the total points lost by each of you will be added together and compared to other teams. The teams are then given points for their team placings. **THE MORE PEOPLE THAT ENTER, the more teams we will have, THE MORE POINTS WE WILL GET.** Don't worry if you haven't got a teammate before you get to the start: Someone from our club will be there to make sure that all the Wellington drivers are teamed up.

2) You will need your own sealed clock. There are all sorts of rules about these (you will find them in Appendix T) but basically you need a clock and some way of sealing it so that the organisers know that you haven't fiddled with it during the event. The better it is the less the chances of the organisers reading it incorrectly or accusing you of adjusting it.

3) Because TARGA time is not used, you won't know whether you're "on time" at manned checks or not. This means that some form of timekeeping is a good idea, even if you just have one of your crew designated to follow the speed schedule and keep an eye on the driver!

4) There is no two man trophy or special conditions to worry about: You're better to pack your car with people (up to its legal carrying capacity of course) even if they're not very good at trialling - better inexperienced eyes looking for checks than no eyes at all!

5) You will need a competition licence (the driver only, that is). Basic grade will do: If you haven't got one, call Ruth Shepherd (her phone number is in the front of this magazine).

6) In some of the trials maps will be required. This will be advised in the Additional Supplementary Regulations for the event.

7) You lose points for the same things as on our nite trials, but more of them. The full scale of penalties in Appendix T apply.

With the current fuel situation, these events are shorter than usual (they're more like a long nite trial) and this is your opportunity to compete against the best company that this area has to offer.

There are only 4 rounds in the series this year, so this could be your chance to help the club to win this prestigious trophy.

SUN 17	June	Victoria University Car Club	Start time: Midnight
WED 11	July	Wellington Car Club	" : 7.30pm
TUES 24	July	Wainuiomata Motor Sport Club	" : 7.00pm
SUN 12	August	Hutt Valley Motoring Club	? (details uncertain)

These details were correct at the time we went to press: Check with the organisers before the event to ensure that the details are correct. The highest Wellington Car Club competitor in our own event wins the Honeypot Trophy.

BJL

DON'T LET THIS EVENT
HAPPEN WITHOUT YOU!

prizegiving

7 JULY 1979 7 JULY 1979 7 JULY 1979 7 JULY 1979 7 JULY 1979 7 JULY 1979 7 JULY 1979

DINE AND DANCE AT CLARE'S CABARET
HOT BUFFET MEAL * BEER & SPIRITS * LIVE BAND * ALL INCLUSIVE \$15 * COME!

Admission by TICKET only * If you want this event to happen book NOW *
Tickets from Wayne McEwen 786-820 or Mike Galvin 897-441 or John Marslin 783-141
This function is being run by professional people who can't be messed around
like your social committee. If 100 tickets aren't SOLD and PAID by
23 JUNE it's CANCELLED! because a definite booking must be
made by that date. Buy your ticket NOW!

MURRAY McGUIRE OF MACMOB
MUTTERS OF MAGNIFICENT MAY
MOTORING!

may nite trial

Having missed the February and March night trials due to being out of Wellington (us - not the trials) and likewise missing the April night trial for reasons I don't remember exactly (I think it was something to do with Heather's condition), we decided to get out on the May night trial. There was some discussion at the start as to whether the trial went past (and/or stayed fairly handy to) St Helen's Hospital; this discussion was on the part of other competitors organisers etc and not, I might add, us. We were confident that there was no need for concern as there was still 6 days to go before Heather was due, according to the medical profession, and who were we to doubt this?

We were asked to sign a piece of paper at the start to acknowledge the organiser's comments that the CRI print quality was poor and that a piece of gravel road was deemed not to be gravel - it's amazing what powers organisers have, changing road surfaces at will! Well we started off at car no. 1 (not for the first time) and for the first time that I can recall, managed to stay first car on the road for the whole trial. We were told there were no checks before the ODO board - a very good idea as it saved a lot of wasted effort looking for check boards or passage checks through the middle of town - and by way of several instructions were directed to Johnsonville. The ODO board was located immediately we entered Johnsonville and we then proceeded to dissect the place, using most of the roads (and some of them several times), picking up lots and lots of check boards. Then suddenly, into Churton Park and no check boards. This was a bit disconcerting but as the instructions seemed to fit ok we carried on until, returning to Johnsonville, we picked up more check boards again. It appears that Churton Park was left without check boards just to make competitors worry a bit. Don't you just love these organisers!

Leaving Johnsonville we returned to the clubrooms via Churchill Drive, Wilton, Northland, Raroa Road, Aro Street, Brooklyn and Berhampore, only it wasn't quite as straightforward as this. We had to make numerous 'detours' up various rarely used no exit roads to find check boards on the way. Back at the clubrooms we found that we had managed to pick up (figuratively speaking of course) all the check boards and lost, I think it was, 6 points on timing. This turned out to be a winning performance for us, and all with no need to worry about St Helen's (which, I might add, the trial didn't even go near).

Thank you to the organisers, Team Beaver (Jenny and John Pierson), and their assistants for an excellent, straightforward, no silly interpretations to worry about, fun, night trial. Once again it was proven that a trial needn't be devious, ambiguous, complicated etc nor have ridiculous average speeds or speedo error built into it for a winner to be found. I know that Heather and I really enjoyed it and I'm certain the other 12 competitors did also.

One comment I would make, though: I know that at least one competitor lost 30 points through failing to spell a check board codeword correctly. I feel spelling

the code correctly is desirable but surely, if you see the board and confirm thereby that you followed the correct course, that is more important than whether it is spelt correctly. The check board should give confirmation of correct route following, not check the ability of competitors to write down words correctly - does anyone else share my views on this or not?

Well, once again, thank you to the organisers: let's hope the rest of the year sees such a high standard of organisation.

results

TEAM (Driver and navigator)	POINTS	PLACE	2-MAN PLACE
	LOST		
Macmob (Murray & Heather McGuire)	5	1	1
Torana (Jenny Nidd & Maria McNamara)	64	6	6
I J Laming (Kim Wilson & Ian Laming)	150	11	10
Laurel & Hardy (Ross Gordon & Sid Franklin)	38	5	5
Firespark (Bob Gardner & Dave Gaskin)	34	2	2
Sneaky Heat (Craig Fletcher & Pauline Wild)	97	9	-
Tis Us (Steve Robinson & Julie Flux)	100	10	9
Family Affair (Stan & Sue Wallace)	80	8	8
Scuderia Tigerius (John Gladhill & Peter Hughes)	35	3	3
1500 (Lloyd Evans & John Hoggard)	151	12	11
C La Sota (Chris La Sota & Wayne Rance)	293	13	12
Blockhead (Andrew Blockley & Jeanette Webb)	37	4	4
Sparky & Hitch (Eddie Conroy & Bronwyn Griffiths)	65	7	7

organiser's comments

The only real 'trap' was check SHAT, which was after the instruction "Turn left after 'ROTOITI ST'", which meant turn left after the sign and in fact use Rotoiti St because the sign was before the street. This only caught four crews. Two other instructions caused ten competitors to miss one or two checks. These were (1) when travelling down Broderick Road "Turn right after crossing bridge and keep right until going right into Fraser Avenue". As you turned right into Bould St there was another road on the right as well and 6 crews did not 'keep right'; (2) when travelling down Aro St still observing an instruction to keep left until passing a 40 km/h sign, 7 crews drove past Adams Terrace, which was a street on the left. The 3 crews who missed manned check no. 3 did so by not going right at the first cross-roads they encountered (after going right at tee into Britomart St).

As an organiser I was disappointed to have only 13 starters, however I was pleased to have 13 finishers and none of these maximum late.

CREDITS: Organised by Team Beaver (John and Jenny Pierson), checked by Team Moggy (John and Marie Thomson), start and finish - John Thomson, results - John Pierson, manned checks - John Christian, John Swann, Tom Doyle.



comp. calendar

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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

JUNE

- Sat 2 Hillclimb HVMC Invite
Round 2 of the Porirua Auto & Tyre Services Sprint Series. Venue is the Old Haywards Road behind the NZED substation. Scrutineering at PME Hutt Friday 1 June. No knobbly tyres. Entry \$8. For further info ring Maureen Burgess SV 7242.
- Sun 3 Taupo Race Meeting CANCELLED
- Sun 3 Standing & Flying 400m Wairarapa Invite
Dorset's Road, Carterton. Scrutineering 9 - 11am.
- Tues 5 NITE TRIAL NO 3 WGTN CLOSED
Starts 7.15pm at the clubrooms. About 2 hours long, mostly in Wellington's western suburbs, simple navigation, map may be helpful. Organised by Roy Baker of Midweek Flash.
- Sat 9 WORKING BEE, 9am to 5pm, clubrooms.
WE STILL NEED YOU
- Sun 10 Day Cup Trial HVMC Invite
Starts HVMC clubrooms, Halford Place Petone at 2.30pm. 2½ hours long & \$3 to enter. More details from Bill Archer 331-914.
- Sun 10 Hillclimb (Duncan McKenzie) Wairarapa Invite
Rangitumau, sealed. Starts 10am, scrutineering 9 - 11am.
- Sat 16 Wall Trophy Trial, Round 1 (Midnite) VUCC Invite
This starts on the very first minute of Saturday, ie stay up on Friday night, opposite the Fisherman's Table Restaurant, Paekakariki, and finishes at Levin, around 7am Saturday morning. 200 km approx. Inquiries to Gordon Stilwell SV 6938.
- Sat 16 National Rally Championship, Round 2, Marlborough.
- Tues 19 CLUBNIGHT, 8pm at the clubrooms.
- Sat 23 HILLCLIMB (Duncan McKenzie) WGTN INVITE
At Palmer Head (seal). Be at the venue by 9.30am if you want to compete; ring Mike Galvin 897-441 after 6pm for more info.

MANZ NEWS

Editor: Jenny Nidd

MARCH/MAY 1979

No. 143

NEW CLUBS

Two new Clubs have now become affiliated to the Association. These are:—
CLUB LOTUS N.Z. INC., P.O. Box 1249, Wellington.

FEDERATED MOTOR RACING DRIVERS INC., P.O. Box 24077, Christchurch.

ADDITIONS & ALTERATIONS TO NATIONAL COMPETITION RULES

The following alterations and additions to the National Competition Rules were approved by the Executive Committee at its last Meeting in February:

From the Rally Advisory Committee:

Appendix R (Rallies Regulations) Gold pages, 1979 MANZ Yearbook

New Clause—16/8 Add:

'Where competing cars or service cars are carrying radio communication equipment, all such equipment must be licensed with the New Zealand Post Office and all licences must be shown at documentation and produced on demand'.

Add to the end of Appendix R—'Road Closure Procedures For Organisers'

80 days before event	Select road, discuss with owners, obtain approval in principle
75 days before event	Visit residents, obtain approval, advise intention to apply for road closure
70 days before event	Make written application for use of road
10 days before event	Deliver written advice to residents of road closure, giving times etc.
1 day after event	Communicate with owners with regard to complaints or damage
5 days after event	Notice of thanks to owners
20th of month following event	Ensure all payments have been made.

Under the heading 'Schedule of Penalties' in Appendix R, the following is to be added:

'Exceeding the maximum legal speed limit on a road open to the public: Suffer a fine equal to that existing under the Ministry of Transport Instant Fine Schedule.

Plus

0 - 10 km/h over speed limit	No time penalty
10 - 20 km/h over speed limit	5 minutes
20 - 30 km/h over speed limit	10 minutes
30 - 40 km/h over speed limit	15 minutes
More than 40 km/h over speed limit	Exclusion

Should the speed recorded be in excess of the Instant Fine Schedule, which is as follows, the penalty of exclusion will be applied:

50 km/h Zone							
59 - 60	61 - 62	63 - 64	65 - 66	67 - 68	69 - 70	71 - 72	73 - 74
\$12	\$16	\$20	\$24	\$30	\$36	\$42	\$49
70 km/h Zone							
79 - 80	81 - 82	83 - 84	85 - 86	87 - 88	89 - 90	91 - 92	93 - 94
\$12	\$16	\$20	\$24	\$30	\$36	\$42	\$49
80 km/h Zone							
89 - 90	91 - 92	93 - 94	95 - 96	97 - 98	99 - 100	101 - 102	103 - 104
\$12	\$16	\$20	\$24	\$30	\$36	\$42	\$49

A further amendment to the National Competition Rules, to be included in the next issue of the MANZ Yearbook is:

'Representation at Protest and Other Judicial Hearings

At any Judicial Hearing, other than a Hearing before the National Court of Appeal, the complainant/s and the respondent/s concerned shall state their own case in person and may call witnesses.

It is not permitted that they be represented in any way at such a Hearing by an advocate, whether a member of the Legal Profession or not.

Where either the complainant or the respondent is a Club, MANZ, or an organiser, then such body shall appoint an office bearer of that organisation to represent it. Such appointee shall not be a member of the legal profession.

Proof of the appointee's status within the organisation shall be provided to the Stewards, Judicial Committee, MANZ Executive Committee or any Committee of Enquiry appointed by MANZ as the case may be.

At a Hearing before the National Court of Appeal, the Court shall itself decide whether it will permit the representation of the parties by advocates.'

TECHNICAL DEPARTMENT

A new appointment has been made within the structure of the MANZ Technical Department, and that is the position of MANZ Technical Administration Officer. Mr Malcolm Sutherland of Wellington has undertaken this task, and his duties will include the maintenance and distribution of homologation papers, the appointment of Technical Officers to events and the maintenance of registers of Vehicle Specifications from Manufacturers.

Also, a new Technical Officer has been appointed from the Manawatu Region—Mr Ralph Watson of Palmerston North.

RALLY SPRINTS

With the advent of the highly successful Rally Sprints overseas, many Clubs have expressed interest in running such events, and for the interest of those future promoting Clubs and interested competitors, the Executive Committee have laid down the following criteria:

Definition

A Rally Sprint is a timed competition where competitors compete against the clock and each other on an elimination basis with a minimum of two practice runs.

The fees set down for Rally Sprints, as advised by the Rally Advisory Committee, are:

Closed Club	\$30
Invitation	\$40
National Open	\$60

Eligibility

Cars to comply with Schedule A as per Rally cars, crew, route and marking, licences as per rallies.

Timing

At discretion of organisers, rules as per running a rally stage.

OVERSEAS COMPETITION

If you have held any grade of MANZ Competition Licence, and you intend to travel overseas and compete in Motorsport, PLEASE NOTE that before you apply for your licence from an overseas ASN, e.g. CAMS, the RAC etc., you will need a clearance from MANZ to say that you have not been debarred from taking part in Motorsport whilst in New Zealand. If you do intend to compete overseas, all it needs is to drop a line to the Secretary General of MANZ stating your name and which country you intend to compete in, and the necessary letter will be sent to you.

The same applies if you are Australian, English, or any other nationality whether you hold or have held a CAMS, RAC etc. licence or not. Before you can obtain a MANZ licence, you must obtain a similar clearance from the ASN of your native country before you can obtain a MANZ licence.

This is a mandatory F.I.A. requirement, and also applies to New Zealanders who have held a foreign licence for only a short period and wish to compete in Motorsport again in New Zealand. The clearance itself is only a short simple form, simply declaring that the holder has not been debarred from participation in Motorsport in the country he was last residing in, and in the case of clearances issued from MANZ, also states the grade of licence currently held in New Zealand. For foreigners recently arrived in New Zealand who require a MANZ licence urgently, most ASN's are very reasonable about cabling MANZ with a clearance and most replies arrive within 24 hours. Cable addresses, telex numbers etc. of foreign ASN's are available from the MANZ Office.

FURTHER AMENDMENTS TO NATIONAL COMPETITION RULES

At the April Executive Meeting, it was resolved that the following amendments be made to the National Competition Rules, with effect from 1 June 1979:

New Rule 68 A : Conditions of Entry

It shall be a condition of entry of every competitor that he shall agree to have his vehicle/s made available to the MANZ Technical Officer of a Meeting upon the written request of such Technical Officer or a Steward of the Meeting setting down the time with a tolerance of 30 minutes, day and place for the purpose of disassembly and inspection to ascertain eligibility before and/or after the event or events in the meeting for which the competitor has entered, with such disassembly and reassembly at the competitor's expense. Failure to present his vehicle/s for such inspection within the time limit set down shall exclude the competitor's entry from the results of the event or events in which the entry has been made.

NCR 145(a) : New Paragraph : Add as penultimate paragraph of Rule 145(a) on page 74 of the 1979 Yearbook:

Breaking of MANZ Seals

When a sealed vehicle component or components are required to be inspected by a MANZ Technical Officer or the MANZ Technical Committee they shall be presented to the inspecting Officer or Officers at such time with a tolerance of 30 minutes, day and place as the Officers shall specify in writing, at the expense of the competitor. Failure to make such presentation at the time, day and place set down shall be referred to the Stewards of the Meeting at which the order was issued, and shall cause the competitor to be subject to penalty as provided in No. 153 and costs as provided in No. 178(a).

Competitors or officials who are found by the Stewards of the Meeting after an enquiry to have broken a MANZ seal on a vehicle component or components without the written authority of a MANZ Technical Officer so to do shall be subject to penalty as provided in No. 153 and costs as provided in No. 178(a).

NEW STEWARDS

The following new Stewards have been appointed:

- Area 5: Mr J.R. Chrystall, 30 Shannon Street, Ohakune.
- Area 5: Mr P. Martin, 20 Kiwi Road, Taihape.
- Area 7: Mr A.J. Wright, 92 Stokes Valley Road, Stokes Valley.
- Area 9: Mr L.A. Harris, 11 Milton Road, Greymouth.
- Area 9: Mr A.L. Smith, 55 Mays Road, Christchurch 5.

CHANGES TO STEWARDING DEPARTMENT : Area 7

At the last Executive Meeting, the Chief Steward put forward a proposal that the Executive Committee ratify the appointment of an Assistant to the Chief Steward. This was duly ratified, and consequently, Mr R.J.A. Thomson is now officially Assistant to the Chief Steward. As a result, the Stewards' Register has altered slightly in Area 7, as follows:

Mr N. Cruickshank has now been appointed Assistant Area Steward—Autocross, Gymkhanas and Miscellaneous. Mr R.J.A. Thompson's name has been deleted from the Register.

We extend our warmest congratulations to Mr Thomson and Mr Cruickshank on their appointments.

1979 ANNUAL GENERAL COUNCIL MEETING

The 1979 MANZ Annual General Council Meeting will now not be held in Queenstown, but at the Russley Hotel in Christchurch. Advisory Committee Meetings will take place on Friday 8 June, and the Annual General Meeting will be held over Saturday 9 June and Sunday 10 June. The Annual Dinner and Prizegiving will be held on the Saturday night. The Executive Committee reluctantly made the decision to change the venue at its last Meeting, the main factor for the change being the far greater expense Clubs would have to face, working on the Travel Equalisation Account, and the difficulty of assembling delegates from all over the country at Christchurch and arranging onward flights to Queenstown.

NEW ZEALAND RALLY CHAMPIONSHIP

Contrary to many circulating rumours, the New Zealand Rally Championship (ex Pall Mall) is definitely still on. The dates of the four rounds are: Round 1 — 26/27 May (Victoria University Car Club); Round 2 — 16/17 June (Marlborough Car Club); Round 3 — 1/2 September (Northern Sports Car Club); Round 4 — 29/30 September (Rotorua Car Club).

It is understood that the Victoria University Car Club, in promoting their round of the event, will start their Championship round late at night. Traditionally, their popular invitation Nighthawk Rally is usually held about this date, and permission has been granted to them to run the Nighthawk Rally immediately after the last competitor in the Championship has started.

RALLY VEHICLE ELIGIBILITY

The MANZ Technical Department is to take more interest in rally cars this coming season. Clubs have already been issued with the Rally Eligibility Committee's report on Vehicle Eligibility for 1980 and onwards. The Committee have recommended that the Technical Department examine rally vehicles for eligibility during the season.

RALLY SEATS

Over the last few years it has become quite common for rally competitors to use bucket rally seats constructed of fibreglass. Last year during the Motogard Rally, a competitor's car suffered a major roll, during which the co-driver's seat was partially fractured across the back. Further investigation has found that this type of damage had occurred previously during the season on two occasions that are known. The problem appears to be due to the fact that fibreglass shows fatigue after a period under rally conditions.

Competitors are therefore requested to regularly inspect rally seats, if these are of fibreglass type mentioned. The MANZ Technical Department has also been asked to check the seats during its eligibility checks.

RALLY COMPETITORS' HELMETS

The Rally Advisory Committee has expressed concern over competitors using helmets with chin protector straps. A few accidents have occurred whereby the chin straps have been displaced and helmets have, or nearly have, fallen off.

IRRESPONSIBLE COMPETITOR

The Wairarapa Car Club have asked us to advise all Car Clubs that their Committee has cancelled the membership of Mr Peter Schultz, due to irresponsible driving behaviour. It appears that Mr Schultz does not hold a current Competition Licence, but Clubs in the vicinity of the Wairarapa should keep an eye out for Mr Schultz should he apply for membership or entry into an event. Although the Wairarapa Car Club does not go into details exactly why Mr Schultz is not welcomed as a member of their Club any more, his offence must have been very serious for them to have taken such action. Such persons are definitely not welcomed in the Motorsport fraternity.

NEW ZEALAND CORVETTE REGISTER

A register is being formulated to try and track down all Corvette cars in New Zealand. So far, 40 have been tracked down, but we are sure there are a few more secreted away. It is understood that a Club for Corvette owners is not anticipated being set up, but more simply, a Register to keep owners in touch with each other and an annual get-together. If you know of any Corvette owners who are not aware of the Register, the contact is: Jenny Maidens, New Zealand Corvette Register, P.O. Box 3139, Wellington.

NORTHERN CLUBS PLEASE NOTE . . .

Mr R. Pykett, P.O. Box 49, Patumahoe, South Auckland, entered the Northern Sports Car Club's Champagne Rally last year and paid his entry with a rubber cheque. Efforts by the Northern Sports Car Club and MANZ to achieve some sort of explanation from Mr Pykett have produced no result.

LICENCE SUSPENSION

Mr G.I. Kirkham, 32 Rossiter Place, Hamilton, has had his licence suspended as a result of using a public road for the purpose of rally practice. Mr Kirkham admitted the offence before a Judicial Committee of the Hamilton Car Club, and as a result of this most serious breach of NCR's, he has had his licence suspended as he has failed to answer correspondence addressed to him by MANZ.

N.Z. RACE PROMOTERS' MEETING 1979

The Annual Race Promoters' Meeting for 1979 was held in Wellington on Friday 20 April. The main points arising from this Meeting were:

- 1) That the Union Travel Formula Pacific Championship will continue in full force during the next season, with a guarantee from the N.Z. Racing Drivers' Club that a minimum of 6 cars would compete in each round.
- 2) Mr Ken Sager, Secretary of the Shellsport Register, had stated that the majority of Shellsport Championship drivers were in favour of returning to the original weights, and problems had been experienced during the last season with the new weight regulations with some drivers choosing the wrong engines for their cars. It was therefore agreed that the weight for Shellsport cars be returned to the 1977-78 limits.
- 3) The Mini Seven Association is keen to promote races in the South Island, and members were generally agreeable to attending as many South Island promotions as were available.
- 4) The Pacific Racing Championship, having gained approval from the F.I.A., will commence in 1980. Mr R.W.A. Frost, Vice President of the C.S.I.A. (and N.Z. delegate) will attend a meeting in Japan en route to England on business in mid June to discuss final details of regulations and specifications for the commencement of this Championship. New Zealand will be promoting two rounds of the Championship, and interest from overseas is very keen. A Rally Championship amongst the Pacific countries is also to commence in 1980.

NEW ZEALAND RALLY CHAMPIONSHIP 1979

Final entries for the New Zealand Rally Championship have closed with 59 entries. A little disappointing perhaps, but notables such as present New Zealand Rally Champion, Blair Robson defending his title; Jim Donald will be back, charged with experience and enthusiasm from his Ford Dealer drives overseas; Mike Marshall has repaired the damage suffered in the recent TV2 Rally Sprint; Dave Parkes from Motueka is expected to make a big impression on the bigger cars; Tony Baker will be testing his newly built-up modified 1601 cc and over Chevette—a few of the bigger names are missing, but with the likes of David Glenn, 'President' Morrie Chandler, Tony Teesdale, Howard Collier (remarkable and tremendous results in the recent TV2 Rally Sprint!), Warren Hull—to mention but a few up and coming serious contenders—the Series could go any way. Although entries are down slightly from previous years, the class is still good, and it is encouraging to see a large number of 'newer' National Rally drivers entered. Even without a sponsor this year, the Series promises to be a very close, tightly fought one. Championship entrants John Cowan (spectacular rollover TV2 Rally Sprint) and John Peryer (blown motor, Ngaumu Rally) are doubtful starters for the full Championship.

AND FINALLY . . . (with compliments of the Wairarapa Car Club)

A new type of chain letter is available to motorsport men on application. This type of chain letter does not cost a cent. When you receive your copy of the chain letter, add your name to the bottom of the list, send a copy of the letter to three of your friends who are equally tired and bored, then bundle up your wife and send her to the man whose name appears at the top of the list. When your name comes to the top, you will receive 3,965 women, some of whom are bound to be an improvement on what you have now. Have faith, and do not break the chain. One racing driver did, and he got his own missus back. At the time of writing, a friend had received 476 women. They buried him yesterday, and it took three undertakers 24 hours to get the grin off his dial.

Sun 24	GYMKHANATHON	WGTM CLOSED
	Being run to raise funds for telethon donation by the club. Celebrity drivers plus 'invited' participants from the club will compete in Mercer Street. Crowd marshalls and helpers needed, please contact Dave Gaskin or anyone on the Nonspeed Committee.	
Sun 24	NOVELTY TRIAL CANCELLED	
Sun 24	Coca Cola Bottlers Rallycross, Round 3	Hamilton National
Sun 24	Waterfall Road Hillclimb	Kapiti CC Invite
	Round 3 of the Porirua Auto & Tyre Services Sprint Series. Scrutineering at PME, Main Rd South, Paraparaumu 8 - 9am. <u>Must</u> be at the venue by 9.30am for compulsory drivers' briefing. Entry \$8 or \$6 (no prizes). For info phone Ernie Leslie PRAM 84-897 or John Clunie PRAM 87-118	
Sun 24	Hillclimb	Manawatu Invite
	Saddle Rd. Scrutineering at Appollo Auto Services 298 Broadway Ave Palmerston North 9 - 10am.	
Sat 30	Orouanui Road Hillclimb	Taupo CC National
Sat 30	Gymkhana (Stewards Trophy)	VUCC Invite
Sat 30	Rally	Levin Invite

JULY

Sun 1	Standing & Flying ¼, Broadlands Rd	Taupo CC National
Tues 3	NITE TRIAL NO 4	WGTM CLOSED
	Organiser is Team Moggy (John & Marie Thomson). Starts at the clubrooms at 7.15pm.	
Sat 7	WORKING BEE, clubrooms.	
Sat 7	Clubmans Racing, Manfeild (scrutineering 8.30-9.30am)	Manawatu Invite
Sat 7	Speed event	HVMC Invite
Sat 7	Bent Sprint, Fothergill Rd Makotuku.	Hawkes Bay CC Invite
	(12 miles north of Dannevirke.) Gravel, 2.5 km, meal & social follow.	
Sat 7	PRIZEGIVING/SOCIAL. A BEAUT EVENT - SEE PAGE 11. COME!	
Sun 8	Gymkhana (Stewards Trophy)	Kapiti CC Invite
Wed 11	WALL TROPHY TRIAL, ROUND 2	WGTM INVITE
	Starts at Leycars Porirua, 7 - 7.30pm. Barry Lakeman will have all the details by mid-June.	
Sun 15-	Motogard International Rally	ROANZ International
Wed 18	We understand that divisions are: 1 Auckland - Tauranga; 2 via Rotorua to New Plymouth; 3 to Auckland.	
Tues 17	CLUBNIGHT, 8pm at the clubrooms.	
Sat 21	BRILLE TRIAL	WGTM CLOSED
	Our annual event to give the blind people a good time and publicise Braille Week. And enjoy ourselves. Organiser is Ed Conroy.	

Sun 22	Gravel Bent Sprint, Ngaumu	Wairarapa Invite
Tues 24	Wall Trophy Trial, Round 3 Starts 7.30pm. Further details to come.	Wainui CC Invite
Sat 28	SPEED EVENT (WE HOPE) We have this date set aside for our club to run an invite speed event. Organisers welcome. No organiser, no event!	WGTN INVITE
Sun 29	Deavoll Cup Trial	HVMC Invite
Sun 29	Coca Cola Bottlers Rallycross, Round 4	Hamilton National

AUGUST

Sat 4	Clubmans Racing, Manfeild	HVMC Invite
Tues 7	NITE TRIAL NO 5 ANNUAL NIGHT TRIAL If you win this monthly nite trial, you win the Annual Night Trial Trophy so it's worth a try! Starts at the clubrooms at 7.15pm as usual. Jenny Nidd is the organiser.	WGTN CLOSED WGTN CLOSED
Sat 11	HILLCLIMB Round 4 of the Porirua Auto & Tyre Services Sprint Series. This will be 'up and down' on the bottom road of Rallywoods. John Marslin is the organiser.	WGTN INVITE
Sun 12	Wall Trophy Trial, Round 4	HVMC Invite
Sat 18	Gold Star Trial	Manawatu National
Sat 18	Nelson Rally	Nelson CC Invite
Sat 18	Hawkes Bay Rally	Hawkes Bay cc Invite
Sun 19	GYMKHANA	WGTN CLOSED & INVITE
Tues 21	CLUBNIGHT, 8pm at the clubrooms	
Sun 26	Speed Event	Kapiti CC Invite

WE LIKE TO PRINT AS MUCH INFO AS POSSIBLE ABOUT COMING EVENTS, IN THE HOPE THAT THIS ENCOURAGES YOU TO ENTER. WHERE ONLY THE BAREST DETAILS APPEAR, WE'RE SORRY BUT THAT IS ALL WE HAVE. IF OTHER CLUB ORGANISERS READ THIS AND THEIR EVENT ISN'T COVERED, WELL, YOU KNOW OUR ADDRESS!!

GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMK
BEING HELD FOR TELETHON: ALL MONEY COLLECTED WILL GO TO TELETHON FROM THE CLUB.
VENUE: MERCER STREET FROM 1PM ON 24 JUNE.

CELEBRITY DRIVERS FROM RADIO NZ, RADIO WINDY, TV1, TV2, THE CITY COUCIL AND PARLIAMENT AND OTHER WELL KNOWN PEOPLE WILL BE INVITED AND ENTRANTS FROM THE CLUB WILL BE "INVITED" ALSO.

WE NEED CROWD MARSHALLS AND A FEW IDLE HANDS TO HELP OUT AS WELL. CONTACT DAVE GASKIN OR ANYONE ON THE NONSPEED COMMITTEE.

GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMKHANATHON*GYMK

OVERSEAS NEWS

RALLYING:

WORKS NEWS: From whispers around the factory, it appears that the DATSUN team are worried that the group 2 Datsun Violet is producing good power on the dyno but it's not getting on to the road, and the cars are slower than the group 1 RS2000s ... Chrysler works driver TONY POND has personal sponsorship from Peter Russek Repair Manuals, the first UK rally man to earn money this way.

RALLY ROUND: ROD MILLEN, currently a Californian, won the Washington Tour de Forest in a Datsun 510. There were 13 stages totalling 83 miles, and 18 finishers from 34 starters. Rivals included Fiat 131 Abarth, Toyota Celica, Plymouth Arrow ... NZer ALAN CARTER featured in the Circuit of Ireland, leading group 1 for two thirds of the way when he rolled on two occasions ... and on that event a group of spectators, who had been warned to move, were hit by a competing car, receiving broken limbs and head injuries ... In 1980, the WORLD CHAMPIONSHIP will consist of 10 rounds (as against 12 this year): 6 in Europe (which of Monte, Sweden, Portugal, Acropolis, 1000 Lakes, San Remo, Corsica and RAC?), and one each in North America (Quebec?), South America (Brazil?), Africa (Bandama or Safari?) and the Pacific (Motogard or Southern Cross?).

SAFARI: Ford didn't go, releasing Waldegard/Thorszelius and Mikkola/Hertz to Mercedes. Works teams were Fiat (4 cars), Datsun (5), Mercedes Benz (6) and Peugeot (4). Two Porsches were entered, officially privately. Fiat had so many breakdowns during practice that it was suggested that they wouldn't finish the event! Mercedes was the biggest team, running three 450SLCs and three 280Es: naturally, parts were not interchangeable between the two models. They rented an aircraft hangar on arrival, and packed it with so much equipment and spares that the 50 service cars had to park outside. J-P Nicholas/Henry Lidden retired their Peugeot with engine trouble, Vic Preston's Mercedes suffered differential failure, Waldegard lost a lot of time when his mechanics took a spare 280 axle to him when his 450 broke one, Lampinen cracked the Peugeot's sump with inevitable consequences, and Makinen's Peugeot broke a couple of fan blades, leading to overheating and his eventual retirement. Rohrl had an accident with a truck which jammed both doors closed, but later a bird flew through his windscreen, providing an emergency exit! All but Mehta's Datsun had problems with the rear axle breaking away. (He changed his at a service point to be on the safe side.) Joginder Singh, having smashed his Mercedes front suspension, had the engine mounts break, and he drove to the finish with the engine sitting on rubber strips cut from tyres. Mikkola, leading near the finish, stopped for over an hour waiting for mechanics when his electric fan came adrift and punched a hole in his radiator, allowing Mehta through to win.

RESULTS OF THE SAFARI RALLY: 4th Round of the 1979 World Championship
1st Mehta/Doughty, Datsun 160J (2); 2nd Mikkola/Hertz, Mercedes Benz 450SLC (4); 3rd Alen/Kivimaki, Fiat 131 Abarth (4); 4th Cowan/Seyr, Mercedes Benz 280E (2); 5th Aaltonen/Drews, Datsun 160J (2); 6th Waldegard/Thorszelius, Mercedes 450SLC (4); 7th Kirkland/Haworth, Datsun 160J (2); 8th Röhrl/Geistdörfer, Fiat (4); 9th Källström/Billstam, Datsun 160J (2); 10th Munari/Maiga, Fiat (4).
There were 21 finishers of 66 starters. Other finishers included Peugeot 504, Escort, Lancer and Toyota Carina.

WORLD RALLY CHAMPIONSHIP POINTS: To the end of Round 4:

Manufacturers: Ford 50, Fiat 41, Datsun 40, Opel 22, Lancia & Saab 18, Mercedes Benz 17, Toyota 16, Vauxhall 14, Audi 11.

Drivers: Waldegard and Mikkola 51, Alen 34, Darniche, Blomqvist and Mehta 20, Airikkala and Andersson 12, Andruet, Dawson and Cowan 10.

Full points tables to the end of Round 5 will appear in our July issue.

RACING:

FOCA v FISA: To follow up last month's report, FISA (previously the FIA) have decided to set up a permanent F1 commission made up of 3 reps of FISA, 3 FOCA reps (the FOCA President, the Champion constructor plus 1), 2 sponsors, 2 organisers/promoters, 2 drivers and a rep from each tyre company. The commission will be under the chairmanship of no less than M. Balestre. And a sponsors committee has been formed, with unlimited membership. And a GP organiser's committee.

USA: A surprise return to CanAm is ALAN JONES: it was assumed that he'd concentrate solely on Formula One but he will drive for the Bill Freeman/Paul Newman Lola team as sponsors Budweiser offered him the same money as he's getting in Formula 1 ... NZer DAVE McMILLAN finished fourth in the Formula Atlantic race run as a prelude to the Long Beach Formula 1 race ...

EUROPE: In the 3rd round of the F3 Championship, BRETT RILEY was 2nd, and ROB WILSON was 8th ... Aucklanders DAVE McMILLAN will drive a Dome Zero RL, partnering Keke Rosberg at Le Mans ... ROB WILSON joins Kenny Acheson in cancelling his long outstanding order for a Ralt and switching to March. Meanwhile 3 Chevron F3 drivers are also "Marching".

FORMULA 2 RESULTS:

Round 1, International Trophy Race, Silverstone: 1st Eddie Cheever (Osella-BMW FA2/79); 2nd Derek Daly (March-BMW 792); 3rd Brian Henton (Ralt-Hart RT2); 4th Bobby Rahal (Chevron Hart B48); 5th Stephen South (March-BMW 792); 6th Alberto Colombo (March-BMW 782) and retirements included Regazzoni, Elgh, Neve and Fabi. (Good to see English names finishing well!)

Round 2, Hockenheim: 1st Keke Rosberg (March-BMW 792); 2nd Rad Dougall (March-Hart 782); 3rd Angel Guerra (March-BMW 792); 4th Henton, 5th Cheever, 6th Teodorico Fabi (March-BMW 792). Also: Bobby Rahal (7th).

Round 3, Thruxton: 1st Dougall (March-Hart 782/79B); 2nd Daly, 3rd Colombo, 4th Guerra, 5th Bobby Rahal, 6th Huub Rothengatter (both Chevron Hart B48) and retired: Elgh, Cheever, Neve, Fabi and Henton.

Championship points to Round 3: Dougall 15, Daly 12, Cheever 11, Rosberg 9, Henton and Guerra 7.



ENTHUSIASTS FIT

DUNLOP RADIALS

formula one '79

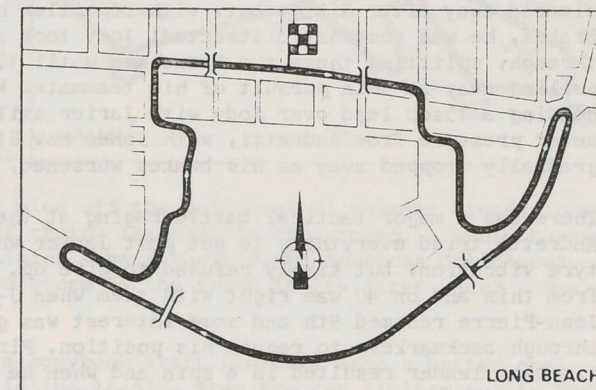
ROUND FOUR: LONG BEACH (USA)

3.25km circuit - 80 lap race

1st Villeneuve	80 laps
2nd Scheckter	"
3rd Jones	"
4th Andretti	"
5th Depailler	"
6th Jarier	79 laps

ALSO: De Angelis, Piquet & Mass (78)

Fastest lap - Villeneuve
1m 21.20s



PRACTICE: Long Beach has built a reputation for requiring sheer determination and gutsy driving, without imprecision to gain a fast time. Opinion was that the "ground-effects" principle would be of questionable importance with all the bumps and dips, but precise driving would certainly not be. Villeneuve, Scheckter, De Angelis and Jabouille discovered the hard way, substantially damaging their cars. Jabouille badly bruised his wrist and his entry was withdrawn. Renault then found the driveshaft had caused his crash, and when Arnoux had a near spectacular crash when his driveshaft also snapped, his entry was withdrawn, with defective shafts being suspected.

RACE: The start was a shambles (what again?). This time Reutemann's car expired on the warm-up and he elected to use the spare, being told he could go when the field has passed. A misunderstanding as to what this meant resulted in a fine of 20,000 Swiss francs for Carlos. Villeneuve made an even worse error of judgement, resulting in an equal fine. As he approached the start grid after the warm-up there were no lights, people or anything. Thinking there was to be another lap and indicated to drive on by Depailler, he led everyone away on another parade lap. Next time round he realised his mistake and this time stopped on the grid to face very angry officials. When the green light did go he made an absolutely superb start to lead the field away. Depailler dived past Scheckter as they came to the hairpin, while further back Tambay caused a heartstopping moment when a demon late braking resulted in him clipping Lammer's rear wheel, flying over the top of Lauda and crashing down across the Brabham's rear wing. This put both cars out and surely gave Niki an incredibly lucky escape from serious injury.

The race quickly settled to yet another procession with precious few dices to inspire any enthusiasm. Gilles was away in front, driving confidently, then Depailler, Scheckter, Andretti, Hunt, Jarier, Patrese and Jones. Jarier was going like a rocket and soon formed part of a four-way battle for second with Depailler, Andretti, and Scheckter, while Patrese was really hard put to hold off a determined Jones. On 8 Jumper got the jump (sorry!) on the others and cleared away after Gilles but, with Depailler hanging on his tail with fading brakes, he was somewhat distracted! Jody took advantage of this and on 10 got through, splitting these two Frenchmen until 17 when he slipped past Jarier, pulling away in vain pursuit of his teammate. With 30 laps gone Gilles was holding a 15sec lead over Jody with Jarier still a harddriving 3rd, Depailler under pressure from Andretti, with Jones now 6th and closing on them. Patrese gradually dropped away as his brakes worsened, finally retiring.

There was a major tactical battle raging at the front as Depailler and Andretti tried everything to get past Jarier who was suffering from severe tyre vibration, but simply refused to give up. Jones gained an advantage from this and on 40 was right with them when J-P finally pitted for new tyres. Jean-Pierre resumed 9th and some interest was generated as he charged through backmarkers to regain his position. Pironi's attempt to hang on to his team leader resulted in a spin and when he received a push-start from eager marshalls he was promptly disqualified for outside assistance.

The race ran out to a fairly predictable end except for the inclusion of Alan Jones in the top six - in a non wing car!! A truly creditable performance in the last outing of this car now the Williams team have finished their addition to the new generation. Ferrari's 1-2 victory proved Kyalami was no fluke and Gilles' victory was deserving of a driver of more maturity than he, especially when one considers it was only 12 months ago he joined the Grand Prix ranks!

RETIREMENTS: Hunt driveshaft, Lauda & Tambay collision (0); Laffite (8) brakes; Merzario (13) engine; Fittipaldi (19) driveshaft; Patrese (40) brakes; Lammers (47) collision damage; Regazzoni (48) engine; Stuck (49) disqualified; Watson (62) engine; Daly (68) collision damage; Rebaque (71) collision damage; Pironi (73) disqualified.

WELLINGTON

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18-20 LORNE STREET



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WE RENT FOR EVERY EVENT

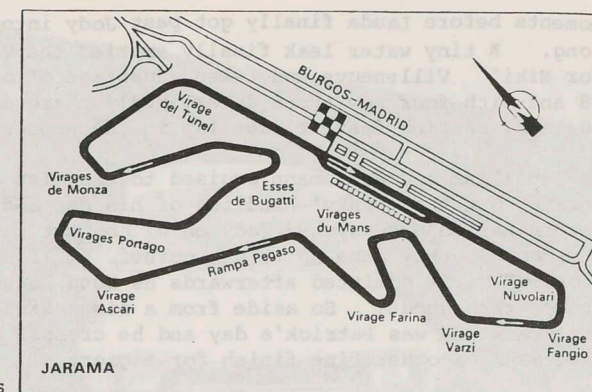
ROUND FIVE: JARAMA (SPAIN)

3.404km circuit - 75 lap race

1st	Depailler	75 laps
2nd	Reutemann	"
3rd	Andretti	"
4th	Scheckter	"
5th	Jarier	"
6th	Pironi	"

ALSO: Villeneuve, Mass (75), Arnoux, Patrese, Fittipaldi (74), Lammers (73), Tambay (72), Stuck (69).

Fastest lap - Villeneuve 1m 16.44s



PRACTICE: If you could take your mind off the political F1 thunder clouds looming on the horizon there was plenty of racing interest in this round. Would Ferrari make it three in a row? Would Ligier regain their South American dominance? Would Colin Chapman's new Lotus 80 storm to the front in its first race? How would the new Williams 'wing car' fare?

RACE: Although the Ligiers made a copybook start Andretti made a better one! For a hundred yards the Lotus 80 was in the lead! Then the rev limiter cut in and wouldn't cut out. "That sonnova bitch rev limiter. That's never happened to me before, ever!" By the time he switched the limiter off poor Mario was down to 4th place and the Ligiers were well away. At the end of the first lap the Ligiers were followed by Villeneuve, Reutemann, Scheckter, Andretti and Lauda. On 2 Reutemann forced past Villeneuve and in a silly manoeuvre to redress the situation Gilles left his braking far too late on 4 and promptly spun, resuming in 9th place. He didn't learn though, spinning on the next lap, this time restarting 13th and well out of contention. By 10 the Ligiers were 8 seconds ahead of Carlos, while Scheckter was trying to get past him. Then came Andretti, the two Brabhams and Jarier. Jones was very impressive in the new Williams but deflating tyres caused a pit stop for two new covers and then the gearbox started acting up! Not one of his LUCKY days.

On 15 Laffite, pressuring his teammate, selected second instead of fourth and WHAM! The revs soared to 12,500 and that was that! Nelson Piquet stopped at almost the same time as the fuel meter packed up, ending his fine drive. In his eagerness to return to the pits he made a VERY foolish mistake and ran across the track, uncomfortably close to Lammers' passing Shadow! Scheckter's Michelins were beginning to go off and by 20 he was dropping away from Reutemann to the clutches of Andretti. Then came Lauda, Jarier, Regazzoni and Pironi.

By 35 Mario was really charging with the new Lotus 80, the car handling better and better as the fuel load lightened and there was some furiously close racing as this group chopped through the backmarkers. Unfortunately when Mario came to lap Tambay, Patrick mistook his intentions, pulled over the wrong way and neatly sliced off the right front wing of the Lotus. Mario eased up slightly and on lap 44 Niki charged past, soon to close on Jody as the Ferrari's tyres continued to deteriorate.

Poor Alan Jones' luck continued bad as he was the only one to run over any of the Lotus debris and he pitted yet again for new tyres. There were some breath-taking

moments before Lauda finally got past Jody into 2nd place on 60 but sadly, not for long. A tiny water leak finally emptied the V12's coolant on 63 and that was it for Niki! Villeneuve had taken advantage of one of the quick Ferrari pit stops on 58 and with four new tyres determinedly charged back to his former position within 10 laps, setting fastest race lap in the process.

As Depailler and Reutemann cruised to easy 1st and 2nd places Mario was finally working out the 'wonky' handling of his car and with considerable skill and determination out-psyched Jody on 67 and cut through. Fortunately Jody didn't slam the door as they came up to the corner. "If he had done there would have been a problem" Mario admitted afterwards as both Lotus cars were suffering from spongy brakes throughout. So aside from a disgusting lack of security displayed around the track, it was Patrick's day and he crossed the line 20 seconds ahead of Reutemann, another fine finish for Ligier.

On three occasions there could have been horrific spectacles at this meeting and it is now hoped that FISA take some very firm action against the organisers. At the very start a large group of spectators were seen to run across the track in front of the fast approaching field, and when Rebaque spun out when his engine blew at the end of the start-finish straight, he oh-so-nearly annihilated several more skylarking idiots who were leaping about on the circuit at that point.

RETIREMENTS: Piquet, metering unit, Laffite, engine (15), Jabouille, turbo breakage, Watson, engine (21), Hunt, brakes (26), Regazzoni, engine (32), de Angelis, engine (52), Jones, gear linkage (54), Rebaque, engine (58), Lauda, engine (63).

DRIVERS

CHAMPIONSHIP Villeneuve & Depailler 20, Reutemann & Laffite 18,
POINTS Scheckter 16, Andretti 12, Jarier 7, Pironi, Jones &
AT THE END OF Watson 4, Lauda & Fittipaldi 1
ROUND 5

CONSTRUCTORS

CHAMPIONSHIP Ligier 29, Ferrari 23, Lotus 22, Tyrrell 10, McLaren
POINTS & Williams 4, Brabham & Copersucar 1
AT THE END OF
ROUND 5

DUNLOP SP AND AQUAJET RADIALS

S. C. Wallace

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PORIRUA AUTO & TYRE SERVICES SPRINT SERIES

Organised by John Marslin and Kapiti's Struan Robertson, this is a series of six up and/or down gravel hillclimbs and is already underway.

There is \$1200 cash for prizes (some awarded to the class winners at each round), two trophies (Street Bros' Rallywoods Trophy for the club gaining the most points over the series, and the Metro Ford Cup for the overall best individual) and numerous other prizes.

See Comp. Calendar for details and tune into Radio Windy two days before each event for more info.



These photos courtesy Macaskill Bros, taken at VUCC's Round 1: Kevin George in K Foulkes' Escort, Harvey Kibble, and class leader after Round 1 Tony Street.

crossflow

- * Congratulations to HEATHER and MURRAY McGUIRE who now have a daughter, Lynda Catherine. Will that make a "3-man crew"?
- * We hear TONY WILLIAMS and JULIE SAVAGE ran out of petrol about 5 km from the end of the last stage of the Ngaumu Rally, and had to be towed to the finish. As if that wasn't enough, they were also spotted servicing (?) behind a rather distinctive black and white vehicle.
- * More congratulations, this time to ANDY BLOCKLEY and JEANETTE WEBB who were married on May 19th.
- * Latest on the MOTOGARD is the Sunday 15 July start (not Saturday) due to fuel restrictions. We now have 850 km of special stages out of a total mileage of 2164 km, finishing back in Auckland on Wednesday 18 July. The route (broadly) is to Thames, Tauranga (end division 1), Rotorua, New Plymouth (end division 2) and then to Auckland. Mikkola, Airikkala, Dawson, Salonen and yes, Vatanen are confirmed (Ari's back must be ok now). The Ministry of Energy have been consulted and haven't requested cancellation or cutting the route any more than the reputed 800 km that has been lost already.
- * In our last issue about Rally Training we forgot to mention that ALAN BARNES and the Mazda Club provided some professional videotapes for our budding drivers to see at the last seminar. Thanks: I always miss someone out of the "Thanks" paragraph!
- * And while we're on the subject, many thanks to the following people who helped out at the 5 May working bee: JOHN CHRISTIAN, KEN DAVIES, MIKE GALVIN, DAVE GASKIN, ALAN HARVIE, CHRIS JAMES, IAIN MOLLISON, JEFF MORRIS and MARTIN RENNER. You guessed it, we've missed someone - thanks also to two anonymous helpers whose names weren't known to the suppliers of this list.
- * The MANAWATU CAR CLUB complain in their magazine of TV1's bad programming in showing the Macau GP and the Rallysprint on the same days as other important motorsport events (the TV1 Rallysprint and Manfeild respectively). Keith McEwen, TV1's Head of Sports, points out that with the National Motorsport calendar so full he couldn't programme days when there was no motorsport on! Also, everyone who participates in any sport can't see TV on both days of the weekend, so we all miss out somewhere. If we are watching, though, we might see a film on the British Rally champs and, the day before the Motogard, a special on Mikkola.
- * GORDON TUCKER's yet-to-be-used Escort RS2000 has been sold to JOHN GLADHILL. John may end up putting a P76 V8 into it. Gordon has bought a Holden Monaro GTS Coupe with a 5 litre motor and 4 on the floor - without power steering.

free for all

Murray Goss has for sale a HALDA SPEED PILOT: new (used only once), Murray will consider offers over \$100. Contact him at Box 144 Feilding, or phone Colyton 803.

PORSCHE have released the 928. It has a V8, 4474 cc (S.O.H.C. on each bank) engine, driving a 3 speed automatic Daimler Benz gearbox. Braking is disc/disc. You'll need \$50,000 at least if you want one.

MAZDA must be soon to release the RX7 on the NZ market as it's just on sale in Aussie. Most of those in NZ are demonstration models. Mazda have improved the petrol economy of the rotary and hope to compete with the Datsun 280ZX, Porsche 924, & Triumph TR7 with the 5 speed car. Air conditioning, radio cassette deck, pop up headlights, ventilated discs/drum, and 0-90 km/h in 8.5 seconds for only \$20,000! Incidentally, there are 7 works racing sports in the USA, the most recent success being 5th & 6th in the Daytona 24 hours.

RECARO have a new rally seat on the market. If you have £365 available in UK funds you can buy one of their super seats, with electrically operated rake adjustment, built in heating, adjustable shoulder support, inflatable back cushions etc.

TRADE NOTES

TOYOTA has introduced the new XR & XT models and are rumoured to have another new model on the way.

DATSUN have gone further than usual with standard "extras" on the new 200BZX: Quartz digital clock, headlamp, stoplamp & taillamp monitors, warning lights for low fuel, washer and battery levels, ammeter, oil pressure gauge, tinted glass etc are all included. The car uses a 1952cc version of the 180B motor.

CHLORIDE have introduced the "Hassle Free" battery. Similar to batteries already marketed by the company in USA, Aussie, the UK, & Sth Africa, it has various advantages over the usual battery. Less antimony is used in the lead plates, resulting in less gassing (?!!), less corrosion of the positive grid and reduced contamination of the negative plate. In practical terms this means topping up is needed at 10,000km minimum, longer life on the shelf and in the car, reduced chances of explosion and acid spill, and a greater resistance to overcharger. They are fully guaranteed for 30,000km or 18 months, and on a prorata replacement basis for the same period after that. This product marks the rise of the Chloride brand name, and the demise of Exide, Vesta, & Rokfire names.

FORD introduce the new Falcon XD to the NZ market in June, a replacement for the XC. Ford have spent over \$1 million on their plant at Wiri for production of three models: A GL 4.1 Cylinder, GL Wagon, and a Fairmont Ghia 4.9 V8.

GENERAL MOTORS release the Holden Commodore here in August, a replacement for the HZ here (but in Aussie, an addition to the range). As the release date is a month later than that for Ford, GM have imported some dealer demonstrators, and these are already on the road.

There are four options: 6 cylinder 3.3 L manual, an auto/power steering version (both SLs), an upmarket version of the auto and a V8 (both SL/Es). A station wagon version is not expected until October/November. Brakes on both SL/E models are power assisted ventilated discs all round.... And in the USA, GM are soon to market their X series front wheel drive Oldsmobile Chevrolet Buick and Pontiac models. Gearbox options are 5 speed manual or 3 stage automatic, with transverse V6 engines, MacPherson struts and ventilated disc brakes.

BJL

OUR SGM

This is a short article because it was a short SGM. The massive turnout was triple-counted to make sure there was a quorum. Copies of last month's bulletin article were available as background and President John Marslin put a slightly amended version of the announced motion: that subs be raised to \$20 plus the MANZ levy (single membership), \$20 plus twice the MANZ levy (husband and wife membership), \$15 plus the MANZ levy (associate membership) and \$10 plus the MANZ levy (country and junior membership). There was no discussion and the motion was passed with only one dissenting vote.

There were no nominations (or volunteers) to the Executive Committee after John had spoken briefly about what the Club needed in the way of a Speed Convenor, what it means to be on the Exec, etc. There were some objections, however, to phrasing the call for nominations so that whoever was elected was 'tied' to the speed portfolio. When the invitation was more generally phrased Ian Matthews volunteered himself and after being elected without opposition Ian was thanked by John and welcomed to the Exec.

Clubnight followed the closing of the SGM and after a few announcements turned in into a sort of open forum. John remarked on the poor support from the Club for its own speed events and various complaints (didn't like venues, couldn't run the right types of tyres, not enough publicity, couldn't compete in a 'series' due to changing rules re tyres etc) surfaced. After some discussion the 'forum' ended and Ruth Shepherd won the raffle - a book heavily discounted courtesy J'Mall Books.

PAL

TRIALLING TREV

Yeah giddyay. Well John Boy and little Lady Jenny what a cracker. We promised the other month we'd bring the digger up and fix a few roads, and it looked like J & J picked all the streets that needed fixing, best fun Bruce and I've had for a long time. Curley couldn't make it up this time, on our last trip down he swiped the prop off the airplane, wanted it for a fan back at the farm, and he's still waiting in Nelson to be let out.

Well the trial took us out of Wellington and into the agricultural bit just outside. Boy were we prepared, our fishing line and double barrel tucked in behind the seat. After 30 minutes we got back to the farmland area and were lost in one big way, Curley coulda sorted it out, he's the only brains of our crew. The rabbits up here are cunning little bs, they pop out of their hole and jump back in, just as big bertha lets go. Then they're out of that hole, a hundred yards away and down another before ya can load again. Well there's only one thing to do when this happens, get out the fishing line and start swinging it round your head and toss it like a lasso. After we'd got a couple each Trev reckoned we'd better head back, he'd worked it out if we got back by 10 pm we should get a place. Ever tried doing a nite trial in a digger, ya don't get speeding tickets. We'd just passed Rotoiti St when Bruce screamed out "stop", had a quick flick through our bits of paper and found we might be on course depending what way we should be heading. He reckoned we should try to keep to our proper speed but when he looked at them we were worse off, we didn't know what one we should be doing. So, and here's a trick for beginners, you add up all your speeds and divide it by how many you add up - it worked out quite well, 30.4 km/h, just over or just under the average speeds, so with a new-found idea we plodded off into the night quite happy.

Well we got through the tunnel at Northland and went right and arrived at a bridge. We knew we were going to make it until the MOT told us the tractor shouldn't be on the road, no lights, brakes were shot, no wipers, boy was he sour, so we told him we were on an urgent job just around the corner. With an escort we made it, turned down a side street and started digging it up before he could get turned around and get out. The last we heard of him was some Russian or French word he was shouting as we turned the corner.

Bruce knew where we were and we kept on going, good job it was all those back streets, what the eye doesn't see and all that. Ya wouldn't believe it but we got back with one minute of maximum late to spare. John told us that we'd dropped a few checks and explained how we shoulda done it, still with rabbits and digging up holes we're lucky to get back; gotta shoot back to Nelson and bail Curley out now. Thanks J & J, we'll be back. See ya all.

Trev

S. C. Wallace

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**AND
FINALLY...**

... STEVE GARDNER having a bad day. These two photos taken at consecutive corners on the Wanganui Rally.
(Photos: Macaskill Bros)



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BULLETIN OF THE WELLINGTON CAR CLUB

july
1979

MOTORING NEWS

Wayne Huxford's Capri, sucked into the mud at the Manfeild Clubmans, 19 May 1979.



Scholes/McCormick

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WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

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nonspeed



CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ...please DON'T phone committee members after 9 pm ...

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

letters to the editor

I would like to take this opportunity to express my thanks to those who gave me the opportunity of starting and finishing the first 'Wellington Car Club Ross Gordon Memorial Race' that was held at the clubmans at Manfeild on the 19th May, and congratulate those who competed in that race and made it a great one. As a remembrance to a true friend, I would like to be given the opportunity of starting and finishing all 'Ross Gordon Memorial Races' that will be held in the future.

Yours sincerely,

Les Edwards

LES EDWARDS.

Hi there, fellow members, just to let you know how the traveller is getting on. After working for three months in England I had had enough, so I headed for Scotland, and with local rally news in hand, off I went. I hitched to Perth, decided I'd carried the news around long enough, so I read it. Great, there's a rally in Aberdeen!! So off I go. I arrive in Aberdeen and the place is full of kids and rally people. Scotland is full of kids. (Not much else to do on cold nights.) Being totally rally-minded I managed to track down the secretary of the Aberdeen and District Motor Club. After a chat, he invited me to partake in the rally. I jumped at the chance, not knowing what to expect.

8.00 am, 28th April, Saturday morning, I report to the start of the rally, at 'Consolidated Pneumatic Tools'. There I am put into a group. They have problems getting marshalls, too. First car away at 0800 hours. 96 starters, with Andrew Cowan at no. 6, trying out some new Japanese tyres. I had a quick chat with him on leaving the start. The group heads for their next section, the checking in and out of cars at the lunch break. After spending an hour directing traffic, I get a time sheet and am told to record the stage start times. Hell, what does he mean?? (I had great trouble understanding him, he talks funny.) Well, Malcolm Wilson pulls up no. 1. He is still in the lead. He'll know. Sure does. So I write his time on my sheet, and his. 1400 hours. Phew, only 72 cars to go. 72? Where are the others? 96 started! Oh, well. So there I sit, waiting for lost souls to turn up. 73 cars in 80 minutes go through, and 2 cars arrive late. Only 2. Andrew Cowan is in 5th place. After a quick chat and a few photos he's away.

All this time, Joe Public is being a real pain, blocking entrances and causing traffic jams. They're everywhere. Time to pack up. So off to special stage 17, with a twisty uphill start. Great fun!! Lots of hairpins on this one. Sitting on a bank watching Andrew Cowan fly around the first was great. Silly Joe Public is on the outside of the corner. Stones fly everywhere. Two are taken to the medic. crew for cuts and bruises. Andrew clears the stage. The last I saw of him until the post-rally do. On leaving s/stage 17 we head back to clear up for the do.

Found Andrew tucked away in a corner with pen and paper, so, being nosy, I go over. He tells me he is writing a report to Japan. Oh well, leave him to it, methinks. But not before he tells me to tell you folks that he will see you all in July. So look out for him. He will more than likely be on holiday. Incidentally, he finished 4th in the rally.

Well, that's about it for now. Will drop you all a line again when I go on my next Scottish Rally.

Regards

Lynn Downes

Clubmembers who wish to correspond with Lynn can write c/- 74 Comeragh Rd, Barons Court, London W14, ENGLAND.

THANKS

To photographers Roger Scholes/Neil McCormick, Keith O'Sullivan and the Macaskill Brothers (their home phone number is 267-683) and feature writers Neil McCormick, Barry Lakeman and all those whose names appear on their articles. If your piece didn't make this issue, watch next month....

**next
month**

Danie Lupp's exploits...

Palmer Head

Wall Cup Trials (please, please, competitors,
tell us about them!)

MANZ AGCM/ROANZ AGM

Prizegiving

Gymkhanathon

INTERNATIONAL

SPECIFICATION

Motogard Rally 79

July 14th ~ 18th 1979

RALLY RESULTS:

News and results will be transmitted from special stage finishes by VHF and UHF radio and then entered into a mini-computer for instant release and printing of results sheets and stories.

TV COVERAGE:

- TV1 - Preview on Sport on One, Saturday 14 July
 TV2 - Live broadcast of final stages, Sunday 15 July
 TV1 - Review and filmed highlights, Wednesday 25 July.

ENTRANTS & DRIVERS:

Overseas competitors are Hannu Mikkola, Ari Vatanen (Escorts sponsored by Masport and Rothmans respectively), Andy Dawson, Timo Salonen (Datsun 160Js), and Pentti Airrikala (Vauxhall Chevette 2.3). Of these, it is possible that Vatanen will not start due to a back injury that has troubled him since the Swedish Rally, and which prevented him starting in the Acropolis. Expatriate Alan Carter was the subject of a press release recently that stated that he would be driving a Lancia Stratos (the UK-run Chequered Flag one) sponsored by Alitalia, the works sponsor. However, recently it has been stated that finance is \$8000 short of target and Carter would not be coming unless additional sponsorship can be found. Was this just a story? Will he come anyway? There are no works teams as such. We do not know the extent of Ford (NZ)'s assistance to the Masport team, but it is still a "private" entry. The Datsun cars and the Chevette are run by dealer teams, with entry and funding coming from dealers putting "into the kitty". From our Club, it is possible that we may have a team in the Motogard, but so far all that we know is that Dick and Sylvana Prouse are definitely entered, Mark Jennings is a 'probable', and that Tony Street, Colin Taylor, Sid Franklin and Wayne McEwen are not entering.

THE ROUTE:

Saturday 14 July

Auckland Scrutineering (Epsom Show Grounds) 2.00 pm

Sunday 15 July/Monday 16 July (Division 1)

Auckland Start (Railway Station) 2.00 pm, then to Western Springs 2.15, Panmure 2.54, Clevedon 3.40, Pukekohe 4.45, Maramarua 5.20, Thames meal break 6.00, Coromandel 9.00, Whitianga 11.15 pm, Whangamata 12.20 am, Waihi 1.30, Katikati 2.50, Te Puna 4.00, Tauranga 5.41 am.

Monday 16 July/Tuesday 17 July (Division 2)

Tauranga 4.00 pm, Bay Park 4.15, Tauranga 5.00, Ngongotaha 6.30, Rotorua 6.45, Reporoa 7.15, Wairakei 8.35, Taupo meal break 8.45, Turangi 12.15 am, Owahango 1.35, Taumaranui meal break 2.00, Whangamomona 6.30, Huiroa 8.45, Inglewood 10.00, New Plymouth 11.45.

Tuesday 17 July/ Wednesday 18 July (Division 3)

New Plymouth 8.30 pm, Oakura 9.00, Otato 9.30, Egmont Village 9.40, Inglewood 10.00, Kaimata 10.10, Otaraaoa 10.40, Urenui 11.10, Awakino 12.30 am, Waikawau 1.10, Mangaohae 2.00, Pio Pio 2.30, Aria 3.30, Pio Pio 3.45, Te Kuiti 4.20, Otewa 4.45, Paewhenua 5.15, Rangiatea 5.30, Otorohanga meal break 5.40, Honikiwi 8.40, Oparau 9.35, Ngutunui 10.10, Pirongia 10.30, Karamu 11.00, Waitetuna 12 noon, Waikaretu 12.30 pm, Port Waikato 1.00, Pokeno 1.15, Mercer 2.15, Pokeno 2.50, Bombay Hills 2.59, Buckland 3.09, Pukekohe track 3.22, Paerata 3.40, Drury 3.50, Motorway Manurewa 4.05, Motorway Papatoetoe 4.15, Auckland 4.30.

Total distance 2164 km, of which 850 km is special stages.

WORLD RALLY MANUFACTURERS CHAMPIONSHIP:

Points table to Round 5:

	Round 1 Monte Carlo	Round 2 Swedish	Round 3 Portuguese	Round 4 Safari	Round 5 Acropolis	Total Points
FORD	2nd 9+7=16	2nd 9+7=16	1st 10+8=18	DNE	1st 10+8=18	68
DATSUN	-	9th 2+6=8	4th 7+7=14	1st 10+8=18	2nd 9+8=17	57
FIAT	3rd 8+6=14	4th 7+5=12	-	3rd 8+7=15	DNE	41
RENAULT	8th 3+8=11	-	-	-	4th 7+6=13	24
OPEL	-	6th 5+8=13	8th 3+6=9	-	-	22

Other points totals: Saab and Lancia 18, Mercedes-Benz 17, Toyota 16, Vauxhall 14, Audi 11, Porsche 8, Volvo and Lada 6, Skoda 4.

Points are awarded on the following (rather complex) basis:

Overall points are awarded only to the highest placed car of each make on the basis of 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, for 1st to 10th.

Group points are awarded only to those finishers scoring overall points on the basis of 8, 7, 6, 5, 4, 3, 2, 1, for 1st to 8th in group.

Overall and group points are added together. Only the best SEVEN results out of the 12 rounds count.

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WORLD RALLY DRIVERS CHAMPIONSHIP:

Points table to Round 5:

	Round 1	Round 2	Round 3	Round 4	Round 5	Total Points
Waldegard	2nd 15	2nd 15	2nd 15	6th 6	1st 20	71
Mikkola	8th 8	8th 8	1st 20	2nd 15		51
Alen	3rd 12	4th 10		3rd 12		34
Mehta				1st 20		20
Blomqvist		1st 20				20
Darniche	1st 20					20
Salonen				2nd 15		15
Kallstrom				9th 2	3rd 12	14
Andersson			3rd 12			12
Airikkala		3rd 12				12

Other drivers of note: Dawson and Cowan 10 pts (11th=), Nicolas 6 pts (18th=), Munari and Vatanen 1 pt (36th=).

Points are allocated on a simple 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 basis for 1st to 10th.



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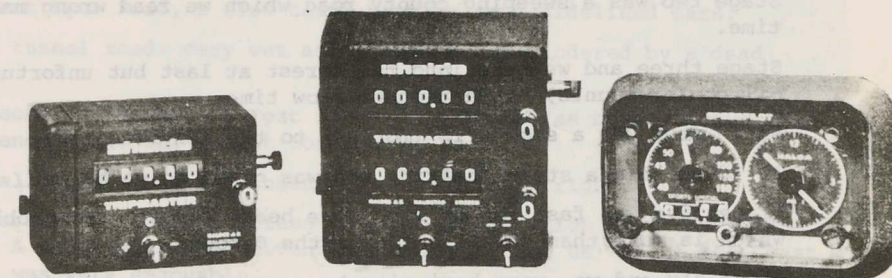
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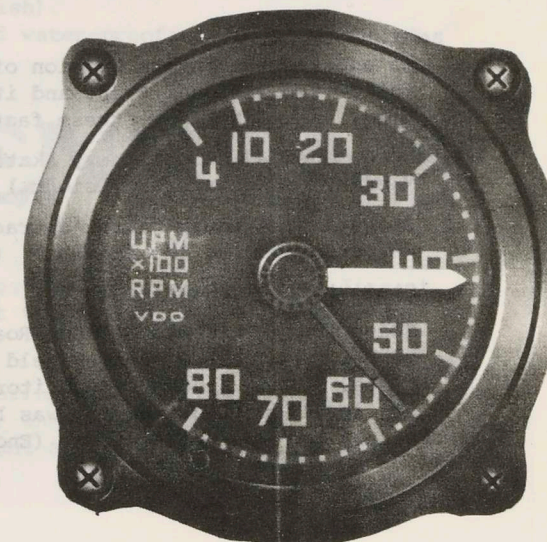
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Rally

ON THE LOCAL RALLY SCENE THE STAGE-BY-STAGE DRAMA OF NGAUMU AND THE NIGHTHAWK DROVE ALAN BARNES AND JEFF IRONS (IN THE AUTOBARN MAZDA 10A)

AUTOBARMY

Ngaumu was our first rally after an enforced six month retirement (MOT), so we were eager to get back in the swing of things. Perhaps we were a little too eager as a few hasty repairs were required to pass scrutineering.

Stage one was somewhat slow for us as the young Mazda would not rev over 5000rpm. A gentle seal road. After the stage we removed a clogged air cleaner and 8000 rpm was possible again.

Stage two was a sweeping county road which we read wrong many times, hence a slow time.

Stage three and we were into the forest at last but unfortunately we broke the oil cooler mounts, hence another slow time.

Stage four was a slow trip (for us) to the service area.

At lunch time a stern 'talking to' was given to me by me.

Stage five was fast forest with some beaut fords. No problems in the Mazda, which is more than can be said for the Datsuns.

Stage six and we were beginning to come right; we passed a car, then were passed by a Datsun, then we came to a ford (no, not dead - a wet ford full of water - perhaps I should say a river crossing). We then repassed the Datsun. (When will they ever learn.)

Stage seven was rough and we broke a shock absorber but managed to continue very rapidly.

We finished the rally 45th overall and 13th in class. An excellent rally, covering all surfaces and followed by a good social.

We entered the invite section of this rally on the understanding that we would follow the National event and it would be a car-breaker (written on the entry form). Undaunted by these facts, we set off at start order 100.

Stage one: A wet, slippery Akatarawa Road, misty, slippery, and covered in dead Mazdas. (Not a pretty sight.) We collected a bank, but finished.

Stage two: A tough farmer's track, a bit rough for a group 1 suspension car but we persevered to the finish. (More drowned Datsuns.)

Stage three: Cancelled (pity).

Stage four: This was Belmont Road and would have been alright, except a WCC member in a yellow Avenger held us up to the extent of having to back up three times. When another competitor arrived behind us as well, he also stopped, and he finally pulled over (or was he pushed over). Not a very good showing and surely bad sportsmanship. (Enough said.)

Rally

Stage five: This stage was cancelled for some strange reason. Apparently many cars did not reach the end of this stage within exclusion time. This seems silly because the third-to-last car into the stage (us) was unhindered by road conditions and were only held up in queues by people who could not drive under these conditions. We reached the finish control in 1 hour 52 minutes - that's three minutes within exclusion time. (This was done in a group 1 car.)

Stage six was fast and foggy.

Stage seven was faster and foggier.

Stage eight was Burnt Spur Road, a slow climb passing many sidelined cars!

Stage nine was the tunnel road: very wet and slippery and hindered by a dead Lancer.

Stage ten was Wallaceville Road: "A Test for Men". Well, as boys we gave it all we had. Not enough, it was a test for men!

Stage eleven was Rallywoods, and we finally got the hairpin right.

We finished 6th overall and third in class in the invite, which represents 44th in the National. A very interesting event and annoying (to us) about the Coast Road. The social was very enjoyable.

These two rallies have brought some points to mind:

The re-emergence of professional rally team 'tactics'. (They do nothing for the Sport at this level.)

There should be a penalty for non-finishing to encourage those at the top to drive 'to finish', and not with the attitude of 'win or bust'. The penalty would give those who drive consistently some insurance towards championships. (Perhaps a dropped start order after a non-finish).

Finally, Datsun 1200 drivers should ensure good water-proofing if passing Mazdas just before a ford.

ANOTHER ASPECT OF NGAUMU FROM IAN AND PETER IN THE O H REES SPONSORED ESCORT: YOU GUESSED IT, THEY'RE THE

JENSENS

After having had a rear shock absorber tear loose and puncturing a fuel line at Wanganui, we were all set to have a good run at the Ngaumu Rally, the second round in the Central Region Rally Series.

The car was all ready, and we went to scrutineering at Masterton on the Friday night. However, on the way over it ran a rear wheel bearing. With the service vehicle and spares in Wellington it meant an axle change in the morning

Rally



before the start. As I had driven the first three specials at Wanganui it was Peter's turn to drive first. Special one was a short, tarseal stage, and with neither of us being to Lees Road before it meant that some blind brows that could have been taken flat out were treated with respect as to finish first, one has to first finish. There were no great dramas here, so off to special two. This was a good stage and the only car we passed was TONY STREET, apparently out with a broken cam belt. Stage three was the first into the forest, after starting on Ngaumu Road itself. I wonder how many looked over the side of the bridge to the bottom of the gorge about 200 feet below, a well-marked double caution. MILES FOWLER in his Avenger nosed over the edge off a bank further into the stage and was very grateful for a small helping hand back onto the road. Special four was one of the longest of the rally. Here again, no problems for us, but an Anglia that started in front of us rolled at the 200 metre board, damaging it very severely. The codriver hurt his hand and had battery acid spilt on him. We were waved down by the driver, who asked us to get help. After seeing this car, many people would agree that a full cage is a must in a rally car, and one should put the battery anywhere except in the driving compartment, as in a severe roll they can either break or tear loose from the mountings.

After the lunchbreak it was my turn to drive the last three stages. Stage five was about 10 km, and three fords in the middle of the stage that should have been no problem proved to be a bit troublesome when I encountered brain-fade. A Datsun 1200 that had started in front of us had gone too much to one side and got stuck on a small bank. On trying to get around him I hit the ford too fast and shot across it, straight into a patch of mud and silt. Many thanks to K FOULKES, TONY STREET and all the rest of the lads that lifted the car back onto the road, but not before MILES FOWLER had crossed the ford and gone between our car and the Datsun with no trouble at all. It was about this time that we noticed that the car was getting very hard to start and that it would only go at high revs. Stages six and seven were completed without any trouble except that we had to keep the car running as it would only go over 3000 rpm. A worn distributor was causing the points to close up, which surprised us as a new second-hand one had been fitted prior to Wanganui. The only puncture that we had on the event was during the last touring stage back to Masterton.

The after-rally function was held in the Masterton Town Hall, where a Country & Western band and singers tried hard to make themselves heard above the noise. Perhaps next time they will have bigger speakers. Many thanks to the Wairarapa Car Club for a very enjoyable rally.

Photographs opposite, top to bottom: Jack O'Sullivan/Neil Cruikshank (LPG Corolla) missing the drop at Wanganui; husband and wife team John and Jacky Short at Ngaumu; Sid Franklin/Dave Attwell demonstrating oversteer at Wanganui; and Miles Fowler/Phil King (Avenger) at Ngaumu. Photos courtesy Macaskill Bros.

Rally

NGAUMU CLUBMAN'S RALLY, 12 May 1979
Organised by: Wairarapa Car Club.

DRIVER/CODRIVER & CAR	TOTAL TIME	PLACE	O/ALL CLASS
Green/Orr, Escort	107.56	1	1C
Armstrong/Murie Escort BDA	108.55	2	2C
Jones/Cartmer Datsun	111.53	3	1B
Stewart/Parkhill Escort	111.60	4	2B
Peet/Jarrett Toyota Levin	114.16	5	3B
Curtis/Moore Escort	114.83	6	4B
McKenzie/Neilson Escort	114.84	7	5B
Mayhead/O'Connell Mazda	115.13	8	3C
CHRIS KIRK-BURNNAND/ANDY MCKAY Toyota Levin	115.25	9=	6B=
Mason/Walsh, Escort	115.25	9=	6B=
AND the following Wgton CC members: Jack O'Sullivan/Neil Cruickshank	119.35	17	9B
Steve Gardner/Len Lidbetter	120.75	21	12B
Sid Franklin/Dave Attwell	121.89	27	14B
Tony Williams/Julie Savage	123.17	30	9A
John & Jacky Short	123.86	32	8C
Ken Davies/Neville Ruthven	125.43	36	12A
Richard Stephens/Philippa Watson	126.30	40	14A
Peter James/Martin Olsen	127.15	42	12C
Peter & Ian Jensen	129.00	44	17A
Alan Barnes/Jeff Irons	129.50	45	13C
Brett Stuart/Chris Clarke	129.85	48	20A

Ross Lake/Mike Nolan	130.09	50	22A
Miles Fowler/Phil King	130.26	51	16B
Dick & Sylvana Prouse	130.93	53	24A
John de Barnado/Gordon Millar	135.03	58	14C
Richard Holder/Wayne Moore	135.51	59	29A
Gray Hughson/???	142.78	63	17C
Brett Collings/Nick Griffin	145.96	66	18B

AND the following of our members did not finish:
Mark Jennings/Keith Cook (Class C)
Harvey Kibble/John Ahradsen (C)
K Foulkes/John Croy (C)
Tony Street/Jim Robb (C)
There were 90 starters.

LISMORE FOREST RALLY, 21 April 1979.
Organised by: Wanganui Car Club.

DRIVER/CODRIVER & CAR	TOTAL TIME	PLACE	O/ALL CLASS
TONY STREET/JIM ROBB Escort RS1800	93.06	1	1C
Stewart/Parkhill Escort Mexico	94.04	2	1B
Jones/Hicks Datsun 1600	96.04	3	2B
HARVEY KIBBLE/JOHN AHRADSEN Escort RS2000	97.15	4	2C
Robertson/Steven Datsun 1200	103.12	5	1A
SID FRANKLIN/DAVE ATTWELL Datsun 1600	105.36	6	3B
Peet/Jarratt Toyota Levin	106.06	7	4B
Hamlyn/???	107.47	8	2A
Parnell/Lopez Datsun Sunny	108.07	9	3A
Eteveneaux/Yates Mazda RX3	108.43	10	3C
AND the following Wgton CC members: Mark Jennings/Keith Cook	112.27	13	5C
Richard Holder/Wayne Moore	115.01	16	5A

Rally

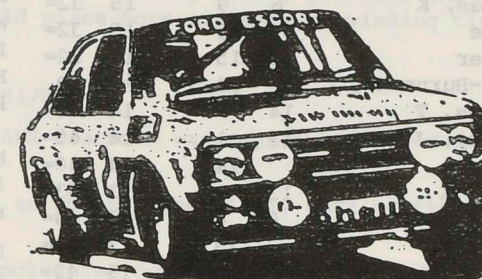
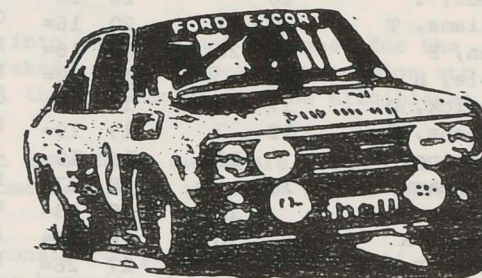
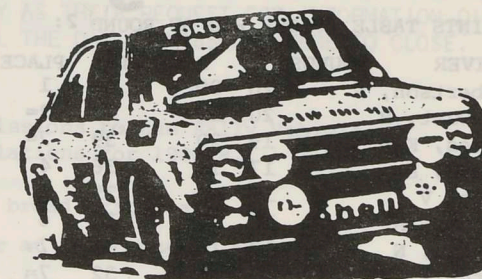
Jack O'Sullivan/Neil Cruickshank	117.06	19	8B
K Foulkes/John Croy	125.31	25	10C
John & Jacky Short	130.29	30	12C
Ross Gordon/Mark Taylor	131.17	32	13C
Richard Stephens/Philippa Watson	134.00	33	9A
Ross Lake/Mike Nolan	136.45	34	10A
Miles Fowler/Theresa Eathorne	141.18	36	12B
Peter & Ian Jensen	153.35	40	12A
Tony Williams/Julie Savage	162.02	41	13A
Brett Stuart/Chris Clarke	176.25	42	14A
Ken Davies/Neville Ruthven	177.35	43	15A

AND the following of our members did not finish:
Gray Hughson/Alan West (Class C)
Dick & Sylvana Prouse (A)
Brett Collings/Nick Griffin (B)
Steve Gardner/Len Lidbetter (B)
Dave Wood/John Knobloch (B)

NIGHTHAWK RALLY 1979
(1st Round, National Rally
Championships)
Organised by: Victoria University
Car Club.

PROVISIONAL RESULTS

1st	Howard Collier (Escort)
2nd	John Woolf (Mazda)
3rd	Hugh Armstrong (Escort)
4th	Bob Couch (Escort)
5th	Tony Teesdale (Escort)
6th	MARK JENNINGS (Escort)
7th	Brian Watkins (Datsun)
8th	TONY STREET (Escort)
9th	Mike Marshall (Escort)



Central Region Rally Series

POINTS TABLE TO THE END OF ROUND 2:

DRIVER	ROUNDS: 1	2	TOTAL	PLACE	DRIVER	ROUNDS: 1	2	TOTAL	PLACE
Robertson, S	20	20	40	1	Lake, R	11	1	12	47=
Stewart, M	20	19	39	2=	Townsend, D	11		11	50=
Jones, K	19	20	39	2=	Foulkes, K	11		11	50=
Bruce, E	17	19	36	4	Wibliams		11	11	50=
Peet, V	17	18	35	5	Blacklaws, G		11	11	50=
Curtis, A	16	17	33	6	Elliot, D		11	11	50=
Hamlyn, N	19	13	32	7=	Johnson, A	10		10	55=
Parnell, P	18	14	32	7=	Taylor, C	10		10	55=
Mason, T	15	14.5	29.5	9	Tinney		10	10	55=
Franklin, S	18	8	26	10	Nixon		10	10	55=
Pearson, P	15	10	25	11=	Gardner, S		9	9	59
O'Sullivan, J	13	12	25	11=	Gordon, R	8		8	60=
Douglas, K	15	9	24	13=	Stuart, B	7	1	8	60=
McKenzie, B	8	16	24	13=	Hogan		8	8	60=
Short, J	9	12	21	15	James, P		8	8	60=
Street, T	20		20	16=	McNair, R	7		7	64=
Williams, T	8	12	20	16=	Galyer		7	7	64=
Green, B		20	20	16=	Barnes, A		7	7	64=
Kibble, H	19		19	19=	Scott, W	6		6	67=
Roderick, D	17	2	19	19=	Clunie		6	6	67=
Stephens, R	12	7	19	19=	De Barnado, J		6	6	67=
Armstrong, H		19	19	19=	Jowett, R		5	5	70=
Eteveneaux, D	18		18	23=	Bond		5	5	70=
Clunie		18	18	23=	Collings, B		4	4	72=
Mayhead, R		18	18	23=	Anderson, G		4	4	72=
Holder, R	16	1	17	26=	McMillan		3	3	74=
Hamilton		17	17	26=	O'Leary		3	3	74=
Mayhead, H		17	17	26=	Hughson, G		3	3	74=
Jennings, M	16		16	29=	Jones		2	2	77=
Lesicki		16	16	29=	Leitch		2	2	77=
Steel		16	16	29=	Farr		1	1	79=
Ballinger, G	14	1	15	32=	Prouse, R		1	1	79=
Robinson, D	14	1	15	32=	Joblin		1	1	79=
Goodin, I	10	5	15	32=	Everett		1	1	79=
Fowler, M	9	6	15	32=	Keating		1	1	79=
Davies, K	6	9	15	32=	Whetton		1	1	79=
Poole		15	15	32=	Warnock		1	1	79=
Cooper		15	15	32=	Love		1	1	79=
Kirk-Burnnand, C		14.5	14.5	39	Burchmore		1	1	79=
Gibbes, T	14		14	40=	Reeves		1	1	79=
Rapley, J	13	1	14	40=					
Stewart		14	14	40=	Note: Only the best 3 results from the				
Kirk, K	13		13	43=	four rounds count towards the Champion-				
Jensen, P	9	4	13	43=	ship.				
Findlay		13	13	43=	Rounds to come are Hawkes Bay 25 August				
Percy, R		13	13	43=	and Wellington 28 October.				
Edmonds, D	12		12	47=	Rounds gone are Wanganui 21 April and				
Reid, B	12		12	47=	Ngaumu 12 May.				

Rally Eligibility

THE WELLINGTON CAR CLUB DID NOT MAKE SUBMISSIONS TO THIS WORKING PARTY AS THEIR REQUEST FOR INFORMATION DID NOT REACH US UNTIL THE DAY SUBMISSIONS WERE TO CLOSE.

Various individuals and car clubs made submissions to the Rally Vehicle Eligibility Working Group to formulate regulations for 1980-82.

The committee tried to follow the following broad criteria:

1. Existing vehicles should be retained or at least phased out;
2. The regulations should enable new competitors to progress to higher category events without greatly increasing costs to comply with stricter eligibility;
3. New Zealand's regulations should be compatible with those of other Pacific countries.

In considering submissions, the following points were noted:

1. The need to cater for eligibility in future possible World Championship rounds held in New Zealand;
2. The trend to put high powered engines into vehicles not designed for the purpose (eg V8s into 1300cc bodies) when brakes, steering gear, suspension etc were not beefed up accordingly. From 1981 these vehicles will be eligible at club level only;
3. Engine and transmission swaps were not considered desirable because it introduced eligibility difficulties when someone wished to enter higher category events;
4. A maximum capacity of 1600cc was not considered practical because of considerations such as most current vehicles becoming obsolete, the need to provide a spectacle and the difficulty of allowing interchange of vehicles in the Pacific;
5. A desire to ease eligibility restrictions at lower levels of competition would result in two eligibility standards and this was not desirable under broad criteria #2;
6. It was felt that most submissions were made to try to reduce the gap between different resources available to different drivers, and place more emphasis on driver ability. Rather than consider this to be an eligibility problem, the working party thought that organisers should place more emphasis on winding tight stages.

The following decisions were made for 1980/81/82:

1. The existing Schedule I of the 1979 MANZ Yearbook was a good basis for future requirements.
2. The Technical Committee will be asked to update Schedule I, working from the 1979 FIA Yearbook.
3. The current provisions for copying homologated components be retained.
4. The Technical Committee will be asked to look closely at NZ manufactured vehicles as the basis of the unmodified category.

WELLINGTON CAR CLUB TROPHY POINTS

FINAL RESULTS FOR 1978/79

Results for the MONTHLY NITE TRIAL TROPHY and EAST TROPHY, the LADIES TROPHY, the ROLAND CLAPPERTON TROPHY, the SPEED TROPHY and the GRAVEL HILLCLIMB TROPHY are confirmed as being the provisional results published earlier in the April bulletin.

THORNTON TROPHY (GYMKHANAS)

There was only one event so the trophy is shared by the following class winners: John Croy, Gavin Rumens, Colin Taylor.

ATKINSON TROPHY (WALL TROPHY TRIALS, INVITE GYMKHANAS & DUNCAN MCKENZIE HILLCLIMBS) John Pierson 26 points, Jenny Pierson 23, Philip King 16, Wayne Gair 15, Dianne McDonald 12, Craig Fletcher 11, Brian Thompson 8, Bruce Richards & Bob Gardner 7.

HANSEN TROPHY (COMBINED SPEED & NONSPEED POINTS)

Jenny Pierson 37 points, John Pierson 36, Bob Gardner 28, Warren Denton 27, Dave Gaskin 24, John Gladhill 23, Tony Street 21, John Uffindell 16, Heather McGuire, Murray McGuire, Philip King & Sid Franklin 14.

1978-79 WINNERS

Speed Trophy: TONY STREET

Thornton Trophy (Gymkhanas): GAVIN RUMENS/COLIN TAYLOR/JOHN CROY

Gibbons Trophy (Palmer Head): TONY STREET

Nu Tread Trophy (Mt Albert under 1100cc): DICK BUTTERS

Wellington Car Club Trophy (Mt Albert over 3000cc): ROSS GORDON

Friendly Car Sales Trophy (Mt Albert under 1500cc saloon): PETER ZIVKOVIC

Sheridan Enterprises Trophy (Mt Albert FTD saloon): COLIN TAYLOR

Morgan Workers Trophy: EDDIE CONROY

Atkinson Trophy: JOHN PIERSON

Honeypot Trophy: BRIAN THOMPSON/BOB GARDNER/DAVE GASKIN

Hollis Night Trial Trophy (Annual Night Trial): BRIAN THOMPSON/GORDON MILLAR/BRIAN MEACHEN

Roland Clapperton Trophy (Nonspeed): JENNY PIERSON

Autofleet Services Trophy (Clubmans): MURRAY RAVENSCROFT

Autofleet Services Trophy (Gravel hillclimbs): TONY STREET

Autofleet Services Trophy (under 1000cc, sealed hillclimbs): DICK BUTTERS

Monthly Night Trial Trophy: JOHN GLADHILL/WARREN DENTON (Team Scuderia Tigerius)

East Trophy (Monthly night trials, 2-man crews): JOHN GLADHILL/WARREN DENTON

Ladies Trophy: JENNY PIERSON

Ross Gordon Trophy (Flag marshalling): WAYNE MOORE/CRAIG FLETCHER

Hansen Trophy: JENNY PIERSON

Novice Triallist Trophy: PHILIP KING/DAVID HARREY

Not competed for: Standing & Flying Quarter (4 trophies); Autocrosses (McMillan Trophy); Alexander Road (2 trophies).

free for all

1970 FORD TRANSIT "CAMPER" VAN, complete with sink, stove, bed, radio, cassette player; V6 power and fat feet. For sale at \$4200 ono from Bill King, phone 792-476 anytime.

STORAGE SPACE WANTED for Anglia bodyshell (motorless). Call Barry Lakeman at 627-020 (home) or 666-969 x855 (work).

DATSUN 1600 MOTOR incomplete but in good condition, for sale at \$180 - cheaper than a rebuild! All the major parts are there. Call Don McLean at 838-409 (home).

Sid Franklin's DATSUN 1600SSS Group 2 rally car is for sale. \$3800 ono for the car, or \$4800 ono with spares (which evidently constitute almost a complete car). Sid is on shift work, and his home phone number is 893-803.

ANGLIA 1475cc club and road car, fitted with Cortina gearbox, disc and 9" drum brakes, 185 x 13 radials and racing tyres and spares. \$1500 ono. DATSUN 1200 gearbox.

Both the above for sale from Peter Jensen at 788-313 (home).

For sale: HILLMAN MINX, VICTOR 3.3, ESCORT motors, HOLDEN motors, etc etc. Contact Bob Gray 666-969 x839 (work) or 699-900 (home).

crossflow

- * MARK TAYLOR had a look of sheer pleasure as HARVEY KIBBLE spun Mark's Anglia at our Manfeild Clubmans last month!
- * JOHN AHRADSEN got all carried away on racing rubber, and tried to give 'LITTLE PETE' a hard time in his new Mini. Apple's 'ringing the revs' out of the Escort very well.
- * Overheard at a recent nite trial that one of our most experienced teams will henceforth be competing in Kapiti Car Club night trials because our own aren't good enough. It wasn't the most encouraging thing to say in front of the organiser for whom the event was a first attempt. It was remarkable, in fact, how bad mannered some competitors were (at manned checks for example). Not every event can be to our liking but some people, old hands included, appear to have forgotten just how much of an unanticipated 'trial' events can be to first-up organisers (even when everything goes right!).



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

JULY

- Sun 1 Gymkhana (Stewards Trophy) VUCC Invite
Lower Hutt Riverbank Carpark, 1.00 pm. Entry fee \$1. For more info ring Dave Baussman of VUCC, 783-424.
- Sun 1 Standing & Flying ¼, Broadlands Road Taupo CC National
- Tues 3 NITE TRIAL NO 4 WGTN CLOSED
Organiser is Team Moggy (John & Marie Thomson). Starts at the clubrooms at 7.15 pm.
- Sat 7 WORKING BEE, clubrooms.
- Sat 7 Clubmans Racing, Manfeild (scrutineering 8.30-9.30 am) Manawatu CC Invite
- Sat 7 Up Down Sprint HVMC Invite
Rallywoods. Scrutineering 9.00-10.30 am. Rally tyres may be used.
- Sat 7 Bent Sprint, Fothergill Road, Makotuku. Hawkes Bay CC Invite
(12 miles north of Dannevirke) Gravel, 2.5 km, meal & social follow.
- Sat 7 PRIZEGIVING DINNER WGTN INVITE
- Sun 8 Gymkhana (Stewards Trophy) Kapiti CC Invite
- Wed 11 WALL TROPHY TRIAL, ROUND 2 WGTN INVITE
Starts at Leycars Porirua, 7.00-7.30 pm. Barry Lakeman has all the details. Those who would like to marshall should ring Barry.
- Sun 15 Autocross Wainui CC Invite
Scrutineering 11.00 am to 1.00 pm at Jacksons Farm, Coast Road, Wainui. Entry \$4. Grass paddock, no rocks, trees or fences! More details from Murray Sollitt, phone 644-270.
- Sun 15- Motogard International Rally ROANZ International
- Wed 18 See article on page 6 for details.
- Tues 17 CLUBNIGHT, 8 pm at the clubrooms.

- Sat 21 BRAILLE TRIAL WGTN CLOSED
Our annual event to give the blind people a good time and publicise Braille Week. And enjoy ourselves. Organiser is Ed Conroy: give Ed a ring at 786-742 if you can spare a few hours to drive a blind navigator.
- Sun 22 Gravel Bent Sprint, Ngaumu Wairarapa CC Invite
- Tues 24 Wall Trophy Trial, Round 3 Wainui CC Invite
Starts 7.30 pm. Further details not yet to hand, but contact Barry Lakeman nearer the day.
- Sat 28 SPEED EVENT WGTN INVITE
No details to hand, but contact Ian Matthews to find out what's on.
- Sun 29 Deavoll Cup Trial HVMC Invite
Starts from HVMC clubrooms, Halford Place Petone at 1.00 pm. 3 hours long. For more details, phone Mike Dempsey, 795-659.
- Sun 29 Coca Cola Bottlers Rallycross, Round 4 Hamilton CC National

AUGUST

- Sat 4 Clubmans Racing, Manfeild HVMC Invite
- Tues 7 NITE TRIAL NO 5 WGTN CLOSED
ANNUAL NIGHT TRIAL WGTN CLOSED
If you win this monthly nite trial, you win the Annual Night Trial Trophy so it's worth a try! Starts at the clubrooms at 7.15 pm as usual. Jenny Nidd is the organiser.
- Sat 11 HILLCLIMB WGTN INVITE
Round 4 of the Porirua Auto & Tyre Services Sprint Series. This will be 'up and down' on the bottom road of Rallywoods. John Marslin is the organiser.
- Sun 12 Wall Trophy Trial, Round 4 HVMC Invite
- Sat 18 Gold Star Trial Manawatu CC National
This is a day event. For details write to the Secretary, Box 1090, Palmerston North.
- Sat 18 Nelson Rally Nelson CC Invite
- Sat 18 Hawkes Bay Rally - see Sat 25 August
- Tues 21 CLUBNIGHT, 8 pm at the clubrooms
- Sat 25 Hawkes Bay Rally Hawkes Bay CC Invite
3rd and penultimate round of the Central Region Rally Championships.
- Sun 26 Speed event Kapiti CC Invite

SEPTEMBER

- Sat 1- National Rally Championship, Round 3 NSCC National
- Sun 2 This event will be based at Tokoroa.
- Tues 4 NITE TRIAL NO 6 WGTN CLOSED
Starts at the clubrooms at 7.15 pm. Organiser is Ed Conroy.

Sun 9 Rent Sprint, Lees Road (Duncan McKenzie Round) Wairarapa CC Invite
 Sun 16 Manfeild Saloons (??)
 Sun 16 Gymkhana VUCC Invite
 Tues 18 CLUBNIGHT, 8 pm at the clubrooms
 Sat 22 HILLCLIMB WGTN/Kapiti CC INVITE
 Sun 23 NOVELTY TRIAL WGTN CLOSED
 The event is 20 km long and goes no further than 20 km from the clubrooms clubrooms. The organiser is Alan Barnes (phone 723-172 work). Entry fee is \$2 (this includes \$2 for MANZ).
 Sat 29- National Rally Championship, Round 4 (final) National
 Sun 30

NOTE: the Eligibility regulations for the 1979 Pukekohe Saloon Car Classic to be held on 7 October are now available. We cannot print them due to lack of space, but you can get a copy from the NZIGP Box 11-129 Ellerslie Auckland, or phone Ak (09) 593-108.

WE LIKE TO PRINT AS MUCH INFO AS POSSIBLE ABOUT COMING EVENTS, IN THE HOPE THAT THIS ENCOURAGES YOU TO ENTER. WHERE ONLY THE BAREST DETAILS APPEAR, WE'RE SORRY BUT THAT IS ALL WE HAVE. IF OTHER CLUB ORGANISERS READ THIS AND THEIR EVENT ISN'T COVERED, WELL, YOU KNOW OUR ADDRESS!!

**ENTHUSIASTS FIT
DUNLOP RADIALS**

The following are available from
Ruth Shepherd:

Plastic licence folders	\$2.50
Cloth badges	\$2.50
Lapel badges	\$0.60
Windscreen stickers	\$0.30
T Shirts: White	\$5.50
Blue	\$5.00

june nite trial

THE TIGER HAS CHANGED SOME
OF ITS STRIPES, BUT JOHN
GLADHILL REMAINS TO KEEP UP
THE WINNING FORM

With WARREN DENTON overseas, Scuderia Tigerius has recruited a replacement imitation plastic brain in the shape of the POM. The trial was harder than usual and it was a long time between points that one could 'rejoin' if one had a problem. (Remember, organisers and checking crews, put in a few named roads that can be easily recognised to get back on course.)

The trial went via the motorway tunnel up Sar St (off the Hutt Road) and then came the first worry: 'Keep right until passing Adam & Eve'. As we weren't in the Garden of Eden we kept an eye out for a local rub 'n tub parlour. About 4 miles later, still on the same instruction, we arrived, quite worried, at NEIL MCCORMICK in the Corolla as 'check' at the top of the Ngaio Gorge. A rather dubious Tee cost us 20 minutes searching until, by trial and error, we got back on course.

PAT LAKEMAN was waiting down a dead end turn-around and had a hand-out to 'reverse the directions of the CRIs'. Who didn't remember to reverse the over-riding 'Left at Tee'? Us - and a few others, I'll bet. Pom's brain started to smoke a bit on this section: it's not used to concentrating on more than one thing at a time...with the exception of worrying about pudding while eating his main course at tea-time. However, we sorted it out and only went off course 3 times; luckily we could retrace our steps each time and get back on course. (Always keep track of which intersection you did your last instruction at, so that you can go back to it if you have a problem.)

Maximum lateness reared its ugly head, so Pom immediately needed a comfort stop to let out the overheated water from his steaming brain. Back to the clubrooms after a good look at Ngaio and its interesting narrow roads and flash new houses.

A good trial - well thought out, but a little vague on some Tees - the couple of arrows out were helpful, and perhaps a couple of clarification arrows at Tees would have given a lot of crews confidence. Your next trial should be a crakka!!

organiser's comments

My first trial was greeted with a mixed reception. Some thought it tough but good, other comments are not printable. People seemed to comment on four areas:

(1) 'Go second right after GEORGE ST'. Many forgot to count George Street itself, surprising when in the trial held the month before the same trap was

used.

(2) Many considered my 'Go right twice' after the first manned check involved a dubious tee. I must say that I travel this road daily, and to me it is obviously more offset than an imperfect intersection, and is therefore justifiably a tee. I note that no claims were received about this point.

(3) The manned handout from the number two manned check, telling people to reverse all directions as per the CRIs had everyone that got that far talking. Most said that an over-riding instruction cannot be a CRI and therefore need not be reversed. I received one claim on this. After consulting the MANZ Yearbook's Appendix T, I am sticking to my opinion that over-riding instructions can be part of the CRIs - see section 18/8 - and therefore my manned handout, which was a higher order of priority than the CRIs, was reasonable in expecting ALL directions in the CRIs to be reversed.

(4) People also considered the instruction to keep right until passing Adam & Eve too long without a check. This I accept. (Wait until you go on a Gold Star or a Blossom Trial - 5 miles? - Ed.)

Anyway, I enjoyed plotting it and I hope you enjoyed yourselves on it. I would like to thank Neil McCormick, Pat Lakeman, Barry Quayle, the Piersons, and Steve Robinson.

results

TEAM	POINTS LOST	OVERALL PLACE
Firespark (B Gardner/D Gaskin)	156	2nd
Sneaky Heat (C Fletcher/P Wild)	413	5th
Blockhead (A & J Blockley)	max late	-
Whale Oil (D Wood/J Krobloch)	withdrew	-
O'Brien (W Eaton/R O'Brien/M Berry)	withdrew	-
Scuderia Tigerius (J Gladhill/P Hughes)	71	1st
Moggy (R J, M G & N K Thomson)	withdrew	-
Laming (I J Laming/L M Brown)	withdrew	-
Renner (J Renner/J Bremner/S Franklin)	411	4th
1500 (D Williams/L Evans)	max late	-
Beaver (J & J Pierson)	328	3rd
Tis Us (S Robinson/B Romano) *	67	-

* Unofficial entry - Steve was part of the checking crew but trained a new navigator on the night.

CREDITS: Organised by Roy Baker; checked by Steve Robinson and Trevor Blakemore; marshalls and helpers (some of them last minute to the discredit of others who shall go unnamed): John & Jenny Pierson, Mike Galvin, Neil McCormick, Pat Lakeman, Barry Quayle.

MARSHALLING: Post to Box 5142 Wellington

Name

Address

Telephone: Home Work

I would like to marshall/timekeep at sprints/hillclimbs/trials/rallies/
hillclimbs/other events (specify).

CHANGE OF ADDRESS: Post to Box 5142 Wellington

Old address:

New Address:

Name

Name

Address

Address

Telephone

Telephone

NEW MEMBER INTRODUCTION: Post to Box 5142 Wellington

Introduced by:

Interest shown by:

Name

Name

Address

Address

Telephone

Telephone

An application form and information about the club will be sent to the prospective new member.

PREPARATION STARTS EARLY FOR A CLUBMANS, AND COMPETITORS HAD A AN OPPORTUNITY TO GET SOME PRE-EVENT 'KNOW-HOW' ON TUESDAY 24 APRIL FROM THE LEGENDARY FUZZYFACE, WHO FILLED IN AT THE LAST MOMENT AND RAN A

RACING SEMINAR BY A RING-IN

Well, for those of you who don't really know where the club is going, I can tell you one place it's not, and that's racing.

Barry rang me at late notice and asked if I would convene a seminar for learners before Manfeild. So, being assured I would have plenty of assistance from people about things like scrutineering, documentation, driving techniques and general preparation, I foolishly said 'Sure, why not?....' (I mean, I haven't been near a circuit in three years, so I could sure use a refresher myself!).

At 7.45 pm I opened the clubrooms, and by start time had the company of a glorious 20 people (compare that to 50 at the rally one) and not one of them an expert. In fact, only three had been on a circuit before, one of those as a flag marshall.....Fuzzyface, you're on your own!

How on earth was I to remember everything buried deep in the brain for three years and explain it to a group of fresh drivers so that they'd arrive at the circuit on May 19 fully prepared and ready. Thank you, all you more able people, who chose to be absent.....I heard rumours afterwards, that a certain person chose to have his housewarming on that very night!

Anyway, bitching aside, the evening went very well from my point of view, being asked plenty of questions about EVERYTHING by a very attentive audience, though a few yawns did creep out; being explained away afterwards as being from tiredness, not boredom!

A big 'thank you' to those that were obviously eager enough to show up, and sorry that I didn't get all your names to list them all, but at least WE know who we are. Best of luck to you all. Also, a BIG raspberry to those that didn't: may your rally cars have hernias, your days be long and stormy, and your repair bills be endless. RACING FOREVER!!

NJM

manfeild clubmans

GRAHAM WOLF'S VIEW AS A SPECTATOR

Club day at Manfeild on May 19 had a sad ring to it, as club member ROSS GORDON had been tragically killed as a back seat passenger in a road accident earlier that week. It was moving indeed, to see the 150 or so people present stand in stark silence for a minute in remembrance of Ross. There wasn't a sound to be heard, even the birds in the trees stopped singing, and even the big guy in the sky must have downed tools for 60 seconds ... a scene I'll never forget; nor the Ross Gordon Memorial Race that was held in his honour - a fitting tribute to a respected and much admired individual. The memorial race, for the record, was won by DANIE LUPP, with MARK TAYLOR, ALAN HARVIE, DICK BUTTERS and PETER JENSEN following him across the line.

Drivers who really impressed were WAYNE HUXFORD in the potent V8 Capri, DANIE LUPP in the 1760cc Ford sports, MIKE MOORE in the fearsome FVA Escort, MIKE HOURIGAN in the E type Jaguar, and the little Lotus 7 of ERIC RADER. The best race of the day came from Moore, who in the handicap race was given a ludicrous margin to make up, and make it up he did. Several spectators thought that Mike would either spin out or cook his engine, so furiously did he charge around the track. Fortunately, he did neither, his winning time being 7.55.1 and the fastest lap was reeled off in a tyre-warming 81.5 seconds. Mike Hourigan's E type put in a similar effort to take the other handicap race in 8.35.9, the top speed down the back straight being used to advantage.

There were a few wild spinouts: a Lotus 7 threw a massive rooster-tail of mud, water and grass that Mike Marshall would have been proud of, when doing some impromptu 'farming' at high speed. Mike Hourigan and Eric Rader had a little private competition to see how many times each could spin off the track ... I think Eric won by a short nose! Real heartstopper was Wayne's Capri understeering off the top of the back straight corner and into a bank, where the left front end was nicely modified, but no harm to Wayne, who had at that point lapped most of the field in a 5 lap race and had only a few hundred yards to go to the chequered flag! A great day's racing in perfect bone-dry track conditions. Full marks to JOHN MARSLIN, MIKE GALVIN, their assistants and the marshalls, all of whom did their jobs magnificently, and efficiently.

... IAN JENSEN, A COMPETITOR

As Peter was running his Anglia I decided to have a go in our O H Rees-sponsored Escort. The only preparation needed was to fix the distributor that had given us trouble the previous week at Ngaumu, take off the sump guard and clear out all the gear from the boot. As promised it was a good fine day although some clouds did look as if they might bring rain during the middle of the day. About 60 entrants made for a good day's racing in true clubmans style.

I had a good time with only one minor excursion off into the grass at the hairpin in one race. In another I had a good dice with MALCOLM BUCHANAN in his Twin Cam Cortina, sitting on his tail lights until he let me past at the hairpin on the last lap when he missed a gear change. He said after he only wanted to see if "Buchanan Engineering for Roll Cages" had been signwritten on the roof of the car.

WAYNE HUXFORD was there with his Capri showing everyone how quick a national-type car can go compared with clubmans cars. He was overheard to say that he had been 5 seconds quicker at a National meeting. Unfortunately an off rearranged some of the front of the car, which put him out for the rest of the day. I think most competitors enjoyed themselves at a very good clubmans. Many thanks to JOHN MARSLIN and MIKE GALVIN, and everybody that helped to run the event.

... AND JOHN MARSLIN'S VIEW AS AN ORGANISER:

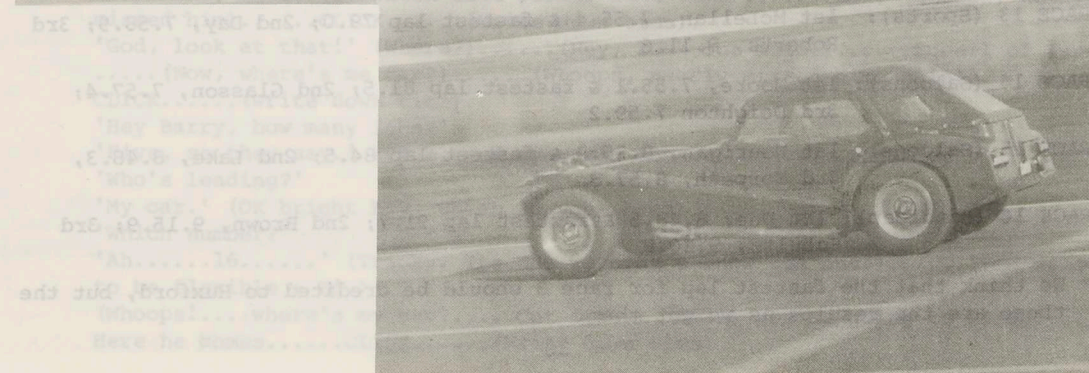
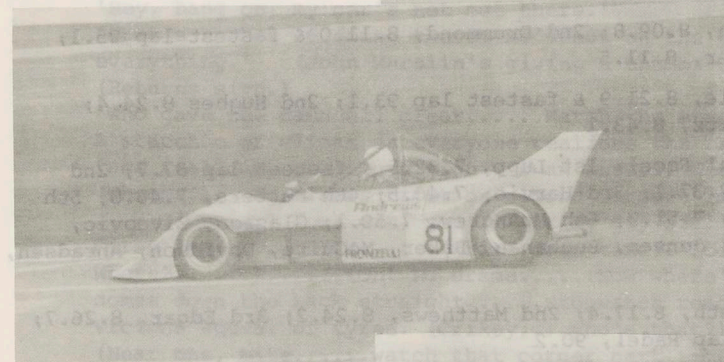
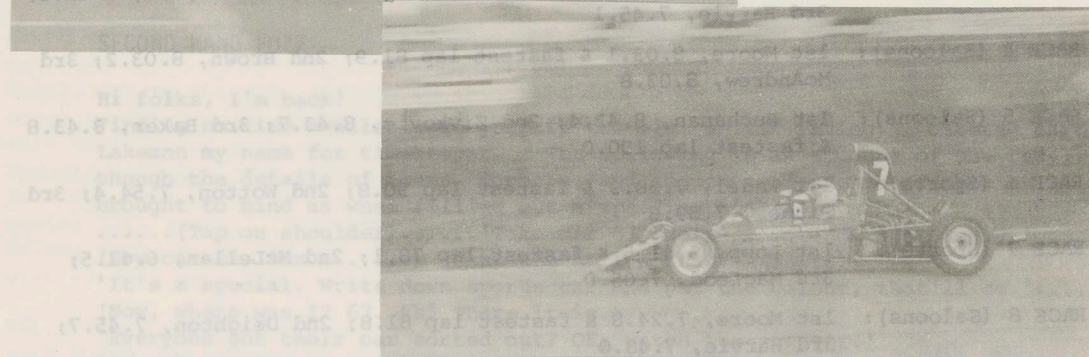
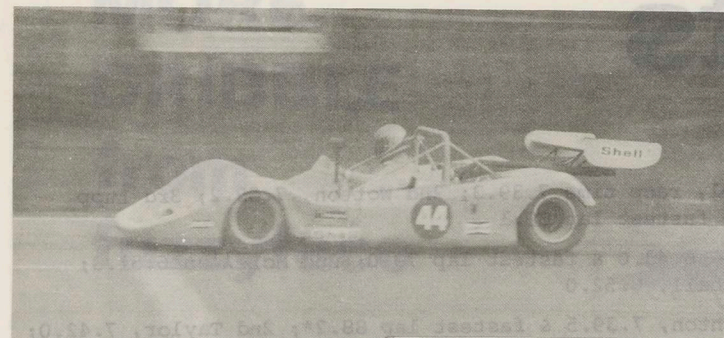
We started a bit late due to breakfast at the hotel. The weather was fantastic. 65 entries were scrutineered and ready to go at 10.35 am for the first practice run; sports cars were first followed by saloons. The first timed saloon run was marred by an accident when WAYNE HUXFORD's beautifully prepared Capri came to a stop in the bank at the start of the main straight. We later found that the damage wasn't too bad considering the speed at which the car had been travelling. Barring that incident the whole event was without incident and a total of 16 races of 5 laps each were completed.

One of the races was the Ross Gordon Memorial Race which was won by DANIE LUPP driving MIKE HOURIGAN's extremely fast E type Jaguar, with MARK TAYLOR a close second. Two competitors took Mr Muldoon's comments about conservation much too seriously and ran out of fuel on their warming up lap! They soon diagnosed the problem and were able to continue. A number of cars were of special interest, among them a V8 side valve powered T bucket, complete with shop window windscreen and open cockpit, which put up most competitive times - putting to shame many previously successful cars. Racing finished at around 4.30 pm and we adjourned to the Manawatu Car Club's clubrooms for the prizegiving and liquid refreshments.

I would like to express my personal thanks to all those who gave their time to make this event so successful. As well, I would like to thank the following sponsors whose contributions also helped make the event a success: Tea Services Ltd; the Autobarn; the Motordrome; Standen Service Station, Karori; Autofleet; J'Mall Books; Alan Harvie Ltd; Jag Services; Chris Kirk-Burnnand of Johnsonville Service Station; Ken Morris of Morris Auto Electrical; Mike Galvin of Normans Menswear; John Marslin of Northland Auto Services.

Photos opposite, top to bottom: Danie Lupp (44) in the ex-Donovan Odlin K; MacLeod (7) Formula Vee; Turnbull (81) Fronzelli; and a phantom Lotus 7.
Photos courtesy of Keith O'Sullivan.

AND IN CASE YOU THINK THAT'S ALL THERE IS, LONG-LOST CORRESPONDENT FUZZYFACE FOUND WRITING SO EASY (OR TIMEKEEPING SO TRAUMATIC) THAT HE LEAPS INTO PRINT YET AGAIN

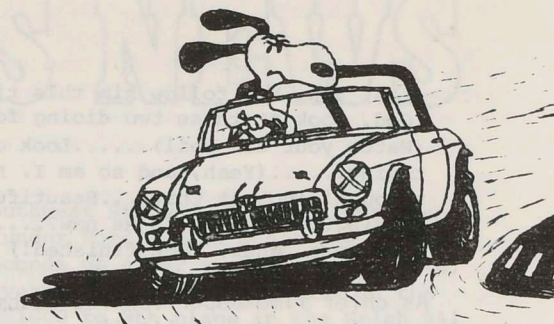


results

- RACE 1 (Sports): 1st Radel, race time 7.39.3; 2nd Wotton, 7.52.2; 3rd Lupp 8.03.2 & fastest lap 89.1
- RACE 2 (Sports): 1st Lupp, 6.43.0 & fastest lap 79.0; 2nd McLellan 6.51.3; 3rd Turnbull, 6.52.0
- RACE 3 (Saloons): 1st Deighton, 7.39.5 & fastest lap 88.2*; 2nd Taylor, 7.42.0; 3rd Harvie, 7.45.1
- RACE 4 (Saloons): 1st Moore, 8.03.1 & fastest lap 81.9; 2nd Brown, 8.03.2; 3rd McAndrew, 8.03.8
- RACE 5 (Saloons): 1st Buchanan, 8.42.4; 2nd Zivkovic, 8.43.7; 3rd Baker, 8.43.8 & fastest lap 100.0
- RACE 6 (Sports): 1st Radel, 7.38.9 & fastest lap 90.8; 2nd Wotton, 7.54.4; 3rd Pinker, 7.59.6
- RACE 7 (Sports): 1st Lupp, 6.41.5 & fastest lap 78.1; 2nd McLellan, 6.41.5; 3rd MacLeod, 7.05.0
- RACE 8 (Saloons): 1st Moore, 7.24.8 & fastest lap 81.8; 2nd Deighton, 7.45.7; 3rd Harvie, 7.48.0
- RACE 9 (Saloons): 1st Brown, 8.09.8; 2nd Drummond, 8.11.0 & fastest lap 95.1; 3rd Walker, 8.11.5
- RACE 10 (Saloons): 1st Kibble, 8.21.9 & fastest lap 93.1; 2nd Hughes 8.24.4; 3rd Schultz, 8.43.1
- RACE 11 (Ross Gordon Memorial Race): 1st Lupp, 7.32.5 & fastest lap 87.7; 2nd Taylor, 7.37.1; 3rd Harvie, 7.40.5; 4th Butters, 7.48.8; 5th P Jensen, 7.51.3; 6th McAndrew, 7.59.1; Glasson, Zivkovic, Tucker, I Jensen, Buchanan, Baker, McGuire, Davidson, Ahradsen, Lake.
- RACE 12 (Sports): 1st Morpeth, 8.17.4; 2nd Matthews, 8.24.2; 3rd Edgar, 8.26.7; Fastest lap Radel, 90.2
- RACE 13 (Sports): 1st McLellan, 7.55.4 & fastest lap 79.0; 2nd Day, 7.58.9; 3rd Roberts, 8.11.6
- RACE 14 (Saloons): 1st Moore, 7.55.1 & fastest lap 81.5; 2nd Glasson, 7.57.4; 3rd Deighton 7.59.2
- RACE 15 (Saloons): 1st Hourigan, 8.35.9 & fastest lap 84.5; 2nd Lake, 8.48.3, 3rd Morpeth, 8.57.3
- RACE 16 (Handicap): 1st Due, 8.48.5 & fastest lap 91.7; 2nd Brown, 9.15.9; 3rd Schultz, 9.20.8

* We think that the fastest lap for race 3 should be credited to Huxford, but the these are the results as we got them.

MORE DRIBBLE from fuzzyface



SECOND HAND FUZZ

Hi folks, I'm back!

Finding no time available to prepare the old 'B' for racing, I offered Barry Lakeman my name for timekeeper. The following is an account of one race, though the details of names, numbers, and sequence of events are not as well brought to mind as when filling out a speeding ticket!

.....(Tap on shoulder).....'Take car 67, Neil'.....(Hmmm 67)'OK B.J.'

(Now car 67, its a.....) 'What the hell's that?' (What?)

'It's a special. Write down sports car and put the colour, that'll do.'.....

(Now, where was I? 67. Ah! There it is.)

'Everyone got their car sorted out? OK, watch the starter.'

'Hey, hang on, my car's not out there.'

'What's number 16 doing there? He's not on the grid we were given! Hold everything.' (John Marslin's giving a thumbs up sign.) 'Hey there, John.' (Returns sign.)

'Who gave the damn all clear.....Watch the starter.....GO!!'

A staccato of clicks as everyone realises the race has started and one red face realising the thumb sign was an answer! Meaning 'Yes, we're ready.'

(Whoops!) No dramas first or second corners (my car's going well!) and then'Christ! look out, you'll put my guy off!' (Hmmm. No comment.)

First lap.....CLICK.....(write down time).'Look out, he's spun!' (Who has? Where?.....).....(Oh! No drama.....Now where's my car?).....(Now. Here he comes down the back straight.....stopwatch ready?)

Vicious squeal of tyres. (Crikey,...who's that?).....look around circuit..... (Near one, mate.....watch that corner next time).....(Now) (Whoops, nearly missed him).....CLICK.....(Write down time).

'God, look at that!' (Where?).....(Hey, look out mate!).....Squeal of tyres.(Now, where's me car?).....(Whoops, nearly missed him again!).....

CLICK.....(write down time).

'Hey Barry, how many laps?'

'Five, so they say.' (Five, and my car's done.....ah.....three.)

'Who's leading?'

'My car.' (OK bright boy, which is your car?)

'Which number?'

'Ah.....16.....' (Tricky. The one we didn't know was out!).....(You've got to be flexible - Ed.)

(Whoops!....where's my car?....Cut it out, Neil, you're going to sleep!)..... Here he comes.....CLICK.....(Write down time)

(Last lap. Now follow him this time. OK?)
'God, look at those two dicing for third!' (Where?)
(Watch your car Neil).....Look out!.....Nearly got through. They're really trying.....(Yeah, and so am I. Now, where's my car gone again?)...'He's through! look at that....Beautiful move!' (Shut up mate.....Yeah, good driving.....Where is he now?.....Whoops.Got 'im!').....CLICK.....(Write down time. Whew, race finished!)

As chief timekeeper for the clubmans, I can tell you that it was almost as much fun as Neil tells it.....and about as hectic! Sixteen races of five laps each, with a major recovery job in the middle of the day makes for a pretty tight programme. Thank you, all who turned up and spent their day in the timing hut, and a special thanks to Neil for keeping up the good work when I had to leave at 4 o' clock.

BJL



MANZ has announced changes in the FORMULA PACIFIC CHAMPIONSHIP (not the Tasman Championship, as you may have heard). The sponsor is Union Travel, and prize money has been increased from \$2100 to \$4000 for each of the rounds at National Meetings. The major changes to the structure are that up to 3 Australian drivers will be allowed to compete, the number of rounds at National Meetings has been reduced, and placings in the International (Tasman) races will also qualify for points. It is intended that the National Meetings holding rounds of the Union Travel series will number 5, with two rounds in the South Island and two in the North. The 5 International meetings (Bay Park, Pukekohe, Manfeild, Ruapuna & Teretonga) will bring the total rounds to 10. MANZ is also considering a handicap system. Decisions made so far have the support of the NZ Racing Drivers Club and the Formula Pacific Register.



STEWARDS: JOHN THOMSON has been appointed Assistant to the Chief Steward, and will no longer issue permits. NEIL CRUIKSHANK will take this over (autocrosses, gymkhanas, miscellaneous).

Mr Alan Wright has been appointed as a steward in area 7. His address is 92 Stokes Valley Road, Stokes Valley. Phone SV8363.

OVERSEAS NEWS

RALLYING:

ANOTHER KIWI IN UK: JIM DONALD was in the Southwest Stages Rally, a night event run in Wales. 'His' full-house works Escort, under Ford's Mick Jones eye, was 8 seconds ahead at the end of stage 2, and 5 seconds up after stage 6. On stage 8, a third of the way through, he retired with overheating problems, still in the lead. The next weekend, he took the Boreham RS1800 to 9th place in the Welsh RAL Rally.

WELSH RALLY: The results are elsewhere in this article, but they don't, as usual, tell the whole story. Pentti AIRIKKALA (Chevette) had a distributor jack-shaft break, not an uncommon problem in this vehicle, Markku ALEN (Fiat) retired after stage 1 with driveshaft problems, Per EKLUND (TR7) pulled out on the last stage with distributor problems, Jean Pierre NICHOLAS (Chrysler Sunbeam) DNF with trouble with the rear suspension, Simo LAMPINEN (TR7 V8) was hit in the rear by Toivonen at a queue at a special stage finish, Roger CLARK (Fiesta) won his class, coming 20th overall, Andy DAWSON retired, sick, and NZer ALAN CARTER (with Martin Holmes navigating, and the car still in its tarmac specifications after Ireland, with no service crew) finished 2nd in group 1 and 19th overall.

RALLY ROUND: This doesn't affect us directly, but the FISA has ruled that unless PACE NOTES are allowed in their European Drivers Championship, the events will be downgraded in importance.... The TRANSKALAHARI RACE (500km to a mid-desert tent city and 500km back to Botswana) was won by a Kartcraft Sprinter, followed by a Ford F100, Sandmaster King, Chev Nomad, Toyota Land Cruiser and the first of the motorbikes: a Husqvarna 390 & a Kawasaki 400. The 180 starters began at the same time: there were 29 finishers. Competitors retired for various reasons (hitting trees, service vehicles and oxen; dust-choked engines; and the effects of bumpy terrain, like jolting the body off a truck).... In a national UK rally recently (the Centurion), the 'scholarship' Faberge Ford Fiesta ladies suffered almost every problem: one car was totally destroyed after a roll, the driver suffering a broken arm and acid burns from the battery, & the navigator being uninjured despite the seat breaking away; one car rolled on its side, another hit a tree; one had carburettion problems, another had the points break; the eventual ladies winner had her codriver turn off the battery master switch during a stage.... The Criterium de Quebec, a later round of the World Championship, has released entry fee details: \$200 - \$300, with \$1000 being given to each of the first 10 overseas entrants who are not FISA seeded drivers.... ARI VATANEN did not start the Acropolis due to his bad back.

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SOME RECENT INTERNATIONAL RALLY RESULTS:

WELSH RALLY: 1st Mikkola/Hertz Ford Escort RS1800; 2nd Brookes/White Escort; 3rd Wilson/Harryman Escort; 4th Taylor/Short Escort; 5th Pond/Peters Chrysler Sunbeam; 6th Toivonen/Harris Escort; 7th McRae/Nicholson Chevette; 8th Blomqvist/Cederberg Saab Turbo; 9th Donald/Tucker Escort; 10th Kaby/Rainbow TR7 V8.

ACROPOLIS RALLY: 5th Round of the 1979 World Championship.

1st Waldegard/Thorszelius EscortRS (4); 2nd Salonen/Harjanne Datsun 160J (2); 3rd Kallstrom/Billstam Datsun; 4th Ragnotti/Andrie Renault 5 Alpine (2); 5th 'Iaveris'/Stefanis Escort; 6th Moschous/Constandakatos Datsun; 7th Gallo/Petropoulos Datsun; 8th Elizarov/Moskovskih Lada 1600 (2); 9th Blahna/Motal Skoda RS 130 (2); 10th Vukovich/Brum Lada.

There were 21 finishers out of 153 starters. Points table for the championship is on page 7.

RACING:

U S of A: CART, breakaway racers from the USAC, took the USAC to court when they were banned from entering the USAC-run Indianapolis 500. It was only their win in court that allowed such teams as McLaren & Penske to race.... KEKE ROSBERG, left without a Can Am ride when Carl Haas broke their contract and offered his Lola to JACKY ICKX, signed with Bill Freeman's team Lola. In the first round, at Road Atlanta, Rosberg beat Ickx, with Keke's teammate Elliot Forbes-Robinson third.... and in the second round at Charlotte, it was Ickx, Forbes-Robinson, Rosberg.

PIT BITS: The Chrysler SUNBEAM LOTUS has been homologated for group 4.... At the recent Long Beach meeting, GEORGE HARRISON gave away 200 copies of his latest LP to drivers and mechanics. One track, 'Faster', is dedicated to RONNIE PETERSON.... BRETT RILEY won the F3 'Race of the Year' at Donington.... and GEOFF BRABHAM won a Super Vee race at Road Atlanta.

FORMULA 2 RESULTS:

Round 4, Nurburgring, Germany: 1st Marc Surer (March-BMW 792); 2nd Brian Henton (March-Hart 782B); 3rd Manfred Winkelhock (Ralt-BMW RTL); 4th Siegfried Stohr (Chevron BMW B48); 5th Huub Rothengatter (Chevron-Hart B48); 6th Rad Dougall (March-Hart 782B).

Round 5, Vallelunga, Italy: 1st Surer, 2nd Stohr, 3rd Maurizio Flammini (March-BMW 792), 4th Bobby Rahal (Chevron-Hart B48), 5th Dougall, 6th Andrea de Cesaris (March-BMW 792).

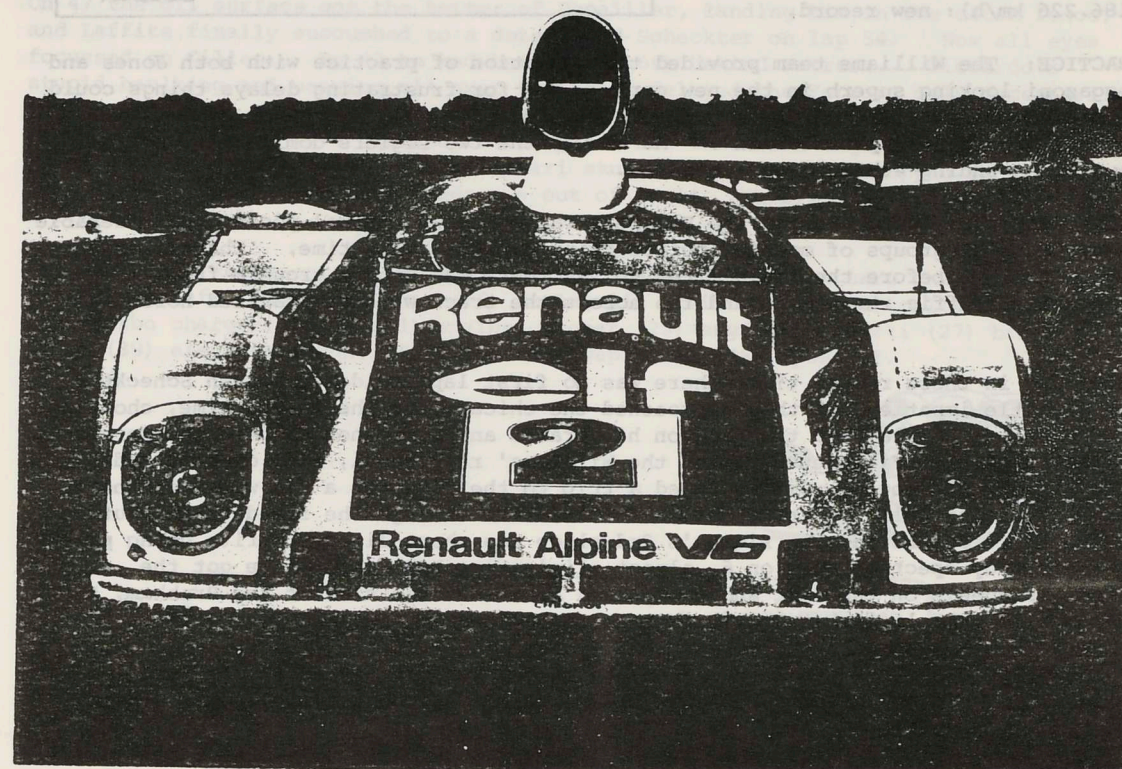
Round 6, Mugello, Italy: 1st Henton, 2nd Beppe Gabbiani (March-BMW 792), 3rd Eje Elgh (ditto), 4th Teo Fabi (ditto), 5th Derek Warwick (March-Hart 792), 6th Rahal.

FORMULA ONE:

FOCA v FISA: The struggle continues; FOCA are still readying themselves to run F1 races if M. Balestre does not meet their requirements.... Meanwhile, FISA cancelled the SWEDISH GP on May 16 (due to be run June 16) as the Anderstorp Club had not come up with the minimum \$\$\$\$\$\$ guarantee four weeks before the race. The next Monday, the GP organisers announced their sponsor and plans for TV coverage, but FISA confirmed that the race would not count for the F1 Championship if it was run. The

next day, the Swedes asked FISA if the decision to cancel was the result of a full executive committee meeting (implying that they would challenge M. Balestre's right to decide alone). They also pointed out that FISA is responsible for any financial loss that may arise through the premature 'cancellation'. Press deadlines and slow news means that you may already know the answer to all this by the time you read this. If not..wait for our next exciting installment!!.....Then there's the PROCAR races. The PROCAR organisation set up a series of races in specially-built BMW M1 coupes, to be run the day before each GP, the grids to contain the first 5 GP-qualifying drivers as of right, plus other all-comers. FISA has removed the PROCAR race from the French GP programme on the basis that qualifying times are not all set in the cars to be raced, regulations for the series have not been approved by FISA, the M1s are not homologated or properly scrutineered, and it is not sport, but a publicity stunt. PROCAR is an offshoot of FOCA, an outfit set up to extend the F1 circus & make the total F1 package more attractive to sponsors & promoters.

PIT BITS: With half the year gone, TYRRELL have a sponsor: Candy, an Italian domestic appliance manufacturer. This is a \$3m deal to the end of 1980.... And the most surprising news to last: JAMES HUNT HAS RETIRED, suddenly, to be replaced in the Wolf team by KEKE ROSBERG.



formula one '79

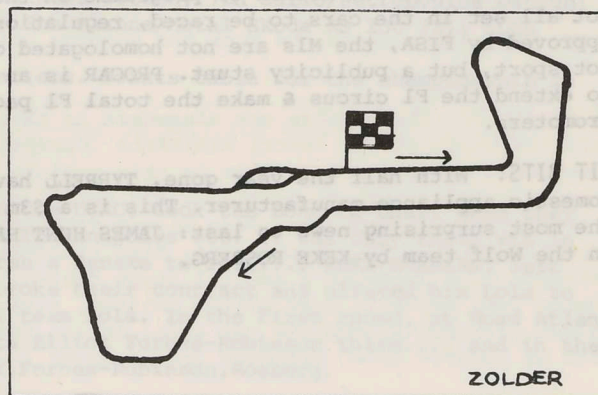
ROUND SIX: ZOLDER (BELGIUM)

2.648 mile circuit - 70 lap race

1st	Scheckter	70 laps
2nd	Laffite	"
3rd	Pironi	"
4th	Reutemann	"
5th	Patrese	"
6th	Watson	"

ALSO: Villeneuve & Stuck (69),
Fittipaldi & Lammers (68), Jarier
(67).

Fastest lap - Scheckter 1m 22.39s
(186.226 km/h): new record.



PRACTICE: The Williams team provided the sensation of practice with both Jones and Reggazoni looking superb in the new cars. But for frustrating delays things could have been even better, as Jones said: "Never before have I had a car that I've been so sure to get pole position in". As it was the two Ligiers dominated the front row, Jones ending 4th and Reggazoni 8th.

RACE: For the second time in the European races, crowd control posed a considerable headache, with groups of mounted police being employed this time. Thankfully these were withdrawn before the field fired up, as there was enough trouble from pedestrian traffic running to and fro across the track without startled horses as well!

Amazingly in these ragged times there was no first lap incident, though Scheckter got a little impatient as they approached the chicane for the second time, chopping out Reggazoni. Clay had to stand on his brakes and even then clouted the Ferrari's rear wheel, while Villeneuve rammed the Williams' rear wheel, flew over it and promptly put Clay out. Gilles faced a trip to the pits for a new wheel and nose wing, rejoining well and truly last, but his drive through the field turned out to be the drive of the race. Piquet's 3rd place was short-lived, Laffite going past on 4 and Jody spectacularly on 6, almost eliminating both cars as he got the Ferrari's wheels on the dirt and catapulted back into the side of the Brabham, the second time in 5 laps that Jody's impatience had nearly finished his race!

At the front Depailler was enjoying an uneventful run with Jones and Laffite in close attendance and Scheckter, Andretti, Reutemann and Hunt foolowing. Passing

the pits on 14 Depailler went wide and, as Jones closed, Laffite dived between them and Jones had to settle back 3rd to wait another chance. Lauda was not having the happiest of times, his Brabham now laying a trail of oil which surprisingly caused handling problems for the two Ligiers.

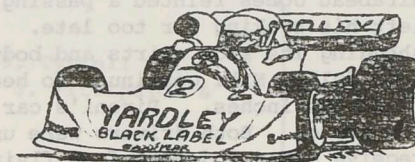
On 19 Laffite moved ahead of Depailler, being better able to cope with the appalling understeer that had developed in both cars, while Jones now had both well and truly within his sights. On 21 he passed Depailler and three laps later, for the first time ever, one of Frank Williams' cars was leading a Grand Prix! By his own admission Jones wasn't trying desperately hard but the Williams continued to pull away from the two Ligiers to be 5 seconds ahead by lap 30.

Meanwhile, Villeneuve was cutting through the tail of the field to be 11th on 28, 10th on 35, and inheriting 9th shortly after as Stuck pitted to have a wheel tightened. Then on 39 the Ligiers appeared with no Jones! The Williams had simply stopped, electrical failure being blamed. Jones grumbled "Frank and I don't talk for 24 hours after things like this happen, so I'll ring him tomorrow", taking refuge in the Warsteiner caravan to drown his sorrows.

Hardly had Jones quit the fray than a huge thump and a cloud of dust heralded the finish of Hunt's run in the Wolf. As James landed in the catch fencing, Jarier had to take to the grass to avoid an over-enthusiastic marshall running across the track to Hunt's aid! (Visions of Kyalami 1976!) The side skirts of the Tyrrell were torn off as J-P regained the track, effectively putting him out of contention.

On 47 the oil surface got the better of Depailler, landing him in the catch fence, and Laffite finally succumbed to a determined Scheckter on lap 54. Now all eyes focussed on Gilles. By 42 he had been up to 6th behind Patrese. Riccardo's stupid baulking and weaving all over the track delayed the Ferrari only momentarily, and on 52 Gilles had also bagged Pironi. Even closing on Laffite by 2 seconds a lap wasn't going to give Villeneuve 2nd place but that wasn't going to stop him trying! Then suddenly on 68 the Ferrari stuttered and Gilles dropped back, finally stopping one lap down on the leaders - out of fuel! Hardly a just reward for such a fine drive.

RETIREMENTS: Reggazoni (1) collision damage; Jabouille (13) turbo charger; Rebaque (13) driveshaft; Mass (17) spun off; de Angelis & Giacomelli (21) collision; Arnoux (22) turbo charger; Lauda (23) engine; Piquet (23) engine; Andretti (27) brakes; Jones (39) electrics; Hunt (40) spun off; Depailler (46) spun off.



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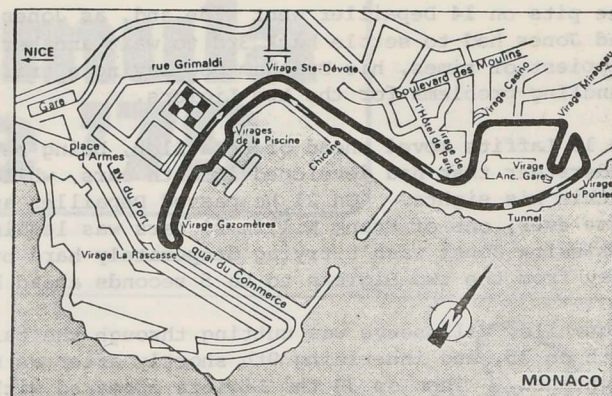
ROUND SEVEN: MONACO

3.278 km circuit - 76 lap race

1st Scheckter 76 laps
2nd Raggazoni "
3rd Reutemann "
4th Watson "
5th Depailler* 74 laps
6th Mass 69 laps
* not running at finish

ALSO: Jabouille (68, running not classified).

Fastest lap - Depailler 1m 28.82s



PRACTICE: So the circus arrives in Ferrari country, as Reutemann was to prophetically put it before the race. "If Jody wins here, then he's World Champion for sure. The old man will see to that." And Carlos knows Enzo as well as anyone does! With only 20 spaces on the grid, practice was somewhat hectic with the Michelin-shod Ferraris being 1s quicker than the fastest Goodyear runner (Depailler) and with only 2s covering the whole field. The Shadow team and Tambay's McLaren just weren't in the hunt, but one notable point was that all this new breed looked incredibly hairy around this tight little circuit.

RACE: Amazingly the pole man was not eliminated at the first corner as happened in 77 and 78, which was just as well for Jody! For the first three laps there was an incredible scramble behind him as he led the field around. Gilles was trying to shake Lauda, Depailler and Laffite and get after his teammate; and Pironi, Jones and Mass were trying to keep with them - and out of trouble!

The two Ligiers were pressing Niki extremely hard but he wasn't giving an inch, reasoning that if anyone wanted to pass him they would have to try something pretty original. Unfortunately for Niki, on 15 Pironi tried just that. The Ferraris were now 15 seconds ahead and Didier was impatient. Firstly he nudged Laffite, forcing Jacques to pit for a quick check of a rear wheel, then on 18 he nudged Depailler into a spin, dropping Patrick from 4th to 14th. But his real misjudgement came on 20. The order was Scheckter, Villeneuve sitting on his gearbox, then Lauda and Pironi with Jones pulling up on them both. As the latter three approached Mirabeau Jones feinted a passing move and Pironi, in his eagerness to block the move, left his braking far too late. His Tyrrell launched itself over Lauda's rear wheel, shedding its side skirts and bodywork as it cannoned over the Brabham's engine cover. Mercifully, Niki continued to head round the corner, his head avoiding the Tyrrell's flight by inches. Pironi's car pivoted sideways in mid-flight and crunched into the armco. Both drivers were unhurt though Niki was furious and a marshall did receive minor injuries from flying debris.

Jones avoided this collision somehow and suddenly found clear road to the two Ferraris - 3rd! He might well catch them but how would he deal with them? By 30 he was within 3s of Villeneuve, then came Mass holding off a determined Jarier, and Reutemann 6th. By 33 Alan was right behind them with Villeneuve crowding his team leader far too close for comfort. Mass was 4th, Jarier had pulled out. Jochen

was watching his pit board closely as Reggazoni now gave chase. At the front Jody continued with Gilles very very close and Jones attempting to push either or both into error. This went on until 42 when the Ferraris suddenly appeared - alone. Alan had clipped a guard rail at the swimming pool and knocked the steering arm askew, yet another fine drive prematurely ended.

By 45 Mass was really under pressure from Clay Reggazoni but the Arrows driver seemed confident of holding the Williams off. That is, until overheating brakes necessitated a pit stop. He lost 6 laps while the brakes were cooled, rejoining 10th. This meant Clay became the only possible challenger to the two Ferraris and although there was a gap of over 15 seconds the man who turns 40 this year left us in no doubt he was going to do just that. Then on lap 56 Villeneuve suddenly slowed at Rascasse and coasted into the pit lane to retire. It was now a chase, with Jody looking pretty lonely out there in front and the question being whether anyone else would finish with him. Jabouille was toodling round at about 30 mph, determined to at least finish in spite of more turbo trouble.

With 15 laps to go Jody became noticeably slower as his Michelin's wear became pronounced and Clay began to literally slash through the advantage. With 8 to go he was 7.8s behind, with 5 it was 5.2, then with 2 left he was just a second away! For those last two laps it was touch and go with two passing attempts, but though Jody nearly tripped over Jabouille's near stationary Renault, Clay could not get through and he crossed the line half a second behind.

RETIREMENTS: Patrese (3) suspension; Hunt (4) c.v joint; Arnoux (7) collision damage; Fittipaldi (16) engine; Andretti (21) steering; Pironi & Lauda (21) collision; Stuck (30) broken wheel; Jarier (34) rear upright; Jones (42) steering arm; Villeneuve (53) transmission; Laffite (55) gearbox; Piquet (69) driveshaft.

DRIVERS

CHAMPIONSHIP
POINTS
AT THE END OF
ROUND 7

Scheckter 30, Laffite 24, Depailler, Reutemann & Villeneuve 20, Andretti 12, Pironi & Watson 8, Jarier 7, Reggazoni 6, Jones 4, Patrese 2, Lauda, Fittipaldi & Mass 1.

CONSTRUCTORS
CHAMPIONSHIP
POINTS
AT THE END OF
ROUND 7

Ferrari 41, Ligier 37, Lotus 29, Tyrrell 14, Williams 10, McLaren 8, Arrows 3, Fittipaldi & Brabham 1.

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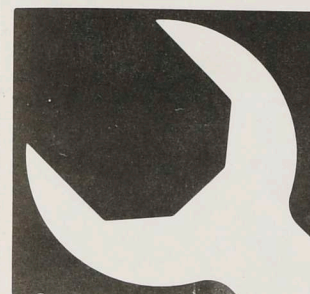
**AND
FINALLY...**

The Committee in action:

John Marslin purposefully directs
Mike Galvin, with Chris James, Sid
Franklin and Dave Richards in support.



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Aug 79

MOTORING NEWS

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bulletin of the **wellington**
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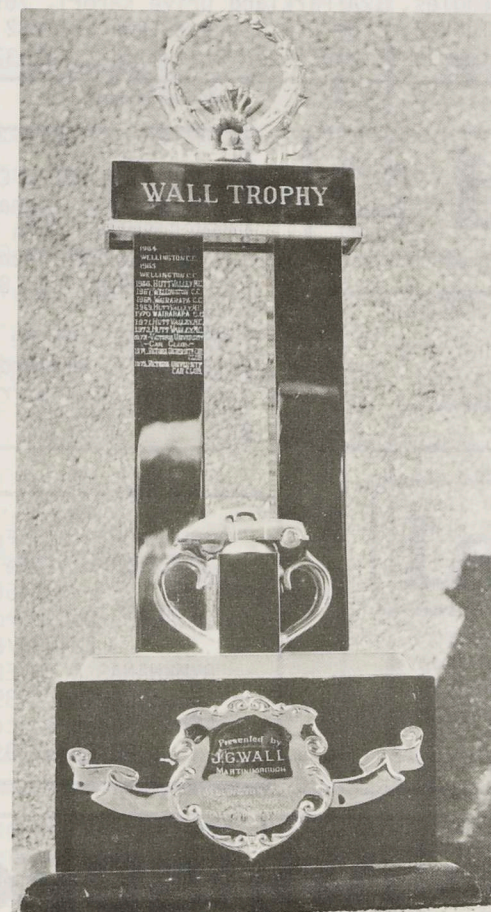
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BULLETIN OF THE WELLINGTON CAR CLUB

AUGUST 1979

MOTORING NEWS



The Wall Trophy.
The closest that this
club has got to it in
some years is a
picture in the
magazine. This issue
was to contain all the
stories about these
events, but no-one
sent any in. We're
not winning the
series!!

DIRECTORY


WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

PRESIDENT: John Marslin, 52 Beazley Ave Paparangi, 783141/759171 wk
IMMEDIATE PAST PRESIDENT: Bill King
SECRETARY: Pat Lakeman, 5 Iwi Street Ngaio, 796256/729929 wk
TREASURER: Ruth Shepherd, 47 Bengal St Khandallah, 795595
CLUB CAPTAIN: Mike Galvin, 34A Sutherland Cres Melrose, 897441
VICE CAPTAIN: Barry Lakeman, 32 Kotari Rd Days Bay, 627020/666969 wk
COMMITTEE: Sid Franklin, 59 Owen St Newtown, 893803
Bob Gray, 9 Cedar St Maungarakei, 666969 wk
Chris James, 8 Gow St Paparangi, 783907/737551 wk
Wayne McEwen, 36 Spenmoor St Newlands, 786620/686089 wk
Dave Richards, 60 California Dr Totara Pk, 267942/378109 wk
Roger Scholes, 12A Parkland Drive Karori, 769641/727745 wk
Gordon Tucker, 1/50 Lincoln Ave Tawa, 327632 home & work
Ian Matthews, 15 Worcester St, Wilton, 753337/843323 wk

speed 

CO-CONVENORS: Dave Richards &
Roger Scholes
AND: Wayne McEwen

 social


Wayne
McEwen

HOUSE COMMITTEE: Chris James, Bill
Pitt, Dave Richards
MEMBERSHIP: Ruth Shepherd
POINTSKEEPER: John Pierson
RALLY COMMITTEE: Barry Lakeman, Bob
Gray
EQUIPMENT: Wayne McEwen
PUBLICITY: Richard Hook (671420/
846427 wk), Barry Lakeman

CONVENOR: Sid Franklin
SECRETARY: Dave Gaskin
894566/894742 wk
TRIALS: Bob Gardner
764434/850188 wk
GYMKHANAS & NOVELTY EVENTS:
Ian Laming 893937/859522 wk
AND: Susan Bruce
837852/729929x581 wk

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

bulletin staff 

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627-020 home
Advertising: Richard Hook
671-420 or
846-427 work
Design: Pat Lakeman

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CLUBNIGHT

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Dowker Calendar and Printing Ltd, Wellington.

the president's piece

These few lines I am writing are to get you thinking about who you want on the next year's Executive Committee. There will be about eight new exec members required as well as someone to take over the Bulletin.

By the September AGM I hope to have everything tidied up so that the new Executive can start fresh. I had hoped to have the land sold but this was not to be. I am told by our bank manager that not counting money paid out on the land we had a better trading year this year than the Club has had for a few years.

I know things are very tough, buying parts for cars and racing them etc, but I would still like to see clubmembers participate more in club events and in running the Club. I still think we have the best Club around. Don't blame the Club all the time or the exec, think about what you have done for the Club this year, and what you as a clubmember can do in the future to help the new exec next year. This year's exec have worked very hard but we need enthusiasm from clubmembers.

I am passing over the President's job for health reasons: I have been ill for some time and had hoped it would go away, but it didn't. I will still run some speed events but not until after Christmas. Please give it some thought as to who you would like on the Executive Committee.

John Marslin

FOOTNOTE: Those current members who will stand for executive again are: Wayne McEwen, Dave Richards. Roger Scholes, Ian Matthews.

Those who are not standing again are: John Marslin (though he will be there anyway as immediate past president, if he so wishes), Mike Galvin, Chris James, and, also leaving the bulletin staff, Barry Lakeman & Pat Lakeman.

Those who have not yet made up their minds are: Ruth Shepherd, Gordon Tucker, Sid Franklin, Bob Gray.

All the retiring members are leaving for reasons of health, business pressures, or are leaving Wellington shortly. So who will replace them? We'll find out at the AGM on the September clubnight: make sure that you're there!!

letters to the editor

Dear Sir

With reference to your July magazine and your contributor to Crossflow who overheard me say that the Wellington Car Club trials were not good enough and that henceforth I would be competing in Kapiti Car Club night trials, I would now like to supply the full story.

However firstly my apologies to anyone who took offence at any statement I made on the night, I would have been only too happy to apologise in person to anyone who was prepared to tell me I had upset them.

Now the full story. On arriving back at the clubrooms after attempting the June night trial I found that several other crews had withdrawn from the trial (including two experienced crews at least) and others had had considerable difficulty and were very late. We felt that there were at least two doubtful instructions and we were going to claim on them, however, I decided that maybe I would give vent to a little of my feelings by telling the organiser how I felt (how many other people have ever done this) and upon finding out that it was the organiser's first attempt and that the checking crew had been an inexperienced crew (my apologies if that offends the checking crew) I immediately went and gave the club's trials convenor a large mouthful of my feelings, for which I do not apologise.

Furthermore over the last 8 months I have competed on four Kapiti Car Club night trials and have enjoyed all of them. This year I have competed on four Wellington Car Club night trials and have not enjoyed two of them and what's more I quote from comments heard from other crews that, if the standard does not improve they will not continue competing. I also have spent some time talking to new crews and trying to encourage them to come back after they have had difficulties following the route.

I feel entitled to express their opinion because I organised the May trial and checked the July trial, so I am not one who criticises without attempting to help, and both these trials were apparently successful. The July trial organised by experienced triallist John Thomson could have been checked by a new crew and I would have happily checked the trial of a new crew, and recommend that in future the trials convenor mix new and old teams for organising and checking.

Believe it or not I am writing this letter in what I think is the club's best interest, trialling used to be the grass roots of car clubs and I think that with the current cost of motorsport it is still the cheapest form and therefore should be attractive and enjoyable for new and old members. →

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa

Finally if the results of the April and June trials are analysed we find that in April 3 crews did not finish and results were partly assessed because only two crews (not one as the organiser published) were inside maximum lateness and in June 4 crews withdrew and 2 were maximum late, which allowed us to finish 3rd with a loss of 328 points (about 9 checks missed). One point I want to make is that these are supposed to be Closed Club trials not Gold Star trials.

Yours in motoring

John Presni

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warning!

The bar will be back to a ticket system from 1 August 1979.

In other words, cash will not be acceptable tender for the purchase of liquor at the clubrooms from now on. Members (and ONLY members) may purchase tickets from any member of the executive committee, and redeem these tickets for drinks whenever the bar is in operation.

Cash may only be used to purchase these tickets. So if you want a drink, and haven't any tickets, you will have to find an executive committee member before you can quench your thirst. Members are advised to purchase tickets at club-nights when there is an abundance of exec members, rather than wait until a Thursday or trial night, when there may not be one around.

To all the members of the Wellington Car Club:

On behalf of my family I would like to thank everyone for their kind words and help in our sad loss, especially the really true great friends that Ross and I made since joining the Wellington Car Club.

Thank you also for the flowers the executive and members sent. I am sure that if it wasn't for the Wellington Car Club, Ross wouldn't have had such a rewarding and full life. Through such a club existing he managed to fulfill all his greatest dreams and expectations. I am also very proud that in his memory you have honoured him with a 'Ross Gordon Memorial Race' at Manfeild.

Once again, thank you to the club and all its members for giving Ross and myself such great friendship and some of the greatest times of our life together.

Maria Gordon

Bob told me to write this report and he would do the night trial, as he couldn't remember back to June 23rd!

Saturday morning had me worried as one of the NZ Motor Corporation's Honda Civics was still at Lower Hutt and the sales rep was heading north that day. After a quick phone call from Sid we were mobile to get it. They're a nice car to drive.

Saturday night and into the twilight hours of Sunday morning had me finishing our new road closed boards. 9 am down to Mercer Street to put two at each end, around to do our PR work at the police station and couldn't get into the MOT, so a phone call did the trick.

At three minutes to 1 pm all of the celebrity drivers turned up. Lindsay Yeo couldn't make it - he had a pre-Christmas party planned (that's a good idea for the social committee). Every one was meant to have one go at each test, but Dave Mahoney and Dougal Stephenson were trying to outdo each other. Norm Allen from ZB had a wee practice session at the end of Mercer Street, while Councillor Gavin Wilson was setting the best times for the celebrities. The Club drivers put on an impressive display of how to do it.

From the Nonspeed Committee I would like to thank all of those people that helped to organise, marshal, compete and collect the donations. We raised \$50 for Telethon.

Dave Gaskin

CELEBRITY DRIVERS:

- 1st Councillor Gavin Wilson
- 2nd Windy's Dave Mahoney
- 3rd TV1's Dougal Stephenson
- 4th MP Ken Comber
- 5th ZB's Norm Allen
- 6th MANZ's Alan Smithard (one run only)

CLUB DRIVERS:

- 1st Colin Taylor
- 2nd Steve Robinson
- 3rd John Pierson
- 4th Gordon Tucker
- 5th Jenny Pierson
- 6th Jenny Nidd (four runs only)

OVERALL:

1st Colin Taylor; 2nd Steve Robinson; 3rd Gavin Wilson; 4th John Pierson; 5th Dave Mahoney; 6th Gordon Tucker (V8 Holden); 7th Dougal Stephenson; 8th Ken Comber; 9th Jenny Pierson; 10th Norm Allen; 11th Jenny Nidd; 12th Alan Smithard.

TRIALLING TREV

Yeah giv' av. Hope you're better than we are. As all of Trev's avid readers will know, there was no report in last month's bulletin about the trial. There's a few good reasons, apart from having to row Cook Strait - no one will haul us across any more. The ferry's had enough of us, and Nationwide aren't any more; still with the 50 cents a head sheep money Rob's giving us and the fertilizer allowance, with next week's wool check we reckon we can buy a plane of our own. Curley is swotting his plane licence now and reckons it's easy, right even haul a bit of freight for the Railways on the cheap side, just to pay the gas.

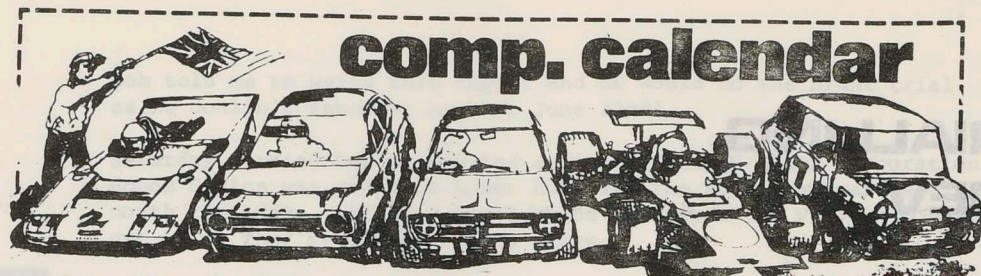
Anyway young Midweek Flash did a cracker of a trial. We got caught at a stag do down Kaikoura way and ended up staying for the wedding. Well Bruce got really full and let the dogs drive back, they went good until the second corner, what a mess, you've never seen anything like it. Four dozen of the best home brew ever made all broken, so, broken hearted we went back to the stag do. Well about four in the morning the local cop came round and told us to cool it, but us three boys reckoned no way. Curley let his tyres down, Bruce put shaving cream all over the car and just as I was going to remove his door handles the reinforcements arrived and swiftly took us away. Well that's the reason I never wrote about the Midweek Flash trial, 21 days later we were heading south to home.

Anyway we got up here for Moggy's trial by jumping on the back of a truck that was coming to Wellington. Bruce's Uncle Bob said he'd lend us a car if we ever needed one, so on to the trial. Fill in the usual bits of paper, pay the dollar out of the diesel refund and on with the trip.

Got the first section ok and back to the clubrooms, back up the hill in Bruce's uncle's Jag, got a good time for that, then we got those funny little lines with arrows on them. Curley knew how to do them and he got us back to the clubrooms again, reckoned it would of been better if we'd stayed there half an hour and started section 3. That took us up past Dave's butcher shop in Kingston, thought we'd see him knocking off cooked steaks to the crews but no such luck, then up the hill and around a few more corners, past the shop and back to the check. Still no sign of Dave and some steaks, so we continued and then we're on the last page of what to do. Curley reckoned a quick blat down to the beach and set a few lines and then back to the clubrooms. Seems as though we got last back, because Bruce lost the oars from the boat we borrowed and we had to swim back, still we enjoyed the trial. Now we've got to get home, anyone got a boat to lend us, just for Cook Strait? Giddyay to ya all.

Trev

 **DUNLOP SP AND AQUAJET RADIALS**



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

AUGUST

- | | | |
|---------|--|----------------------------|
| Sat 4 | Clubmans Racing, Manfeild | HVMC Invite |
| Tues 7 | NITE TRIAL NO 5
ANNUAL NIGHT TRIAL
If you win this monthly nite trial, you win the Annual Night Trial Trophy so it's worth a try! Starts at the clubrooms at 7.15 pm as usual.
Jenny Nidd is the organiser. | WGTN CLOSED
WGTN CLOSED |
| Sat 11 | HILLCLIMB
Round 4 of the Porirua Auto & Tyre Services Sprint Series. This will be 'up and down' on the bottom road of Rallywoods. John Marslin is the organiser. | WGTN INVITE |
| Sun 12 | Wall Trophy Trial, Round 4. | HVMC Invite |
| Sat 18 | Gold Star Trial
This is a day event. For details write to the Secretary, Box 1090, Palmerston North. | Manawatu CC National |
| Sat 18 | Nelson Rally | Nelson CC Invite |
| Sat 18 | Hawkes Bay Rally - see Sat 25 August | |
| Tues 21 | CLUBNIGHT, 8 pm at the clubrooms | |
| Sat 25 | Hawkes Bay Rally
3rd and penultimate round of the Central Region Rally Championships. | Hawkes Bay CC Invite |
| Sun 26 | Speed event | Kapiti CC Invite |

SEPTEMBER

- | | | |
|--------|--|---------------|
| Sat 1- | National Rally Championship, Round 3 | NSCC National |
| Sun 2 | This event will be based at Tokoroa. | |
| Tues 4 | NITE TRIAL NO 6
Starts at the clubrooms at 7.15 pm. Organiser is Ed Conroy. | WGTN CLOSED |

- | | | |
|---------|---|-----------------------|
| Sun 9 | Bent Sprint, Lees Road (Duncan McKenzie Round) | Wairarapa CC Invite |
| Sun 16 | Manfeild Saloons (??) | |
| Sun 16 | Gymkhana | VUCC Invite |
| Tues 18 | CLUBNIGHT, 8 pm at the clubrooms | |
| Sat 22 | HILLCLIMB | WGTN/Kapiti CC INVITE |
| Sun 23 | NOVELTY TRIAL
The event is 20 km long and goes no further than 20 km from the clubrooms clubrooms. The organiser is Alan Barnes (phone 723-172 work). Entry fee is \$2 (this includes \$2 for MANZ). | WGTN CLOSED |
| Sat 29- | National Rally Championship, Round 4 (final) | National |
| Sun 30 | | |

OCTOBER

- | | | |
|--------|---|---------------------------------|
| Tues 2 | NITE TRIAL NO 7.
Starts at the clubrooms 7.15 pm. | WGTN CLOSED |
| Sat 6 | Gold Star Trial. | Hawkes Bay CC National |
| Sun 7 | 1979 Pukekohe Saloon Car Classic.
Regs from Box 11-129, Ellerslie, Auckland. | NZIGP National
Wai CC Closed |
| Sun 14 | SUMMER 100 TRIAL. | WGTN INVITE |
| Tue 16 | CLUBNIGHT, 8 pm at the clubrooms. | |
| Sat 20 | Dual Car Sprint, Manfeild. | Wairarapa CC Invite |
| Sun 21 | Kim Naylor Autocross. | Kapiti CC Invite |
| Sat 28 | RALLY.
Manfeild International Race Meeting | WGTN INVITE
MAP |

NOTE: the Eligibility regulations for the 1979 Pukekohe Saloon Car Classic to be held on 7 October are now available. We cannot print them due to lack of space, but you can get a copy from the NZIGP Box 11-129 Ellerslie Auckland, or phone Ak (09) 593-108.

WE LIKE TO PRINT AS MUCH INFO AS POSSIBLE ABOUT COMING EVENTS, IN THE HOPE THAT THIS ENCOURAGES YOU TO ENTER. WHERE ONLY THE BAREST DETAILS APPEAR, WE'RE SORRY BUT THAT IS ALL WE HAVE. IF OTHER CLUB ORGANISERS READ THIS AND THEIR EVENT ISN'T COVERED, WELL, YOU KNOW OUR ADDRESS!!

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa

formula one '79

ROUND EIGHT: (SWEDEN) CANCELLED!!

ROUND NINE: DIJON-PRENOIS (FRANCE)

3.8 km circuit - 80 lap race

1st	Jabouille	80 laps
2nd	Villeneuve	"
3rd	Arnoux	"
4th	Jones	"
5th	Jarier	"
6th	Regazzoni	"

ALSO: Scheckter, Laffite & Rosberg (79), Tambay, Watson & Rebaque (78), Reutemann & Patrese (77), Mass, de Angelis & Giacomelli (75), Lammers (73).

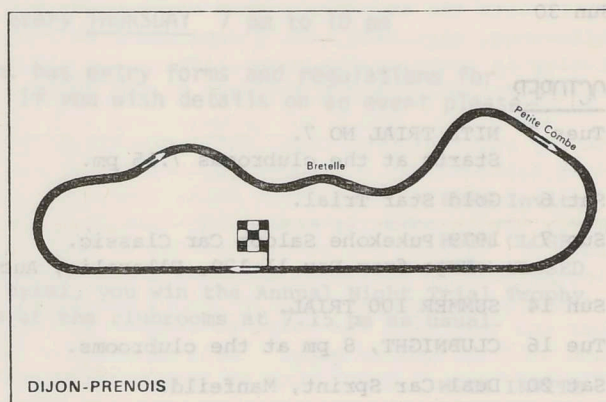
Fastest lap - Arnoux 1m 09.16s (197.802 km/h): new record.

PRACTICE: Let's leave the politics out of the article and concentrate on the remaking of F1 history in Europe. At last a turbo car has won - the first time since the 3 litre limit was set in 1966!! While the two Renaults dominated practice, however, the main concern was the sustained lateral G-forces which the drivers were being subjected to by this new breed around the very fast corners. Regazzoni even admitted that on one section he felt, momentarily, on the verge of blacking out! Several cars were fitted with braces to support the drivers' necks, but it was proving both wearing and downright uncomfortable.

RACE: Sunday dawned cool and overcast - ideal turbo weather. In front of a VERY large patriotic crowd the two Renaults lined up at the front of the grid. Jean-Pierre made a good start but was soon headed by Gilles, while Rene got terribly bogged down to be a lowly ninth as they passed the start/finish completing lap 1.

Villeneuve was his usual determined self and was soon forcing a relentless pace at the front, Jabouille being able to keep up only for the first laps before dropping away. The rest, however, were already in another race! Arnoux was making up for his disgraceful start, being 6th on lap 3, 5th on 7 and then setting out after a distant Piquet and Scheckter. He bagged Nelson, then Jody on 14 - Renault were now an ominous 2nd and 3rd.

Andretti in the Lotus 80 was battling furiously with Keke Rosberg in the Wolf, albeit for 12th place! The new car still causing all sorts of trouble, Mario pitted to have a brake pipe fixed, then the ride height, finally retiring when a



tyre deflated. He was so far behind the others there was little point continuing. By lap 15 Gilles was a steady 5 seconds ahead of Jabouille, followed by Arnoux and then a distant Scheckter, Piquet, Jones and Jarier. As Jabouille became more confident about his tyres, though, he began to pull back Villeneuve while Arnoux had shaken off the rest who were now in a massive tussle for the minor placings.

Midway round 24 Niki spun off the circuit and the Brabham wouldn't restart. It later transpired that he'd neglected to activate the mechanical fuel pump as he churned away on the starter. So a perfectly healthy car was left abandoned, though Niki, singularly unimpressed with the handling of the BT48, was none too sad to be out of the fray.

Tyres now played their part, as is becoming the norm for the new breed, with Jody Scheckter the first prey. He eventually pitted for a complete new set but teammate Villeneuve took the gamble of staying out to the finish. Jabouille was now piling on the pressure, as his car seemed better suited to the Michelins on this track, but there was no way Gilles would concede the lead without a big effort. Midway round 46 they came up to lap de Angelis and his dive to the side to let the leaders through unsettled Gilles enough for Jean-Pierre to close and pass as they came to the pit straight. The crowd went wild and Jabouille was never headed or challenged from that point on.

It seemed as though the race was going to end as another procession, but as Jean-Pierre stroked his way to victory, Villeneuve's tyres worsened and Arnoux was getting the hurry up from the pits. By 73 Rene was right on the Ferrari's gearbox and for the next 7 laps there ensued the "goddamnedest" tussle that F1 has seen for years. These two young drivers had the crowd going wild as they furiously out-psyched and out-drove each other, trying to keep the upper hand. It was heart-stopping stuff with no holds barred and when the chequered flag came out Gilles was JUST in front. As they mounted the rostrum

As they mounted the rostrum you couldn't have seen happier faces anywhere - it was a real French day. French petrol, French cars, French tyres; and two Frenchmen and a French-Canadian on the victory stand: a day to remember as the return to F1 of the turbo car.

RETIREMENTS: Lauda (23) spun off; Ickx (45) engine; Andretti (51) deflated tyre, withdrew; Piquet (53) spun off; Fittipaldi (53) oil loss; Pironi (71) wheel/suspension.

DRIVERS	
CHAMPIONSHIP	Scheckter 30, Villeneuve 26, Laffite 24, Depailler &
POINTS	Reutemann 20, Andretti 12, Jarier & Jabouille 9,
AT THE END OF	Watson & Pironi 8, Regazzoni & Jones 7, Arnoux 4,
ROUND 9	Patrese 2, Fittipaldi, Lauda & Mass 1.
CONSTRUCTORS	
CHAMPIONSHIP	Ferrari 60, Ligier 46, Lotus 37, Tyrrell 17,
POINTS	Williams 14, Renault 13, McLaren 8, Arrows 3,
AT THE END OF	Copersucar & Brabham 1.
ROUND 9	

BOB GARDNER writes
for Team Firespark
about the

july nite trial

Finishing work at 7.00 and starting a night trial at 7.30 is not the best way to start the night - especially with no time for tea in between; however the concentration needed to overcome the 'hunger pangs' must have been of some benefit as Team Firespark shone through and actually won, with a personal best ever points loss of three.

Knowing that John Thomson had plotted the trial meant that the emphasis would be more on timing, which proved correct with a total of nine manned checks being around the course. The little bit of effort we put into maintaining the set speeds certainly appears to have paid off.

The route took us over Melrose, through Newtown and back to the clubrooms. Out again and through Island Bay, Melrose and Newtown and back to the clubrooms. Out, yet again, and this time through Berhampore, Kingston, Brooklyn back to Kingston, back to Island Bay, Berhampore and finally back to the clubrooms.

The trial was extremely enjoyable and at a nice sedate pace. Our thanks to all those involved.

results

TEAM	POINTS LOST	OVERALL PLACE
Whale Oil	16	6th
Bruce Young	53	9th
Wheelnuts Syndicate	9	2nd
Green Meanie	14	5th
Cortina II	212	13th
Blockhead	12	3rd
Stratos	41	8th
Firespark	3	1st
Wank	88	10th
Torana	39	7th
Sparky & Hitch	13	4th
W Rance	99	11th
Family Affair	126	12th


CREDITS: Organised by John and Marie Thomson. Checked and CONTROLled by John Pierson. Time checks: 2 & 7 - Tom Doyle, 3 - Neil McCormick and Maggie Smart, 5 & 6 - Mark Taylor.

 **DUNLOP AQUAJET RADIAL**



organiser's comments

This trial was designed to be a simple trial for competitors to enjoy as a small event within the club. From the comments received, it would appear to have met this requirement. There was an error near the end which was due to a moment of blindness on the part of the organisers, but all claims on this error were allowed. Thank you to all those who took part.

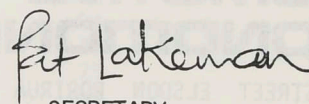
 **ENTHUSIASTS FIT**

DUNLOP RADIALS

annual general meeting

NOTICE IS HEREBY GIVEN OF THE ANNUAL GENERAL MEETING OF THE WELLINGTON CAR CLUB TO BE HELD AT THE CLUBROOMS, RUSSELL TERRACE, NEWTOWN, COMMENCING AT 8 PM ON TUESDAY 18 SEPTEMBER 1979

AGENDA: MINUTES OF THE PREVIOUS AGM AND SGM
PRESIDENT'S REPORT
ELECTION OF OFFICERS
GENERAL BUSINESS


SECRETARY

MEMBERS UNABLE TO ATTEND THE AGM 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. WRITTEN APPOINTMENT MUST BE RECEIVED BY THE SECRETARY THREE DAYS BEFORE THE MEETING. A SAMPLE IS GIVEN ON PAGE TWELVE OF THE CAR CLUB RULES.

free for all

DATSUN 1200 PARTS: GX competition head complete, polished and balanced; GX inlet manifold with 40 mm Dellortos complete with air filters, and so on; 76 deg rally cam; spare chokes and jets; have been fitted to 120 AF2 front wheel drive, power increased from 38 at the wheels to 73 on the Motordrome dyno. To purchase these, call Jon Warring at 696542 home, 684359 business.

STORAGE SPACE wanted for Anglia bodyshell (motorless). I'm desperate: you can take it off my hands for \$170 with no haggling. Call Barry Lakeman at 627020 home or 666969 x 855 business.

HILLMAN MINX, VICTOR 3.3, ESCORT MOTORS, HOLDEN MOTORS, etc etc all for sale at Bob Gray's. 699900 home or 666969 x 839 business.

ANGLIA 1475cc club & road car, with Cortina gearbox, disc/9" drum brakes, 185 x 13 radials, racing tyres, spares. Class winner at Palmer Head. Peter Jensen's got it for sale at 788313 home.

crossflow

- * Margaret and CHRIS CLARKE were presented with a son, Andrew, on 23 June.
- * Thanks for contributions to this issue to John Pierson, John Marslin, Neil McCormick, and Warren Denton (photo).
- * Next issue will contain Wall Cup & Motogard stuff, hopefully. (Last months was supposed to contain a lot of things that didn't turn up, so don't take too much notice of that sentence!!)

AUTOMOTIVE RECONDITIONERS (1979) LTD

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RALLYWOODS HILLCLIMB "TEXACO SPRINT", 11 FEBRUARY 1979
Organised by: Kapiti CC

DRIVER	CAR	PLACE	CLAS	WALL
TONY STREET	Escort	1		1
PHIL JENNINGS	Datsun	1		3
MARK JENNINGS	Datsun	5		9

There were 11 entries.

FORMULA PACIFIC UNION TRAVEL SERIES

Dave McMillan (36 points), Ross Stone (24), Hugh Owen & David Oxtan (12), Ken Smith & Graeme Lawrence (8).

STEWARDS TROPHY GYMKHANA, 13 May 1979.

Organised by: Wainuiomata Valley Motorsports Club.

DRIVER	CLUB	TIME	TEAM
COLIN TAYLOR	WGTN	160.5	-
B Bsetup	VUCC	169.5	-
D Hewson	MGCC	175.9	-
W GAIR	WGTN	187.7	D
J Gallagher	WVMC	188.0	C
M Sollitt	WVMC	201.3	-
and			
D McDONALD	WGTN	231.7	D

CLUB POINTS FROM THIS ROUND:
WGTN 35.5; WVMC 100.5.

There were 4 teams in all, 3 from WVMC, 1 from WGTN.

SCOREBOARD

MARCH NITE TRIAL RESULTS (We don't know where they've been all this time.)

TEAM	DRIVER/NAVIGATOR(S)	POINTS LOST	PLACE: O/ALL	2 MAN
Dogg	John Uffindell/John Covell	121	6	5
Scuderia Tigerius	Warren Denton/John Gladhill	80	4	3
I J Laming	Ian Laming/Louise Brown/Sid	265	11	
Stratos	Jeremy Blandford/Ricky Berg	83	5	4
Firespark	Bob Gardner/Dave Gaskin	75	2=	2
Ivy	Sherry Wood/Bill King/B Bliss	75	2=	
Bonny & Clyde	Clyde Williams/Cam McKenna	335	12	8
Beaver	John & Jenny Pierson	71	1	1
Copernicus	Maggie Smart/Neil McCormick			RETIRE
Sparky & Hitch	Ed Conroy/Bronwyn Griffiths	140	7=	6=
Midnight Motors	Barton Christian/Bruce & Barry	166	9	
Family Affair	S & B Wallace/Susan Karinan	218	10	
Blockhead	Andrew Blockley/Jeanette Webb	140	7=	6=
W Rance	Wayne Rance/Chris Taylor			

Organised by: Team 1500 (Noel Williams & Lloyd Evans). Assisted by: Rick O'Neill, John Oroy, John Christian, & Chas Begg

HILLCLIMB, SWEETMAN'S DRIVE, 2 APRIL 1979.

Organised by: Kapiti CC

DRIVER/CAR	F/TIME	PLACE:	CLASS	O/ALL
TONY STREET/Escort 1993	1.38.8	1		1
MARK JENNINGS/Escort 1993	1.32.4	2		2
Kerry Jones/Datsun 1595	1.35.2	1		3
HARVEY KIBBLE/Escort 2000	1.37.2	3		4
ROSS GORDON/Escort 2800	1.38.0	4		5
and				
JOHN AHRADSEN/Escort 1998	1.48.0	7		16
PHIL JENNINGS/Datsun 1200	1.48.1	7		17

HILLCLIMB, TEA CREEK, 8 APRIL 1979.

Organised by: Wairarapa CC.

DRIVER/CAR	F/TIME	PLACE:	CLASS	O/ALL
Hugh Armstrong/Escort RS 2000	1.34.1	1		1
TONY STREET/Escort RS 1993	1.34.9	2		2
Tom Mason/Escort 1558	1.36.5	1		3
and				
GRAHAM OSBORNE/Escort 2000	1.46.3	5		10

There were 26 competitors, each getting a maximum of 2 runs.

KIM NAYLOR AUTOCROSS SERIES: PROGRESS RESULTS:

	Wai CC (Jan)	Wai CC (Mar)	Wgton CC (April)	TOTAL POINTS TO DATE.
KAPITI CC	18	17	17	52
WAIRARAPA CC	16	17	15	48
WELLINGTON CC			10	10

TE MARUA AUTOCROSS, 5 MAY 1979.

Organised by: Hutt Valley Motoring Club.

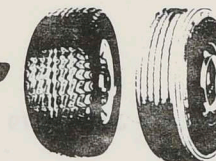
DRIVER	CAR	CLASS	F/TIME	PLACE:	CLASS	O/ALL
S Robertson	Mini	B	1.48.3	1		1
R Gardner	Mini	C	1.45.5	1		2
DICK BUTTERS	Mini	A	1.55.0	1		3
and		D				
GRAHAM ANDERSON	Escort		2.00.2	3		7=

There were 13 entries, each competitor getting a maximum of 6 timed runs.

KIM NAYLOR AUTOCROSS, WRIGHTS FARM, 17 March 1979.
Organised by: Wairarapa CC.

DRIVER/CAR	PLACE:	CLASS	O/ALL
Struan Robertson/Mini 1293	1		1
Brett Findlay/Escort 1588	1		2
Keith McCartney/Buggy 2000	1		3
JOHN PIERSON/Datsun 1595	9		22
JENNY PIERSON/Datsun 1595	10		24
There were 28 entries, 2 from WGTON, 20 from Wairarapa, and 6 from Kapiti.			

GET WITH **DUNLOP**



PORIRUA AUTO & TYRE SERVICES GRAVEL SPRINT SERIES,
ROUND 1, BELMONT ROAD, 6 MAY 1979.

Organised by: Victoria University Car Club.

DRIVER	CLUB	CAR	F/TIME	PLACE:	O/ALL	CLASS
Robertson S	KCC	Mini 1293	1.39.7	4		1
Farr G	???	Mini 1293	1.42.4	7		2
Baussman D	VUCC	Mini 1293	1.46.2	10		3
RICK O'NEILL	WGTON	Honda 1295	1.46.5	11		4
Hinder M	???	Escort 1298	1.47.0	12		5
Gillies B	???	Mini 850	1.47.7	14		6
ROSS LAKE	WGTON	Cooper S 1275	1.48.0	15		7
Buremore B	???	Escort 1293	2.00.1	17		8
Gardner R	KCC	Mini 1386	1.39.4	3		1
Gayler P	KCC	Datsun 1598	1.47.1	13		2
TONY STREET	WGTON	Escort 1993	1.39.4	1		1
ROSS GORDON	WGTON	Escort 2000T	1.38.3	2		2
HARVEY KIBBLE	WGTON	Escort 1993	1.40.5	5		3
KEVIN GEORGE	WGTON	Escort 1998	1.41.6	6		4
JOHN SHORT	WGTON	Escort 2000	1.45.5	8		5
Palmer J	MGCC	BGT 1798	1.45.8	9		6
Leslie E	???	Anglia 1720	1.49.0	16		7

We've had to guess at club membership, as the official results did not contain this information. (Odd for an interclub competition!!)



Brian A Klee
Ray H R Gough
Ken R Taylor

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68 HIGH STREET LOWER HUTT

TELEPHONE: 694-994

UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.

APRIL TO JULY 1979

WELLINGTON CAR CLUB TROPHY POINTS

MONTHLY NITE TRIAL TROPHY...

TEAM (Usual driver/navigator)
Firespark (Bob Gardner/Dave Gaskin)
Beaver (John & Jenny Pierson)
Scuderia Tigerius (John Gladhill/Peter Hughes)
Blockhead (Andrew & Jeanette Blockley)
Moggy (John & Marie Thomson)
Laming (Ian Laming/Louise Brown)
Sparky & Hitch (Eddie Conroy/Bronwyn Griffiths)
Midweek Flash (Roy Baker/Pat Lakeman)
Torana (Jenny Nidd/Maria McNamara)
Macmob (Murray & Heather McGuire)
Sneaky Heat (Craig Fletcher/Pauline Wild)
1500 Lloyd Evans/Noel Williams)

POINTS

74
56
55
43
26
23
22
21
20
20
18
16

...& EAST TROPHY (2man crews)

POINTS

74
58
55
30
27
7
22
21
20
20
11
20

NONSPEED TROPHY

Dave Gaskin, Bob Gardner & John Gladhill 10 points, Jenny Pierson 7, Peter Hughes 6, Jeanette Blockley, Andrew Blockley, Steve Robinson, Ian Laming & Sid Franklin 5.

LADIES TROPHY

Jenny Pierson 12, Jeanette Blockley 10, Jenny Nidd 8, Maria McNamara & Louise Brown 5, Heather McGuire, Bronwyn Griffiths & Pauline Wild 4, Sue Wallace 2.

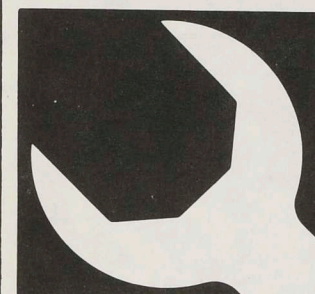
THORNTON TROPHY (Gymkhanas): as at 5 May 1979

Colin Taylor, Steve Robinson & Richard Latimer 4, Jenny Pierson & Mike Stebbing 3, John Croy 2.

The following are available from
Ruth Shepherd:

Plastic licence folders	\$2.50
Cloth badges	\$2.50
Lapel badges	\$0.60
Windscreen stickers	\$0.30
T Shirts: White	\$5.50
Blue	\$5.00

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WELLINGTON CAR CLUB TROPHY POINTS

MEMBERSHIP LIST

NAME ADDRESS PHONE

Mr. J. H. Smith 123 Main St. 123-4567

Mr. R. L. Jones 456 Elm St. 234-5678

Mr. T. K. Brown 789 Oak St. 345-6789

Mr. D. M. White 101 Pine St. 456-7890

Mr. S. P. Green 202 Cedar St. 567-8901

Mr. L. N. Black 303 Birch St. 678-9012

Mr. K. O. Grey 404 Spruce St. 789-0123

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Mr. D. E. Green 10006 Impatiens St. 901-2345

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Mr. D. E. Yellow 10045 Impatiens St. 890-1234

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Mr. V. W. Red 10080 Marigolds St. 345-6789

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Mr.

812/179

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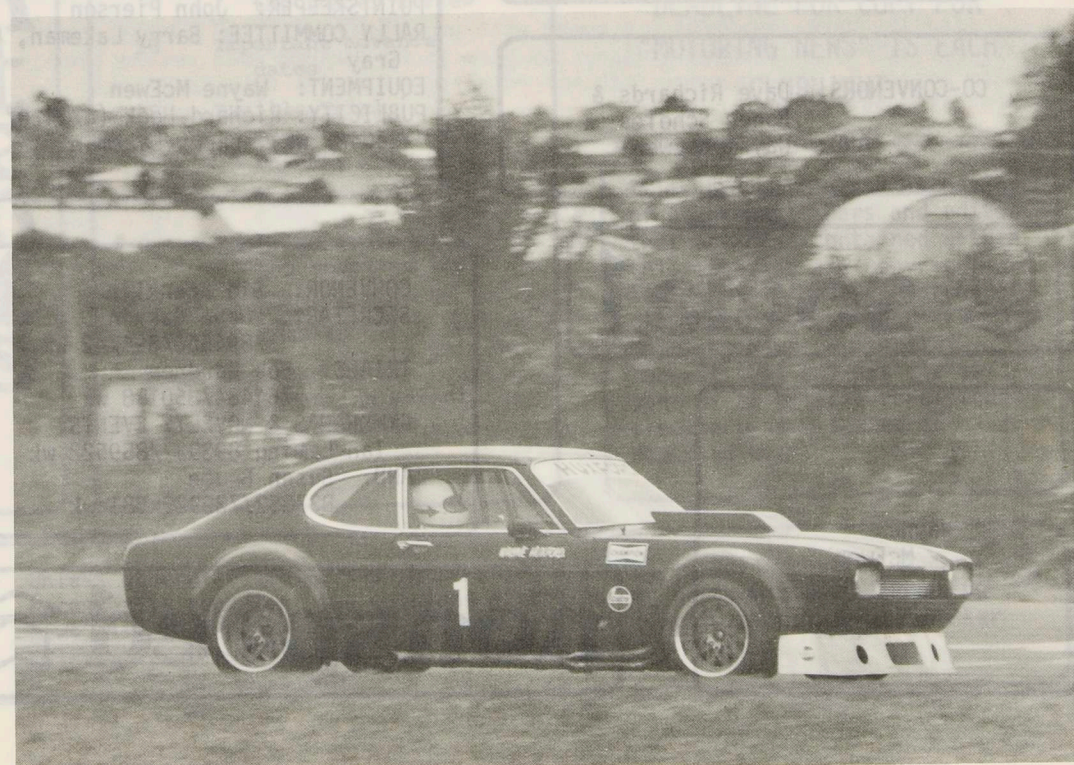
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BULLETIN OF THE WELLINGTON CAR CLUB

SEPTEMBER 1979

The Huxford Capri: this month's competition car -see page 4.
Photo courtesy Malcolm Buchanan.




MOTORING NEWS

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nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$15 (full) \$17 (husband and wife) \$7.50 (under 18) \$10 (associate) \$7.50 (country - over 40 miles) and the joining fee is \$7.50 ... please DON'T phone committee members after 9 pm ...

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COMPETITION CAR

MALCOLM BUCHANAN has had some time on his hands, and thought that he should put pen to paper and tell us about one of the more interesting projects that he has recently been involved with:

Some of the older clubmembers will recognise the name Huxford, which has been showing up on results sheets for the last fifteen years or more. Gary, the eldest brother, used to race Anglias and Cortinas during the days of all-comer racing at Levin and the round-the-houses races at Renwick, Waimate and New Plymouth. I remember that he had a tidy 2 door mark 1 Cortina, painted iridescent blue. This was sometimes raced against the likes of Rod Coppins in the Zephyr-Corvette, with 16" wheels and exhausts through the bonnet. Later, Gary built one of the many fast-back Anglias ('bread-vans') which was also used on circuits and hillclimbs.

Terry Huxford was next in line. Terry built many Anglias and one or two speedboats with Mike Galvin. Mike and he also built a demon 1200 Anglia rally car to compete in the Silver Fern/Golden Shell Rallies. (There is a story and a half on that car alone: perhaps Mike will write that one up for us.)

Finally, Wayne Huxford. I guess with growing up with two brothers like that, Wayne had the fastest trolley and bike in Hungerford Road, where the family lived: he had to have. It was expected of him! Wayne's first competition car was built up from a very tired 1100 Escort, ending up as a very potent 1600 pushrod. He used this car to good effect until it was sold to the Blackberry brothers from Hastings, who fitted a twin-cam motor, mag. wheels, and many other modifications. It next came under the care of Ken Sagar to become the Friscort, and is now owned by Mike Moore. It's a quick black car and was last seen racing at our May Clubmans meeting.

The next car was the Capri. It started with the purchase of a 1975 1600GT Capri, street legal, with no panel damage, and a current Warrant of Fitness. It was stripped down to the last nut and bolt, and all those parts not needed were sold off. The plan had been for the car to comply to the then Bank of New South Wales regulations, fitted with a 350 cc Chevrolet V8 motor. Wayne worked on the car for about a year, on and off, until pressure of work (Wayne is a self-employed builder) called a halt for twelve months. This was a good thing, as it turned out, as the regulations soon changed in such a way as to

huxford's capri

make the planned car ineligible for this class of racing. When work resumed on the Capri, the plan was to build it to OSCA specifications, and more of the body-shell was cut away. It was intended to build the car as a tubular spaceframe with the Capri trim on the outside, and when the new Shellsport regulations were drawn up Wayne felt that if he built the car to these specifications, he could foot it with the OSCA boys and run in the new championship. Work then began in earnest to finish the car to the state in which it now runs.

As the car was to be finished for the Christmas Bay Park meeting, and hundreds of hours of work were put in by Wayne and a dedicated group of friends. Due to lack of time, it was decided that just a quick blow-over paint job in black was all that they had time for, but the effect of the highly polished alloy wheels, the bright red driver's seat and now, the low-lustre black paint made this car look one of the lowest, meanest, most purposeful saloon cars ever seen on New Zealand racing circuits.

So, without going into the results of its first few races (in which it did very well), it remains only to say that I am sure that all members of the Wellington Car Club wish Wayne every success in the 1979/80 Shellsport rounds.

SPECIFICATIONS:

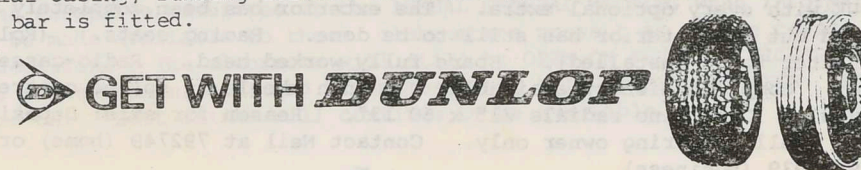
MOTOR: 307 Formula 5000 Morand V8 ex David Oxtan, completely rebuilt by Tom Hooker of Auckland, and running with fuel injection. Horsepower, says Wayne with a shrug, is around 500.

LUBRICATION: Dry sumped, with the tank in the passenger footwell, and the oil radiator below the water radiator.

COOLING: The car is fitted with a huge especially-built crossflow unit, courtesy of National Radiators, which so far has been more than adequate as some of its area has had to be taped off.

DRIVELINE: The power goes to the gearbox via a triple-plate Formula 5000 clutch unit. The gearbox is a Muncie M22 Rockcrusher, fitted with a Hirst change kit. Just a note here on how low the motor and gearbox are in the chassis: it was found that the bottom of the bell-housing would drag on the ground, so it was removed, as the clutch unit was a much smaller diameter than normal and didn't need all that much space. The drive now goes via a 36" driveshaft to a mark II Jaguar back axle, using a limited slip differential. The rear hubs are mark III Zephyr floating axles, which are used for safety.

SUSPENSION: The front suspension, designed by Wayne, is totally fabricated from heavy wall tube, and is fitted with rose joints so that it is fully adjustable in every way. A 1" diameter solid anti-roll bar is fitted, the front uprights and spindles are HG Holden, and the steering is conducted by a very standard HC Viva rack and pinion. The rear suspension consists of four tubular trailing arms to locate the axle fore and aft, and a sliding A frame arrangement mounted under the differential casing, running forward to locate the axle sideways. An adjustable anti-roll bar is fitted.



SPRINGING AND DAMPING: This is taken care of by Armstrong adjustable spring damper units front and rear. The ride height is also adjustable.

BRAKES, WHEELS AND TYRES: Brakes are 12" x 1 1/8" vented discs (front) and 11" x 1 1/8" vented discs (rear), using 4 pot alloy calipers and all Airquip hoses. The wheels are ex Jim Richards, with magnesium centres and detachable inner and outer spun alloy rims. All wheels are 15" diameter, with 11 1/2" front rims and 14 1/2" rears.

BODY WORK AND SERVICES: A very comprehensive roll cage runs through the front and rear bulkheads to pick up the suspension points. A very strong bar arrangement protects the driver's door. Wayne also designed his own seat, had it upholstered by clubmember Alex Wilson, and bolted it very firmly to the floor pan. The seat belt is a six point Recaro. The basic shell is still very much a Capri. The only concessions to lightening are an alloy bonnet and boot, although the front guards and grill are steel, they can be lifted off for servicing. The fuel tank is hand built by local aluminium welder Rex Appleyard. The capacity is around 50 litres, and it is mounted just ahead of the rear axle.

free for all

DATSUN 1200 PARTS: GX competition head complete, polished and balanced; GX inlet manifold with 40 mm Dellortos complete with air filters, and so on; 76 deg rally cam; spare chokes and jets; have been fitted to 120 AF2 front wheel drive, power increased from 38 at the wheels to 73 on the Motordrome dyno. To purchase these, call Jon Warring at 696542 home, 684359 business.

STORAGE SPACE wanted for Anglia bodyshell (motorless). I'm desperate: you can take it off my hands for \$170 with no haggling. Call Barry Lakeman at 627020 home or 666969 x 855 business.

HILLMAN MINX, VICTOR 3.3, ESCORT MOTORS, HOLDEN MOTORS, etc etc all for sale at Bob Gray's. 699900 home or 666969 x 839 business.

ANGLIA 1475cc club & road car, with Cortina gearbox, disc/9" drum brakes, 185 x 13 radials, racing tyres, spares. Class winner at Palmer Head. Peter Jensen's got it for sale at 788313 home.

TYRES: 3 Goodyear Ultragrips 175 x 13 as new; 1 Goodyear Ultragrip 175 x 13 1/2 worn; 1 goodyear Ultragrip 175 x 13 almost worn out; 2 Sherpa steel knobblies 165 x 13 brand new, never been on the car. All for sale from Richard Holder for \$250. This price includes 10 Datsun 1600 13" steels and 7 tubes. Richard is going back to 12" wheels and can be contacted at 785478 (home) or 729729 x 748 (business).

With much regret, Neil McCormick is selling his MGB ROADSTER for \$2500. Custom finish, 1962 model, with modifications to engine, suspension, and bodywork. Hardtop & soft-top. Overdrive. One of the first 14 exported from UK with every optional extra. The exterior has been completely restored but the interior has still to be done. Racing seats. (Rollover bar, heater to be installed). Spare fully worked head. Radio-cassette stereo. Complete history available. 8 inch wheels on spline centres (MANZ approved). Cavallino radials 215 x 60 13". Reason for sale: Deposit on house. Sell to caring owner only. Contact Neil at 792749 (home) or 729979 x 939 (business).

10 YEARS AGO

Subs were \$5 normal, \$6 husband & wife, \$2.50 junior & country. With four months of the year past, membership stood at 204, 27 higher than for the same time in the previous year.

SUNDAY 6 JULY: Graham McRae won a Formula Libre race on the Silverstone club circuit and equalled the lap record in the process.

SATURDAY 5 JULY: Palmer Head Hillclimb. There were 15 competitors. Harvey Kibble drove the Autofleet 1293cc Cooper under the watchful eye of Dave Brocklehurst. His time of 43 seconds was very close to the saloon record, which was very creditable, considering that there were very strong headwinds, and the tarseal was very rough. Mike Galvin came to spectate in the morning, but returned after lunch with his Anglia Van to do two very fast runs (48.7 seconds), while owner-to-be Warwick Kay kept his fingers crossed. Gary Lang's A40 had its first run with a locked differential and racing tyres, resulting in two spins at the hairpin.

JULY NIGHT TRIAL: Owing to difficulties experienced with the results of the night trial, they were 'cancelled'. Marshalling points were awarded, however.

WALL TROPHY TRIAL: 25 cars entered, and got under way from the top of the Rimutaka Hill at 1.00 pm.

SATURDAY 19 JULY: A considerable number of club members endured arctic temperatures, with hail and snow to flag marshall, while 41 competitors roared up Alexander Road. Grady Thomson in his 327 GTS Monaro recorded FTD.

BAY PARK SALOONS: The first Bay Park 100 was the first attempt to run a long distance production saloon car race at the compact 1.3 mile Tauranga circuit. Eight saloon races supported the main race with two Formula Vee races completing the programme. Grady Thomson won the main race in his Monaro.

warning!

Effective from TUESDAY 21 AUGUST, the BAR WILL BE CLOSED on THURSDAY NIGHTS and CLUBNIGHTS until the legal aspects of this operation have been considered, or a licence has been acquired. This matter will be raised by the executive committee at the ANNUAL GENERAL MEETING when information will be made available to those clubmembers present as to the reason for the decision. The clubrooms will still be OPEN ON THURSDAY NIGHTS for pool, table tennis, etc, and clubmembers may BRING THEIR OWN BEER, SPIRITS, and so on. Soft drinks will continue to be available.



INTERNATIONAL SPECIFICATION

Motogard Rally 79

July 14th - 18th 1979

ONLY THREE WELLINGTON CAR CLUB CREWS ENTERED THE MOTOGARD. THIS IS THE STORY OF OUR ONLY FINISHER: BY CHRIS KIRK-BURNNAND'S NAVIGATOR ANDY MCKAY...

As the August clubnight is fast approaching and the Motogard memories are fast slipping away, I thought it was about time to commit a few to paper. For CHRIS KIRK-BURNNAND, Noel Henderson and myself Motogard '79 started a few days after the Nighthawk Rally. We decided not to compete in the Blenheim national rally in order to have the car ready in plenty of time. As usual we were finally ready the night before we were due to leave.

With the Toyota looking resplendent in its new colour scheme we headed towards Auckland full of enthusiasm for a trouble-free run. This illusion was instantly shattered at Tokoroa when we had to top up the diff on the Falcon service vehicle after it developed a leak. This was followed shortly afterwards by a blowout at x mph causing a 'slight moment'!

Scrutineering was completed without problems so we psyched ourselves up for the start.

Our only problem in the first division occurred before the start of the first special stage when the main feed to the starter solenoid shorted out. We had to push-start the car and not turn the ignition off until the first service break where we put a new wire directly from the kill switch in the car to the starter.

The first stage around Western Springs Speedway was like a skating rink and therefore not much fun, while the second stage at Pukekohe was the same as last year. The first gravel stage, just south of Auckland, was notable for the number of large signs adorning the roadside either cheering on or abusing certain teams and drivers. By the time we reached the Thames meal break, Chris had cured himself of the 'one spin per stage' habit and had settled into the fast and smooth groove.

As we headed north to Whitianga and special 9, our biggest mistake and disappointment of the event was about to occur halfway through the stage. We rounded a corner to find half a dozen cars queued up at the bottom of a steep hill with some 'bunny' stuck halfway up. After 'busting a gut' pushing cars up the hill our turn finally came and Chris sailed straight up the hill no problem.

To digress for a moment, I have just received the amended results for the Nighthawk Rally in which we were originally placed 12th but have now been excluded. This results from the inclusion of the Wainui Coast stage on which we were again held up by other vehicles and after helping them and waiting our turn we managed to get through unaided. On this occasion some competitors, who pushed up the queue, got through without being excluded but only because they jumped their rightful place. To get back to the Motogard, if we had jumped the queue (and we would have done if we had known the outcome of the Nighthawk) our placing at the end of the event would have been 10th overall and \$400 better off! If this situation begins to develop with controversial stages being included in the results there's going to be trouble. Anyway back to the event.

We arrived at the end of the division in Tauranga without any further problems and by this stage we were car 16 on the road and in 30th place overall.

The second division started with a stage at Baypark Raceway and then headed via Rotorua-Taupo-Turangi-Taumaranui to New Plymouth. Until we got to Taupo the roads had been good and fast which I think accounted for a lot of the top New Zealanders who went out with mechanical failures. After Taupo the roads started to get a bit tighter but had good surfaces. I can't remember much about this division so I guess we didn't have too much trouble. I vaguely remember passing Airikkala's abandoned Chevette in a Rotorua forest, a freezing cold service break at Turangi and some foggy stages out of Taumaranui.

The touring stage times were pretty tight for the whole rally, eg 8km in 5 mins for one of them so a fair bit of road racing was going. We arrived in New Plymouth at midday Tuesday to complete division two, and from memory we were in 22nd place overall.

Division 3 started late Tuesday night and headed north via Piopio, Raglan and Pukekohe to Auckland. We started the night well with a flat tyre right at the start of the 3rd stage of the division! Several stages later we reached the longest stage of the rally, 72km, consisting of fast open road at the start and the finish with 40km of tight winding road in the middle. Approximately halfway through the stage, with a pair of tail-lights not far in front, we came round a left hand corner followed immediately by a righthander. The inside of the corner was very soft and had a deep wheel rut caused by the cars ahead. If you kept the power on you would get out ok, but as we were almost out of it a chap appeared directly ahead of us trying to get out of our way. Chris backed off, the guy disappeared, and the car became stuck on the edge of the road.

We jumped out and started searching under the car, and the surrounding bush, thinking that we had run the guy over. We then found him 5 metres down the bank standing on the floor of his up-turned car. It turned out to be Graham Depina, who had just climbed up to the road with his Zetka when we arrived on the scene. He had to jump back down to prevent being bowled. Rather relieved we set to work with the winch - but the ground proved to be too soft.

By this time the next car, being Terry Bell in his Escort Sport 1300 who at the time was leading his class, arrived at the corner, got caught in the soft edge, and as our car was also stuck there he had to brake. Unfortunately he was slightly further over the edge and as the car came to a halt it rolled gently down into the bushes. By this time we had collected enough people from down the bank to lift the Toyota back onto the road. As we were climbing back into the car a Datsun 120Y came round the corner, got caught on the soft edge, and over he went to join the others. For the rest of the stage we had a good race with an Escort, just managing to pass him and hold him off near the end of the stage.

Into Piopio and we fitted our last set of good brake linings, then headed north via a few stages to the morning break at Otorohonga. Two hours sleep there saw us fit for the final run to Auckland. Somewhere out near Raglan we lined up behind DICK PROUSE and ERROL BRUCE in their group one cars. As the stage was 40km long we decided to give it the hurry along and try to pass them, but it was not to be. At the first corner a rear brake cylinder failed and so we had no rear brakes for the remainder of the stage. After 4km the heater started spraying water over my feet so we had to make a short stop to bypass the heater. The alternator wires also came unplugged but we ignored them and made it to the end of the stage.

With the above problems sorted out we headed towards the final few stages finishing with a two lap blast around the Pukekohe race circuit. Then a quiet trundle into Auckland to the finishing ramp.

We eventually finished 20th overall and 4th in class which was a little disappointing in view of the holdup during the first division, but at least we had finished.

In retrospect I think this year's Motogard was more tiring due mainly to the tight touring stage times, and also the time penalties you incurred for arriving late at controls. Thanks must go to our service crew ably led by Noel Henderson for keeping us going through the event, and Chris for the ride.

PS: The Toyota is now for sale so if you are looking for a good competitive rally car give Chris a ring at Johnsonville Service Station.

FIRST IN THE RALLY AND THE LAST TALE: "MOTOGARD MUMBLINGS (AND BRAILLE BOTHERS)" BY GARRY JACKSON...

The middle week of July presented our Escort 1.6 Sport JJ3465 with the greatest possible variety of roads, from the mud and slush of the depths of the Coromandel to the intricacies of Mount Victoria. JJ3465 started out as a brand new car, fresh off the line in bright yellow/orange at the end of May. We had it pre-delivered and added the first of the appearance items, front and rear spoilers, that were to make it look a little different. From there we brought it to Wellington, and completed its preparation as lead car for the Motogard International Rally:-
Firestone Sherpa steel radials, courtesy of Firestone.
Muffler guard, courtesy of Atco Welding.
Signwriting by Smyth Signs.

Public address, radio and Halda, courtesy of David Gaskin, Eddie Conroy, and his many contacts.

Sumpguard - thanks to John Croy.

Plus additional driving lights, roof mounted flashing lights, airhorns, interior boot release, mud flaps, etc.

A set of special experimental 'Cobra' stripes and bonnet motif were added as part of an evaluation exercise.

An uneventful trip in the middle of the night got us to Auckland three days before the rally, and did show that the increased rolling radius of the Sherpas changed the gearing of the car considerably, detracting from low down performance. Otherwise, all was well.

Driving lead car on the Motogard Rally again proved an interesting and thoroughly enjoyable experience (and more satisfying than last year 'cause we stayed on the road!) With Neville Sakar, also from the Ford Motor Company, again sharing 'JJ' with me, we found the organising team from Motorsport Management an extremely friendly and capable crew. Murray O'Donnell, Ross Montgomery, Graeme Knight, Norm Harvey, Dave McLean and the countless others may be new names to many Wellington enthusiasts but they form a close knit group running the event in a relaxed manner that belies their efficiency.

As lead car, we had a fairly uneventful rally, at least until a big rock won an argument with our driveshaft centre bearing. Noticeable this year was the wide variety of roads, with a considerable proportion of sealed or tarmac stages. Particular stages that come to mind include the tight, twisty, sealed Twilight road close to Manurewa with many slippery shaded corners, the clay and stony roads of the Coromandel, the smooth loose-metalled public roads near Tauranga, New Plymouth and south of Auckland, and a 'boomer' 13 kilometers of seal, with fast sweepers and blind humps, just out of New Plymouth. The best of the rally though was the 61 km stage before Piopio, which included just about every type of rally road - fast gravel, tight rocky climbs, mud and slush, hard packed mud, and

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Chris Clarke

seal. Mighty, although our time of 70 minutes doesn't really compare with the leaders' 45 minutes or so, although we did manage to catch up with the arrow party.

Travelling in front of the rally, we missed most of the action. However it was apparent that this year's rally attracted a far greater number of spectators along the route. Although the Wellington Car Club was not well represented among the entries, we were in the spectator ranks, with John Ahradsen, Gordon Tucker, Harvey Kibble, Ruth Shepherd, John Swan, and numerous others following the rally. Phil King got himself an interesting job with the Masport Escort service crew, and watched first hand the magic as Mikkola's and Vatanen's head gaskets were changed at the end of division two.

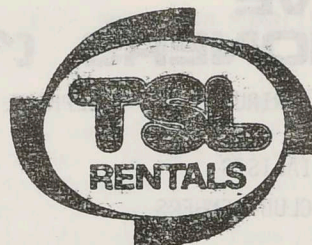
It was a good rally for us, and obviously for Ford overall. It was disappointing to see Datsun throw it all away after all the hard work that must have been put in by the many people involved. The rally concluded with a short, sharp prize-giving ceremony in Downtown, Auckland, followed by an excellent social function in Trillo's room at the Ellerslie Racecourse. After the first two gins, centre bearing problems seemed very distant.

Our return to Wellington with JJ3465 was followed quickly by the annual Braille Trial on Saturday July 21. With such a perfect sunny morning and the undoubted enthusiasm of the navigators, this trial must be one of the most satisfying of the club's activities all year. Eddie had (kindly?) arranged for the guest navigator to sit alongside me, so Bob Parker and I headed off into the sunshine, to get lost in Crofton Downs/Chartwell, and to have all sorts of problems getting down Mount Victoria. Nevertheless, I don't think that we missed any checks, although we were obviously pretty late getting to the Lion Tavern, and Bob quickly got some colour back into his cheeks after the first glass. Full credit to Bob: he never once removed those eye shades and proved a most capable navigator. If the driver's patches of brain fade could be overcome we'd make a formidable combination: at least I saw the blonde he missed. Thanks to Eddie Conroy, Shelley Attwell and all concerned for a most enjoyable trial.

WELLINGTON

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RESULTS:

				POINTS: CHAMPIONSHIP FOR	
	DRIVER/NAVIGATOR	CAR/GROUP		MANUFACTURERS	DRIVERS
1st	Hannu Mikkola/Arne Hertz	Escort RS	4	18	20
2nd	Blair Robson/Chris Porter	"	4		15
3rd	Ari Vatanen/Dave Richards	"	4		12
4th	Paul Adams/Mike Franchi	"	4		10
5th	Shane Murland/Peter Parnell	Chevette	4	10	8
6th	Dave Parkes/Stuart Green	Escort	2		6
7th	Brian Green/Robert Orr	Escort RS	4		4
8th	Roger Goss/Colin Green	Mazda RX3	2	10	3
9th	Malcolm Stewart/Doug Parkhill	Esc Mexico	2		2
10th	Bob Robb/Malcolm Gavin	Datsun 710	2	6	1

WELLINGTON CAR CLUB ENTRIES WERE:

Chris Kirk-Burnnand/Andrew McKay (Toyota) : 20th overall & 5th in class.
 Dick & Sylvana Prouse (Avenger) : disqualified ex division 1
 Mark Jennings/Keith Cook (Escort RS) : retired with blown head gasket in division 1.

Our car club team did not win!



WORLD RALLY DRIVERS' CHAMPIONSHIP

As points are awarded to each placing of 20th and above, 2 drivers consolidated their positions on the table (Mikkola and Vatanen) while 18 new names were added. The top few placings are as follows:
 Waldegard & Mikkola (71); Alen (34); Mehta, Blomqvist & Darniche (20); Robson & Salonen (15); Kallstrom (14); Vatanen (13); Anderron & Airikkala (12); Adams, Ragnotti, Cowan, Dawson & Andruet (10).

Other drivers of interest are

Murland 18th= (8 points); Parkes & Nicolas 22nd= (6); Green 27th= (4); Goss & Rohrl 33rd= (3); Stewart 39th= (2); Robb & Munari 44th= (1).

WORLD RALLY MANUFACTURERS' CHAMPIONSHIP

The Motogard affected only those points for Ford, Datsun, Vauxhall & Mazda, consolidating Ford's lead over second-placed Datsun, bringing Vauxhall to 4th instead of their previous placing of 10th, and introducing Mazda to the points table in 12th place. Points and placings now are:

Ford (68); Datsun (63); Fiat (41); Vauxhall (24); Renault (24); Opel (22); Saab & Lancia (18); Mercedes-Benz (17); Toyota (16); Audi (11); Mazda (10); Porsche (8); Volvo (6); Lada (6); Skoda (4).

POSSIBLY INSPIRED BY THE MOTOGARD INTERNATIONAL RALLY,
A RECENT NEW MEMBER FROM THE MAINLAND, GRAHAM WOLF, HAS
SENT US THIS EXAMPLE OF THE DREAMS THAT MOST ASPIRING
RALLY DRIVERS HAVE FROM TIME TO TIME.

DID MIKKOLA HAVE SIMILAR FEELINGS UNTIL HE FINALLY
SECURED HIMSELF HIS VERY OWN WORKS PREPARED
MIGHTY ESCORT?

I want to be an Escort man
'cause that's the only way;
driving 'works' for Boreham
would really make my day.
Quite far I'd go, as a 'pro'...
in my mighty Escort.

I'd take her to Maramarua
and let her have her head.
I'd have that old Smiths tacho
fair screaming in the red.
I'd be the rage on a special stage
and leave them all for dead...
in my mighty Escort.

I'd crank up the Bilsteins
for a better, stiffer feel:
Yumping could be rather fun,
landing on one wheel.
Fiat Mirafioris
Would be no great big deal...
to my mighty Escort.

I'd fire up the Cibie Biodes
to see clear in the dark.
I'd wind her tight and pretend
I was a Roger Clark.
I'd blow their little doors off
and leave them staring stark...
at my mighty Escort.

The Safari and the Monte
would be within my power.
I'd take away the RAC
by nearly half an hour.
All the opposition
would look so very dour...
Against my mighty Escort.

I'd go over to Siberia
and compete against the Reds:
I'd chop her down to second
and blast the Ladas all to shreds.
Thousands of continentals
would turn their white-faced heads...
Just to view my mighty Escort.

I'd slide her through the esses
and power on through the wood.
I'd blow them all so hard that they
would hang their hats for good.
They'd have to cheat to peg me back,
If they ever could...
In my mighty Escort.

The press would give me rave reviews
and regard my car with awe.
But winning every rally
would soon become a bore.
So then I'd have to pack it in
'cause it would be no fun no more...
In my mighty Escort.

MARSHALLING: Post to Box 5142 Wellington

Name

Address

Telephone: Home Work

I would like to marshall/timekeep at sprints/hillclimbs/trials/rallies/
hillclimbs/other events (specify).

CHANGE OF ADDRESS: Post to Box 5142 Wellington

Old address: New Address:

Name Name

Address Address

Telephone Telephone

NEW MEMBER INTRODUCTION: Post to Box 5142 Wellington

Introduced by: Interest shown by:

Name Name

Address Address

Telephone Telephone

An application form and information about the club will be sent to the
prospective new member.



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

BARRY LAKEMAN, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Barry.

SEPTEMBER

- at 1- National Rally Championship, Round 3 NSCC National
un 2
- ues 4 NITE TRIAL NO. 6 WGTN CLOSED
Starts at the clubrooms at 7.15 pm. Organiser: Ed Conroy.
- at 8 Gold Star Trial. RATEC National
160 km. Mapreading. Contact Dave Cammock at RATEC for details.
- at 8 Autocross (& film night). HVMC Invite
At Duke of Edinburgh Park, Wingate (off Page Grove, which is just off the Eastern Hutt Rd north of the Wingate railway station.) Starts 1 pm
No rally-type tyres allowed. Film night at the HVMC clubrooms. More info from Maureen Burgess, at SV7242.
- un 9 Bent sprint, Lees Road. (Duncan McKenzie). Wairarapa CC Invite
- un 16 Gymkhana. VUCC Invite
- ues 18 CLUBNIGHT & ANNUAL GENERAL MEETING, 8 pm at the clubrooms.
- at 22 Hillclimb KCC Invite
- un 23 NOVELTY TRIAL WGTN CLOSED
The event is 20 km long and goes no further than 2 km from the clubrooms. The organiser is Alan Barnes (phone 723172 at the Autobarn). Entry fee is \$2 including the MANZ levy of \$2.
- on 24 Entries close for the Hawkes Bay 'Blossom' Gold Star Trial.
- at 29- National Rally Championship, Round 4 & final. National
- un 30

DUNLOP SP AND AQUAJET RADIALS

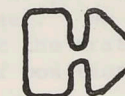
OCTOBER

- Tues 2 NITE TRIAL NO. 7 WGTN CLOSED
Starts at the clubrooms at 7.15 pm. Organisers are Brian McInnes and Carla Kidd.
- Sat 6 1979 Flaxmere Auto Centre Blossom Trial (Gold Star). HBCC National
Entries etc to 13 Whitby Cres, Flaxmere, Hastings. Fee \$15 until 24 September, then \$20. 6½ hours, 250 km. Maps needed N134 Napier & Hastings 6th Ed. 1974. Map helpful N141 Waipawa 2nd Ed. 1962. Prizes exceeding \$350.
- Sat 6 Rally (its a surprise to us, too!!) VUCC Invite
- Sun 7 1979 Pukekohe Saloon Car Classic NZIGP National
- Sat 13 Stewards Trophy Gymkhana HVMC Invite
Duke of Edinburgh Park, Wingate. (see entry for 8 September for details on how to get there.) 1 pm start. No rally-type tyres. More from Maureen Burgess at SV7242.
- Sun 14 SUMMER 100 TRIAL WGTN CC INVITE
More details from Bob Gardner at 764434H/850188B
- Tues 16 CLUBNIGHT, at the clubrooms, at 8 pm.
Entries close for the Rally on 27 October.
- Wed 17 Wall Trophy Trial Wainui MSC Invite
- Sat 20 Dual car sprint, Manfeild Wairarapa CC Invite
- Sun 21 Kim Naylor Autocross Kapiti CC Invite
- Sat 27 RALLY WGTN CC INVITE
Final round of the Central Region Rally Series. More details from Barry Lakeman.
- Sun 28 International Race Meeting, Manfeild MAP

NOVEMBER

- Sun 4 Stewards Trophy Gymkhana VUCC Invite
- Tues 6 NITE TRIAL NO. 8 WGTN CLOSED
- Sat 10 Gold Star/Duncan McKenzie Hillclimb, Admiral Rd Wairarapa CC Invite
- Sun 11 ECONOMY RUN WGTN CLOSED
- Sat 17 Kim Naylor Autocross, Duke of Edinburgh Park. HVMC Invite
- Sun 18 Social Trial (same as our nite trials?) WMSA Closed
- Tues 20 CLUBNIGHT, 8 pm at the clubrooms
- Sun 25 Kim Naylor Autocross VUCC Invite

AND ON THE NEXT PAGE IS A LIST OF ALL THE MAJOR EVENTS TO THE END OF 1980. THESE WILL ALL BE PRINTED IN THE NEXT MANZ YEARBOOK.



GOLD STAR TRIALS

1979	
22 September	Northern Sports
6 October	Hawkes Bay
21 October	Marlborough
1980	
31 May	Auckland
9 August	Hamilton/Thames Valley
16 August	Victoria University
31 August	Northern Sports
13 September	R.A.T.E.C
4 October	Manawatu

GOLD STAR HILLCLIMBS

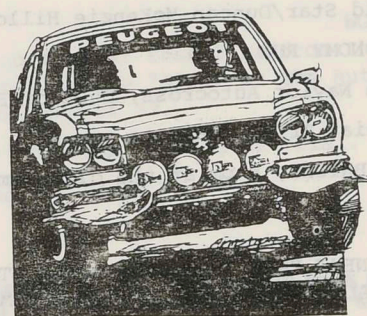
1979	
13 October	Taumarunui
14 October	Waitomo
27 October	Autosport
3 November	Hawkes Bay
4 November	Wakatipu
10 November	Wairarapa
25 November	Taranaki
1 December	Wanganui
2 December	South Taranaki
1980	
2 February	Pukekohe
9 February	Thames Valley
10 February	Rotorua
23 February	South Canterbury
24 February	North Otago
3 May	WELLINGTON
4 October	Taumarunui
5 October	Waitomo
25 October	Autosport
1 November	Hawkes Bay
8 November	Wairarapa
23 November	Taranaki
30 November	Wanganui
1 December	South Taranaki

NATIONAL GYMKHANA CHAMPIONSHIP

17/18 November 1979	Taranaki
15/16 November 1980	Canterbury

RALLIES (Includes only 'local' Invitation events.)

1979	
6 October	Victoria University
26 October	WELLINGTON
9 December	Manfeild Rallycross
15 December	Manfeild Rallycross
1980	
1 March	WELLINGTON
15/16 March	National Motorsport Weekend
22 March	WELLINGTON Rallysprint (N)
12 April	Wanganui
13 April	Hamilton Rallycross (N)
18 May	Hamilton Rallycross (N)
24 May	NZ RALLY CHAMPIONSHIP
	Round 1: Sth Canterbury
31 May	Wairarapa
2 June	Hamilton
14/15 June	NZ RALLY CHAMPIONSHIP
	Round 2:
21 June	Victoria University
28 June	Tokoroa
29 June	Hamilton Rallycross (N)
13 July	MOTOGARD INTERNATIONAL
27 July	Hamilton Rallycross (N)
2 August	Rotorua
31 August	MG
6 September	NZ RALLY CHAMPIONSHIP
	Round 3: Hamilton
20 September	R.A.T.E.C.
27 September	NZ RALLY CHAMPIONSHIP
	Round 4: Northern Sports
11 October	WELLINGTON



THE BLIND LEADING THE BLIND

SATURDAY 21 JULY WAS THE OCCASION FOR ONE OF THE CLUB'S MOST ENJOYABLE EVENTS - THIS YEAR ORGANISED BY EDDIE CONROY AND PETER MARTIN. FIRST WORDS ON THIS YEAR'S BRAILLE TRIAL BY BLIND COMPETITOR ALAN GRAY...

The weather was perfect and spirits were correspondingly high as the first car, navigated by a blindfolded Bob Parker, roared away at the crack of the starter's white stick. The route led through Khandallah, Ngaio, Wadestown, Brooklyn, over Mount Victoria and around Oriental Bay to the Lion Tavern for a magnificent lunch.

The straight line map which the navigator's used is a clever and foolproof device: one mistake however and the car is off on a private tour of the Wairarapa or a perpetual circuit of Mt Victoria!

The first places were very closely contested with low scores but as the results descended the scores rose to heights that would have done credit to a score board at a test match! I think all concerned enjoyed the rally and thanks is due to all those who gave their time and money to such an imaginative scheme.

..AND FROM DRIVER JENNY NIDD...

When Eddie approached me to see if I could be a driver on this year's Braille Rally, I was only too pleased to assist. The excellent fringe benefits attached to this event - delicious morning tea, beautiful weather (well, it has been for the two I've been on!) and excellent luncheon - all provided and organised by the Blind Foundation - are only secondary reasons for participating in one of the most entertaining and enjoyable events of the year. I hadn't realised last year before I participated in the Braille Rally, and it further struck me this year, just how much the blind people enjoy this outing, how keen the competition is between them to do well, and how interesting they are and how interested they are in you, what you do, where you live, and particularly what you do in the Car Club. Such a realisation tends to make one, as the driver, tend to forget about the usual trialling procedures - the keenness to do better than anyone else, the anxiety of dropping checkboard codes, exact timekeeping etc. The main priority seems to be to do as well as you can for your navigator because they are so fiercely determined to do their best and because they have been looking forward to the outing so much.

Well, to get on to the actual trial. When 11 o'clock approached and drivers were asked to escort their navigators to the cars, you could literally feel the tension and excitement mounting amongst the passengers, especially with the presence of TV cameras and guest navigator Bob Parker from TV1. We got off to a rather late start, owing to the fact that I had parked the car a short distance away and (mistakenly) thought it would be quicker to get back to the Foundation via Wellington Girls College and Molesworth Street. We didn't know at that stage the Traffic Department was holding cars up at the traffic lights for the Rally to get under way! So we started late out of position, following

John Thomson, who kept getting away from us every time we encountered a check board because he had a passenger to write down the code and we didn't. After a few miles we had settled down and my navigator, Mrs Nind (someone had a good sense of humour here - a team of Nidd and Nind) had learned not to lean forward and crack her head on the radar detector and to shout loudly every time we went over a bump (a loose muffler is quite a bit of competition). We managed to avoid the circus in Crofton Downs, most of the cars trying to go up curbed and channelled driveways, then found a manned check on the way to Wadestown. A great screech of brakes, and I was out of the car and haring off to the check (just as you do on a night trial). When I did get there, puffing and panting, I found we were somewhat early and on film. I hadn't seen the TV camera hidden under a low hanging hedge, so there was a very hurried smoothing of clothes, hair and general preening. (It was worth it, I even got recognised in Auckland and Invercargill!)

After a sharp, devious right hand turn up a sealed goat track, where we proceeded along the back of Wilton, becoming increasingly worried as I had lost sight of the familiar Thomson car and had not seen anyone else from the Trial, we found a few more check boards and proceeded at a far more leisurely pace to Karori, found another manned check, then proceeded through Northland and up through Brooklyn. A few more cars had appeared by then, which was somewhat more comforting. It was about this stage, coming down to Berhampore, that UNCLE BRIAN started to become very devious and kept being extraordinarily polite in insisting that I check in to manned checks before him, even going to the stage of checking other people's tyre pressures as part of his delaying tactics! He then proceeded to follow us (they do call General Motors' products "The Leaders") except for one point where I did allow him to go first as I thought a little tyre pressure checking of my own was called for (even though it did look suspiciously as though I was slightly confused about the route). Up to a glorious view from Mt Victoria and Uncle Brian still dodging about me and taking an unusual interest in grass verges, then down through town to finish up at the Lion Tavern. By this stage, I was most impressed with my efforts at managing to check in at all the manned checks actually on time - a thing unheard of in the Torana with speedo still in miles!

A very enjoyable luncheon and a few trips down to the bar to refresh both navigator and myself and a chat to friends and their navigators, than it was announced that results had been computed as the last wayward cars had finally arrived. I admit that I was the most stunned that day that I have ever been (apart from when I fell off Brooklyn Playground's slide at the age of 4, on to my head - which probably explains a lot of things to most of you), when it was announced that Mrs Nind and I had won the Trial. I still couldn't believe it, even when Shelley brought the treasured Bowden Cup in to me with my name engraved on it. I even had to take two looks at the final results when Eddie gave them to me to see that it was true. But, superceded by this, was the sheer pleasure and surprise that my navigator, Mrs Nind, expressed. I have never before in my life seen anybody so absolutely thrilled, and to me, this made it all worthwhile.

My thanks to Eddie Conroy, and all the other people who did such a marvellous job in organising the Rally, and commiserations to Uncle Brian, who we pipped by one point. Mind you, if he had won the Bowden Cup for this Blind Rally I would have personally throttled him, as he just pipped Jenny Pierson and I for 1st place in the Honeypot Trial! But that's another story...

THERE'S ANOTHER COMPETITOR'S VIEWPOINT AT THE END OF GARRY JACKSON'S MOTOGARD STORY ELSEWHERE IN THIS ISSUE, BUT WE HAD BETTER GIVE THE ORGANISERS A LINE OR TWO...

The organisers of this year's event wish to thank those people who with true club spirit turned out this year to represent the club at the Braille Trial. The drivers this year were a very willing bunch. You may remember that last year, I produced a list of excuses. Not this year. I only heard the word 'Yes'. It makes the organisers' work easier and more rewarding. We hope to see you all next year. Special thanks to those of you who had problems on the day. Your effort is certainly appreciated by the members of the Foundation.

To DALE MCTAVISH for the doorflashes, and the Pres. for sticking them on; to the checks, BARRY LAKEMAN, K FOULKES, TOM DOYLE, ROGER SCHOLES and RUTH SHEPHERD; to SHELLEY ATTWELL for liason at the Foundation, our sincere thanks.

Leave one on the left and right together;
Eddie Conroy Peter Martin

..AND LEAVE THE LAST WORDS TO THE FOUNDATION, WHO SENT US THE FOLLOWING LETTER:

Everyone is in agreement that this year's car rally was the best yet and a credit to Eddie Conroy and Shelley Attwell. Apart from the obvious enjoyment that our members received from taking part in the event, the value of the TV coverage in promoting our Braille Week is of inestimable value.

Please convey to your members the Foundation's thanks for the time and effort which they so willingly gave.

results ➔

crossflow

- * MALCOLM BUCHANAN has been pretty ill lately, we understand from the effects of over-work. He now has more time to write for the magazine (for which we are grateful) and to chat to clubmembers about their problems with cars generally and scrutineering particularly.
- * LYN DEWHURST is back from her trip to the USA, the UK, and all points in between with a desire to go away again as soon as she has the money.
- * The rally world in Wellington does not seem to be too happy at the new Rally Vehicle Eligibility Working Party recommendations, which we published in our July issue, and which was the subject of a column by the Wonderlight in Motoraction. The main bone of contention seems to be the rule about "V8 engined small cars" that, they say, are built without thought for stopping power and suspension modifications. Even if you agree that this may happen in general, that does not seem a good reason for banning them altogether from invitation competition without some 'right of appeal' to say the MANZ Technical Committee to allow specific cars to run. If you feel badly about the way things are going, write to MANZ NOW!!!!

RESULTS

(BRAILLE TRIAL)

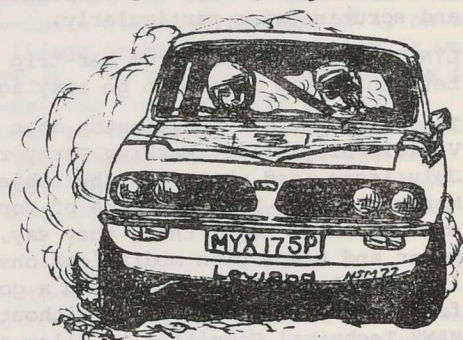
	3 checks	M/check 1	3 checks	M/check 2	2 checks	M/check 3	1 check	M/check 4	1 check	Final	Points Lost	Place
Garry Jackson/Bob Parker	0	15	0	2	0	5	0	2	30	13	67	12
Tony Nelson/David Southee	0	10	60	30	0	9	0	4	0	1	114	24=
Brendon Roberts/Mrs Southee	0	5	0	2	0	3	0	5	0	1	16	6
Dave Attwell/Robyn Pollard	0	3	0	5	0	1	0	3	0	1	13	4
Ross Crundwell/Nell Trembath	0	2	0	16	0	7	0	4	0	0	29	8
Bob Gray/Mr Todd	0	8	0	1	30	8	30	30	30	7	144	28
Dave Richards/Wanda Mulvaney	0	15	0	6	30	1	0	0	0	2	54	11
Colin Taylor/Mrs Orme	0	2	30	1	30	7	0	4	0	1	75	15
Jenny Nidd/Mrs Nind	0	6	0	1	0	0	0	2	0	0	9	1
John Thomson/Alan Gray	0	5	0	5	0	4	0	3	0	2	19	7
Alan Harvie/Mr Volheim	30	30	30	7	0	6	0	2	0	4	109	22
Brian Thompson/Mrs McPherson	0	6	0	2	0	0	0	1	0	1	10	2
Susan Kay/Doris Mason	30	19	60	6	30	30	0	0	0	3	178	30
Ian Jensen/Mrs Sloane	0	8	0	2	0	3	0	0	0	1	14	5
Glenn Watt/Dot Thompson	0	13	30	5	0	3	0	1	30	5	87	18
John Swan/Mrs Bipsham	0	8	30	5	30	2	0	1	0	3	79	16=
Bob Gardner/Miss O'Farrell	0	1	0	6	0	4	0	0	0	0	11	3
Steve Gardner/Zina Livett	30	30	30	14	0	2	0	2	0	6	114	24=
Sherry Wood/Mana Upu	0	6	30	4	30	7	0	2	0	16	95	20
Alan Smithard/Mr Williamson	30	3	30	1	30	7	0	3	30	5	139	27
John Marslin/Jan Rutherford	0	2	0	8	30	7	0	2	0	4	53	10
Bronwyn Griffiths/Mrs Lewis	30	0	0	1	30	4	0	6	0	3	74	14
Neville Saker/Mrs Reynolds	0	2	30	3	30	1	0	11	0	2	79	16=
John Baker/Vie Manfield	30	4	30	5	30	9	0	1	0	3	112	23
Mike Galvin/Bert Sagar	0	7	60	12	0	10	0	8	30	3	130	26
John Croy/Noel McIvor	30	25	0	7	0	3	0	3	0	1	69	13
Jim Maidens/Joan Cooper	30	28	60	20	0	30	30	9	30	5	242	31
John Pierson/Mr Napier	0	1	30	1	0	2	0	0	0	3	37	9
John Gladhill/Mrs Meiklejohn	30	0	30	3	30	8	0	3	0	2	106	21
Nick Griffin/Mr Noah	30	15	30	26	0	30	30	11	0	3	175	29
Lesleigh Olsen/Mrs Mokaraka	60	30	90	30	60	30	30	30	30	0	390	32
Neil McCormick/Mrs Button	30	10	30	9	0	6	0	2	0	5	92	19

Officials on the day: Ruth Shepherd, K Foulkes, Barry Lakeman, Roger P. Scholes, Tom Doyle.

Door flashes: Dale McTavish.

Thanks to; Shelley Attwell.

Organisers: Eddie Conroy and Peter Martin.



JENNY PIERSON IS THE ONLY WELLINGTON CAR CLUB COMPETITOR TO COMPETE IN ALL THE ROUNDS OF THIS YEAR'S

WALL TROPHY

This is a short write-up from one of the few enthusiastic triallists in the club. As husband John is checking each round of the series this year, I teamed up with JENNY NIDD, another enthusiast.

The first trial in the series was the Midnite, run by Gordon Stillwell of the Victoria University Car Club. We were able to team up with CRAIG FLETCHER and PHILIP KING. This was a well-organised trial, with 25 starters, running from Paekakariki at midnight to Levin, finishing around 6.30 am. The first few sections were reasonably straight-forward, except for one which had us somewhat confused. After a welcome cup of coffee about 3 am, we headed off again to start the map-reading. Being our first attempt, we lost maximum points for time, but managed to pick up all but one of the passage checks. The last section we found quite easy, but many other crews must have been getting tired, because about 17 crews lost at least one check-board in this section.

The next round was Wellington's 'Honeypot' organised very capably by BARRY LAKEMAN with assistance from BOB GRAY and a large number of clubmembers who turned out to help on the night. This trial was one where it was necessary to have a great deal of faith when obeying instructions, and had many of the popular self-correcting traps with obvious 'mugs routes' and we only got caught once. There were three Wellington crews and we teamed up with BRIAN THOMPSON and JAMES COOK. BOB GARDNER and DAVE GASKIN also competed. Congratulations to Brian and James who won the trial, just pipping us by 5 points. This is the first time for many years that the Wellington Car Club has been the winning team on a Wall Trophy Trial.

The third round was run by Malcolm Matheson of the Hutt Valley Motoring Club and as we were the only Wellington crew to turn up, there was no team entered by our club in this round. We found the trial slightly harder than the previous two, but nevertheless enjoyable, missing out mainly in the map-reading. Many crews, at the finish, found that they had missed a lot of check-boards without knowing, which to my mind constitutes a good trial. We found many roads in the Hutt Valley that we never knew existed before, and recommend these trials as enjoyable events. Experience is necessary, of course, but this can only be gained by entering.



ENTHUSIASTS FIT

DUNLOP RADIALS

THANKS

Thanks for this issue to those whose names appear with their articles, and to Ian Jensen and Neil McCormick.

Incidentally, the Macaskill brothers phone no. is 267683. And a reminder: we are only editing, designing, typing and compiling one more magazine. So if you want a job looking after this aspect of the club's activities (which some say is more important than the work done by the Committee) let John Marslin know NOW!!

TEAMS: Wellington CC Car no.s 3 + 5 544.5 points; Hutt Valley MC Car no.s 1 + 8 1526.5 points; Kapiti CC Car no.s 14 + 18 1942.8 points; Victoria University CC Car no.s 2 + 4 1002.2 points and car no.s 10 + 13 1732.4 points; Fiat Owners' Club Car no.s 9 + 11 2238.4 points.

TROPHY POINTS FROM THIS ROUND: Wgton 20; HVMC 13; KCC 7; VUCC 26; FOC 5.

Key to results: x claim allowed; * claim not allowed; E early; L late.

MARSHALLS: Lloyd Evans, Noel Williams, Tony Nelson, Neil McCormick, Maggie Smart, John Pierson, Dave & Shelley Attwell, Ian Jensen, & Ed Conroy. COMMUNICATIONS: Ed Conroy. CHECKING CREW and on-the-night RESULTS: John Pierson. ASSISTANCE FROM: Sid Franklin, Roger Scholes, and Bill King. ORGANISERS: Barry Lakeman & Bob Gray.

HONEYPOT RESULTS

WELLINGTON CAR CLUB HONEYPOT TRIAL RESULTS 11 JULY 1979

CAR NO.	DRIVER/NAVIGATOR	CAR	ODO	RRRLP	DRRLP	SIVE	M/CHECK	CHIEF	DU	MODUATOR	HUNNY	WHIX	HI	M/CHECK	DRIVER
1	M Matheson/S Matheson	Toyota Corolla	180	180	180	180	180	180	180	180	180	180	180	180	Matheson
2	R McVeagh/J Rapley	Ford Escort Sport	180	180	180	180	180	180	180	180	180	180	180	180	McVeagh
3	B Thompson/B Cook	Mazda 626	180	180	180	180	180	180	180	180	180	180	180	180	Thompson
4	D Gair/D McDonald	Peugeot 404	180	180	180	180	180	180	180	180	180	180	180	180	Gair
5	J Nidd/J Pierson	Holden Torana	180	180	180	180	180	180	180	180	180	180	180	180	Nidd
6	T Joines/S Joines	Hillman Hunter	180	180	180	180	180	180	180	180	180	180	180	180	Joines
7	B Sturgess/G Hand	Ford Escort Van	180	180	180	180	180	180	180	180	180	180	180	180	Sturgess
8	M Dempsey/R Norris	Toyota Corolla SR	180	180	180	180	180	180	180	180	180	180	180	180	Dempsey
9	R Hedifen/P Grindrot	Fiat 125 Special	180	180	180	180	180	180	180	180	180	180	180	180	Hedifen
10	T Ryan/F Conway	Datsun 1200	180	180	180	180	180	180	180	180	180	180	180	180	Ryan
11	M Hutton/T Wall	Fiat 124 Sport	180	180	180	180	180	180	180	180	180	180	180	180	Hutton
12	R Gardner/D Gaskin	Morris Minor	180	180	180	180	180	180	180	180	180	180	180	180	Gardner
13	L Michau/N Stewart	Ford Escort	180	180	180	180	180	180	180	180	180	180	180	180	Michau
14	M Cartmer/T Dawson	Datsun 160J SSS	180	180	180	180	180	180	180	180	180	180	180	180	Cartmer
18	R Gardner/J Gardner	Morris Mini S	180	180	180	180	180	180	180	180	180	180	180	180	Gardner

KEY: x Claim allowed
* Claim not allowed
E Early
L Late

OVERSEAS NEWS

RACING:

USA: At Watkins Glen on the "Makes" round it was Don & Bill Whittington/Klaus Ludwig followed by Rolf Stommelen/Paul Newman/Dick Barbour, both Porsche 935s. (Familiar? Same as Le Mans!) Surprise was the Bob Tullius Group 44 Quaker State Triumph TR8 (read TR7 V8) winning its class and coming 6th overall, first time out. (You may remember Tullius - he made the Jaguar XJS go in the US, too) ...And in the Can Am race Rosberg won (again). Ickx ended up 8th after a long pitstop and Forbes-Robinson ran 2nd until he retired with mechanical failure ...Old news is Indianapolis: Rick Mears (Penske PC6), followed by AJ Foyt, Danny Ongais and Bobby Unser.

EUROPE: TONY DRON has retired from professional racing ...AMEDEE GORDINI, founder of the Gordini marque, died recently aged 79.

LE MANS: Keke Rosberg had to race in Can Am, so his ride was taken over by Bob Evans/Tony Trimmer, thus cutting DAVE McMILLAN out. Results were 1st Ludwig/Whittington/Whittington (3.0 t/c Porsche 935k3); 2nd Stommelen/Barbour/Newman (3.0 t/c Porsche 935/77A); 3rd Servanin/Ferrier/Trisconi (ditto); 4th Mueller/Pallavicini/Vanoli (3.0 t/c Porsche 934); 5th Ragnotti/Darniche (3.0 Rondeau M379 DFV); 6th Mignot/Winkelhock/Poulain (3.5 BMW M1). Note: two rally drivers in 5th place.

PIT BITS: A recent round table meeting of FIA representatives decided that motorsport should make a 10% fuel saving, effective from 1.1.80. This will be achieved by regulations due out shortly.

FORMULA 2 RESULTS:

ROUND 7, PAU, FRANCE: 1st Eddie Cheever (Osella-BMW FA2/79); 2nd Siegfried Stohr (Chevron-BMW B48); 3rd Marc Surer (March-BMW 792); 4th Beppe Gabbiani (March-BMW 792); 5th Patrick Gaillard (Chevron-Hart B48); 6th Angel Guerra (March-BMW 792).
ROUND 8, HOCKENHEIM, GERMANY: 1st Stephen South (March-BMW 792); 2nd Derek Daly (ditto); 3rd Gabbiani; 4th Gaillard; 5th Surer; 6th Bobby Rahal (Chevron-Hart B48).

ROUND 9, ZANDVOORT, HOLLAND: 1st Cheever; 2nd Teo Fabi (March-BMW 792); 3rd Surer; 4th Alberto Colombo (March-BMW 782/79); 5th Brian Henton (Ralt-Hart RT2); 6th Eje Elgh (March-BMW 792).

CHAMPIONSHIP POINTS TO DATE: Cheever (29), Surer (28), Henton (24), Dougall and Daly (18).

RALLYING:

RALLY OF BRAZIL: The first Brazil rally was won by Markku Alen/Ilkka Kivimäki followed by Walter Röhrl/Christian Geistdörfer in two works Fiat 131s. The event had a special class for ethyl alcohol-powered cars (Brazil extracts ethyl from sugar cane and it has been found that normal engines will accept 20% mixed into petrol. Present developments show 100% alcohol is possible.) The 2100km event contained 500km of special stages. What is causing flak is FISA's indications that this will be a round of the World Championship next year, the second time it

has been run. Incidentally, except for World Cup type events, Brazil has not run a stage event before.

Winner of the Sedan Award of merit after the Welsh Rally was ALAN CARTER ...The YPRES 24 HOURS had Alan Carter leading group one until he broke an axle half way through the event.

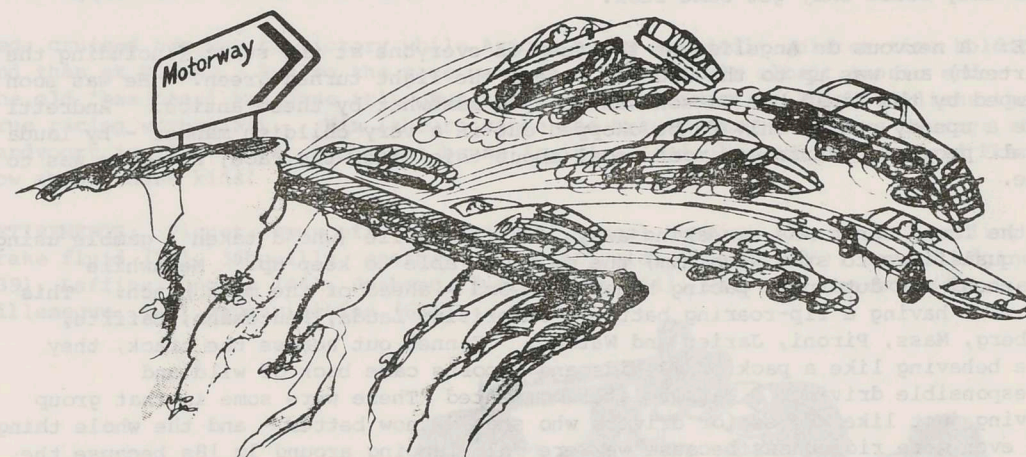
The REPCO RELIABILITY TRIAL in Australia, which started on 5 August for a 20,000km run, had 200 starters.

MOTOGARD: In our preview of the Motogard we suggested that the "Alan Carter's not coming to New Zealand" announcement may have been a ploy to drag more sponsorship into the event. It all became intellectual in late June when the Chequered Flag Stratos (which Carter was to drive) rolled on the Donegal Rally, somersaulting 20 feet up and writing off the monocoque.

FORMULA ONE:

FOCA V. FISA: FOCA wanted the PROCAR race before the French GP or there would be no competitors in the F1 race, and FISA threatened that there would be no event if there was a PROCAR. The result? An untimed "demonstration" with all cars starting at once. Those who crossed the finish line were given points towards the championship relative to the order they did so. So it wasn't a race. Or was it?

LOUIS CHIRON, the Bugatti driver 1923-1935 who ended his successful GP career in 1959, died late in June at the age of 80 ...VILLENEUVE has signed with Ferrari until the end of 1981 ...SCHECKTER's contract doesn't expire until the end of 1980.



NEWS FLASH: The Wellington Southern Motorway will be extended to Moa Point and all congested roads diverted into it, with an immediate saving of \$50m in oil imports. This may mean the relocation of St Patrick's College, but advantages are seen for Wellington airport in the long term.

formula one '79

ROUND TEN: SILVERSTONE (ENGLAND)

2.932 mile circuit - 68 lap race

1st	Regazzoni	68 laps
2nd	Arnoux	"
3rd	Jarier	67 laps
4th	Watson	"
5th	Scheckter	"
6th	Ickx	"

ALSO: Tambay, Reutemann, Rebaque & Pironi (66), Lammers, de Angelis & Gaillard (65).

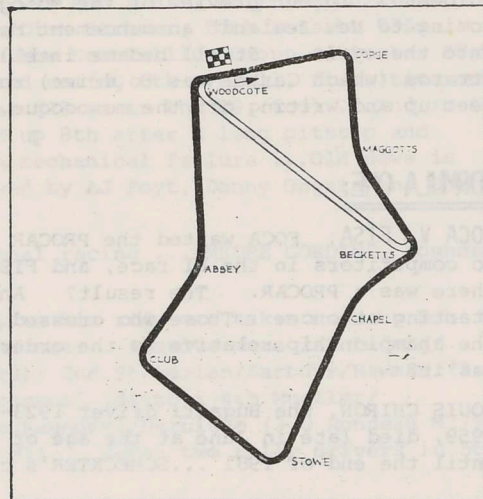
Fastest lap - Regazzoni 1m 14.40s (141.87 mph): new record.

PRACTICE: To say the Williams team dominated proceedings at practice would have to be an understatement to end all understatements. Jones' fastest lap was a massive 4 seconds faster than the record and Regazzoni was proving many a critic woefully wrong by emulating his teammate's style and sureness. Things were looking decidedly hopeful for this popular team - if they could only get some luck!

RACE: A nervous de Angelis got the jump on everyone at the start (including the starter!) and was up to the 3rd row before the light turned green. He was soon swamped by the field but Watson was delayed somewhat by these antics. Andretti made a speedy start, only to be chopped out in a very childish manner - by Lauda of all people! Mario was most vocal about this after the race, but more was to come.

At the front Jones was streaking away, with Jabouille (who'd taken a gamble using his qualifiers to stay with him) the only one able to keep up. Meanwhile Regazzoni was dutifully pacing himself in 3rd - ahead of the main bunch. This lot were having a rip-roaring battle - comprising Lauda, Reutemann, Laffite, Rosberg, Mass, Pironi, Jarier and Watson. Fanned out across the track, they were behaving like a pack of F3 kids and reports came back of wild and irresponsible driving. Watson later commented "There were some in that group driving just like FF, senior drivers who should know better - and the whole thing was even more ridiculous because we were only lapping around 1m 18s because the front ones were holding us up!" Childish indeed!

By lap 12 Jabouille had dropped to 12s behind Jones, who looked fantastic. Jean-Pierre couldn't believe his eyes and reckoned that Williams had the fastest Cosworth DFV he's ever sat behind!



On 17 Jones came through alone as Jabouille pitted for new tyres - Williams were now 1-2, and looking very safe - both of them! Poor J-P's chances of regaining his position evaporated when a mechanic hooked an air hose round the front wing. As J-P accelerated away this was torn off, necessitating a further stop. Then Jabouille kept the engine running, a turbo overheated and that was it!

At 25 it was still Williams 1-2 with both drivers looking good. Later, when asked by designer Patrick Head why he didn't ease up and stop turning in sub-1m 15s laps, Jones replied, "Ease up? I was running easily: I'd got over a second a lap in hand for most of the time!"

Arnoux was now up to 3rd and interest turned to who would fill the minor places. Watson was having a happier run after pitting for a new tyre and was slicing through the field from 16th where he'd rejoined. The order was now Jones, Regazzoni, Arnoux, Scheckter, Villeneuve, Laffite and Rosberg, who was driving quite respectably (!)

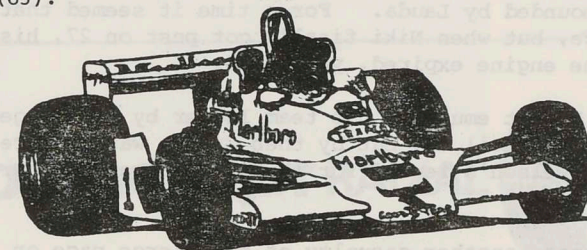
Laffite's chase of the two Ferraris gained some attention but, although he took until lap 32 to catch them, once he got close the fight was over. On 35 - Villeneuve at Woodcote chicane, then Scheckter at Copse - on the same lap!

Suddenly on 39 there was no Jones! Yet again Alan's terrible luck had struck. A water pump leak resulted in another DNF - an unfair end for a man who had dominated the weekend so completely.

Now the order was Regazzoni, a gap, then Arnoux, Laffite, Scheckter, Villeneuve, Rosberg, Jarier, Ickx, Pironi and Watson all running close. But now the rot set in. First Laffite on 43, Rosberg on 44 without drama and then Patrese on 45 in similar fashion. So Watson was now back in the top 6, promptly displacing Ickx with ease and then on the last lap catching Scheckter asleep to complete an encouraging debut for the new M29.

Rega cruised his way to victory while Arnoux had a decidedly quieter time holding 2nd than at Dijon. And so the race came to a predictable albeit ironic end - the old 'has been' had done it! But the victory belonged to Frank Williams the true racing enthusiast. His labours since the tragic death of Piers Courage at Zandvoort in 1970 had at long last borne fruit! Good old Rega! Good old Frank! Now about those kids!

RETIREMENTS: Piquet, spun off (1), Andretti, wheel bearing (3), Lauda, boiling brake fluid (12), Jabouille, engine (21), Fittipaldi, engine (25), Jones, engine (39), Laffite, engine (44), Rosberg, fuel pickup (44), Patrese, gearbox (45), Villeneuve, fuel vapourisation (63).



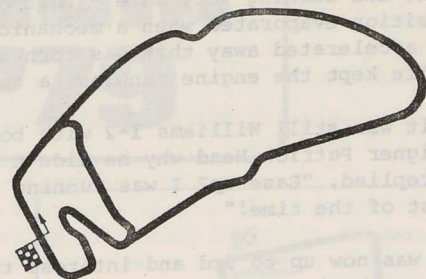
ROUND ELEVEN: HOCKENHEIM (GERMANY)

6.788km circuit - 45 lap race

1st	Jones	45 laps
2nd	Regazzoni	"
3rd	Laffite	"
4th	Scheckter	"
5th	Watson	"
6th	Mass	"

ALSO: Lees, Villeneuve, Pironi, Lammers (44); de Angelis (43), Piquet (42).

Fastest lap - Villeneuve 1m 51.89s (218.40 kph)



PRACTICE: This time Jabouille set his stamp on pole - and left it there. Try as they might, no-one even got close, until Alan Jones stormed round in the last session, albeit still 2.7s too slow. Would we have another turbo win, or could Jones finally rid himself of all this tenacious bad luck he's had?

RACE: In the warm up session Niki was able to provide the popular press with more "scandal" when he came fuming back to the pits with a broken gearbox bearing. "I did one extra lap - imagine if I hadn't. The bloody thing would have broken on the pace lap!" The ex-world champion is becoming more vocal with his frustration in the Brabham team - and also the fact that his clear no.1 position has faded with rising star Piquet, to be almost no.2!

Jones caught Jabouille napping when the light blinked green, and disappeared! This left J-P to a tussle with Laffite, while Regazzoni was after Scheckter. Piquet, Lauda and Pironi followed. Jabouille's hopes of ever getting close to Jones ended on lap 8 when he braked far too late at Sachscurve and, in full view of the packed stands, locked up and spun backwards off the track in a shower of sand and dust. The engine stalled and wouldn't start, so that was it! Very embarrassing and entirely unnecessary at that early stage.

Jones now had a healthy lead while Laffite was hanging gamely on to 2nd, warily watching a determined Regazzoni who had eased past Scheckter. Arnoux briefly held 5th before a tyre exploded at top speed, giving him one helluva scare before he slid the Renault to a halt at trackside.

On 13 Laffite made a slight error and Regazzoni was through. Jaques was tempted to stay with him but thought better of it as his tyres rapidly deteriorated. Scheckter was now dropping back in 4th and there was a gap to Villeneuve, who was being hounded by Lauda. For a time it seemed that both BT48s might last the distance, but when Niki finally got past on 27, his car lasted only one more lap - then the engine expired, yet again.

Nelson Piquet emulated his team leader by really getting stuck into Gilles. He kept it up until 33, but by then Gilles was in tyre trouble and headed for the pits. Nelson's reward for this effort was another blown Brabham V12 - on the last lap!

Ickx became another casualty of the fierce pace on 25, when a rear tyre exploded

at full speed, literally throwing him into the guard rail and destroying the car, though thankfully Jacky was not hurt. 9 laps later the same failure befell Patrese, but with far less spectacular results and that brought the tyre fatalities to seven. Things were looking decidedly dicey for all, with the cruel pace and hot temperatures.

Jones was still leading and Williams were a comfortable 1-2 but Alan was by no means secure. His Williams, suffering fuel vapourisation, was misfiring badly and he slowed up. "With 15 laps to go, it started oversteering on lefthanders. I looked in my mirrors and could see the right tyre deflating. I thought 'oh yes, so the misfire hasn't got me and they've sent a puncture now'. All round the circuit I kept getting reminders of what can happen when a tyre flies apart. I was going to run the bloody thing home on its rims if necessary" he recalled later.

On 31 the gap to 2nd was 23 seconds. By 36 it was 20 and with 5 to go it was only 12.8s - could Clay catch up, would he pass, could Alan last the race?! On the last lap Clay was 4.4s behind, Jones' tyre by now virtually deflated and only the centrifugal force holding it onto the rim. But this time Alan wasn't thwarted and at last scored a victory. To top it off for Frank - Clay came in a comfortable second. But, even with this new domination by the Williams team, you can see why some people feel, very strongly, that the new points system has failed. And you can sense the frustration of drivers who have been unfairly handicapped by this arbitrary change.

RETIREMENTS: Stuck, suspension breakage (0), Reutemann, crashed (1), Fittipaldi, electrics (4), Jabouille, spun off (7), Arnoux, puncture (9), Andretti, CV joint (16), Rebaque, handling problems causing withdrawal (22), Ickx, puncture (24), Lauda, engine (27), Rosberg, oil pressure (29), Tambay, oil seal leak (30), Patrese, puncture (34).

DRIVERS

CHAMPIONSHIP	Scheckter 35, Laffite 28, Villeneuve 26, Regazzoni 22, Depailler & Reutemann 20, Jones 16, Jarier &
POINTS	
AT THE END OF	Watson 13, Pironi 8, Patrese & Mass 2, Lauda, Ickx
ROUND 11	& Fittipaldi 1.

CONSTRUCTORS

CHAMPIONSHIP	Ferrari 65, Ligier 51, Williams 38, Lotus 37,
POINTS	
AT THE END OF	Tyrrell 21, Renault 19, McLaren 13, Arrows 4,
ROUND 11	Copersucar & Brabham 1.

DUNLOP AQUAJET RADIAL



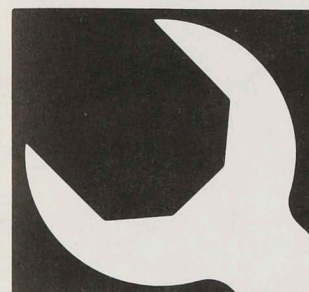


ABOVE: DAVE JAMIESON demonstrates oversteer and understeer all at once in his Escort Van at the Kapiti CC round of the Porirua Auto & Tyre Services Championship at Waterfall Road. BELOW: Mr R WESBY of HVMC demonstrates the results of over & oversteer at his first speed event: our round of the championship at Rallywoods on 11 August. We'll have more photos and stories of the event in our next issue. Photos: the Macaskill brothers.

**AND
FINALLY...**



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BULLETIN OF THE WELLINGTON CAR CLUB

OCTOBER 1979

TONY STREET is always good for a photo! This was taken by the
Macaskill Bros at Rallywoods on 11 August. Story and results inside.



MOTORING NEWS

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AND: Susan Bruce
837852/729929x581

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month except December ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$20 (full) \$20 (husband and wife) \$10 (under 18) \$15 (associate) \$10 (country - over 40 miles), the joining fee is \$7.50 and the current MANZ levy is payable per person in addition to the relevant sub ... please DON'T phone committee members after 9pm ...

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Profocient Industries Ltd, Wellington

the president's piece

JOHN MARSLIN's
report to the
1979 AGM:

This year has been a very slow year for the Committee: trying to get some drive back into the Club when members just don't seem to want to show any enthusiasm. It has been said that for the price of the subs, members don't get enough out of the Club. Yet in this last year the Nonspeed Committee have organised and run 23 events, 11 of them night trials and including one successful braille trial. Events like these need organisers and it seems to be the same people running the same events. Also, events like these are easy to run and don't have to be hard so that crews lose interest (which has happened once or twice) but should be interesting with basic-type instructions. Nonspeed events also included 4 gymkhanas, 3 novelty trials, 3 invitation trials and 1 economy run.

On the speed side 8 events have been run: 1 clubmans, 3 gravel hillclimbs, 3 sealed hillclimbs and 1 autocross, with the final round of the Porirua Autos sprint series still to go and hopefully a rally in October. In the last 30 months 22 invitation speed events have been run, not too many short of the number of speed events run by all the other area clubs put together.

Social events have been a bit slow this year and the bar turnover has dropped since the breath test was toughened up, although the Thursday nights are still going thanks to the same few. This year's prizegiving was not the best but it is hoped to have this sorted out soon. The land is still a burden to the Club but it is listed for sale with every land agent in Wellington and we can't do much until someone is interested in buying and talking prices. At the moment we have a price of \$65,000-\$70,000 on the land, with two people interested in it. Working bees have been a problem, with the same few coming to them. We ran 11 working bees, rubbing down, painting and cleaning the clubrooms. I am glad to say the clubrooms are completely painted outside, the kitchen is painted and the gear is cleaned up. Some of our timing gear and trialling equipment will need some time spent on repairing and renewing it in the near future.

The Committee has tried very hard this year to satisfy everyone but people still say we should have done this and that - and those same people have not lifted a hand to help. It has also been said that "it only takes a phone call". If one was to ring those same people for every event or working bee, nothing would ever get done.

I think this Club has done very well this year considering the petrol price rises and the ban on weekend petrol sales. Clubs will have to rethink the running of events in future, keeping in mind public opinion and keeping a low profile on events until at least the gas problem is sorted out. The price of parts and

travelling is also getting dearer, so better use of all types of racing and rally cars is needed, using cars for more than just one type of motorsport so as to get the best possible use from the car that you have so much money tied up in.

I would like to thank those on the Executive Committee who put so much time in the weekends and at night into running the Club; those who organised and ran events; those who came to the working bees; those who wrote articles for the bulletin and the bulletin staff. I wish the new incoming Committee every success and hope that the Club as a whole will help them through the 79/80 season.

John Marslin

FOOTNOTE: Commenting after the AGM, I would thank the 52 clubmembers who attended. That turnout, nevertheless, is pitiful. It underscores my point that there are many who criticise the Executive but show no interest at all even in exercising their vote to get the Committee members they want. Far from being interested in contributing it appears that they just do not care, except when complaining about something that doesn't suit them. I reiterate my thanks to those who were or who helped the 78/79 Executive, and I would like to see my pessimism proved wrong - I can't help but feel that if the Club doesn't support the new Committee, there won't be a Club for the Committee to run.

THANKS

To Ian Jensen, Ed Conroy, John Pierson, Neil McCormick and all those other people whose names appear with their contributions.

Incidentally, the Macaskill Bros phone number is 267-683.

As this is our last magazine we'd also like to thank all those people who have supported us in our efforts to get this magazine out every month. We hope that you will continue to support the new bulletin committee (whoever they may be).

See you around the Sport.

Barry & Pat

MIKE GALVIN RELATES THE SAGA OF

The Painting of the Clubrooms

On Saturday 1 September eight people turned up to tackle the painting of the outside of the clubrooms. The weather looked doubtful but we started on the undercoating of the end wall, and when this was completed the top coating of the kitchen side-wall started. When this was about half done the rain set in, so the team moved inside and got on with the kitchen plus patching up and cleaning the men's toilet. During the afternoon, time out was taken to watch the rallycross on tv, and later the weather cleared so it was back outside and on with the kitchen side-wall, and half the main wall was also painted. At about 5 o'clock everybody went home to rest and lubricate their weary arms.

Sunday the 2nd dawned much brighter and five people returned to continue with the outside. The end wall was painted, window frames undercoated and some frames even received the top coat. Most people decided they were not staying as long as on Saturday, so after a clean up inside most headed home about 2.30 pm to leave Bob Gray finishing the undercoat on the side windows.

Saturday the 8th saw four people return to try and finish off the job, and after a long day this was achieved. The outside, with the exception of the top of the end wall (we didn't have a long ladder) was done, the kitchen was finished and a few other bits and pieces inside and out were cleaned up.

Over the two weekends a great deal was achieved and I would like to thank all those people who gave of their time for the Club.

Those who turned up:

Saturday 1st: Don McLean, John Thomson, Iain Mollison, Mark Taylor, Ian Matthews, Alan Harvie, John Marslin, Mike Galvin;

Sunday 2nd: Ian Matthews, Alan Harvie, Bob Gray and friend, John Marslin, Mike Galvin;

Saturday 8th: Ian Jensen, Alan Harvie, Mike Galvin, John Marslin.



ENTHUSIASTS FIT
DUNLOP RADIALS

BOOKS ON CARS

REVIEWER: GRAHAM WOLF

RALLYING '78 BY MARTIN HOLMES & HUGH BISHOP.

What can one say about these two? When one of the world's top journalists and one of the world's top rally photographers get together and produce a book, it has GOT to be GOOD. The book has seven sections, beginning with a foreword by Hannu Mikkola, who can't praise the book enough. A 48 page section covers all types of rallies under all possible conditions. A 30 page section covers the worlds top 56 drivers, and would you believe it?.....Mike Marshall and Rod Millen get a good mention. (Oi! what about Robson, Donald, and Collier?) This section includes lavish photographs, plus the top rally performances in their careers. An 86 page section covers the rally cars themselves, and the teams...and in this section alone are some hitherto unpublished photographs. If you haven't fainted in a swoon over that lot, try the rally glossary and massive appendix covering the World Championship for Makes since 1968 with a fully tabulated run-down. Whether you're into Escorts, Chevettes, Datsuns, Lancias, or whatever, if you want a complete book on rallying, then this one has got to be IT. These two intend to put one of these books out every year as a sort of 'rallying yearbook'...I can hardly wait for next year's version!

THE WORKS ESCORTS BY GRAHAM ROBSON.

I started to write a book myself two years ago on the works Escorts, after 18 months of research. I'm glad I never finished it, because it would never have been as good as this book by Graham Robson, who has obviously more than just fleeting connections with Boreham. This book tells it all, as it has never been told before, right from the time Peter Ashcroft was made Competitions Manager by Stuart Turner, up to the time that Ari Vatanen was starting to electrify the world with his exploits in the works RS1800. Every works Escort ever built is mentioned in a cross-referenced glossary that covers EVERYTHING: chassis number, registration number, month, year, rally wins, by which drivers, etc., EVERYTHING - even some eye-opening 'pin ups' of the Boreham workshops. This is the book for Escort freaks (which is why I have a copy). Everything you ever wanted to know about Escort rally cars, so you can win the arguments in the pub! Want to know the complete history of Mike Marshall's '73 Heatway and '77 International cars before he bought them? It's all there in this book. Every spicy bit of technical information is included. A book that's been a long time coming, but my word the waiting was really worth it!

Both books are available from J'Mall Books in the J'Ville Mall. 'Rallying '78' costs around \$18.50 & 'The Works Escorts' around \$17.50. 'World Rallying I' is also available but unless you just like a profusion of photos and precious little information apart from results, then this book may well suit the average member of the public rather than the enthusiast.

COMPETITION CAR

Not the usual type of article appearing under this heading, perhaps MALCOLM BUCHANAN's latest piece should be called "Competition Carb":

If I had a dollar for every time someone said to me 'Twin sidedrafts? No way, with gas the price it is.' I guess I would have enough money perhaps to buy a full tank of petrol. The point is: twin carbs do not mean an increase in fuel consumption. In fact, on a number of popular motors such as the BMC 'A' they can make for a reduction. I'll explain.

To get a certain horsepower from an engine you need a volume of air and an amount of petrol. This quantity is fixed for any given horsepower output within relatively close limits. It makes no difference whether the fuel/air goes through one, two, eight or twelve carbs, provided that the carbs are properly calibrated, and the fuel/air is evenly distributed among the cylinders.

The main points in that statement are CALIBRATION and DISTRIBUTION. Inevitably, with a single carb. set up, the fuel distribution is not as good as it could be. This is because the two centre ports, being the closest distance to the carb., tend to be rich. Conversely, the two outer ports tend to be too lean. By going to twins you get better distribution and more horsepower. Therefore, for the same speed, you require less petrol.

Now we'll go one step further and think about one choke per cylinder (as is found in Webers or Dellortos) on our four cylinder engine. On such a set up, we have no fuel distribution problems and if the calibration is spot on, we should get the ultimate in low fuel consumption. If you fit extra carbs. to a car and your fuel consumption goes up, it means one or both of two things. Firstly, your right foot has got heavier, and you are using more horsepower than you had previously (which would be your own fault) or secondly, the carbs. are not correctly calibrated to suit your engine. Again, that is your fault for not getting them set up. It is not the fault of the carbs.

Here are a few examples of what can be done, and some results. I recently fitted an extractor to a Hillman Hunter fitted with twin 40DCOE Webers. The owner complained of heavy fuel consumption, like about 18 mpg. There was a leak at the fuel pump output which probably added about 1 mpg, and the state of the exhaust ports showed where the rest was going. Incidentally, the rest of the motor was standard. I suggested that he should set the carbs. up to suit his motor, which he did, and speaking to him later he told me that his fuel consumption was now about 28 mpg.

My Lotus Cortina, which is fitted with 40DCOEs, has returned 32 mpg on the average out of town trip (meaning speeds not exceeding 70 mph, just driving steadily). It did drop down to about 24 mpg when I used it at a recent Clubmans! So the next time someone offers you a set of cheap sidedrafts, taken off because of the price of the Arabs' oil, try fitting them to your car, and SAVE yourself some gas.

This list was compiled as at 21 March so quite a few of you who really are new members won't be able to match these "old-timers", many of whose names are already well known around the Club. Our thanks to RUTH SHEPHERD who compiled this list for us, and our apologies too that this has taken so long to get into print.

new members

TONY ARTHUR: A manager from Karori, Tony drives a Savage Cortina and has had racing experience in England GAMAN BHANA is a mechanic at Wellington Motordrome and hopes to have his first taste at competing shortly ANDREW BLOCKLEY works at the Haywards Substation and has also had experience competing in motorsport in England, including timekeeping and marshalling. He's had a mine of experience assisting with the RAC Rally BRETT COLLINGS works for Todd Motors and drives an Escort 1600 RODNY DALGETY is a maintenance fitter from Upper Hutt who drives a Fiat 12 128 JOHN DE BERNADO is a Mazda man from Tawa who achieved distinction as far back as February when he rolled his car at the Rallywoods Down-Up DEAN DEWAR: Dean is a carpenter from Seatoun and drives an Escort THERESA EATHORNE is a nurse at Hutt Hospital, has recently returned from overseas and hoped to compete in the Wanganui Rally MARTIN & ROGER FINE: Brothers from Northland, they are enthusiastic Mini competitors PAUL & LINDA FROST: Paul is a mechanic and drives an Escort Sport KEVIN GOGGIN is a mechanic from Johnsonville and has had several years experience in motocross. Kevin is soon to become a rally competitor DAVID GORST is a soldier from Trentham, drives an Escort and is part of the Ken Davies team LIZ HAMILTON was formerly competitions secretary for Hutt Valley Motoring Club, where she owned and navigated a rally Escort. She currently drives a Renault 12TL and last we heard was keen to help the Club if asked DEBBIE HARMAN is a receptionist from Lower Hutt and an Associate member of the Club DAVID HARREY is a Junior member, and a student from Lowry Bay RAYMOND HARTLEY is a mechanic at Jag Services and has rejoined the Club after trying out stock cars at Te Marua RICHARD HOLDER is a computer analyst with BP and has had a lot of experience in organising motorsport events in the UK. He is a demon Mini driver and is now getting the hang of a rear wheel drive Datsun 1200 RICHARD HOOK: Mr Computer Setters Richard has been involved in organising the Club's public relations PETER JAMES is a builder from Johnsonville and drives a Mazda RX3 PHIL JENNINGS is as quick and enthusiastic as his brother Mark JOHN KAZIMIERZAK: A cabinetmaker, John lives in Upper Hutt and drives an Escort CARLA KIDD drives a Datsun 1200 Coupe PHILIP KING is a student from Lowry Bay and is a wiz at trialling IAN LAMING is a service rep, flats with John Uffindell, drives an E Escort, and is part of the brains that has been attributed to keeping Sid Franklin's car going ALLAN LASH is a Zone Manager for Ford Motor Co and has been known to destroy Escort 1600 Sports at a very early age (like it had done only about 30 km!) NEVILLE LEIGH is a Junior member, an apprentice printer and has a general interest in all motor sports ADRIAN LINTON is an apprentice mechanic from HERETAUNGA, owns an Anglia Van and a Humber 80 HAROLD MALLALIEU is a police constable, joined the Club and then transferred to Levin GORDON MILLAR is another Mazda man! CAREY MITCHELL: A Mini 7 man, Carey worked for Miles Seymour at Swansons until a while back and is now north at Marton (closer to Manfield) RODGER MOORE is Gray Hughson's co-driver, a draughtsman and drives a Corolla BRIAN McINNES drives a Torana and is a supervisor for Shell Oil RICHARD O'BRIEN: Another draughtsman, Richard drives a Vitesse and is a regular

navigator in our monthly night trials RICHARD O'NEILL is a photographer (see page 5 in our March issue) and a gymkhana enthusiast (see page 6 in our March issue) and tells us that he has a 1300 rally Escort and various Hondas GRAHAM OSBORNE like David Gorst is a soldier from Trentham and part of the Ken Davies team. He owns a Datsun 240Z and a rally Escort and has already competed in various speed events KEVIN PATON drives a Vauxhall Viva and is mechanic at Archer & Lupp MICHELLE PUGH is a Junior member from Owhiro Bay LYN RAMPTON is in the Fingerprints Division of the Police ForceWAYNE RANCE drives a Honda Civic and is a computer engineer VAUGHN RENNER is a varsity student from Lower HuttVINCE ROBERTS comes from Petone and runs a Formula Vee NEVILLE RUTHVEN is a technical operator for the Railways ROBERT SAVAGE is a student and drives a RX4 Mazda PETER STOCKDILL is a programmer for the NZPO, drives a Cortina and has a considerable amount of experience in various motor sports PHILLIP WATSON is a bank clerk and a Junior member JOHN WILSON drives a Lotus 7 and is a salesman JOHN YOUNG is a Water & Soil officer with the Ministry of Works and Development. He has recently shifted to Wellington from Otago and has had experience in national and club rallies.

For new competitors, the following list is a guide to what you need to compete in various types of events:

	Rally	Clubmans Race	Invite Hillclimb	Invite Autocross	Bent Sprint	S & F 400m	Invite Gymkhana (eg Stewards Trophy)	Invite Trial (eg Wall Cup)	Gymkhana	Trial	Social
Civil Drivers											
Licence	x	x	x	x	x	x	x	x	x	x	
Membership Card	x	x	x	x	x	x	x	x	x	x	
Competition											
Licence	x	x	x	x	x	x	x	x			
Schedule A											
Scrutineering	x	x	x	x	x						
Overalls	x	x	x	x	x	x					
Crash helmet	x	x	x	x	x	x					
Fire extinguisher	x	x	x	x	x						
Roll cage	x										
Medical											
Certificate	x	x									

(adapted from Westland Car Club)

 **DUNLOP SP AND AQUAJET RADIALS**

It was a fantastic day again as far as the weather was concerned. Drivers briefing was at 10.30 am with everyone having a ride up the hill for a look at the roads and the drops. Racing started at 11.00 am, the first run a practice for drivers to get the feel of the road while we tried to fix the timing gear. There were 34 entries; the course was up the hill, around a marker at the top, then back to the bottom of the hill to finish: about 3 km. As it turned out it was too long considering the number of entries, but it was too late to change so we carried on. Each entry had one practice and two timed runs, the day finishing as late as 5.15pm.

RALLYWOODS

JOHN MARSLIN tells the story of our round of the Porirua Auto & Tyre Services Sprint Series, held at Rallywoods on August 11.

There was only one hold up all day, when Mike Welsby in his Cortina hit the bank and rolled, coming back down the hill. The car looked a bit the worse for wear but I understand it was still able to be driven home to have a new body shell fitted.

I would like to thank Porirua Auto & Tyre Services for sponsoring this sprint series. Without their help we would not have been able to give prizes etc, so if you're out Porirua way call and get your gas etc from John Tracy, Manager of Porirua Auto & Tyre Services. I would also like to thank Alan Barnes from the Autobarn for donating a dozen bottles of bubbly, as prizes for class winners, and thanks also to all those who helped marshall, scrutineer, timekeep, and to those who competed.

The three fastest competitors of the day were Tony Street, Mark Jennings and Harvey Kibble. Class winners were Kevin Smith (0 - 1300cc), Dave Gardner (1301 - 1600cc) and Tony Street (160lcc and over).



Macaskills

IAN JENSEN in
action in the
O H Rees Escort

results

10. NAME CAR CLUB P/RUN RUN 1 RUN 2 CL PL O/ALL PL

0 - 1300

1	J C STEVEN	ESCORT	KAP	189.03	181.5	180.4	17	27
3	R STEPHENS	COROLLA	WCC	189.00	178.8	178.48	15	25
4	T DORAN	MINI	MG	M/T	191.5	186.2	21	31
4A	I MOSS	MINI	MG	187.00	171.6	165.29	5	12
6	D LOVE	MINI	HVMC	181.30	172.3	181.58	11	19
7	M GALVIN	ESCORT	WCC	178.88	165.6	167.7	6	13
8	V LILL	ESCORT	KAP	175.8	172.0	171.05	10	17
9	C CLARKE	COROLLA	WCC	M/T	183.7	181.7	19	29
1	R HOLDER	DATSUN	WCC	M/T	182.9	181.77	20	30
2	P JENSEN	ESCORT	WCC	174.8	172.3	171.00	9	16
2A	I JENSEN	ESCORT	WCC	178.9	180.2	178.2	14	24
4	A JOHNS	ESCORT	WCC	193.14	182.7	180.85	18	28
5	H KIBBLE	MINI	WCC	179.55	-	-	-	-
5A	P ZIVKOVIC	MINI	WCC	171.00	165.00	165.63	4	10
0	N HAMLYN	ESCORT	WAI	187.9	180.2	DNF	16	26
2	G ANDERSON	ESCORT	WCC	182.27	172.9	172.48	12	20
4	P JENNINGS	DATSUN	WCC	175.7	B/D	174.5	13	22
7	K DAVIES	ESCORT	WCC	178.89	DNS	DNS	-	-
9	E BRUCE	ESCORT	HVMC	189.6	163.5	164.56	3	7
0	S ROBERTSON	MINI	KAP	170.00	162.1	160.9	2	5
1	B CHEW	DATSUN	WCC	184.7	170.7	173.5	8	15
2	J CLUNIE	DATSUN	KAP	176.3	170.3	171.4	7	14
7	K SMITH	MORRIS	KAP	182.71	157.6	157.48	1	4

1301 - 1600

5	M WELSBY	CORTINA	HVMC	192.00	DNF	DNS	-	-
9	M FOWLER	AVENGER	WCC	179.00	171.8	175.4	3	18
1	E KRIVAN	ESCORT	WAI	183.1	175.4	173.27	4	21
6	D GARDNER	MINI	KAP	165.9	162.4	162.8	1	6
8	R JOWETT	ESCORT	WAI	175.3	163.8	170.08	2	8

1601 - OVER

2	J DEBERNARDO	MAZDA	KAP	190.00	176.1	176.8	6	23
6	H KIBBLE	ESCORT	WCC	158.8	153.9	157.6	3	3 *
6A	P ZIVKOVIC	ESCORT	WCC	-	164.4	-	4	9
8	M STREET	ESCORT	KAP	155.4	153.1	151.6	1	1 *
3	G HUGHSON	MAZDA	WCC	166.9	165.3	167.6	5	11
25	M JENNINGS	ESCORT	WCC	156.1	154.3	153.8	2	2 *

CODE: M/T - Mis-timed; DNF - Did not finish; DNS - Did not start
B/D - Breakdown.

10 YEARS AGO

ROTHMANS LEVIN '2500' PRODUCTION SALOON CAR MEETING: This four hour event turned into a "see who can use the most tyres" saga. A number of crews suffered an acute tyre shortage which resulted in some cars finishing on odd tyres. Pre-race favourites were the Leonard/Sprague Snr Victor and the Cottle/Sprague Jnr Fiat 125. Although the circuit did not altogether suit the Victor it was thought that experience and preparation would win them through. This would have been the case had not an unfortunate accident robbed them of victory 30 minutes before the finish.

As the race progressed many car had tyres blow, with the big cars using up tyres at an alarming rate. The Marshall/Yeates Victor was black-flagged with rubber everywhere; a short while later it threw a rod at Cabbage Tree. After the amazing performance of the Collingwood/Boyle Riley Kestrel at Bay Park, everyone expected great things and they were not disappointed. The Kestrel steadily improved its position and finally finished only 40 seconds behind the winner. It was consistently lapping only 1½ seconds slower than the Victors and took over the lead when Gary Sprague pitted the Fiat following a blowout.

Ernie Sprague's race came to an end when the brakes locked and the car overturned at Cabbage Tree after hitting the bank. In the meantime Gary Sprague had regained his lead which he held to the finish. The Kennedy/Rutherford Zephyr came home 3rd with the Syd Jensen/Brian Faloon Escort in 4th spot.

JACKY STEWART's victory in the Italian Grand Prix gave him the 1969 World Drivers Championship.

A 23-year old girl, YVETTE FONTAINE, won the Belgian Saloon Car Championship, driving a Ford Escort.

2.9.69 SEPTEMBER NIGHT TRIAL: This was organised by Team Tyro (who are they?). There were 17 entries and the event was won by the '1948 Team' (Graeme Wealleans & Warren Denton) equal 1st with 'Team Hunter' (Max Gareg & Mike Reid).

20.9.69 TE MARUA AUTOCROSS: Cars were run two at a time, started half a lap apart by starter Lloyd Evans. Each run was one standing lap followed by two flying laps. The event was dominated by the little cars: the first four placings going to competitors in the under-1300cc class. The outright winner was John Mines in his Fiatting - a Fiat 500 powered by a BMC A-type motor of no less than 1098cc. Some of the other competitors were Warwick Kay in the ex-Mike Galvin Anglia van; Mike Galvin (Cortina 1498); Graeme Davidson (anglia 1340); Kevin George (Zephyr 2500); Jim Reynolds (Zephyr MkI); Graham Carter (Anglia 997); Graeme Brownlie (Humber 80, 1592).

21.9.69 New Zealand's first NATIONAL FORMULA A RACE was held at Pukekohe. The race was won by Dennis Marwood driving an Eisert-Chevrolet. All the other Formula A cars suffered from various degrees of teething trouble and fell by the wayside. Roly Levis's FVA Brabham and Brian Faloon's Brabham took 2nd and 3rd places.

27.9.69 Eddie and Anne Conroy organised a FAMILY NIGHT TRIAL & TREASURE HUNT. 12 crews competed and winners were the 'Saturday Night Card Team' (Kim Naylor).

CAN AM SERIES: At this time Denny Hulme and Bruce McLaren had won every race in the present series and had just been playing with the opposition.

annual august nite trial

organiser's comments

As organisers of this trial Team Torana decided before it was plotted that it was going to be basically a simple trial, with (of course) a few devious traps for those smart enough to pick them up, but most importantly A TRIAL WHERE NOBODY GOT LOST, where there were plenty of street names dropped in to get lost people back on course without loosing too many check boards and still feeling that they had done well in the trial when they finished, even though a few check boards may have been missed.

I think that it went like that, as planned, but one car did not turn up back at the clubrooms, which could prove the above theory all wrong. However, as there were four people in the car concerned, I prefer to think that they were waylaid at the Newlands Tavern, or some logical excuse like that.

It was very disappointing that only ten cars turned up at the trial. This could be due to the fact that many new crews that have been turning up for earlier trials, and are just starting to learn trialling, have become disheartened at getting lost, and frustrated on some trials that have proved to be a headache even to some of the more experienced competitors.

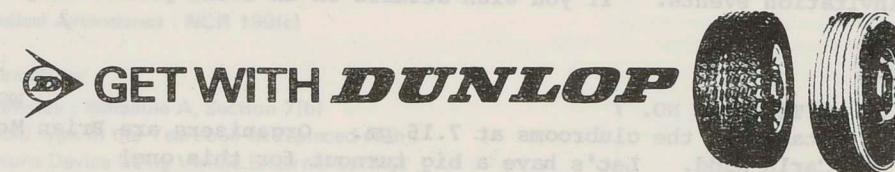
The traps involved in the trial were mostly obvious (like a large amount of mis-spelled street names) with great use of coded instruction check boards, which gave us the panics all night in case any were stolen or mislaid, which would have put everyone right off course. However, God was smiling and all went well. A few were on their guard as I had deliberately left 'curb and channelling' in, making people cross the railway bridge into Rangoon Street, a route which is normally avoided in trials. This in itself should have been a warning that trouble was afoot - which it was, with the second CRI telling you to cross another bridge.

This was also the Annual Night Trial, as well as the August Nite Trial, and unfortunately we have the strange situation where two crews have come first equal. Thanks to Eddie and Bron for manning checks, and our very special thanks to Murray Maguire who stood in as Control 2 at very short notice.

results

		Overall	2 man crew
Team Firespark	Bob Gardner/Dave Gaskin	1st=	1st
Team Photo	Rick O'Neill/A Shapleski	1st=	-
Team Beaver	John & Jenny Pierson	3rd	2nd
Team Moggy	John & Marie Thomson	4th	3rd
Team 1500	Noel Williams/Lloyd Evans	5th	4th
Team Blockhead	Andy & Jeanette Blockley	6th	5th
Team Thrillseekers	B B Young/K Hayes	7th	6th
Team Ivy	Bill King/Sherry Wood	8th	7th
Team Green Meanie	W Eaton/Richard O'Brien	9th	8th
	V Renner/J Bremner	DNF	-

Organisers: Jenny Nidd & Maria McNamara.



Brian A Klee
Ray H R Gough
Ken R Taylor

INSURANCE ASSOCIATES LIMITED

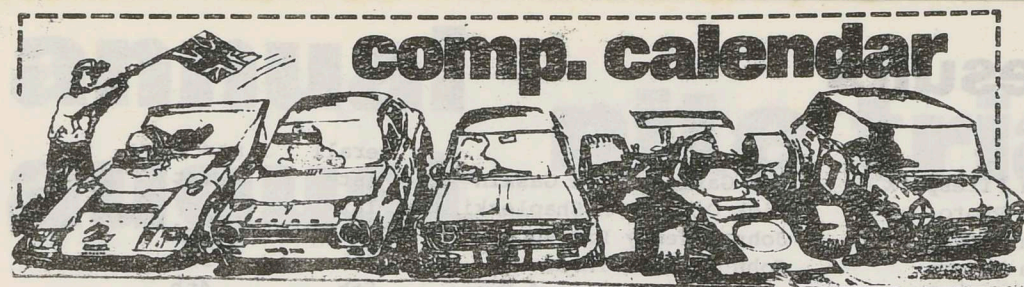
68 HIGH STREET LOWER HUTT

TELEPHONE: 694-994

UNRESTRICTED LIFE COVER

Many of the club members will be aware of the great deal of research our past associate, Les Edwards, did for our insurance companies. His work now enables club members to purchase their life assurance without any penalties or extra premiums whilst participating. This benefit still applies.

For further information, without obligation, please phone us.



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

IAIN MOLLISON, vice club captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Iain.

OCTOBER

- Tues 2 NITE TRIAL NO. 7 WGTN CLOSED
Starts at the clubrooms at 7.15 pm. Organisers are Brian McInnes and Carla Kidd. Let's have a big turnout for this one!
- Sat 6 1979 Flaxmere Auto Centre Blossom Trial (Gold Star) HBCC National
Entries etc to 13 Whitby Cres., Flaxmere, Hastings. Fee \$15 until 24 September, then \$20. 6½ hours, 250 km. Map needed N134 Napier & Hastings 6th ed. 1974. Map helpful N141 Waipawa 2nd ed. 1962.
- Sat 6 Rally for novice drivers. All 30 places probably filled by now. Contact VUCC for details.
- Sun 7 Benson & Hedges Saloon Car Classic. NZIGP National
Can Stirling Moss/Denny Hulme beat the New Zealanders? Will Jack Brabham's BMW prove to be uncompetitive?
- Sat 13 Stewards Trophy Gymkhana. HVMC Invite
Duke of Edinburgh Park, Wingate, (off Page Grove, which is just off the Eastern Hutt Road, north of the Wingate Railway Station). 1 pm start, \$5 entry. No rally-type tyres. More from Maureen Burgess at SV7242.
- Sat 13 Dual Car Sprint, Meeanee Raceway. HBCC Invite
Contact Colin Green 66393 Hastings for more details.
- Sat 13 Mid Island Rally CANCELLED Taupo CC Invite
- Sun 14 SUMMER 100 TRIAL WGTN INVITE
More details from Bob Gardner, 764434H/850188B
- Tues 16 CLUBNIGHT, 8 pm at the clubrooms
- Wed 17 Wall Trophy Trial Wainui MSC Invite
- Sat 20 Dual Car Sprint, Manfeild. Wairarapa CC Invite
- Sat 20 - Motor Racing, Baypark. BoPMRA National
- Sun 21 2 litre sports, Mini 7, Escort 1600 Sports, FFords, Air Pacific Sports Sedans, Philips FVee, Proclas Production Sports Cars. Box 2197 Tnga.

MANZ NEWS

Editor: Jenny Nidd

August 1979 No. 144

ADDITIONS/ALTERATIONS TO NATIONAL COMPETITION RULES, SCHEDULES & APPENDICES

Additions and alterations to existing National Competition Rules, as agreed and ratified at the MANZ Annual General Council Meeting in June 1979, and effective as from 1 August 1979, are as follows:

Medical Certificates : NCR 119

Amend as follows:

Delete the first line, and substitute:

'All drivers in races, rallies and rallycross of restricted Invitation status and above must

Appendix B, Schedule of Fees

Add : '18 - Competition Fees

Closed Club Races and Rallies

\$1.00 per entry

Restricted Invitation Events

\$2.00 per entry

National Open and Higher Status Events

\$3.00 per entry'

First Aid and Medical Attendance : NCR 199(c)

Add :

'(xi) Triangular bandages'

Throttle Return Device : Schedule A, Section 7(b)

The heading in bold type in the Yearbook be replaced with :

'(b) Throttle Return Device Using Visible External Springs'

Fire Extinguishers : Appendix K 2/5

Appendix K 2/5 to be replaced with the following words:

'At least one .9 kg BCF extinguisher at each Flag Marshal point'

Appendix R 3

An addition to the colours of rally signs contained in Appendix R is to be made in the forthcoming edition of the MANZ Yearbook to the effect of a Finish Timing Line without stopping (red background), which brings the colours of signs into line with FIA requirements.

Appendix T 24/2(ii)

Add:

'24/2(ii) When instructed to stay on this road, at each intersection encountered the highest applicable in the order of priorities must be executed'.

Appendix T 26/3

Delete the example sign 'No Road' from Appendix T 26/3.

Add after 'of the board'

'Such a sign makes a road non existent'.

Appendix T 28/1 : Straight Line Maps

The labels 'Start' and 'Finish' to be added to the diagram in Appendix T 28/1. To avoid confusion with competitors looking for 'Start' and 'Finish' signs, these words to be printed on instructions and added to the above diagram in lower case letters.

Appendix T 29/4(b) : Named Roads

On page 317 of the 1979 Yearbook, 29/4(b) to be altered as follows :

Delete second line ('Instructions must be given only to')

Replace with 'Instructions quoting Named Roads must be confined to the following:'

Appendix T 29/6(ii) : Loops

Add to 29/6(ii) the following:

'A loop is where a competitor leaves a point and comes back to that point within one CRI.

Where it is possible to traverse the loop in either direction, an organiser must state how to traverse the loop, i.e. clockwise or anti-clockwise'.

Appendix T 32/3 : Results

Delete

'and the MANZ' From Appendix T 32/3(i).

Appendix T 35/17 : Penalties

Add to 35/17

'except in Closed Club events where the organiser may specify before the event the unrecorded passage checks, but in no case can these exceed 180 points'

ADVISORY COMMITTEE MEMBERS

Members of the various Advisory Committees elected at the AGCM are:

Racing Advisory Committee:

Mr K.F. Douglas (Chairman (Shellsport, Escort Sport, Mini Seven, Sports Cars)
Mr R.K. Lester (Deputy Chairman) (Union Travel, Formula Ford, Formula Vee)
G. Begg D. Oxtan T. Rush.

Rally Advisory Committee:

Mr W.D. Forsyth (Chairman)
P. Cameron, K. Lancaster, C. Rabbidge

Speed Advisory Committee:

Mrs I.R. Boreham (Chairwoman)
R. Jackways, D. Pilkington, P. Wood

Trials Advisory Committee:

Mr B. Higham (Chairman)
W.J. Bent, G. Robertson, G. Sharp

AMENDMENTS TO NCR'S APPROVED AT EXECUTIVE COMMITTEE MEETING : JULY 1979

Breaking of MANZ Seals

Further to the penalties imposed on the breaking of MANZ seals on vehicle components, as outlined in MANZ News No. 143, the following amendment has been made:

Add to new paragraph to NCR 145 (a) as a continuation of the last sentence the following:

'provided always however that a MANZ seal, which has been placed 'at the request of a competitor' on a vehicle component or components whilst such are under construction, repair or modification prior to competition, may be broken by the competitor without penalty'.

Radio Licences

As reported in MANZ News No. 143 a new clause (16/8) has been incorporated in Appendix R concerning competing cars in rallies carrying radio communication equipment. The latter part of this new clause concerning production of NZPO licences has now been deleted from this clause, which in its entirety, now reads:

'Where competing cars or service cars are carrying radio communication equipment, all such equipment must be licensed with the New Zealand Post Office.'

STEWARDSHIP DEPARTMENT

New Stewards appointed to the Stewardship Department are:

Area 4:

Mr Peter J. Wills, 456 St Aubyn Street, New Plymouth.

Area 9:

Mr Geoffrey J. Owen, Buchanans Road, R.D.5. Yaldhurst, Christchurch.

Area 4:

New Area Steward, following resignation of Mr J.N. Rutherford :
Mr A.E. Curry, 255 Taupo Road, Taumarunui.

New Deputy Area Steward, following resignation of Mr R.J. McLean:
Mr H. McKee, 10 Struan Avenue, New Plymouth.

Mr N.E. George has also resigned his position of Steward in Area 4.

Area 8:

New Area Steward appointed in lieu of Mr C.B. Whitehead:

Mr L.F. McKendry, 27 Selwyn Street, Blenheim

Mr C.B. Whitehead will still be continuing his services with the Association as a Steward.

NATIONAL RAFFLE

At the recent MANZ, AGCM, Mr Chandler outlined to delegates a proposal that the Association conduct a National Raffle to raise additional funds for Motorsport. He explained that if the proposal went ahead, it would entail a concerted effort on the part of Clubs to support the project, and such a proposal would augment Clubs' finances which would receive a bonus on the number of tickets sold. The proposal received enthusiastic response from delegates, and it is anticipated that tickets will be ready for sale towards the end of September. It is hoped that first prize will be a sporty type luxury car.

EDUCATION OF DRIVERS FOR RACING EVENTS (K.F. Douglas)

Preparations are under way for a simple form of driver education for Motor Racing. Past experience has shown that there are a number of drivers who do not fully understand the normal flag signals. This applies to both learner and experienced drivers. In some cases, there have been blatant cases of passing under the yellow flag. Shell Oil Company N.Z. Ltd. have generously agreed to produce a small stick-on sheet that shows the various flag signals and their meanings. This will be made available to drivers and Clubs. A further announcement regarding the distribution of this sticker will be made in the near future. It may be scrutineering requirement that all competing vehicles carry these in a prominent position so that all drivers can see them.

Research is also going on as to the possibility of including a pace car on the circuit when the yellow flag is out. This would be following the American practice, and no vehicles are allowed to pass the pace car or change their position.

With the introduction of Motor Racing on a simpler basis, i.e. no medical certificates, it is more necessary than ever to ensure that drivers on the race circuits know the various signals and appreciate their uses. Later on, more advanced forms of driver education may be tried, and if you have any suggestions along these lines, we will be pleased to hear of them. Simply drop a line to P.O. Box 3793, Wellington, and they will receive fullest consideration.

FORD ESCORT 1600 SPORT CHAMPIONSHIP

With the first round of the Escort 1600 Sport Championship commencing in Auckland on 9 September, intending competitors are reminded that it is necessary to be in possession of a set of the new 1979/80 Specification Sheet for this Series. Specification sheets, at a cost of \$2.00 each, are available from the MANZ Office, P.O. Box 3793, Wellington, and also registration forms for the Series.

As was done for the 1978/79 season, the Firestone Tyre and Rubber Company of N.Z. Ltd. have generously agreed to offer prize money to those competitors in the Escort Sport 1600 Series who choose to run on Firestone tyres. Prize money details is as follows:

Races carrying Championship points: 1st place : \$50 (if these races are run in 2 divisions, then each winner will be paid \$25)

Overall Championship Winner : \$250

Second place : \$75

Competitors are reminded that to be eligible for this prize money, they must be registered in the current Escort Series.

FUEL CONSERVATION & FUEL USAGE IN MOTOR RACING

Discussions have taken place between Technical representatives of the Shell Oil Company of N.Z. Ltd. and representatives of MANZ. Following this, a letter has been sent to the Minister of Energy offering the sport's services and co-operating in the testing of alternative and/or blended fuels, and the Liquid Fuels Trust Board has also been advised of this offer.

A testing programme for alternative and/or blended fuels is shortly to commence at the Manfeild circuit.

The following Resolutions were passed at the last Meeting of the Executive Committee:

'PREMIUM GRADE 96 OCTANE PUMP FUEL is now the required fuel for Formula Pacific for the coming season.'

'THE USE OF AVGAS IS PROHIBITED IN MOTORSPORT from 1 October 1979'.

FORMULA FORD ASSOCIATION OF NZ INC.

The Formula Ford Association of N.Z. Inc., previously the Formula Ford Register, is now an affiliated member of the Association. President is Mr Paul King, 2/172 Fisher Parade, Pakuranga, Auckland; and Secretary is Mr P. Haskett.

NEW ADDRESSES

Please note the following new addresses for Clubs:

Canterbury Car Club Inc. P.O. Box 20-120, Christchurch

Hibiscus Coast Motorsport Club Inc. P.O. Box 57, Whangaparaoa

The Motor Racing Club Inc. P.O. Box 11-189, Sockburn, Christchurch.

CANCELLATION OF EVENT - BAY PARK

Please note that the proposed long distance production car race that was to have been held at Baypark on 15/16 September 1979 has now been cancelled.

RALLY ELIGIBILITY (M.D. Chandler)

The recent decision of the MANZ to restrict 'hybrid' rally cars to Closed Club level has naturally enough attracted a degree of criticism. It is therefore worth analysing the basis of this decision a little further.

There were two basic reasons why this decision was made:

- 1) Invariably, the cars are built up by people who do not, at the time of construction, intend to go further than the lower level events. Inevitably they then get a taste, have some success, and then want to go further. Then the problems begin. The car is not eligible - and who is to blame for this? why, MANZ of course! The question in the minds of MANZ then, is should we not discourage the construction of cars that have a limited range of eligibility and thus prevent disappointment when successful competitors wish to take the cars further?
- 2) The Technical Department has been concerned at the lack of thought put into the design and building of some of the cars to the extent that there was a question as to their safety.

In view of the representations made to it, the MANZ Executive has reconsidered their earlier decision and decided to re-establish the status quo with regard to these cars. This means that cars not complying with Schedule I will be able to compete in events up to and including Invitation level. The Technical Department have been asked to keep a close watch on these vehicles and direct upgrading in situations where they consider the cars are unsafe.

NOISE LEVELS AND EFFECTIVE MUFFLERS: A remit to the recent AGCM, submitted by the Hutt Valley Motoring Club, had called for the introduction into the National Competition Rules a rule that required all vehicles competing in MANZ sanctioned events to be fitted with mufflers; to be effective to a specified decibel level. This level should be set by MANZ based on levels set overseas.

This remit has been supported by the Executive Committee, and at present the Technical Department has been asked to look at the problem, and the RAC and CAMS have been requested to advise regulations governing noise levels in their respective countries.

FORMULA FORD SPECIFICATIONS - SEVEN INCH WHEELS: Several submissions have been received from Formula Ford Association NZ Inc. and various drivers in this formula recommending that the Racing Advisory Committee's recent recommendation not to authorise the use of seven inch wheels in this formula be not accepted. The Executive Committee have looked into this recommendation in great depth; looking at the aspect of loss to competitors which must result from any change, and also, the international specifications for Formula Fords which emanate from the RAC in England, still employ the use of five and a half inch wheels. It has therefore been agreed that the Racing Advisory Committee's recommendation stand that the size for Formula Ford wheels remain at five and a half inch wheels.

MANZ TECHNICAL OFFICERS: MANZ still needs more qualified Technical Officers! Mr J.A. Gobbe, Chief Technical Officer, reported that although a recent request had produced a few suitable candidates, it had been established that many of these new Assistant Technical Officers would not be able to fulfil duties as they were also competitors in the various Championship events. If you know of anyone who would be interested in becoming a MANZ Technical Officer, with suitable qualifications, please write to P.O. Box 3793, Wellington.

DISCIPLINARY ACTION: Disciplinary action has been taken against the following two competitors: Mr Alex Lamb, of Auckland, who collided with an ambulance during a race at the Pukekohe circuit whilst under the yellow flag. Mr Lamb's licence was suspended for a period of three months, and has been endorsed for a further twelve months.

Mr A.P. Brierley of Hamilton, who was issued a restricted licence by the Ministry of Transport and who still continued to participate in Motorsport events, has had his MANZ licence disqualified for the period of time his Civil Driver's Licence was fully inoperative.

PACIFIC REGIONALISATION: It has been confirmed that the full FISA Pacific Racing Championship will start officially in 1981. At this stage, it is proposed that the Series will consist of two races in New Zealand, two in Australia, one in Malaysia, one in Japan, and include the Macau Grand Prix. It was hoped that the Championship, which it is expected, will receive official FISA approval at the forthcoming meeting in October in Paris, would be able to commence next year, but several of the Pacific countries feel that they are not yet ready. Nevertheless January 1980 will see the introduction of a shortened championship with rounds in New Zealand, Australia and possibly Malaysia.

FISA ANNUAL MEETING: Messrs R.W.A. Frost and A.J. Smithard will be attending the Annual FISA Conference in Paris this coming October, as official MANZ delegates. Two major items are on the Agenda for this meeting, proposed by New Zealand. One is the elimination of Border Agreements between countries, which, if passed and approved, will allow greater ease in allowing overseas drivers to compete in events in a foreign country.

MANZ STAFF CHANGES: Bronwyn Griffiths, who had been with the Association for 4 years, looking after licence issues and clerical work has left. Her place is being taken by Linda Stevenson on a part-time basis.

Jenny Nidd now takes on the position of Assistant to the Secretary General, as well as his Secretary.

NEW ZEALAND MANUFACTURED FLAMEPROOF OVERALLS: The FISA has given formal recognition to "Flamesafe" overalls made in New Zealand and marketed by E. Sime & Co. Ltd. The 'Flamesafe' material has been subjected to rigorous safety tests drawn up by the FIA and has successfully passed these. The tests were carried out by the Wool Research Organisation of NZ. The final tests, consisting of a person wearing a sleeve of the material soaked in petrol and set alight, was witnessed by MANZ Technical Administration Officer, Malcolm Sutherland, and Dr E. Brownlie.

- Sun 21 Kim Naylor Autocross, Kapiti CC Invite
Sat 27 RALLY CANCELLED due to lack of venues. WGTN Invite
Sat 27 - Rally Pilots Association Conference, Gateway Lodge, Mangere, Auckland.
Sun 28 Contact Quentin Phillips 09-582889H or at Box 1663 Auckland.
Sun 28 Motor Racing, Manfeild. MAP
FFords, Escort Sports, FVee, Mini 7, Sports Cars, Sports Sedans, Bikes.

NOVEMBER

- Sat 3 Gold Star Hillclimb HBCC National
Seafield Road. \$10 entry to 31 October then \$14 on the day. Scrut.
is at the venue 9 - 10 am. More from 10 Meeanee Quay, Westshore,
Napier.
Sun 4 Stewards Trophy Gymkhana VUCC Invite
Tue 6 NITE TRIAL NO. 8 WGTN CLOSED
Starts at the clubrooms, 7.15 pm. Let's have more competitors than at
the last one!!!
Sat 10 Gold Star/Duncan McKenzie Hillclimb, Admiral Rd Wairarapa CC Invite
Sun 11 ECONOMY RUN WGTN CLOSED
Sid Franklin has the details.
Sun 11 Motor Racing, Pukekohe. NSCC: Open
Escort Sports, Phillips FVee, Izone Mini 7, & more. Graham Knight,
09-587518B has details. Entries close 26 October.
Sat 17 Kim Naylor Autocross, Duke of Edinburgh Park. HVMC Invite
Sun 18 Social Trial WMSA Closed
You don't need a competition licence to enter this and to compete
against people from other clubs on a social basis. Call John Pierson,
Sid Franklin, or Iain Mollison for more details.
Tue 20 CLUBNIGHT, 8 pm at the clubrooms.
Sun 25 Kim Naylor Autocross. VUCC Invite
Sun 25 Gold Star Hillclimb Taranaki CC National
Kaipikari Rd, Urenui. 40 car limit. Starts 11 am. Scrutineering
8 - 9 am. Entry \$13 total. More from Box 704 New Plymouth.

DECEMBER

- Tue 4 MONTHLY NITE TRIAL NO. 9 WGTN CLOSED
This'll be Scuderia Tigerius again. Bound to be beauty!!
Sun 9 Manfeild Rallycross Manawatu CC Invite
Ask the new committee about the Xmas Party, the Children's Xmas Party, and
whether there'll be a December clubnight.....
Sun 30 Motor racing, Baypark. The start of the International Series!!

MORE.....

Those of you in the racing fraternity may be feeling a little left out after last month's 'Long Term' calendar was published as it contained Rallying, Trialling, and Gymkhanas, but not 'the real thing'. Fear not: your Calendar is as follows:

1979

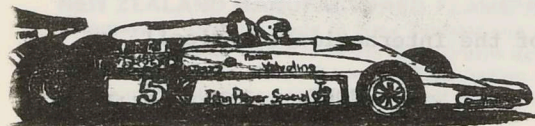
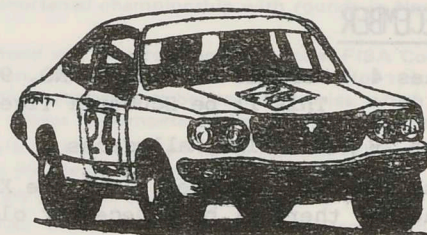
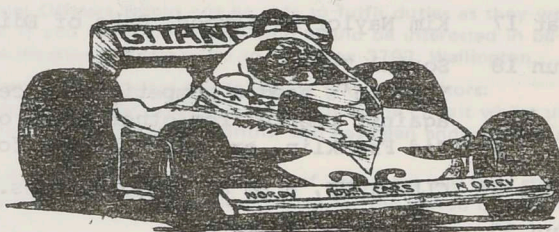
7 October Pukekohe Long Distance Sals
21 October Timaru OSCA
28 October Baypark FF, ES, FV, M7, SC
28 October Manfeild FF, ES, FV, M7, SC, Sports Sedans, Super Bikes.
11 November Pukekohe UT, ES, FV, M7, FF. (Nthn Sports CC)
18 November Ruapuna UT, SS, FF, OSCA, SC
25 November Timaru UT, SS, OSCA, SC, FF.
30 December Baypark UT, FF, SS, ES, FV, M7, Sports Sedans.

1980

13 January Pukekohe GRAND PRIX, UT, SS, FF, ES, FV, M7, Sports Sedans.
20 January Manfeild UT, FF, SS, ES, FV, M7, Sports Sedans.
27 January Wigram UT, FF, SS, ES, OSCA.
3 February Timaru FF, SS, ES, OSCA.
10 February Teretonga FF, SS, ES.
17 February Taupo FV, M7, SC.
23 February Manfeild FF, FV, M7, SC, Super Bikes.
2 March Ruapuna Long Distance Sals.
9 March Pukekohe UT, SS, ES, FV, M7
15/16 March National Motorsport W/end.
23 March Manfeild UT Final, FF, ES, FV, M7, SC, SS, Super Bikes.
30 March Taupo FV, M7, FF.
6 April Baypark FF Final, ES Final, M7 Final, SS Final, FV Final.

26 April Manfeild Clubmans (Taranaki CC)
27 April Timaru OSCA Final
1 June Taupo
7/8 June MANZ AGCM, Wellington
14 September Pukekohe
12 October Pukekohe Long Distance Saloons
19 October Baypark
19 October Timaru
26 October Manfeild
9 November Pukekohe
16 November Taupo
23 November Ruapuna
30 November Timaru
28 December Baypark

Key: UT Union Travel F Pacific
SS Shellsport
FF Formula Ford
FV Formula Vee
M7 Mini 7
SC Sports cars
ES Escort Sport Series



Mainland-based travelling member GRAHAM WOLF is in Auckland and marshalled on the recent

National Rally Championship 3

Round 3 of the National Rally Championship was held up at Auckland, courtesy of the Northern Car Club, clerk of the course being Auckland Herald writer and Motoraction sub-editor John Coker. The rally comprised a total of 8 stages, mostly in the Woodhill Forest, the rest in Riverhead Forest. Among those representing the Wellington Car Club were MARK JENNINGS, K FOULKES, HUGHSON and RASMUSSEN: DE BARNADO being a non-starter. Close neighbours from the Kapiti Car Club, Shane Murland and Pete Parnell, also fronted up to give the top boys a hurry up. Mike Marshall and Blair Robson had got their Escorts going again, and turned up. A record entry saw a starting list of 155 cars.

Blair Robson had his gear lever come adrift again and was a DNF after leading the field from Paul Adams and Jim Donald. On the first corner of the rally, Bob Couch ring-barked a tree above the ground, and in the second stage Tony Baker's Chevette decided to lay down on the job. By mid-afternoon, with half the rally run, it was a clear battle between Jim Donald and Paul Adams, with Mark Jennings hanging on in the first ten, and K trying to stay in the first twenty or so - but alas becoming a DNF in the last stage. Shane Murland had found that prior to the rally he had run a bearing in the Motogard motor, so he spied a SOHC Bedford moto lying in the corner of the shed, and to put it in his own words "dusted her down and dropped her in". Being limited to only 7,000 rpm wasn't exactly Shane's idea of fun, but he was making the most of the moment and giving the works car of Steve Millen a move-along. The Hughson Mazda was still going well, if a little behind the leaders, and the Rasmussen Corolla was finding itself rather out-powered.

All the action seemed to happen in the last stage, an engine cooking 88 km or fast long straight, and a few tight tricky T corners to wake you up in a hell of hurry. The number of boys who threw it away in the last 10 km or so was almost unbelievable. The first 20 cars made it to the finish line as darkness was falling, the rest having to fire up the old Xmas tree to see the way. Probably the worst wipe-out was the Harriman Datsun. From my lofty perch near the finish line, a sharp bang could be heard a thunderstorm? No, apparently it was Harriman leaving the road, flying through the air, and over a 300 foot bank. MANZ President Morrie Chandler discarded the Lancer in almost the same spot, to join a select group of cars that had rolled on the same stretch of road as Robin Curtis would say "Stacks on the Mill!". It didn't end there though, as Harriman had severely gashed his arm and urgently required medical attention. Who should come along but a late-running Howard Collier: "Sorry mate, there's a Mazda on my tail, haven't got time to throw you in the back so I'll open the driver's door, you stand on the door-sill and hang on, 'cause here we go!" Well, well, well, 'Howie' didn't half go, all right. Up the hill at full stretch, with a badly bleeding Harriman hanging onto the outside of the car for dear life! Collier must have strong roof-guttering or else Harriman has the longest toughest fingernails in the business I'm not sure which! Morrie told me that he had

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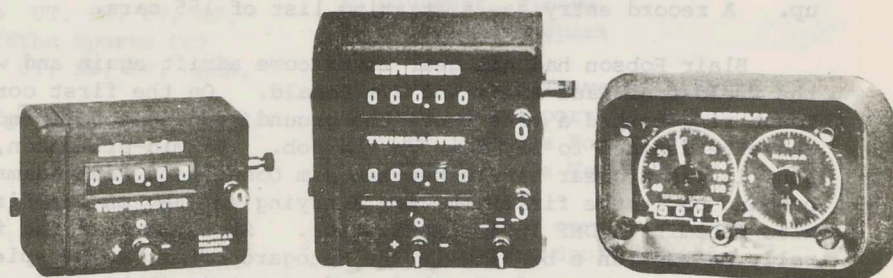
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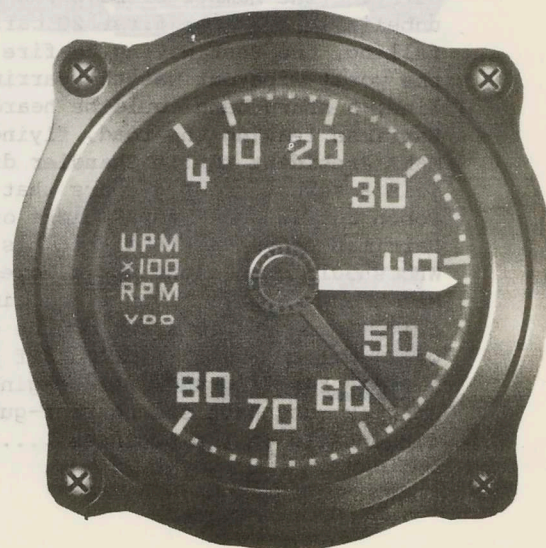


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spotted something glittering in the sunset as he stood by his rolled Lancer - Harriman's front fender hanging 30 feet up in a tree!!!

The crowd at the finish line thought Mike Marshall might have bent the CRC Escort, but really Mike had caught a bad dose of head gasket disease off Ari Vatanen. Everyone knows how Mike hates head gasket failures, he was driving the last 100 km come hell or high water - and the motor was going through copious quantities of that, poor Arthur McWatt having to rush out at regular intervals and top it up. The clattering Escort could be heard for at least 3 km down the road as Mike desperately tried to make it to the finish, and sure enough he did, just holding off an aggressive challenge by Dave Parkes for the last 2 or 3 km.

Mark Jennings made it to the finish just before sunset, without drama, and so consolidated his early first round points total - finishing 12th overall and 10th in class E. The Hughson Mazda chugged home 22nd overall and the Rasmussen Corolla 75th, with plenty of cars behind him. The Paraparaumu pair of Shane Murland and Pete Parnell pedalled their Chevette and Datsun respectively to 6th and 47th places. Shane's 6th place with the 'cardboard' Bedford motor seems to have visibly embarrassed Steve Millen who must be wondering what Shane is capable of in a Daihatsu or Honda Civic! Even Reg Cook had words of praise for Shane at the prizegiving ceremony, which after all that rainy rally driving was more than welcomed, especially that nice hot gorgeous tucker. The 'Hairy' prize went to Mazda peddler John Woolf, who did a big 180 degree slide at a crossroads near the finish, in front of over 200 people (some drivers have to have an audience!). John barely missed a crop of trees, and keeping the gumboot in, threw her 'round another 180 in a delightfully crisp movement (still doing over 60!) and barrelling down the road as if nothing had ever happened. Contrary to speculation, he was NOT testing the new 4 link suspension - it was a genuine 'moment' - earning John a bottle of champers for his "Rotary Totally Rotary".

And from the same event, here's the story of the BRETT STUART/CHRIS CLARKE attempt at rallying, Auckland-style:

Having been more than a little disillusioned with rallying at the cancellation of the Hawkes Bay Rally, we decided to have a stab at an entry in the Northern Sports Car Club's round of the National Series. Our entry was late getting away and when we received our acceptance back we found ourselves no. 141 on the seeding, and 28th on the reserve list. Little hope was held but preparation of the car continued, everyone thinking positively and optimistically. With only one day before we planned on leaving and a few frantic phone calls later, we were informed of a confirmed start.

Thursday night saw a late departure and an overnight (or over-morning) stay in Taupo. A relatively early getaway (three hours sleep later) saw us in Howick early afternoon on Friday, where we were to meet Brett Collings as we were staying at the kind invitation of his sister and brother-in-law. They were also taking part as service crew for us two Bretts and Miles Fowler. The afternoon was spent unloading and reloading the cars and final preparation, then off we went to scrutineering at 6.30 pm. That trip was a story all of its own: ever tried following a courier driver who knew the way, in heavy traffic at night in the rain, when you didn't have a clue even in which direction you were going? More than a little relieved, we were finally there to a scrutineering that we found very light, even compared to the

club rallies of our experience. For example, on our car there was no under-car check, no helmet checks, fire extinguisher, belts; and after talking to others there, they found the same.

We arrived at Riverhead Forest the next morning in the rain that was to continue almost all day. Right from that very time on, it was obvious that this was by far the best organised rally of our 10-rally career: relaxed and unflustered but very efficient.

Stage 1 "Alpha One" - 12.7 km of very fast light metal on hard base; corners all sweeping and gradual. Bob Couch out 1 km (and 2½ corners) into the stage with the very crooked remains of an Escort.

Stage 2 "Zigzag" - 19.7 km of light metal and some sand and pumice based roads. Very fast and straight with several mushy (by the time we got there) 90 degree intersections.

Stage 3 "Coast Road" - 20.7 km sandy base; again fast with sweeping corners.

Stage 4 "The Lagoon" - 14.7 km sand and clay base, flat and fast.

Stage 5 "Conrod" - Aptly named. 19.8 km of almost one long straight! Even the little Corolla hit and held the ton for what seemed an eternity - especially for the engine reconditioner in the navigator's seat. He was noticeably sweaty in the palms by the end of that sprint.

Stage 6 "Muriwai" - 26.4 km again straight roads with plenty of intersections and a yump well populated with spectators. This stage saw the end of Brett Collings' rally with a spectacular roll, although he eventually drove the car out of the stage. Stage 7 - 17.9 km in Riverhead, incorporating the TV2 rallysprint section.

Then followed a short service and a 2-hour parc ferme while they turned the Woodhill Forest arrows around in preparation for the final killer stage.

Stage 8 "Big Wood" - 88.74 km most of which we had seen before (although maybe in the other direction). We very cleverly lost a section of our exhaust pipe, losing 15% power and gaining 300% noise, about 10 minutes into this stage which took us an hour to run. Without the intercom, we would have been lost due to the racket, but even so it produced some hairy moments and certainly hairy hearing. At least we provided a bit of speculation as to 'what's coming' to a group of 300 spectators at an intersection. I'm sure we disappointed them. This stage was well over double



MARK JENNINGS in Woodhill Forest - flat out to the finish

Wolf

the length I'd ever done before, and saw the demise of over 14 cars, many of which had rolled. We needed our extra lights for this stage, and we are still amazed at the many cars that didn't provide for the dark in those forests at that time of day

So, with 10 finishes out of 10 rallies under our belts, and Chris complaining of a lack of incidents (touch wood, cheer-germ), we crept as quietly as possible to the Northern Sports Car Clubrooms to a very warm reception on a very cold and wet night. I had to fly back to Wellington the next morning for work, so left Chris the long haul back with the car on Monday. All told, a rally well worth the time and money spent on it, very professionally organised, and a great introduction to National level rallying for us. A somewhat disastrous rally for many local competitors, with more roll-overs than I'd ever seen, all due to the high speeds attainable.

results

	SS1	SS2	SS3	SS4	SS5	SS6	SS7	SS8	Rally total
Donald (Escort)	6.52	9.37	8.70	7.11	6.81	13.60	9.40	43.30	104.81
									1st overall, winner class E
Adams (Escort)	6.42	9.55	8.62	7.16	6.80	14.11	9.45	43.72	105.83
									2nd overall, 2nd class E
Woolf (Mazda)	6.48	9.54	9.03	7.37	6.81	14.48	9.67	44.60	107.98
									3rd overall, 3rd class E
Millen (Chevette)	6.50	9.76	9.25	7.29	6.92	14.24	9.70	45.75	109.41
									4th overall, 4th class E
Teesdale (Escort)	6.93	9.85	9.20	7.31	6.89	14.50	10.02	45.30	110.00
									5th overall, 5th class E
Murland (Chevette)	6.78	10.20	10.15	7.92	7.30	15.49	9.95	47.15	114.94
									6th overall, 6th class E
Cook (Datsun)	6.93	10.31	10.35	8.09	7.47	15.22	10.15	47.18	115.70
									8th overall, winner class C
Parkes (Escort)	6.83	10.54	10.50	8.10	7.72	15.91	10.34	49.37	119.31
									11th overall, winner class D
JENNINGS (Escort)	7.13	10.40	10.13	8.07	7.90	15.80	10.52	51.17	121.12
									12th overall, 10th class E
HUGHSON (Mazda)	7.50	11.26	11.00	8.79	8.10	16.84	11.16	51.20	125.85
									22nd overall, winner class B
BRUCE (Escort)	7.73	12.00	11.71	9.55	8.97	17.97	11.59	55.30	134.82
									44th overall, winner class A

As far as we know, other Wellington Car Club starters were:

OLSEN (Mazda)	8.29	12.65	12.48	10.18	9.40	18.86	12.04	56.62	140.52
									55th overall, 23rd class E
FOWLER (Avenger)	8.14	12.59	12.60	9.96	9.75	19.59	12.67	58.30	143.60
									62nd overall, 8th class B
STUART (Corolla)	8.11	12.67	12.49	10.04	9.28	20.66	12.63	60.69	146.57
									68th overall, 18th class C
FOULKES (Escort)	7.40	10.98	10.95	8.36	7.84	16.63	10.93	DNF	
O'SULLIVAN (Cor.)	7.58	11.81	11.30	9.10	8.56	17.96	11.47	DNF	
COLLINGS (Escort)	8.05	12.52	12.23	9.66	8.89	30.04	22.00	DNF	

Of 131 starters, 98 were still in at the lunch break and 83 finished.

WELLINGTON CAR CLUB TROPHY POINTS

PROVISIONAL TOTALS FOR
RESULTS RECEIVED AT
16 SEPTEMBER 1979

MONTHLY NIGHT TRIAL SERIES.... ..& East Trophy
(2-person crews)

TEAM (Usual driver/navigator)	Points	Points
Firespark (Bob Gardner/Dave Gaskin)	107	107
Beaver (John & Jenny Pierson)	88	92
Blockhead Andrew & Jeanette Blockley	68	56
Scuderia Tigerius (John Gladhill/Peter Hughes)	55	55
Moggy (John & Marie Thomson)	50	42
Capital City Camaras (Rick O'Neill/Alan Shapleski)	49	31
Sparky & Hitch (Eddie Conroy/Bronwyn Griffiths)	48	48
Torana (Jenny Nidd/Maria McNamara)	46	46
1500 (Noel Williams/Lloyd Evans)	36	43
Wheelnuts (James Cook/Brian Thompson)	27	28
Green Meanie Wynne Eaton/Richard O'Brien	26	28
Midweek Flash (Roy Baker/Pat Lakeman)	21	21
Macmob (Murray & Heather McGuire)	20	20

SPEED TROPHY

Mark Jennings & Peter Zivkovic 8; Peter Jensen 5; Alan Harvie, Dick Butters & Danie Lupp 4; Ross Lake, Harvey Kibble, Iain Mollison, Lloyd Evans, Mark Taylor, Mike Galvin & Judy Alexander 3.

THORNTON TROPHY (Gymkhanas)

Colin Taylor, Richard Latimer & Steve Robinson 4; Mike Stebbing & Jenny Pierson 3; John Croy 2.

ATKINSON TROPHY (Invite gymkhanas, Wall Trophy trials, & Duncan McKenzie speed events)

Jenny Pierson 13; Colin Taylor 12; Jenny Nidd & Danie Lupp 8; Brian Thompson 4; Wayne Gair, Mike Stebbing, Mark Jennings, Joe McAndrew & John Christian 3.

LADIES TROPHY

Jenny Pierson 20; Jeanette Blockley 15; Jenny Nidd 8; Marie Thomson 6; Bronwyn Griffiths & Heather Mc Guire 4; Sherry Wood & Judy Alexander 3; Julie Savage & Sue Wallace 2; Pat Lakeman 1.

McMILLAN AUTOCROSS TROPHY

Dick Butters 4; Ross Lake 3; Mike Nolan 2.

ROLAND CLAPPERTON TROPHY (Nonspeed events)

Dave Gaskin & Bob Gardner 17; Jenny Pierson 15; John Gladhill 10; John Pierson & Rick O'Neill 9; Brian Thompson, Jeanette Blockley & Andrew Blockley 8; Peter Hughes, Sid Franklin, Ian Laming & Jenny Nidd 6; Steve Robinson & Lloyd Evans 5; Noel Williams, Colin Taylor, Richard Latimer, Warren Denton, Heather McGuire, Murray McGuire, Richard O'Brien & Wayne Eaton 4.

AUTOFLEET TROPHY (Gravel hillclimbs)

Mark Jennings 4; Harvey Kibble 3; Peter Zivkovic 2.

AUTOFLEET TROPHY (Under 1000cc at sealed hillclimbs)

Judy Alexander 2.

FOR ANY QUERIES CONTACT JOHN PIERSON PHONE 786-880 (HOME). POINTS ARE AWARDED TO FINANCIAL MEMBERS WHO ENTER AS MEMBERS OF WELLINGTON CAR CLUB.

september nite trial

TEAM (Driver/Navigator)	Points Lost	Overall Place	2-Man Place
Big Lads (Ian Laming/Sid Franklin)	69	10	9
Firespark (Bob Gardner/Dave Gaskin)	21	4	4
Wheelnuts (James Cook/Brian Thompson)	31	6	5
Moggy (John & Marie Thomson)	22	5	-
Green Meany (Wynne Eaton/Richard O'Brien)	48	8=	7=
Photo (Rick O'Neill/Alan Shapleski)	14	1	1
Blockhead (Andrew & Jeanette Blockley)	20	3	3
Beaver (John & Jenny Pierson)	19	2	2
1500 (Noel Williams/Lloyd Evans)	46	7	6
Ivy (Bill King/Sherry Wood)	48	8=	7=

ORGANISER: Ed Conroy

Thanks to: Jenny Nidd & Maria McNamara; Peter Martin, Alan Smithard & Barry Laker

Sorry there's no article to tell you what this trial was like but nothing has been received by the Bulletin staff to date - Ed.

OVERSEAS NEWS

RALLYING:

WORLD CHAMPIONSHIP 1980: The Manufacturers' Championship will consist of the following rounds: Monte Carlo, Portugal, Safari, Acropolis, South America, Motogard, San Remo, Tour of Corsica, RAC and Bandama. The surprise is that the Swedish, 1000 Lakes and Canada have been dropped, though they will still count for the Drivers' Championship. It appears that all rounds will count for the Championship (ie there will be no "best 7 out of 10 count" etc). More surprises are that this means that the greatest of rally championships includes no rounds in North America (the home of the car?), nor in Scandinavia (the home of the drivers?), and no snow rally, yet there are two rounds in each of Italy and Africa, which contravenes FISA's policy! Strife is also abounding over the fact that Brazil is likely to be the South American round (see last month's issue).

BITS: Upsetting to English competitors is FISA's downgrading some of the UK Internationals (for the technically-minded, by lowering the coefficients) in the European Rally Championship WYNNE MITCHELL has left Talbot (ex Chrysler) competitions dept where he has been Competitions Manager since 1972 Get your entry ready now for the Himalayan Rally, 11-17 August 1980. 5000 km through forests, jungles and mountains. Send entries to the Indian Automobile Federation. An English court case (which has relevance to NZ law) awarded £90,000 against a motorcycle rider and the organising club in respect of injuries received by the competing sidecar rider when a brake malfunctioned and the motorcycle collided with a rescue vehicle. What's that got to do with rallying? The parallels are not difficult to see In England charges for using Forestry Commission land for special stages are now 60p (around \$1.20) per car per mile. If that was in effect here the entry fee for the Wanganui Rally would be around \$100.

REPCO RELIABILITY TRIAL: After two weeks, 13 crews finished out of 137 starters, with a further 79 in a sort of 'consolation' event. There was only one protest! Results - 1st Peter Brock/Matt Philip, Holden Commodore; 2nd Barry Ferguson/Wayne Bell, ditto; 3rd Shekhar Mehta/Rauno Aaltonen, ditto; 4th Dunkerton/McKay, Volvo; 5th Carr/Morrow, Ford Cortina; 6th Nalder/Richards, Toyota Celica; followed by a Lancer, Porsche Carrera, Porsche 924 and Datsun 180B.

1000 LAKES: Results are below. Mikkola retired with a blown head gasket when well in the lead. Vatanen was hampered by a flat tyre and a short off-road excursion and just missed catching Alen. There is no mention in our reports of any scrutineering problems for Datsun. Airikkala's motor put a rod through the block after three stages when he was lying 5th.

RESULTS OF THE 1000 LAKES RALLY, 7th round of the World Rally Championship for Manufacturers and Drivers:

1st Alen/Kivimäki, Fiat 131 Abarth (4); 2nd Vatanen/Richards, Ford Escort RS (4); 3rd Waldegard/Billstam, Ford Escort RS (4); 4th Grönholm/Rehnström, Fiat 131 Abarth; 5th Salonen/Harjanne, Datsun 160J (2); 6th Lampi/Kuukkala, Ford Escort RS (2); 7th Rainio/Nyman, Toyota Celica (2); 8th Eklund/Sylwan, Triumph TR7 V8 (4); 9th Pitkänen/ Paalama, Datsun 160J (2); 10th Vilpponen/Kangasniemi, Ford Escort RS (4).

RACING:

EUROPE: UK F3 racer Mike Thackwell, who lost his sponsorship after winning the supporting race for the British GP, is now sponsored by ALAN JONES, for no personal reward.

FORMULA TWO CHAMPIONSHIP:

ROUND 10, ENNA PERGUSA, SICILY: 1st Eje Elgh (March-BMW 792); 2nd Derek Daly (ditto); 3rd Stephen South (ditto); 4th Teo Fabi (ditto); 5th Eddie Cheever (Osella-BMW FA2/79); 6th Rad Dougall (Ralt-Hart RT2).

ROUND 11, MISANO ADRIATICO, ITALY: 1st Brian Henton (Ralt-Hart RT2); 2nd Beppe Gabbiani (March-BMW 792); 3rd Marc Surer (ditto); 4th Juan Traverso (March-Hart 792); 5th Siegfried Stohr (March-BMW 792); 6th Cheever.

ROUND 12 & FINAL, DONINGTON, UK: 1st Daly; 2nd Surer; 3rd South; 4th Henton; 5th Elgh; 6th Oscar Pedersoli (March-BMW 782).

FINAL CHAMPIONSHIP POINTS, pending an appeal on the Enna race, which could lift Henton to first: Surer 38 pts, Henton 36, Daly 33, Cheever 32, Gabbiani, Dougall & South 19, Stohr 17, Elgh 16, Fabi 13.

FORMULA ONE:

INTO THE 80s: BRABHAM are losing LAUDA to McLAREN though NELSON PIQUET remains under contract and to find a no 1 driver they've offered JACKY STEWART \$US2M for one year (17 races) RICCARDO PATRESE remains with ARROWS.

PIT BITS: BRABHAM's arrangement with Alfa Romeo for the supply of V12 motors, due to end at the end of this season, is already going sour and we can expect to see Cosworths fitted to two new BT49s in Canada or even earlier meanwhile McLAREN have scotched rumours of running a turbo-BMW motor The British GP (13 July 1980) has sold all tickets for the covered stands. If you still want to go £7.50 on the day or £6.50 in advance (to get in). Uncovered stand: £10.50. (£1 = \$2 approx.)

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formula one '79

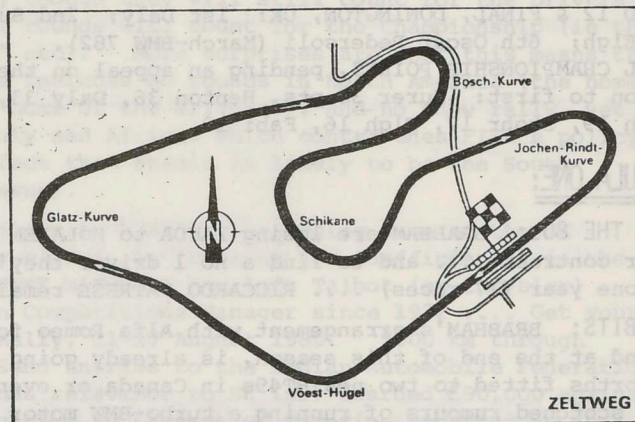
ROUND TWELVE - OSTERREICHRING (AUSTRIA)

5.942 km circuit - 54 lap race

1st	Jones	54 laps
2nd	Villeneuve	"
3rd	Laffite	"
4th	Scheckter	"
5th	Regazzoni	"
6th	Arnoux	53 laps

Also: Pironi, Daly, Watson & Tambay (53).

Fastest lap: Jones - 1m 36.13s
(222.542 km/h)



PRACTICE: For the fourth round in a row, it was Renault versus Williams at Practice. Rene Arnoux finally claimed pole, an amazing 3.5 seconds faster than Ronnie Petersen's time last year. Politics of a different kind invaded the ring this weekend: TV rights. After much argument after whether FOCA or ORF (the Austrian TV authority) had transmission rights, the Austrian Post Office were persuaded to intervene. They refused satellite time to FOCA's contracted Swiss TV company and ORF supported this, with a telexed threat to TV companies around the world, threatening legal action should they show the race! Frank Williams was, understandably, very upset.

RACE: A most distressing occurrence on Sunday morning did nothing to improve the already tense situation at present in F1. Lotus Team Manager, Peter Collins, was found, two minutes before start time, rummaging around under the canopy of the Williams transporter, taking detailed measurements of the spare FW07!

While Jones and Arnoux were outpsyching each other for the green light, Villeneuve anticipated beautifully and was in the lead from the third row before Alan had moved 10 metres! Poor Andretti found himself out before he'd gone 300 metres when drive was lost to the rear wheels. Gille's lead, sadly, lasted only three laps, for once Jones got the bit between his teeth there was nothing that the Ferrari driver could do to stop him, and at Hella Licht chicane Alan was past and that was it as far as the lead was concerned. Lauda was 3rd, just hanging on ahead of Arnoux, Pironi, Scheckter, and Jabouille. Jean-Pierre's clutch went solid on the grid, so he was now changing gear without one. He and Regazzoni soon displaced Lauda, though, and two laps later Niki was down to 7th behind Scheckter's Ferrari. With 5 laps gone, it was Jones, Villeneuve, Arnoux, Jabouille, Regazzoni (already falling away with his engine down on power), Scheckter, Laffite, Pironi, and Jarier's stand-in, Derek Daly. (Jumper was out

for his second round with hepatitis). Scheckter pushed past Clay's Williams on 10, while Arnoux clawed past Villeneuve on 11 and set out after the fast-disappearing Jones. It was a brief spell in second place for the young French star though, as teamleader Jabouille was already getting the hang of clutchless gear changing and by 13 had already caught and passed Rene.

Jones was now 8 seconds ahead of the three Frenchmen, an equal gap to Scheckter, then there was Regazzoni, Laffite, Piquet and Pironi (on his own). Behind these, newcomer Daly was turning a few heads in the pit lane as he determinedly held off the McLarens of Tambay and Watson. Tambay tried everything, including taking to the dirt, to get past, but only succeeded in clogging the radiators, and his McLaren overheated for the rest of the race because of this error. Jabouille's gritty drive ended abruptly on 16 when the toll on his gearbox proved too much and he pitted for repairs. But the master cylinder in the clutch had gone, so he was out for the duration. By 20 Alan Jones was 20 sec.s ahead and still leisurely pulling away, while a determined Arnoux was tenaciously holding on to 2nd from Villeneuve. Jody was a long way behind these now, and Regazzoni was fighting a losing battle to keep in front of Laffite's Ligier. Jacques was through and chasing Scheckter for all he was worth.

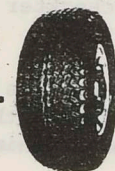
There was really nothing to trouble Jones by this stage. By 30 he'd built up a ½ minute lead and was lapping in the mid 1m 36sec bracket. Arnoux was trying his best, but there was no way that he could keep up, let alone catch Alan. Villeneuve was a steady 3rd, while Scheckter was nervously watching his mirrors as Laffite loomed large behind him. It took him until the very last lap, but Jacques finally caught him napping and zipped through, gaining one more vital point in his quest to beat Jody in the World Championship. Four laps from the end, a heart-broken Arnoux staggered into the pits, pointing furiously to the rear of the car. It had apparently run out of petrol, and a hasty 20 litres were poured in. Rene hurtled back out, but finished down a lap, and 6th. A later check revealed that the fuel pick-up had failed.

So ended a quiet, boring round of F1, 1979 style....or did it?

As in NZ's Motogard Rally, the authorities demanded that the winner's engine be stripped for inspection. Frank Williams refused, and, after considerable heated discussion, it was agreed that the engine be sealed and inspected under supervision at Cosworth. (Now what happened in NZ????-Ed.) As routine, both Renault and Williams engines had been checked after Silverstone and subsequently cleared, so what was the reason for this?? Watch these pages and find out.

RETIREMENTS: Andretti (0) no drive: Mass (1) engine: Lammers (3) spun off: Fittipaldi (15) brakes: Rosberg (15) electrics: Jabouille (16) clutch: Reutemann, (22) handling: Ickx (26) engine: Stuck (28) engine: Piquet (32) engine: De Angelis (34) engine: Patrese (34) gave up: Gaillard (42) suspension: Lauda (45) oil leak.

DUNLOP AQUAJET RADIAL



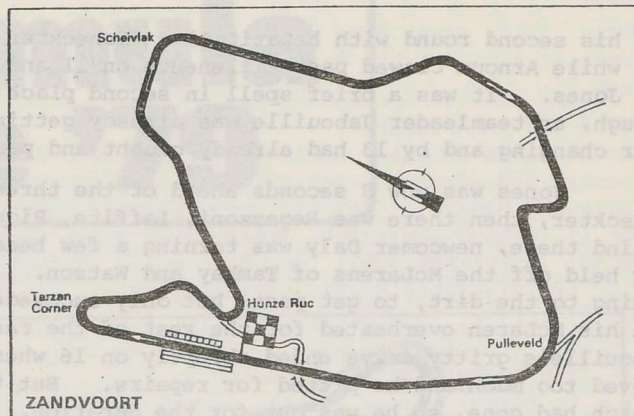
ROUND THIRTEEN - ZANDVOORT (HOLLAND)

4.226 km circuit - 75 lap race

1st Jones 75 laps
2nd Scheckter "
3rd Laffite "
4th Piquet 74 laps
5th Ackx "
6th Mass 73 laps

Also: Rebaque (73).

Fastest lap: Villeneuve - 1m 19.438s
(191.515 km/h)



PRACTICE: A sad team is Brabham lately, with Lauda permeating an air of despondency and now the end of the Brabham/Alfa alliance coming to a head with Alfa obviously not particularly concerned about the quality of engines supplied any more.

RACE: Renault and Williams again dominated the front rows, with Jones at the front beside Arnoux, who was on pole. For the second successive race, it was Villeneuve who got it right and scorched away from the 3rd row, to be level with Jones as they approached Tarzan! Jabouille tried to shadow Gilles but clipped Clay's Williams, forcing Regazzoni into Arnoux's path. Locked together, these two spun across the track as the field dodged past. Poor Scheckter was left standing as his clutch overheated and he left well last! At the end of lap 1 the order was Jones, Villeneuve, Jabouille, already a big gap and then Pironi, Laffite, Lauda and Rosberg.

With 3 laps gone Jones' car was becoming reluctant to engage 3rd gear, not slowing Alan markedly but Gilles was closing, the gap to Jabouille stretching further. On 7 Patrese's Arrows careered straight on at Tarzan, went straight through the catch-fencing and slammed almost head on into the protective tyres beyond, scattering photographers in all directions. Riccardo emerged terribly shaken but otherwise ok, but his meek "For sure I think I am going to die" said volumes. At the front it was already a two-horse race and the remaining field was left to sort out who was to survive and fill the minor placings. Sensing Jones was in trouble, Gilles was pressing home his attack and on 11 he hurtled up the outside as they went into Tarzan. It looked as though he'd really mucked it up, but, though the Ferrari got into a BIG twitch as he braked, Gilles simply slammed on the opposite lock and powered past into the lead! There was nothing Alan could do but watch him go and try to cope with that increasing gearbox malady. Scheckter was attracting attention in this otherwise lacklustre race, as he carved his way through the field. He was already 6th and the contemptuous ease with which he was disposing of each car left one with the strong conviction that here indeed was the 1979 champion! Villeneuve was really caning his tyres as he increased his lead and with 20 laps gone you could see blisters on the covers. On 25 Jones picked up a whole second on the Ferrari: were things hotting up? Jabouille had joined the many retired, handing 3rd to a happy Scheckter and many a calculator was furiously worked! Could he catch the leaders?

By 40 Jones was clearly hauling the leading Ferrari in, despite his own gearbox troubles, and then on 47, when Alan was right on his tail, Villeneuve spun wildly. Jones missed him by a whisker while Gilles' brilliant reactions kept the Ferrari off

the guard rail. That little drama cost Gilles 10 seconds, but as he passed the pit: on 48 the left rear tyre began to peel off its rim. The T4 wobbled treacherously but Gilles kept it in the right direction and skidded, half spinning, to a halt right in the line of traffic. In the style that is fast becoming his trademark Gilles attempted to get back to the pits to replace that fast disintegrating tyre. "If it moves then drive it" didn't work though and when he did arrive the drive and suspension were destroyed. So that was it - literally! This race of considerably less than epic scale then drew to a close, as Jones nursed his ailing Williams across the line for his 3rd successive win, and Frank's 4th. Scheckter had sneaked past Laffite to finish 3rd, while the rest of the field were merely survivors.

RETIREMENTS: Regazzoni, collision damage (0); Reutemann, collision damage (1); Arnoux, collision damage (1); Fittipaldi, electrics (2); Lauda, driver withdrew (4); Tambay, misfire (6); Patrese, brake failure & crash (7); Andretti, suspension breakage (9); Lammers, gearbox (12); Stuck, engine (19); Jarier, throttle jammed & spun off (20); Watson, engine (22); Jabouille, clutch (26); Rosberg, engine (33); de Angelis, driveshaft (40); Villeneuve, puncture & suspension damage (49); Pironi, suspension breakage (51).

DRIVERS CHAMPIONSHIP POINTS AT THE END OF ROUND 13

Scheckter 44, Laffite 36, Jones 34, Villeneuve 32, Regazzoni 24, Depailler & Reutemann 20, Jarier & Watson 13, Andretti 12, Arnoux 11, Jabouille 9, Pironi 8, Piquet & Ickx 3, Mass & Patrese 2, Fittipaldi & Lauda 1.

CONSTRUCTORS CHAMPIONSHIP POINTS AT THE END OF ROUND 13

Ferrari 80, Ligier 61, Williams 58, Lotus 37, Tyrrell 21, Renault 20, McLaren 13, Arrows 5, Brabham 4, Copersucar 1.

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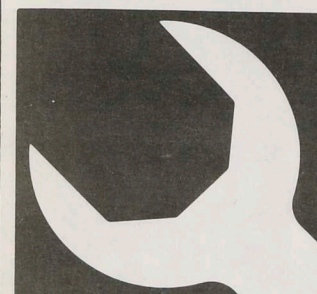
AND FINALLY...

... a couple of photographs from past events: above, GRAY HUGHSON at the Ngaumu Club Rally; and below, MARK JENNINGS on the Motogard (spectating is dangerous?)



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BULLETIN OF THE WELLINGTON CAR CLUB

december 1979

MOTORING NEWS



RICHARD HOLDER (Datsun) and PETER ZIVKOVIC (Mini) during filming
for "GOODBY PORK PIE".
(See story on page 22) Photo: Pork Pie Productions

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764434/850188 work

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month. ... OPEN NIGHT is every Thursday at the Clubrooms from 7pm to 10pm ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... EXEC meets at the Club on the second Tuesday of each month ... SPEED and NONSPEED meetings are as announced in the competition calendar ... SUBSCRIPTIONS cost \$20 (full) \$20 (husband and wife) \$10 (under 18) \$15 (associate) \$10 (country - over 40 miles), the joining fee is \$7.50 and the current MANZ levy is payable per person in addition to the relevant sub ... please DON'T phone committee members after 9pm ...

bulletin staff

EDITOR: Sonia Croy 784649

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Unless otherwise stated the letters and articles in this magazine do not necessarily represent the opinions of the editor or committee. "Motoring News" is published by the Wellington Car Club (Inc.) and printed by Proficient Industries Ltd, Wellington

the president's piece

Welcome folks to the first bulletin of the new staff. Despite the apparent lack of interest by some club members the Club is going well and in the right direction. I decided when I took on this position I would always "think positive" and I have been pleasantly surprised how easy it has been. Keep supporting your committee and your club and we will soon have it back to the way you all want it: a strong, busy club.

It was good to see that the last nite trial was better supported. Get into it folks - thats what we are here for - good healthy clean fun (except for New Year's Eve when you bring your own beer, bed and bed-fellow, and stay the night at the clubrooms).

Being a Teacher and into this positive reinforcement kick, I am prepared to reward all those who come to the Christmas party with a fantastic time, so don't forget to get your tickets from any Executive member.

As this will be my last communication with you before Christmas, I would wish all club members a very merry Christmas and a safe and happy new year.

El Presidente

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TELEPHONE 784-354 **Chris Clarke**

the editor speaks

Taking over as the new editor of Motoring News, I would like to express a very big thank you to Pat and Barry Lakeman for their assistance to the new bulletin committee, but most especially for their sterling service as the previous committee. They have given a lot of their time and energy to the Club and the bulletin, and we hope we can keep up the same excellent standard.

You can all assist us with articles, results and general information. Thanks to all those who contributed in some way to this issue: Bob Gardner, Ian Jensen, Harvey Kibble, Bruce McPherson, Ian Macaskill, Rick O'Neill, John Pierson.

The next Motoring News will be in February, so we'll be waiting to hear about your holiday escapades.

Seasons Greetings from the Bulletin Committee.

Sonia Croy

THIS WILL BE YOUR LAST BULLETIN

**Unless Your Subscription
is paid**

november nite trial

organiser's comments

... COULD HAVE BEEN A SEX ORGY IF YOU HAD TURNED UP SAYS TRUTH.

The November night trial was designed having a thrill (or check) a minute in mind, and, having been round the course one, you had to do it again in the same time, i.e. if you were early once you had to be just as early the second time.

Most competitors were very good in this respect, however, it was timing that determined the winner.

An allowance was made to enjoy the view at Mt Victoria - 3 teams took advantage of this.

An allowance was made to enjoy, or at least have, sex at Mt Victoria - only 2 teams tried this one.

ORGANISED: Bruce McPherson for Midnight Motors

Checked: John and Marie Thomson

Marshalls: Barrie and Dianne Cordwell
Tom Doyle and Barton Christian

I would like to thank all the above for their assistance and hope everyone enjoyed themselves.

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RESULTS NOVEMBER NIGHT TRIAL

Car	Checks	View	Sex	1	2	3	C1	4	5	6	C2	View	Sex
1	OK	No	No	5E	1E	2L	1E	-2	Nil	-1	-1	No	No
2	OK	Yes	Yes	4E	-	1E	0	-1	Nil	Nil	Nil	Yes	Yes
3	OK	No	No	4E	2L	1L	1E	-2	-1	Nil	Nil	No	No
4	-1	No	Yes	Nil	1L	Nil	2E	Nil	Nil	Nil	Nil	Yes	No
5	OK	No	No	5E	Nil	4L	1E	-2	-1	-1	-2	No	No
6	-2	No	No	1E	1L	-	1E	Nil	0	-1	-2	No	No
7	-1	Yes	No	2L	2E	1L	3E	-1	-1	-1	0	Yes	No

Entrants

Firespark =	Points	Overall	2 Man
Bob Gardiner &	Lost	Place	Crew
Dave Gaskin	13	3	3
Team Beaver =			
John & Jenny Pierson	6	1	1
Pierson			
Team Photo =			
Rick O'Neill & Alan	11	2	2
Shapleski			
Wheelnuts Synd =			
James Cooke &	33	5	4
Brian Thompson			
Blockhead =			
K.W. & P. Cherry &	15	4	-
Andrew Blockley			
Scuderia Tigerius =			
John Gladhill &	66	7	6
Warren Denton			
Sparky & Hitch			
Ed Conroy & Barry	41	6	5
Lakeman			

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PIERSON'S HAD A BUSY MONTH

By Team Beaver

We have competed in 5 car trials in the last couple of months, losing from 6 to 3025.6 points, and enjoyed all of them.

The closed club October night trial was very well organised by Phillip King and helpers. It covered about 70 km going out to the Western Hutt hills and was very straightforward. A pity that only 4 crews competed after the amount of work required to organise an event like this, as it was an ideal event for newcomers as well as having sufficient interest for experienced crews.

The November closed club trial was another well organised effort by Bruce McPherson and helpers. A well thought out event with something a little different. After completing a very easy section one, of about 26 km around Lyall Bay, Mt Victoria and back to the clubrooms, at an average speed of 30 kmph with three manned checks plus a control, we were given an overriding instruction to do the same running instructions again, but for timing we had to do exactly the same time between checks as we had actually done the first time around.

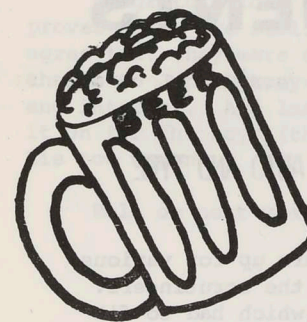
Bob Gardner and Dave Gaskin put a lot of time and effort into organising the Summer (Winter?) 100 and were very disappointed to find only 4 crews turnup for this Sunday afternoon invite trial. We were the only Wellington Car Club crew and had the assistance of Jenny Nidd and Jim Maidens in the back seat. I don't think we were ever more than 10 km from the clubrooms and although it was an 'around town' trial it proved ideal for a quiet Sunday afternoon drive, during which you did not have time to think about anything other than car trialling.

We competed in the Manawatu round of the Gold Star trial series, with the assistance of Malcolm and Sheryl Matheson from the Hutt club, in the back seat. This was a long day, and was a bit drawn out towards the end, however it was a reasonable standard for a Gold Star event and we managed a fourth place.

We also went to Hastings for the Gold Star blossom trial which had over 100 checks in about 7 hours. We lost 3025.6 points for a provisional 6th place. A very hectic, having to stay on the ball all day, trial which had many old traps and some new ones.

Well this report should have been longer, but pressure of work, family and commitment to motorsport has not allowed me to write it up fully. However, I hope it is better than nothing. What have YOU been up to lately, I am sure other club members would be interested to read a few lines from anyone who can find time to put pen to paper.

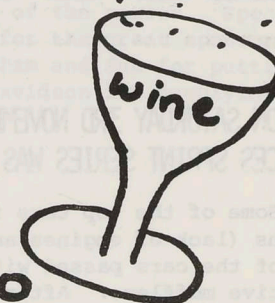
**REMEMBER YOUR RAFFLE TICKETS
& RETURN BUTTS NOW!**



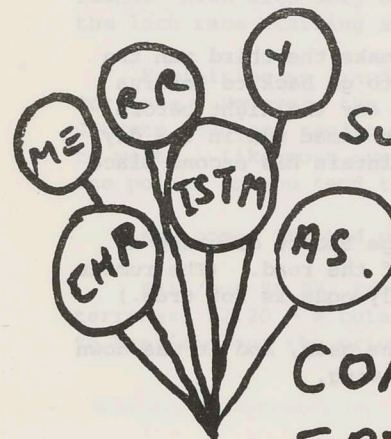
saturday:
15 Dec

Disco

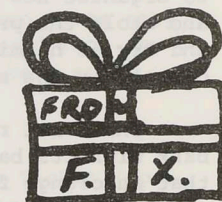
\$6.50 - \$13.00
single Double



CHRISTMAS SOCIALS



Sunday:
16 Dec



COME AND SEE
FATHER XMAS!!!

S. C. Wallace

KIBBLE "K"OMMENTS

ON SATURDAY 3RD NOVEMBER THE FINAL ROUND OF THE PORIRUA AUTO AND TYRE SERVICES SPRINT SERIES WAS HELD.

Some of the top cars from the previous rounds did not turn up for various reasons (lack of engines and things), so about 20 cars faced the scrutineers. Most of the cars passed with little trouble, though two cars which had to fit effective mufflers. After a lecture from Struan Robertson at drivers briefing about going slowly past a certain farmers gate (when will people learn?), the practice run started and all cars ran through with no problems.

In the first official run, the only car to have a drama was a Mini Clubman which suffered the dreaded mini understeer into a bank, which put it out for the rest of the day.

Ross Lake and Mike Nolan were having a great battle driving the same Mini and the Escort of Mike Galvin and the Mini of Peter Zivkovic were also going great guns. "K" Foulkes finished his day in the first run: too much power for the gearbox which cried "Enough".

Then came the second run and THE RAIN! It was a mad scramble to the start line, especially from the old Pros, sparring for a chance to drive up the hill before the rain ruined the excellent surface of the road. Unfortunately the rain won and the times showed accordingly. Even so, Graham Anderson put up some great times in the RS 2000 (with carburetors falling off at the end of one run), and was full of praise for the right selection of tyres and extra horse power that a recent Dyno Tune obtained.

As the rain had settled in, it was wisely decided to make the third run the final run of the day. Unfortunately Struan Robertson had to go back to Porirua to organise new prizes (as some rat bag broke into Struans car the night before and stole the prizes). This meant that he missed his first timed run in the day, and try as he might, he could not get his times down to maintain his second place overall in the series.

The final run went smoothly apart from a certain orange Escort clouting a bank with its back guard, but still making it to the top of the road. (The rumour that an orange fibreglass dust cloud is hovering over Rallywoods is not true.)

The hard working organisers and marshalls packed up the gear, and it was down to the local hall for the usual brown ales and the prize giving.

Congratulations go to Dick GARDINER for winning the series overall, which proves Minis are still going strong. I am sure the recipients of prizes must agree that they were of a high standard, certainly worthy of the series. Special thanks to John Tracey of Porirua Auto and Tyre Services for the great sponsorship and interest. And last but not least, thanks Jeanette, Pam and Sue for putting it on for the boys (the food you fools), and to Graham Davidson for supplying his tow wagon.

Roll on next year's sprint series.

IT'S NOT CHEAP

Whilst recently working in the UK, I took the opportunity to attend a British Formula I meeting at Brands Hatch. The circuit is reasonably accessible from London: a train ride of 40 minutes to Swanley, then a 15 minute bus ride to the circuit gates. 3.60 gate entrance and a little more for a programme.

It was a Monday meeting (Bank Holiday) and racing proper commenced at 1.30pm. Only 6 races were scheduled: a 20 lap Sports Car race; a 10 lap Formula Ford (1600cc) race; the 40 lap main race; a 20 lap Formula Ford (2000cc) race; a 10 lap Historic Car race, and to finish up a 20 lap British Saloon Car Championship round. Even with only 6 races, the programme was running over an hour late with the last race starting after 6pm.

Facilities at Brands Hatch are fairly good, but not much better than at Pukekohe. However, the provision of several shops that sold Rally and Race Jackets, badges, racing wear, car models, etc., made the time between races easy to waste. Like most overseas circuits, the track cannot all be viewed from any one point, so you tend to move round the circuit a bit to find the best spot.

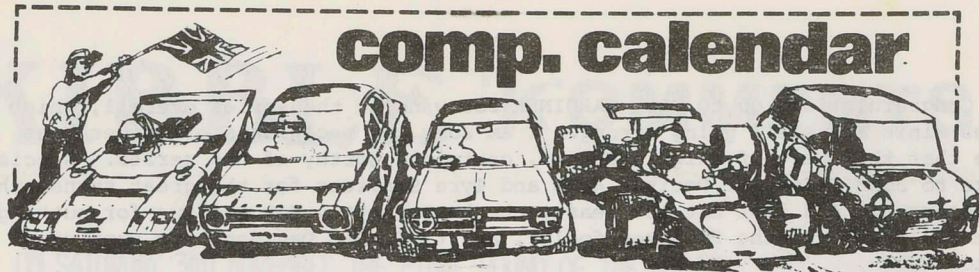
Now comes the bad part.... Cost of the day:

Rail/Bus \$6.00, Entry to Circuit \$8.00, Programme \$1.10, Stand Ticket (open terraces) \$2.20 - a total of \$17.30 for five races. After this, the cost of petrol to Manfield and the price to get in (for 14 races) seems very cheap.

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa



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

OPEN HOUSE is held every THURSDAY 7 pm to 10 pm

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

OPEN HOUSE is held every THURSDAY 7 p.m. to 8 p.m.

Iain Mollison, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Iain.

DECEMBER

- Sat 1 Gold Star Hill Climb Wanganui CC
- Sun 2 Road Safety Church Service. 10 a.m. Wellington Cathedral, Molesworth Street, Geared especially for motorists and those actively involved in Motorsport. Please make an effort to attend. A good showing from Wellington Car Club would be nice. It's a casual affair - Rally jackets OK.
- Sun 2 Bent Sprint Kapiti CC Invite
- Tues 4 Monthly Nite Trial No.9. This'll be Scuderia Wgtn CC Closed Tigerious again! Starts Clubrooms 7.15 p.m. Easy event.
- Sat 8 Bent Sprint. Judd's Farm, off Haywards Hill Road. Surface is super smooth. Starts 11 a.m. Barbeque afterwards. HVMC Invite Contact Ian Matthews for further details.
- Sun 9 Manfield Rallycross (Manawatu CC Invite)
- Sat 15 CHRISTMAS PARTY 8 p.m. Clubrooms. \$6.50 single \$13 double. Tickets available on Clubnight, Thursday nights and from any Committee member.
- Sat 15 Manfield Rallycross Manawatu Invite

- Sun 16 CHILDREN'S CHRISTMAS PARTY Starting sharp at 2 p.m. at Clubrooms. Gifts of no more than \$3-\$4 per child, wrapped and named, to John Croy by Thursday 13 December. If you haven't any children, come and join in the fun anyway.

- Sun 16 Gymkhana. Stewards trophy - Final round. Vesta Batteries Trophy for the winning club on the day! Contact Dave Gaskin for further details. MGCC Invite

- Tues 18 Clubnight 8 p.m. at the Clubrooms. Usual good Motorsport films. Lets see you all there.

- Sun 30 Bay Park International. The start of International Series.

- Mon 31 New Year's Eve Party at the Clubrooms. Starts 8 p.m. Bring your own beer, bed and bedfellow and stay the night. There will be a stereo.

JANUARY

Further details in our January Newsletter.

- Sun 13 Kim Naylor Autocross. Kapiti Invite
- Sun 13 Motor racing Pukekohe
- Tues 15 Novice Trial 7 p.m. at the Clubrooms. ½ hour duration, followed by Clubnight at 8 p.m.
- Sat 19 to Mon 21 Wobbly Weekend - Autocross Saturday, travel to Manfield Sunday, Gymkhana Monday Wairarapa Invite
- Sun 20 Motor racing Manfield
- Sun 27 Motor racing Wigram

FEBRUARY

- Sun 3 Motor racing, Timaru
- Tues 5 Monthly Nite Trial Wgtn CC Invite
- Sun 10 Motor racing, Teretonga
- Sun 17 Motor racing, Taupo
- Tues 19 Clubnight 8 p.m.
- Sat 23 Motor racing, Manfield

SCOREBOARD

VARIOUS RESULTS

Summer 100 Trial - Organiser Bob Gardner

1st	Jenny and John Pierson, Jenny Nidd, Jim Maiden (Wgtn C.C.)	89 points
2nd	Brian Sturgess, Craig Swift (M.G.C.C.)	147 "
3rd	Martin Henkes, Gordon Stillwell (V.U.C.C.)	186 "
4th	Dough Whale, David Coughlin (M.G.C.C.)	337 "

National Gymkhana Championships

1st	Dick Gardner (Kapiti)
2nd	Dean Williams (M.G. Auckland)
3rd	Colin Taylor (Wgtn)
4th	Peter Martin (Wgtn)
5th	Struan Robertson (Kapiti)

Also competing were Eddie Conroy, Tom Doyle, Ian Jensen, Jenny Nidd and John Pierson.

Tom and John had a tussle with a Datsun Cherry for the Datsun Prizes, John finishing 3 seconds behind in the end.

Hard luck prize should go to Ian Jensen who did in his gearbox on the way up to New Plymouth, then damaged a front strut on the day.

Porirua Auto and Tyre Services Sprints

Final results from the six event series.

1st	Dick Gardner (Mini) Kapiti 118 points
2nd	Harvey Kibble (Escort RS 2000) Wgtn 114 points
3rd	Struan Robertson (Mini) Kapiti 109 points.
4th	Peter Zivkovic (Mini) Wgtn 91 points
5th	Ian Moss (Mini) M.G. 87 points
6th=	Mark Jennings (Escort) Wgtn 74 points
6th=	John Clunie (Mini) Kapiti 74 points
8th	Tony Street (Escort) Wgtn 73 points
9th	Mike Galvin (Escort) Wgtn 72 points
10th	Rick O'Neill (Civic) Wgtn 70 points

A certain club member has been seen leaving Brooker Grove at 8.30 a.m. The van was there all night!

Vern Lill found the power of his 2 litre Escort too much when he plucked 3rd gear. How were the bushes, Vern?

Kapiti Car Club Kim Naylor Auto Cross at Rallywoods

1st	Dick Gardner (Kapiti) Mini 446.14
2nd	Bruce Finlay (Wair) Escort 455.14
3rd	Struan Robertson (Kapiti) Mini 455.48
4th=	Ross Lake (Wgtn) Mini 459.41
6th	Mike Nolan (Wgtn) Mini 467.91
9th	R. Stephens (Wgtn) Corolla 515.98

There were 20 entries.

H.V.M.C.

No results yet received but we understand Steve Gardner finished second overall and that Rick O'Neill rolled his Civic.

Remember RAFFLE TICKETS

HAVE YOU RETURNED YOUR BUTTS AND CHEQUES

OR MONEY ORDER !

CLOSES 14th Dec.
~~~~~

DRAWN  
~~~~~

21st December.

Clubmember

winning frypan will be advised before Xmas Eve.

thanks for all your help.

John Gladhill.

10 YEARS AGO

DECEMBER 1969

The Rothman's National Formula Championship Meeting at Levin saw only 68 entries turn up, a small crowd and dull racing. Graham McRae took the National Formula Race easily in his new McRae, whilst the open single seater races were won by Graeme Lawrence in the Ferrari. The open saloon races were a keen tussle between Gary Sprague and Jack Nazer both in Escorts.

Clubnight saw an address by Mr Holder of Repco N.Z. Ltd, who flew down especially from Auckland for the meeting.

On the International Scene, Jack Brabham announced his retirement from Formula One, while Emerson Fittipaldi was the 1969 winner of the European Formula Three Championship.

Back on the Club scene, the November Alexandra Road Hill climb had to be cancelled due to inclement weather.

28 November 1969 Levin

Rothmans National Formula Championship meeting. The season opener was not a good meeting with poor spectator attendance, too many non-starters and dull racing. Graham McRae gave his new McRae a true baptism of fire with an easy win in the national formula race. Graeme Lawrence won the other races in the Ferrari, using the extra 100 hp to beat Graham McRae. Brian Faloon did a splendid performance in the Rorstan Tasman machine.

A large field of formula vees lined up. The race was won by George Hettersehied, with Jeremy Gough second. Club member Mike Reid won the Vee Handicap race.

Only six saloons started in the feature event. Gary Sprague led from start to finish in the Mount Cook Airlines Ford Escort.

Reg Cook dominated the uner 1000 cc events in his Cooper S.

November Clubnight

Owing to the clubrooms being shifted to their new site the final clubnight for 1969 was held in the Pavilion at Martin Luckie Park.

cont'd

Extract from a letter to the editor by clubmember Jack Oakley.

Dear Sir,

I am continually reading and hearing complaints about the attendance falling off at different events. This is not good as nobody likes being complained about, particularly if they feel that they are doing their best.

The answer to this problem, I feel lies in the change which has taken place in competition over the years. Twenty years ago if I travelled from Wellington to the Wairarapa to compete in an event, even if I only had a standard ford 10 and came last, the very fact I came was a momentous occasion and was treated as such and I felt like a hero. To day a young man does the same thing in his hot 100E, gets the same placing and gets sneered at by younger spectators and feels a fool - little wonder he does not return.

If a club were to pay more attention to the fact that a person who came second to last also beat someone and the one who came last tried hard and a large percentage of his efforts were in getting there. After all the most important race of all is the race against the clock to get the car going and get to the event and every competitor must win at least that race.

(Comment - does this not still apply 10 years later?)!!

New Zealander Howden Ganley recently recorded the first ever 100 mph lap of Brands Hatch in a Formula 3 car.

Wallaceville Hillclimb

After an absence of many years it was good to see the hill used again.

F.T.D. went to Lester Reader in the L.J.R. Ford heading off the other 30 competitors. John Mines was second in Colin Robert's 1293 Cooper giving a good demonstration of the car's potential to prospective owners.

Alexander Road Hill climb was abandoned due to foul weather conditions after getting an entry of 34 cars.

Family Night Trial

A disappointing number of 12 crews entered this very good event. The finish was a barbecue at Glenside.

First Eddie Conroy, 2nd Ian Jensen, 3rd Graeme Wealleans and Warren Denton.

Pukekohe

Graham McRae won this Gold Star meeting and lowered the existing New Zealand record to 59.5 secs, almost getting the outright record currently held by Jochen Rindt .

November Night Trial

1st Team Ecurie Triad, 2nd Team 86, 3rd Team Brough.

1969 Benson and Hedges

1st Leonard/Sprague (Victor), 2nd McPhail/Collins (Valiant),
3rd Thomson/Rimmer (Valiant), 4th McLean/Philips (Falcon),
5th Charles/Grant (Victor), 6th Shelley/McRae (Victor),
7th Richard/Maloney (Falcon), 8th Woolf/Beazly (Triumph),
9th Nazer/Smith (Escort), 10th Radischich/Lawrence (Victor).

Compiled by Ian Jensen/Warren Denton

crossflow

The Gladhill V8, should hopefully, be on the road early January (or up for tender).

Congratulations to Rita and Les Edwards on their recent marriage.

Peter Hughe's new Mk II Escort should be on the road soon. Whilst 1600 powered at present, we understand there is a demon 2 litre motor hiding away in the workshop.

Congratulations to those members who contested the Porirua Auto and Tyre Services Series. The Club has a nice shiny trophy to show for your efforts.

Club Captain, President and Secretary received a speeding ticket on the way home from the last Committee meeting. No points for who was driving!!

Gordon Tucker has sold the Monaro, and is about to start building a house.

Warren Denton is now pedalling a Mirage Sport. Good for Gymkhana's.

Jim Robb has been very conspicuous by his absence recently. Who is she Robb?

We understand Chris Kirk-Burnnand has sold his Levin.

NEW ZEALAND RALLY DRIVERS SCHOOL

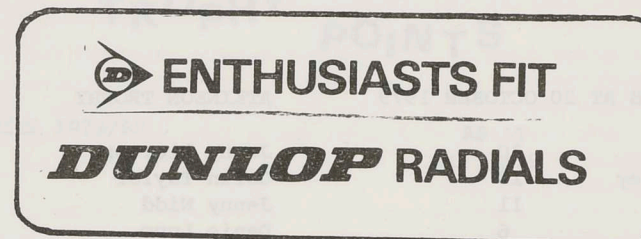
COMES TO WELLINGTON...

The weekend of 16-18 November saw John Sergel and Rob Gerard bring their Rally Drivers School to Wellington for one course. Twelve members of the various Wellington area clubs had enrolled and attended the theory part of the course on the Friday evening. John and Rob had their own films with them to demonstrate their instructions for setting up a rally car for a corner, etc.

Saturday/Sunday saw the "pupils" split up into groups of four, and each group received 4 hours of practical tuition in the School's Escort. The venue for this was the Waikanae Quarry. Marker cones were used to mark out different degree corners, and pupils had several runs at each corner, with either John or Rob, sitting beside them, pointing out their errors. At the end of these sessions, the pupils then had runs at a course set out round the complete quarry.

At \$60 (plus \$10 extra for travelling to Wellington) the course isn't that cheap, but for a newcomer to gravel events, the weekend was an excellent chance to learn how to safely set up a car on gravel, and to get through a corner as quickly and as tidily as possible.

Should enough people be interest, John and Rob may make a trip north again sometime for another weekend course.



Overhead at a recent Autocross: "Honda Civic's don't roll, they just trip over their own fat feet".

Has Leicester Banfield finished building his fence yet? It's been awfully quiet lately.

This is the sort of friend Warren Denton is....He lent a radar detector to a friend to test if it was working....friend has now acquired 3 speeding tickets!!

We understand Danny Lupp's V8 Capri is very near to hitting the track.

WELLINGTON CAR CLUB TROPHY POINTS

SPEED EVENTS TO 31 OCTOBER 1979

Mark Jennings	8
Peter Zivkovic	8
Peter Jensen	5
Danie Lupp	4
Dick Butters	4
Alan Harvie	4
Iain Mollison	3
Ross Lake	3
Harvey Kibble	3
Lloyd Evans	3
Judy Alexander	3
Mark Taylor	3
Mike Galvin	3
Don McLean	2
Mike Nolan	2
Lester Banfield	2
Brian Chew	2
Gray Hughson	2
Dave Glasson	2
Dave Jamieson	2

NON-SPEED EVENTS TO 20 NOVEMBER 1979

Jenny Pierson	27
John Pierson	21
Bob Gardner	19
Dave Gaskin	19
Rick O'Neill	12
Andrew Blockley	12
Jeanette Blockley	11
John Gladhill	11
Jenny Nidd	10
Brian Thompson	9
James Cook	9
Peter Hughes	6
Ian Laming	6
Syd Franklin	6
Wynne Eaton	6
Richard O'Brien	6
Lloyd Evans	5
Warren Denton	5
Steve Robinson	5

LADIES TROPHY AS AT 20 OCTOBER 1979

Jenny Pierson	30
Jeanette Blockley	18
Jenny Nidd	11
Marie Thomson	6
Heather McGuire	4
Bronwyn Griffiths	4
Judy Alexander	3
Sherry Wood	3
Julie Savage	2

ATKINSON TROPHY

Jenny Pierson	15
Colin Taylor	12
Jenny Nidd	10
Danie Lupp	8
Bob Gardner	5
Dave Gaskin	5
Wayne Moore	4
Brian Thompson	4
James Cook	4

WALL TROPHY TRIALS

15
12
10
8
5
5
4
4
4

 **DUNLOP SP AND AQUAJET RADIALS**

NGAIO FAMILY A' FAIR

Have you ever wrecked a car, no not on the road or in an event, but with sledge hammers and crow bars. Neat fun!!

Two cars were kindly donated by Johnsonville Automotive Produces and Porirua Auto Wreckers. One of which was an ex demolition derby super snipe. If you thought those things were strong you should have seen it after people had taken out their frustrations on it. The doors were off as was the bonnet (by a determined 13 year old), the roof and the door pillars were torn out.

We were charging 20c for 1 minute of exhausting fun. Kids, teenages and adults all had a belt. The biggest kids were club members, i.e. Alan Harvey, John Gladhill, El Presidente, John Pierson and yours truly, Jenny Pierson and Lynn Mollison sold raffle tickets.

The only casualties were 4 sledge hammers and the end of a kids finger. We raised \$24.00 on the cars and \$31.00 on raffle tickets. Not bad for a few.

My thanks go to Alan Harvey, John Croy, Jenny and John Pierson, Peter Jensen, and Lynn Mollison for running the show and Vern Lill for towing cars and Cable Price, Alan Harvey, John Christian, John Croy, Ross Crundwell, Bob Jefferies, for destructive instruments.

Club Captain

TROPHY POINTS

NIGHT TRIAL SERIES 1979/80

AS AT
20/11/79

2 PERSON
CREWS
EAST TROPHY

TEAM

BEAVER	John & Jenny Pierson	128	132
FIRE SPARK	Bob Gardner/Dave Gaskin	128	128
BLOCKHEAD	Andrew & Jeanette Blockley	98	73
PHOTO	Rick O'Neill/Alan Shapleski	66	48
SCUDERIA TIGERUS	John Gladhill/Warren Denton	64	65
SPARKY AND HITCH	Eddie Conry/Bronwyn Griffiths	58	59
MOGGY	John & Marie Thomson	56	48
TORANA	Jenny Nidd/Maria McNamara	46	46
GREEN MEANIE	Wayne Eaton/Richard O'Brien	42	43
WHEEL NUTS	James Cook/Brian Thompson	38	41
SNEAKY HEAT	Craig Fletcher/Philip King	38	31
1500	Lloyd Evans/Noel Williams	36	43



GOODBYE PORK PIE

An unusual title, but one easy to remember, so look out for it next July in New Zealand theatres. It's a New Zealand made feature film, that has one of our club members, Peter Zivkovic, as the stunt driver for the leading actor, and in which another 30 odd of our members took part as film extras.

Briefly, the story is about 3 people who steal a rental car in Kaitaia and are chased all down the North Island and escape by driving into a rail wagon which is loaded into the Picton Ferry. They are finally relocated in Westport and are chased the full length of the South Island.

On Saturday 10 November, several of us took part in the filming of car chase sequences through Wellington City. Roles ranged from John Croy "playing" Traffic Cop (and didn't he look the part!) to Kevin George "playing" Mr Average Motorist (in a Lotus Super 7!). Roger Scholes got really involved in his Gemini in the first sequence in Panama Street and Lambton Quay. As Roger said afterwards (when his heart had slowed down enough to talk): "It's alright telling me to drive at the Mini head on then take evasive action, but I didn't know which side of me the Mini was likely to go!!!" The result was satisfactory though Roger - it looked realistic to us watching.

Peter Zivkovic had a few problems yumping the Mini over a garden kerb in the middle of Lambton Quay, hitting the concrete a solid thump with the sump.

Then the action moved down by the Midland Hotel. Richard Holder had the interesting job of cutting off a police car as it rounded the corner. Easy it seemed till the Director decided the actor driving the police car was braking too far way. John Croy took over and with some demon late braking and a heavy right foot put up a fine smoky demonstration without hitting Richard, but taking a wee bit of the Council garden with him.

Other scenes had "K" Foulkes, Warren Denton and Vern Lill playing "chicken" with the Mini in Featherston Street, with Vern giving the main actor (who was driving the Mini in this scene) a major scare when he changed his mind at the very last moment as to where he was going to go!

John Croy also had the pleasure of driving the Police car beneath a wreck on the back of a tow wagon, wiping all the lights off the roof of the car. (John will be giving Autographs at December clubnight!).

On the Sunday the filming centred around Wellington Railway Station where the Mini was to drive through the pedestrian subway into the foyer, and onto the platforms. Many extras were needed to play the parts of travellers, who were suddenly scattered by the Mini's arrival. All went to plan, and thanks to everyone's help, the Club received a sizeable donation for its assistance.

free for all

FOR SALE

Brand new 308 Holden Motor - complete \$2,500 (bought to replace motor in own car, but has since decided to sell the car). Contact W.P. O'Callighan, 14 Freemans Road, Otaki, Phone 8760 Otaki.

Rally Seats: Uncovered, pick your own colour. Just a couple available, telephone Alex Wilson, 6044 Tawa during business hours.

Set of 4 Bridgestone Ra-200 intermediate racing tyres on 6" one piece steel rims (13 inch).

Crown Wheel and pinion for Escort (4.1/1). Telephone Dave Glasson 845-479.

Rally Escort: 2000cc OHC Motor - Mk II Cortina Gearbox, Salsbury LSD, Turretted, Bilsteins front and rear, rally seats, full roll cage, on Aunger Mags. Motor rebuilt 3 rallies ago (new crankshaft). Needs work on bodysell. \$2,500. Telephone 882-599.

One pair nylon racing overalls, (Pex size OS) Red in colour, only worn twice. \$24.00 ono. Telephone Selwyn Giles 74-309 Porirua or 848-324 business.

1974 Mazda RX2 4 door automatic 27,000 km. Telephone Warwick Clarke 849-866 home or 725-518 business.

Heated rear screen and both side rear windows with rubbers to fit mini. Telephone John Croy 784-649.

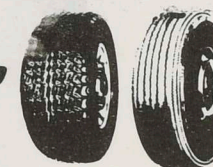
Morris 1300 4 speed sycro gear box. Good condition \$200.00 ono. Contact Iain Mollison phone 785-706.

S. C. Wallace

REGISTERED
PLUMBER

409 MIDDLETON ROAD
JOHNSONVILLE
TELEPHONE 7786 Tawa

➤ GET WITH **DUNLOP**



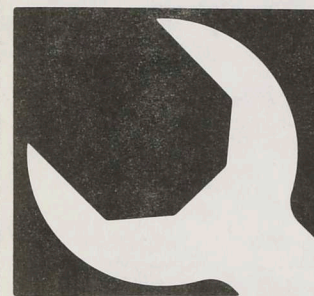


AND FINALLY...

Our thanks to MACASKILL BROS for these photo's of KEVIN GEORGE (Escort) and MILES FOWLER (Avenger) taking part in Victoria University Car Club's Closed Club Rally.



MOTORDROME



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MOTOR DROME

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• COMPETITION PREPARATION
• RACE CARBURETTORS
• RACE CARBURETTORS