

1944/51

MOTORING NEWS

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bulletin of the **wellington**
car club

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BULLETIN OF THE WELLINGTON CAR CLUB

March 1981

MOTORING NEWS



NEVILLE LEIGH

PHOTO: MCCASKILL

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speed

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social

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MEMBERSHIP: Claudia Mair
RALLY COMMITTEE: Bryan Chew
POINTSKEEPER: John Christian

ALAN HARVIE

nonspeed

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SUE BRUCE
837-852

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CLUBNIGHT

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CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

MANZ

Motorsport Association New Zealand Incorporated DECEMBER 1980

MEDIA AWARD

The Executive Committee is in the process of drawing up articles for a Media Award for the best motor sport photograph during the year and the best motor sport article during the year.

It is intended that this come into operation in 1981 and as soon as the criteria has been established this will be advised to Clubs.

NATIONAL RALLY LICENCE QUALIFICATIONS

As from 1st January 1981, competitors wishing to upgrade their ungraded Licence to Rally Grade will need to have had at least two satisfactory observations in Closed or Invitation rallies.

The qualification for an International Rally Licence remains the same. The full provisions are therefore ungraded to rally grade two satisfactory observations, rally grade to International rally grade one satisfactory observation in a National rally event.

NZ GYMKHANA CHAMPIONSHIP ARTICLES

The Speed Advisory Committee under the Chairmanship of Mrs I.R. Boreham is examining the introduction of NZ Gymkhana Championship to apply from 1981. Draft articles will be considered by the Executive Committee at its February meeting and will be published as soon as they are finalised.

STEWARDSHIP DEPARTMENT APPOINTMENTS

Mr R.W.A. Spence, P O Box 71, Te Awamutu has been appointed Deputy Area Steward, Area 3, under Mr A.R. Gough Area Steward.

Mr E Wills, 5K RD, Oamaru has been appointed a Steward in Area 10

SCHEDULE OF PENALTIES - APPENDIX R

The following Schedule of monetary penalties replaces those listed in Appendix R 6/21

<u>Speed in Excess of Limit Km/hr</u>	<u>Fee Payable</u>
	\$
1-10	10
11-15	20
16-20	30
21-25	50
26-30	60
31-35	80
36-40	100

The above schedule will not be printed in the 1981 Year Book as the

information was received too late for its inclusion. Competitors and Officials should therefore amend the copy of the new Year Book when this is received.

COMPETITION LICENCE DECLARATIONS

If a Competitor wishes to compete at an event and is already the holder of a Competition Licence or has previously applied for one he may fill out a Competition Licence Declaration form, fee for which is \$5.00 which is non refundable. This replaces the old system, whereby a competitor completed a Competition Licence Declaration and paid the fee appropriate to the Licence fee for the event.

Competitors are reminded of the provisions of NCR 117 particularly the automatic penalty of suspension of Licence for a minimum period of 12 months should the Competition Licence Declaration be found to be false.

APPEALS

At the request of the 1980 Annual General Council Meeting, the Executive Committee are examining the introduction of a provision whereby appeals resulting from Protest or Complaints can be lodged with the Executive Committee rather than the National Court of Appeal. At the present time the necessary provisions are being worked out, these will be advised as soon as possible. The new provision will not replace the present ones but will be in addition to them. It is hoped however with the introduction of Appeals to the Executive Committee, Appeals to the National Court of Appeal will lessen.

The fees for the Appeals have been reviewed and they will be Appeals to the Executive Committee \$120.00, Appeals to the National Court of Appeal \$320.00.

RALLY CO-ORDINATOR APPOINTMENT

Mr G Piper, c/o Northland Car Club, P O Box 596, Whangarei, has been appointed MANZ Area Rally Co-ordinator for the Northland area.

NATIONAL RAFFLE

It is intended that the Association will again conduct a substantial National Raffle in early 1981. Ministry of Internal Affairs approval is now being sought and as soon as details are available these will be advised to Clubs. In the meantime Clubs have been asked to indicate the number of books of tickets they can handle and confidently sell.

In the 1980 Rover Raffle some \$35,000.00 was channelled into Motorsport at both Club and National level from largely outside sources. It is obviously a well worth while exercise and it is hoped that all members of Motorsport fraternity will give the 1981 raffle their full support.

NON SPEED

JANUARY Nothing

FEBRUARY

Tues 3 Monthly Night Trial (Sparky & Hitch)
preceded by Short trialing seminar
7.15 at Clubrooms

Fri 6 Funkhana (John Pierson & Sid Franklin)

MARCH

Tues 3 Monthly Night Trial
7.15 Clubrooms

Sat 7 Annual Night Trial (1980/81 season) Non Speed Committee
starts Clubrooms at 8.00 pm
2½ hrs approx. Entry Fee \$4.00

APRIL

Tues 7 Monthly Night Trial (MOGGY)
7.15 Clubrooms

Sun 26 Gymkhana

MAY

Tues 5 Monthly Night Trial
7.15 Clubrooms

Sun 31 Honey Pot (Wall Trophy Trial) *McGuire* Invite

JUNE

Tues 2 Monthly Night Trial (BEAVER)
7.15 Clubrooms

Sat 13 Mud Plug Invite

Sat 20 Rally (Central Region Round)
Waimahia Forest, Taupo could be 150 km
of stages this year. Information from
Sid Franklin.

JULY

Tues 7 Monthly Night Trial (Rick O'Neill)
7.15 clubrooms

Sat 18 Brail Trial (Ed Conroy & Peter Martin)

Sat 25 'Winter 100' Trial (will be in the evening) Invite

AUGUST

Tues 4 Monthly Night Trial (Warren Denton)
7.15 at Clubrooms

Sun 23 Gymkhana (Stewards Trophy) Invite

SEPTEMBER

Tues 1 Monthly Night Trial (Sid Franklin)
7.15 at Clubrooms

Sat 19 Annual Night Trial (1981/82)

OCTOBER

Tues 6 Monthly Night Trial
7.15 at Clubrooms

Mon 26 Gymkhana (Labour Day) Invite

NOVEMBER

Tues 3 Monthly Night Trial
7.15 Clubrooms

Sat 28 Economy Run (John Croy & Sid Franklin)

DECEMBER

Tues 1 Monthly Night Trial (Sparky & Hitch)
7.15 Clubrooms

Sun 6 Ladys Trial

SUPPORT OUR
ADVERTISERS

I don't usually write articles for the Bulletin but I thought it was about time to write a small note about Non Speed.

A new Non-Speed Steering Committee has been formed to get this part of our Sport off the ground once again.

I say steering because we are going to enlist the assistance of others to eventually take over the Committee from us.

Elsewhere in this bulletin is a complete Non Speed Calandar for 1981. They will all be good events well organised and most important to do.

Non-Speed is a good cheap form of Motorsport which the whole family and friends can participate in, so come along to the events and see for yourself, you could be pleasantly surprised.

SID FRANKLIN

WELLINGTON

858-632

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11 PARK AVENUE

WE RENT FOR EVERY EVENT

NONSPEED

We are running the following events in the early new year and members of your club are invited to them.

February 6 1981

Funkhana - For further information re venue etc.

Please phone Sid Franklin 893-803

or John Pierson 786-880

March 7 1981

Annual Night Trial - Starts Wellington Car Clubrooms off Russell Terrace, Newtown at 8.00 pm. It is 2½ hrs in duration. The entry fee is \$4.00 and there will be a good supper afterwards. The entire trial will be in the Wellington 1 Suburbs area.

Organising Committee:

John Pierson

Ed Conroy

and Sid Franklin

John Thompson

Barry Lakeman

Commencing with the April 1981 monthly night trial we will be taking out a W.M.S.A. permit and all area clubs are invited to attend all our monthly night trials. They start at the clubrooms at 7.15 pm on the 1st Tuesday of each month except January and last for approx. 1 - 1½ hours.

All the best in the new year from the Wellington Car Club Non-Speed Steering Committee


John Pierson

John Thompson

Ed Conroy

Barry Lakeman

Sid Franklin

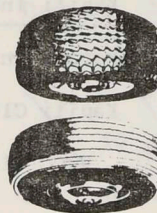
 **DUNLOP** SP AND AQUAJET RADIALS

P.A.T.S. results »

K SMITH	KAPITI	19½	20	20	20	20	18	20	20	20	20	137½	20	157½	1
H KIBBLE	WGIN	19	20	20	17	20	20	20	20	20	20	136	20	156	2
R GARDNER	KAPITI	17	19	19	19	16	18	17	125	18	143	18	143	3	
M SOLITTT	WAINUI	15½	7	18	10	17	7	16	90½	90½	90½	14	90½	4	
R LAKE	WGIN	2	13	15	13	6	15	12	76	14	90	5			
P ZIVKOVIC	WGIN			18	18	14	19	19	70	19	89	6			
R STEPHENS	WGIN	10	14	8	2		17	18	69	13	82	7			
M GALVIN	WGIN	13	18		17		15	63	63	17	80	8			
J CLUNIE	KAPITI	3	17	13	15	3	11	62	62	15	62	11			
I MOSS	MG	5½	16	14	8		12	55½	55½	18	70½	10			
V LILL	KAPITI			19	16		19	54	54	18	72	9			
L DONALD	VUOC	14	19	18				51			51	13			
M NOLAN	WGIN		5	9	9	5	10	46		12	58	12			
R DUNKLEY	VUOC			15	12		18	45			45	14			
R O'Neill	MG	9	15		16			40			40	15			
T MASON	WAIR	19½				20		39½			39½	16			
J GLADHILL	WGIN	18			18		18	36			36	17			
E KRIVAN	WAIR	14				18		32			32	20			
D ROBINSON	LEVIN			16	15		31	31			31	21			
S ROBERTSON	KAPITI	16			14		30	30			30	22			
B EDGAR	MG		18		11		29	29			29	23			
W HAMILTON	WAIR	12				15		27			27	24			
P HUGHES	WGIN	1			14			15		19	34	19			
A PAROLI	WGIN						18			17	35	18			



GET WITH **DUNLOP**



new members

The club would like to welcome:

Colin Goldingham:

Colin drives an RS 2000 Escort and is experienced in Trials and Gymkhanas.

Matthew Gibbons:

Matthew comes from Lower Hutt and he is an Aircraft Engineer. I have no knowledge as to what type of car he drives.

Matthew Gordon:

Matthew drives a Mazda RX3 and is interested in all aspects of Motor Sport and organising events.

friday nights

Owing to the Club not having a liquor licence several members have been meeting at the "DOMINION" in Tory Street on Friday nights. This is an invitation to ALL members who would like to talk cars over a quiet drink.

Here's hoping we will see you at the "DOMINION" next Friday.



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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

MARCH

Sun 1	Port Road Sprint	HVMC Invite
Tues 3	Monthly Night Trial starts clubrooms 7.15 pm	Wgtn Closed
Sat 7	Annual Night Trial (1980/81 season) starts Clubrooms at 8 pm 2½ hrs approx. Entry fee \$4.00	Wgtn Non Speed
Sun 8	Autocross Kim Naylor (Te Marua)	HVMC Invite
Sat 14	Gold Star Hillclimb Final (Admiral Road)	Wair/Wgtn Open
Sun 15	Gold Star Hillclimb Final (Tea Creek) (1st round PATS Series)	Wair/Wgtn Invite/Open
Tues 17	<u>CLUBNIGHT</u> : - starts clubrooms at 8 pm	Wgtn Open
Sat 21	National Race Meeting Manfield Racecourse	Manawatu Open
Sun 22	Bent Sprint	Kapiti Invite
Sun 29	400 m Sprint Standing/flying (Francis Line)	Wairarapa Invite
Sun 29	Gymkhana	Kapiti Closed
Sun 29	Trial	VUCC Closed

APRIL

Sat 4	Daylight Rally Scrutineering 2 April 6-10 pm At Alan Harvey's Panelbeating, Vivian Street Ring Alan Harvey or Peter Jensen for ASRS & REGS.	Wanganui Invite
Sat 4	Rally CRRC	Wanganui Invite
Sun 5	Speed Event	Wgtn Invite
Sun 5	Gymkhana	VUCC Closed

Tues 7	Monthly Night Trial (Team MOGGY) starts clubrooms at 7.15 pm	Levin Invite
Sat *11	Sprint PATS Series	Levin Invite
Sun 12	Speed Event	VUCC Closed
Sun *19	Sprint PATS Series (Kohiterere)	Levin Invite
Sun 19	Gymkhana	HVMC/Wainui Closed
Sun *19	Autocross Kim Naylor	Wairarapa Invite
Mon 20	Hillclimb	HVMC Invite
Tues 21	<u>CLUBNIGHT</u> : - starts 8 pm at clubrooms	WGTN Open
Sat 25	Clubmans Race Meeting Manfield Racecourse Scrutineering 8.30 am - 9.30 am Function afterwards at Manawatu Club rooms Kawakawa Road, Feilding	Manawatu Invite
Sat 25	Walking Trial	VUCC/WMSA Closed
Sun 26	Autocross	Kapiti Closed
Sun 26	Gymkhana	WGTN Non Speed

*Denotes Date to be confirmed

MAY

Sat 2	Clubmans Race Meeting Manfield	Manawatu Invite
Sat 2	Hillclimb Duncan McKenzie (Rangitumau)	Wairarapa Invite
Sun 3	Sprint PATS Series (Totara Park)	M.G. Invite
Tues 5	Monthly Night Trial starts clubrooms 7.15 pm	WGTN Closed
Sat 9	Rally CRRC	Manawatu Invite
Sun 10	Speed Event	HVMC Invite
Sat 16	Clubmans Race Meeting Manfield	WGTN Invite
Sat 16	Gymkhana	VUCC Closed
Sun 17	Sprint PATS Series	VUCC Invite
Tues 19	<u>CLUBNIGHT</u> : starts clubrooms at 8 pm	WGTN Open



RESULTS

RESULTS

DATSUN PME TROPHY - FOR INDIVIDUAL DRIVERS

DATSUN PME TROPHY - FOR INDIVIDUAL DRIVERS

DATSUN PME TROPHY - SHERYL MATHESON

STEWARDS TROPHY Gymkhana

CAR NO.	NAME	CLUB	CAR	TOTAL	CLASS	PLACE	WGTN CAR CLUB PLACE
1	D Scott	HVMC	Escort.	223.1	10 B	17	4
2	D Hansen	MG	MGB	222.5	3 B	15	
3	R Pitchforth	MG	MGB	230.0	13 B	22	
4	B Gillies	HVMC	Mini	210.3	4 A	6	
5	R Latimer	WGTN	VW Golf	229.2	9 A	21	4
6	D Hector	MG	MG	237.7	18 B	27	
7	B Wright	MG	Riley Elf	216.1	7 A	11	
8	B Walker	WGTN	Datsun 100J	225.0	11 B	18	2
9	A Mills	WGTN	Datsun 160J	226.7	12 B	20	3
10	B King	WGTN	Escort	231.5	15 B	24	6
11	J Gardner	KAPITI	Special	212.3	5 A	7	
12	D Gardner	KAPITI	Special	192.1	1 A	1	
14	M Hellberg	MG	MG	232.0	16 B	25	
15	J Galbraith	KAPITI	Chevette	223.0	9 B	16	
16	T Doran	MG	Mini	215.4	6 A	10	
17	S Doran	MG	Mini	225.4	8 A	19	
18	G Gibbons	VUCC	Escort	205.8	1 B	3	
19	J Pierson	WGTN	Datsun 180B	322.1	7 B	14	1
20	Jenny Pierson	WGTN	Datsun 180B	231.0	14 B	23	5
21	E Currie	MG	MG	234.5	17 B	26	
22	G Walter	MG	MG	256.6	21 B	30	
23	M Cundy	MG	Volvo	254.8	20 B	29	
24	C Kitzen	HVMC	Escort	217.0	5 B	12	
25	S Robertson	KAPITI	Civic	198.9	2 A	2	
26	J Rapley	VUCC	Dolomite Sprint	213.8	4 B	9	
28	D McDonald	VUCC	Peugeot	239.9	19 B	28	
27	W Gair	VUCC	Peugeot	218.3	6 B	13	
29	R.Christenhusz	VUCC	Escort	212.9	33	8	
30	B McVeagh	VUCC	Escort	209.1	2 B	5	
31	D.Baussion	VUCC	Mini	206.5	3 A	4	

A = Engine over wheels

B = The Rest

STEWARDS TROPHY POINTS

KAPITI	16
V UCC	17
MG	9
HVMC	8
WGTN	5

Organised by Raewyn & Colin Kitchingman

Marshals: Lorraine Kitzen, Carey Burr, Jim Tulloch, Dave Davies

Thanks to: John Downing for use of the venue

Teams:

1st - Kapiti	12 & 25	7th - MG	7 & 21
2nd - VUCC	13 & 30	8th - WGTN	5 & 19
3rd - HVMC	4 & 24	9th - WGTN	8 & 9
4th - VUCC	26 & 27	10th - VUCC	28 & 29
5th - Kapiti	11 & 15	11th - MG	14 & 17
6th - MG	2 & 16	12th - WGTN	10 & 2
		13th - MG	3 & 6
		14th - MG	22 & 2

An excellent event with big tests, hence the reasonable performance of the Datsun 180B, a most enjoyable day was had by all, and Wellington Car Club even earned 5 points towards the Stewards Trophy.

I would recommend Gymkhanas to all club members, in a standard car you may not win but you will have a lot of fun, and maybe even improve your driving skills.

John Pierson

1980 STEWARDS TROPHY - GYMKHANA

	HVMC Jan 27	KAPITI May 18	VESTA BATTERY TROPHY VUCC 12CCT	SUB TOTAL	MGCC NOV.23	TOTAL	PLACE
MG	25	27	17	69	29	98	1
VUCC	23		23 (VBT)	46	8	54	2=
KAPITI		21	15	36	18	54	2=
WGTN	1	6	0	7		7	4
HVMC	6		0	6		6	5
FIAT					0		
JAGUAR					0		

STEWARDS TROPHY - M.G. CAR CLUB
VESTA BATTERY TROPHY - VICTORIA UNIVERSITY

results

trialite

3 FEBRUARY 1981

[illegible]

TOTAL

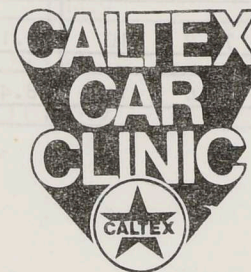
1.	MacMob -	34	3rd
2.	Midnight Motors	131	7th
3.	D.C.Cochlin	33	2nd
4.	1500	105	6th
4a.	MOGGY	30	1st
5.	W F King	235	8th
6.	Beaver	61	4th
7.	Superuncle	91	5th
8.	S.Brettell	286	9th

PLACING

3rd
7th
2nd
6th
1st
8th
4th
5th
9th

Organised by Barry Lakeman
Checked by Eddie Conroy
Team Sparky and Hinch (again)

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FUNKHANA

Organised on behalf of Wellington Motorsport Assn, by Wellington Car Club - Sid Franklin & John Pierson with assistance from Jenny Pierson, John Thomson & Warren Denton.

The idea was a Fun day, the tests being devised by John Pierson, who thought part of the fun was to make the tests a little frustrating and apologies to anyone who found them exasperating, especially when the wind got stronger during the last test.

There are many ways of working out results, and adding up total time was the method chosen, therefore congratulations to Warren Denton who won, and to everyone else who it is hoped enjoyed themselves by doing something a little different from usual.

Thanks to the 5 Victoria University members who joined in with the 6 Wellington Car Club members to make it worthwhile organising the day.

JOHN PIERSON

results

DRIVER	CLUB	CAR	FUNKHANA 6 FEBRUARY 1981					
			Slalom with Jug of Water on Bonnet		Spearing Hoops on Stakes		Rope Trick Drive in Circle Holding Rope	
WARREN DENTON	WGTM	MIRAGE	31.7	4	36.9	4	32.8	8
JOHN PIERSON	WGTM	DATSUN 1600	30.2	2	33.3	1	23.4	1
JOHN THOMSON	WGTM	MIRAGE	45.2	10	40.1	6	27.8	2=
JACK VAN VELS	VUCC	MINI	42.3	8	39.0	5	31.1	6
NICK STEWART	VUCC	MINI	60.4	11	45.5	7	28.6	5
WAYNE GAIR	VUCC	PEUGEOT	33.4	5	33.9	2	28.5	4
COLIN GOLDINGHAM	WGTM	ESCORT	41.8	7	57.9	9	27.8	2=
MICHAEL TRESCH	VUCC	MINI	44.0	9	51.0	8	38.0	10
JENNY PIERSON	WGTM	DATSUN '1600	28.0	1	35.5	3	34.4	9
MARIE THOMSON	WGTM	MIRAGE	37.7	6	70.2	10	32.1	7
DIANNE McDONALD	VUCC	PEUGEOT	31.0	3	75.6	11	98.4	11

							Placing	
Le Mans start, in a Sack		Le Mans 1 Blindfolded Till Touching Car		POLO Hitting Ball Around Markers	Total Time	Overall Place	WGTM CC	VUCC
39.6	7	51.1	5	38.2	1	230.3	1	
35.6	3	66.5	11	54.6	2	243.6	2	
42.0	9	57.6	7	63.0	5	275.7	3	
36.4	4	56.9	6	71.0	7	276.6	4	1
36.6	5	58.9	8	59.2	4	289.2	5	2
37.0	6	46.9	3	115.0	10	294.7	6	3
34.9	1	42.7	1	91.0	8	296.1	7	4
40.0	8	62.5	10	63.8	6	299.3	8	4
35.2	2	44.9	2	130.0	11	308.0	9	5
47.6	10	60.7	9	110.0	9	358.3	10	6
48.8	11	49.9	4	58.3	3	362.0	11	5

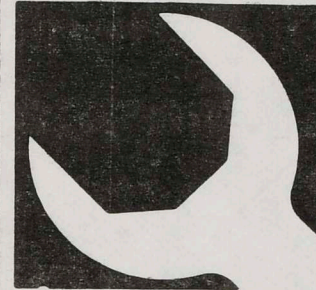
**AND
FINALLY...**



TONY STREET IN HIS ESCORT RS 2000

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DUNLOP RADIALS

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AND
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ENTHUSIASTS FIT

DUNLOP RADIALS

17 APR 81

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington



IGNITION PARTS

for your car

reliability for rallies

power for sprints

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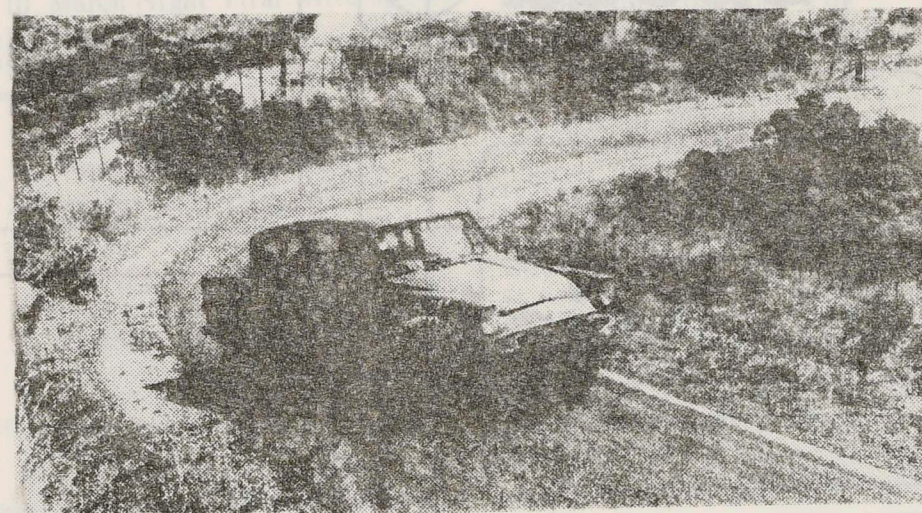
(BY THE ROUNDABOUT J'VILLE)



BULLETIN OF THE WELLINGTON CAR CLUB

april
1981

MOTORING NEWS



HAWKINS
HILL

DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

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speed



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social

JOHN MARSLIN
MIKE GALVIN

ALAN HARVIE

nonspeed



CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff



SUE BRUCE
837-852 H
729 929 *581 B

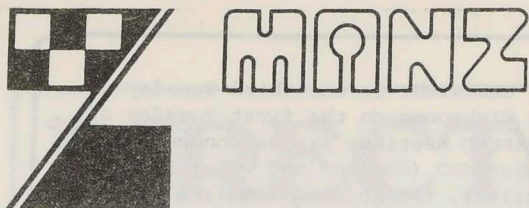
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CLUBNIGHT

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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 The Scribe, Jillett St, Titahi Bay.



CADET LICENCE AUTHORITIES

These authorities were brought into general use approximately three years ago. Some confusion has recently arisen as to their applicability. The National Competition rules state that competitors under the age of 20 are required to produce a Cadet Authority every time they compete and this eliminates the necessity of organizers including in their entry form a special indemnity to be signed by the under 20 competitors, parents or guardians.

The same competitors have to complete an indemnity on the reverse of the Competition Licence application form, prior to them getting a Licence they then have to go through the same procedure in having their Cadet Authority completed. Although this appears to be unnecessary duplication the two indemnities have a separate and distinct use. The indemnity on the Competition Licence form gives MANZ the authority to issue a Licence in the first place and the Cadet Authority gives the organizer of the event the authority to allow the under 20 competitor to compete without signing a separate indemnity.

In order to eliminate the necessity for two visits to a Justice of the Peace or Solicitor under aged competitors and/or Clubs should obtain Cadet Authorities from MANZ prior to making application for a Competition Licence. The two forms can then be completed at the same time.

POSSIBLE MOTORSPORT CENTRE

The Executive Committee is looking into the feasibility of creating a National Motorsport Centre in the Wellington area. It is anticipated that if and when this Centre is established it would house the MANZ Offices, a library, lounge and normal Club facilities.

DISCIPLINE

R.J. Byrne of Christchurch suspended from the Sport for a period of 2 years from 3rd May 1980 and charged costs of \$150.00 to MANZ and \$100.00 to the Marlborough Car Club for breaching the National Competition rules in that he brought Motorsport disrepute by committing acts prejudicial to the interest of a Competition and Automobile sport generally.

B. Audas, Competition Licence suspended for an indefinite period for stopping a cheque payable to MANZ for Technical Inspection fees at the Hamilton Rally Cross final. The reissue of Competition Licence to Mr Audas to be the subject of Executive Committee consideration.

R. Jowett - of Stokes Valley. Competition Licence endorsed for 18 months and fined \$50.00 for breach of Appendix R 6/14c.



BL Motorsport

Information

RELEASE IMMEDIATE

PROJECT METRO

The new Austin mini Metro, which went on sale on 14 October, will be the star attraction in the comprehensive display of B L Cars at the 1980 International Motor Show staged in Birmingham. Included in the line-up of mini Metros on Stand 185 (Hall 3a) will be the B L Motorsport 'Project Metro'.

Based on the current R A C Rallycross regulations Project Metro is a design and technology exercise to illustrate a potential competition activity with a highly modified Metro.

Whilst retaining the overall appearance of the mini Metro the bodyshell has been constructed in Glass Reinforced Plastic (G R P), mounted on a space frame chassis complete with a full, integral roll cage. The wheel arches have been moulded to accommodate the competition wheels and tyres permitting the use of 9" rim widths, both front and rear.

The main development on Project Metro has been the power unit. The standard A+ cylinder block has been retained with an enlarged capacity, and the cylinder head has received a good deal of attention. Featured on the Project Metro Motor Show car, the cylinder head is a 16 valve, twin overhead camshaft design with specially gas-flowed manifolds for both induction and exhaust. The head is of a 'crossflow' type with twin Weber 48 D C O E carburettors to the rear of the engine whilst the exhaust pipes exit from the front of the engine. Initial test bed power figures indicate an output of approx 197 B H P at 8,500 R P M.

The power is transmitted to the front wheels via a standard 4 speed gearbox complete with close ratio competition gears, and a limited slip differential. The drive shaft arrangement has been adopted from the Austin Maxi, as have the front disc and rear drum brake assemblies.

The competition suspension incorporates a 4 link beam axle at the rear whilst the front comprises of double wishbones, with independent coil spring damper units all round.

Designed and built as a development exercise for the Motor Show, B L Motorsport will be undertaking the initial testing during the winter to look at the vehicle's performance, before announcing any plans which would bring Project Metro to a competition debut, in either rallycross or any other form of Motorsport.

(Thank you Murray McGuire for this article)

annual nite trial

results

DRIVER/NAVIGATOR & ASSISTANTS							
1. Don McLean/Warren Denton Stephanie McLean	WGTN	x	0	0	0	0	ODO
2. Lloyd Evans/Noel Williams Debbie Grindell	WGTN	x	0	0	0	0	TIME
3. Susan Bruce/Frank Graham Liam Walsh	WGTN	x	21	0	0	0	CHECK
4. Bruce McPherson/Linda Painter Chris Slater	WGTN	x	7	180	180	180	JURS
5. Alden Heppleston & Karen Heppleston	WGTN	x	33	180	180	180	DURT
6. Michael Creak/Shirley, Frank/Bill King	TAQUAR	x	3	180	180	180	CONTROL
7. Wayne Gair/Dianne McDonald Steve Budd-G Hornelis	VUEC	x	3	180	180	180	ISCORT
		x	33	180	180	180	DLRL
		x	3	180	180	180	RRRP
		x	3	180	180	180	DYL
		x	3	180	180	180	DYL
		x	3	180	180	180	SEVEN
		x	3	180	180	180	RRRP
		x	3	180	180	180	DYL
		x	3	180	180	180	ADULT
		x	3	180	180	180	WHIX
		x	3	180	180	180	DUL
		x	3	180	180	180	DUL
		x	3	180	180	180	FEE
		x	3	180	180	180	CONTROL
		x	3	180	180	180	JOINT
		x	3	180	180	180	ADULT
		x	3	180	180	180	HEIGHT
		x	3	180	180	180	DYL
		x	3	180	180	180	HEIGHT
		x	3	180	180	180	DLRL
		x	3	180	180	180	RRRP
		x	3	180	180	180	ISCORT
		x	3	180	180	180	DURT
		x	3	180	180	180	JURS
		x	3	180	180	180	TIME
		x	3	180	180	180	CONTROL
		x	3	180	180	180	CHECK
		x	3	180	180	180	WHEEL
		x	3	180	180	180	CHIEF
		x	3	180	180	180	HIT
		x	3	180	180	180	UREX
		x	3	180	180	180	TIME
		x	3	180	180	180	UREX
		x	3	180	180	180	TIME
		x	3	180	180	180	DRRRLP
		x	3	180	180	180	MODULATO
		x	3	180	180	180	YOUR BRAKES
		x	3	180	180	180	CONTROL

Driver/Navigator & Assistants	Points Lost/	Place	WGTN CC Place
1. Don McLean/Warren Denton Stephanie McLean	416	1	1 (winner)
2. Lloyd Evans/Noel Williams Debbie Grindell	715	3	3
3. Susan Bruce/Frank Graham Liam Walsh	7190	7	4
4. Bruce McPherson/Linda Painter Martin Baker/Chris Slater	701	2	2
5. Alden Heppleston & Karen Heppleston	6118	6	
6. Michael Creak/ Shirley, Frank/Bill King	3021	5	
7. Wayne Gair/Dianne McDonald Steve Budd-G Hornelis	717	4	

Organisors - Eddie Conroy, Barry Lakeman, John Thomson, John Pierson
Sid Franklin, C Hocker

Helpers - Ruth Shepherd, John Swann, Marie Thomson, Jenny Pierson
Peter Mair, Mike Galvin

Section 1 Check CHECK, was for going straight ahead at Fraser Ave.
Check Jurs, was for going straight ahead on back road
between Johnsonville on Tawa.

Section 2 Straight forward, straight lines, but necessary to keep
eyes open;

Section 3 Straight forward navigations but a variety of timekeeping

Section 4 Check WHEEL was for crossroads opposite Newlands Motors
(Broderick Road). No sign TELEPHONE BOX, manned check
gave handout. Sign was ANNEST not ANN ST, manned check
handout. To turn north onto motorway after keeping left
required competitors to turn south onto motorway than
left into motorway north.

Check DRRRLD in Clifton Terrace. Check MODULATO was for
using Hill Street CKI 44.

MARCH NIGHT TRIAL - 3 MARCH

Thanks to Lloyd Evans and Noel Williams for organising and Warren Denton for checking, a good trial which however required a little bit of the law of "um" to stay on the right course.

The ASR's were as usual straight forward, and average speeds for all Sections was 30 Km per hour, which was very safe and reasonable, and generally gave time for checking out instructions but did get the brakes a bit hot around Wadestown.

Section I took us into Central Wellington where on 8th left caused some confusion because of the amount of traffic about, however a stop to chat with John Croy (and to borrow a map - thanks John) and by looking ahead a couple of instructions enabled us all to get back on course, and luckily not miss any checks although we and others arrived late at the first manned check. On through Kelburn and over to Northland where a straight forward straight ahead had one or two going round in circles but we arrived at end of Section in Cecil Road by following the CRI's and taking note of clarification notes. Section two was straight line diagrams and took us in ever increasing and decreasing circles around Wadestown and on through Ngaio and Khandallah to Johnsonville without any problems.

Section 3 was written as though we were doing it back to front and although th CRI's went from 1 - 15 without a 14 it still worked out OK for us.

Section 4 took us through Newlands and back into town where we looked for "DUFFREN STREET" but unfortunately we did not look hard enough and although we ignored "DUFFERIN STREET" we still did not find the check, and then onto Newtown and because we could not find "EDINBURGH STREET" (because it was "EDINBURGH TCE") we were rewarded with a manned check handout and instructions to get us back to the clubrooms.

Well that's the end of another season of trails and good to see a few new faces, but I hope we will see a better turnout of competitors for the new season starting in April.

John & Jenny Pierson
for TEAM BEAVER

results

		A	DUL	CHECK 1	HOAX	HOAX	WHIX	OINT	CONTROL 1	YOUR BRAKES	CHIEF	YOUR BRAKES	YOUR BRAKES	ADULT	CONTROL 2	FEE	DLRL	CONTROL 3	RRRP	HIEGTH	ISCORT	CHECK 2	FINAL CONTROL	POINTS	PLACE
SUPERUNCLE	1	x	x	6	x	x	x	x	8	x	x	x	x	7	x	x	x	7	x	x	30	x	8	66	4
Sid Franklin																									
Debbie Grindell																									
MEM RACING	2	x	30	30	x	x	30	30	13	30	30	30	30	2		MAX LATE									
Claudia Mair																									
Peter Mair																									
J CROY	3	x	x	7	x	x	x	x	30	1	x	x	x	15	30	30	13	x	x	30	30	19	20	6	
J Brooking																									
TEAM BEAVER	4	x	x	6	x	x	x	x	1	x	x	x	x	0	x	x	2	x	x	30	x	0	39	1	
John Pierson																									
Jenny Pierson																									
TEAM MOGGY	5	x	x	11	x	x	x	30	x	23	x	x	x	2		R	E	T	I	R	E	D			
John Thomson																									
Marie Thomson																									
SPARKY & HITCH	6	x	x	7	x	x	x	x	2	x	x	x	x	0	x	x	1	x	x	30	x	8	48	2	
Eddie Conroy																									
Barry Lakeman																									
K CHERRY	7			R	E	T	I	R	E	D															
D Cherry																									
MIDNIGHT MOTORS	8	x	x	0	x	x	x	x	1	x	x	x	x	9	x	x	5	x	x	x	30	7	52	3	
Bruce Mcpherson																									
Linda Baker																									
Martin Baker																									
PHOENIX																									
Bill King	9	x	x	3	x	x	x	x	3	x	x	x	x	2	x	x	10	x	x	30	30	6	84	5	
Sherry Wood																									

Organised by Team 1500; Lloyd Evans, Noel Williams
Checked and Assisted by Warren Denton

manfeild clubmans

16 May 1981

MANFIELD AUTOCOURSE


\$12 Entry - No late entry fee
but would like a phone call to
say you are coming.

HUNDREDS OF DOLLARS
"PRIZE""MONEY" & "PRIZES".

You have heard about other years now
come and race and see for yourself.

There will also be a raffle.

Ring John Marslin 783141 5pm
Mike Galvin 897441 5.30pm

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DUNLOP RADIALS

Gymkhana S

Several Wellington Car Club members have enjoyed two interclub gymkhanas for points towards the Stewards Trophy. Not many points towards the trophy have been gained, and it is hoped that more competitors will turn out for further events in the series.

On 25 January 6 months made up three teams and competed on grass for the Hutt Valley Motoring Club gymkhana at Whiteman Valley.

Driver	Car	Overall Place	WGTM C.C PLACE	TEAM PLACE
John Pierson	Datsun 180B	14	1	8th
B Walker	Datsun 160JSSS	18	2	9th
A Mills	Datsun 160JSSS	20	3	9th
R Latimer	VW Golf	21	4	8th
Jenny Pierson	Datsun 180 B	23	5	12th
Bill King	Escort	24	6	12th

There were 31 competitors and 14 teams.

On 15 February, 4 members made up 2 teams and competed on seal at Coastlands for the Kapiti Car Club Rounds.

Driver	Car	Overall	WGTM PLACE	TEAM PLACE
A Mills	Datsun 160JSSS	15	1	9th
B Walker	Datsun 160JSSS	17	2	9th
C Goldingham	Escort 2000	19	3	11th
Jenny Pierson	Datsun 180B	24	4	11th

There were 28 competitors and 13 Teams.

Regardless of placings gained all competitors engaged in their own private battles and despite the lack of trophy points everybody had a lot of fun.

by Jenny Pierson

WELLINGTON

858-632

18-20 LORNE STREET



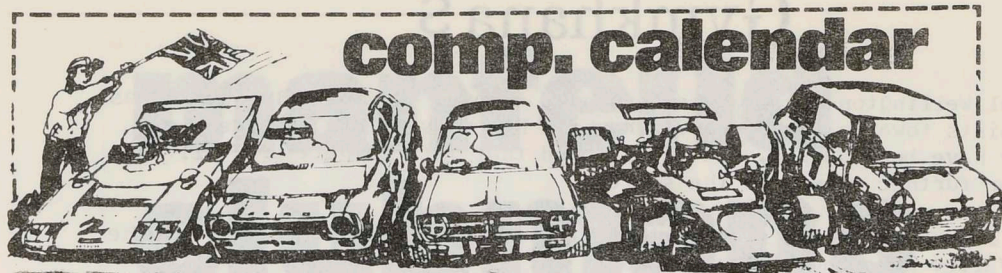
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comp. calendar

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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

APRIL

Sat 4	Daylight Rally Scrutineering 2 April 6-10pm At Alan Harvey's panelbeating, Vivian Street Ring Alan Harvey or Peter Jensen for ASRs & REGS.	Wanganui Invite
Sat 4	Rally CRRC	Wanganui Invite
Sun 5	Speed Event	WGTN Invite
Sun 5	Gymkhana	VUCC Closed
Tues 7	Monthly Night Trial (Team MOGGY)	WGTN Closed
*Sat 11	Sprint PATS Series	LEVIN Invite
Sun 12	Speed Event	VUCC Closed
*Sun 19	Sprint PATS Series (Kohiterere)	LEVIN Invite
Sun 19	Gymkhana	HVMC/Wainui Closed
*Sun 19	Autocross Kim Naylor	Wairarapa Invite
Mon 20	Hillclimb	HVMC Invite
Tues 21	CLUBNIGHT - starts 8 pm at clubrooms	WGTN Open
Sat 25	Clubmans Race Meeting Manfield Racecourse Scrutineering 8.30 am - 9.30 am Function afterwards at Manawatu Clubrooms, Kawakawa Road, Feilding	Manawatu Invite

Sat 25 Walking Trial

VUCC/WMSA Closed

~~Sun 26 Gymkhana~~

~~WGTN Non-Speed~~

Sun 26 Autocross

KAPITI Closed

*Denotes Date to be confirmed

MAY

Sat 2	Clubmans Race Meeting - Manfield	Manawatu Invite
Sat 2	Hillclimb Duncan McKenzie (Rangitumau)	Wairarapa Invite
Sun 3	Sprint PATS Series (Totara Park)	M.G. Invite
Tues 5	Monthly Night Trial - starts 7.15 at clubrooms	WGTN Closed
Sat 9	Rally CRRC	Manawatu Invite
Sun 10	Speed Event	HVMC Invite
Sat 16	Clubmans Race Meeting, Manfield	WGTN Invite
Sat 16	Gymkhana	VUCC Closed
Sun 17	Sprint PATS Series	VUCC Invite
Tues 19	CLUBNIGHT - Starts clubrooms at 8 pm	WGTN Open
Sat 23	See 30 May	VUCC Invite
Sun 24	Autocross	KAPITI Invite
Sat 30	Rally CRRC (or 23) (Ngaumu)	Wairarapa Invite
Sat 30	Autocross - Kim Naylor (or 23)	Wainui Invite
Sun 31	Gymkhana	WGTN Invite
Sun 31	Honey Pot Trial (Wall Trophy Trial)	WGTN Invite

JUNE

Sat 6	Speed Event	HVCC Invite
Sun 7	Speed Event	Wainui Invite
Sat 13	Rally	WGTN Invite

The Northland Car Club (Inc)

At Queen's Birthday Weekend, 1981 the Northland Car Club is holding it's Silver Jubilee celebrations.

As records of Club members prior to the 1966-67 season are uncomplete it would be appreciated if any of the older club members could provide us with member's names and if possible addresses or even an approximate idea of where members might be living now.

A lot of interest is being shown by former members in Whangarei and we are anticipating that the response from other areas will be as great. That is why we would be grateful if you could print this in your monthly magazine.

The suggested programme is:

Saturday 30 May

Afternoon - quiet event such as a Gymkhana.

Night - reunion dinner and social at Forum North.

Sunday 31 May

Afternoon - noggin and natter at Club Rooms.

Monday 1 June

Speed Event (probably Rally Sprint) for those fit enough.

Address all correspondence to;

BRUCE AND MARY PULLMAN
39 KEYTE STREET
WHANGAREI

DUNLOP AQUAJET RADIAL



XMAS

PARTY

Thanks to those who came, those who didn't, ask those who did. The food and music was the best we have had for along time. A great time was had by all but would have been better had there been more people.

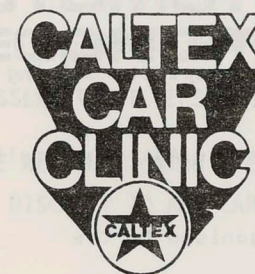
Thanks to Mike, Warren Denton, and M & M Caterers

KIDS XMAS PARTY

A fantastic turnout. If we could run events the same, enthusiasm would return to organisers. We had races, lollie scrambles, soccer and the arrival of Father Xmas. After the presents were given out, tea was served and all the buffet dinner which was left over from the Xmas Party the night before was brought out.

Thanks to Father Xmas (HaHa) Mike the rally driver and M & M Caterers.

J Marslin



STANDEN SERVICE CENTRE

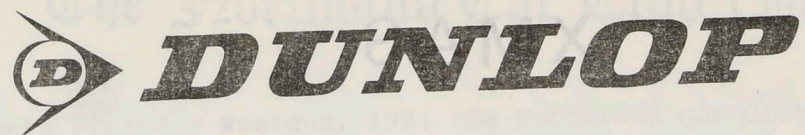
Lloyd Evans

Karori

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March 6, 1981

RALLY DRIVER OF THE YEAR PRIZES BOOSTED TO \$3,000

A cheque for \$2,000 awaits the New Zealand rally driver who turns in an outstanding performance overall in the national and international rallies held here this season.

And there are five further cheques for \$200 also available to be won on merit performance for each individual rally.

All New Zealand domiciled drivers entered in the four-round national rally championship and the international rally are eligible to enter the \$2,000 Rally Driver of the Year competition for 1981.

The Dunlop-sponsored contest, which was first held last year, is again being organised by the Motorsport Association of New Zealand (MANZ) with whom entries close on May 5, 1981.

In addition to the ultimate \$2,000 Rally Driver of the Year prize, Dunlop will present \$200 to each winner of a Dunlop Driver of the Event certificate, awarded after each round of the 1981 national championship and after this year's international rally.

Any driver who produces an outstanding performance in any one of the five rallies will be eligible for a \$200 prize and Dunlop Driver of the Event certificate regardless of whether he is entered in the national rally championship or the Dunlop Rally Driver of the Year, thus ensuring local performances will also be recognised if they are of sufficient merit.

However, the judges will not only be looking for outstanding individual driving performances to qualify as Dunlop Driver of the Year or as a Dunlop Driver of the Event.

Recipients will also have had to have made a positive contribution in terms of sportsmanship, courage, personal conduct, club spirit, driving skill and determination in a true spirit of competition.

The first round of the national rally championship is the Autosport rally to be held in the Christchurch area on May 16.

Round two is also in the South Island and will be organised by the Southland Sports Car Club in Invercargill on May 31.

For the third round the action shifts to the forest roads of the central North Island for the August 1 Rotorua rally.

The following month the rally event of the season, the five-day Motogard international which starts on September 11, is planned for the Auckland and central North Island areas.

Then on October 17 the Northern Sports Car Club rally, to be held in the Auckland area, will feature as the fourth and final round of the national championship and the final event for the 1981 Dunlop Rally Drive of the Year competition.

For further information: Mr P. (Peter) Jenkins
Service Manager
Dunlop New Zealand Limited
P.O. Box 40-343
UPPER HUTT

Telephone: 288-009

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hawkins

HILLCLIMB

As scrutineer of the recent Hawkins Hill event, I have nothing but praise for the presentation of the competing cars. It made a pleasant change not to have to take competitors aside and do a bit of the finger saving. Before going to the event I had made up my mind I was going to take a firm line on presentation. However this was not necessary.

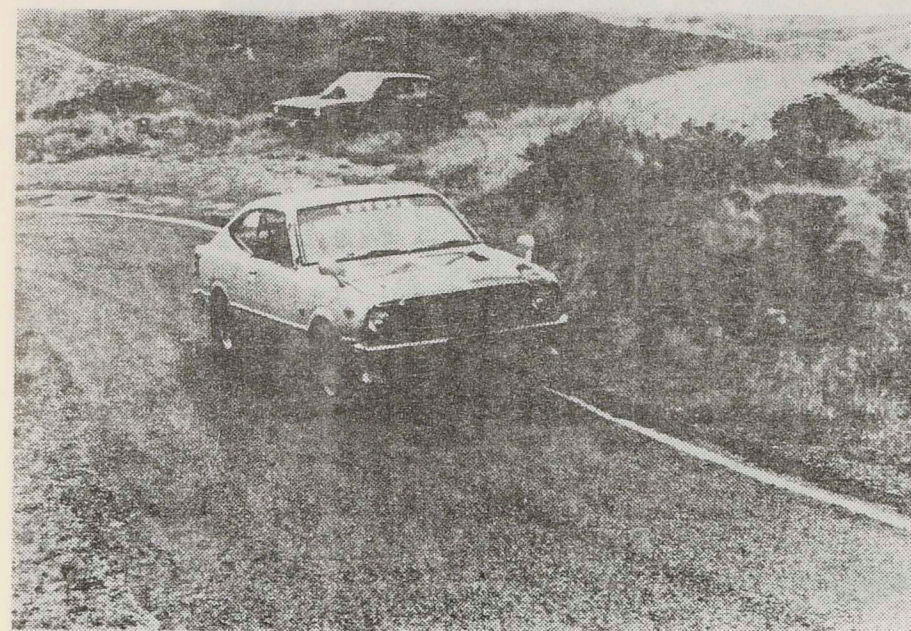
As far as the venue was concerned, it was an excellent piece of road; good surface and variety of corners. Maybe next time it could be run the other way.

Unfortunately this event suffered from lack of competitors. However I am sure all those that attended had a great day. A well run and organised event.

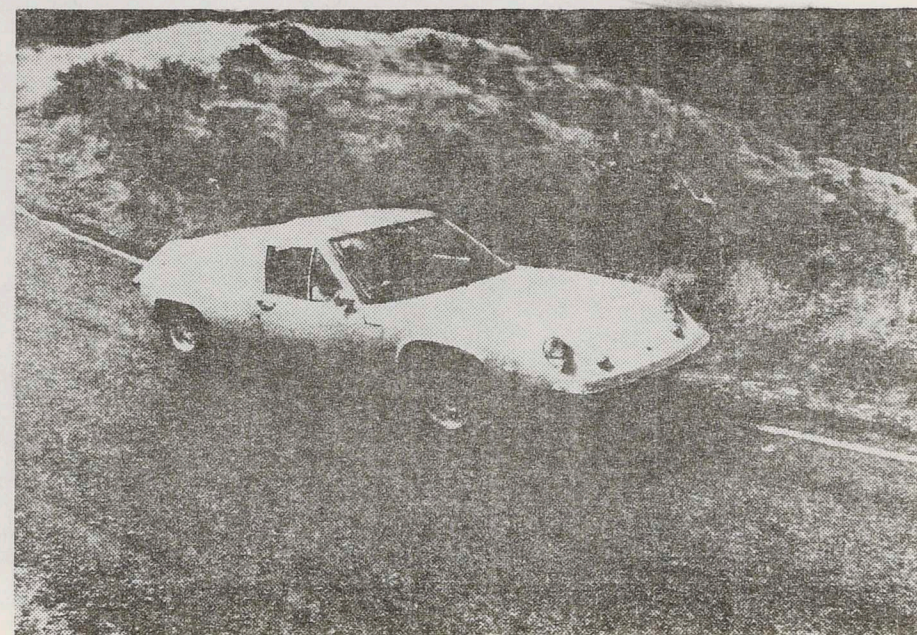
Chris Clarke

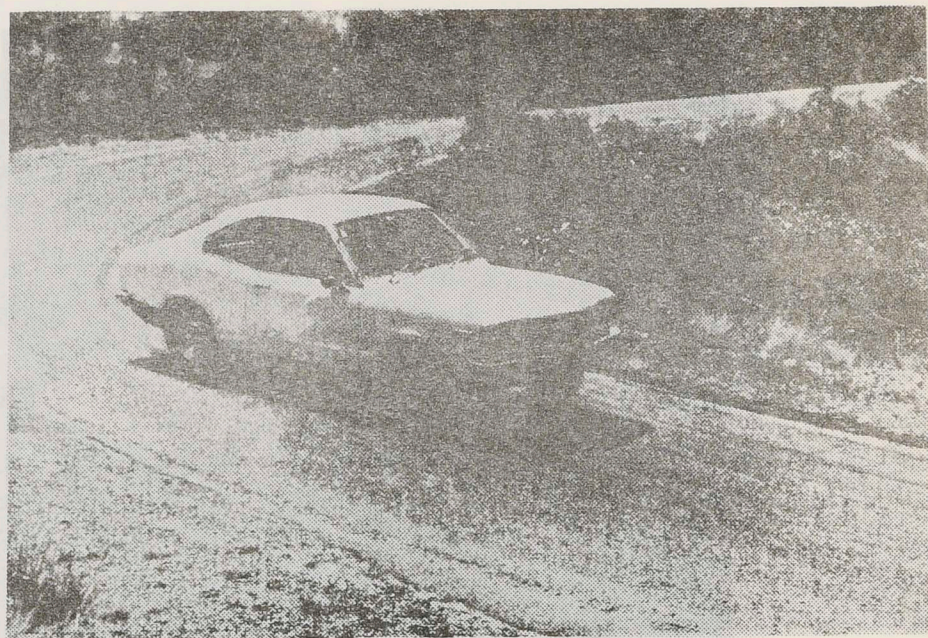


 **DUNLOP** SP AND AQUAJET RADIALS

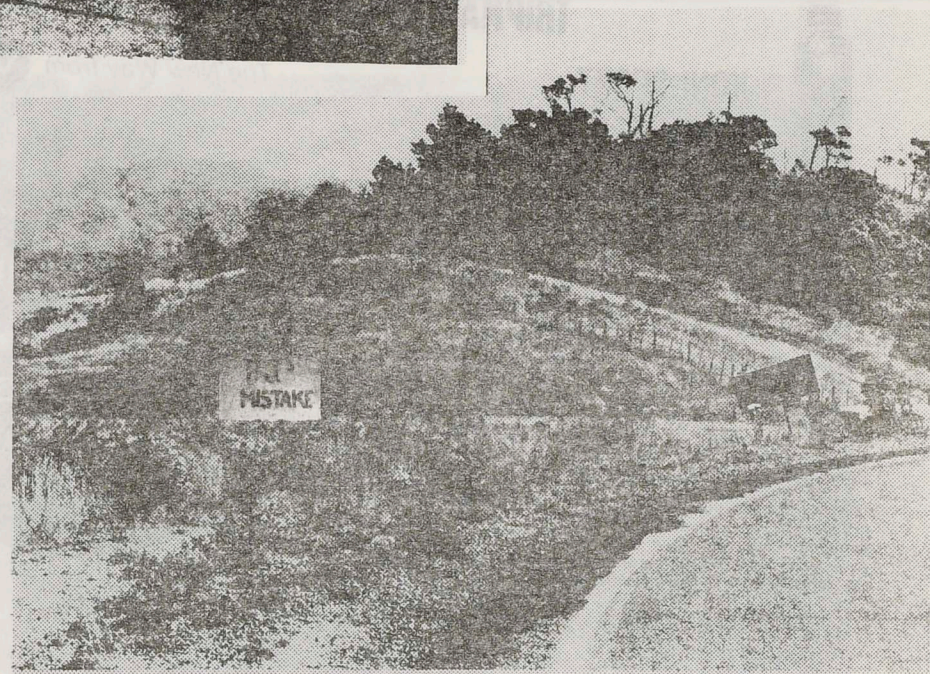


SCENES FROM HAWKINS HILL





Ha! Ha! Looks like
Someone got a puncture
probably part of his
mistake...



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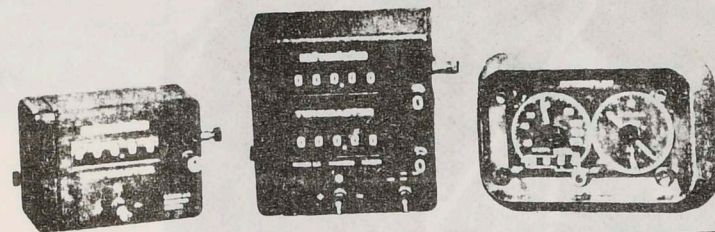
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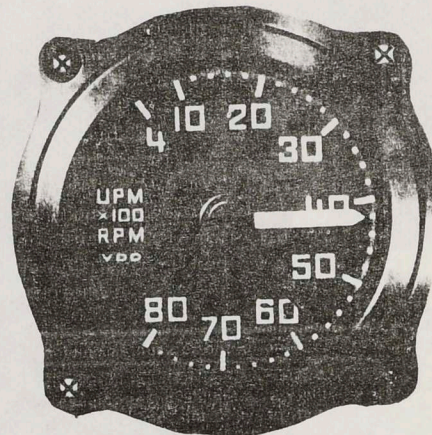
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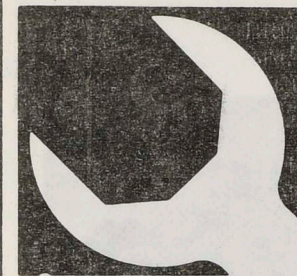
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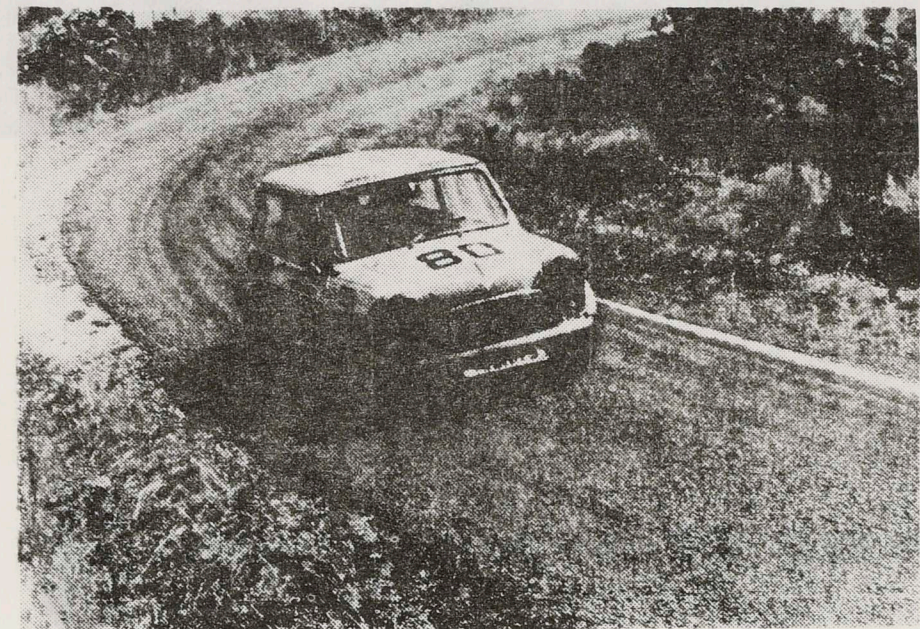


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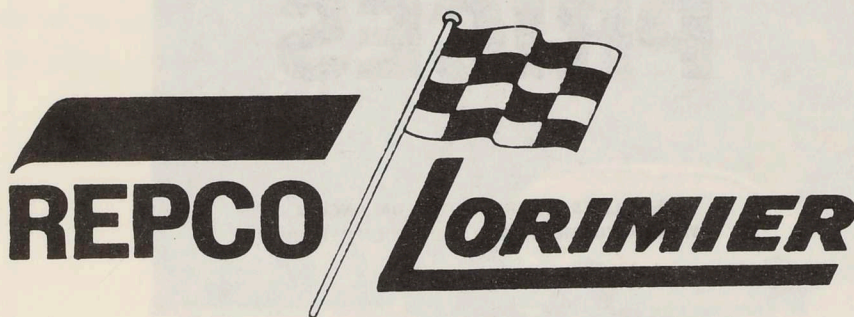
May 81

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

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BULLETIN OF THE WELLINGTON CAR CLUB

may 1981

MOTORING NEWS



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ALAN HARVIE

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff

SUE BRUCE
837-852

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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 Bruce Young, Wakefield Street, Wellington.

Open letter to members of Wellington Car Club

On Sunday 28 March the Annual O'Neills Photographic Trial was held under a W.I.M.S.A. permit and ending at the W.C.C. rooms, for the results and a social afternoon.

There were no W.C.C. entrants which I find BLOODY PATHETIC!

Regards Rick O'Neill

Editors Note: Above event was an MG Car Club/WMSA closed event and only appeared in WMSA Calendar and did not get printed in our own calendar.

Due to the poor quality of the photos that appeared in last months bulletin we are reprinting them again as Rick O'Neill puts a lot of time and effort into getting the photos ready for the bulletin. If anyone has good black and white photos of any events held please let the Editor have them. All photos are returned to their rightful owners.

Lynn Mollison

APRIL NITE TRIAL

Thanks to John and Marie Thomson for organising. Brian Fisher for checking and Bill Pit, Peter Martin and Chris James for manning checks.

It was pleasing to see 3 crews from Lotus Car Club and one from MG Car Club joining in with 6 Wellington Car Club crews to bring the number of entries to bring the number of entries up to 10, however we still hope to see more next month.

The ASRS, were straight forward and well explained. The use of an Over Riding Instruction 'Go Right at all Tee Intersections' probably cut the number of running instructions in half, however the use of many varied types of average speeds kept us on our toes. Our feeling that the trial would be won on timekeeping proved correct and it was nice to see 5 crews get all the checks.

The trial headed off into town going down Tory Street where we felt something had been left out, but John Thomson doesn't do that, so by following, right at Tee's we stayed on course and found check WHEEL. Onwards and upwards and into Newlands, and happy to only be one minute out at the first manned check. After avoiding Trebam Street we were not sure where Fitzpatrick Street was, but a quick stop to check where Helston road started and avoiding it because it did not exist we did another couple of rights at Tee, back to the CRI's and into another manned check, on time and now first on the road after starting number 4. Another handout, same as the first one, not sure why but maybe the organisers were making sure if you missed one manned check you would still stay on course. On into Johnsonville and up a couple of back streets we didn't know existed and due to a lack of checks we were wondering if we were still on course, however by staying nearest to the straight ahead a check was placed to reassure those in doubt that this was in fact the right road. A few more right at Tee's, another manned check and we were heading back to Wellington down the Ngauranga Gorge, and a few more right at tee's rewarded us with Check WHEEL again and a straight forward run back to the Clubrooms, where an explanation sheet was handed out for those who were not sure where they should have gone. Thanks again to Marie and John for a thoroughly enjoyable trial.

John & Jenny Pierson
TEAM BEAVER

 **DUNLOP SP AND AQUAJET RADIALS**

annual nite trial

As many of you are aware, these are few people at present prepare to help run non-speed events, by assisting on the Non Speed Committee. Lately things have only kept running because of the work being put in by Sid Franklin.

What you may not have realised is, that in December 1980, a group of long standing members, Ed Conroy, John Thomson, Barry Lakeman and John Pierson met of their own accord with Sid Franklin and set up a caretaker committee to function through till March 1981, by which time, it was hoped that the Club would be operating as normal.

Thanks to these five people, the February Night Trial, a Funkhana, or Trialling Seminar, and the Annual Night Trial were all organised.

The Annual Night Trial was split into four sections, with Section One (set by Conroy/Lakeman) commencing from the Clubrooms at 8 pm on a Saturday evening. Sid Franklin was well set up at Start Control, having organised himself a colour television to watch! An over riding "right at tee" took competitor out of Wellington via Adelaide Road, Toly Street, and Wakefield Street, onto the Hutt Road. Left up Onslow Road to find the 11.10 km Odo check.

Over the railway line at Station Road, to head north to Johnsonville. Here some of the competitors crossed the yellow centre line, to get a check in Fraser Avenue, whilst others stuck to the road rules and continued via the main road to the Johnsonville roundabouts. A very slow trip through Glenside (picking up the Checkboard in the gravel straight ahead, and another in the loop at Takapu Station), then on to the Control located at Aquaheat, Tawa, to say hellow to Peter Mair.

Section Two (offset by John Thomson) consisted of two whole pages of straight line diagrams. Other than one back road into Porirua Hospital (where a sign disappeared on the day of the event) the Section provided to be highly accurate.

However I'm sure there are many would be Triallists, who don't have a MANZ book, and perhaps on future Trials involving straight line diagrams, a brief explanation of how they work, should be made available to Competitors.

Anyway, the route twisted and turned, around the Tarura Crescent, McLellan Street area of Taswa, with some checkboards being picked up three times. Near the end of the first page, the action moved to Porirua East. Judging by the number of twinkling yellow eyes spotted, the human population of Porirua East, is fast being exceed by the "cat" population. (I alway's wondered by John Thomson called their Trialling Team, "Team Moggy"!!!)

results

CAR TEAM	DRIVER	CLUB	WHEEL	QUNT	TIME 1	HIT	FEE	TIME 2	WHIX	TIME 3	WHEEL	CHIEF	DURT	TIME	TOTAL	PLACE	WELLINGTON
1. LOTUS 1	TIM WALTON	LOTUS	30	-	9L	-	30	11L	30	1L	30	-	-	6E	147	9th	-
2. LOTUS 2	MARK JENKINS	LOTUS	-	-	4E	-	-	11L	-	3E	-	-	-	2E	20	5th	-
3. LOTUS 3	ROBERT WEST	LOTUS	-	-	(2L)	-	-	(3L)	-	-	-	-	-	-	-	-	-
4. MACMOB	MURRAY MCGUIRE	MGTON	-	-	3L	-	-	7L	-	5E	-	-	-	4L	19	4th	-
5. BEAVER	JOHN PIERSON	MGTON	-	-	1E	-	-	0	-	1E	-	-	-	1L	3	1st	-
6. TIS US	STEVE ROBINSON	MGTON	-	-	1E	-	-	13L	30	7E	-	-	-	2E	113	8th	1st
7. M.G.	DAVE HANSON	M.G.	-	-	2L	-	-	2L	-	5E	-	-	-	7L	16	3rd	-
8. PHOENIX	BILL KING	MGTON	-	-	1E	-	-	4L	30	4E	-	-	-	4E	43	6th	-
9. MIDNIGHT	BRUCE McPHERSON	MGTON	-	-	5L	-	-	13L	-	4E	-	-	-	3E	55	7th	4th
10. 1600	LLOYD EVANS	MGTON	-	-	1L	-	-	4L	-	4E	-	-	-	2L	11	2nd	2nd

Organiser's Comments:

I was very happy to find ten crews were willing to have a go, three from Club Lotus, one from M.G., and six from Wellington. I tried to keep the trial interesting and varied by having an overriding instruction, a variety of distances between instructions and a variety of average speeds. The list of roads not to be used was fairly long but there was a reason for all those roads as you went along, both major traps depended on remembering those roads to stay on the correct route. One sign was changed between checking the trial and actually running it but luckily was noticed on the way in to town in time to adjust the instructions.

Thank you to those who helped and thank you to those who took part. May we all have further trialling enjoyment throughout the coming season.

John Thomson

After spotting one line of straight lines had to be read from right to left, (instead of left to right) it was on to Control (The Thomson's) in the Waitangirua Mall Car Park, where Drivers cards were collected, and John commenced processing results for Sections 1 & 2. Also noted was the radio transmitter fitted, the Organisers obviously ensuring there would be no problems caused by communication problems.

Section Three (organised by John Pierson) took us back through Porirua East, around Tawa (again), and fooled a few tired crews who didn't spot that CROSSROADS was a sign, not an intersection. Into Glenside (again), through the gravel loop (in the opposite direction this time), up into Churton Park, then across into Johnsonville. Fortunately the first competitors were awake, as the Check outside the Pierson's residence wasn't set up when they arrived, but having had this problem before outside the Piersons, they stopped anyway, to get a time from Jenny, and to have a chat, whilst John put the checkboard up, then rushed off. Onwards through Johnsonville to find (surprise,surprise), John Pierson manning the Control outside the Johnsonville Railway Station. It was now getting on for 11 pm, but the Trial was now heading in the right direction (back to the Clubrooms).

The Last section (se by Conroy/Lakeman) led Competitors through Khandallah/ Ngaio/Crofton Downs/Chartwell, using normal written instructions. Up Black-bridge Road, to loop around Barnard Street looking for a TELEPHONE BOX sign. The second time through the manned check (Buffy & Ed) supplied the necessary handout to stop the increasing circles. Down the hill to Thorndon, and Hawkestone Street, to go south onto the Motorway (whilst the instruction said proceed North along the Motorway, it was necessary to first go south, take the Terrace exit, go down the Terrace, up Auroa Tce, along Clifton Tce, then back onto the Motorway at Everton Tce, to head North along the Motorway) Nice one fellows, that caught most of the field. Then it was across Town to Newtown, and back to the Clubrooms, without any trap at the bottom of the driveway for a change. It was about midnight as the first Competitors arrived back. Mike Galvin had a tremendous supper (breakfast?) of sausage rolls, pizza, sandwiches, scones, etc organised, as well as amber liquid or hot coffee, which was muchbappreciated by all. Some quick work had results out by about 1 am., then it was home to bed and the usual Sunday lie-in.

The only unfortunate thing was the low entry list. Seven crews is very poor. After the large entry on the Honeypot, it may pay to run invite Trials on Sunday evenings (between 5 - 9 pm) when most people are free, and Television programming is poor.

Congratulations to Organisers, Ed Conroy, Barry Lakeman, John Thomson and John Pierson; to those who manned Checkpoints; to Mike Galvin and the Social Committee for the supper and to Stephanie and Don McLean, and Warren Denton for taking out the double (having already won the Honeypot Trophy).

"SKYLARK"

WELLINGTON CAR CLUB (Inc.)

Saturday - March 14 1981

results

ADMIRAL ROAD GOLD STAR HILLCLIMB

No.	Name	Car	C.C.	Club	Run 1	Run 2	Run 3	Place
1	Ray Fowler	Riley Elf	1298	Wanganui	46.37	46.90	46.30	21
2	Rick Percy	Escort	1993	Wair	44.35	44.24	44.15	15
3	Don Brunt	Escort RS	1993	T.Villy	45.20	44.70	44.47	17
4	Selwyn Sargison	Mini	1293	H.Bay	45.00	44.42	44.10	13
5	Terry Hamilton	Escort	3000	Wair	45.00	44.40	44.55	16
6	Norman Curtis	Escort	1600	Taumarunui	46.10	46.17	46.21	19
7	Graeme Barker	Escort	4400	Rotorua	41.67	41.13	41.50	2
8	Wayne Sendall	Terrapin	1275	Nelson	43.37	42.40	41.63	3
9	Sandy Powell	Mini	1670	Hamilton	DNF	42.75	42.46	7
10	Keith Klein	V6 Imp	2994	Waitomo	43.50	43.27	42.81	8
11	Robbie Johnson	Datsun	1200	H.Bay	50.84	50.74	49.97	22
12	Mike Miers	Escort Tbo	2000	Hamilton	42.27	43.43	42.37	6
13	Bertie Burleigh	Escort	1598	Taranaki	46.80	46.24	46.62	20
14	Galvin Riches	Levin	1589	Taumarunui	43.57	43.81	42.85	9
15	Evan Murrell	Escort	1598	H.Bay	43.93	44.55	45.00	12
16	Brett Finlay	Escort TC	1588	Wair	46.75	46.06	45.90	18
17	Tim Udy	Escort Tbo	1993	Wair	44.07	44.30	43.84	11
22	Kelvin Booth	Taipan	2600	Wanganui	DNF	DNF	DNF	-
26	Steve O'Donoghue	F/Ford	1598	Wair	43.21	41.84	43.30	5
28	Ernie Greenwell	Mini	998	Wanganui	44.42	44.11	44.75	14
48	Darryl Seymour	Terrapin	1310	Wanganui	43.67	42.73	41.71	4
75	Murray Ravenscroft	Escort	1790	H.Bay	43.70	43.53	42.90	10
97	Paul Adams	Escort	1990	Auckland	41.07	40.84	40.83	1

Previous Records for Admiral Road Hillclimb

Outright	Danie Lupp	38.10	1972
Saloons	Dick Butters	45.22	1977
	Lyn Hutton	41.62	1977
	Francis Pointon	42.60?	1978
	Paul Barnard	41.93	1975
	Paul Brader	43.29	1973
	Tom Donovan	40.60	1971
	Danie Lupp	39.49	1971
Sports			
	0-1000cc		
	1001-1300		
	1301-1600		
	1601 - 2500		
	over 2500		
	0-1500		
	over 1500		



DUNLOP AQUAJET RADIAL

Ov1 Class

111	Neville Hamlyn	Escort	1298	Wair	40.10	48.93	48.87	8	2A
112	David Bilbrough	Cactus	1498	Wair	44.93	73.04	DNS	4	1B
113	Dennis Lukies	Galant 16L	1600	Wair	52.15	52.31	51.74	9	3B
114	Lloyd Evans	Escort	1595	WGTM	49.65	49.83	48.50	7	2B
115	Anthony Paroli	Mazda RX3	2292	WGTM	DNS	46.34	44.32	2	2C
116	Peter Kriivan	Cortina	4000	Wair	48.02	48.41	47.80	6	4C
118	Francis Pounton	Escort TC	1790	Wair	42.10	42.80	DNF	1	1C
119	Peter O'Leary	Mini	998	Wair	46.13	46.20	45.94	5	1A
177	Neil Deighton	Chavenger	4340	Taihape	46.25	44.81	44.54	3	3C

WE HOPE YOU HAD AN ENJOYABLE DAY

HILLCLIMB results

SSOCROCLIMB TROPHY

	Wair 19 Jan	Wair 9 Feb	Wair 20 April	Kapiti 27 April	HVMC 17 May	HVMC 19 October	Kapiti 9 Nov	VUCC 16 Nov	TOTAL	PLACE
WELLINGTON	1	10	14	8	13	15	14		75	1
HUTT VALLEY				18	17	17		6	58	2
WAIARAPA	19	17	17						53	3
KAPITI	5			9	1	2	19	19	36	4
VUCC						3			22	5
M.G.	11			1	4			5	16	6
WAINUI					2	4			11	7
LEVIN				6					6	8
JAGUAR										
FIAT										
LOTUS										

DUNCAN MCKENZIE SEALED HILLCLIMB/SPRINT TROPHY

Francis Pounton	Wair	1st	11 points
Bret Findlay	Wair	2nd	8 points
Alan Harvie	WGTM	3 =	8 points
Rick Percy	Wair	3 =	5 points
Tim Udy	Wair	3 =	5 points

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DUNLOP SP AND AQUAJET RADIALS

hawkins HILL Sprint

Iain Mollison made short visit to the sprint owing to having to work. Saturday afternoon from 1 pm, but in his two official runs he set a time of 58.97 secs which proved to be beyond the rest of the field.

The event, organised by Peter and Ian Jensen, on Hawkins Hill Road, started on time at 10.30, and by 2.30 pm, practice and six official runs had been held, together with a lot of action!

The 1.15 km course (it would have been 1.3 km, but the Club timing wire proved to be too short!) started just past the now famous corner from the first Homestead Rally, where B J Lakeman's Escort and Peter Jensen's Anglia, tumbled down the hillside. Ian Jensen organised some symbolic signs for the corner. (i.e. B J's mistake), which amused arriving competitors. It was good to see Brian Nobbs back in Wellington with a well prepared yellow Toyota Celica. (Brian used to Rally a Skoda some 5 years ago). Ricky Berg decided to give the Lotus Europa a run, whilst Tony Paroli had acquired another Mazda RX3, resplendent in new white paint. Sid Franklin also made a fair appearance in the Datsun 1600, handicapped slightly by having to run rally tyres on the sealed venue. Practice proceeded without incident, although Judy Alexander managed a 180 degree spin without leaving the road.

The 1st official run saw Iain Mollison get close to the magic minute mark in the Levin with a 60.42. He was closely followed by Neil Roots (Anglia 2 litre) on 61.02 and Tony Paroli 61.37, Run two saw Mollison improve to 58.97 and Paroli to 60.73 (to take over second place). On run 3, Roots took back second place with 60.71, whilst Don McLean moved into fourth in the Datsun Coupe with a 61.95. There was plenty of action on Run 4. Neil Roots got completely sideways up the finish straight, and fell off into the bushes after crossing the finishing line.

Phil Mussay (in the ex Bob Gray) Richard Holder Datsun 1200) fell off on the downhill section, incurring only minor damage. Sid Franklin spent more time sideways than straight, but showed great skill in keeping it all (well as least two wheels) on the road.

Run 5 passed without incident, but on Run 6, Neil Roots again "lost it" on the finish straight, to finish even further off the road this time, with several panels starting to show the results of the hard forceful driving.

Enka Currie's day came to an end, when the Midget's clutch packed up. Despite some brilliant driving from Neil Roots and Tony Paroli, Ian Mollison's time proved unbeatable and victory went to -

1st	Iain Mollison	Levin	58.97
2nd	Neil Roots	Anglia	59.21
3rd	Tony Paroli		59.75
4th	Vern L.V		61.01
5th	Don McLean		61.46

Whilst class places were taken out by McLean (0.1300) Mollison (1301-1600) and Roots (1600ccs+)

HAWKINS HILL ROAD

As the winner of Hawkins Hill Road it is necessary for me to write this article.

The event coincided with me having to work at the Upper Hutt Show. I started the morning by racing out to Upper Hutt and setting up a stand at the Upper Hutt Show, left Lynn there to keep an eye on things and rolled up to scrutineering.

I did my practice run and then two timed runs. Looked at my watch after the second timed run and realised I should have been back at Upper Hutt.

So it was back into the car and off I went. We packed up the gear at Upper Hutt and left for the Clubrooms. When we arrived (Lynn and I that is, I thought I had better bring her home) at the Clubrooms we were greeted by Ian and Peter Jensen who were about to leave.

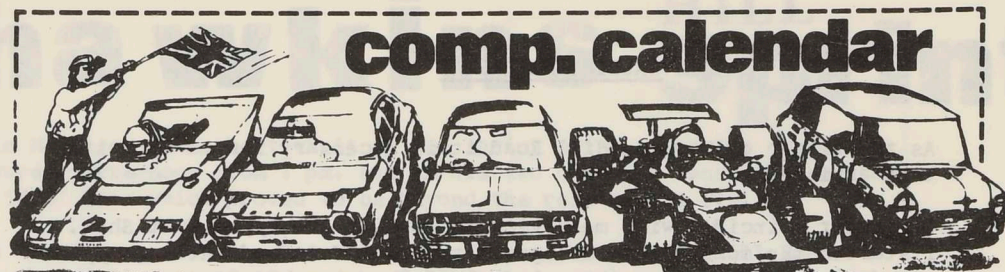
All I can say is that it was a really fantastic venue and it was a shame there wasn't a few more competitors. But for those of us who showed up it was a great day.

I would like to thank Ian and Peter for a truly fantastic event that was, as always, well run. My thanks also go to all those who helped in other ways, such as marshals and scrutineer.

Lastly I would like to thank Ian for the bottle of bubbly.

Iain Mollison





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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

COMP. CALENDAR

MAY

Sat	2	Clubmans Race Meeting Manfield	Manawatu	INVITE
Sat	2	Hillclimb Duncan McKenzie (Rangitumau)	Wairarapa	INVITE
Sun	3	Sprint PATS Series (Totara Park) Round 2	M.G.	INVITE
Tues	5	Monthly Night Trial Organisers Bruce Mcpherson & Martin & Linda Baker Team: Midnight Snoopy Suitable for Infants	WGTN	OPEN
Sat	9	Rally CRRC	Manawatu	INVITE
Sun	10	Speed Event	HVMC	INVITE
Sat	16	Clubmans Race Meeting Manfield	WGTN	CLOSED
Sat	16	Gymkhana	VUCC	CLOSED
Sun	17	Sprint PATS Services Round 3 Venue: Top of Bruce's Road, Maungakotukutuku Scrutineering, documentation - 10 am at the venue Drivers briefing - 11 am Entry fee \$7.00 (including \$2 MANZ Levy)	VUCC	INVITE
Tues	19	Clubnight starts 8pm at Clubrooms	WGTN	CLOSED
Sat	23	Rally Central Rally	Wairarapa	INVITE
Sun	24	Autocross	KAPITI	INVITE
Sat	30	Autocross Kim Naylor	WAINUI	INVITE
Sun	31	Novelty Trial WMSA	WGTN	CLOSED

JUNE

Tues	2	Monthly Night Trial	WGTN	OPEN
Sat	6	Speed Event	HVCC	INVITE
Sun	7	Speed Event	WAINUI	INVITE
Sat	13	Winter100 Trial Evening	WGTN	INVITE
Sun	14	Sprint PATS Series (Waterfall Rd) Round 4	KAPITI	INVITE
Tues	16	Clubnight starts 8pm at clubrooms	WGTN	CLOSED
Sat	20	Rally Central Rally	WGTN	INVITE
Sun	21	Gymkhana	KAPITI	CLOSED
Sun	21	Gymkhana	Wairarapa	CLOSED
Sun	21	Autocross	VUCC	CLOSED
Sat	27	Speed Event	WGTN	INVITE
Sun	28	Trial Day Cup	HVCC	INVITE

JULY

Sat	4	Clubmans Race Meeting Manfield	Manawatu	INVITE
Sun	5	Trial	Wainui	CLOSED
Sun	5	Trial	Wairarapa	CLOSED
Sun	5	Gymkhana	VUCC	CLOSED
Sun	5	Autocross	KAPITI	CLOSED
Tues	7	Monthly Night Trial	WGTN	OPEN
Sat	11	Speed Event	HVCC	INVITE
Sun	12	Trial	HVCC	INVITE
Sat	18	Trial	WGTN	CLOSED
Sat	18	Rally CRRC	LEVIN	INVITE

NONSPEED

Additions & Alterations

MAY

Tues 5 Monthly Night Trial WGTN OPEN
Organisers Bruce Mcpherson & Martin & Linda Baker
Team: Midnight Snoopy Suitable for infants

Sun 31 Novelty Trial WGTN CLOSED

JUNE

Sat 13 Winter 100 WGTN INVITE

JULY

Sat 25 Honeypot All Trophy Trial WGTN INVITE
Organiser Murray McGuire

OCTOBER

Tues 6 Monthly Night Trial WGTN OPEN
Organiser Stan Wallace



ENTHUSIASTS FIT

DUNLOP RADIALS

WAITANGI DAY 'FUN' KHANA

It appeared for a while that the great Wellington Car Club event, the Annual Anniversary Day Funkhana, which has been held for many years now, had disappeared, along with the social atmosphere that always surrounded the event. But in 1981, Sid Franklin and John Pierson ensured that this 'fun' event came back on to the Club's non-speed Calendar, by getting out and organising the event.

A Club Newsletter only days prior to the event, must be to blame for the poor turn out for the event. No information such as the venue, start time, type of event, etc.... And the Executive wonders why Club members don't come out in droves to events!

Luckily John Pierson had managed to spread the word to severy VUCC members and 6 WCC and 5 VUCC members set out to enjoy the tasks John & Sid had dreamt up.

Test One was a normal Gymkhana Wiggle Waggle (or slalom), However each competitor was required to balance a plastic jug of water on the car bonnet, with time penalties being added for loss of liquid, and a recovery stop, if the jug hit the ground. The Pierson's took on immediate lead in the day competition with the flat bonnet of the Datsun being a far better base, for the water jug, than the sloping bonnets of the Mini's & Mirage's that made up the majority of the field.

Test two involve "spearing" plastic hoops off the tops of "t" shape pegs with a wooden pole held in one hand out the drivers window, John Pierson showed his steady eye, by gaining a time of 33.3 secs, narrowly beating Wayne Gair (VUCC) on 33.9 secs.

It was John Pierson yet again who led out on Test three, which involved driving in a circle, while trying to keep a rope fastened to a centre peg, off the ground. Most competitors either drove too far out, dropping the rope, or cut a corner, allowing the rope to touch the ground. A test that sounds easy, but without practice, proved to be hard to do.

Test Four soon showed up who was fit! It involved a Le Mans start, over 10 metres with both feet in a small sack! Jenny Pierson and Colin Goldingham excelled at this test, both able to carry out the hopping bit in half the time of the rest. Furious handbrake turns by Warren Denton and Michael Tresch around the H shape course, didn't help them gain enough time to catch up.

Then it was onto one of the more amusing tests, Drivers were blindfolded, and then (on foot) navigated by a companion around a set course to their vehicles. The blindfold was then removed, the car started and a normal gymkhana test carried out.

Husband & wife combinations didn't fare as well as could have been expected Colin Goldingham had a terrible first run. Troubles with lefts and rights, were further compounded by navigator Warren Denton giving up at one stage and resulting to pointing!!!

Jenny Pierson put up a tidy performance (used to being told where to go obviously!!!) but Colin and Warren straightened up their act the second time, by deciding to call changes of direction in degrees instead of lefts/rights, and Colin took victory from Jenny by 2 secs.

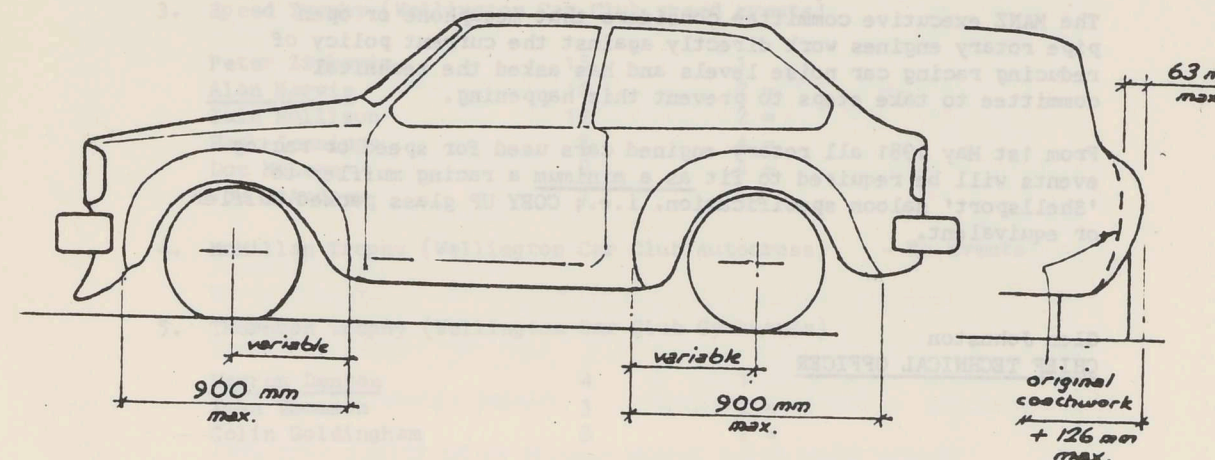
MANZ **TECHNICAL**

TO: COMPETITORS AND OFFICIALS

WHEELARCH FLARES - 'SHELLSPORT' SCHEDULE E CARS

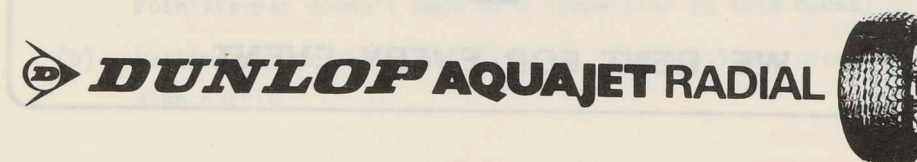
The technical committee is concerned about the broad interpretations placed by competitors on coachwork regulations (page 289 of 1981 yearbook) in respect of wheelarch flares.

Flares are to be restricted to extensions which do not affect the original coachwork shape outside a total length for each wheel of 900mm. The extensions may be faired smoothly into the original coachwork shape.



This interpretation will be applied strictly from the commencement of the 1981-1982 season.

Glenn Johnston
CHIEF TECHNICAL OFFICER



The weather had been misty and windy all day, and by the time the last test started, the wind was very blustery which didn't help at all. The test involved hitting a plastic soccer ball around a marked course with a hockey stick, held out the car window. The Mini drivers found they could hold the ball against the front wheel with the stick and make steady progress (in time of 60/70 secs) around the course. Others tried just dribbling it along, but it was very easy to get ahead of the ball, or for the wind to take the ball under the car. Warren Denton tried hitting the ball as hard as possible, then chasing after it, and this allowed him to put up a time of 38.2 secs, which no one else got anywhere near.

John Pierson then quickly calculated results, which gave Warren 1st John Pierson 2nd and John Thompson 3rd based on a total of times from all six tests. A pity that the normal gymkhanas method of scoring wasn't used, as this would have given victory to John Pierson who had put up a steady performance on all the tests.

The thanks of all competitors must go to John & Sid, and to John Thomson, Warren & Jenny who assisted at various time. It was a fun day, which even the weather failed to spoil.

Warren Denton





TO: COMPETITORS AND OFFICIALS

RACING MUFFLERS - ROTARY ENGINED CARS

There have been recent cases of rotary engined cars using megaphone type exhaust systems which result in extremely high noise levels over and above those already experienced with this type of vehicle.

The MANZ executive committee considers that megaphone or open pipe rotary engines work directly against the current policy of reducing racing car noise levels and has asked the technical committee to take steps to prevent this happening.

From 1st May 1981 all rotary engined cars used for speed or racing events will be required to fit as a minimum a racing muffler to 'Shellsport' saloon specification, i.e.; COBY UP glass packed muffler or equivalent.

Glen Johnston
CHIEF TECHNICAL OFFICER

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

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671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

WELLINGTON CAR CLUB 1980-1981 TROPHY WINNERS

All for the year 1 April 1980 to 31 March 1981 except Duncan McKenzie trophy which is for 1980 Calendar year.

1. Duncan McKenzie Hillclimb Trophy (Open on invitation sealed hillclimbs run by MANZ area 7 clubs)

Francis Pointon	11	1
Brett Finlay	8	2
Alan Harvie	5	3 =
Peter Zivkovic	5	3 =
Rick Percy	5	3 =
Tim Udy	5	3 =

2. Kim Naylor Trophy (WMSA clubs; invitation autocrosses, grasstrack and rallycross events)

Wellington Car Club

3. Speed Trophy (Wellington Car Club speed events)

Peter Zivkovic	15	1
Alan Harvie	12	2 =
Iain Mollison	12	2 =
Mark Jennings	8	4 =
Don McLean	8	4 =
Joe McAndrew	7	6

4. McMillan Trophy (Wellington Car Club Autocross) - No events

5. Thornton Trophy (Wellington Car Club Gymkhanas)

Warren Denton	4	1
John Thomson	3	2 =
Colin Goldingham	3	2 =

6. Howard Tolley Cup (Wellington Car Club Straight sprints) - No events

Dobbie Bros Cup	"	"	"	"	"
Grant Trophy	"	"	"	"	"
HEW Silver Trophy	"	"	"	"	"

7. Gibbons Trophy (fastest member during the year up Palmer Head)
No events

8. Trophies for Houghton Bay Road (now Mt Albert Road?)

- (a) Nu-Tread Trophy (f.t.d. in 751-1100cc class)
Pointskeeper doesn't know of a competitor in this class)
- (b) Wellington Car Club Trophy (f.t.d. in 3001-5500cc open class)
Alan Harvie

(c) Friendly Car Sales Trophy (f.t.d. by saloon under 1500cc)

Peter Zivkovic

(d) Sheridan Enterprises Trophy (f.t.d. by a saloon car)

Alan Harvie

9. Jubilee Rose Bowl (Alexandra Road) No events
D.P. Fisher Trophy " " "

10. Morgan Workers Trophy

Eddie Conroy	34	1
John Pierson	24	2 =
John Thomson	24	2 =
Barry Lakeman	20	4
Peter Martin	18	5 =
Debbie Grindell	18	5 =
Sonia Croy	16	7 =
Bill King	16	7 =
Peter Jensen	16	7 =
Warren Denton	14	10

11. Atkinson Trophy - points from Duncan McKenzie,
Wall Trophy & WMSA Club gymkhanas

Richard Latimer	9	1
Joe McAndrew	8	2
Don McLean	7	3 =
Jenny Pierson	7	3 =

12. Honeypot Trophy (Honeypot Trial)

Warren Denton & Don McLean	1
John Thomson & Marie Thomson	2
Sid Franklin & Debbie Grindell	3

13. Hollis Night Trial Trophy (Annual Night Trial)

Don McLean & Warren Denton	1
Bruce Mcpherson	2
Lloyd Evans, Noel Williams & Debbie Grindell	3

14. Housen Trophy - (all events)

John Pierson	25	1
Jenny Pierson	22	2
Don McLean	21	3 =
John Thomson	21	3 =
Warren Denton	20	5
Marie Thomson	18	6

15. Roland Clapperton Trophy (Non Speed Events)

John Pierson	25	1
Jenny Pierson	22	2

John Thomson	21	3
Warren Denton	20	4
Marie Thomson	18	5
Eddie Conroy	15	6 =
Barry Lakeman	15	6 =
Lloyd Evans	14	8
Sid Franklin	12	9
Debbie Grindell	11	10

16. Monthly Night Trial Trophy

BEAVER	John & Jenny Pierson	136	1
SPARKY & HITCH	Eddie Conroy & Barry Lakeman	119	2
MOGGY	John & Marie Thomson	106	3
SUPER UNCLE	Sid Franklin & Debbie Grindell	97	4

16A East Trophy (2-man crews in monthly night trials)

BEAVER	138	1
SPARKY & HITCH	122	2
MOGGY	98	3
SUPER UNCLE	97	4

16B Novice Trialists' Trophy - no team registered

17. Ladies Trophy

Jenny Pierson	25	1
Marie Thomson	21	2
Debbie Grindell	15	3
Heather McGuire	10	4

18. Marshalls Shield (flag marshalling)

John Croy 13 1.

(Nobody else has more than 10 points)

19A Autofleet Services Clubmans Trophy (Winner of Ross Gordon Memorial Race at Wellington Car Club Clubmans race meeting)

Mark Taylor	1
Alan Harvie	2

19B Autofleet Services Gravel Hillclimb Trophy

H.Kibble	4	1
P.Zivkovic	3	2
M.Galvin	2	3

- 19C Autofleet Services Hillclimb Trophy (under 1000 cc)
No competitor
20. Vintage Wickham Trophy (Committee Trophy)
Ian Jensen



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and previous events may
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WELLINGTON BUILDING SOCIETY RALLY
Promoted by Wanganui Car Club

First Class A	John Clunie	Datsun 1200
Second " A	Colin MacDonald	Datsun 1200
Third " A	Neville Hamlyn	Escort 1300

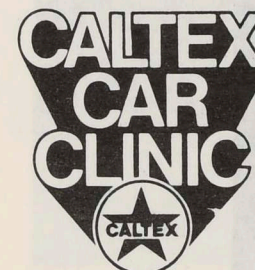
First Class B	Doug Townsend	Escort 1300
Second " B	Glen McIntyre	Escort 1600
Third " B	Miles Fowler	Avenger 1600

First Class C	Brian Green	Escort 2000
Second " C	Barry Reid	Viva 2300
Third " C	Harvey Kibble	Escort 2000

RAFFLE RESULTS

Bourbon Racing Car - No 171 G Shand

Gallicano - No 183 Dave MacLean



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AND FINALLY



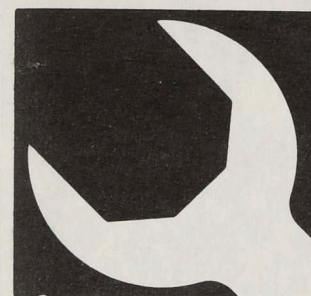
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No. 355

June 81

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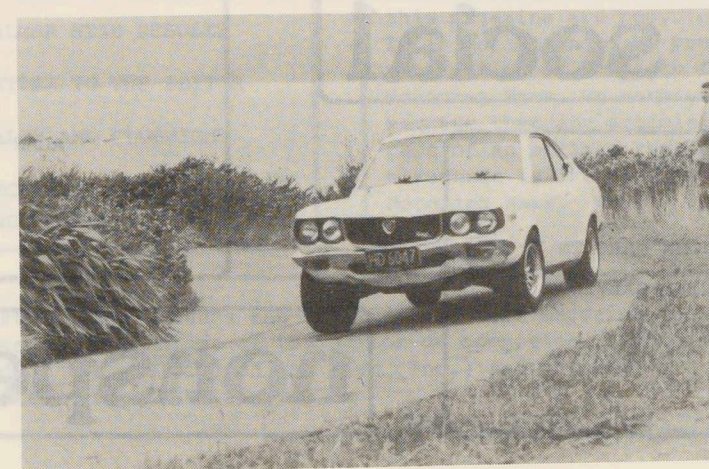


BULLETIN OF THE WELLINGTON CAR CLUB

MOTORING NEWS

PETER ZIVKOVIC
and
ANTHONY PAROLI
at Palmer Head

june 1981



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BOX 5142 WGTN
TELEPHONE 892-309

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ALAN HARVIE

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff

SUE BRUCE
837-852

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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 Bruce Young, Wakefield Street, Wellington.

May

nite trial

The trial actually started after passing ODO and bearing to "GO RIGHT" then "Keep Right to go RT at stop sign". This had the effect of sending you down Finimore Tce & Trewers Street and Stanley Streets all of which are blind and had checks down. KEEP RIGHT means it - at every available opportunity you should go right until finding the mentioned STOP SIGN.

NEXT, Manned Check 1 wrote "ROLLER" on your Drivers card which because it was written in the TIME/CODE column was a valid check (see ASR 11) which of course was a coded one (ASR 12) R O L L E R means go right, left, left, right picking up 2 checks around the block, which just about everyone got. Coming back into the same manned check you write down the same U turn check but as you can only use it once you don't U turn there but go up the street. Until you have to U turn and find another check right at the end.

So far the top 4 teams have dropped,

1, 2, 4 & 9 points only.

The 2nd manned check now hand out another CODE word "L" and also a manned check handout saying "proceed about at crossroads" what was the next one you came to, so what do you do?.

Well the ASR's had it all there, ASR 12 said coded checks may be used, and ASR 13 youve order of priority 1) c/c arrows, 2) ASR 3) manned check or control handouts 4) overriding in streets etc and as coded checks were ASR's may have priority over the handout "saying proceed ahead etc." You went Left up the road to find a U Turn check (which also has priority) then back down and through the crossroads to satisfy the handout, to pick up another check and back up towards the clubrooms where most missed a non tricky check at a Tee in Buckley Road.

Halfway through we hand Teams Beaver on 31, Warren Denton on 48, 1600 on 49, Matheson on 54, and Morrie Hogan out with clutch trouble although he only dropped 19 points so far.

Team Lotus were given wrong code word 1st time in at WC 1 and so were credited with getting all checks from there but were still away from the frontrunners with 109.

Section Two started again from the clubrooms with a cruise over to the airport where we tested out navigators by making them translate direction to the opposite lefts to rights o vice etc). A trap here was CRI "go left at tee" go right but then you pass on coded check "Wheel" = left, which has priority 0 is not reversed

(because of priority) so you went left and found a U turn and Delete.

Malcolm Matheson blew it at this point, Warren Denton dropped a check, Moggy sailed on a clear sheeted if except for a nice trap of "proceed ahead into manned check which of course, means U turn where upon you see a U turn check so do a 360° zoom into the manned check if Reversed directions means it) Lloyd missed this one also, which unfortunately for him, Warren remembered me doing some years back and just turned his head enough to see the check.

There was the usual trap at the end of not being able to find a Control in Russell Tce which most competitors got. (U Turn in Chinese Centre). So it was a fairly long number of traps and checks (29 code word entries in all). One check board was put inadvertently facing the wrong way and had no effect on the results, which were very close with Warren Denton taking it by 8 points from Lloyd Evans. First two persons team and 3rd back was Murray McGuire, MacMob all followd by John & Jenny Pierson 9 points behind them.

I would like to thank Richard & Silvanna Prouse, Peter Curtain and Ken Morris for their manual checking, Martin & Linda Baker for Control and Brian Fisher for vetting it. I hope you all enjoyed it and there's no-one still out there looking for Final Control.

Bruce McPherson
for Team Midnight Snoopy

WELLINGTON

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11 PARK AVENUE

WE RENT FOR EVERY EVENT

nite trial results

PLACE	TEAM	DRIVER	POINTS TIME / CODE	LOST	TOTAL POINTS LOST	TWO MAN
1	MG/WGTN	W DENTON	22+	60	82	
2	1600	LLOYD EVANS	30+	60	90	
3	MACMOB	M McGUIREL	14+	120	134	1
4	BEAVER	J PIERSON	23+	120	143	2
5	M MATHESON		32+	120	152	3
6	MOGGY	J THOMSON	30+	180	210	4
7	INVINCIBLES	MARK JENNING	35+	210	245	5
8	LOTUS	D COCHLIN	4+	300	304	6
9	WAINUI	R COULSON	47+	270	317	
10	R B EDGAR		29+	390	419	7
11	HOLT	ALAN HARVEY	50+	450	500	8
12	V ₂	M HOGAN	19+30+Retread			

BRUCE MCPHERSON
TEAM MIDNIGHT SNOOPY

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P.A.T.S. results »

CLASS	NAME	NO.	1	2	3	4	CLASS	OVER	PTS
0-1000							PLACE	ALL	
	H.Bowles	1	2-44-5	3-04	2-39-5	2-38	2	39	19
	P.O'Leary	3	2-31-4	2-29-6	2-26	/	1	29=	20
	T.Doran	8	3-14-1	3-02	3-00	/	3	41	18
1001 -	G.Wilks	2	2-43-3	2-40-4	2-34-2	2-32-5	12	31	9
-1300	R.Hawthorne	4	2-38-0	/	2-32-0	2-25-1	4=	19=	17
	B.Smith	5	2-43-1	2-29-2	2-29-5	2-26-3	6=	23=	15
	I.R. Moss	11	2-46-0	2-25-6	2-20-5	2-22-1	3	11	18
	K.O'Sullivan	13	2-45-0	2-45-0	2-48-0	2-46-0	17	40	4
	R.Stephens	16	2-41-2	2-40-8	2-38-2	2-37-3	16	37	5
	M.Nolan	18	2-36-0	2-32-8	2-27-2	2-28-0	8	25	13
	R.Lake	19	2-32-0	2-24-0	3-22-6	2-20-0	2	10	19
	M.Foster	23	2-36-2	2-41-5	2-38-5	2-33-8	15	35	6
	P.Zivkovic	24	2-21-1	2-33-0	2-15-6	2-13-6	1	3	20
	G.Wickens	25	-	2-32-8	-	2-35-2	18	32	8
	P.Trengrove	26	2-43-5	-	2-32-1	-	11	30	10
	P.Murray	27	2-30-3	2-29-0	2-26-3	-	6=	23=	15
	M.Jones	28	2-32-0	2-32-1	2-25-1	-	4=	19=	17
	S.Robertson	34	2-36-1	2-30-6	2-30-5	2-31-1	10	29	11
	J.Walkinshaw	36	2-46-2	2-42-5	2-38-2	2-33-4	14	34	7
	J.Macpherson	37	2-30-0	-	2-33-8	-	9	28	12
301-	E.Kriivan	14	2-36-2	2-27-4	2-23-5	-	3	17	18
1000	R.O'Neill	17	2-40-0	2-34-7	2-37-0	-	5	36	16
	K.Smith	20	2-16-3	-	2-17-0	2-13-4	1	2	20
	M.Cartner	21		2-29-5	-	-	4	21	17
	R.Gardner	42	2-22-0	2-18-8	2-17-1	2-14-8	2	4	19
301-	A.MacFennan	6	2-24-0	-	2-17-0	-	2	7=	19
2000	P.Chapman	7	-	2-20-8	-	2-17-2	3	9	18
	D.Hobbs	9	2-26-0	2-24-0	2-24-5	-	6	18	15
	G.Tangney	12	2-43-5	2-32-0	2-26-0	-	7	21=	14
	R.Stephens	22	2-32-0	2-26-4	2-22-0	2-22-0	5	13=	16
	P.Hughes	29	2-21-0	2-18-0	2-16-0	2-36-0	1	6	20
	B.Soluit	30	2-47-2	2-39	2-34-5	2-33	9	33	12
	P.Christianson	32	2-35	2-29	2-31	-	8	26	13
	E.Bruce	40	2-26	2-23	2-33	2-21	4	12	17
	B.Nobbs	41	2-44	2-37-8	2-39-4	2-43-2	10	38	11
2001-	A.Pirolt	10	2-49	2-21	2-17	-	3	7=	18
over	D.Robinson	15	2-23-5	2-22	2-43	-	4	13=	17
	S.Budd	31	2-45	2-20	2-19	2-15	2	5	19
	P.Kriivan	33	2-32-2	2-23	-	-	6	16	15
	G.Foster	35	2-26-5	2-22-6	2-24-1	2-24-5	5	15	16
	J.Gladhill	38	2-18-2	2-18-1	2-14	2-10-3	1	1	20

Thanks to all competitors that competed and hope you all enjoyed the event.

clubmans

The day was terrific. 54 competitors arrived to a sunny day and once again Manfield Track in great condition. Racing started at 11 a.m and finished at 4.30 pm. There was practice of 4 laps plus 17 races of 6 laps. There were no accidents all day but a few minor break downs and tow ins. After racing was over everyone went to the Manawatu Club rooms for drinks and toasted sandwiches. I would like to thank the Manawatu Car Club and Rob & Wendy Lester for their support in running our clubmans and after race function and the Feilding St Johns. I would also like to thank all those who helped me run this event. There are too many to name but they know who they are. Your names have been sent to the points keeper for the workers trophy. Thanks to Les & Rita Edwards for coming all the way from Hamilton to start the Wellington Car Clubs Race (Ross Gordon Memorial Race) won by Murray Ravenscroft from Hastings, but has been a Wellington Car Club Member for many years, Alan Harvey 2nd, Peter Zivkovic 3rd, Joe McAndrews 4th and Andy Mills 5th.

Finally I would like to thank the sponsors who donated money and prizes for the days races. - Tea Services, G.A.Lang Ltd, Normans Menswear, Standen Service Centre, Jag Services, K Morris Electrical, J'Mall Books, Johnsonville Service Station, Shell Newtown Service Station, Homeute, Alan Harvey Ltd, Northland Auto Services.

Thanks to all the competitors for coming and making it a terrific day. See you all next year "Timing Light" Raffle was won by Ruth Shepherd No 56. Results Next Magazine

John Marslin

SUPPORT OUR ADVERTISERS

 **DUNLOP SP AND AQUAJET RADIALS**

CLUBMANS

After a good result at Palmer Head, I decided to "DO" our clubmans, and as I was to be the scrutineer for the event, a weekend away from Wellington was called for.

My next door neighbour and his wife offered Delwyn and I, a hand with the imp so with many hands to help, I hoped for a good weekend.

We trailered up on Friday afternoon and stayed at Ken Sagers most excellent Albert Motor Lodge for Friday and Saturday nights.

Scrutineering started on time at 8.00 am and with the help of Harvey Kibble, Iain Mollison, and Alan Harvey. The cars were checked and the Humber of entries climbed steadily after drivers briefing practice started only fifteen minutes late this being caused by the big number of entries.

I practiced on Road Tyres at 1.42, but found the car a real handfull on the dry track, so it was time to put on the racing tyres, having never raced on slicks before, I didn't know what to expect in the first race.

However they are "Magic" every thing felt good and now the car really holds on. I was really enjoying myself, until a Mazda spun in front of me in the splashy esses which meant evasive action onto the grass in field, I rejoined the track and the race, but finished in last place, not good for the results but a good time for me with a best lap off 1.39.

My next race had me on the front row of the grid with a mini and another Ford Imp, this was going to be good. I muffled the start, but by halfway first lap I was up into second place with the Mini sometimes ahead and sometimes behind, we had a great battle. going and slowly left the rest of the field behind. With laps falling at about 1.37 I was really having a ball, these slicks are really the way to go by lap four the mini was starting to get away from me, and I was starting to use all the track and some of the curbs, which didn't do my new front spoiler any good.

All this effort ended on lap five when coming out of the Hairpin the on pressure disappeared, and I coasted to a halt just short of Higgins corner. Just a short detour here, while standing at Higgins with Marshalls John Croy and Lyn Dewhurst I was very surprised at the speed cars travel past you into the corners I feel you got a very different impression while sitting strapped in and helmet on in a saloon car, the marshall really get the best view of the racing.

Clerk of Course, John Marslin towed me back to the pits, where a

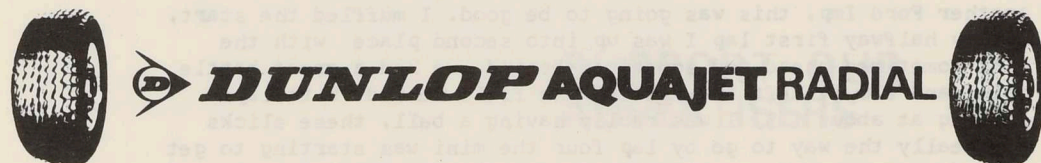
quick teardown of the motor revealed a seized on pump, with no spare I was out for the day.

The results gave me a best lap of 1.37.6, my best time ever, I was very pleased and not too worried about D.N.F. The highlights of the days racing had to be the two Anglias of Anderson, McIntyre having a tremendous battle for first place in Race Four, Anderson foing off the track out of Higgins, having his Bonnet fly 20 feet in the air, stopping putting it back on, and still not finishing last.

Also the beautifully built 1600 Avenger powered Hillman Imp of a Hastings Driver, who's name I don't have. This car has got to be the best thought out and built saloon car I have seen in a long time a real credit to its Builder/Driver.

Lastly I would like to thank the organisers and all the Marshalls for making this another great Wellington Clubmans Event.

Malcolm Buchanan
IMP D.V.A.



PALMER HEAD 12 APRIL



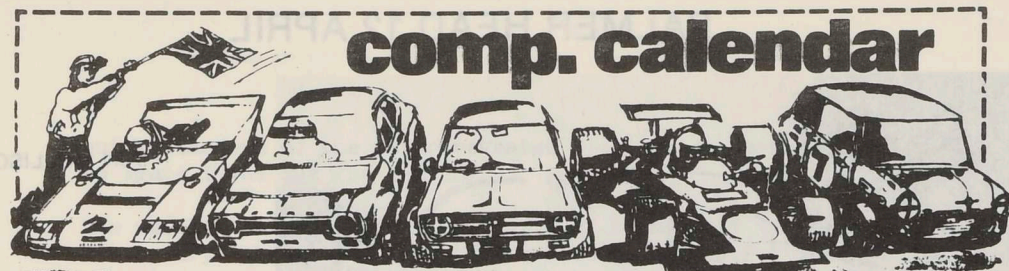
IAIN MOLLISON

ALLAN HARVIE



BARRY WALKER

(ALL PHOTOS — JOE McANDREW)



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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and
invitation events. If you wish details on an event please ring Alan before
9 p.m.

JUNE

2	Tues Monthly Night Trial starts 8pm at clubrooms	WGTN CLOSED
6	Sat Speed Event	HVCC INVITE
7	Sun Speed Event	WAINUI INVITE
13	Sat Winter 100 Trial Evening	WGTN INVITE
14	Sun Sprint PATS Series (Waterfall Rd) Round 4	KAPITI INVITE
16	Tues Clubnight starts clubrooms at 8pm	WGTN CLOSED
20	Sat Rally Central Rally	WGTN INVITE
21	Sun Gymkhana	KAPITI CLOSED
21	Sun Gymkhana	Wairarapa CLOSED
21	Sun Autocross	VUCC CLOSED
27	Sat Speed Event	WGTN INVITE
28	Sun Trial Day Cup	HVCC INVITE

JULY

4	Sat Clubmans Race Meeting Manfield	Manawatu INVITE
5	Sun Trial	WAINUI CLOSED
5	Sun Trial	Wairarapa CLOSED
5	Sun Gymkhana	VUCC CLOSED
5	Sun Autocross	KAPITI CLOSED
7	Tues Monthly Night Trial	WGTN OPEN

11	Sat Speed Event	HVCC INVITE
12	Sun Trial	HVCC INVITE
18	Sat Trial	WGTN CLOSED
18	Sat Rally CRRC	LEVIN INVITE
19	Sun Sprint PATS series (Ngaumu) Round 5	Wairarapa INVITE
21	Tues Clubnight starts 8pm at clubrooms	WGTN CLOSED
25	Sat Speed Event	WGTN INVITE
25	Sat Honey Pot Trial Wall Trophy Round 1	WGTN INVITE
26	Sun Sprint (Bruces Rd)	KAPITI INVITE

AUGUST

1	Sat Clubmans Race Meeting Manfield?	HVMC INVITE
1	Sat National Rally	Rotorua
2	Sun Speed Event	WAINUI INVITE
4	Tues Monthly Night Trial	WGTN OPEN
8	Sat Rally CRRC	Taranaki INVITE
9	Sun Speed Event	M.G. CLOSED
9	Sun Economy Run	Wairarapa CLOSED
9	Sun Autocross	VUCC CLOSED
15	Sat Trial Midnite Wall Trophy	VUCC INVITE
15	Sat Hillclimb Gold Star	WGTN INVITE
16	Sun Sprint PATS series (Mangahone Rd) Round 6	KAPITI INVITE
18	Tues Clubnight starts 8pm at clubrooms	WGTN CLOSED
22	Sat Rally CRRC	TAUPO INVITE
22	Sat Gold Star Trial	NORTHERN SPORTS OPEN
23	Sun Gymkhana Stewards Trophy	WGTN INVITE

PALMER HEAD 12 APRIL



DON McLEAN



ROLF FUHLER



P. GIBBON

PALMER HEAD

A weather forecast of gale force winds and rain for the weekend, didn't leave many people with the impression that this event would be held. However Bill King and Peter Jensen arrived at the venue, and in view of the drying surface and brightening sky, decided to run the event. A few telephone calls were necessary to get Marshalls out of their warm beds. Sixteen competitors (15 from our own Club) were also confident enough about the weather to turn up for Scrutineering and Practice got underway only a few minutes late at 10.38 am. No.1 Whitings day came to an early close, when his 1300 Mini came to a stop halfway up the hill. Iain Mollison wasn't happy with the Toyota Levin's performance, it appeared to be well down on power. The remainder of practice passed without incident.

Run 1 saw Alan Harvey go into the lead on 45.00 secs, closely followed Peter Zivkovic in the "Pork Pie" Mini on 45.41 and Tony Parol (Mazda Rx3) on 45.61. These three proved to be 2 seconds quicker than the balance of the field, and fought out the top placings between themselves all day. Rolf Fuhler had a "moment" in the Mk4 1600 Cortina, when he spun 180° on the hill, but other than some gorse stuck in the headlight surrounds and bumper, suffered little damage, and continued on to the top of the hill. Alan Harvey continued to hold his lead till Run 3, when Peter Zivkovic put his act together and sorched up the hill in 43.91 secs. (a very good time considering the rough state of the road). Brian Nobbs had a moment of excitement when two bikies got past the Marshalls at the top without being spotted, and started down the straight whilst the Celica was coming up. No accident resulted and the bikies were given a lecture, and evicted quickly from the area. The afternoon session was livened up by the arrival of P Gibbons in a 6900 cc Hemi "Roadrunner". This automatic American wonder, was incredible to watch all the line digging large pot holes, laying down heaps of smoke, and fishtailing/axletramping up to the first corner. Malcolm Buchanan had the Imp running properly, and managed a couple of reasonably quick runs while Don McLean put up his usual amazing performance in the very smokey (oil, not tyre) Datsun 1200 for a second in class and fourth overall.

A couple of minor delays, didn't loose much time, and 6 runs plus practice were completed by 2.35 pm. The majority of competitors/officials than adjourned to the clubrooms to warm up over coffee and cake.

12 APRIL PALMER HEAD HILLCLIMB

As a competitor at two recent Wellington Car Club events, I felt that I should commit myself to paper and write something for the Bulletin.

The Palmer Head sealed hillclimb on the 12 April was to be tried, to see if anyone of the recently completed brake and suspension, MODS would pay off, and if so I would then enter our clubmans race meeting on 16 May.

The Saturday morning dawned, A cold southerly with drizzle and I had my doubts about the event being run however. Bill King and Peter Jensen called in to use the phone for some last minute arrangements, so it was all on.

I arrived on time to do the scrutineering and we just and enough competitors to run an event. After drivers briefing, we started practice runs on schedule. My first run felt good with the Imp doing what it should, and giving me a better time than I have ever had on this hill. So into run Two and problems at the hairpin, missed second gear lost 2 seconds and after crossing the finish line, a terrible noise from the back end, the starter motor decided to engage itself with the motor still running, this was rectified but I missed three.

With all in order and the track dried out I tried hard on run Four and got my best time so far. I decided to miss the last two runs as the rain had started again, and I wanted to finish on my best time, after having packed up and gone home, I went to the clubrooms to check out the results, and found to my surprise that I had won my class, and was fifth fastest overall, things looked good for the Manfield Clubmans.

I would like to thank Bill King and Peter Jensen for running the event and the Marshalls for braving the very cold conditions and so making the event possible.

LITTLE BLUE DVA IMP

DUNLOP SP AND AQUAJET RADIALS

PALMER HEAD HILLCLIMB

results

No	DRIVER	CAR	CLASS	TIMED OFFICIAL RUNS						PLACE	
				1	2	3	4	5	6	CLASS	OVER ALL
21	P. Zivkovic	Mini	A	45.41	45.37	43.91	43.71	43.05	43.20	1	1
4	A. Harvie	Torana	C	45.00	44.97	44.47	44.10	44.87	44.30	1	2
14	A. Pardi	Mazda	C	45.61	46.50	46.33	45.80	45.90	45.95	2	3
6	D. McLean	Datsun	A	47.20	46.20	46.27	46.25	46.40	46.40	2	4
12	M. Buchanan	Imp	B	50.00	53.51	47.95	-	47.87	-	1	5
5	I. Morrison	Toyota	B	49.67	49.21	48.64	-	-	48.37	2	6
15	P. Gibbons	Hemi	C	-	-	50.07	50.67	49.00	48.60	3	7
80	J. Alexander	Mini	A	49.83	50.10	49.67	49.20	49.92	49.10	3	8
7	R. Berg	Lotus	B	51.71	50.85	50.75	49.57	50.04	49.53	3	9
8	R. Fuhler	Cortina	B	DNF	51.97	51.10	51.00	51.10	-	4	10
3	A. Mills	Datsun	B	52.27	52.51	51.87	51.66	51.22	51.01	5	11
1	B. Nobbs	Toyota	B	52.80	52.17	51.57	51.70	52.97	51.87	6	12
2	B. Walker	Datsun	B	53.00	54.00	52.51	52.30	52.91	52.37	7	13
11	J. Pierson	Datsun	B	57.86	59.57	58.20	-	-	-	8	14
9	E. Currie	Midget	A	62.67	68.67	62.40	58.60	58.45	59.30	4	15
10	N. Whiting	Mini	A	DNS	-	-	-	-	-	-	-

Classes

A-0-1300 ccs
B 1301-1600 ccs
C 1601ccs +

Clerk of Course: Bill King

Assist C of C : Matt Gordon

First Aid : Sherry Wood

Secretary : Debbie Grindell

Marshall Organiser: Peter Jensen

Scrutineer : Malcolm Buchanan

Starter : Sid Franklin

Timing : Warren Denton

Radios: Barry Lakeman, John Wallace, Steve Robinson, Lyn Dewhurst and Ross Crundwell

Surface: Rough

Weather: Gale Force Winds, some showers

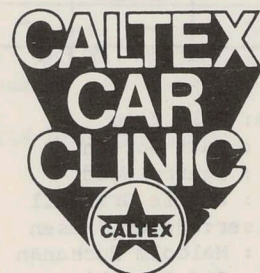
Finish Time: 2.35 pm

letter to the editor

As a new member of the Wellington Car Club and after participating in my first, most enjoyable, day of helping our hard working members in running an event by humbly timekeeping at Manfield. I must congratulate all those people from our club who put some time and effort into running an event whatever it may be. You certainly appreciate those people when you turn up to help. After reading in our magazine of all the events that have been run over the last year I would like to thank these people also all the people that helped with the Marshalling, timekeeping, scrutineering, putting up flags for rallies, sitting in the cold or hot at check points, how could our organisers run these events without those people's help.

No pay, nothing from it except the enjoyment of knowing they have helped. So to all you new members that have not tried, do so, to help your club in these ways can be as fulfilling as taking part by driving or navigating and you certainly meet a lot of people. I hope I have the opportunity again to participate in helping all these hardworking people.

Claudia Mair



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Rally

WELLINGTON CAR CLUB
INVITATION RALLY
20 JUNE 1981

We Require Marshalls

This year all the hassle has been removed for the Marshalls.

Accommodation has already been booked in Taupo it will cost \$10.35 per person per night.

Those who don't have transport, we will arrange rides to Taupo for you. The event will be followed by a very good social and dinner, the same as last year.

Also this year the marshalls get to see all the action no matter what they do.

For further information please contact -

Sid Franklin - Phone 872-545

clubnight

TUESDAY 16 JUNE

BY SPECIAL ARRANGEMENT WE

HAVE VIDEO OF THE ASHLEY

FOREST SPRINT ON THE BIG SCREEN.

TECHNICAL TERMS

For many new aspiring drivers, I am certain they have heard the old hands using what must be a foreign language when talking about Motorsport, so we have compiled below a description of some of the more commonly used expressions.

RACING:

Wet Tyres.

Racing Tyres left out in the rain.

RACING LINE:

Used for Hanging out wet tyres to dry.

ARMCO:

A company dealing in artificial limbs.

HAMIKAZE:

A circuit toilet that won't pull below 5000 RPM.

GROUND EFFECT:

Drinking the bottom half of a coffee perculator.

CANARD WING:

Area of a zoo where ducks are kept.

SPORTS RACING CAR:

A racing car with space for an extra seat which isn't there, for a non existant passenger who won't use it.

SPORTS SEDAN

AS ABOVE!!!

BATTERY CUT OUT:

The process of retrieving your battery from your totalled race car.

CIRCUIT HOT DOG

A well proven cure for constipation.

PRE RACE NERVES:

When accompanied by loss of appetite.

A very good cure for circuit hot dogs.

END PLATE

Caused by Clumsy Washing up.

RALLYING

Trip Meter

A device used for measuring the strength of Hallucinations

INTERCOM:

Having it off with a Russian.

NINETY LEFT:

The point in a rally where 60 cars have dropped out of an entry of 150.

NINETY RIGHT:

When 60 cars vorom c slot out of an entry of 150.

KNOBBLIES

Rubberwear providing extra grip and feel.

STAGE TIME:

A Wells Fargo Clock.

STAGE FINISH:

A totalled Wells Fargo.

TECHNICAL:

Crossflow

Auntie Florance in a bad mood.

RATCHET:

Bit bigger than Mouse SH*T

SCRUB RADIUS:

Area around Kings Cross, Sydney

TRAMP BAR:

A Pub in Kings Cross, Sydney

SPRING RATING:

Average Temperature of October/November

TYRE COMPOUND :

A Sleeping Pill

SPACE FRAME

Blaming, an astronaut for something he didn't do.

SHOCK ABSORBER

Getting someone else to read your bank statement to you.

AXLE TRAMP

A Rally Groupie

CAM FOLLOWER

An engine builders groupie

BRAZING

Rough edges on a camshaft

N.A.C.A. DUCT

Ventilation blot cutout under a drivers seat.

UNDERSTEER

Driving with both hands at the bottom of the steering wheel.

OVERSTEER

Driving with both hands at the top of the steering wheel.

BELL STAR

Ringo's Sister

PROTEST

An assessment of the ladies of Kings Cross, Sydney

CLIPPING POINT

Hairdressing Salon

FRONT SPOILER

Baggy Sweater worn by a well built lady.

REAR SPOILER

Voluminous skirt worn by same.

NEUTRAL HANDLINE

Drunken driving, as in P*SSSED as a Neutral

FINAL DRIVE

You should have listened when they said you couldn't brake that late.

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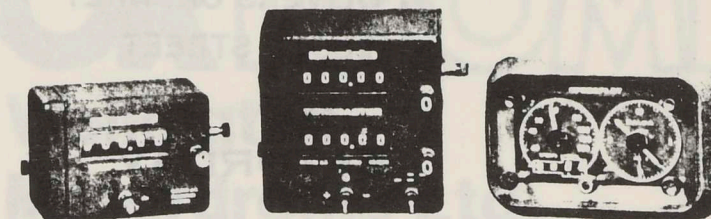
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TELEGRAMS: SILVERMAG

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halda

THE WORLD'S LEADING RALLY INSTRUMENTS

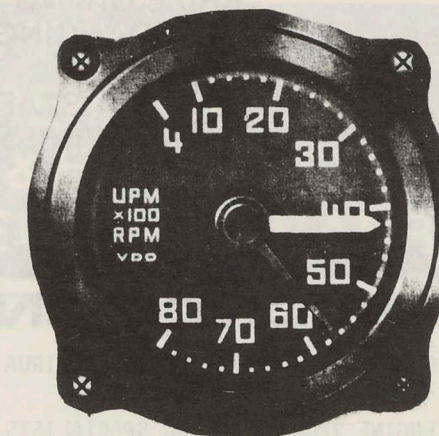
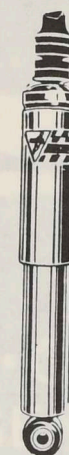
Smiths (Instruments)
V.D.O. (Instruments)
King Seeley (Instruments)
Halda (Navigation Aids)
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Eisemann Magnetos
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SATURDAY

27th June

COCKTAILS
MEAL
PRIZE GIVING AND GUEST SPEAKER
DANCING AND DRINKING

STARTS 7.30 P.M.
FINISHES 12.30 A.M.

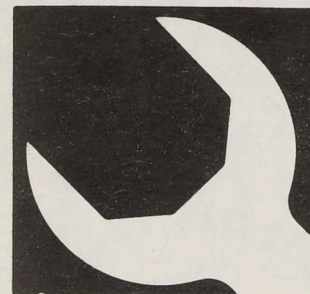
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REGISTERED AT POHQ AS A MAGAZINE

July 81

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BULLETIN OF THE WELLINGTON CAR CLUB

JULY
1981

Remember this — 1980 Rally
Harvey Kibble



NEXT MONTH WE WILL PUBLISH
ARTICLES AND PHOTOGRAPHS OF THE
1981 RALLY.

DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

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social

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POINTSKEEPER: John Christian

ALAN HARVIE

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff

SUE BRUCE
837-852

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"MOTORING NEWS" IS EACH
CLUBNIGHT

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18	ROTORUA CAR CLUB RALLY
19	UCC MIDNITE TRIAL
20	...AND FINALLY

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 Bruce Young, Wakefield Street, Wellington.

Free For All

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11 PARK AVENUE

WE RENT FOR EVERY EVENT

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 8 September 1981

AGENDA: MINUTES OF THE PREVIOUS AGM
PRESIDENT'S REPORT
ELECTION OF OFFICERS
GENERAL BUSINESS

Lynn Morrison

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.



DUNLOP AQUAJET RADIAL



THANKS

THE COMMITTEE WOULD LIKE TO THANK ALL THOSE MEMBERS WHO SOLD THE MANZ RAFFLE TICKETS ON BEHALF OF THE CLUB. YOUR EFFORTS WERE VERY MUCH APPRECIATED.

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TELEPHONE 784-354 **Chris Clarke**


gripes

AS YOU CAN SEE THIS BULLETIN CONSISTS OF VERY FEW ARTICLES FROM MEMBERS OF OUR CLUB. IT WOULD BE APPRECIATED IF YOU COULD WRITE AN ARTICLE FOR THE BULLETIN AND SEND IT TO ME AT BOX 5142, WELLINGTON OR PASS IT IN AT CLUBNIGHT. YOUR ARTICLE ONLY HAS TO BE SHORT BUT MAKE SURE IT IS OF INTEREST TO OTHER MEMBERS.

REMEMBER CROSS FLOW. IT IS SO LONG AGO THAT I HAVE SEEN IT IN A BULLETIN THAT I AM BEGINNING TO WONDER IF ANY OF OUR MEMBERS GET UP TO THEIR USUAL TRICKS LIKE - GEE LOOK AT THOSE BALD TYRES (THE PERSON RESPONSIBLE FOR SAY THAT DID NOT REALISE THAT THE DRIVER CONCERNED WAS ON SLICKS). SO HOW ABOUT PUTTING YOUR THINKING CAPS ON AND LET ME KNOW POST HASTE.

JUST REMEMBER NO ARTICLES, NO BULLEIN, THEREFORE HOW ARE YOU GOING TO FIND OUT WHAT IS GOING ON IN THE CLUB.

PHOTOGRAPHS ARE ALSO URGENTLY REQUIRED.

 **DUNLOP**

Night Trial

	TEAM	CLUB	DRIVER/NAVIGATOR	POINTS	PLACE	WGTN CAR CLUB	
				LOST		OVER-ALL	TWO CREW
1	TIS US	WGTN	STEVE ROBINSON ROGER BUTT	210	9=	4	2
2	HANSON	M.G.	DAVE HANSON GLENN WATT	153	7		
3	STEWART	VUCC	NICK STEWART JACK VAN VELDS	126	4		
4	JENKINS	LOTUS	MARK JENKINS JILL REACE	31	1		
5	COCHLIN	LOTUS	DAVID COCHLIN TIM WALTON	210	9		
6	MACMOB	WGTN	MURRAY MCGUIRE LLOYD RANCE	35	2	1	1
7	HECTOR	M.G.	DAVID HECTOR BRUCE EDGAR	154	8		
8	CREAK	JAGUAR	MIKE CREAK SHIRLEY FRANK		12		
9	1600	WGTN	LLOYD EVANS NOEL WILLIAMS	120	3	2	-
10	MILLS	WGTN	ANDREW MILLS DIANE HORNER	330	11	5	3
11	PALMER	M.G.	JOHN PALMER BERNARD WRIGHT	150	5		
12	MOGGY	WGTN	JOHN THOMSON MARIE THOMSON	151	6	3	-

ORGANISED BY TEAM BEAVER, JOHN AND JENNY PIERSON - CHECKED BY BRIAN FISHER - MANNED CHECKS PETER ZIVCOVIK AND HARVEY KIBBLE.

Organisers Comments:

Thanks to the 12 crews who turned up on a very wet night. My apologies for check ODO being washed out by the rain and for the fact that some checks appear to have been hard to see in the conditions, my apologies for one clock not working correctly which turned one control and one manned check into passage checks.

The "traps" were, "Check Check" was not "Check" as per the CRI's, DUL was for proceeding ahead at an intersection as per CRI's. Section two required the overrider of left at all tees to take precedence over CRI's, including left at bottom of Club driveway to get Check 'A', etc.

Novelty Trial

Thanks to Allan Barnes we had a light-hearted event on Sunday 31 May rejoicing under the name of Meandering Mystery Tour.

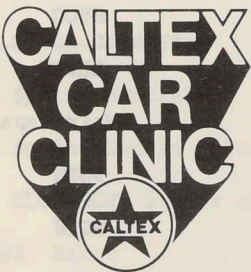
We managed to travel 21km or so without going more than 2 or 3km away from the Clubrooms with 82 instructions, 20 questions and 10 groups of objects to produce at the end.

Things fitted together and with a bit of improvisation we were able to get the required objects but took longer than we should and only 4 answered one question.

That was good enough for us and good enough for Allan to declare us winners.

A marvellous Sunday afternoon drive with suitable variety on the busy streets of Berhampore. Thank you for your efforts which made the event so enjoyable Allan.

JOHN THOMSON FOR MOGGY



STANDEN SERVICE CENTRE

Lloyd Evans

Karori

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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

COMP.CALENDAR

JULY

4 Sat	Clubmans Race Meeting Manfield	Manawatu	INVITE
5 Sun	Trial	Wainui	CLOSED
5 Sun	Trial	Wairarapa	CLOSED
5 Sun	Gymkhana	V.U.C.C.	CLOSED
5 Sun	Autocross	KAPITI	CLOSED
7 Tues	Monthly Night Trial	WGTN	OPEN
11 Sat	Speed Event	HVCC	INVITE
12 Sun	Trial	HVCC	INVITE
18 Sat	Braille Trial	HVCC	INVITE
18 Sat	Rally CRRC	LEVIN	INVITE
19 Sun	Sprint PATS series (Ngaumu) Round 5	Wairarapa	INVITE
21 Tues	CLUBNIGHT start clubrooms 8 pm	WGTN	CLOSED
25 Sat	Speed Event	WGTN	INVITE
25 Sat	Honey Pot Trial Wall Trophy Round 1	WGTN	INVITE
26 Sun	Sprint (Bruces Road)	KAPITI	INVITE

AUGUST

1 Sat	Clubmans Race Meeting Manfield?	HVMC	INVITE
1 Sat	National Rally	ROTORUA	

2 Sun	Speed Event	WAINUI	INVITE
4 Tues	Monthly Night Trial	WGTN	CLOSED
8 Sat	Rally CRRC	TARANAKI	INVITE
9 Sun	Speed Event	M.G.	CLOSED
9 Sun	Economy Run	WAIRARAPA	CLOSED
9 Sun	Autocross	VUCC	CLOSED
15 Sat	Trial Midnite Wall Trophy	VUCC	INVITE
15 Sat	Hillclimb Gold Star	WGTN	INVITE
16 Sun	Sprint PATS series (Mangahone Rd) Round 6	KAPITI	INVITE
18 Tues	CLUBNIGHT starts clubrooms at 8 pm	WGTN	CLOSED
22 Sat	Rally CRRC	TAUPO	INVITE
22 Sat	Gold Star Trial	Northern Sports	OPEN
23 Sun	Gymkhana Stewards Trophy	WGTN	INVITE
29 Sat	Rally CRRC	Hawkes Bay	INVITE
30 Sun	Trial Wall Trophy	HVCC	INVITE

SEPTEMBER

1 Tues	Monthly Night Trial	WGTN	CLOSED
6 Sun	Autocross	KAPITI	CLOSED
6 Sun	Trial	VUCC	CLOSED
6 Sun	Trial Gold Star	RATEC	OPEN
12 Sat	Sprint Manfield	VUCC/MG	CLOSED
13 Sun	Sprint Duncan McKenzies (Lees Road)	Wairarapa	INVITE
15 Tues	CLUBNIGHT starts clubrooms at 8 pm	WGTN	CLOSED
11/16 Fri-Wed	Rally	MOTORGARD INTERNATIONAL	
19 Sat	Clubmans Race Meeting Manfield	TARANAKI/HBCC	INVITE
19 Sat	Nite Trial	WGTN	INVITE

1980 TAUPO RALLY



Richard Stevens



Mike Galvin



John Gladhill

HONEYPOT

1. EVENT STARTS AT LEYCAR MOTOR DROME PREMISES, PARUMOANA STREET, PORIRUA. PETROL ETC IS AVAILABLE AT LEYCARS SO PLEASE TAKE ADVANTAGE OF THIS AND BY SO DOING HELP TO SAY THANK YOU FOR THE USE OF THEIR PREMISES AS A STARTING POINT.
2. THE EVENT FINISHES APPROXIMATELY 2½ HOURS LATER AT WELLINGTON CAR CLUB CLUBROOMS IN RUSSELL TERRACE, WELLINGTON.
3. AS IT IS A SUNDAY EVENING AND IT IS HOPED TO HAVE TIME FOR A GOOD CHAT/SOCIAL GATHERING WITH SOME SUPPER AFTERWARDS, WITHOUT IT GETTING TOO LATE, THE FIRST CAR WILL BE STARTED AT 6.30P.M. - PLEASE BE EARLY AND BE THERE FROM ABOUT 6.00 P.M. FOR DOCUMENTATION. FIRST CAR AWAY - FIRST CAR HOME - BEST FED CREW!!
4. ENTRY FEE (INCLUDING THE MANZ COMPETITION LEVY) IS ONLY \$5.00.
5. BRING WITH YOU YOUR DRIVERS LICENCE, CLUB MEMBERSHIP CARD, CAR WITH CURRENT W.O.F. AND REGISTRATION, MAP LIGHT (INTERIOR LIGHT OF SOME SORT), PEN, PENCIL, ERASER, PLUS ANY OTHER TRIALLING PARAPHENALIA YOU MAY HAVE. MAPS OF PORIRUA AND WELLINGTON AREAS MAY BE OF USE BUT ARE NOT ESSENTIAL. NO CLOCK OR COMPETITION LICENCE NEEDED.
6. IT IS THE AIM OF THE ORGANISER TO SET A 100% ACCURATE EVENT TO A STANDARD THAT WILL BE HANDLED AND ENJOYED BY NEW AND EXPERIENCED COMPETITORS ALIKE.

ENJOYMENT NOT FRUSTRATION IS THE AIM SO COME ALONG AND ENJOY IT!

THANKS - MURRAY MCGUIRE, ORGANISER



ENTHUSIASTS FIT

DUNLOP RADIALS

MANFEILD

RESULTS

Car No.	Driver	Car	c.c.	Fastest Lap	Elapsed Time	Place
Race 1 Formula Vees						
14	Richard Lester	Orama	1192	86.7	8.48.8	1
11	Geoff Bell	F/Vee	1200	87.1	9.53.6	2
31	Ross Symon	F/Vee	1192	87.0	9.01.1	3
134	John Pickford	F/Vee	1200	87.3	9.09.1	4
9	Kerry Aitken	Viper	1192	94.2	9.38.9	5
10	Chris Abbott	F/Vee	1172	87.1	DNF	
36	Ross Mackay	F/Vee	1200	87.8	DNF	

Race 2 Other (Sports etc.)						
37	Kevin Ingram	F/Ford	1600	77.2	7.54.6	1
71	Phil Martin	Sports	1650	77.5	7.54.8	2
88	Morrie Hogan	Mallock	1502	78.2	7.58.9	3
6	Wayne Palleson	VanDmn	1600	79.3		4
34	Steve Bullo	F/Ford	1600	83.0	8.30.9	5
19	Peter Lawn	Sports	1995	89.0	8.52.4	6
120	Bruce Wells	Sports	1089	95.4	8.15.0	7
26	John Mattison	F/Ford	1600	82.3		8
16	Bryan Hartley	Chevron	1600	71.5	DNF	

Race 3 Saloons						
47	Don McIntyre	Anglia	1580	85.5	8.47.7	1
4	Alan Harvie	Torana	5000	87.1	8.54.3	2
128	Graeme Montgomerie	Datsun	1171	87.5	8.56.3	3
119	Terry Jensen	Datsun	1171	86.2	8.56.6	4
121	Peter Zivkovic	Mini	1275	88.1	9.04.4	5
80	Judy Alexander	Mini 7	863	91.4	9.25.0	6
1	Dick Gardner	Mini	1286	92.4	9.27.2	7
23	Graham Anderson	Anglia	1995	85.8	9.50.1	8
22	Graham Robertson	Anglia	1500	95.9	9.50.6	9
91	John Palmer	MGBGT	1798	98.2	10.03.1	10
49	Chris Bligh	Charger	4340	92.7	10.08.7	11

Race 4 Saloons						
50	Joe McAndrew	Escort	2800 T	91.3	9.29.1	1
55	Keith Pfeffer	Anglia	1820	91.1	9.35.2	2
27	Ray Prime	Fiat 124	1756	93.4	9.44.0	3
24	Anthony Paroli	Mazda RX3	2292	95.4	9.44.6	4
111	Tony Bromley	Mini	850	96.1	9.48.4	5
25	Peter Stills	Mazda RX3	2292	95.9	10.06.2	6
611	Tony Axcell	Mini	863	98.4	10.11.9	7
7	Malcolm Buchanan	Imp	1558	99.1	10.15.8	8
6	Terry Brain	Mini	1225	90.2	DNF	
29	Andrew Johnson	Datsun	1595	96.6	DNF	

Race 5 Saloons						
61	Laurence Axcell	Mini	863	95.2	9.47.7	1
77	Ross Butters	Mini	850	95.1	9.48.0	2
18	Andy Mills	Datsun	1595	101.7	10.25.0	3
15	Phil Murray	Datsun	1171	103.6	10.35.3	4
13	Rolf Fluhler	Cortina	1600	101.5	10.45.5	5
172	Warwick McLachlan	Fiat 128	1290	107.0	11.00.8	6
12	Chris Clarke	Corolla	1298	107.3	11.02.5	7
53	Tony Burrowes	Mini	1300	106.6	11.07.4	8
28	Ernie Greenwell	Mini	998	94.8	DNF	
20	Phil Greeney	Imp	1600	104.0	DNF	

Race 6 Formula Vees						
14	Richard Lester	Orama	1192	86.4	8.46.2	1
11	Geoff Bell	F/Vee	1200	86.5	8.47.1	2
31	Ross Symon	F/Vee	1192	86.5	8.48.8	3
134	John Pickford	F/Vee	1200	86.0	8.57.8	4
36	Ross Mackay	F/Vee	1200	90.8	9.12.4	5
9	Kerry Aitken	Viper	1192	92.2	9.21.6	6

Race 7 Other (Sports etc.)						
37	Kevin Ingram	F/Ford	1600	78.5	7.58.6	1
88	Morrie Hogan	Mallock	1502	78.0	8.00.5	2
34	Steve Bullo	F/Ford	1600	84.0	8.35.6	3
19	Peter Lawn	Sports	1995	85.2	8.44.8	4
120	Bruce Wells	Sports	1089	94.8	8.06.2	5
6	Wayne Palleson	VanDmn	1600	85.7	DNF	
16	Bryan Hartley	Chevron	1600	86.2	DNF	

Race 8 Saloons						
119	Terry Jensen	Datsun	1171	86.4	8.48.2	1
128	Graeme Montgomerie	Datsun	1171	86.2	8.48.8	2
75	Murray Ravenscroft	Escort	1790	85.6	8.54.1	3
4	Alan Harvie	Torana	5000	87.9	8.58.4	4
6	Terry Brain	Mini	1225	89.0	9.05.2	5
50	Joe McAndrew	Escort	2800T	90.7	9.14.3	6
55	Keith Pfeffer	Anglia	1820	89.6	9.15.5	7
1	Dick Gardner	Mini	1286	92.1	9.28.3	8
49	Chris Bligh	Charger	4340	92.8	9.46.5	9
80	Judy Alexnader	Mini 7	863	91.3	DNF	
121	Peter Zivkovic	Mini	1275	88.5	DNF	
47	Don McIntyre	Anglia	1580	124.8 lap	1 DNF	

Race 9 Saloons						
27	Ray Prime	Fiat 124	1756	91.6	9.29.3	1
5	Gary Shaw	Fiat 124	1608	94.1	9.39.2	2
24	Anthony Paroli	Mazda RX3	2292	95.7	9.47.4	3
25	Peter Stills	Mazda RX3	2292	95.1	9.48.8	4
22	Graham Robertson	Anglia	1500	95.1	9.49.4	5
111	Tony Bromley	Mini	850	95.2	9.49.5	6
91	John Palmer	MGBGT	1798	96.4	9.54.5	7
77	Ross Butters	Mini	850	94.1	9.55.9	8
29	Andrew Johnson	Datsun	1595	107.7 lap	1 DNF	

Race 10 Saloons

11	Tony Axccl	Mini	863	97.0	9.56.0	1
15	Phil Murray	Datsun	1171	103.0	10.33.0	2
18	Andy Mills	Datsun	1595	100.9	10.42.9	3
53	Tony Burrowes	Mini	1300	105.3	10.50.1	4
12	Chris Clarke	Corolla	1298	106.7	10.50.7	5
172	Warwick McLachlan	Fiat	128 1290	105.2	10.51.0	6
13	Rolf Fluhler	Cortina	1600	101.7	DNF	
7	Malcolm Buchanan	Imp	1558	97.6	DNF	
74	Dave Rose	Imp	1498	96.4	DNF	
17	Garth Thomas	Karhman	1598T	120.8	lap 1 DNF	

Race 11 Wellington Car Club - Ross Gordon Memorial

75	Murray Ravenscroft	Escort	1790	86.4	8.50.5	1
4	Alan Harvie	Torana	5000	87.9	8.56.4	2
121	Peter Zivkovic	Mini	1275	87.6	8.57.3	3
50	Joe McAndrew	Escort	2800T	91.2	9.17.8	4
18	Andy Mills	Datsun	1595	100.6	10.17.1	5
13	Rolf Fluhler	Cortina	1600		10.25.7	6
25	Peter Stills	Mazda RX3	2292	94.2	10.27.6	7
12	Chris Clarke	Corolla	1298	104.1	5lps 8.53.9	8

Race 12 Formula Vee Handicap

10	Chris Abbott	F/Vee	1172	87.1	9.01.3	1
36	Ross Mackay	F/Vee	1200	88.1	9.14.3	2
9	Kerry Aitken	Viper	1192	90.4	9.14.6	3
14	Richard Lester	Drama	1192	85.3	9.15.3	4
11	Geoff Bell	F/Vee	1200	86.1	9.18.2	5
31	Ross Symon	F/Vee	1192	85.7	9.17.8	6
134	John Pickford	F/Vee	1200	86.8	9.24.8	7

Race 13 Other (Sports etc.) Handicap

16	Bryan Hartley	Chevron	1600	72.8	8.46.2	1
6	Wayne Palleson	VanDm	1600	79.1	8.55.6	2
37	Kevin Ingram	F/Ford	1600	77.6	8.55.8	3
19	Peter Lawn	Sports	1995	88.2	9.08.3	4
34	Steve Bullo	F/Ford	1600	84.0	9.16.3	5
88	Morrie Hogan	Mallock	1502	80.0	9.20.0	6
120	Bruce Wells	Sports	1089	94.3	9.38.3	7
26	John Mattison	F/Ford	1600	82.3	9.40.1	8
2	Gerard Barker	Taliesin	1907	146.8	lap 1 DNF	

Race 14 Saloon Handicap

121	Peter Zivkovic	Mini	1275	87.0	9.28.2	1
5	Gary Shaw	Fiat	124 1608	93.5	9.30.9	2
4	Alan Harvie	Torana	5000	87.4	9.31.8	3
119	Terry Jensen	Datsun	1171	86.5	9.34.3	4
1	Dick Gardner	Mini	1286	91.4	9.35.0	5
128	Graeme Montgomerie	Datsun	1171	86.4	9.35.4	6
77	Ross Butters	Mini	850	94.5	9.43.5	7
27	Ray Prime	Fiat	124 1756	92.7	9.50.1	8
49	Chris Bligh	Charger	4340	94.2	10.22.2	9
55	Keith Pfeffer	Anglia	1820	90.4	DNF	

Race 15 Saloon Handicap


12	Chris Clarke	Corolla	1298	103.3	10.32.9	1
13	Rolf Fluhler	Cortina	1600	99.2	10.43.0	2
15	Phil Murray	Datsun	1171	99.8	10.49.4	3
22	Graham Robertson	Anglia	1500	95.4	10.47.2	4
91	John Palmer	MGBGT	1798	98.0	10.54.3	5
172	Warwick McLachlan	Fiat	128 1290	103.4	10.55.7	6
53	Tony Burrowes	Mini	1300	102.9	10.53.6	7
25	Peter Stills	Mazda RX3	2292	95.2	10.59.6	8
18	Andy Mills	Datsun	1595	99.5	11.20.7	9
111	Tony Bromley	Mini	850	168.4	lap 1 DNF	

Race 16 Single Seaters 4 LAPS

16	Bryan Hartley	Chevron	1600	72.1	4.59.3	1
2	Gerard Barker	Taliesin	1907	75.9	5.18.7	2
37	Kevin Ingram	F/Ford	1600	78.5	5.20.9	3
31	Ross Symon	F/Vee	1192	86.8	5.54.0	4
10	Chris Abbott	F/Vee	1172	85.6	5.53.4	5
11	Geoff Bell	F/Vee	1200	87.0	5.54.5	6
9	Kerry Aitken	Viper	1192	90.0	6.09.5	7
120	Bruce Wells	Sports	1089	93.9	6.25.6	8

Race 17 Saloons 4 LAPS

1	Dick Gardner	Mini	1286	92.8	6.19.1	1
5	Gary Shaw	Fiat	124 1608	92.9	6.23.3	2
55	Keith Pfeffer	Anglia	1820	92.5	6.29.0	3
27	Ray Prime	Fiat	124 1756	92.8	6.32.0	4
128	Graeme Montgomerie	Datsun	1171	86.7	6.32.0	5
22	Graham Robertson	Anglia	1500	96.2	6.32.0	6
119	Terry Jensen	Datsun	1171	86.8	6.33.2	7
91	John Palmer	MGBGT	1798	97.0	6.36.9	8
77	Ross Butters	Mini	850	95.0	6.37.2	9
15	Phil Murray	Datsun	1171	100.0	6.54.8	10
61	Laurence Axccl	Mini	863	98.0	7.02.6	11
12	Chris Clarke	Corolla	1298	105.7	7.06.7	12
18	Andy Mills	Datsun	1595	100.6	7.07.4	13
172	Warwick McLachlan	Fiat	128 1290	104.7	7.10.1	14

 **DUNLOP SP AND AQUAJET RADIALS**

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DIAMOND RING & WATCH SPECIALISTS

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CITIZEN WATCHES

"RALLY INFORMATION RELEASE"

Promoted by: ROTORUA CAR CLUB

New Zealand Rally Championship 1981

3rd Round: 1/2 August 1981

1. The Supplementary Regulations Part II are now available together with Entry and Service Vehicle Registration forms from:-

The Secretary,
3rd Round National Rally,
P.O. Box 1918,
ROTORUA.

2. Entries: Close Friday, 17 July 1981. Late entries will be accepted up to Monday, 26 July 1981.

3. Fees: National Championship Entrants \$35.00
Non Championship Entrants \$45.00
Late Entry fee \$10.00

4. Sponsorship: A major sponser has been engaged; Hobbs Jewellers/Citizen Watches, together with 15 individual Special Stage sponsors; estimated value of sponsorship \$2500.00.

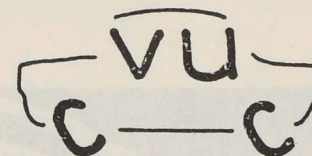
5. Rally Route:

Total distance: 557 km approximately

Special Stages: 357 km/15 Special Stages

Duration: 17½ hours from 2.00 p.m., 1.8.81
to 7.30 a.m., 2.8.81

Location: Except for Special Stage 1, remainder
are in State Forests and a Private
Forest to the South-east of Rotorua.



VICTORIA UNIVERSITY
CAR CLUB

P.O. BOX 4102
WELLINGTON

MIDNITE TRIAL

Contrary to previous 'Midnites', the event this year will be run around the 'witching hour' and will begin much earlier.

DOCUMENTATION will commence at
SENIOR CITIZENS SOCIAL CLUB [Oddfellows Hall],
LYON STREET, FEATHERSTON at 9:00 p.m.

First car away at approx. 10:00 p.m.

The Trial will traverse a route from Featherston to Martinborough and back to Featherston, with a Mid-Trial Refreshment Stop. The second 'half' of the event runs to Greytown and Carterton and finishes at the Oddfellows Hall in Featherston.

A HOT MEAL will be served at the Final Control.

Essential Maps are:

NZMS 1 N 161, RIMUTAKA, 3rd Edition 1974 (1980 Reprint).
NZMS 1 N 162, WAIRARAPA, 3rd Edition 1974.

CLERKS OF COURSE: DIANNE McDONALD } P.O. BOX 12288
WAYNE GAIR } WELLINGTON NORTH
PHONE 783 727

ENTRY FEE \$13.00 + \$2.00 MANZ Levy - TOTAL PER CAR \$15.00
(Entry Fee includes Meal, Refreshments and Floor Space for
sleeping in Hall if you wish)

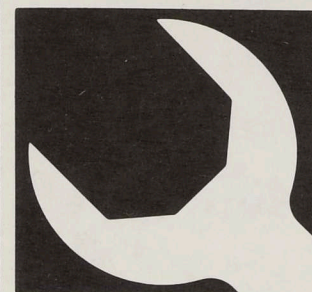
AUGUST 14, 1981 9p.m.

VUCC MIDNITE TRIAL

This is what working bees are all about. Don't forget to come along to our next one. They really are a lot of fun.



MOTORDROME



Wellington

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No.355



Aug 81

MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

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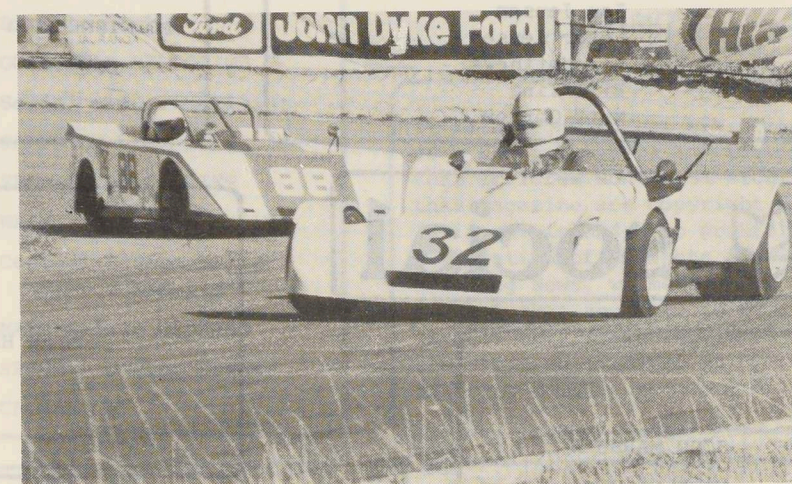
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BULLETIN OF THE WELLINGTON CAR CLUB

August
1981

Chris Northover
Bay Park 19 April 1981



DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

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SECRETARY: LYNN MOLLISON - 785706 (Home) 859809 (Wk)
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COMMITTEE: BRYAN CHEW - 339867 (Home) 896447 (Wk)
MIKE GALVIN - 897441 (Home) 873629 (Wk)
IAN JENSEN - 758920 (Home/Wk)
PETER JENSEN - 788313 (Home)
JOHN MARSLIN - 783141 (Home)
IAN MATTHEWS - 753337 (Home)
RUTH SHEPHERD - 795595 (Home)

speed

Ian Jensen
Peter Jensen
Ian Matthews
Bill King
Matt Gordon

social

JOHN MARSLIN
MIKE GALVIN

MEMBERSHIP: Claudia Mair.
RALLY COMMITTEE: Bryan Chew
POINTSKEEPER: John Christian

ALAN HARVIE

nonspeed

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff

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SUE BRUCE
837-852

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CLUB CAPTAIN'S GRIPE

Working bees are an essential part of any Club activity. Our Club had a problem that after the Gun Club next door to us was defaced by fire the north side of our clubrooms which had just been repainted was blistered by the heat.

The insurance company paid out for the damage and it was decided that the money would be better in our pockets than some painters around town and so it was decided that a few working bees would soon tidy it up.

I have now arranged FIVE separate days for working bees to fix this job including both Saturdays and Sundays. I know some people cannot make Saturdays and some Sundays so hence the choice. The only problem being I have to be there to arrange the workers that do arrive and organise equipment, scaffolding, paint and burners, etc. So far I have only had five helpers, 3 the first day, nil the second day, nil the third day, 1 the fourth day and 1 the fifth day.

After today Sunday 2nd August, which Malcolm Buchanan was my most efficient helper I am at a loss to know how we as a club are to do this job. This time members of the Committee were given a page of the membership list to ring and ask club members if they could help. I also as usual brought up the subject at Clubnight. All this for one helper.

This as usual will now drift in one ear and out the other and Alan Harvie will be classed as a moaning B!*?+#!#+

But don't put it down, I haven't finished yet.

Did you know that to be eligible for cups at prizegiving a person must have Morgan Workers Points which are given at working bees and to other helpers and with out these points no cups. Last year we did not stand by this but this year we WILL. How far can one go. It has also been suggested that a good idea be no more events Fullstop until this job is done. How drastic and how useless to our Club which is events.

Now I am announcing that on the weekend of Saturday 22 August and Sunday 23 August I am arranging for scaffolding, burners, scrapers and paint. Hopefully this plea will have some effect on members and we can tidy up this job in perhaps these two days.

This is to be the most important event of this year. Don't miss it - free grog afterwards. I told you I was desperate.

ALAN HARVIE
CLUB CAPTAIN

WORKING BEE

SATURDAY 22 AUGUST
SUNDAY 23 AUGUST
ORGANISER — ALAN HARVIE

DON'T FORGET FREE GROG AFTERWARDS FOR ALL
THOSE WHO TURN UP ON EITHER DAY

From Our Ugandan

Correspondent



Hi dere. Well, de absence bin due t'de obvious reasons. Dis tel'gram bein' smuggled out by de passin' competitors on de Rally bein' run by de Big Daddy Motor Cars Club o' Kampala. I tell you it dam' tricky standin' in de middle o' de stage wid de CONTROL board tryin' t'get de cars t'stop so ah kin chuck dis notice in de window. (Hey, hear cum Harvi Kirbel: no, he gone a diff'rent way).

De trubble wid livin' in hidin' is dat no-one tell you anyt'ing. Ah feels like de Asian in de woodpile, wondrin' who got de Ford sign Major Road Ahead has replaced Field Marshall IDI A-Comin' up ebberywhere an' de black lines in de middle o' de road is bein' replaced by de white ones. De noo 'ministration gettin' no kickbacks frum de panel-beaters ober dat one, ah kin bet. At least de DEAD HIPPO 'ROUN' DE CORNER signs is still dere. (Dat funny, no cars cummin. Mebbe dis where Shay Murlin 'sposed t'be)

Ah heah dat Idi Conrod still runnin' de Braille Trail ebery year Chow de drivers see where dey is goin' ah don' no) an' dat Jimi Gaymount still tryin' t'sell de V8, an' Warin Dentun still triallin' all ober de place. It time fo' de elections here at de BDMCCK an' eberywunn holdin' de breath t' see if Piti Mere is gonna get in agen. Or mebbe Jim Crin. Or eben Idi Conrod. De t'ing is kin de club stand anudder year o'bein' in hidin'? T'ings got so bad dat no-one writin' fo' de club mag. An' no-one goin' triallin' anymore. All it need is fo' de subs t'go up an we may as well dig de 6 foot hole now.

Bein' de patriotic fellah ah can't help but aomment on de royal weddin'. (Hang on, de RS2000 is a-comin'. No, it only Ricki Proos, ah had wid de Ford 10 stuck in de bog in de middle o' de croquet lawn....it wuz more trubble den Jim Crun's Toyota in de window.

Got t'sign off now. De Ginsen Brudders is comin. Now dey is reliable. An' at leas' dey usu'llly git de message.

BIG DADDY

H.E.W. SILVER AND COMPANY LIMITED

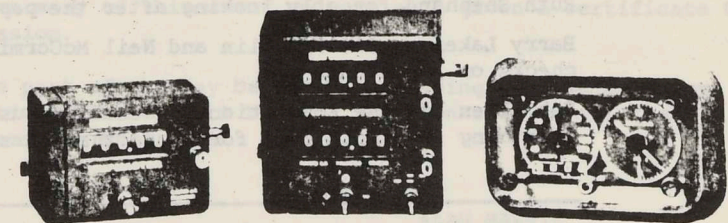
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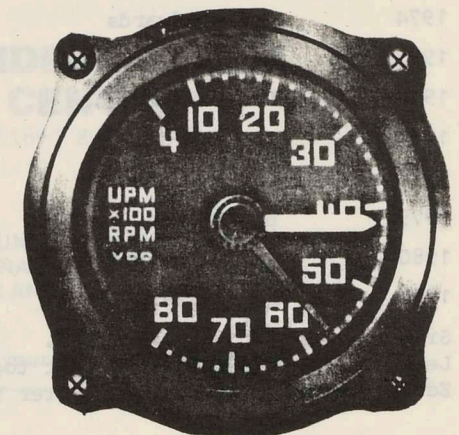
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TENTH ANNUAL BRAILLE TRIAL

The 10th Annual Braille Trial has now been run. It was a pleasure to be associated with the Foundation of the Blind in the running of the 'Braille Rally'. With a good Route set by Peter Martin, the trial proved to be an enjoyable event.

The organisers of this year's event wish to thank those people who turned out in the terrible weather to look after and drive the members of the Foundation. The drivers this year were a very willing bunch. This willing attitude makes the organisers work easier and more rewarding. We hope to see you will next year.

THANKS TO: The Drivers

John Marslin for sticking on the Stickers

Ruth Shephard for ably looking after the paper work

Barry Lakeman, Sid Franklin and Neil McCormick for being checks on the event.

Rob Allen and the Foundation for enabling us to provide something for those less fortunate than ourselves.

BRAILLE TRIAL WINNERS

YEAR	GUESTS	DRIVERS	NAVIGATORS
1972		K Foulkes	Bert Sagar
1973		Pam Dorey	Ruth McPherson
1974	Brian Edwards	John Sinclair	Noel McIvor
1975	Neville Lodge	Pam Dorey	Ruth McPherson
1976	Dougal Stevenson	Warren Denton	Robyn Pollard
1977	John Hayden	Peter Martin	Grace Wheeler
1978		Murray McQuire	M Todd
1979	Bob Parker	Jenny Nidd	Pat Nind
1980	Gordon Bunkall	John Pierson	Sylvia Grimes
1981	Harry Lavington	Murray McQuire	Joan Cooper

Sincere thanks to all involved.
Leave one on the left and right together
Eddie Conroy Peter Martin

This years Braille Trial was up to the usual high standard of organisation and enjoyment.

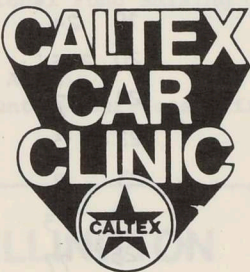
Our navigator was one of the guests, Alan Jarvis of Close to Home, Mortimers Patch Fame.

As we left the Foundation at Tinakori Road he called into the kitchen where the ladies filled a paper bag with savouries, cakes and sausage rolls. So it was no wonder we only came 14th as he kept lifting his finger from the braille instructions to pop in another sausage roll.

The trial was pleasantly easy to follow going along the Hutt Road up the Ngauranga Gorge, past John Marslins residence in Churton Park on to Tawa along the motorway to Porirua out to Titahi Bay and finished up at the Blind Hostel in Tawa. Here we were treated to a nice lunch and prizegiving. Being the 10th Anniversary of this event we were each given a certificate to commemorate the occasion.

The only unfortunate part of the day being the unceasing rain which is my excuse for not spotting all the check boards. My thanks to to all the organisers and helpers for this event.

ALAN HARVIE



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Lloyd Evans

Karori

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BRAILLE RALLY

18th July 1981.

Organised by: Eddie Conroy.
Peter Martin.
Officials: Ruth Shepherd.
Sid Franklin.
Barry Lakeman.
Neil McCormick.

DRIVER.	NAVIGATOR.	Car No	Points lost	Place
Garry Jackson / Harry Lavington.		1	19	12th
John Swan / Betty Stratmore.		2	51	24th
Kevin George / Mrs. R. Lewis.		3	76	28th
Colin Taylor / Albie Anderson.		4	50	22nd
Peter Jensen / Gordon Iremonger.		5	50	23rd
Peter Mair / Bert Sagar.		6	9	7th
Warwick Kay / Clarry Vollheim.		7	4	4th =
John Thomson. / Ann Thompson.		8	34	17th
John Christian / Kath Burns.		9	62	26th =
Bob Gardner / Jackie Parker.		10	11	8th
John Croy / Sylvia Grimes.		11	52	25th
Michael Fallon / Pat Delaney.		12	359	32nd
Steve Robinson. / Olga Laskin-Tanin.		13	47	21st
'K' Foulkes / Eileen Soane.		14	4	4th =
John Pierson / Frank Thackery.		15	36	18th
Ray Duffell / Ian Heald.		16	6	6th
Jenny Maidens / Margaret Quinn.		17	14	10th
Christine Fallon / Linda Paea.		18	62	26th =
Howard Anderson / Kevin Ward.		19	24	13th
John Galbraith / Noel McIvor.		20	245	30th
Bruce McPherson / Vi McDonald.		21	17	11th
Ian Jensen / Zitha Livett.		22	3	2nd =
Murray McGuire / Joan Cooper.		23	2	1st
John Marslin / Jann Rutherford.		24	3	2nd =
Alan Smithard / Robin Pollard.		25	77	29th
Noel Williams / Ray McKie		26	42	19th
Leicester Banfield /		27		
Stan Wallace / Olive Farrell.		28	32	16th
Glenn Watt / Nell Trembath.		29	46	20th
Sherry Wood / May Southey.		30	246	31st
Jenny Pierson / Elizabeth Reynolds.		31	50	15th
Debbie Grindell / Gladys Wright.		32	12	9th
Alan Horvie / Alan Jarvis.		33	2	14th

BRAILLE WEEK

20th July 1981

Mr Peter Mair,
President,
Wellington Car Club Inc.,
P.O. Box 5142,
WELLINGTON.

Dear Peter,

Would you please convey the grateful thanks of the Foundation and it's Members to all those from the Wellington Car Club who were involved in the 10th Annual Braille Week Car Rally last Saturday.

Without the support and assistance from the Car Club these events would not be the success that they quite obviously are. We do appreciate the amount of time and effort that goes into an event such as this and we would especailly thank Mr Eddie Conroy, Mr Peter Martin, Miss Ruth Shepherd, Mr Barry Lakeman, Mr Sid Franklin, Mr Neil McCormack and of course yourself for making this, the 10th Rally, one to remember.

Once again our grateful thanks to all those involved.

Yours sincerely,

David Nicholson
Regional Fund Raising Organiser

Rob Allen
Voluntary Services Officer

WELLINGTON

858-632

18-20 LORNE STREET



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671-734

11 PARK AVENUE

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GOLD STAR HILLCLIMB
ALEXANDER ROAD
26 September

For Event details

ring

Ian Jensen

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SOCIAL

&

prizegiving

SATURDAY

26 September

TICKETS FOR THE MEAL CAN BE OBTAINED FROM LYNN MOLLISON, MIKE GALVIN,
DOCUMENTATION OR CLUBNIGHT.

\$5.00 SINGLE \$5.00 SINGLE \$5 SINGLE \$5 SINGLE

The \$5 pays for your meal consisting of Salads, chicken, curry, rice,
potato salad, peas, corn etc., as well as wine. If you wish to drink
beer or spirits these will be available from the bar at a small cost.

THE FUNCTION WILL START FROM AFTER THE EVENT UNTIL THE LAST PERSON GOES
HOME. WE ENVISAGE IT ALL HAPPENING LIKE THIS:

DRINKS

MEAL (about 6.30 p.m.)

MORE DRINKS AND PRIZEGIVING

MORE DRINKS AND DANCING

So please let Lynn or Mike know as soon as possible so as we can organise
the catering and drinks. We don't want you to be under-fed or die of
thirst.



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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

AUGUST

1	Sat	Clubmans Race Meeting Manfield?	HVMC	INVITE
1	Sat	National Rally	ROTORUA	
2	Sun	SPEED EVENT	WAINUI	INVITE
4	Tues	Monthly Night Trial	WGTN	OPEN
8	Sat	Rally CRRC	TARANAKI	INVITE
9	Sun	SPEED EVENT	M.G	CLOSED
9	Sun	Economy Run	WAIRARAPA	CLOSED
9	Sun	Autocross	VUCC	CLOSED
15	Sat	SPEED EVENT Up/Down Palmer Head Flying Start For further details Phone Leicester Banfield - 764-212	WGTN	CLOSED
15	Sat	Trial Midnite Wall Trophy	VUCC	INVITE
15	Sat	Hillclimb Gold Star	WGTN	INVITE
16	Sun	Sprint PATS Series (Mangahone Rd) Round 6	KAPITI	INVITE
18	Tues	CLUBNIGHT starts 8pm at clubrooms	WGTN	CLOSED
22	Sat	Rally CRRC	TAUPO	INVITE
22	Sat	Gold Star Trial	NORTHERN SPORTS	OPEN
23	Sun	Gymkhana Stewards Trophy	WGTN	INVITE
29	Sat	Rally CRRC	HAWKES BAY	INVITE
30	Sun	Trial Wall Trophy	HVCC	INVITE

SEPTEMBER

1	Tues	Monthly Night Trial	WGTN	OPEN
6	Sun	Autocross	KAPITI	CLOSED
6	Sun	Trial	VUCC	CLOSED

6	Sun	Trial Gold Star	RATEC	OPEN
12	Sat	Sprint Manfield	VUCC/MG	CLOSED
13	Sun	Sprint Duncan McKenzie (Less Rd)	WAIRARAPA	INVITE
15	Tues	CLUBNIGHT - ANNUAL GENERAL MEETING starts 8pm at clubrooms	WGTN	CLOSED
11/16	Fri/Wed	RALLY	MOTOGARD	INTERNATIONAL
19	Sat	Clubmans Race Meeting Manfield	TARANAKI/HBCC	INVITE
19	Sat	Nite Trial	WGTN	INVITE
20	Sun	Sprint PATS Series Round 7	HVMC	INVITE
26	Sat	SPEED EVENT Gold Star Hillclimb Alexander Road Enquiries Ian Jensen 758-920 Mike Galvin 897-441	WGTN	INVITE
27	Sun	Hillclimb	WAINUI	INVITE

OCTOBER

3	Sat	Trial Gold Star	HAWKES BAY	OPEN
4	Sun	Rally Ngaumu	WAIRARAPA	CLOSED
4	Sun	Gymkhana Steward Trophy Dickinsons Farm	VUCC	INVITE
6	Tues	Monthly Night Trial	WGTN	OPEN
10	Sat	Trial Wall Trophy	KAPITI	INVITE
11	Sun	Trial Gold Star	MANAWATU	OPEN
17	Sat	Sprint Dual Car Manfield	WAIRARAPA	INVITE
17	Sat	National Rally	NORTHERN SPORTS CC	OPEN
18	Sun	Autocross Otaihangā	KAPITI	INVITE
20	Tues	CLUBNIGHT starts 8pm at clubrooms	WGTN	CLOSED
24	Sat	Rally	WGTN/KAPITI	CLOSED
25	Sun	Autocross	HVCC	INVITE
26	Mon	Labour Day Gymkhana	WGTN	INVITE
31	Sat	National Race Meeting	MANFIELD	OPEN

NOVEMBER

1	Sun	National Race Meeting	MANFIELD	OPEN
3	Tues	Monthly Night Trial	WGTN	OPEN
7	Sat	Gymkhana	VUCC	CLOSED
7	Sat	Hillclimb Gold Star (Admiral Hill)	WAIRARAPA	INVITE
8	Sun	Autocross Kim Naylor	VUCC	INVITE

SPORTS CAR FOLLIES

by Chris Northover

The 1980 /81 season could only be described as an "interesting" one for 2 litres Sports Racing Cars.

The Pukekohe October meeting saw eight out of the eleven starters eliminate themselves (along with Sunday catch fencing, bushes and marshall's underwear) when a sudden cloud burst found them on slicks. Three of the cars will never be the same again, while the fibreglass industry did fairly well out of the rest.

The theme for the rest of the season seemed to be, spend lots of money and go further - unfortunately got all of the money was spent in the right places and we were treated to the sound of B.D.A.S self destructing all over the place.

Turbos are once again much in evidence with the chief exponent being Jamie Aislabie, who in his S.I.D. III is within spitting distance of Tom Donovan's unofficial front engined lap record (Manfield) of 1m.14.5 secs set all those years ago in the "Turbo Sprite".

The outright 2 litre cap record was set at 1m 13.35 secs at Manfield at the November Formula Vee Assocaited Meeting by Bob Homewood who was driving the ODLINS Sports Car built by Tom Donovan and previously raced by Davie Lupp - Homewood's Rhubarb III being written off at the Pukekohe debacle.

My own season in my Vauxhall powered MALLOCK U2 consisted mainly of what is enthusiastically timed "Development".

After a complete rebuild my first, fear meetings consisted of a general shakedown and trying in vain to get my new fuel injection running properly. After some help from Tom Donovan I eventually began rudging 1m. 19 secs in practice for the March Manfield meeting - i.e. towards the back of the midfield cars.

Dreams of actually passing somebody went up in smoke during the warm up lap of the first race when an injector burst and spilled some of our previous resources onto the engine and the whole lot caught fire as I pulled up on the grid.

This would not have been quite as bad if the little rubber cap had blown off the nozzle of the fire extinguisher as it is supposed to.

As my feet were getting hot I had to decide whether to prize the cap off with my fingers or get out of the car. Fortunately both the decision and the fire extinguisher were then taken out of my hands by a marshall who had ambled over to have a look - I got out while he very kindly put the fire out with my extinguisher.

All fixed up again I went up to Bay Pork for the Master Air Pacific meeting. I should have been warned of tthings to come when my Capri "did in" the water pump blowing the head gasket, at Waikanae then blew out a tyre on the Desert Road - finally arriving at 3 am.

I was almost first out for unofficial practice on the Friday - very bad form - the track becomes covered with a fine layer of san between meetings. This layer was eventually blown away by the wind of passing cars, but not before I had stuffed the car into a sand bank and bent my nose cone into funny shapes.

A bit of panel beating and back out onto the track - at last the car was really flying.....this time it took the course tractor over half an hour to extricate me from the sand in which I had buried myself - I had hit the sand at about 50 mph and opened up the whole under tray of the car like a sardine can.

I made practice the next day but found I hace a broken engine mount from the previous day - the drive shaft was rubbing against my seat. I still had time to blow the clutch however - it disintegrated when changing down at the end of the main straight.

Around about then I was ready to give it all away, but it seemed a long way to go just to give up, so after a long night I made it to briefing at 11.00 am on Sunday morning.

The final blow was to come - while replacing the clutch etc. the engine had gone "off song". In the first race, in my attempt to keep up with the pack, I went off on the "Sweeper" bring my last vestiges of dignity in the process.

I rejoined the race in on heroic attempt to regain lost place but I must have cracked the radiator in the "off", because half way along the back straight the motor shick kebabad itself in less time than it takes to cross thread a nut!

Oh well.....see you next year!

Chris Northover

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WAIMIHIA FOREST RALLY

To: Everyone connected with the

WAIMIHIA FOREST RALLY 1981

The Wellington Car Club can a mighty rally. That's the reaction we've had from the competitors who entered the Waimihia Forest Rally, held near Taupo on 20 June 1981. There were only two types of complaint.

"Too rough", mainly from people who reside in the top quarter of the North Island and like rallying on the smooth, where bad surfaces are not a factor in placing the car on the road. (That takes less intelligence of worse!)

"Too fast" mainly from people who live in the bottom three quarters of the North Island and like to rally in 2nd and 3rd. This was the first time that some drivers had to think about holding the revs to below bang level, and to drive with no power in reserve.

The event consisted of 7 stages, totalling 181 km. That's a lot of distance for an invitation event and with the longest stage at 56 km and the shortest at 13 there were no "Mickey Mouse" stages put in just for the sake of reducing the touring mileage. And the roads! From pumice, tight and narrow to gravel, straight and wide, with a bit of mud and rocky hills thrown in.

All the timing was accurate. The Sport time equipment maintained its perfect reputation for reliability and accuracy and the marshalls were precise in their use of it. The Results team knew their job and did it well, with no protests received. The odd Enquiry Form handed in during the day was dealt with quickly.

The New Zealand Forest Service loved having us. We were complimented on our careful "blocking off" of the forest to stop stray hunters and other members of the public blundering onto the rally route and they will be pleased to see us back again. They were impressed with the speed with which a fire in a competitors car was extinguished by following competitors - we did the sport a good turn then.

The various people with radios ensured that stages were cleared quickly and ran on time, and handled such diverse incidents as a competitor who turned up without a Medical Certificate, a car on fire, stages not fully arrowed, the ambulance stuck in the window and accidents involving each other, quickly and efficiently.

What can I say, You were all bloody marvellous. Thank you for going all the way to Taupo. Thank you for your time and the expense that it must have put you to. The 83 drivers, 83 navigators and 166 service crewmembers made it all worth while.

Barry Lakeman
Clerk of Course

204 Prospect Road,
HASTINGS

25th June 1981

The Secretary,
Waimihia Forest Rally,
P.O. Box 13171,
WELLINGTON.

Dear Ruth,

Sadly, most rally competitors will only put pen to paper after an event to hurl insults or offer criticism - I do not offer myself as any exception to this rule!!

However, on this occasion I feel that some recognition of a job well done should not go without comment. Everyone connected with the Waimihia Event deserve congratulations for putting together a challenging but enjoyable event. Although I am aware that there were minor problems on the day, these did nothing to lessen the enjoyment our team derived from the rally. Everything from the selection of stages, punctuality through the day, to the accuracy of the results were a credit to your organising team.

I know that my driver (Malcolm Stewart) would wish to endorse my thanks and I hope you can extend our appreciation to all those concerned.

"Thanks"

Doug Parkhill (Car 4)

(A copy of a letter received from a Competitor. It is so nice to be able print such a letter. The Committee would like to endorse their thanks as well to a job well done.)

 **DUNLOP**

Central Region Rally Series

Class A : 0-1300 cc	Wanganui April 4	Manawatu May 9	Wgtn June 20	Total
Colin MacDonald	19	17	19	54
Peter Parnell	10	19	19	48
Neville Hamlyn	18	12	15	45
Chris Clarke	11	14	9	34
Barry Richardson	17	16	-	33
Graham Anderson	-	18	14	32
John Clunie	20	10	0	30
Phil Jennings	9	-	20	29
Mike Galvin	8	20	-	28
Gordon Stilwell	-	13	11	24
Ken Richards	-	-	17	17
Robert Aves	16	-	-	16
Kevin O'Neill	-	-	16	16
Graham Sword	15	-	-	15
Eades	-	15	-	15
David Davies	14	-	-	14
Don McLean	13	-	-	13
Steve Leitch	-	-	13	13
Ian Latham	12	-	-	12
Peter Wollerman	-	-	12	12
Andrez Lesicki	-	11	-	11
Dereck Adamson	-	-	10	10
Peter Thompson	7	-	-	7

Class B : 1301-1600 cc

Doug Townsend	20	17	14	51
Errol Bruce	16	18	16	50
Glenn McIntyre	19	20	-	39
Bruce Herbert	-	19	19	38
Richard Stephens	17	6	13	36
Miles Fowler	18	-	18	36
Mike Wilkin	9	14	11	34
Keith Frankum	10	9	15	34
Geoff Andrews	14	13	-	27
John O'Sullivan	13	12	-	25
Dave Hobbs	-	15	8	23
Gordon Blacklaws	5	16	-	21
Neil Angus	8	2	10	20
Tom Mason	-	-	20	20
Nigel Neilson	11	2	6	19
Paul Pearson	-	2	17	19
Terry Carkeek	15	2	0	17
Murray Sollitt	12	-	-	12
Warren Steel	-	-	12	12
Jeff Goodin	-	11	-	11
Ivan Serich	6	-	5	11
Gary Leach	-	10	-	10
Geoff Newton	-	3	7	10
Peter Jensen	-	-	9	9

Rick O'Neill	-	8	-	8
Kerry Radford	7	-	-	7
Andrew Ebbett	-	7	-	7
Dennis Lukies	-	5	-	5
Wayne Reed	-	4	-	4
Andy Johnson	-	-	4	4
Jeremy Smith	-	-	3	3

Class C : 1601 and Over

	Wanganui April 4	Manawatu May 9	Wgtn June 20	Total
Harvey Kibble	17	17	12	46
Brian Green	19	20	-	39
John Waller	16	10	13	39
Malcolm Stewart	-	19	20	39
Shane Quinn	12	12	11	35
Rob Mayhead	-	16	19	35
Barry Reid	18	-	16	34
Vern Lill	15	6	9	30
Steve Budd	-	14	15	29
Alistair MacLennan	-	13	14	27
Mark Sowry	14	-	8	22
Mark Jennings	20	-	-	20
Jeff Irons	11	8	1	20
Hamish Handley	13	-	7	20
Peter Hughes	9	-	10	19
Kerry Jones	-	18	-	18
Bruce McKenzie	-	-	18	18
Bryan Blackberry	-	-	17	17
John Gladhill	-	15	-	15
Mark Wilton	10	-	4	14
Cranswick	-	11	-	11
Curtis	-	9	-	9
Brian Uncles	-	7	2	9
Neil Roots	8	-	-	8
Cam Taylor	-	-	6	6
Leigh	-	5	-	5
Jim Stewart	-	-	5	5
Steve Bond	-	4	-	4
Jones	-	3	-	3
Neal Cole	-	2	1	3
Chris Kitzen	-	-	3	3
Albrey	-	2	-	2
Kevin O'Neill	-	2	-	2
Rick Piper	-	-	1	1
Greg Honnor	-	-	1	1
Alan Barnes	-	-	1	1

E & O E

Any Enquiries: Peter Cameron
Boundary Road
R D 8
MASTERTON - Phone (059) 81-080

NOTICE BOARD

STEVE ROBINSON IS AVAILABLE, AND WOULD VERY MUCH LIKE TO SIT IN SOMEONE'S NAVIGATORS SEAT OF THEIR RALLY CAR ON A REASONABLY PERMANENT BASIS (WHILST IT IS COMPETING OF COURSE). ONLY REQUIREMENT IS THAT THEY BE A BLOODY QUICK PEDDLER. I LOVE SPEED. PLEASE RING 850-970 EVENINGS FOR A CHAT. THANK YOU.

MANZ raffle tickets

As you are no doubt aware the MANZ Raffle was drawn on 28 July 1981. If you sent your tickets back to Lynn Mollison or direct to MANZ you do not need to read this message any further. If you are still holding MANZ raffle tickets I am afraid to say you are too late for the draw. It has already been won. In case you don't know who you are I shall tell you:

W. MacPHERSON	G. MATTAR
P. MERRIE	C. NORTHOVER
J. O'SULLIVAN	A. PAROLI
V. RENNER	J. ROBB
P. RUSH	M. STEVENSON
B. STUART	I. TAYLOR
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A. BARNES	B. COLLINGS
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R. FROOME	M. GIBBONS

SPEED

COMING EVENTS

15 AUGUST UP/DOWN PALMER HEAD

FLYING START

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26 SEPTEMBER GOLD STAR HILLCLIMB
ALEXANDER ROAD

ENQUIRIES IAN JENSEN 758-920

MIKE GALVIN 897-441

24 OCTOBER WELL KAP CLOSED CLUB RALLY

MARSHALLS REQUIRED PHONE PETER JENSEN
788-313

SPEED COMMITTEE

IAN JENSEN 758-920

PETER JENSEN 788-313

BILL KING 792-476

MIKE GALVIN 897-441

RUTH SHEPHARD 795-595

MATT GORDON

results

Winter 100 Trial 1961

Car No.	Place	Crew	Car	Points Lost
15	1st	D.Lawson/Miss S.Collins	A40	20
9	2nd	J.Swan/P.Wilkinson	A35	40
11	3rd	M.Fowler/G.Wall	Wolseley 1500	55
14	4th	N.Watson/L.Glover	Alpine	65
7	5th	R.Butters/Miss P.Swan	Austin Mini	85
13	6th	D.Mowat/Miss M.Hamilton	Zephyr	115
3	7th	P.Martin/I.Shepherd	Vanguard	140
4	8th	I.Watson/K.Foulkes	A50	155
6	9th	Head/Warnes	Minor	165
5	10th	Baker/Cornwall	Vanguard	200
16	11th	H.Holler/B.Russell	MGA	230
1	12th	A.Hooper/L.Scott	Prefect 100E	260
8	13th	N.Cruikshank/B.Foothead	A30	275
2	14th	T.Jackson/J.Manuel	Minor	280
10	15th	A.Pratt/S.Holloway	MG Magnette	285
18	16th	Ferguson/Robinson	MG	300
12	17th	A.Vowell/K.Parnell	Minor 1000	460
17	18th	Miss P.Lawless/Miss M. Fazackerley	Austin Mini	510
19	19th	P.Diederich/D.Burgess	MGA	560
20	20th	Rangitikei Car Club	VW	600



DUNLOP AQUAJET RADIAL



1981 NORTH ISLAND MOTOR RALLY

Included trialling section Taupo to Palmerston North, Sprint at Levin circuit, hillclimb in Saddle Road and Ashurst, Gymkhana Tests at Palmerston North, and a sprint at Rongated plus on Sunday a Gymkhana at Ohakea.

The entries included (59 starts)

C G Taylor	Vauxhall	36th
G H Lawrence	Peugeot 403	28th
R J Butler	Austin 7	33rd
G Thomson	Zephyr MK2	37th
G Palliser	Triumph Herald	16th
A Farland	Anglia	13th
G Cowie	Mini Minor	6th
T Doyle	Singer Gazelle	26th
J C Pierson	Simca Avonde	10th

From July 1981 Bulletin

President	C B Leyland
Club Captain	R Butler
Vice Captain	R Duffell
Secretary	K Foulkes
on the Committee	J Swan

Motto - Caution is no substitute for skill

90 members attended July clubnight

Entry Fee for Hastings Blossom Rally \$2.12.0 (\$5.20)

Entry Fee for a clubnight 7/6 (75 cents)

Roy Duffell ran a Map Reading Trial won by Peter Martin in a Vanguard Utility and John Swan in an A35 was 9th with Colin Taylor in a Vauxhall 14 in the missing list along with ahradsen in a Singer Gazelle.

crossflow

*John Garwood spent hours with Sid Franklin, Brian Chew and others making rally arrows. After the rally he obviously decided that he didn't like them very much because he ditched some out of the back of the van on the way back to Wellington.

*Dick Prouse had an interesting tow on 20 June. Evidently he's never been fourth in a line of five cars towed by a Landcruiser at rally speeds before!

*John Croy was involved in an accident while Lead Car on the Waimihia Forest Rally. It appears that he was sitting at a Finish Control minding his own business when Sid Franklin decided to test the braking distance from the finish line. Result: A crack in the tow-ball cover of John's car and a tiny dent in Sid's front bumper. Steve Brettell says that the funniest sight was the face next to Sid's (Dave Attwell) as he watched John's car getting closer and closer and....

*Alan Harvie found a unique way to get a new Laser by writing off his Escort Sport on the way to the start of the rally. It gets cold up there in the mornings, doesn't it Alan?

*We hear that Peter Hughes had a little difficulty in passing another competitor and had to knock on his bumper to let him know he was there....

*and that John Gladhill (Peter's navigator) had to explain to that competitor what "Start Order" meant at the start of the next stage. There have been suggestions made that car 17 should start last next time.....

*....and that the gentleman in question should be put in front of all the start marshalls that he abused and have Drivers Briefings thrown at him until he apologises.

*People have been asking the Rally Committee if they'll run a National Rally next year. Well, if John Marslin will run a National Racemeeting....

*Did anyone see John Pierson on Telethon? Was he presenting some of his old trophies or collecting another one?

*The familiar Black SLR5000 is no longer in the Club. It has been replaced by one of those up side down Harvie Specials.

*Molly's diff ran out of banana skids the other weekend but instead of crying threw up.

*You are meant to filter your oil through a special canister but Don McLean has found anew system. Its known as dirt.

*This comment was overheard at the recent prizegiving. Mrs Molly is going to look up Harvey Kibble's date?!! The mind boggles.

*Mike Galvin has sold the Escort and now peddles a new Falcon. No competition car Mike. For how long??

*John Marslin is now on his own in business. Well almost, apart from some old Dragon who is acting as Office Lady.

*Anthony Paroli is a butcher by trade. For reference just have a look at his hand where the knife missed the meat.



ENTHUSIASTS FIT

DUNLOP RADIALS

AND FINALLY

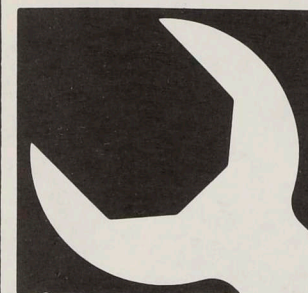
Phil Jennings



Shane Murland

LEVIN
RALLY

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(BY THE ROUNDABOUT J'VILLE)



BULLETIN OF THE WELLINGTON CAR CLUB

MOTORING NEWS

October
1981

I AM TERRIBLY SORRY THERE ARE NO
PHOTOS THIS MONTH BUT HOW CAN I
PUT PHOTOS IN THE BULLETIN THAT
I DON'T HAVE. SO PLEASE LET
ME HAVE PHOTOGRAPHS AT LEAST BY
CLUBNIGHT SO AS THE BULLETIN CAN
AT LEAST HAVE A LITTLE BIT MORE
LIFE TO IT. THANK YOU.


DIRECTORY


WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

PRESIDENT: Alan Harvie - 838-742 (Home) 858-549 (Work)
SECRETARY: Lynn Mollison - 785-706 (Home) 859-809 (Work)
TREASURER:
CLUB CAPTAIN: Mike Galvin 897-441 (Home) 873-629 (Work)
VICE CAPTAIN: Iain Mollison 785-706 (Home)
COMMITTEE: Malcolm Buchanan 881-617 (Home/Work)
Chris Clarke 784-354 (Home)
Robin Grundy
Ian Jensen 758-920 (Home/Work)
Peter Jensen 788-313 (Home)
Murray McGuire 784-423 (Home) 720-880 (Work)
Don McLean 838-409 (Home)
Lloyd Rance 862-241 (Home) 720-880 (Work)

speed 

 social

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff

We desperately need
bulletin staff

DEADLINE FOR COPY FOR
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CLUBNIGHT

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LEVIN RALLY
CROSSFLOW
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BULLETIN STAFF
THE PRESIDENT'S PIECE
AND FINALLY

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 Bruce Young, Wakefield Street, Wellington.

ECONOMY RUN

SUNDAY 29 NOVEMBER

DOCUMENTATION AND SCRUTINEERING BETWEEN 1 P.M. AND 1.45 P.M.

START - FINISH AT THE NEW BP HIGHWAY SERVICE STATION ON STATE HIGHWAY 1 JUST SOUTH OF PLIMMERTON.

LIGHT REFRESHMENTS AND RESULTS WILL BE AVAILABLE AT NGATITOA DOMAIN HALL AT PAREMATA AFTER THE EVENT.

PRIZES TO THE VALUE OF APPROXIMATELY \$250 WILL BE AWARDED TO THE FIRST THREE PLACE GETTERS IN EACH CLASS.

ORGANISER - JOHN CROY 784-649 (HOME BEFORE 9 P.M.)

DON'T FORGET THE DATE 29 NOVEMBER AT 1 P.M.

SEE YOU ALL THERE.

Long R.
CLASSES



DUNLOP AQUAJET RADIAL

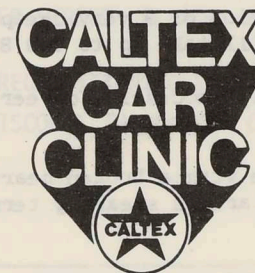


RALLYCROSS

The Rallycross at Mystry Creek (Hamilton) a few months ago saw Glen Watt and me take the Honda up again for the third year in a row - I had been told that the competition was more fierce than before, but as I'd reached the "B" grade finals before, I was hoping to at least qualify again, but unfortunately the V8 engined Vivas, Escorts, VW's and a very rapid V7 Imp were much more reliable than they seemed in the past, and although I managed four 4th places, I needed a 3rd to get into the final. The racing was really close, and unfortunately as it rained most of the day, the course cut up badly in places and so the closeness of the racing left 8 or 9 broken windscreens, at least one broken back window (the stone went straight through the already broken screen!!) and a set of broken side windows, the more powerful cars really tossing up the stones.

Its a wonder that more Wellington Cars don't go up to Mystry Creek as the organisation is really first class and all the officials really make you welcome, and the "do" at night is first class (although its probably advisable to wear glasses - the paper dart competition gets as fierce as the races during the day!). The prize for the dart that went the furthest was a 40 oz bottle of Scotch.

Rick O'Neill



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SPORTS CAR FOLLIES

RHUBARB'S new patch in Wellington

Wellington electrician ROSS MONK has succeeded in purchasing RHUBARB III from retired (?) multi - record holder BOB HOMEWOOD.

I believe this car in the right hands is capable of bearing many PACIFIC cars and is known to have given Kenny Srak course for concern at PUKEKOHE last year.

The Mazda powered (and noisy) RHUBARB V is still for sale, but the ODLINS or the rebuilt WILMAC would seem a better deal for a competent driver wishing to move up.

There have been several newcomers to the Sports Car ranks during the winter and any doubts regarding the visibility of the series are expected to be dispelled on 4 October when up to fifteen cars are expected to travel to PUKEKOHE to complete at a flag marshall training day in an attempt to convince Auckland Squire Archy that it is worthwhile to continue with Sports Cars at National meetings.

It is very difficult to provide exciting racing with a limited number of cars, all with different performance capabilities, and even more difficult and frustrating to "rig" a race - ask any Sports Sedan driver.

The only answer appears to be more cars so with a limited supply of "Spare" cars available. S.C.A.N.Z. have opened up "their" formula to allow a greater range of cars to compete.

Some "Road" sports cars are now eligible to compete but more importantly, space frame single seaters i.e. Formula Fords, Vees, with altered bodies and Two Litre engineers are eligible.

With many "dead" Ford chassis lying unused around the country we have the makings of a Mini Can-Am series.

Handy Hint: - they tell me that with the addition of a very cheap close ratio conversion kit a Volkswagen transaxle will take up to 200 B.H.P.!

Remember that MIKE HEWLAND began his moderately successful career by so altering the self same article....

The "TORT FEASOR" is still lying in the garage with a broken heart, pending application of time and money.... at least we are on speaking terms again after I fixed the leak in the roof.

Finally, there is a special event up at Manfield on 19 September. It is ONLY for F.FORDS, F.Vees, and Sports Racing Cars. It is called a "clubmans" but is in reality a pre-season testing/fun day with a few informal races.

This type of event gives a valuable insight into what it is all about and spectators would be welcome - even more so if you would be prepared to learn the intricacies of flag marshalling for some of the races.

This day would be ideal to gain on observation - for further details contact me at 837-272.

CHRIS NORTHOVER

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HONEYPOT

*** THE 1981 HONEY-POT - ORGANISERS COMMENTS ***

Wellington Car Club'
Wall Trophy Event
26.7.81

I am leaving it to my chief (and only) assistant Lloyd Rance to tell of the organising side of this event for the Wellington Car Club Bulletin, but felt I should make a couple of comments to go with the results.

Firstly, my personal thanks to all the competitors, the club personnel who arranged the supper at the end (Alan & Marilyn Harive, Ian & Lynn Mollison and Mike Galvin), the checking crew from HVMC (Bill and Sue Archer and son), and the start and check car personnel - Murray Thompson, Sophia George, Lloyd Rance and his brother, Don McKenzie, Geoff Fallaize, Allan McKenzie and Gordon McGregor. Also thanks to Warren Denton for helping me come up with some provisional results on the night, and a special thank you also to Leycar Motordrome for the kind use of their premises for the start control.

Some competitors obviously found the trial a "bit tough", whilst others had no major problems. I hope that those that found it tough had a good look at the maps on the wall at the end and discussed their problems with someone and didn't go home wondering where they went wrong. If anyone still isn't certain of some part of the trial, and would like it explained, please don't hesitate to ring me on 784-423 in the evenings.

As for the map reading No map reading was advertised, but I included a map reading sub-section and provided the maps. Nobody "clean-sheeted" this map reading and it looks like some learning is needed. I don't profess to be any expert, but if you would like some assistance on how to do map reading then please let me know. Perhaps a table-top map reading trial could be arranged.

It will be noted in the results that there is a penalty column for parking. Penalties for incorrect/illegal parking were accrued at 10 points per occasion.

Don't forget that Wellington Car Club run an invite night trial on the first Tuesday of each month, starting from our club-rooms in Russell Terrace - be there before 6.15 p.m. See you there or on further Wellington area invite trials.

Murray McGuire,
ORGANISER

The organisation of the Honeypot Trial on 26 July from a novice point of view.

I first became involved in trialing to a limited extent whilst a member of the Otago University Car Club in Dunedin. However, these Varsity trials were nothing compared to the degree of difficulty and competitiveness evident with W.C.C. trials. Murray McGuire managed to convince me to accompany him as his navigator for the 1981 season after an interesting night as passenger in his Cooper (now mine).

After a number of highly entertaining trials where the old dog sure taught the young pup a few things, Murray asked if I would give a hand to organise the Honeypot Trial. So come one Sunday afternoon and armed with pens, clip boards and paper, we headed off towards Porirua. "Nothing to it", I thought except when the old dog started to use his evil cunning and threw in all sorts of nasties.

The trial was finished after a few more Sunday afternoon outings, checking the route and examining where to place check boards, etc. All too soon, the night arrived, which was to be long and tiring. After packing the car with check boards, nails, hammers, wire, etc., I headed north to my area. I never thought I would get the check boards out in time and nearly panicked when I forgot where a couple of streets were (had no maps). So there was nothing for it but to follow the trial instructions, which I might add is very difficult by oneself despite having been over the route a number of times, although this was in day light. I finally managed to set everything up without too much trouble although I did manage to successfully hit my leg with an axe (the blunt end) instead of the check board stake.

The initial states of my man-check were a little worrying as I had three clocks to look at and two hand-outs. All of which were very important in terms of their order.

After the last car had been through, it was then time to collect all check boards and close down the man-checks, which was quite a job as it meant waiting a while for the last car even though in many cases they were well over their half-hour late time allowance.

All in all, a most enjoyable event even from an organisational point of view, and it did help to fill in some, otherwise, boring Sunday afternoons. I would also like to take this opportunity to thank the people who gave up their Sunday night to help out with checks. I now know from experience it can be a long and lonely night so thanks very much, it was really appreciated not only by Murray and myself, but I am sure, by the competitors as well.

Lloyd Rance
Team Macmob

BRAILLE RALLY

THE 1981 BRAILLE TRIAL - A DRIVERS VIEW

Held on the 18 July 1981 with the guest navigator this year being Harry (Close-to-Home Ken Patchett) Lavington, this was something of a milestone event being the 10th time that Wellington Car Club has organised it for the blind folk. Unfortunately, this year the Gods were not looking down on us with their normal favour, and so, for (if my memory serves me correctly) the first time, we had a lousy day weatherwise. The weather did nothing however to dampen the spirits of the participants who, as in previous years, thoroughly enjoyed themselves.

The day started with me collecting my navigator (Mrs Joan Cooper) and then heading for the start venue in Tinakori Road. There I gained a passenger (Miss Annie Riley) from Lester Benfield. Apparently Joan and Annie have been together in previous events. Then Lester "lost" his navigator so I suggested that he come as another passenger with me. This he did. It is not for me to say what went on in the back seat but there was a lot of very distracting chatter and all the car windows kept fogging up making driving visibility very poor at times - thank goodness for window squeegies!

In spite of all the handicaps, and with the considerable help of the Halda for time keeping, we managed to find our way around the route, spotted all the check boards and lost only two minutes timing. It should be recorded that one of these timing points was lost due to a passenger (who shall be nameless - but was the male one!) insisting on presenting the drivers card (on my behalf) to the manned checks but who also spent a minute at one of the checks erecting an umbrella through a barely opened door as that he wouldn't get wet - making us 1 minute late in reporting!

The event was, as usual, well organised by Ed Connoy and his team of assistants and they are to be thanked for their efforts. My only comment as to the actual route etc is that the average speeds tended to be too slow - we had to stop on numerous occasions to lose time gained by travelling at speeds well below those legally allowed.

The route took us from Tinakori Road, through Johnsonville and Glenside, down the motorway to Porirua, and through Titahi Bay before proceeding to finish at the Tawa Hostel for the blind. At the hostel we were all fed whilst the results were compiled and then after the normal speeches and presentations, the day wound up with navigators and passengers being taken home by their drivers.

A very enjoyable and worthwhile day and special thanks must go to the blind foundation personnel who catered for us all so well with morning tea and lunch.

M. W. McGuire
(OF TEAM MACMOB)

august nite trial

First of all, a plea to all of you who have run, or assisted with a Trial in the past few years. Please check your house, garage, car boot, etc., for checkboards, clocks, etc., that belong to the Club, and if you find anything hidden away, please return it to the Clubrooms soonest. Otherwise the next Organiser may find out too late, that he has no gear to run his event with.

Well the Ausut event seemed to go off with only the one problem. A last minute correction to a CRI saw "TOOP ST" become "TROOP ST" and whilst I picked up the error whilst setting out the checkboards, the clarification arrow I put up only lasted 20 minutes or so, before the gale force winds out Seaview ripped it off the post. My apologies to those who got lost for a while because of this. You will note that all the remainder of the subsection beyond Toop Street has been deleted, in the final results.

Most of the competitors seem to get round without too many problems. A few missed "U" when they either crossed channelling, or forgot that a "No Entry" sign made a crossroad, no longer a crossroad, in Jackson Street, Petone.

"Hieght" was the reward for spotting that "Bolton St" In Petone, was the sixth left and for going left after the Fisherman's Table instead.

Subsection B to Toop St, you either did right or wrong. As long as you remembered left at Tee's took priority over the CRI's, and where a CRI or a left of tee didn't fit you had to go left or right, depending on which you were up to, then it all fitted and checkboards kept popping up pretty frequently.

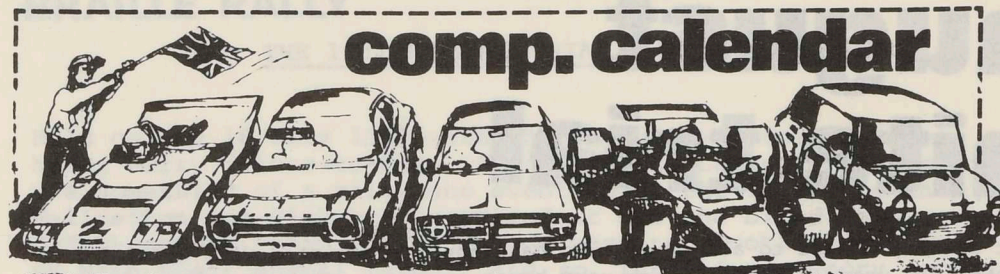
I was surprised, however, that only two people got "ODO" in Trelissick Crescent. Well done Lloyd/Noel/Debbie and Maria/John. To get the check all you had to do was carry out the CRI on Page 3. To find Page 3 all you had to do was look at the back of page 2! A missing page No. and CRI No., should have given it away, but obviously didn't.

Only one competitor missed "Your Brakes" in Wilton Road, so everyone else must have calculated their ODO error fairly closely. Instead of the usual bottom of the driveway trap, those who turned into the top car park as instructed were rewarded with "SUD".

A very close victory to Murray McGuire over the Piersons. It could have been a win to Team 1600, but they made an error in subsection B, which they didn't realise till too late and dropped 3 checks. Unfortunately no credit can be given for going back and redoing the subsection correctly, Lloyd!

On this my last Night Trial as an Organiser, I would like to thank Tom Doyle and Dick Prouse for the basic route, John Gladhill and Peter Hughes for manning start control and checking the event, and Steve Robinson (and Genesis) for manning the wind blown check at Port Road Seaview.

Warren Denton



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

ALAN HARVIE, Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

OCTOBER

10 Sat	Gold Star Trial	Manawatu CC Open
11 Sun	Trial Wall Trophy	Kapiti Invite
17 Sat	Sprint Dual Car (Manfeild)	Wairarapa Invite
17 Sat	National Rally	Northern Sports CC Open
18 Sun	Autocross (Otaihanga)	Kapiti Invite
20 Tues	CLUBNIGHT Starts 8p.m. Clubrooms	Wgtn Open
25 Sun	Autocross	HVCC Invite
26 Mon	LABOUR DAY GYMKHANA	Wgtn Invite
31 Sat	National Race Meeting	Manfeild Open

NOVEMBER

1 Sun	National Race Meeting	Manfeild Open
3 Tues	MONTHLY NIGHT TRIAL	Wgtn Open
7 Sat	Hillclimb Gold Star (Admiral Road)	Wairarapa Invite
8 Sun	Autocross Kim Naylor	VUCC Invite
14 Sat	Rally	MG/VUCC Invite

NOVEMBER CONTINUED

15 Sun	Gymkhana Stewards Trophy	MGCC Invite
17 Tues	CLUBNIGHT Starts 8 p.m. Clubrooms	Wgtn Open
21 Sat	SPRINT P.A.T.S. FINAL ROUND 8	Wgtn Invite
22 Sun	Sprint (Bruces Road)	Kapiti Invite
29 Sun	ECONOMY RUN (DUNLOP)	Wgtn Invite
29 Sun	Sprint (Judds Farm)	HVCC Invite

DECEMBER

1 Tues	MONTHLY NIGHT TRIAL	Wgtn Open
5 Sat	Gymkhana Stewards Trophy	HVCC Invite
6 Sun	Autocross	Kapiti Invite
6 Sun	LADIES TRIAL	WMSA Invite
12 Sat	ADULTS CHRISTMAS PARTY Starts Clubrooms 8p.m.	Wgtn Open
13 Sun	CHILDRENS CHRISTMAS PARTY Starts Clubrooms 2p.m.	Wgtn Open
15 Tues	CLUBNIGHT Starts 8 p.m. Clubrooms	Wgtn Open
19 Sat	Manfeild Clubmans	HVCC Invite
29 Tues	SPEED EVENT	Wgtn Invite

For further details on any event advertised in this calendar please ring Alan Harvie. If Alan has no details then it means we have not been informed by other Clubs of particular details to do with their events.

ALEXANDRA ROAD

What a great day. It started with a typical Wellington Spring morning without a cloud in the sky and a very light breeze.

The practice got underway with an entry of 40 odd cars, ranging from V8 Aston Martins to 998 Minis. We even had a well looked after Chev Stingray. Practice went without a hitch and run one took off.

By this time our breeze had lifted a bit and as the run continued a dirtly big black thing blotted out the earlier sunshine. This black thing then proceeded to throw very large buckets of water down onto our interesting piece of road which of course became more interesting as the river down the hill gradually became a water skiing course. One of the first victims was Peter in his brand new (that is hours old) Mini. I didn't see it but Shane Murland stammered how the hell you didn't hit any thing I'll never know. The number of moments during the rest of the run are bit numerous to mention. I must add though that there was no damage incurred.

Run two and the rain was still falling, but considerably lighter. The mementos continued especially at the dipper, as Danie in the Aston, Ricki in the Lotus and numerous other drivers found out.

Shane Murland even had spectators striving to find traction in all sorts of directions, none towards the Blue Chevette thought. Shane found the exercise the spectators were giving themselves quite humorous as he spied the frantic activity out of his passenger side window.

By the end of the run the rain had stopped, the wind was gusting, the rivers had reduced to streams and the rest of the road was drying quite quickly. Still no damage.

Run Three. Not quickly enough. As I managed to get a bit too keen through that God foresaken Dipper and wound up heading for a large tree sideways. I managed to get sort of back on line with some frantic winding on the steering wheel and finally to the top. This run finally claimed a victim. Don't get excited. He didn't hit anything, he didn't even fall over, Neil Whiting blew yet another head gasket in his Mini. Danie was still finding the Aston a handful as was Lloydie in the Falcon GT. Alan was Sunday driving in his Escort and Don was still complaining about no traction in his Datsun.

Run 4 the sun was back out and the road nearly dry except for a couple of sheltered areas. This was very obvious by the times being reduced by 3-4 seconds and the anxious moments practically stopped.

The day was finished off with a good night at the Clubrooms. A mighty spread of food was put on for a very modest expense and the good old amber liquid flowed which inturn spurred on a bit of dancing.

As a competitor and Executive member my thanks and I am sure all other competitors join me must go to:

John Marslin, Mike Galvin, Malcolm Buchanan, Chris Clarke, Peter Martin, Eddie Conroy, Ian Jensen, Peter Jensen, Lynn Mollison, Janette Marslin, Pam Galvin, Marilyn Harvie, Tina Jensen and a special thanks to Michelle and Mel Galvin and Tracy Marslin who were three great helpers at the function.

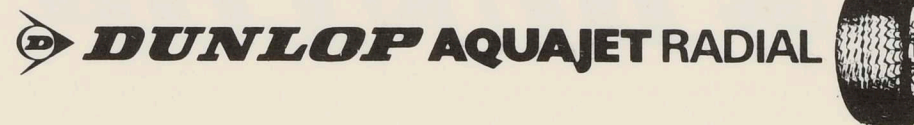
A very special thanks to all Marshals for braving the elements and Archer and Lupp Services for their very generous sponsorship. A truly great day team.

Iain Mollison

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NEW MEMBERS

THE CLUB WOULD LIKE TO WELCOME THE FOLLOWING NEW MEMBERS:

GRAEME HOOK OF KARORI WHO OWNS A 1974 CHEV CORVETTE AND A 1968 340 JAG

RAYMOND HARTLEY OF TAWA WHO OWNS AN XJ6 JAGUAR

HOWARD COLLIER OF AUCKLAND WHO OWNS A MAZDA

DAVID FURSE OF KILBIRNIE WHO OWNS A HOLDEN UTE

CHRISTOPHER SEYMOUR OF WELLINGTON WHO OWNS A FORMULA FORD

B. GARNER, C. NIGHTENGALE AND I. HODGETTS WHO ALL JOINED THE CLUB SO AS THEY COULD PARTICIPATE IN THE BLOSSOM TRIAL

MICHAEL WALUSZEWSKI OF ISLAND BAY WHO OWNS A 1600 MK I ESCORT

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

KAPITI CAR CLUB WALL TROPHY TRIAL TO BE RUN ON SUNDAY 11 OCTOBER 1981

THE EVENT WILL START AND FINISH AT THE KAPITI COMMUNITY CENTRE, HINEMOA STREET, PARAPARAUMU (EAST AT PARAPARAUMU TRAFFIC LIGHTS, LEFT AT T).

FIRST CAR AWAY AT 2 P.M. PLEASE BE EARLY FOR DOCUMENTATION.

ENTRY FEE: \$5.00 (INCLUDING MANZ LEVY)

COMPETITORS WILL REQUIRE -

- NORMAL TRIALLING PARAPHENALIA INCLUDING DRIVERS LICENCE, CLUB MEMBERSHIP CARD
- LANDS AND SURVEY MAP N156 AND PART N157 1ST ADDITION 1974

TONY DAWSON KCC TRIALS CONVENOR



ENTHUSIASTS FIT

DUNLOP RADIALS

LEVIN RALLY

On the 18th July the Levin Car Club held its Rally and Ross Marks and I were seeded 31 in the Civic (a very generous seeding I thought) although as all the stages were short the possibility being passed was fairly remote (I hoped). The first corner of the first stage was the most important to "get right" as all the other crews were watching it, and out of the 20 or so cars we watched through it Harvey Kibble was by far the most spectacular.

A lot of cars came out of this stage with rear side panel damage, as going sideways down a road as narrow as this was sometimes meant the car didn't quite fit!! We put on an "act" for the audience of service crews at the end - the Hondas back brakes locked and we hit the bank sideways then bounced back onto the road going sideways the other way, skilfully (Warren Denton says luckily!!) keeping the nose pointing in generally the right direction we kept going. There seemed to be a lot of straight roads used during the rally as we were flat chat in top quite a few times with the speedo off the clock, so what speed the BDA's etc. were doing down them, goodness only knows.

Shane Murland and Phil Jennings both rolled and plenty of other cards will need a panel beaters tender touch (Allan Harvie should have cards printed to hand out at the finish!!).

The second to last stage nearly saw the end of the Honda as a large piece of forest leapt out in front of us and one end of it went through the sump-guard and out beside the drivers door and left about another six feet or so sticking up out of the front and out the side, nothing seeming to be not working so we left it there until the end of the stage where we threw it into the service cars and bought it home for firewood!!

Provisional results had Mark Jennings first followed by Brian Green. Someone must have known something as we finished 31st which was our seeding!!.

Rick O'Neill

 **DUNLOP**

crossflow

SEE A 1300 ESCORT IS VERY PROMINENT IN EVENT RESULTS DOWN SOUTH. DID YOU HAVE HANDBRAKE PROBLEMS MIKE.

WHILE WE ARE PICKING AT MIKE, THE LEFT HAND SIDE OF YOUR NEW FALCON LOOKS GREAT. WE THOUGHT YOU WERE FORBIDDEN TO USE IT AS A STOCK CAR.

DUE TO CONTINUOUS NAGGING TWO EXEC MEMBERS HAVE FINALLY GOT NEW WALLPAPER IN THEIR LOUNGES. IT ONLY TOOK 12 MONTHS.

WELL DONE PETE. YOUR NEW MINI LOOKS GREAT. HOUE YOU'RE GOING TO DO SOMETHING ABOUT THOSE DRIBBLES IN THE PAINT JOB THOUGH.

OUR CLUB PRESIDENT LET A WOMAN BEAT HIM IN A RECENT EVENT AND TO MAKE IT WORSE SHE WAS DRIVING A SIMILAR CAR.

JOHN MARSLIN WAS SEEN TO PUT THE TIMING TUB UNDER THE FRONT WHEEL OF A MINI. NOT SATISFIED WITH THE FIRST OCCASION HE PROCEEDED TO DO IT AGAIN. ON BEING ADVISED OF HIS STUPIDITY HE REPLIED "JUST CHECKING TO SEE IF EVERYBODY WAS AWAKE".

10 YEARS AGO

SEPTEMBER 1971

Club events for the month were the usual Night Trial (run by John Thomson, Ted and Alan Brough), a Palmer Head Hillclimb, a Noggin and Natter at the Tramway Hotel, Clubnight (with the feature film "Red Line 7000") and a Working Bee at the Clubrooms.

The Night Trial attracted 27 entries and major place getters were 1st Mike Burch, 2nd Murray McGuire, 3rd Eddie Conroy. As well as the usual checkboard competitors had to quote signs and count the number of lights in the Mt Victoria tunnel!

The Bulletin Editorial featured the dangers of fire in competition cars, quoting the recent examples of fire claiming Wayne Fuller's FVA Escort and Robin Smith's Anglia.

Big news of the month was the arrival of several Phase 3 Falcon GTHO's in the country, as well as a couple of "triple Webbered Chargers" all set to liven up the Production Racing Series.

Palmer Head attracted 20 entries and all cars received seven runs. Danie Lupo broke the outright sports car record in the Rorstan-Climax and was very close to Graham McRae's outright Hill Record. However, the Rorstan cracked it's sump in a pot hole on Run 3. Class winners were Jim Harvey (Mini - 48.69secs), Harvey Kibble (Mini - 45.57 secs), Malcolm Coffey (Triang 43.00 secs) and Danie Lupp (Rorstan - 38.49secs).

MANZ Council Meeting was held in Invercargill. Appendix "R" and "T" were introduced and roof mounted spot lights were banned.

In the For Sale column were Rick Constable's Mini 7 at \$900 and Alan Brough's 1200 Anglie at \$750.

OCTOBER 1971

Events were a Night Trial (Mike Burch in control), the Honeypot Tria, a Working Bee, Clubnight, a Clubmans Racemeting at Levin and the usual Noggin and Natter evening.

The Honeypot Trial attracted 34 entries and was won by Rick O'Neill, Wgtn Teams finished 3rd, 4th, 6th, 10th, 13th, 14th and 15th!!

The Night Trial involved mapreading in Karori, Ngaio and Johnsonville with a simple "blat" through Makara to link the sections up. Pwter Martin and Ian Shepherd were first home, followed by Alan Smart and Warren Denton. Third was Murray McGuire.

Murray Thompson gave an amusing talk at Clubnight re his adventure while officiating on the Australian Southern Cross Rally. There were also two films Fordsport day at Mallary Park and Roger Clark's bentures on the Acropolis, Tulip and Circuit of Ireland Rallies.

10 years ago continued

A Press release announcing the formation of the Mini 7 Association of New Zealand, featured in the Bulletin.

The Levin Clubmans attracted 39 entries. FTD went to Dick Sellens in his modified Toyota Corolla on 60.5secs. Amongst the leading contenders were Robbie Lester (Anglia), Harvey Kibble and John Gladhill (Mini's). Only major incident of the day occured when Ray Walsh rolled his Anglia at Cabbage Tree corner.

Trophy Winners for the 1971 year included:

Gymkhanas - Ian Pinkerton, Night Trials Peter Martin and Ian Shepherd,
Non-speed - Kim Naylor, All Events John Gladhill, Speed - Harvey Kibble.

BULLETIN STAFF

The Car Club is in desperate need of Bulletin Staff. We have two competent typists who are willing to do the typing (Tina Jensen and Sue Bruce) but are unable to spend the time finalising the Bulletin for the printer. Unless we can get some help by next Clubnight I am sorry to say but there will be no more bulletins.

It doesn't necessarily have to be one person as Editor. The more people there are the easier the job is. The job is not difficult. Timewise you have to be able to put in a few hours the week after clubnight to get the Bulletin ready for the printer. We are very fortunate to have Bruce Young (a club member) as our Printer. He is always willing to give advice to make the job easier for those involved in preparing the Bulletin.

I am sorry but it is impossible for me to carry on as Secretary of the Club, Bulletin Editor, housewife and also work eight hours a day. My choice is to be Club Secretary and that is all.

Surely there is someone out there who is prepared to give it a go. If so please ring me at work 859809 or at home 785706 or see me at Clubnight.

This is a very serious matter as if there is no Bulletin there is no Calendar, no Calendar poor attendance at events, poor attendance at events no Club. So the choice is yours.

Awaiting in anticipation.

Lynn Mollison

the president's piece

It is with deep regret that I find I must ask Alan Harvie to be standing in front of you delivering my Presidents Report.

It is a strange tale that finds me in this situation especially when I was looking forward to representing the Club for longer than just one year.

The year for me as President commenced with a new committee following several years of changing personnel from even the President down and a declining membership largely due to economic circumstances. Events were poorly attended and the previous executive committees struggled valiantly against this decline. It was therefore viewed that the prime task of the incoming executive be to reverse this trend.

I wish to report to clubmembers that reasonable success has been achieved at this priority undertaking.

Membership has stabilised and from the returns of this financial year just commenced a higher level of membership for 1981/82 is indicated.

The Sub-committees running events have undertaken and achieved most creditable results. Many events are still poorly attended including social occasions which normally have proven to be highlights during previously dull years.

To the non-speed committee, which in point of fact was not a committee at all, our thanks must go to Eddie Conroy, John Thomson, John Pierson and Alan Harvie who have revived a flagging interest in basic trialling. The Club also extends its thanks to those willing organisers and marshals.

To the Jensen brothers, Ian and Peter, a successful year must surely be crowned by the re-establishment of the Alexandra Road Hillclimb later this month.

The effort the speed committee have made I hope will continue in the form of more entrants and an increased band of helpers at thoroughly exciting events. A special note of thanks should be recorded for John Marslin, who led the team which again successfully undertook another mighty Clubmans meeting at Manfeild.

Again this year the Club from its own resources, but aided by the Taupo Car Club and the many marshals from wherever they could come, organised and executed what has to be the best rally outside the Championship Calendar.

The Club is again indebted to Barry Lakeman, Sid Franklin, Bryan Chew, Ruth Shepherd, Warren Denton and all the organisation too numerous to mention. This was a splendid event capped only by Alan and Marilyn's spectacular accident to which they concluded that life is just a bit too short and consequently went out and got married.

The Social Committee consisting of Mike Galvin, John Marslin and that dynamic duo - especially when drunk - M & M Caterers (Lynn and Janette) turned post event functions into events in their own right.

Two organised functions the Christmas Party and the Annual Dinner were regrettably poorly attended. To the people who did attend an even more enjoyable occasion ensured having to indulge in the "no show" share.

To the stewards of MANZ, the Club wishes to extend its gratitude for the evenhanded nature with which we are treated. In particular our thanks to Albert Storer, Colin Gandy, Morrie Hosan, John Thomson, Neil Cruickshank and John Pierson for assistance in running our Club. Our thanks must go also to Alan Smithard and Jenny at Tinakori road for their continued interest in our well being.

To the long serving members of the Club a personal note of thanks for assistance and advice. To John Swan, Peter Martin, Eddie Conroy, John Thomson, Ian Pinkerton, Kingsley Foulkes and Dave McKinney a fervent hope you will continue to be able to support the Club in the years to come.

To the Executive Committee elected with me to serve in 1980 and 1981 my personal thanks for your effort this year. I would also like to thank your respective spouses for their support of you.

To Lynn Mollison as Secretary and Iain Mollison as the Secretary's Secretary my own and the Clubs appreciation for your individual efforts. Also to Lynn and Sue Bruce for producing our lifeline the Bulletin our thanks should also be recorded.

To my wife, Claudia, who not only serving as Treasurer undertook more under difficult circumstances, a small note of thanks.

Last but not least to Alan Harvie, who has served his Club as well as competed aggressively my personal thanks and appreciation for a job well done in addition to having to read this boring speech from an off shore President.

To all Clubmembers, the year past has been one of success and consolidation. There are still many matters to be attended to but the Club feels vibrant and alive. Many committee members are offering themselves for re-election. Obviously they also believe in the Club's continued success. They are deserving of your support and should be re-elected accordingly.

Finally I am honoured - through Alan, to have the pleasure of announcing a special award of recognition this evening.

It is my personal pleasure as well as by unanimous acclaim of the Executive Committee the granting of Life Membership of our Club be made to Ruth Shepherd for outstanding and unfailing service to the Club and Motorsport.

Ruth has contributed to and served our Club in all facets of activity especially at Committee and the finance level for so many years that I am sure she would not care to remember the length of time either.

To you Ruth, it is the Committee's hope that this small award will go some way to recognising your contribution to the Club and to Motorsport as a whole and we also hope that it may cause you to be a continuing inspiration to our newer members in the years to come.

Again our heartfelt thanks to a most deserving recipient.

P.F. Mair
President

AND FINALLY

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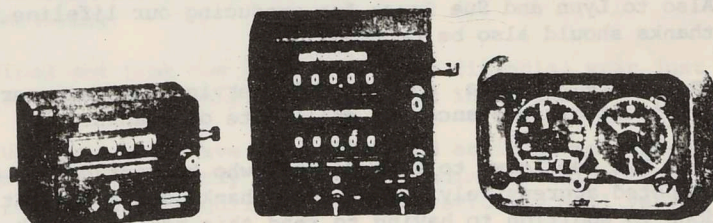
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halda

THE WORLD'S LEADING RALLY INSTRUMENTS

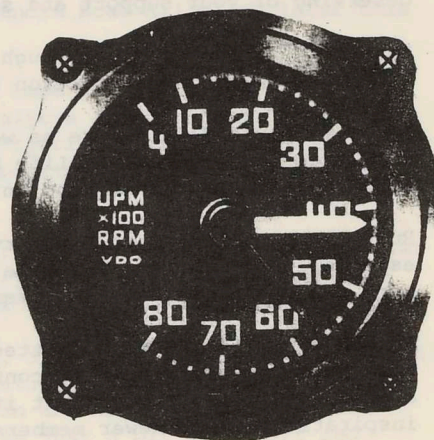
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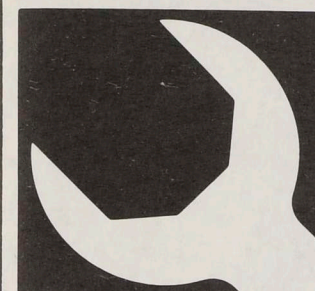
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11
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14

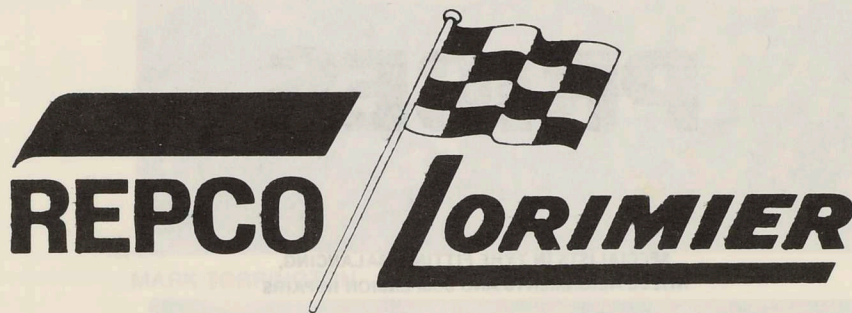
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BULLETIN OF THE WELLINGTON CAR CLUB

MOTORING NEWS

November

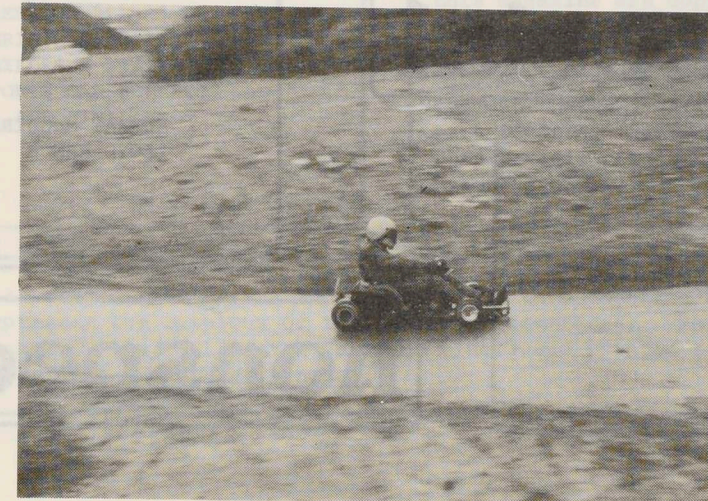
1981

**THIS IS WHAT MARSHALLING
IS ALL ABOUT!!**

Sid Franklin, John Garwood
and Steve Robinson



MARK TORRINGTON



DIRECTORY

WELLINGTON CAR CLUB
BOX 5142 WGTN
TELEPHONE 892-309

exec

PRESIDENT: Alan Harvie - 838-742 (Home) 858-549 (Work)
SECRETARY: Lynn Mollison - 785-706 (Home) 859-809 (Work)
TREASURER;
CLUB CAPTAIN: Mike Galvin 897-441 (Home) 873-629 (Work)
VICE CAPTAIN: Iain Mollison 785-706 (Home)
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Lloyd Rance 862-241 (Home) 720-880 (Work)

speed 

IAN JENSEN 758920
PETER JENSEN 788313
MIKE GALVIN 897441

RALLY CHRIS CLARKE 784354
SCRUTINEERING AND
TECHNICAL OFFICER
MALCOLM BUCHANAN 881617
CLUBROOMS MIKE GALVIN 897441
ALAN HARVIE 838742

 social

IAIN MOLLISON 785706
DON McLEAN 838409

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff 

ROBIN GRUNDY
788926

DEADLINE FOR COPY FOR
"MOTORING NEWS" IS EACH
CLUBNIGHT

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...AND FINALLY

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 Bruce Young, Wakefield Street, Wellington.

NON SPEED

NUN-SPEED (PROPOSED) CALENDAR THROUGH TO
MARCH 1983

Listed below is a proposed calendar for the coming years non-speed activities. If you want more or less of any of the types of events listed, please let me know NOW!

NIGHT TRIALS:

			Organiser
Tues,	3 November	1981	Brian Fisher
"	1 December	"	Ed Conroy
"	2 February	1982	Murray McGuire
"	2 March	"	- the last of the competition years series
"	6 April	"	- the first of the new series
"	4 May	"	John Pierson
"	1 June	"	John Thomson
"	6 July	"	Lloyd Rance
"	3 August	"	Lloyd Evans
"	7 September	"	
"	5 October	"	
"	2 November	"	
"	7 December	"	Ed Conroy
"	1 February	1983	Murray McGuire
"	1 March	"	

As you can see, organisers are still required for some of the night trials - Volunteers please - all assistance possible given where required by novice organisers.

INVITE TRIALS:

Actual dates still to be confirmed with W.M.S.A.

Sun	13 June	1982 - Winter 100 Start 6.30 p.m.	Lloyd Evans
"	11 July	" - Honey Pot Trial, Wall Trophy) Invite, Start 2.00 p.m.)	Organiser???
Sat	14 August	" - Annual Night Trial Start 7.30p.m.	Volunteers Please
Sat/Sun	September	" - Novelty or Photographic Trial	John Pierson
			Organiser???
			Volunteers Please

OTHER EVENTS:

All dates still to be confirmed except those marked *

All invite events unless stated otherwise

Sun	*24 November	1981 - Economy Run - See elsewhere in Bulletin for details
"	*13 December	1981 - Ladies Trial - " " " "
		- Childrens Xmas Party
"	*24 January	1982 - Funkhana - Full details in the next Bulletin, but mark it on your Calendar now. A fun day for all Club Members, their friends and family, Bar-b-que at the beach afterwards.

Sun	14 February	1982 - Gymkhana	- Hopefully to be run in conjunction with Wellingtons Summer City Promotion. Full details of venue etc later.
"	6 June	1982 - Gymkhana	- Closed Club Venue required - Suggestions please.
Sat	*24 July	" - Braille Trial	
Mon	25 October	" - Gymkhana	- Stewards Trophy Event. A warm up for the National Gymkhana Champs to be run by Kapiti Car Club in November. Venue required Suggestions please.
Sun	*28 November	" - Economy Run	
"	xx December	" - Ladies Trial	
"	xx January	1983 - Funkhana	

It is also proposed to run a driving test event, open to all members, along the lines of the Jaycee Young Drivers Competition. It is intended to run this prior to the Wellington Jaycee Competition to give younger club members some practice and encouragement to take part in this worthwhile competition.

Starting in April 1982 it is intended to have each Night Trial sponsored. Sponsorship is to take the form of prizes to the value of approximately \$10 per event, and the sponsor and/or organiser will decide who should be the recipient of the prizes. They will not necessarily go solely to the winner. No competitor may be the recipient of more than 1 prize per competition year. We have already got sponsorship for at least 3 of the events with others under negotiation. If you know of any Company, Organisation or Person who might be interested in sponsoring one of the Night Trials, please let me know.

We would also consider accepting sponsorship for the other events if anyone is interested.

Sponsors would be identified in all reference to the events to Clubs and Competitors.

Finally, a Trialling Seminar is proposed prior to 1982's Wall Cup Series to encourage and assist less experienced competitors in understanding this level of trialling.

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NON SPEED

COMING EVENTS

TUESDAY 3 NOVEMBER - MONTHLY NIGHT TRIAL

Starts 7-15 pm Clubrooms
Coffee & Chat afterwards
Alternate Start. Petone Esplanade
By Odilins - approx. 1½ hours long
Finish at HVMC clubrooms

SUNDAY 29 NOVEMBER

ECONOMY RUN

Classes: 0-1300, 1301-1600
1601-2500, 2500 and over.
For further details contact
John Croy 784-649

TUESDAY 1 DECEMBER

MONTHLY NIGHT TRIAL

Start 7.15 pm Clubrooms
Coffee & Chat afterwards
Organiser Ed Conroy

SUNDAY 13 DECEMBER

Same day as Childrens Xmas Party
"LADIES TRIAL" WMSA INVITE

This event is for Female Crews only and is open to all female car club members of the Wellington Area plus any other interested females. Come on out you girlfriends, wives, mistresses etc and have a go. It will be approximately 1 hour long - organised by Ed Conroy (so it'll be a beaut) and start and finish at the clubrooms. Start time for the 1st car is 2.30 pm. While the girls are on the trial the children will be well occupied looking after the various husbands boyfirends etc so it'll be an afternoon of fun for all.

Don't forget Father Xmas will be present - please bring something small (approx \$3 value) for each child you bring with you so Father Xmas will have something for all the Kiddies.

SUNDAY 24 JANUARY

FUNKHANA - Fun for all - Hopefully at the Queen Elizabeth Park Venue, McKays crossing - in the paddock opposite the trams. Venue will be confirmed. Start will be approximately 1.00 pm. And we'll finish with a Bar-B-Que and Swim at the beach so bring lots of food and drink for a full day at the Funkhana/Beach. A day not to be missed by Anyone Children aged from 0 to 100 welcome.

Ladies Trial

LADIES TRIAL - SUNDAY, 13 DECEMBER 1981

WELLINGTON CAR CLUB INVITE

First car leaves 2.30 p.m. - Be there at 2.00 p.m.

This event is open to all Womenfolk in the Wellington area. It starts and finishes at the Wellington Car Club rooms, Russell Terrace, Newtown and will be approximately 1 hour long. This event will not be technically demanding or difficult and will be suitable for any competitor. Mothers bring your daughters, grand-daughters, nieces, friends, friends daughters, grand-daughters or whoever; any female who can read instructions for you can be your navigator.

On the same day will be a Childrens Christmas Party - open to all. Father Christmas will be arriving after all the trial competitors have returned. Please bring a little something suitably wrapped and labelled, (maximum \$3.00 value) for every child in your care on the day so that no kiddy goes without.

While the girls are out on the trial, the younger children and the boys will be left at the Clubrooms to look after all the menfolk. There is lots of space to run and play.

Refreshments will be supplied for the children and will be available for the adults at minimum cost. Bring your Bar-be-que sets and stay for a bar-be-que dinner. If there's any food left over from the previous nights Christmas Party (open to all), this will be available to all to supplement your own sausages etc. If necessary there's always the local McDonalds, Homestead or Shark & Taties.

For any competitor who hasn't trialled before, advice as to how to follow the instructions will be freely available at the start - don't be shy - have a go.

See you on the 13th,



DUNLOP AQUAJET RADIAL



WALL TROPHY

THE WALL TROPHY TRIALLING SERIES - by John & Jenny Pierson

Wellington Car Club finished second in the interclub trialling series this year, a very good effort from those who competed, because unfortunately on one trial we did not have 2 crews to make a team. However on two trials we had 3, 2 Cor teams and on each occasion finished 1st, 2nd and 3rd team, plus one team which were 1st on one other trial and in the other event the two teams finished 2nd & 5th. We were only beaten by Victoria University Car Club from, apart from some good triallists. Sheer weight of numbers and enthusiasm. My congratulations to them, maybe we can get closer next year.

Honeypot Trial - Wellington Car Club organiser Murray McQuire and helpers. A good trial with 24 competitors. Stated at Porirua and used nearly all the roads in Titahi Bay before winding back through Porirua and into the city, to visit some little known streets and quiet main streets on a deserted Sunday night. Wellington crews filled 6 of the top 8 placings with Sid Franklin and Bob Gardner being 1st overall and winning the Honeypot Trophy.

Midnite Trial - organised by Wayne Gair and helpers in traditional VUCC fashion started slightly earlier than usual at 10 pm in Featherston, and finished about 4.30 am back in Featherston. 19 crews braved the night and had a generally enjoyable run over many back country roads throughout the Wairarapa. We were the only Wellington crew and managed 2nd placing, the only 2 person crew in the top 6 placings. I know some people had good reasons for not going, however after 2 hours sleep, I was up again to Steward the Palmer Head Hillclimb.

Hutt Valley Motoring Club has Malcolm Matheson organise a short jaunt around the Lower Hutt Valley area as their round of the series. Although run on a Sunday afternoon only 14 crews turned up. Some people had not arrived back or recovered from the Hawkes Bay Rally the day before the trial appeared fairly straight forward but was full of typical trialling traps, although half the field only missed one check and most others gained a lot of experience. We did not miss any checks and therefore won this round with the McGuires second and Thomsons third. The fourth place was filled by Dick and Jan Gardner from Kapiti, making the first four placings husband and wife crews.

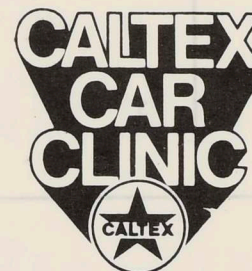
Levin Car Clubs round was organised by Ken Douglas on the night of Wellingtons Gold Star Hillclimb, (they had the date first), however Lloyd Evans managed to do both events. 18 crews turned up and although some had great difficulty with Section One until they realised the D.U.R.L. system applied to checks only with these letters. We were lucky to spot this early on Section Two had a couple of doubtful split intersections but Section Three appeared to have two logical interpretations and we choose the wrong one, however those who tried the organisers way still had great difficulty making the overriding instruction fit and in the results this section was deleted.

Section four was plotted in reverse and actually provided little trouble to most crews who had not given up by then, or for one mini crew who ran out of petrol, bad luck for Dick and Jan Gardner who were currently lying a close second to us for the overall individual P.M.E. Datsun Trophy.

Kapiti Car Club with Mike Cartmer at the helm of an enthusiastic bond of people put on the final round, the day after Manawatu ran the final round of the Gold Star Trials Championship. 19 crews turned up, 10 from V.U.C.C., 5 from Wellington, 1 from Fiat, and 3 from the host club. The first section required close attention to various options at both crossroads and Tee intersections as well as watching for running instructions. One or two intersections appeared a little doubtful, however the McGuires and the Thomsons and one or two others did quite well on this section, but we dropped about 1400 points. The last section was also a matter of paying very close attention to all running instructions as those divisible by 3 or having a 3 in the number were written as though the competitors were travelling in the opposite direction - confused, well some were but we managed to read the organisers mind on this one. Due to an urgent appointment back in Wellington, the Thomsons had to cut this Section short and dropped about 4000 points, never the less with our 5th placing we combined as a team to finish 5th team out of eight, the McGuires persevered with all instructions and got a well deserved win and with Lloyd Evans and crew finishing 9th their team was 2nd.

Finally we wish to thank all those people who gave of their time to organise or help run any of the above events, and for the friendliness of all the other competitors.

Enclosed is a complete summary of placings for the top crews in the series and for all Wellington Car Club crews.



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WALL TROPHY RESULTS

PME DATSUN TROPHY (DRIVERS ON WALL TROPHY TRIALS)

		WGTM 26 July	VUCC 14 August	HVMC 30 Aug.	LEVIN 26 Sept.	KAPITI 11 Oct.	TOTAL
PIERSON	WGTM	18	22	25	25	16	106
R GARDNER	KAPITI	20	12	18	12	12	74
W GAIR	VUCC	22			20	22	64
M MCGUIRE	WGTM			22	16	25	63
D GILMORE	VUCC		9	9	14	18	50
L EVANS	WGTM	12		12	9	9	42
S FRANKLIN	WGTM	25		10			35
M HOGAN	HVMC	8	10	14	2		34
J THOMSON	WGTM	10		20		2	32
D HANSON	M.G.	9	6	16			31
D TE PUNGA	VUCC		3		4	20	27
D HERCOCK	KAPITI		5	4	18		27
S BUDD	VUCC		18			8	26
R McVEAGH	VUCC		25				25
J GLOVER	VUCC		8		10	6	24
A ARTHUR	VUCC		14			10	24
M MATHESON	HVMC				22		22
J RAPLEY	VUCC		20				20
D CLEVERLEY	FIAT	3	4	8		2	17
E LESLIE	KAPITI	2				14	16
E CONROY	WGTM	16					16
B CULLEN	VUCC		16				16
P HUGHES	WGTM	14					14
A McSWEENEY	VUCC				7	3	10
I SMITH	MANAWATU	1			8		9

WALL TROPHY

THE LAST ROUND OF THE WALL TROPHY TRIAL SERIES FOR 1981

KAPITI'S TRIAL

I have just received the provisional results and am astounded to find that Heather and I were provisionally first on this event. I say astounded because we didn't think we'd done too well on it.

Regrettably, it was not a good trial for the last round (or any round for that matter), as the organisers interpretations of T's and x-roads left more than a little to be desired. This was made worse by the fact that there were a lot of overriding instructions that you lost track of if you went off course, and none of the check cars knew what the competitors should be up to when they called through. Organisers of future events, please take note.

Originally it had been set as a 4 hour event - reduced to 3 hours by deleting the first section - and we took about 5 hours to do it even then! Due to the interpretation difficulties a lot of extra "exploring" was done. Unfortunately, due to the length of the event 2 of the Wellington competitors couldn't complete the event due to having to be back in Wellington before they could have finished.

Wellington has done well in the Wall Trophy this year, coming second to Victoria is the end I believe. With a few more competitors from Wellington next year, the trophy will be ours - so how about it you people.

My congratulations to John Pierson who has this year won the trophy for the top driver in the Wall Trophy events. Next year you won't have it so easy!

Murray McGuire,
of TEAM MACMOB

STEWARDS TROPHY

WMSA PROGRESS RESULTS 1981 as at 12 October

STEWARDS TROPHY GYMKHANAS

	HVMC	KAPITI	VUCC	SUB TOTAL
	25 Jan	15 Feb	4 Oct	
VUCC	17	17	28	62
KAPITI	16	23	19	58
M.G.	9	13	7	29
HVMC	8	-	1	9
WGTM	5	2	-	7

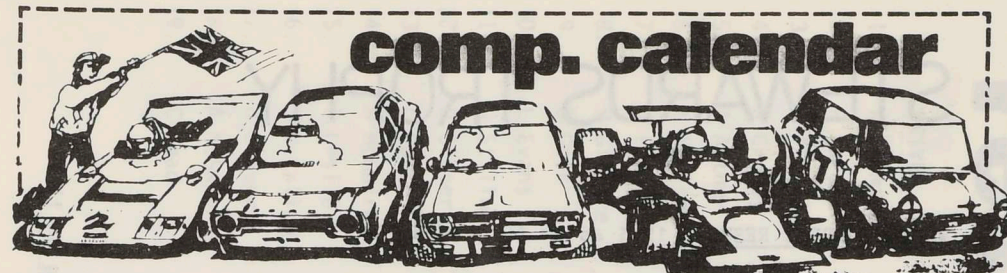
WALL TROPHY TRIALS (Levin & Kapiti Provisional)

	WGTM	VUCC	HVMC	LEVIN	KAPITI	TOTAL
	26 July	14 Aug.	30 Aug.	26 Sept.	11 Oct	
VUCC	28	93	16	62	79	278
WGTM	67	-	67	25	38	197
KAPITI	26	16	18	20	20	100
HVMC	33	18	-	16	-	67
MANAWATU				14		14

results

DRIVER	NAVIGATOR	CLUB/TEAM	SECTION 1	SECTION 2	TOTAL	PLACE	TEAM PLACE
1. R Thomson	M Thomson	Wgtn 1	450	4320	4770	16	5
2. R Gardner	J Gardner	KCC 1	1734	100	1834	6	2
3. P Te Punga	N Stewart	VUCC 4	972	460	1432	4	4
4. J Cromey	G Kornel'is	VUCC 5	2964	4011	6975	17	8
5. A Arthur	A Arthur	VUCC 5	1266	1310	2576	8	8
6. N Neilson	E Neilson	KCC	2486	1483	3969	13	5
7. J Pierson	J Pierson	Wgtn 1	1160	171	1331	3	1
8. D Gilmore	A Gilmore	VUCC 2	808	762	1570	5	1
9. D Gair	D McDonald	VUCC 2	509	420	929	2	1
10. L Evans	D Grindell	Wgtn 2	2694	654	3348	11	3
11. G Stillwell	J Stillwell	VUCC 4	2259	952	3211	9	4
12. D Cleverley	I Calman	Fiat	3714	4146	7860	18	
13. L Rance	D Rance	Wgtn	1466				
14. M McGuire	H McGuire	Wgtn 2	334	449	783	1	3
15. E Leslie	L Duncan	KCC 1	1668	344	2012	7	2
16. S McCallum	C Duncan	VUCC 3	2761	883	3644	12	6
17. J Glover	K Glover	VUCC 1	3627	570	4197	14	7
18. A McSweeney	H Woods	VUCC 1	4020	672	4692	15	7
19. C Mead	S Budd	VUCC 3	2886	410	3296	10	6

If no protests are received in the next 14 days these results will be declared final.



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

Mike Galvin Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

NOVEMBER

1 Sun	National Race Meeting	MANFIELD OPEN
3 Tues	<u>MONTHLY NIGHT TRIAL</u>	WGTN OPEN
7 Sat	Hillclimb Gold Star (Admiral Road)	WAIARAPA INVITE
8 Sun	Autocross Kim Naylor	VUCC INVITE
14 Sat	Rally	MG/VUCC INVITE
15 Sun	Gymkhana Stewards Trophy	MGCC INVITE
17 Tues	<u>CLUBNIGHT</u> starts 8 pm clubrooms	WGTN OPEN
21 Sat	<u>SPRINT P.A.T.S FINAL ROUND 3</u>	WGTN INVITE
22 Sun	Sprint (Bruces Road)	KAPITI INVITE
29 Sun	<u>ECONOMY RUN (DUNLOP)</u>	WGTN INVITE
29 Sun	Sprint (Judds Farm)	HVCC INVITE

DECEMBER

1 Tues	<u>MONTHLY NIGHT TRIAL</u>	WGTN OPEN
5 Sat	Gymkhana Stewards Trophy	HVCC INVITE
6 Sun	Autocross	KAPITI INVITE
6 Sun	<u>LADIES TRIAL</u>	WMSA INVITE
12 Sat	<u>ADULTS CHRISTMAS PARTY</u> starts clubrooms 8pm	WGTN OPEN

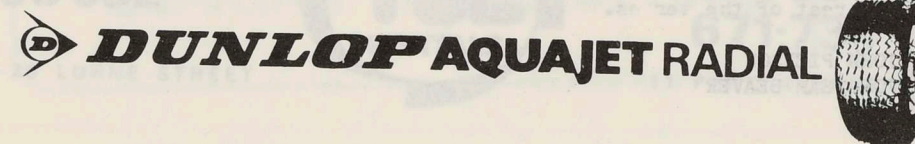
DECEMBER CONTINUED

13 Sun	<u>CHILDRENS CHRISTMAS PARTY</u> Starts Clubrooms 2 pm	WGTN OPEN
15 Tues	<u>CLUBNIGHT</u> starts 8 pm clubrooms	WGTN OPEN
19 Sat	Manfield Clubmans	HVCC INVITE
29 Tues	<u>SPEED EVENT</u>	WGTN INVITE

For further details on any event advertised in this calendar please ring MIKE GALVIN. If Alan has no details then it means we have not been informed by other Clubs of particular details to do with their events.

SOCIAL CALENDAR

21 November	Final Pats Round at Onslow Brass Band Hall
28 November	Election Nite Rumble
12 December	Adults Christmas Party
13 December	Childrens Christmas Party



WE RENT FOR EVERY EVENT

OCTOBER nite trial

Thanks to Lloyd Evans, Noel Williams and Debbie Grindell and helpers for organising the October Night Trial. What a pity only six or seven crews turned up. Maybe it has something to do with two night trials being cancelled this year, due to lack of organisers and/or lack of enthusiasm on the part of some of the clubs executive. Maybe that will change with the new committee and instead of being a part time member of last years short lived non-speed committee. I am prepared to help by being a full time member of a permanent non-speed sub-committee and expound a few more theories at the right time and place, about what I think is wrong with the clubs organisation.

Due to the shifting of the Shamrock Hotel, into the middle of the road, Section 2 of the trial was cancelled, however I think the other 3 sections still made the trial a reasonable length.

The first section wound through Newtown, to Kilbirnie, around the bays into central Wellington and into the control in Grant Road off Tinakori Road. Some crews did not use Somerset Ave, however the ASR's had said Sommer Ave could not be used, and therefore they missed a check. The next Section wound over Wadestown where we used "Leslie St No Exit" because the ASR's said "No Exit" streets did not exist, however we were not rewarded with a check because the organisers meant "NO EXIT" or "No Exit etc", but no matter as we didn't get lost. When we got to Karori, we went around in circles, which was what the organisers intended, and although we went past where Lloyd should have been, before he got there, we found him later on, still on the correct course, sorted out the problem, and carried on to find John Marslin at end of Section Control. We then started going round in circles in Northland, this time it was my mistake and after working out where we went wrong (actually Jenny had been right in the first place) we carried on through Kelburn and Brooklyn, though a doubtful Tee intersection had US worried and eventually back to the Clubrooms, spotting the last check in the top car park before clocking in to final Control.

A quick chat with the organisers and the other competitors and it was all over by 10 pm which is a good time to be heading home after a midweek night trial.

Thanks again to all, and I hope we see a few more people out for the rest of the series.

JOHN PIERSON
FOR TEAM BEAVER

10 YEARS AGO

Events for the month included the Monthly Night Trial, Club Night, an Alexandra Road Hillclimb and a combined Hillclimb and Xmas (!) Social. The Night Trial was organised by Warren Denton, and attracted 30 entries. Victory went to Murray McGuire and Peter Bennett, with the Conroy's not far behind.

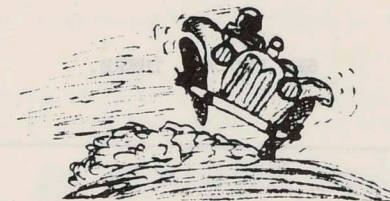
Alexandra Road Hillclimb was held in wet weather, but 28 keen people turned up. Danie Lupp recorded fastest time at 65.11, with class wins to Kevin George (Mini - 71.91) Dick Sellens (Corolla - 67.50) Angus Cameron (Monaro - 66.82) Jon Warring (Terrapia - 69.35). The full length of the hill was used, and it was not a good day for Minis!

Jim Harvey rolled his Mini without too much damage, whilst Graham Noblet smote the 998 Mini front and rear on the scenery, rearranging many body panels.

Non-Speed Committee took over 3 pages of the bulletin with a "Trial Talk Column", which then became a regular feature of following month's magazines.

Clubnight featured the full length film "Bullitt", and attracted a large crowd.

Manawatu Car Club were given the go ahead by the local bodies, to start planning their new Racing Circuit near Fielding. Meanwhile Levin was attempting running National Race Meetings on Sundays in an effort to increase spectator support.



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11 PARK AVENUE

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ECONOMY RUN

SUNDAY 29 NOVEMBER

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DON'T FORGET THE DATE 29 NOVEMBER AT 1 P.M.

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21 NOV

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THE VENUE.

crossflow

Holden John finally has a holden on the road. What it actually is I doubt if he even knows.

Alan Harvie goes to Australia for his grubby weekends these days. The only trouble is he has made this weekend last two weeks. Bet he comes back for a rest.

Malcolm was heard to say he will be wearing a bra next time he appears on film.

Lloyd Evans no longer has the Purple Coon.

I knew Toyota's were better than Ford or GM's or for that matter Datsuns. Got no answer for that have you Harv, McLean and others.

Mike said that a truck damaged his Falcon. Did anybody see the Yellow Paint on the log fence at Alexandra Road?

Peter Jensen sold his Falcon Panel Van which was brought by ex-Clubmember David Twist. He has replaced it with a 3000 V6 Transit.

Lloyd Evans has sold the Falcon G.T. and replaced it with a Jag.

Rumour has it that the Piersons are shifting from Johnsonville to Churton Park.

John Gladhill's V8 Escort was put on its roof by the new owner at the Mini Ngamu. Also Anthony (Rolly) Paroli suffered the same fate, whilst Brett Collings bent a strut vainly trying to catch Chris Clarke.

Peter Jensen went roundy roundy at the dipper on Alexandra Road trying to keep up with the car's reputation.

Ian Jensen sold his Mk II G.T. Cortina and replaced it with a Mk 4 Cortina Wagon. Son Richard would rather have had Dad buy the RS 2000 that Avery's had, while it was a definite no from Mum.

The Conroy's Cortina Wagon was seen alongside the Galvin's Falcon in a Northland Panel Shop.

Seen recently in a Churton Park Garage a very bent Lancer. This the new rally car John??? or a business hack???

Club member Peter Martin hob knobbing it with H.R.H. Duke of Ed. Peter was there on behalf of his brother Paul, who recieved an export award for his baby's incubator.



ELECTION 28 **Nov**

ITE RUMBLE

Very **US** **CASUAL**
pool **DANCE**

or whatever

GET SUPPER

\$ 2-00 PER HEAD

AND PAY AS YOU **DROWN** YOUR

28 NOVEMBER 8pm

THANKS

AS CONVENOR OF THE 1980-81 Speed Committee I would like to thank all those who have assisted the committee in running mighty events. Particularly the marshals who braved all sorts of conditions from dust to slush. A special mention to Eddie Conroy, Ruth Shepherd, Debbie Grindell.

Hope to see all your smiling faces for the coming year, once again,

MANY THANKS
IAN JENSEN

NEW MEMBERS

BARRY MURPHY - Barry owns a Toyota Corolla Van.
He is an apprentice fitter for the
New Zealand Railways.

PETER HAYWARD - Peter is a Technician Cadet and also
has an interest in the Aero club.

EUGENE CHILDS - Eugene is a post office Inspector
and owns an Escort.

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CHRISTMAS

SOCIAL

12 DECEMBER 1981

\$12 SINGLE

\$24 DOUBLE

8 PM AT CLUBROOMS

CHILDRENS CHRISTMAS PARTY

SUNDAY 13 DECEMBER

YOU MAY BRING A PRESENT FOR YOUR CHILD
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STARTS CLUBROOMS AT 2 PM

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Dear Secretary,

On behalf of Motor Specialties Limited I would like to take this opportunity to thank your members for their support of the Motogard Rally and the Motogard product range.

We have an exclusive Motogard tie which we would like to offer to club members only. This will not be on sale to the public.

We offer this to club members at \$10.00 each. The same quality tie in retail shops is normally \$13.50 and over.

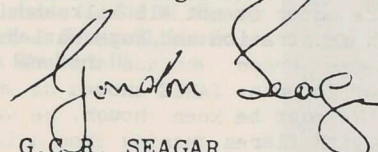
The Motogard tie is dark blue with a small Motogard crest and three small stripes with the words Motogard at the very bottom in a light blue colour.

This would make a very nice Christmas present for someone, whether it be husband, father or boyfriend.

Unfortunately, there are not many and orders will be done on first in, first served basis. Clubs are to send their cheques to Murray O'Donnell, Motor Specialties Limited, P.O. Box 3201, Auckland.

Once again, we thank your members for their assistance because without this, international events like the Motogard would not happen. We look forward to your support for the 1982 Motogard Rally.

Kindest Regards,



G.C.R. SEAGAR
MARKETING MANAGER.

An MSI Company 

SPORTS CAR FOLLIES

Goodbye MARCH, Hello ODLINS V.

Tom Donovan has been working his fingers to the bone during the winter months. The ageing MARCH has been converted into a modern ground effect car. While the basic tub remains the same the change in design philosophy entailed almost complete rebuilding from the ground up.

The rounded MARCH side pads have been replaced by the now more familiar flat sided aerodynamic side pads, while the wide front is gone, to be replaced by a wing a'la FERRARI.

The problem now is that should he need parts, Tom can no longer Telex the factory. Consequently Tom has busied himself by manufacturing three complete sets of replacement "corners", front wings etc. I am expecting big things for Tom in this year's PACIFIC series when last years experience is combined with the new ODLINS V.

Lester Reader very courageously allowed me to drive his L.J.R. at a recent test day at Manfield. For the unfamiliar, the car was pictured behind BOB HARDEN's SID II in the September 28 issue of MOTOR ACTION.

Lester's years of experience at chassis timing show through well - after my twitchy brute, the L.J.R. is really a pleasure to drive, with neutral handling and none of the shaking and vibrating we come to expect from highly stressed stock based machinery. The car was still being run in with a rev limit of 6000 RPM, yet the VAUXHALL engine still had sufficient torque to turn quite respectable times.

I suspect that when Lester revs the engine to its 8000 RPM potential the result will be shattering - probably requiring a rear aerofoil to maximise the performance.

ROSS MONK in RHUBARB III returned respectable times at the October 4 meeting at PUKEKOHE. but was no match for the more experienced AISLABIE, TURNBULL, READER and Coy.; WATCH THIS SPACE.

TURBOER'S LAMENT

From our intrepid turbo engineers in darkest HUTT VALLEY comes the note unexpected news that putting a turbo on a race motor is not all milk and honey. The road to reliability is paved with frustration and huge outlays of money - and that after you get it going! One person who has got one going (since TOM DONOVAN) is JAMIE AISLABIE of Rotorua. JAMIE showed us what power was all about at PUKEKOHE last month. He must be keen though, he was seen to finish the last lap of the last race with flares gushing from a leak in the intercooler!

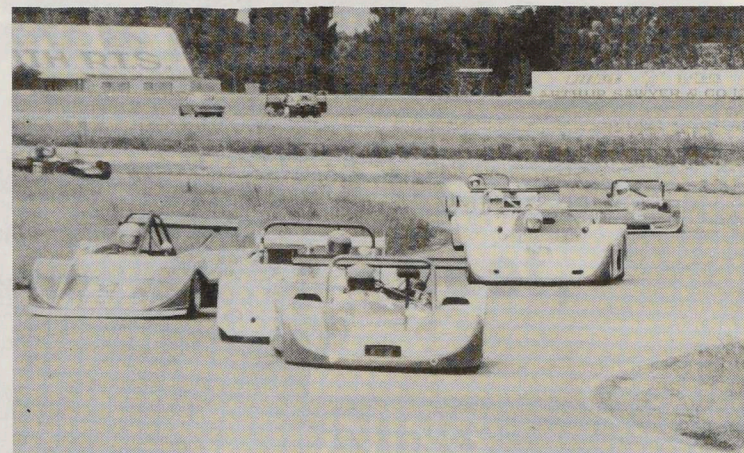
OBITUARY

It is with deep regret that I have to report the demise from the North Island racing scene of ODLINS II. This car which was successfully raced by TOM DONOVAN, DAVIE LUPP and BOB HOMEWOOD has gone to its last resting place in the garage of a "Gentleman Racer" from TIMARU.

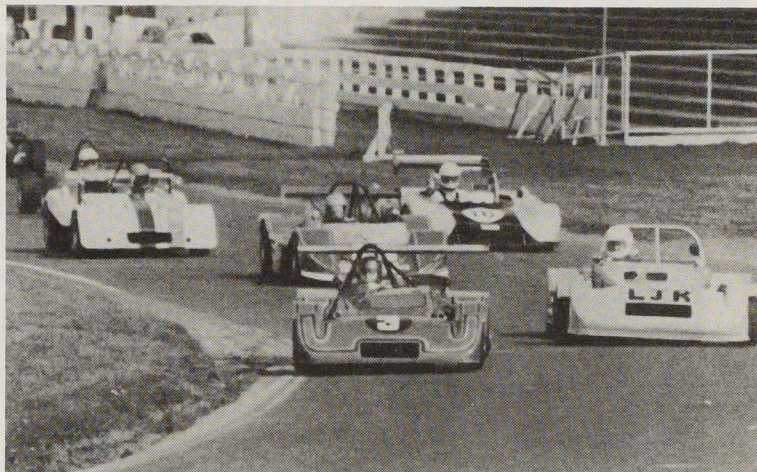
Sadly missed by SCANZ especially since it was bought for less than the price of a geriatric Formula Ford!

No offence meant to Seymour and Co., but really!

MANFEILD: Homewood — Odlins II,
Martin — Bussy, Turnbull — Fronzelli,
Hill — Rhubarb V, Harden — Sid II,
Barker — Talisen, Hogan — Malloch Mk
8, Morris — Mosul



PUKEKOHE: Aislabie — Sid III, Reader
— LJR, Turnbull — Fronzelli, Martin —
Bussy — Monk Rhubarb III.

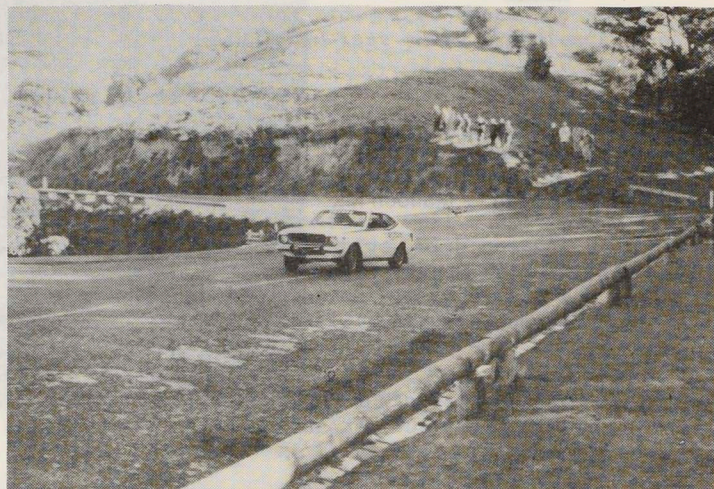


PHOTOS THANKS TO
CHRIS NORTHOVER



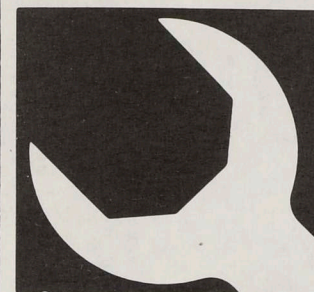
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RICHARD STEVENS



IAN JENSEN

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Dec 81

MOTORING NEWS

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bulletin of the **wellington**
car club

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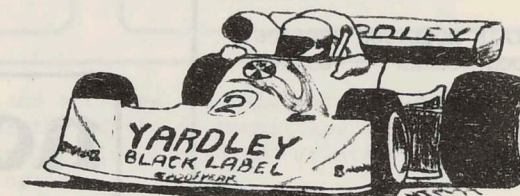
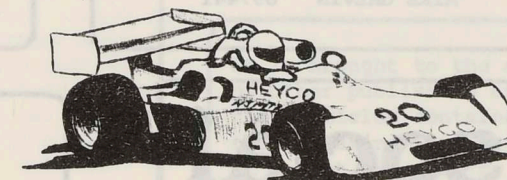
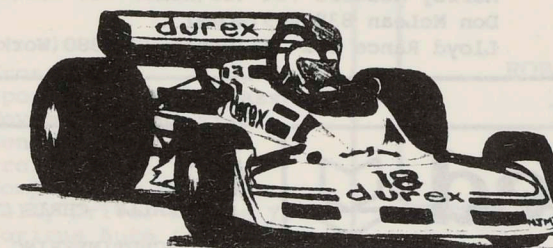


BULLETIN OF THE WELLINGTON CAR CLUB

DECEMBER

1981

MOTORING NEWS



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BOX 5142 WGTN
TELEPHONE 892-309

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
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MALCOLM BUCHANAN 881617
CLUBROOMS MIKE GALVIN 897441
ALAN HARVIE 838742

MURRAY MCGUIRE 784423
LLOYD RANCE 862241

nonspeed 

CLUBROOMS are in Russell Terrace Newtown ... CLUBNIGHT is the third Tuesday of every month ... A NITE TRIAL starts from the Clubrooms on the first Tuesday of every month except January ... SPEED and NONSPEED meetings are as announced in the Competition Calendar ... SUBSCRIPTIONS cost \$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 9 P.M. ...

bulletin staff 

ROBIN GRUNDY
788926

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"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 Bruce Young, Wakefield Street, Wellington.

crossflow

WAYNE HUXFORD IS A PROUD DAD. CONGRATULATIONS FROM THE CLUB. WE ALSO HEAR WAYNE IS HAVING A FEW PROBLEMS WITH SPONSORSHIP. HOPE THINGS SORT THEMSELVES OUT WAYNE.

WE HEAR MARILYN HARVIE HAS STARTED PACKING TANTRUMS. HAVE YOU GOT ALL THE GLASS OUT OF YOUR CARPET YET MIKE.

GRAHAM TOOMER STARTED OUT THE STOCK CAR SEASON WELL. HE WON THE FIRST RACE AND PROCEEDED TO PUT IT ON ITS LID IN THE SECOND RACE. BUT GRAHAM BEING GRAHAM CAME OUT IN THE THIRD RACE AND GOT A FOURTH.

IT IS WITH GREAT PLEASURE THAT WE ADVISE RUTH SHEPHERD HAS RETURNED TO THE EXECUTIVE AS TREASURER. WELCOME BACK RUTH.

CONGRATULATIONS TO THE CLARKE'S ON THEIR RECENT ADDITION TO THE FAMILY. WE HEAR YOU HAVE ONE OF EACH NOW CHRIS.

EDITORS BIT

In the past bulletin articles have been as sparse as the number of members who turn out to clubnights. I would like to say something nice, as I begin my term as Editor, but superlatives don't spring readily to mind.

However, I feel totally confident that this situation is reversible. Having seen the excellent speed, non-speed and social calendar mapped out for the coming year I can see the club becoming second to none in the Wellington region.

Plans are afoot to reopen the bar, which will ensure a fitting boost to Club moral. The overall feeling within the committee is one of optimism and a general willingness to get on with the job in hand and I am sure with the assistance of the club members old and new we can make the coming year one to remember.

Robyn Grundy

Note: Replies, discussion, topical commentary for this column in written form will be gratefully accepted.

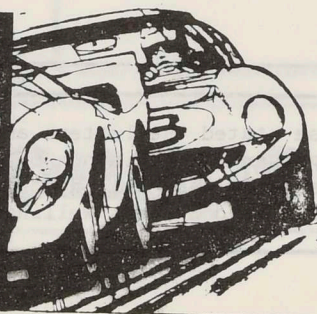
CLUBMANS RACES MANFEILD

19th December

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SPORTS-RACING CAR ASSOCIATION of NEW ZEALAND

12 Martin Grove
Lower Hutt
Ph. 661804

The Secretary

RE: The 1981/82 SCANZ Sports Car Championship

Dear Sir,

The rules for eligibility of cars competing in the National Sports Car Championship for the coming season were amended at our A.G.M. recently.

It would be appreciated if you could bring these changes to the notice of your members as they are not included in the 1981 MANZ Calendar.

Briefly, the Sports Car Championship this year will continue to be based on two valve, two litre engined sports cars as in previous years with these changes.

1. Single seater space frame cars can now compete provided they have fully enveloping body work. (eg club members can utilise non competitive formula Fords with "Can Am" type body work.) Eligible single seater spaceframe cars must comply with the sports car regulations in all respects other than the seating and full body work requirements. (i.e. they must comply with 2 valves, 2 litres).
2. Production sports cars and "kit cars" are eligible, subject to SCANZ approval, that have an engine capacity in excess of 2 litres. (eg M.G.C., Morgan V8, Eureka V8? etc. But not OSCA or sports sedans which are already catered for in other championships).

Both of these above inclusions will be eligible for championship points and prizemoney.

If any member of your club requires details on the exact regulations, I will be happy to provide copies of all the rules or any other information they need.

Yours faithfully
SPORTS-RACING CAR ASSOCIATION OF N.Z.

G.H. Barker
NATIONAL SECRETARY

NOVEMBER NIGHT TRIAL

Well at last my works may be published.

Having not been on too many trials after an absence from the sport for about three years off we went to WCC's November Night Trial. We arrived at the Clubrooms to find that Petone was the venue. For the first time we completed the first section, getting to the start, on time and no mistakes! A leisurely reading of ASR's revealed the regulars, no really nasty trickys and a couple of interesting extras. Using the loose word "STOP" from each compulsory "STOP" sign was a well thought out move (who likes putting up and collecting too many checkboards). However, there were prospects of doom if it didn't go well; there are "STOP" signs all over Petone. One ASR I liked - "any competitor taking more than two hours may be deemed to have retired". Good stuff - set up for fast accurate no nonsense, no scatter trialling. Coupled with the "Targa" timekeeping it was all set for a good mid-week trial.

Would you believe it, the first "STOP" provided us with a problem. As the sign applies to an intersection, as a checkboard did it apply to that intersection. Seven minutes later having sat opposite an intersection and waved to the following four competitors we had to agree with their interpretation - it was a checkboard and even though at times only a few feet away, that intersection was according to ASR's "the next intersection". Crazy? Thats Trialling!

Strangely enough all went well from then on, for a while. A couple of minutes 50 metres from the manned check discussing apoint made us even later. But we zeroed the next march, left, left right which tickled us rather, we don't do that too often.

The "Wellington Hut Car Clubs" provided a different approach - at least the navigator was too busy to argue with the way we went. Even so by the time we were running out of letters doubts crept in. Perhaps the average speed was a little high - we went straight through this bit, no mucking about, and were still a minute late.

Subsection B: We had been around this area on a previous trial in daylight and yet we still blew it (!), so much so that we were smailing at the end of it. We were hopeless. However, with the 30 minute late retirement ASR in mind, and already about 17 minutes late, we thought it better to move on.

With the usual quirks of trialling we wandered through the last section without falling into traps and only 2 minutes later. How we wished we had spent those extra 10 minutes on subsection B!

All in all a pleasant trial. Enough to keep it all interesting without too many devious traps to make it frustrating. It was well organised with additional manned check handouts to make sure everyone was on the right instruction - a relief after the Kapiti Trial! Short trials are difficult to organise, but Brian F. and Bruce N. did well. Thanks for the evening.

P.S. We were first into the final control! That was the unbelievable part! never do that!

Dave and Ali Gilmore

NOVEMBER NIGHT TRIAL

I've never really enjoyed running a trial. Well thats not really true - organising the event can be fun - it's the waiting for competitors to arrive at the end that gets to the nail biting stage. Especially when they are all late. Having not organised a trial for some time we found this one a bit hard going. Where will be go? What can we do? Will it be too hard or too easy? Is our definition of hard and easy the same as prospective competitors? Oh well, lets go. Ah theres two Fitzherbert Streets in Petone - maybe we can do something around that. Always wanted to have another "teaser" around Seaview - don't like trialling around built up areas too much.

After setting out the ODO it was off to do a stint of using and not using Fitzherbert Street - just to get competitors in the right frame of mind and to see if they were awake. A quiet little tour through to Fairfield where a couple of streets and stop signs were inflicted with competitors on numerous occasions. Off to Seaview to use "Barnes St" signs as overrider and u-turn checks just to get the brain matter really ticking over. Team Beaver saw lots of checks and in John's word "just wrote them all down several times and hoped!" with, I might add some considerable success. Not sure that that is the way to win Gold Stars though. Most people failed in this section but on perusing the course at the end they all agreed that there was no reason for bungling it. After Seaview a quick trip through Pwtone again just to see if everyone was still awake over Fitzherbert Street. And so, to the finish at Hutt Valley Motoring Clubs' Clubrooms for tea and bikkies. Our thanks to HVMC for their clubrooms, Jeff Vincent and Alan Mines for being checks and Ray Mantell for checking the trial.

Brian Fisher and Bruce Needham

NON SPEED

COMING EVENTS

POSSIBILITY OF GYMKHANA ON 14 FEBRUARY - SUNDAY LINKED UP WITH A "BIRD MAN" COMPETITION ON THE WHART. THE VENUE BEING THE WHARP.

FUNKHANA ON SUNDAY 24 JANUARY - SUNDAY OF WELLINGTON ANNIVERSARY WEEKEND. QUEEN ELIZABEHT PARK. BAR-BE-CUE PICNIC DAY AT BEACH.



PROFILE

MURRAY MCGUIRE, COMMITTEE MEMBER AND CONVENOR OF NON-SPEED COMMITTEE

I joined the club in 1967 if my memory serves me correctly, and in those days was the proud owner of a 250cc single cylinder two-stroke Jawa motor cycle. (This I remember, I wasn't allowed to enter in gymkhanas due to not having a reverse gear!). An A40 Devon followed. I currently run a Morris 1700 having owned various Minis and a Triumph Dolomite Sprint (in the U.K.) in between.

This is my first term on the executive although I was on the non-speed committee for a number of years prior to a U.K. trip from 1975 to 1977.

Apart from the odd sprint, hill climb and clubman meeting, I have mainly been a non-speed competitor. I guess that's how I ended up non-speed convenor this year.

I am married to Heather (my wife), and we have 1½ children (approx.). The 1 is Lynda who is 2½ in November, and the ½ (approx.) is due in March - name as yet undecided.....

I am a qualified motor mechanic by profession and am employed in the N.Z.M.C. Head Office Service Division as a Product Engineer (please don't ask what I actually do though!).

As convenor of the non-speed sub-committee I have been responsible for putting together the next years non-speed events (see elsewhere in the Bulletin) calendar. If you would like to see:

- a) More events.
- b) Less events.
- c) Different events, or know of:
 - 1) Good venues for gymkhanas
 - 2) Anyone interested in putting up \$10 (or more) to sponsor an event.
 - 3) Anyone who might like to, compete as driver, navigator, time-keeper or observer, run a check car, organise an event etc.,

Then please contact me. I'll do all I can to assist you.

In return, please come and compete on the events we run (it's hard running an event without competitors!) and if you'd like to assist in running events or helping decide what events should be run (and how), then give me a ring and come along to the next non-speed meeting - with no obligations.

PROFILES OF CURRENT COMMITTEE

ALAN HARVIE (President)

This year I was elected President of the Wellington Car Club after serving last year as Club Captain. I really don't know how many years I have belonged to this Club, but it has been a good few.

I know it has not been more than thirty five years which answers the question of how old I am.

Hopefully most of the members know me and what I do but for the unenlightened I run a panelbeating and spray painting shop in Vivian Street called Alan Harvie Ltd.

I am married and have children. My wife Marilyn also being a member of the Car Club.

I drive a Laser Sport (not very often) and an Escort 1600 Sport.

My main interest in the Club has been speed events of which my first drive was at Palmer Head hillclimb back in 1962 in my brothers MGA and progressing up to a few Clubmans and track meetings. With the selling of my Torana SLR 5000 and my position in the Club I have found interest in all the other aspects of the Club.

My ambition for the Club is for it to be the best competitively and socially. With our new committee and the general interest being shown by other clubmembers I see a promising future in this club.

LYNN MOLLISON (Secretary)

I joined the Club two years ago to become the Club Secretary. Guess what, I am still Club Secretary. Within those two years I have also produced the Bulletin and help cater for several functions. I enjoy my job as Secretary come caterer (and more so this year as Iain has kindly offered his services for the Social side of the club). What really gets me is that he is out of town for most of the organising. Oh well that's life.

MIKE GALVIN (Club Captain)

I joined the Club in 1965. I have raced and rallied most of the time since. Many years on the Committee including being Club Captain before. I am married with two children. My business is running a Menswear Shop in Kilbirnie. The motor vehicle I drive is an 81 XD Falcon.

Profiles Continued

IAIN MOLLISON (Vice Club Captain)

Well I have been told I have to write an article on myself. Well if you don't already know I am married to Lynn. Thats that bit over. Now what do I write. If you get bored reading this you stand for a position on the Executive next year and write about yourself. It is damned hard.

During my five years in the Club I have raced a 998 Mini and at present the Levin (when the "Old Girl" lets me), I have spent one year as Club Captain and this year I am Vice Club Captain. You may be thinking what "Molli" has been demoted. This is not the case. Owing to work commitments I didn't want to go on the Committee this year but seen as we got such a "generous" response at the AGM I felt I had to go on the Committee again to keep the Club together. This year my main aim as a member is to get the social side of the Club back on its feet and hopefully get a Liquor Licence. We can only do it with your help. So come on and join in all the activities that we as a Committee put a lot of time into organise.

Committee Members

MALCOLM BUCHANAN

I have been a club member since 1968. My interests are towards sealed events, hillclimbs, clubmans. Although I have followed rallying, due to my involvement in scrutineering, and servicing.

CHRIS CLARKE

Came to New Zealand from Australia about six years ago and joined up with the Wellington Car Club. In Australia for the previous five years I had belonged to many motoring and motor cycle clubs and had raced dirt tract and stock cars. Since settling in the Wellington area I have participated in many Club events, mainly speed events and rallies, mainly in the Toyota.

I am self-employed in Engine Rebuilding and I am married with 2 children.

ROBYN GRUNDY

I have been a Car Club member for seven years initially with the McKenzie Car Club in South Canterbury then in the University Car Club (Canterbury) and the Autosport Car Club in Christchurch.

Earlier this year I joined the Wellington Car Club, marshaling and competing in a variety of events. My principle interest lie in speed events, especially those on shingle. I now use a Cream Datsum 1200 four door for competition and have competed in the past in Mini's, a Fiat 127 and a Honda Civic. I work for BP Chemicals as the Planning Officer.



Profiles Continued Further

IAN JENSEN

I am married with a young family. Self-employed builder, involved in all aspects of light construction and design.

Joined the Car Club in 1969 as a member of the "In famous" 1948 Team which competed in a number of Club and Local Trials.

Became involved in the speed committee 1981 and thereafter the Executive Committee, having a small break from both around 1978-79 and then back as speed committee convenor 1980.

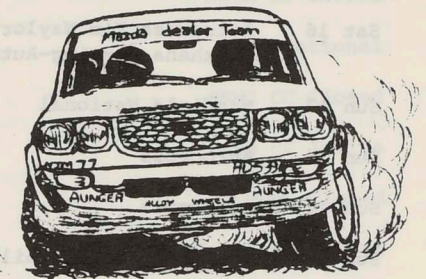
Competed in a joint ownership 105E Anglia with brother Peter 1975-77 then from 1978-81 a joint ownership MK I Escort. During that time mostly as a competing organiser.

DONALD McLEAN

A Club member since about 1977 (previously in Hutt Club). I have participated in a variety of club events - from trials to rallies.

I have owned five Datsuns and presently race a 1200 and drive a 240K.

Zip Holdings employ me as a production engineer.



ADMIRAL ROAD GOLD START HILLCLIMB

7 November 1981

It looked like it would pour with rain like it did in last years similar event, however, the weather held out this time.

Thirty one entrants turned up for the eleven o'clock start and looking at the competition and the state of preparation of the Datsun (100,000 mile old engine, retread 404's, etc.) I expected to be outclassed and intended just to enjoy the event.

Despite this I managed to sink the local 1300 class opposition on their race rubber, to score a class win and 9th overall (time 45.17 secs).

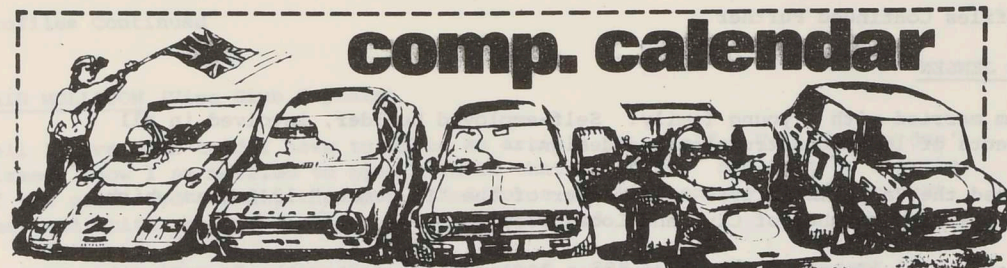
FTD went to Francis Pointon in his immaculate twin cam with Lester Reader coming second and Shane Murland a sideways third.

It was good to see the usual standard of Wairarapa food available during and after the event.

There were quite a few ladies having a go including Roger Brader out of retirement in a tyre burning Mazda.

Many thanks to Wagg and Harcombe for their generous sponsorship and Wairarapa for a perfectly executed event.

Donald S. McLean



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

Mike Galvin Club Captain, has entry forms and regulations for all open and invitation events. If you wish details on an event please ring Alan before 9 p.m.

1982 JANUARY

Sat 16	Autocross Kim Naylor (Armstrong's Farm) Gymkhana Morning-Autocross Afternoon	Wairarapa CC Invite
Sun 17	Manfield National	Open
Sun 24	Autocross	HVMC CC Closed
Sun 24	Autocross	Kapiti CC Closed
Sun 24	<u>FUNKHANA</u> (See details elsewhere in bulletin)	Wgtn CC Invite
Sat 30	<u>RALLYWOODS SPRINT.</u> See details elsewhere in Bulletin	Wgtn CC Invite
Sun 31	Trial	Kapiti CC Closed
Sun 31	Trial	VUCC Closed

FEBRUARY

Sat 6	Gravel Hillclimb (Tea Creek)	Wairarapa CC Invite
Sun 7	Port Road Dual Car Sprint	HVMC CC Invite
Sun 14	Autocross	Kapiti CC Closed
Tues 15	<u>CLUB NIGHT</u> Starts Clubrooms at 8 p.m.	Wgtn CC Open
Sat 20	Dual Car Sprint 200m	Wairarapa CC Invite
Sun 21	Gymkhana Stewards Trophy	Kapiti CC Invite
Sun 21	Gymkhana	HVMC CC Closed

FEBRUARY

Sat 27	HAWKINS HILL ROAD SPRINT	Wgtn CC Invite
Sat 27	WMSA DINNER	
Sun 28	Mt Crawford Sprint	MG CC Closed

MARCH

Sat 6	Rally	MG/VUCC Invite
Sun 7	Wallaceville Hillclimb	HVMC CC Invite
Sun 7	Autocross Afternoon	Kapiti CC Closed
Sat 13	Clubmans	Wairarapa CC Invite
Tues 16	<u>CLUBNIGHT</u> Starts Clubrooms at 8 p.m.	Wgtn CC Open
Wed 17	Twilight Trial	VUCC Invite
Sat 20	<u>AUTOCROSS</u> Details later	Wgtn CC Invite
Sun 21	MANFIELD	National
Sun 21	Gymkhana	HVMC CC Closed
Sat 27	Rally Sprint	HB CC Invite
Sat 27	Trial	VUCC Closed
Sun 28	Sprint	Kapiti CC Invite
Sun 28	Standing/Flying 400m	Wairarapa CC Invite

APRIL

Sat 3	Rally	Wanganui CC Invite
Sun 4	Gymkhana	VUCC Closed
10	SPEED EVENT	Wgtn CC Invite
11	Autocross	Wairarapa CC Invite
17	HILLCLIMB HOUGHTON BAY ROAD	Wgtn CC Invite
18	Gymkhana	Kapiti CC Closed
18	Gymkhana	HVMC CC Closed

MURLAND WINS \$2000 DUNLOP RALLY DRIVER OF THE YEAR

A solid improvement in performance right through the rally season plus a consistent finishing record has won a 29 year old Wellington builder, Shane Murland, \$2000 as the 1981 Dunlop Rally Driver of the Year.

"Shane showed a most impressive improvement over his previous year's performance" said Mr A.J. Smithard, Secretary General of the Motorsport Association of New Zealand (MANZ) announcing the winner of the Dunlop competition in Wellington on 6 November 1981.

"Not only this, he also went better in each rally right through the 1981 season and his consistency paid off with a well deserved third place in the national rally championship.

"He is gaining in ability all the time and is certainly a very consistent finisher which takes maturity and judgement as well as driving skill".

"A similar level of performance from a number of drivers made this a tough competition to judge" said Mr Smithard.

"However, we felt Murland while not a spectacular driver won the prize for his very solid improvement, which was most impressive, and his own hundred per cent finishing record covering as it did all five major rallies this season.

"Murland's whole approach to rallying, his enthusiasm, courtesy and his sportsmanship also impressed the judges.

"His Chevette 2300 HS has always been well prepared and immaculately presented which is a credit to him, to his team and to his sponsors who include the General Motors dealer team, Pye and Dulux.

"Shane Murland and his wife, Jocelyn, who is his co-driver are true competitors and go in for a wide range of motorsport events with the same enthusiasm they show for the major rallies.

"They are also very supportive members of their club, the Kapiti Car Club".



DUNLOP AQUAJET RADIAL



PORIRUA AUTO & TYRE SERVICES SPRINT SERIES

	1	2	3	4	5	6	7	8	Total.	Best 7.
Peter Zerkovic	20	20	20	20	—	20	20	20	140	140
Keith Mason	0	20	20	19	20	20	19 1/2	20	138 1/2	138 1/2
Kevin Smith	20	20	20	20	0	19	19	20	138	138
Peter O'Leary	16	19	19	20	18	19	19 1/2	①	131 1/2	130 1/2
Ross Lake	19	17	19	19	20	①	18	18	147	130
Rick O'Neil	16	17	16	16	0	17	18	18	118	118
Peter Hughes	20	18	20	19	0	19	0	20	116	116
Dick Gardner	19	19	19	19	0	20	20	0	116	116
Mike Nolan	①	15	15	15	19	19	14	15	126	112
Ian Moss	18	19	18	16	18	0	16	16	121	121
Steve McCallum	0	17	18	18	19	18	18	0	108	108
Mike Cantlar	17	18	18	18	0	0	17	19	107	107
John Gladhill	20	20	20	20	0	20	0	0	100	100
John McPherson	14	16	16	18	16	0	0	19	99	99
Steve Budd	19	19	19	19	0	0	0	19	95	95
Murray Solihill	0	20	19	0	0	17	20	18	94	94
John Pierson	0	15	14	15	0	14	19	16	93	93
Errol Kower	18	16	17	15	19	0	0	0	85	85
Terry Doran	12	18	0	17	18	16	17	0	98	98
Mark Wilton	0	0	0	17	20	19	19	17	92	92
Murray Jones	17	13	17	14	18	0	0	0	79	79
Rick Stephens	13	10	15	4	17	18	0	0	77	77
Errol Bruce	19	19	0	20	0	0	0	19	77	77
Dave Hobbs	18	0	18	18	0	18	0	0	72	72
Graham Anderson	0	18	0	17	0	0	19	17	71	71
Bruce Solihill	16	17	16	0	0	15	0	0	64	64
? Christanson	17	16	17	14	0	0	0	0	64	64
Frank Stubbs	0	14	15	16	0	16	0	0	61	61
Mike Welsby	0	0	0	17	19	8	1	0	55	55

Club Points.

Wellington	18	15	14	15	8	16	15	17	118
Kapiti	16	19	19	19	6	18	16	17	130
Victoria	6	1	5	0	12	5	0	0	29
HV.MC	2	0	0	5	7	2	8	13	37
Wainuiomata	6	7	4	0	0	0	0	0	17
Wairarapa	1	0	0	0	17	5	2	3	28
M.G.	0	0	0	0	0	0	7	1	8

These results will be declared official on 5/12/81. Protests, enquiries etc. will be accepted in writing only, until 4/12/81 at 8 Muri Rd Pukerua Bay.

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OCTOBER NIGHT TRIAL

TEAM	DRIVER AND NAVIGATORS	POINTS LOST	PLACE
Team Beaver	John Pierson, Jenny Pierson	- 24	1
Team Macmob	Murray McGuire, Lloyd Rance	- 32	2
Team Moggy	John, Marie, Nicola Thomson	30 34	3
Tis Us	Roger Butt, Steve Robinson	60 26	4
M. Jenkins	Mark Jenkins, Dave Cochlin	60 44	5
Midnight Motors	Bruce McPherson, Peter Curlin	lots some	6

Organised by Team 1600 (Lloyd Evans, Noel Williams, Debbie Grindell). Checked by Brian Fisher.

Manned Checks 2 John Marslin, 4 John and Evelyn Hoggard.

Organisers Comments

A grateful thank you to six crews who competed and to John Marslin, John and Evelyn Hoggard, Brian Fisher, Lynn Mollison and Michelle Evans who helped with the trial.

We had intended the trial to be long but straightforward. As it was, it was the day the Shamrock (an old tavern formerly of Hawkestone Str) decided to become stuck in Tinakori Rd on it's journey to its new site. As this affected section 2 of the trial, section 2 was cancelled (but not forgotten. It shall be used next time we organise a trial). It also meant that Lloyd Evans had much less time before competitors arrived to put his check boards out in Karori. Thus the first team got to control and had to wait for Lloyd (the control) to turn up. Apologies to Team Beaver but we allowed you the time claimed. So, for the organisers, the trial did not begin simply.

As far as I know all those crews who competed had done at least one previous trial. Some have been trialling many years but they still fell into our simple traps. (We think they were simple.) One team did get lost. As they had started late, they didn't perservere with trying to get the trial correct but came back to final control. Sorry Midnight Motors but we hope you wont hold it against us.

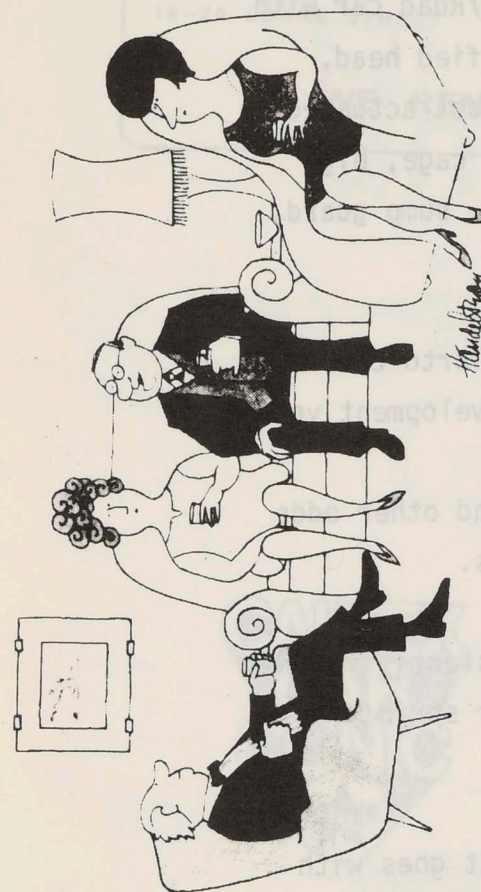
For the other teams there were two troublesome instructions. The first was in section one, instruction six. (We had deleted Appendix T, rule 6/6: no intricate route finding or unnecessary deviations before ODO etc., if you can delete one rule e.g. 28/3 you should be able to delete any rule so long as it's stated in the ASR's. Also it was a wrning to be careful right from the start of trial.) Anyway instruction 6 had you turning into Somerset Ave. However, the ASR's said SOMMERSET Ave did not exist (note: 2ms) and so three crews did not turn as instructed but continued to the next street to turn. Those careful crews who checked the spelling, found that the trap was not a trap and so correctly turned into Somerset Ave (note: 1m only).

The second problem was in section 3 at the instruction which said - turn left after "SEAPA TCE". Three teams either did not notice that the street was after the sign and that they should have gone along Scapa Tce, and the street was the same thing (in trialling street names are a separate thing to the street itself. The ASR's will say how a sign will be quoted in the instructions: in this case in quotation marks and capital letters. If the instruction had been to turn left after the street, the street name would not be in quotes and capitals). Anyway those who did not go along Scapa Tce, continued downhill to Karori Rd where they came into a manned check. (John and Evelyn in a teal blue Mark II Cortina). By doing this, the teams missed a check sign and got to the manned check about 10 mins too early.

The organisers also made an instruction mistake. Only the experienced teams noticed it and they were experienced enough to realise it was a mistake. In section 3 there was an instruction to - Turn right after "LESLIE ST NO EXIT". This sign was all in one and not two separate pieces, one marked Leslie St, the other No Exit. The organisers had thought ASR 12 would apply (Roads signposted "NO EXIT" are deemed not to exist in sections 1, 3 and 4 and so people would not turn into Leslie St which was after the sign. The organisers were wrong because ASR 4 had said all words on the sign would be given between quotation marks. So "NO EXIT" did not equal "LESLIE ST NO EXIT" or to put it another way ASR 12 could not be applied by the organisers because we quoted more than just no exit.

1. Would anybody with either clocks or checkboards in their garages, etc. please return clocks and boards to clubrooms. We had to use some of our own clocks and we nearly ran out of checkboards (nothing worse for an organiser to have worked out a clever trap and then find a checkboard is not available to reward those who get it right.)
2. I'm told by the new non-speed committee that it intends club trials to be shorter and simpler. Only an hour long (the October trial was approximately two hours) and not too far (more economical fuel wise).
3. Do novice trialists know that only one person in a team, i.e. car needs to be a clubmember and the person doing the driving does not need a competition licence? Nor does the driver have to be the club member but in this case the driver would not be eligible for driver trophies. So charm your mum, sister, father-in-law or friendly neighbour and come trialling.

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A Digitated Vertebrated Mamoloon.

BIPED - femme

ELEMENT - woman

SYMBOL - Wo

DISCOVERER - Adam

ATOMIC WEIGHT - Accepted as 118, but is known to vary from 110 to 160.

OCCURRENCE — surplus quantities in all urban areas.

PHYSICAL PROPERTIES -

1. Surface normally covered w

1. Surface normally covered with pointed hills.
2. Boils at everything, and freezes without warning.

2. Boils at everything, and freezes
3. Melts if given proper treatment.

4. Bitter if used incorrectly.

5. Found in varying states, ranging from virgin to common ore.

6. In its natural state, the specimen varies considerably but is often artificially changed so well that the change is discernable only to the experienced eye.

7. non-magnetic, but attracted to coins and sports cars.

1. highly ornamental, especially in sportscars.

2. most powerful money reducing agent known.

3. can be great aid to both relaxation and stimulation.

CHEMICAL PROPERTIES -

1. possesses great affinity for Gold, Silver, Platinum and other precious metals and stones.

2. able to absorb vast quantities of precious or expensive substances.

3. may explode spontaneously if left alone with a male.
4. insoluble in liquids, but activity greatly increased by saturation in alcohol.

5. yields to pressure applied to correct points.

6. leaves sticky precipitation on china, glasses and cigarettes.

7. properties greatly increased if specimen is placed in the dark.

8. pure specimen turns rosy pink in natural state.

9. turns green if placed beside better specimen.

CAUTION

1). highly dangerous except in experienced hands.

2. must be handled with care if experiments are to succeed.

3. it is illegal to possess more than one specimen, although a certain amount of exchange goes on

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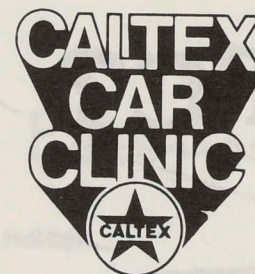
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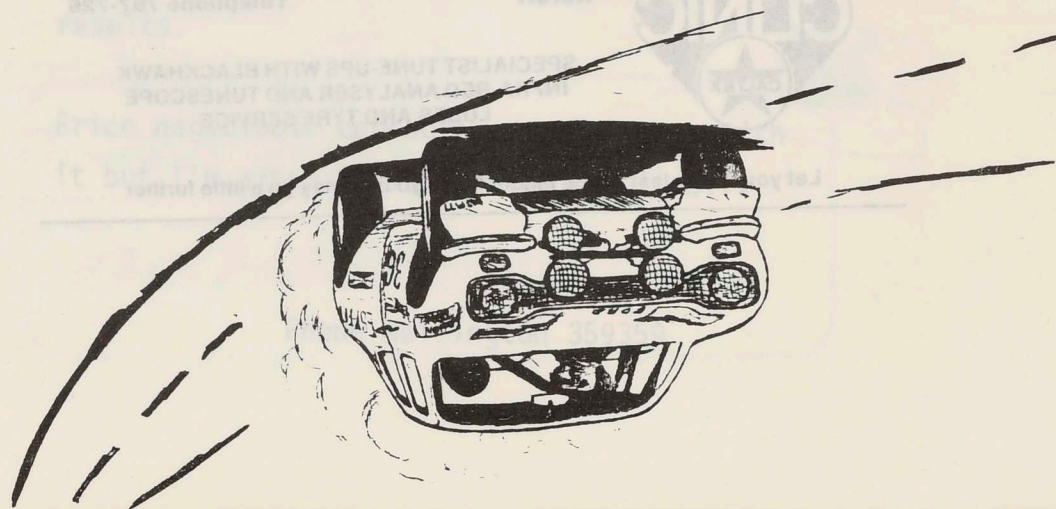
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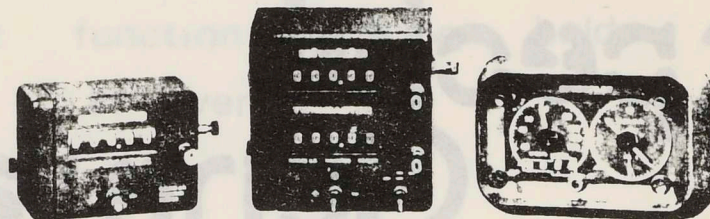
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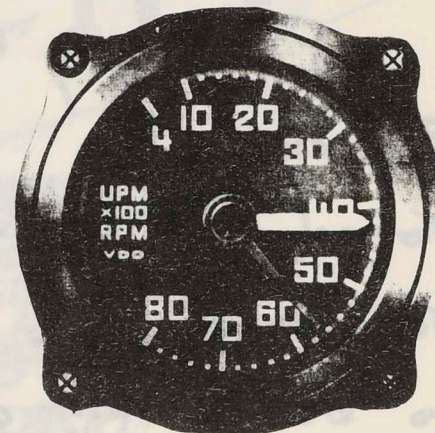
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