

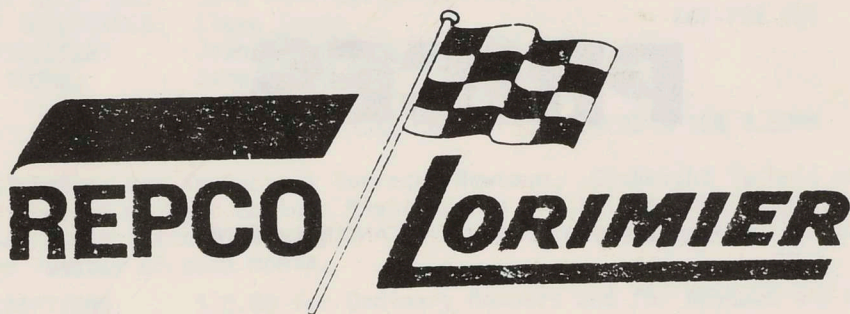
MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

JANUARY 86



IGNITION PARTS

for your car

reliability for rallies
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(BY THE ROUNDABOUT JOHNSONVILLE)



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON 2 N.Z.

CLUB ROOMS, RUSSELL TCE

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

EXECUTIVE COMMITTEE:

PRESIDENT:	Murray McGuire	784-423	720-880 (W)
SECRETARY:	Lisa Ellingham	288-523	
TREASURER:	Annette Miet	844-730	730-663 (W)
CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
COMMITTEE:	Dave Jennings	783-801	738-670 (W)
	Roger Ellingham	288-523	
	Julie McRae	879-071	845-779 (W)
	Jane Black	687-275	731-152 (W)
	Wayne Moore	784-979	729-729 (W)
	Brett Plim	883-451	842-138 (W)
	Ross Teesdale	791-277	697-999 (W)
	Ray Lord	268-253	
	John Paine	879-418	657-799 (W)
SPEED:	Iain Mollison, Roger Ellingham, Julie McRae, Wayne Moore		
NON SPEED:	Murray McGuire, Dave Jennings, Julie McRae		
RALLIES:	Ray Lord, Jane Black, Brett Plim, Ross Teesdale		
SOCIAL:	Ross Teesdale, Lisa Ellingham, John Paine		
PUBLIC RELATIONS:	Dave Jennings, Ross Teesdale		
CHIEF SCRUTINEER:	Lloyd Evans		767-726 (W)
POINTSKEEPER:	John Thomson	784-305	
CLUB ROOMS:	John Paine	879-418	

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SUBSCRIPTIONS: \$30.00 for Ordinary Members and for Husband and Wife
\$15.00 for Under Eighteen years
\$15.00 for Country Membership (over 40 miles)
\$20.00 for Associate Membership
(all above include Motorsport Association Capitation Levy)
Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 879-418

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NOTE : Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

COMING EVENTS

JANUARY:

SUNDAY 19 JANUARY: FUNKHANA - A FEW NOVELTY GYMKHANAS
FINISHING UP WITH A BAR-B-QUE BEACH PARTY
FUN FOR ALL FAMILIES AND FRIENDS

TUESDAY 21 JANUARY: CLUBNIGHT

SATURDAY 25 JANUARY: WELLINGTON STREET RACE PRACTICE

SUNDAY 26 JANUARY: WELLINGTON STREET RACE
GET INVOLVED, RING MURRAY McGUIRE NOW
AND OFFER YOUR ASSISTANCE

FEBRUARY:

TUESDAY 4 FEBRUARY: MONTHLY NIGHT TRIAL - THE FIRST EVENT
FOR THE YEARS SERIES TO DECIDE THE CHESS
TOP TRIALISTS ALSO, THE FIRST OF THE NEW
W.M.S.A. "HONDA CALANDER" TROPHY SERIES
COME OUT AND HAVE A GO CLUBROOM 7.15PM
ORGANISER E.D. CONROY

TUESDAY 11 FEBRUARY: COMMITTEE MEETING

TUESDAY 18 FEBRUARY: CLUBNIGHT

COMING EVENTS INFORMATION

WANGANUI CAR CLUB

GOLD STAR HILL CLIMB

VENUE: Rangitautau West
1.5km Shell rock surface

DATE: 18th January 1986

SCRUTINEERING: Venue 8.30 - 9.45am

DRIVERS BRIEFING: 9.45am, Compulsory

ENTRIES: To P.O. Box 366, Wanganui
Closing at conclusion of
Drivers Briefing.

\$12.00

ALSO: Bent sprint the next day.
Same surface and length,
Venue: Western Line.

Scrutineering for those not
competing at Hill Climb is
9.00am. Drivers briefing at
10.00am.



Motorsport Association of New Zealand Inc.

Secretary General
A J SMITHARD

1/20/40/ PO Box 3793 Wellington New Zealand Telephone 723-520
41/70/79/
101/109/150

5th December, 1985

CIRCULAR MEMORANDUM TO:

ALL AFFILIATED CLUBS

UNGRADED LICENCES

This Office has received a number of applications from un-graded Competition Licence holders who wish to upgrade their Licences.

These Licence holders have been given two Observations, each, on Observation Cards - using their un-graded Licences. This is contrary to NCR 109 (a).

This Rule clearly states that: ungraded Licences are NOT valid for races or rallies of ANY status.

Therefore, all Clubs who permit an ungraded Competition Licence Holder through their scrutineering, to enter into a race or rally are contravening this NCR.

EVENT RESULTS

You would be surprised at the number of Championship Results that are mailed to this Office with no Club name or event date to identify them. It makes things very difficult, especially trying to keep the Championship Points Schedule up to date.

Please make sure you name and date things you send us.

FINANCE

Speaking of no Club name and date - we can extend this complaint to cheques received at the Office. Time and time again, money is sent with no, or very little, covering explanation.

Your Club is not the only one sending us money - there are over 80 Clubs, New Zealand-wide, and each one (at some stage) has its share of mail and money sent to the MANZ Office.

If money is forwarded to this Office PLEASE attach a detailed explanation so we do not have to return it to you for clarification - the time wasted in this exercise is unnecessary.

Page 2

COMPETITION LEVY DECLARATION FORMS

It appears necessary to bring to your attention the correct use of the above Forms - again. These must be completed correctly and forwarded, with the appropriate fee, within 14 days of the event to which they relate - as specified in Appendix B, Item 16, of the Yearbook (and also on the Levy Form itself).

Every form issued by the MANZ Office has a reason - and every form returned on time, and correct, helps the Office to be more efficient.

Your co-operation would be appreciated.

GUIDELINES TO CLUBS

This publication has already been issued, on an annual basis, to all Clubs. If your Club has lost its copy we have further supplies available from the Office - free of charge.

EVACUATION OF SIGNALLING BAY DURING RACES

In line with the safety procedure adopted overseas and approved by the FISA Safety Commission, the following Regulation with regard to the above has been approved by the Executive Committee to come into force as from 1st January, 1986:

'At all National and International Race Meetings, the signalling bay at each circuit must be evacuated of all personnel immediately prior to the start of each race. Once the race has started and the cars have left the starting grid, up to two persons per car, each of whom shall wear some clear form of identification, will be permitted to re-enter the signalling bay area.'

AWA CLARION RALLY OF NEW ZEALAND 5-8th July, 1986

Six qualified Medical Practitioners with an interest in the pre-hospital care of trauma are needed to assist with the provision of Emergency Care during the World Championship Rally of New Zealand. Previous experience in Motorsport preferred but not essential. Enquiries to:

The Chief Medical Officer,
AWA Clarion Rally of New Zealand,
P.O. Box 62-021,
Sylvia Park,
Auckland.

LASER SPORT SPECIFICATIONS

Please advise all your members of the following Amendments to Schedule LA on Page 167 of the 1986 Year Book:

Part 3 - Detailed Specifications

3. Weight

Vehicle weight: 810 kg minimum
Racing weight: 890 kg minimum

5. Ride Height

225 mm minimum front and rear.

FUEL - ROTARY ENGINES

As an exception to the Regulations governing permitted fuel, competitors using rotary engined vehicles are permitted to add oil to the fuel used.

LOG BOOKS


The Log Books required for Championship events are being re-designed and supplies will be available in March, 1986.

Supplies of the new Log Books will be made available to Clubs or Organisers of Competitions who wish to use them for other than MANZ Championships. The cost of Log Books is \$5.00 each.

ANNUAL MEDICALS

All Medical Certificates expire on 31st December of each year in which they are issued. The Rules regarding the issue of Certificates are that:

1. The medical examination must be current - that is to say the examination has to have been conducted within one month of applying for the Certificate.
2. Medical Certificates required to be issued in December for the following year must relate to a medical examination conducted on or after 1st November.


A.J. SMITHARD
SECRETARY GENERAL.

FUNKHANA

Yes, it's time again for our annual beach party.

On Sunday 19 January we are running the Funkhana at Queen Elizabeth Park, McKays Crossing entrance, by the trams between Paekakariki and Raumati.

This year we'll have a new selection of novelty gymkhana tests guaranteed to make the event part of the afternoon a whole heap of fun. Be there by 1.30 p.m. and bring \$4 entry fee per competitor.

At the conclusion of the Funkhana we'll all be heading to the beach for a bar-b-que beach party and as a fine day has been booked we won't mention "weather permitting"!

So, book the day now (it's the Sunday of Wellington's Anniversary holiday weekend) and pack your food, refreshments, bar-b-ques, frisbees, cricket bats and balls, family, friends, swimming gear etc into the car and come and join us. ALL welcome.

P.S. In the unlikely event of foul weather, as is usual with club events, the 2ZB cancellation service will let you know if its had to be cancelled.

Any queries ring EL PRESIDENTE Murray McGuire.

Hands up all those who enjoyed this year's Wellington Street Race if you didn't you must have been out of the country (or dead!) Well, on the weekend on 25/26 January 1986 the second Street Race is to happen. To make it happen people have to assist in its running. Will you help?

This Club has agreed to provide personnel to assist in at least the following functions: FLAG MARSHALLS, SCRUTINEERS, CRASH RESCUE, YELLOW FLAG POSTS. No previous experience is necessary as experienced and inexperienced will be placed together where appropriate, and all will be fully briefed on their responsibilities.

PLEASE make it easy for me to provide this Club support to the organisers of this tremendous event - ring me now to record your availability and willingness to assist.

Thank you.

MURRAY MCGUIRE - PRESIDENT

Rally Rally

RALLY

The Wellington Car Club is this year running a Wellington-based Rally jointly with the Victoria Car Club (new name).

We believe that it is in the best interests of our Club to actively promote a Wellington-based Rally.

The Rally will be known as the A.C. DELCO RALLY and will be run on Saturday the 1st March 1986 in the Wellington area.

Registrations will be available shortly.

Would all those who wish to help run this event - Marshalls, Timing, Crews etc contact at this early stage Dr Ray Lord (Evenings 268253).

REMEMBER!!!

Our Rally is now in Wellington so there is now no long distance travel involved.

For more information, watch our February Bulletin.

RALLY COMPETITION

If you want to get on the Central Region Rally mailing list for ASR's and entry forms - Registration forms are now available from Dr R. Lord (268253 Evenings).

South Island Premier MOTOR RALLY

April 25th-27th 1986

SCRUTINEERING - Friday April 25th 1.00p.m. - 6.00p.m.

RALLY START - Saturday April 26th 9.00a.m. Oamaru.

RALLY FINISH - Sunday April 27th 5.00p.m. Oamaru.

This event is the South Island Premier Round of the New Zealand Rally Championship and will be run under an International status permit.

VEHICLE ELIGIBILITY - Eligibility has been extended to include any previously homologated vehicle. Championship points are available for vehicles complying with revised M.A.N.Z. schedule.

EVENT - This rally presents the opportunity to compete in a two day event on some of New Zealand's better rally roads. It offers South Island competitors the chance to contest a long distance rally on their back door step and it will also offer North Island competitors some valuable overseas experience. For the competitor's sponsor, the rally offers the opportunity for comprehensive South Island exposure. Media interest is already high. - No pace noting will be allowed. A prizegiving and social function will follow the event on Sunday evening.

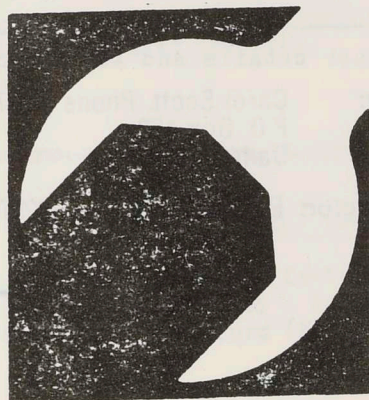
For further details and ASR's contact:-

Promoted by
The North Otago
Car Club Inc.

Secretary: Carol Scott. Phone (0297) 45-152
P.O. Box 152,
Oamaru.

Rally Director: Errol Wills. Phone (0297-22) 885

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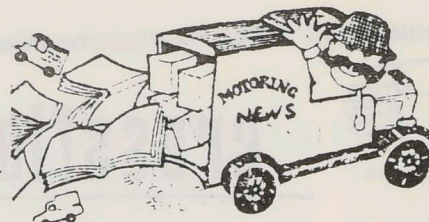
Did you hear that our Club Captain, who badly smashed the front of his Company Utility, was actually heard to admit that this one was his fault.

Also that Cynthia James, who has been unlucky enough to be in the passenger seat while the above performed his two recent major crashes, thinks she might now wear her safety belt.

Our Bulletin Editor John is to marry Heather on the 11th January 1986 so anybody who can help out with Datsun 1200 Rally Cars or rusty Minis - it would be appreciated if you could form up outside the Church to form a Guard of Honour. Just joking - Best Wishes for a Happy Wedding Day and Future.

Mark Moloney has at last pulled the engine from his Mazda 808 after it starting making expensive noises after the first Alexander Road Hill Climb in April last year, finding one very religious piston and a broken valve. Obviously he doesn't use this car as much as it took nine months to open the engine up - maybe he was scared of what he might find inside!

classifieds



FOR SALE

RALLY CAR

Ford Escort Mk 1 1600cc Ex. Condition
All set for racing.
3 sets tyres and rims.
Spare tyres rims halfshafts e.t.c

PRICE. \$5000. TOM CACCIA-BIRCH
PHONE 327988

CENTRAL REGION RALLY SERIES REGISTER NOW FOR 1986

A REGISTER OF DRIVERS WILL BE COMPILED SO THAT
ORGANISING CLUBS KNOW WHO TO SEND A.S.R.'S TO.
REGISTERED COMPETITORS MUST STILL ENTER EVENTS
IN THE USUAL WAY.
EVENT ORGANISERS STILL HAVE THE RIGHT TO REFUSE
ENTRIES.

REGISTRATION IS FREE
REGISTRATION FORMS AVAILABLE FROM
..... LISA ELLINGHAM... 288523.

OR WRITE TO

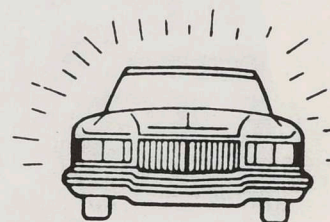
JOHN WALLER
SECRETARY CENTRAL REGION RALLY PANEL
24 KAKA ROAD
RAUMATI BEACH
PARAPARAUMU

CLASSIFIED ADS ARE FREE OF CHARGE TO CLUB MEMBERS

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WELLINGTON
TELEPHONE 858-549

WELLINGTON CAR CLUB INC.
PO BOX 5142. WGTN.

PERMIT
No.355



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 **DUNLOP**
and we don't mean maybe!

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COMING EVENTS

February

22	Clubmans Meeting	Manfeild	Wair	I
23	Autocross		Kapiti	I

MARCH

1	Rally		Vict	I
2	Sprint	Port Road	Hutt V	I
4	Night Trial		Vict	W
8	Hillclimb	Hawkins Hill	Wgton	I
9	Gymkhana	Hutt RiverbankM.G	I	
16	Manfeild Race Meeting	Avalon	N	
17	W M S A Meeting		W M S A	
23	Rally		Levin	I
29	Gymkhana		Wair	C
30	Sprint		Kapiti	I
31	Autocross	Te Marua	Hutt	I

APRIL

1	Night Trial		Wgton	W
6	Gymkhana		Levin	I
12	Rally		Wair	I
19	Fun Day	Manfeild	Levin	C
20	Trial		Wgton	I
25	Walking Trial		Vict	W

more detailed event info.

NZ GYMKHANA CHAMPIONSHIPS

Run by Marlborough Car Club

15 th February 1986

\$1600.00 worth of prizes

Winner receives 4 cheviot alloy wheels valued at \$6500.00 plus cheviot wheels NZ Gymkhana Trophy.

Regs available from Lisa Ellingham.

Port Road Sprint

Run by : Hutt Valley Motoring Club

Venue: Port Road Lower Hutt

Time: Scrut/Documentation 8.00 -9.00am

Start 10 .30am

Entry: \$15.00

Surface: Asphalt 200m

Contact: Wayne Keats 338 780 HM 850 979 bus.

Kim Naylor Autocross

Date: 23rd February 1986 (sunday)

Venue: on Tip land off Otihanga Road, Otihanga, just north of Paraparaumu

Start: 11.00am

Scrut/Doc: at the venue between 10.30-11.00am

Entry: \$10.00 includes Manz levy

Note: NO KNOBBLES

Any enquires please phone Helen Hobbs 795 353

Duncan McKenzie Hillclimb

Date: 8th March

Venue: Hawkins Hill off Karepa St Brroklyn

Scrut: 8.30-9.30am at venue

Length: 1.1km long and sealed

Entry Fee: \$12.00

Full regs to follow any queries Phone: Iain Mollison



new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

NEW MEMBERS

Robin Briggs

Eric Cormick

Bruce Utting

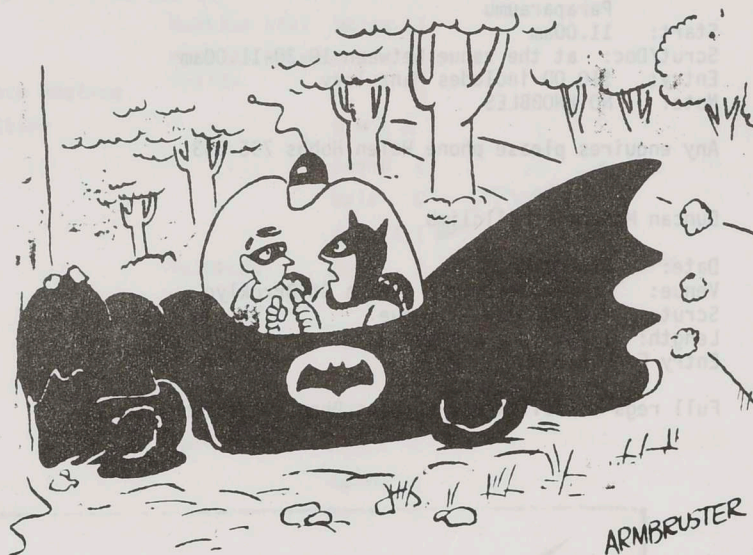
David Thewles

Wayne Setter

Rex Cornick

Martin Smith

Paul Campbell



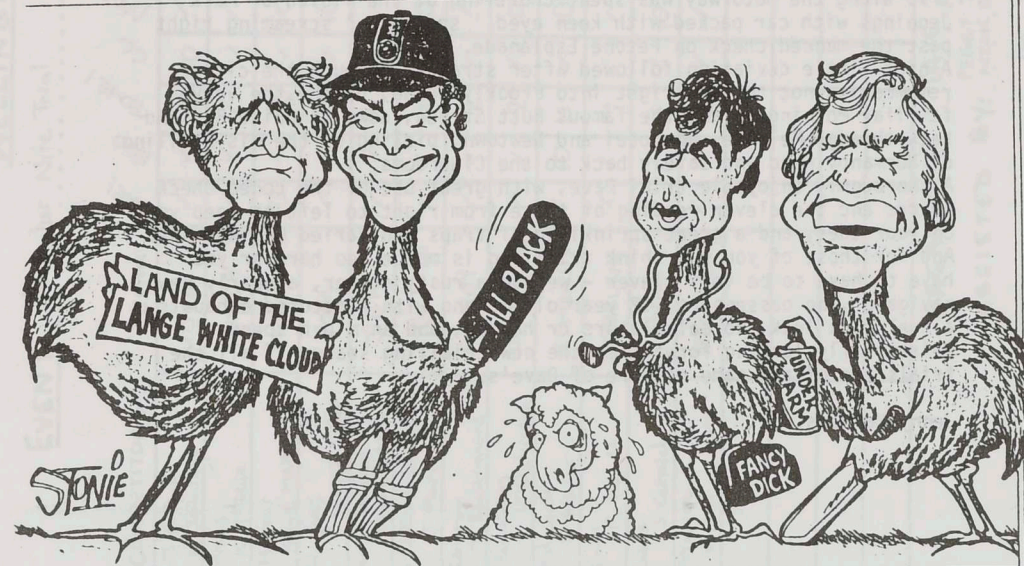
"It wouldn't be bad if it wasn't so hard to get parts for."

a Commodore. In 1981, with Graham Watson in a Commodore, they retired on lap 85 with a broken diff, and in 1982, the first year of his current partnership with Ralph Radburn, Geissler crashed the car at Murrays on the fourth lap. In 1983 they DNFed on 116 laps.

The three other NZ drivers to appear at Bathurst since are too recent or well-known to need much detailing. Denny Hulme's greying mutton-chop whiskers belied his rookie status in the No.2 JPS BMW 635Csi with Stephen Brook in 1982; their race ended when Brook plonked the car into The Cutting wall on lap 97. The personable 32-year-old Rod Millen appeared in 1983 with Barry Jones in a BF Goodrich Mazda RX7 that got into 11th outright on one set of street radials. Millen, now living in California, started racing in Auckland in 1969, became NZ rally champion in 1975 in a Mazda RX3, then North American champion in 1979 and 1980 and US Rally Champion in 1981. Since then he has driven a works four-wheel-drive RX7 in North American events.

The last Kiwi to become a Bathurst rookie was the huge Graeme Waswo, nicknamed "Hoss" after the character in the TV Bonanza series. Waswo, 30, set out to organise his own New Zealand team attack on the 1984 race, but failed to raise enough funds despite a big publicity campaign, and finished up with a co-drive to Queenslander Bruce Smith. Hoss actually broke the driver's seat from its mountings when he braked hard to avoid the first-start grid collision.

There may have been other NZ-born drivers to have run in the Great Race, in the years before the organisers started requesting detailed profiles, which show date and place of birth. There are still some mistakes made; for instance, John Goss is often referred to as a Tasmanian, but he was born in Victoria and grew up in the Apple Isle. However, one thing is sure: If anything remotely resembling a Kiwi gets the flag late on this Sunday afternoon, it will be a long time before an Australian will be able to walk the streets of Bondi without being ridiculed by some roaring Maori. Ever seen a haka done in the main street of Bathurst?....



talking trials



December Night Trial

After a return to trialling last month after an absence of some 18 months, I was pleased to learn that Dave was the organiser of the December Night Trials as I automatically knew it would be meticulously planned with clever and devious traps and thoroughly enjoyable. With a nearly-new navigator (only the November Trial to her credit) optimism waned slightly when we discovered the whole of section 1 was straight line maps - Diane nearly went straight home - her training had not covered these! However Eddie hastily assured her I was very adept at driving with one eye on the map and the other on the road and both skinned for street signs and checkboards having had years of training in Braille Rallies Diane was an old hand at the end of the section and was disappointed to see section 2 was normal CRI'S. I picked up the trap 'Belmont School and Hall' - went straight ahead through Taita Drive to be rewarded with cherry checkboard. This astuteness, I suspect gave us our narrow winning margin. With my sum total of Lower Hutt streets knowledge being able to find High street and Avalon Studios, we cautiously continued, not turning into the non-existent street and seemingly on course with no confusion. It was only on the Motorway back to the city Diane remembered we were supposed to count approaching 'Give way' signs! a hasty recollection, add on four for luck and we arrived at a figure which proved correct at the end if Murray McGuire lost his protest, and one short if he won it - I understand Dave did not agree with him! The rest of the trip along the motorway was spent chortling at the vision of Mark Jennings with car packed with keen eyed 'spotters' screaming right past the manned check on Petone Esplanade. A nice little deviation followed after straight through the city, remembering not to turn right into Brooklyn Road, up the the very familiar Mornington and the famous Butt Street, down to Ohiro Bay and back through Melrose, Rongotai and Newtown, picking up the mis-spelling of Normanby Road and safely back to the Clubrooms. A thoroughly enjoyable trial Dave, with great use of the coded check boards and the clever reading of these from right to left to keep you on your toes, and a great sprinkling of traps and varied CRI wordage. And for those of you who think trialling is maybe too hard or you have to have to be very clever - we had a rusty driver, a nearly new navigator, no passengers, 12 year old Torano with fractured exhausts, a fuel tank leak, no calculators or haldes, and an m p h speedo! We're really looking forward to the new trialling season if all the trials are of the same calibre of Dave's.

Jenny Maidens.

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT December Night Trial

COMPETITORS	TEAM	ONE!	END	SEND	SWP!	BS	MR	TIME 2	GAU	POINT	DZAR	AHEAD	GUIND	*GEEZ!	*GEEZ!	AGE	TIME 3	TIME 4	TIME 5	POINTS	PLACE
1 B+J Collings	COJEN	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	30	0	10	81	9
2 H Jennings	HONDA	✓	✓	✓	✓	✓	✓	13	✓	✓	✓	✓	✓	✓	✓	✓	6	2	10	71	8
3 K McGuire	MERCER	✓	✓	✓	✓	✓	✓	13	✓	✓	✓	✓	✓	✓	✓	✓	18	9	10	113	10
4 P Metcal	POM	✓	✓	✓	✓	✓	✓	2	✓	✓	✓	✓	✓	✓	✓	✓	1	0	10	64	7
5 Kaye Metcal	JDM	✓	✓	✓	✓	✓	✓	9	✓	✓	✓	✓	✓	✓	✓	✓	4	2	✓	41	1
6 Jenny Maidens	K-J+Co.	✓	✓	✓	✓	✓	✓	2	✓	✓	✓	✓	✓	✓	✓	✓	1	4	✓	58	5
7 H+N Kent-Johnston	CONROY	✓	✓	✓	✓	✓	✓	7	✓	✓	✓	✓	✓	✓	✓	✓	1	2	✓	42	2
8 J Conroy	JENNINGS	✓	✓	✓	✓	✓	✓	2	✓	✓	✓	✓	✓	✓	✓	✓	5	0	✓	49	4
9 T Blackmore	EDMONDS	✓	✓	✓	✓	✓	✓	6	✓	✓	✓	✓	✓	✓	✓	✓	16	2	10	145	11
10 M Jennings	ZEPPELIN	✓	✓	✓	✓	✓	✓	30	✓	✓	✓	✓	✓	✓	✓	✓	30	10	10	209	12
11 L Dickinson	1600	✓	✓	✓	✓	✓	✓	4	✓	✓	✓	✓	✓	✓	✓	✓	4	0	10	59	6
12 A Edwards	MACMOB	✓	✓	✓	✓	✓	✓	3	✓	✓	✓	✓	✓	✓	✓	✓	1	1	10	47	3
13 B Atkins																					
14 R Harris																					
15 S Carnick																					
16 M McGuire																					
17 A Metcal																					
18 L Muir																					
19																					
20																					
21																					
22																					

ORGANISER: ... DAVE JENNINGS

ASSISTED BY: PEGGY JENNINGS, TED CLAY, NICK GIBSON, MURRAY MCGUIRE

CHECKED BY: DI JENNINGS

COMMENTS

CHECKS - NO! SOME WERE! VOWELR
Not mentioned in results
because everybody got them.

NOTICE BOARD

Apologies ! Apologies ! Apologies !

My apologies for January's Bullietin being a little late, and for most of the articles being out of date once received.

I hope you all had a good Christmas and are looking forward to the 1986 calendar

Ed.

Wellington Street Race 1987

Important Notice for: Flag Marshalls
Crash Crew
Timers

With next years race being an international event the organisers have made a minimum standard of experience required for personal on the above positions.
A minimum of three national race events will now be required before personal will be able to assist on the above positions.
Manawatu Car Club have offered assistance for any club members who wish to gain experience, at their three national events during the year, if you are interested please contact Murray McGuire at the February's club night for more details.
We have been assured that next year Wellington club will be given preference, as long as the minimum standard has been completed.

" MANZ RAFFLE TICKETS "

Ticket sales are booming and there is a demand on extra tickets. Should any member require additional books please see Lisa Ellingham on Clubnight or any committee member, also if you have sold your books please hand them in to any committee member ASAP.

DUNLOP

SUNDAY
15/12/85

EVENT

LADIES TRIAL

WELLINGTON CAR CLUB TRIAL RESULTS

COMPETITORS	TEAM	SOME	WEE!	TIME 1	DZAR	EGO	LDOR	CC	XOV	XGEEZ	XGEEZ	XGEEZ	XGEEZ	TIME 2	XGEEZ	POINT	AHEAD	TIME 3	UMR	SOME	WEE!	LDOR	TIME 4	POINTS	Place
RUTH SPITTLE + CARLS	SPITTLE	-	-	0	10	-	10	10	-	-	-	-	-	3	-	10	1	10	10	-	-	10	1	75	5
Ngina KENT-JONISTON	SUPERWOMEN	-	-	13	-	-	-	10	-	-	-	-	-	9	-	10	2	10	-	-	-	10	3	67	4
PAM MASON	MORGESSES	-	-	18	10	-	-	-	-	-	-	-	-	1	-	10	4	10	-	-	-	10	3	66	3
HARITE + NICOLA THOMSON	COTTON	10	-	6	10	-	10	10	-	-	-	-	-	1	-	10	5	10	10	10	10	6	118	7	
TRACEY COTTON	LES GIRLS	-	-	6	-	-	-	10	-	-	-	-	-	1	-	10	7	10	-	-	-	10	5	59	2
DI JENNINGS	TWO SISTERS	-	-	30	-	-	-	-	-	-	-	-	-	19	-	10	10	10	10	10	10	11	150	8	
PAM MUNKO	DOBIE	-	-	3	-	-	-	-	-	-	-	-	-	3	-	-	5	10	-	-	-	0	21	1	
WENDY DOBBIE	HUIA	-	-	2	-	10	10	10	-	-	-	-	-	8	-	10	7	10	-	-	10	4	91	6	
HEATHER MCGUIRE																									
LEE MUIR																									
GARETA HICKMAN																									

ORGANISER: DAVE JENNINGS

ASSISTED BY: MURRAY MCGUIRE, LEE JONISTON, WATNE

CHECKED BY: WATNE GARR

Comments

MOORE

Rally Rally

AC DELCO RALLY

Round 1 Central Region Rally Championship 1986

Saturday 1st March 1986

1. The A C Delco rally is a national restricted rally promoted jointly by the Vactoria and Wellington Car Clubs Inc.

2. The organising committee is:

Clerk of the Course	Joe Glover	650 552
Assist Clerk of Course	Graeme Robertson	357 027
	John Swan	
	Peter Martin	
	Bruce Maddock	
	Alan Barnes	

Secretary/Treasurer	Jane Black	687 275
Competitor Liason	Ross Teesdale	697 999 (wk)

3. All correspondence to: The Secretary
A C Delco Rally
P.O. Box 2896
WELLINGTON

4. Timing is by target timing system, as this is a new system refer to the Manz book.

5. First car will depart from Inlet Motors, Pahatunui, at approx 1.00am Sunday 2nd March 1986.
The rally will consist of 130km approx with approx 100km of touring.

6. Scrutineering and documentation will be held at Inlet Motors Pahatanui on Saturday 1st March 9.00am to 12.00 noon.

NOTE

There is a very important meeting of all marshalls and timing crew

here is a very important meeting of all marshalls and timing crew for the A C Delco Rally, to be held at the Clubrooms on February 26th at 7.30pm.

Anybody who is interested and able to help with marshalling and timing are requested to attend this meeting.

To enable the rally to be a success we need as many helpers as possible, so if you have a couple of hours free come along and help your club

1986 RALLY CHALLENGE CREW MEMBERS WANTED

There is a Wellington based team being formed to contest the 1986 Junior National Rally Championship.

We have purchased Brian Stokes 1985 National Championship winning B D A Escort, and are now gearing up ready to give the Junior Championship our best shot.

At present there is the opportunity for two or three extra people to join our team.
We need people who are prepared to make a commitment to the teams success.

If you are interested in being part of our determined team

Contact: ROSS TEESDALE

PH: wk 697-999
hm 791-277

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

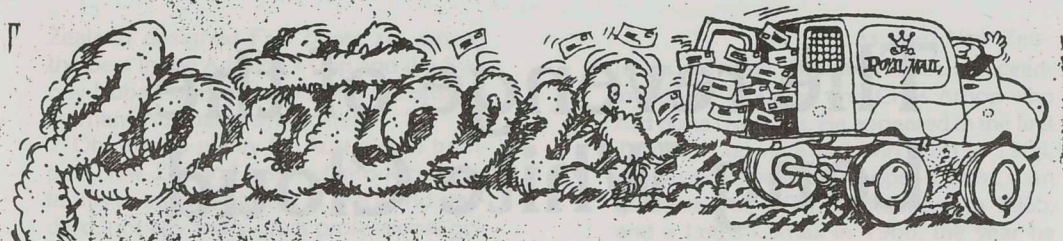
671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT



THE **Snap** SHOT OF THE MONTH



5 Kio Crescent,
Hataitai,
WELLINGTON.

17th December, 1985

The Club Captain,
Wellington Car Club,
P.O. Box 5142,
Wellington.

Dear Iain,

I must say that I was amused to read in this month's magazine under the new members listing that I drive a hearse. Actually, I drive two hearses, but not at the same time. One in particular is a 6.7 litre Rolls V8, and when it is not carrying a rear passenger and feels like it, the Rolls can 'eat' most things around.

The Rolls also reckons that amongst the tastiest cars to 'chew' are Capri's, in particular black and red ones. In fact every time the Rolls goes to Karori, I have trouble steering her away from a certain service station there, for she knows that there lives a red and black Capri, albeit usually in pieces.

I do offer a professional service to deceased cars as well, but prefer not to meet their owners too regularly. I am at present considering several methods of disposing of that certain Capri for good. I could (a) put the remains of the car into a wooden coffin and inter, or (b) put the remains of it's driver into the same and inter next to a brewery, or (c) get our meagre 5 litre Chev hearse to do the job (but she really specialises in eating Laser Sports,) or finally get my little old Fiat to do the job.

Probably the latter. At the next Manfield meeting. Its less messier and infinitely more final.

Yours faithfully,

T.L. James

T.L. James.

WELLINGTON CAR CLUB INC.

FUNKHANA

SUNDAY 19 JANUARY 1986

FINAL RESULTS

FINAL RESULTS			Wight, Wight		Rope Circle		Golf Ball		Water Jug		"Stashing"		1st	Over
No	Name	Car	One	Test Place	Two	Test Place	Three	Test Place	Four	Test Place	Five	Test Place	Lost	Place
13	Iain Morrison	Toyota Levin	24.3	5	18.1	3	32.5	2	37.2	3	16.0	2	15	1
5	Mark Taylor	Datsun 1200	22.0	1	17.3	2	43.0	14	32.6	1	15.3	4	19	2
2	John Grouch	Escort 1.3	23.9	4	19.9	7	32.1	1	45.7	11	16.3	4	27	3
21	Phil Moreton	Honda Civic	23.2	2	17.1	1	33.6	3	53.7	15	19.4	10	31	4
3	Murray McGuire	Morris 1700	25.0	8	18.6	4	34.0	5	43.6	10	16.5	6	33	5
9	Mike Stebbing	Laser 1.5	24.8	6	21.9	12	35.9	9	40.2	6	16.1	3	36	6
11	Lewis Henderson	Corolla 1.2	23.8	3	21.7	9	37.8	11	34.6	2	DNS	15	40	7
1	Allan Mines	Honda Accord	28.0	14	21.6	8	33.9	4	43.1	8	19.5	11	45	8
4	Dave Humphreys	Datsun Sunny	24.9	7	19.4	6	44.0	15	38.1	4	21.0	13	45	8
7	Brett Plim	Escort 1.1	28.8	15	19.3	5	35.4	8	39.8	5	22.0	14	47	10
12	Cynthia James	Toyota Levin	32.8	16	21.8	10	34.2	6	53.5	14	16.3	4	50	11
10	Pat Stebbing	Laser 1.5	27.4	12	28.6	16	34.6	7	41.5	7	19.1	9	51	12
6	Dean Murdoch	Datsun 2000	26.0	9	23.1	14	38.1	12	43.2	9	18.9	8	52	13
15	Robin Briggs	Ford Capri	27.9	13	22.2	13	37.5	10	49.9	13	18.7	7	56	14
8	Paul Le Punga	Jensen Healey	26.7	11	27.9	15	39.4	13	48.1	12	20.0	12	63	15
14	Peter Lundberg	Ford Capri	26.2	10	21.8	10	DNS	16	DNS	16	DNS	15	67	16

ORGANISERS : Mark Taylor & Warren Denton

ASSISTANCE :

Murray McGuire

THANKS TO : All those Competitors who assisted during the day.

The revenge of the Long White Cloud

The rift over the Anzus Pact will seem like little more than a lover's spat. New Zealand driver manages to win the James Hardie this year. Only 14 Kiwis have run in the Great Race, but have done a lot better than most people will remember — or give them credit for....

This could be the year the flightless Kiwi finally takes off at Bathurst. It is the year a New Zealand driver (that or a native-born Kiwi) could become the first to win the Great Race from the No.1 driver's seat. Jim Richards has stood on the balcony of the James Hardie Centre at Bathurst three times as part of a winning pairing with Peter Brock (1978, 1979, 1980) and is now a naturalised Australian. However, a Bathurst win for him to top-off a resounding year of domination in the Australian Touring Car Championship with the JPS BMW 635CSi would be greeted across the Tasman as the return of the prodigal son. If Robbie Francivic won it with the Volvo, the New Zealand hoots of glee would be almost too hard for Australians to bear.

Let there be no mistake about it — there is no love lost between Australians and New Zealanders, particularly in the sporting arena. It is very like the relationship between Canada and its mighty brother across the river. New Zealanders do not have an inferiority complex about Australia; rather they see Australians as part of the cruder Irish element of the British stock that still forms a major part of the NZ character.

The ferocity of the NZ reaction to the famous Chappell under-arm bowling incident absolutely staggered most Australians. They literally felt it was a storm in a teacup. To Enzedders from toddlers to nonagerians alike, however, it was a typi-

cally crude Ocker insult, a vulgar one-fingered gesture to their so-called cousins across the Tasman.

The need for New Zealanders to prove themselves tougher, better at sport, more civilised, and more intelligent than Australians is embedded deep in the New Zealand psyche. Rugby Union Tests between the Wallabies and the All Blacks have an inherent savagery that is not matched even by clashes between either side and the red-mad Welsh or the head-kicking Lions. Rugby League tests see the predominantly-Maori New Zealand side (many of whom play for Sydney or Brisbane clubs for good wages) do their best to decapitate the visitors in the green-and-gold guernseys.

The list goes on. New Zealanders are grating in their reminders that the icon of Australian horse racing, Phar Lap, was New Zealand bred, and that hardly any Melbourne Cup of the last 15 years has been won by an Australian horse. It was New Zealand who eliminated the Socceroos from the 1982 World Cup. It was a Kiwi hockey team that beat Australia for the gold medal at Montreal. New Zealand mile runners took over from Australia after the golden era of John Landy, Herb Elliott and Ron Clarke. New Zealand won more medals than Australia at the Los Angeles Olympic Games. New Zealand generally has better rowers. A New Zealander, Edmund Hillary, was the first man to climb Everest. New

Zealand designed Farr boats are among the best in the Admiral's Cup and the Sydney-Hobart ocean classic, and are ordered by many Australian syndicates.

Oh, there's plenty for Australia to trumpet. New Zealand has not produced any tennis or squash players of real world standard, nor any really great professional golfers. If it beats Australia at cricket it is regarded as a fluke (or cheating by Australia). And the country simply doesn't have the money to even think about matching Australia's enormous achievement in taking the America's Cup away from the Septics. New Zealand horse riders, shearers, sailors, and lawn bowlers are of world class, but the country cannot match Australia in surfing, baseball, netball, swimming, basketball, snow skiing, cycling, roller skating, or a dozen other second-level sports.

And then there's motor racing. New Zealand drivers have never been highly regarded in Australia, even though the great Denny Hulme won NZ's only World Championship (in 1967) and the self-effacing racer Bruce McLaren only just failed to beat Jack Brabham out of his second crown. Chris Amon was always regarded as a genius who on his day could out-drive anyone in the world, but whose days were a product of erratic concentration. New Zealand drivers have generally been regarded as ideal bridesmaids, second lieutenants, **jackup men**.

Only 14 Kiwis have appeared in the Great Race at Mount Panorama. This is a little surprising, particularly as since the late sixties New Zealand has had its own long-distance version for showroom-floor production sedans. The reason so few NZ drivers have got starts at the Mountain is probably because the two countries have had very different motor vehicle markets, and the formulas for both production and modified touring car racing have — until the joint acceptance of Group A — displayed quite marked differences.

The first Enzedder to drive in the Bathurst enduro was the shy, red-haired, freckle-faced Jim Palmer. He was given a seat by motoring writer David McKay in his Scuderia Veloce team of three thinly-disguised Holden Dealer Team Monaros in the 1968 race, won by Bruce McPhee in the privateer Wyong Motors-entered yellow Monaro 327.

Palmer was then New Zealand's domestic Grand Prix ace, succeeding Bruce McLaren and Chris Amon who had gone overseas. He appeared in the first Tasman Cup race at Levin (NZ) in 1964, driving a one-year-old Cooper-Climax, then graduated to a Repco-Brabham in 1965, and a Lotus-Climax in 1966, the year he finished third in the New Zealand Grand Prix behind Graham Hill and Jackie Stewart in the works two-litre BRMs and fourth in the Australian Grand Prix behind Hill. Frank

Gardner (Brabham) and Jim Clark (Lotus 39). It was his best year. He finished fourth, the highest-placed Australasian driver, in the Tasman Cup points table, run over eight races, behind Stewart, Hill and Clark.

For 1967 his father bought him a new Brabham-Climax, but it wasn't a great year, and in 1968 Palmer was in a pretty good 1.6 McLaren-Cosworth to fit with the new NZ formula. Piers Courage ran a similar car in that year's Tasman series. That would be Palmer's last year at the top of the tree; he was overshadowed by the rising Graeme Lawrence from then on and retired as the Tasman Series changed to something like Formula 5000.

At Bathurst he was paired with a rising young Australian open-wheeler driver called Phil West. Palmer qualified the SV Monaro seventh, but the Holden Dealer cars were to devour disc brake pads at an unexpected rate. However, West and Palmer nursed the car better than the two other combinations of Brian Muir/George Reynolds and Paul Hawkins/Bill Brown. They finished third outright (unofficial in those days, of course) and were moved up to second when the Des West/Ron Marks privateer Monaro was disqualified in scrutineering.

That was an impressive debut for a new Zealand driver. However, there wouldn't be another Kiwi at the Mountain until 1973, the year the race changed to 1000 kilometres and the rules to improved touring car level. Three Kiwis were rookies that year. They were Leo Leonard, Ernie Sprague and — guess who — Peter Janson. Janson claims British birth, but was actually born in New Zealand. He made his debut in a Honda

Civic, finishing fourth in class with one John Lord. Leonard and Sprague paired in a Valiant Charger that retired on lap 62 with clutch and transmission problems.

Leonard has the record for the most starts — seven — by a Kiwi (if you no longer count Richards or Janson). Now 45, born in Temuka, trained as a motor mechanic and now a company director and hobby farmer, Leonard's last start was in 1983 with Jim Keogh. Keogh took the Toshiba Commodore on a terrifying trip down across the apex of Murrays into the sand in practice and the car, never quite straight despite intensive work by the TAFE apprentices, survived for 157 laps to finish an amazing sixth outright.

That was the best-ever Bathurst result for Leonard, who has co-driven the winning Benson & Hedges 500 car seven times and holds touring car lap records at most NZ circuits. All his previous Bathurst starts had ended in a DNF except in 1981, when he finished 14th with Rusty French in a Falcon. In 1979 he made the top 10 with Ron Wanless' Falcon, and has also co-driven with Queenslander Alf Grant (1982). He loves Bathurst fiercely. Sprague has had little success at the circuit, with the 1973 DNF with Leonard in the Charger and in 1978 just 119 laps with Leonard in a Falcon — they weren't one of the four Falcons that finished out of 12.

Rod Coppins, who died in New Zealand last year, shared Jim Richards' debut at Bathurst in 1974 in a Torana SLR5000 sponsored by Southern Comfort bourbon.

Few had heard of either driver, but Richards was actually enormously experienced already. The painfully-quiet crew-cut

Kiwi had been driving for years on NZ dirt speedway tracks, and when he came to Bathurst was already dominating the speedway scene in a formidable Camaro built for Jerry Clayton, an expatriate Australian car dealer. Coppins, also a car dealer, tall, with big hands, had been driving a Mustang in circuit racing. Richards put the Torana on the fourth row, with eighth fastest time, albeit more than eight seconds slower than the Peter Brock Torana.

By lap 20 Richards was up to fourth behind Brock, Colin Bond and John Goss, but lost some time with repairs to a clutch cable and clevis pin. However, they were back up running fifth when the rain started to fall about half distance. As first Bond, then Brock retired with engine problems, and the Bob Forbes/Wayne Negus Torana was leading the Goss/Bartlett Falcon, the Kiwis borrowed some wet weather tyres and sent Richards out to haul in first Goss and then Forbes to start pulling back their five-lap deficit. The Goss Bartlett Falcon won narrowly from Forbes/Negus after Rod McRae, running fourth in an SLR, aquaplaned on Conrod in the gloom at 230 km/h and flew about 50 metres to hit five metres up a tree, and walk away with cuts and bruising.

In 1975 Richards and Coppins were there again in another SLR5000, this time finishing eighth outright. The next year Coppins missed the race, Richards having gained a seat with John Goss in a troublesome Falcon that was never higher than eighth and eventually was classed as a finisher with just 129 laps. But it was also the year of the debut of the seventh Kiwi to appear in the enduro — Graeme Lawrence. His presence was hardly noted in the Ron Hodgson Triumph Dolomite with Ron Dickson, and it retired on lap 104 when it popped a tyre in Forrest's Elbow and whacked the wall.

However, Lawrence was no slouch. He first came to prominence in the 1968 Tasman Cup series, driving a 1.5 litre Brabham, moving to a 1.6 litre Formula Two FVA McLaren in 1969. In 1970 he appeared with the ex-works 2.4 litre V6 Ferrari Chris Amon had used to win the 1969 Tasman Cup, and in it Lawrence against combinations like Frank Matich in a McLaren-Chev, Graham McRae and Niel Allen in McLaren-Chevs, and Max Stewart and Kevin Bartlett in Mildren-Waggotts scored one win, a second, two thirds and a fourth to take the title.

A Dino Ferrari wasn't potent enough for the 1971 Tasman, although Lawrence did score seven points, and when the Formula 5000 cars really took over in 1972 Lawrence went into semi retirement. He came back in 1974 for the Peter Stuyvesant series with a Lola T332-Chev, and in 1975 won the Levin and Adelaide rounds of the title to finish second to Warwick Brown. It was still a T332.Lola for 1976, but the car was not reliable any more. In 1977 New Zealand

opted for Formula Pacific instead of F5000 and Lawrence decided to confine himself to touring cars.

His greatest achievement at Bathurst was his third outright with Murray Carter (also Carter's best result) in a Falcon in 1978, only three laps behind the winner. In 1979 he and Carter lasted 74 laps in a Falcon, and in 1980 the pair managed 106 laps, again in a Falcon. In 1981 they covered 109.

Two more New Zealanders were entered in 1977... Bill Shiells and Frank Radisich in a Mazda RX3. However, Robbie Francevic was a last-minute replacement for Shiells, but while he practiced, he didn't actually drive in the race. The car finished sixth in class, well off the pace. Radisich, a workshop owner whose son would become a fine Formula Pacific punter in 1983, always raced on a limited budget, and it took him a lot of scraping and saving to keep running in the Tasman Series in an M10B McLaren-Repco in 1972.

It wasn't until 1979 that another Kiwi rookie appeared, although Graham ("Cassius") McRae was hardly a rookie. He adapted to the circuit quite well in an A9X with Warren Cullen. However, it wasn't a very competitive car, although Cullen had it up to ninth when the engine let go on lap 30, leaving McRae without a lap turned in anger. He hasn't been back since.

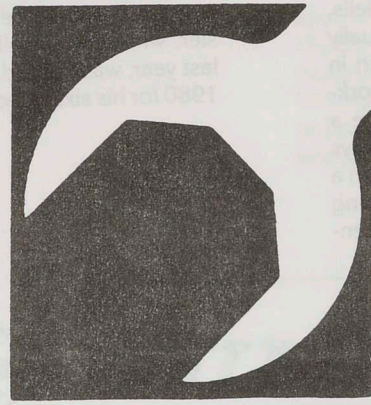
McRae first appeared in the Tasman series in 1969 driving his own McRae-Ford, and soon got a name as a talented and aggressive driver who was never one to hide his light under a bushel. The 1970 series found McRae driving a McLaren M10A-Chev, winning the Teretonga and Surfers rounds to finish fifth in the points. The next year, with a McLaren M10B, he won Levin, Christchurch and Sandown Park to take out the title. For 1972 he was in his own-design Leda GM1-Chev, and won Levin, Christchurch, Surfers and the Australian Grand Prix at Sandown to make it two successive titles.

In 1973 McRae and the GM1 won Levin, Christchurch and Sandown for his third Tasman title. He started competing in the US, and appeared in the 1974 Rothmans Series with a new McRae GM2, but his best result was two second places. He had another indifferent season in 1975, concentrating more on the lucrative US scene.

Another New Zealand-born rookie arrived at Bathurst in 1980 — although to all intents and purposes an Australian. This was Fred Geissler, born in Nelson on February 27, 1947, who got his name in the papers first by the humble but significant title of 1977 club touring car champion of the Australian Automobile Racing Club, who used to operate Warwick Farm. Geissler, who did so well in the James Hardie last year, was named Rookie of The Year in 1980 for his sixth place with Garry Rogers in

 **DUNLOP**

MOTORDROME



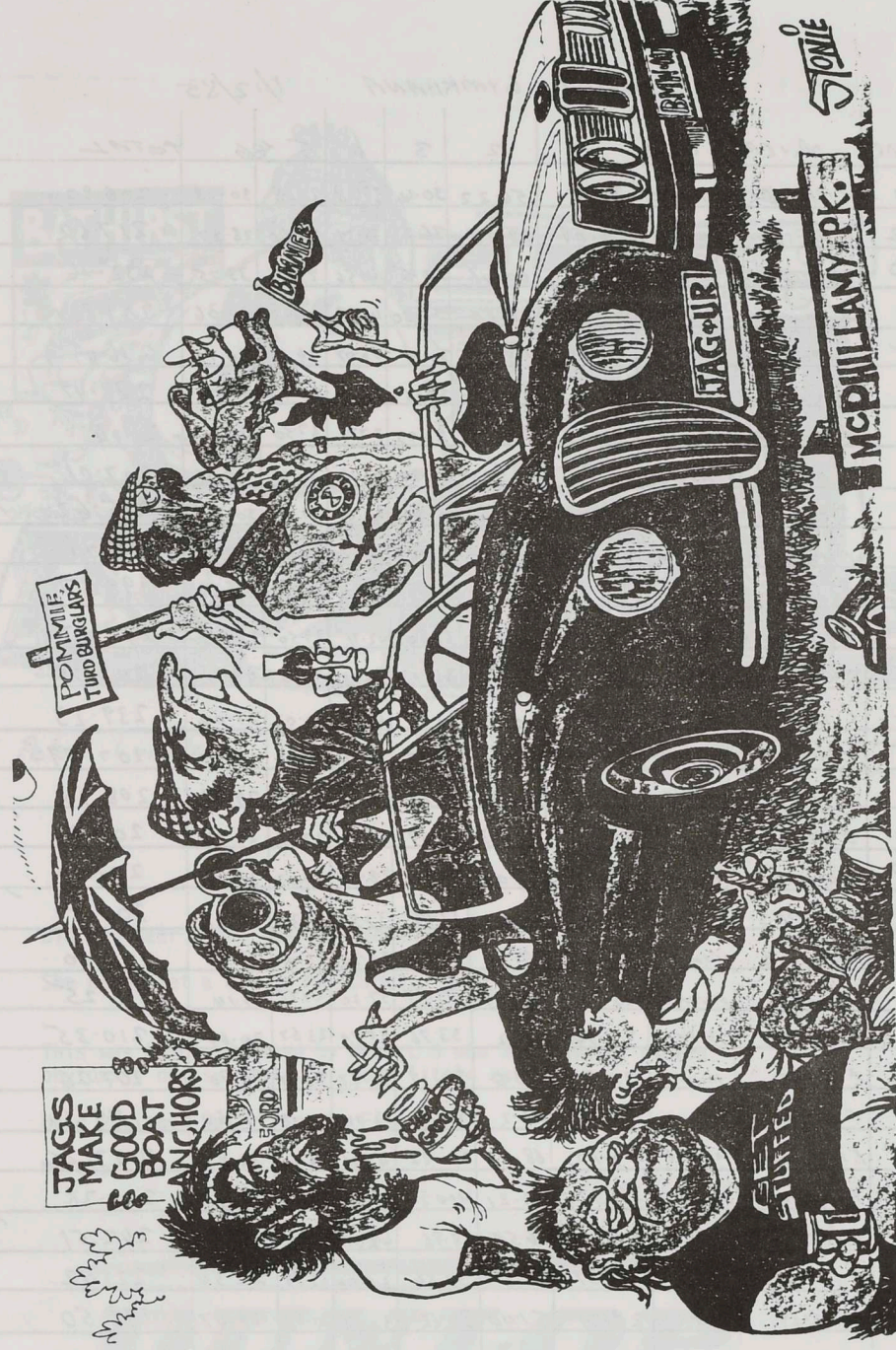
Wellington

Motordrome Ltd.

164-166 Aro Street,

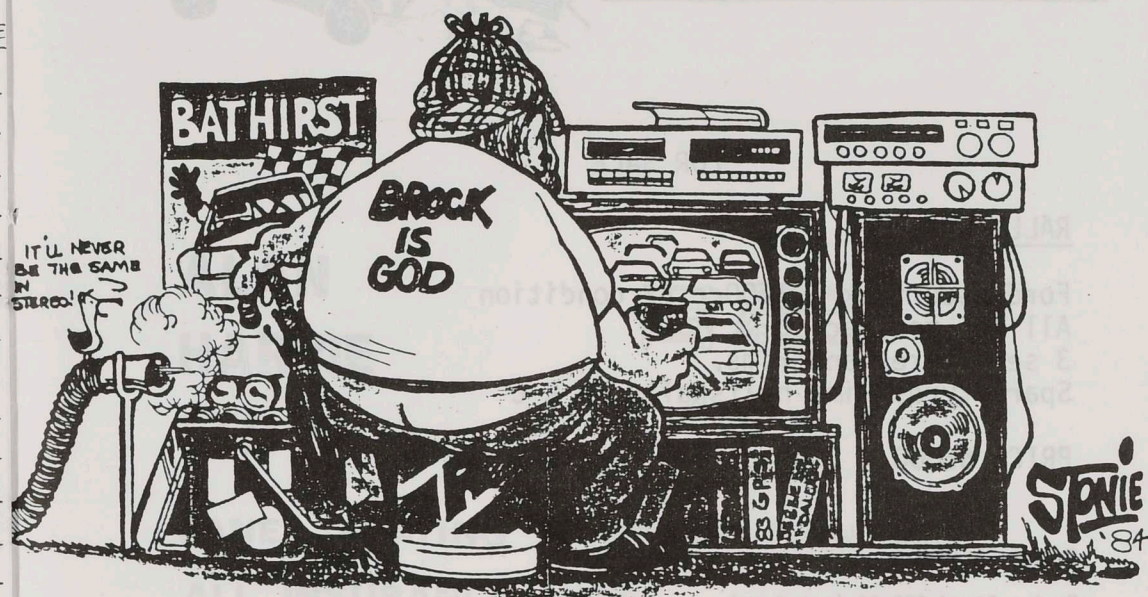
PH 843-350

- SPECIALISED TUNING
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- CARB. SERVICING & EXCHANGE
- AGENTS: WEBER & DELLORTO CARBS



HUTT VALLEY LYMKHANA 1/12/85

CAR	DRIVER	CLUB	1	2	3	4	5	6	TOTAL	PLACES
1	K PFEIFFER	HUMC	31.10	56.22	50.44	37.28	21.48	50.28	206.80	6
2	M ROUTE	HUMC	31.09	62.28	35.23	38.35	22.60	28.27	217.82	18
3	J MCHUGH	HUMC	34.86	60.46	37.75	41.56	23.98	33.75	232.76	23
4	E MURRAY	HUMC	41.92	61.60	36.30	41.69	23.93	34.36	239.80	26
5	J MOLLISON	WLTN	32.18	58.51	34.13	36.07	24.69	30.91	216.49	17
6	N. WHITTAKER	HUMC	37.87	61.40	32.05	39.48	21.17	31.50	223.47	21
7	L. BUCKLAND	HUMC	32.79	52.70	34.33	37.94	22.50	31.14	211.4	14
8	L. MACKINNON	HUMC	31.77	56.11	31.87	36.16	20.74	30.36	207.01	7
9	J PAINE	WLTN	32.30	54.00	35.97	41.44	21.41	30.50	215.62	15
10	P HARVEY	WLTN	28.17	49.20	31.16	36.17	20.08	28.53	193.31	1
11	P LUNDBERG	WLTN	30.61	51.67	32.17	35.74	22.09	26.64	199.87	4
12	R. CRIMALEGGIS	HUMC	34.71	60.	37.80	42.91	29.50	33.05	237.97	24
13	R. COWSON	HUMC	29.27	53.47	33.13	36.74	21.53	29.11	203.75	5
14	P. DRAKE	HUMC	30.50	60.90	37.95	45.82	30.02	34.04	239.23	25
15	J. M'ILROY	HUMC	31.00	57.67	31.92	36.86	22.17	27.97	207.59	9
16	M. ROBINSON	HUMC	33.49	52.65	33.10	38.16	21.62	29.88	208.90	12
17	D. COULSON	HUMC	33.04	52.23	34.09	36.31	22.37	29.92	207.96	11
18	D. ROBINSON	HUMC	39.32	57.04	37.64	38.04	27.02	31.21	230.27	22
19	D. DAVIES	HUMC	32.66	55.42	32.44	37.54	21.24	28.47	207.77	10
20	M. COOPER	HUMC	32.41	57.76	33.94	38.34	23.41	32.94	220.80	19
21	M. KEATS	HUMC	28.65	60.97	33.87	37.20	24.42	29.14	216.25	16
22	J. RAFFLEY	VIC	32.94	50.2	33.76	38.10	23.67	30.64	210.35	13
23	P. SHORT	HUMC	30.39	53.6	32.19	37.87	22.31	30.90	207.26	8
24	C. RITCHIE	HUMC	32.39	54.2	30.02	33.74	20.19	28.60	199.14	3
25	R. RITCHIE	HUMC	39.17	68.34	39.22	43.26	24.40	32.87	247.26	29
26	R. SCARROW	HUMC	35.37	64.21	41.02	41.76	25.55	32.47	240.38	27
27	P. GACKER	HUMC	35.25	66.54	38.96	42.01	26.65	32.10	242.51	28
28	P. TE PUA	VIC	32.31	62.20	33.84	38.04	22.39	32.34	221.12	20
29	G. DAILEY	VIC	28.91	51.44	34.62	34.39	20.67	28.47	198.50	2



Peter Lundberg watching the Nissan Mobil 500

Did you hear about the spanish whore ?

She never let a day go by (Dago!)

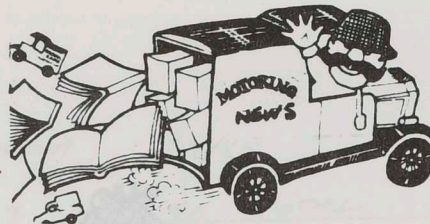
This was kindly donated by Miss L D who had several others - obviously not suitable for your little ears.

Have you seen Dolly Partons Feet ?

Neither has she !

DUNLOP

classifieds



FOR SALE

RALLY CAR

Ford Escort Mk 1 1600cc Ex condition
All set for racing
3 sets tyres and rims.
Spare tyres rims halfshafts e t c

PRICE \$5000. Contact Tom Caccia-Birch
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Garage Clean Out

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185/70 used tyres \$25-\$40.00
Escort steering wheel as new \$20.00
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13" slicks - \$10.00 ea New 13" slicks retreaded \$30.00ea
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Beaurepaires for tyres.

ALAN HARVIE LTD



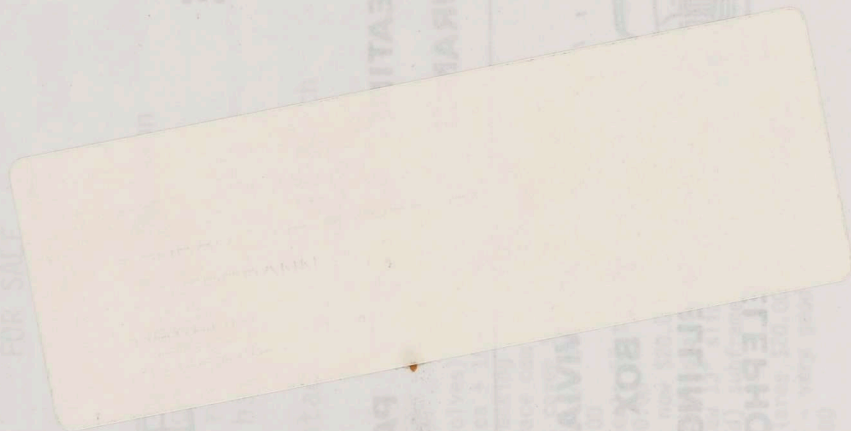
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Beaurepaires for ty s.

MOTORING NEWS

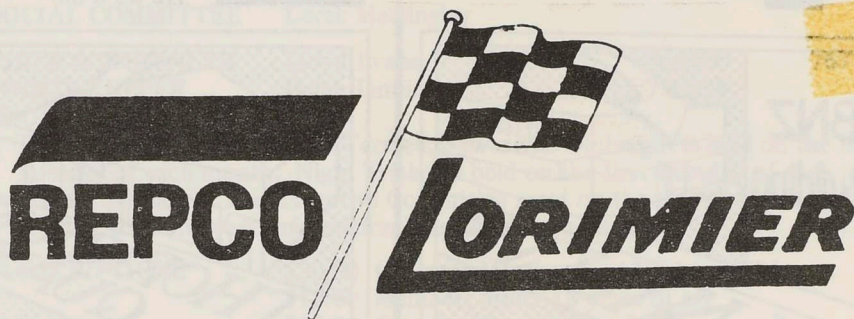
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bulletin of the **wellington**
car club

box 5142 wellington

MARCH

86



IGNITION PARTS

for your car

reliability for rallies
power for sprints
saving for economy runs

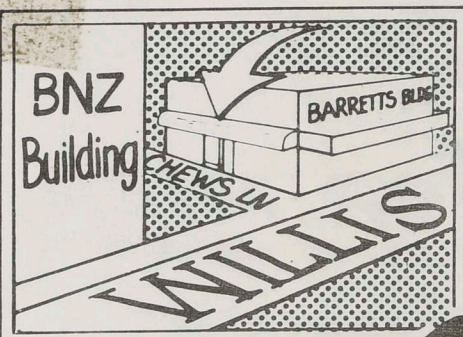
points, condensers, rotors, caps
available universally

The best of both worlds.

1

INSTANT PRINT

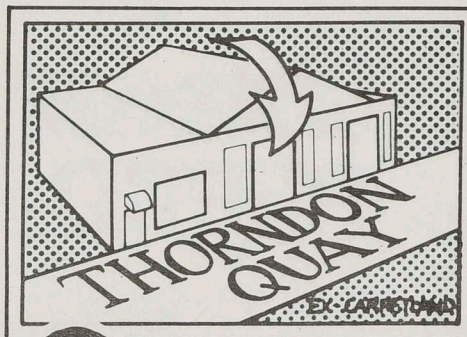
Fast efficient service is a must. Quick turn-over of your office newsletters, bulletins, letterheads, etc., etc. Drop in for a costing.



2

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WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

PH: 892-309

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

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

EXECUTIVE COMMITTEE

(Please do not phone Committee after 9 pm)

PRESIDENT	Graeme Robertson	357027	852579 w
PAST PRESIDENT	Murray McGuire	784423	720880 w
CLUB CAPTAIN	Lisa Ellingham	288523	288523 w
SECRETARY	Jane Black	687275	728120 w
TREASURER	Annette Miet	844730	730663 w
COMMITTEE	Brett Plim	883451	
	Peter de Joux		851249 w
	Derek Mattingley	780484	721611 w
	Ian Parkinson	328695	748999 w
	John Dalglish	769806	683973 w
	John Crouch	783126	729379 w

SPEED COMMITTEE John Dalglish, Peter de Joux

NON SPEED COMMITTEE John Crouch

RALLY COMMITTEE Brett Plim, Ian Parkinson

SOCIAL COMMITTEE Derek Mattingley

CHIEF SCRUTINEER	Lloyd Evans	764400	767726 w
POINTS KEEPER	Helen Jennings	796918	
CLUBROOMS			

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meet on the second Tuesday of each month. Current event information listed in this magazine.

SUBSCRIPTIONS	\$30.00 Ordinary Members and Husband/Wife
	\$15.00 Members under 18 years of age
	\$15.00 Country Membership
	\$20.00 Associate Membership

(All above include the Motorsport Capitation Levy)

\$ 7.50 Joining Fee for New Members

(All above are subject to Goods & Services Tax)

MEMBERSHIP SECRETARY Lisa Ellingham, Jane Black

BULLETIN EDITOR Derek Mattingley, Lisa Ellingham, Jane Black

Deadline for copy of 'Motoring News' is each clubnight

The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted.

COMPETITION CALENDAR

IF ANY EVENT IS CANCELLED OR POSTPONED DUE TO ADVERSE WEATHER OR FOR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB AS PART OF THEIR CANCELLATION SERVICE.

MARCH

- 1 **PORT ROAD SPRINT - INVITE**
Run by Hutt Valley Motoring Club, Scrutineering 8-9am at venue. Starts 10am. Contact Wayne Keats 338780 h, 850959 w.
- 1 **AUTOCROSS - INVITE**
Run by Kapiti Car Club - regs do not state if Kim Naylor round or not, but if you ring Lisa Ellingham she will let you know. Venue is their autocross track, left off SH1 towards Southwards Museum then left onto tip road. Scrut 11am - 12 noon at venue, briefing 12.30pm starts 1pm. Entry \$15, contact Richard Skilton 636481. No knobbly or rally tyres.
- 3 **NIGHT TRIAL - WMSA INVITE**
Starts at WCC at 7.15pm, entry is \$4. Organiser Murray McGuire 784423. Run by Wellington Car Club.
- 7 **MOTORKHANA - INVITE**
Run by Kapiti Car Club.
- 8 **MOTORKHANA STEWARDS TROPHY - INVITE**
Run by Wellington Car Club, venue is QEII Park by McKays Crossing. Starts 1 pm, entry \$6, organiser Phil Moreton 787112.
- 8 **HILLCLIMB DUNCAN MCKENZIE - INVITE**
Run by Wairarapa Car Club, venue is Rangitumau Rd 1km seal. Entry is \$18, scrutineering at Sounthy Honda, Masterton 9-10am. Briefing also at Souhty Honda. Regs avail from Lisa Ellingham.
- 15 **RALLYSPRINT - WMSA SERIES INVITE**
Run by Levin Car Club, venue is Kohitere Hill up and over the top. Regs will be available from Lisa Ellingham as soon as she gets them from Levin. If you intend competing, please contact Lisa and have your name put on the list.
- 28 **200 M DUAL SPRINT - INVITE**
Run by Wairarapa Car Club.
- 29 **STANDARD & FLYING MILE SPRINT - INVITE**
Wellington Car Club members entering this event achieve points towards the Wellington Car Club Trophies. Run by Wairarapa Car Club.

STOP PRESS:

- 21 **SHELLSPORT NATIONAL MOTOR RACES AT MANFELD**
- 22 **Events are Shellsport Manufacturers Championship for production**

Saloons, Motorcraft Formula Ford Championship, Dunlop Le Mans Formula Vee Championship, Champion Spark Plug Mini 7 Championship, North versus South Sports Sedan Test, 30 Lap Club and Rally Car Race.

Practice say is Saturday 21st with racing on Sunday 22nd. Club and Rally Race is open to clubmembers and cars only (no National cars or drivers will be permitted to race). Duration is 30 laps with one compulsory wheel change pit stop. One or two drivers is optional with fuel stop optional also.

Regs available from Wendy Lester, P'O'Box 1959, Palmerston North. Closes 7th March, late entries to 14th March.

28 PRE-EASTER MOTOR RACE MEETING AT BAY PARK

29 Practice on Sat 28th, Racing on Sun 29th.

APRIL

- 4 **RALLYSPRINT - WMSA SERIES INVITE**
- 5 as above, run by Hutt Valley Motoring Club, event is National status also. Regs will be avail from Lisa Ellingham.
- 7 **NIGHT TRIAL - WMSA INVITE**
Run by Hutt Valley Motoring Club, venue is Hutt Valley Clubrooms starts 7.30pm entry \$6. Organiser Colin Kitchingman 644661. NOTE START VENUE
- 11 **RALLYSPRINT - WMSA SERIES INVITE**
Run by Wairarapa Car Club, regs avail from Lisa Ellingham.
- 20 **GRAVEL SPRINT - WMSA SERIES INVITE**
Run by Kapiti Car Club.
- 25 **AUTOCROSS - KIM NAYLOR SERIES INVITE**
Run by Wellington Car Club, venue is Housing Corp Land at Porirua. Entry \$15, organiser Alan Harvie.
- 26 **SPRINT - INVITE**
Run by Kapiti Car Club.

MAY

- 2 **NATIONAL RALLY - CENTRAL REGION RALLY**
Run by Wellington, Harbour Capital and Wairarapa Car Clubs as joint venture. Regs available from Lisa Ellingham.

NOTE:

If you are ringing Lisa Ellingham for regs and get her answer phone, please make sure you leave a message, otherwise how will she know what you're ringing for !

ED'S BIT

HAVE YOU NOTICED THE LACK OF ADVERTISING IN OUR MAGAZINE? WITH INCREASING COSTS OF PRODUCTION WE HAD TO MOVE OUR ADVERTISING RATES OUT OF THE DARK AGES AND INTO THE 20TH CENTURY AND ALL OF A SUDDEN SOME ADVERTISERS HAVE DECIDED NOT TO SUPPORT US ANY MORE. PITY ABOUT THAT AS WE THINK WE STILL REPRESENT VERY GOOD VALUE FOR MONEY AS WE HAVE A CIRCULATION OF NEARLY 300 OF THE MOST DISCERNING MOTORING PEOPLE ANYWHERE. SO IF YOU KNOW OF ANY BUSINESS THAT WOULD BE INTERESTED IN ADVERTISING IN OUR GREAT MAGAZINE AT OUR VERY MODEST, GOOD VALUE FOR MONEY RATES, PLEASE CONTACT ANY MEMBER OF THE COMMITTEE.

SPEAKING OF COMMITTEES, YOURS HAD ONE OF ITS REGULAR NIGHT OUTS LAST MONTH. WE MANAGED TO LIVEN UP THE MING DYNASTY ON THE 14TH OF FEBRUARY WITH THE HELP OF SOME OTHER LIKE MINDED PATRONS. AN ABSOLUTE BALL WAS HAD BY ALL INVOLVED. SO.... WHEN IT COMES TIME FOR COMMITTEE NOMINATIONS DON'T THINK THAT COMMITTEE WORK IS ALL DULL AND BORING, BECAUSE IT AINT. NUFF SAID.

CENTER PAGES HAVE SOME PHOTOS OF OUR COMMITTEE DINNER AND THEN WE HAVE SOME ACTION FROM THE KILBIRNIE STREET SPRINT. TALKING OF PHOTOS WE HAVE HAD A REQUEST FROM SOME COMPETITORS FOR PEOPLE WHO HAVE TAKEN PHOTOS OF EVENTS TO BRING THEM ALONG TO CLUBNIGHT AND HAVE A SHOW AND SELL SESSION.

DEREK

Our annual prize giving was, I feel the best we have had for a number of years. It would be relevant to reflect on why. I suggest that 2 areas are important: preparation and the quality of the final product.

The preparation concerns points, advising winners, having cups in order for presentation and all the behind the scenes activities. These, apart from a few hiccups went rather well. Mr Belich, our Mayor, certainly had a lot to do with the quality of the evening. I was impressed with his perception of general motorsport aims and his presentation was first class. Sure indicated what a professional public relation man is like.

The evening as simply magic and shows what we can achieve with some homework. I would hope that the standard will serve as a standard for all our events.

Congratulations to club member Ian Taylor for winning the first WMSA Motorsport Person of the year. Ian certainly is a worthy holder and I am sure will be the first of many Wellington CC winners.

The Kilbirnie sprint was another success and it is gratifying to see we are getting to the situation of over subscribed fields.

Am off to Taupo this weekend to see my first meeting on their circuit. Really looking forward to it. Diane was most impressed when I suggest a weekend away for our wedding anniversary. Not so happy when the full programme was known. Well that the way it goes.....

See you at a Wellington Car Club event

CAPTAINS CALL

First I have to have a bit of a grumble to you all for the lack of appearances at the Novelty Trial. We have a terrific Non-Speed Convenor, John Crouch, who works his butt off ensuring that each event he organises is well planned, suitable for all, interesting, involves keen competitors and families both and he has YOU lot at heart while he's sorting this all out. If you don't want events organised that we, as a club only, can attend and mix with each other in the way we damn well should, then pick up your phone, call John and apologise for not telling him sooner. You wasted his valuable time and that's not on. But if you DO want that kind of event you'd better tell him real soon or maybe next time he won't bother. Enough said.

The monthly night trial series has begun with the first round held in February. Looks as if there's interest from more areas this year with Levin people coming down to join in. Of course we're all hoping that our Club can once again bring home the Honda Challenge Trophy once the season is over so get stuck in there with our trialists.

The Kim Naylor Autocross series has also begun with the third round being held by Kapiti on 8th March. Yes we do want to see you there because we've already told Wairarapa to polish it nicely (the trophy that is) cos we want it in good condition when we collect it from them next year. You've got to be in to win!

Kilbirnie Street Sprint hadn't taken place when I wrote this but the organisation was looking good with BBQ at after-function and 50 plus entries. The speed committee are really getting their act together on the events they're running and are forming quite a talented group of organisers and marshalls/helpers. You would have noticed a mention about the Street Sprint in the Evening Post this month and although we are pleased to see spectators along, we must always remember the local residents and business houses and respect their premises at all times on events such as this. Road closures are NOT easy to obtain, especially when you have to approach each and every home/business on the route and do a PR job with them. We have done well to get the venue two years in a row, let's hope we see it again next year.

The WMSA Rallysprint series also begins this month with the second and third rounds being held in April. We know we've got a lot of talented rally lads out there because we collected most of the Central Region Rally Trophies last season so come on Wellington Car Club - you can do it! And as Robbo so rightly says, "Not bad for a Club without a gravel venue, is it?"

LISA ELLINGHAM

Robbo

CROSSFLOW...

FOOD FOR THOUGHT - LATERAL THINKING

The February issue winner was **DON SEARLE** who came up with this answer - The man had the hiccups. If you can't work that one out the reasoning is like this. . . . when someone has the hiccups, if you give them a fright it often cures the problem which explains why the man said "Thank you very much".

Of course we musn't forget to tell you the story that lies behind Don winning. Wayne Moore had telephoned Lisa earlier on the day with the answer that he (the barman) had a water pistol - I ask you !. Later Don went to visit Wayne and they were chatting about the competition and Don worked it out and then called Lisa. Now if Wayne had been a bit brighter that day he would have got to the phone first. Bad luck Wayne !

A BIT OF VARIETY (THE SPICE OF LIFE)

Instead of Lateral Thinking this month we're going to try something a little different. Below is the wording of some graffiti painted on the side of a shed somewhere in the north island. Tell us where that shed is and you will receive a bottle of wine. It's not difficult, not hard to spot, has been there for at least 5 years so most would have seen.

135 OBLIVION

First person to call Lisa Ellingham 288523 with the right answer is the winner. If you give the wrong answer she will give you a clue (which road it's on).

THANKS HELEN

A few months ago we advertised that we required someone to undertake the pointskeeping for the club. Helen Jennings has kindly accepted the responsibility and will be recording the points for the 1987 year.

BONZA PRIZE GIVING - MAYOR OF WELLINGTON ATTENDED!

Our recent Annual Prizegiving was extremely well attended by members and in all was a great success. Mr Jim Belich, Mayor of Wellington came along to present the trophies and made several compliments towards the Club. Congratulations to all those who took something shiny home, a tremendous effort by all.

WELLINGTON CAR CLUB TRIAL RESULTS

[illegible]

ORGANISER DAVE TENNINGS + GLEN AUGUST

ASSISTED BY ROBIN BRIGGS DT JENNINGS PEGGY (MUM)

CHECKED BY GORDON RUSSELL

Comments

Time to first named check
deleted coz of CPU error.
checks UFOOL DDUDL and
DRL all deleted coz everyone got
them allowed for wrong band

TALKING TRIALS

NZPA MOTORSPORT CORRESPONDENT - REPORT ON FEBRUARY NITE TRIAL

This trial was such that a high level of intelligence was required to unravel its intricacies.

Fortunately the Wellington area has one such trialing team; I refer of course to the Burma Beauties.

Words cannot describe the excellence of their performance in winning the February WMSA Nite Trial. These inexperienced trialists put on a display of unsurpassed excellence in soundly defeating the old hats of the game, making even the second placed team look like very poor also-rans.

It's a pity that all but the Burma Beauties are so insecure that they would rather not leave suburbia than follow the organiser's clearly stated instruction to venture onto a road with a speed limit that exceeded 50 km/h.

A spokesperson for the team when prompted said, as relative new comers themselves they hoped their success gives encouragement to others thinking of becoming involved in trialing.

It seems unlikely that any of the current trialists, including Slackmob, Woesome, NoJen etc, will be able to challenge this supurative trialing trio in the current series.

» RALLY RUMBLES

DUNLOP RALLY CHAMPIONSHIPS 1987

ROUND ONE

Advanced planning has commenced. A combined committee of Helen Swanerton and Murray Jones (Wairarapa), Joe Glover and Steve Budd (Harbour Capital) with Brett Plim and Graeme Robertson (Wellington) are co-ordinating the event.

At this early stage it looks like:

Scrutineering:	Wellington, Friday night
Start:	Overseas Passenger Terminal approx 8 am
Finish:	Masterton 5.30 pm

All daylight running, 5 stages before going over the Rimutukas with 7/8 stages in Southern Wairarapa. The last stage will be Masterton Town Centre and is due to start 5 pm latest.

It is hoped to finalise major sponsors early in the New Year. ASR's will be due out in February and the entry fee will be \$90.00.

DUNLOP RALLY CHAMPIONSHIPS ROUND ONE - HELPERS REQUIRED !

Although there has been a date change giving us some extra weeks up our sleeves, we will still be co-ordinating our helpers i.e. marshalls, timing crews for starts and finishes, block marshalls, general dogs bodies etc, and we need to know fairly soon if you will be able to assist.

As you can see from the notice above the event will be a real cracker and certainly not to be missed ! Give us a ring *SOON* or better still *NOW* so we can arrange for you to do what you would like to.

JANE BLACK 687275 (h)
IAN PARKINSON 328695 (h)

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT

New Members

Welcome to the following new Members. We hope to see you along at events and of course clubnight (third Tuesday each month).

BERNARD MORRIS who is a company director residing in Ngaio. He drives a Datsun 1200 and has had previous servicing experience for friends in motorsport.

MICHAEL MORRIS who just happens to be related to Bernard, is a self-employed panel beater residing in Johnsonville. Also drives a Datsun 1200 which I believe (correct me if I'm wrong) is the same one as Bernard drives and is the ex-Paul Campbell racer.

IAN CHAPMAN currently tours the streets in his Triumph 1500 TC and is an Engineering Cadet living in Petone. Ian kindly provided the 'Snap Shot of the Month' in the last bulletin.

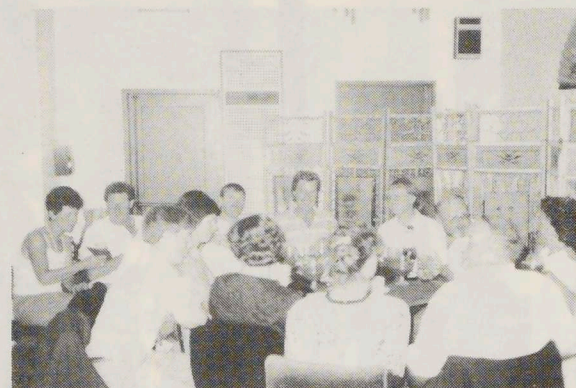
BRUCE CHAPMAN (could this be yet another 'family' in the Club) also a member of the Lower Hutt Scottish Country Dance Club, has a 1900 Torana and has navigated for the 1986 Trials series. He is a CAD Consultant and a member of the AA as well - the drive one not the drink one. Currently resides in Lower Hutt.

LES & RITA EDWARDS are welcomed back to the club and Les has 10 years experience in motorsport competition. From Paraparaumu, Les is a Car Salesperson and drives a 'Don McLean Special'

DEAN MURRELL is ex-Hawkes Bay Car Club now residing in Tawa. He is a shop assistant and has had plenty of experience in speed and rally events, owning a Ford Rotary Escort.

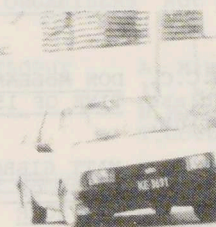
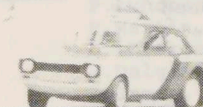
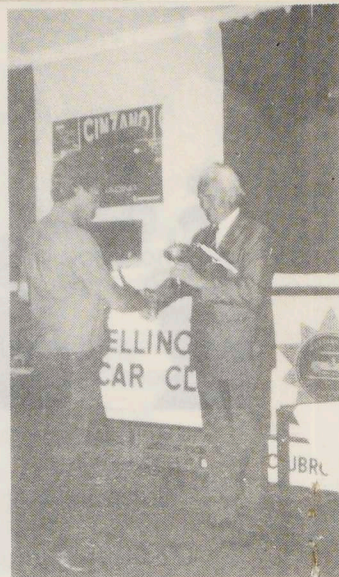
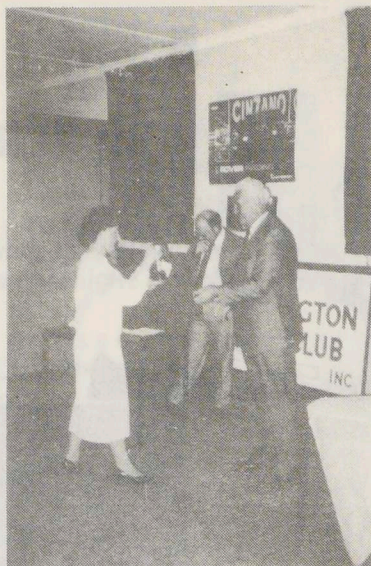
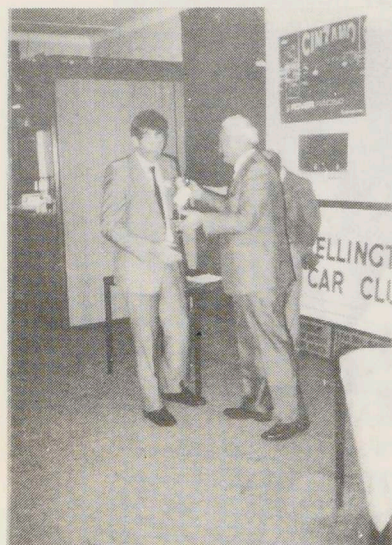
BLAIR STEER from Johnsonville, a Medical Physicist is yet another Mazda enthusiast man. Blair hasn't had any competition experience but is very keen and of course - like all good Mazda lads - sports both RX2 and 3 Mazdas.


Editors Note: I do believe it is time a Mazda versus All Comers challenge was put together. What do you say lads? If the big M lads would like to arrange it I'm sure we'd all turn up to take the prizes home!



All you non-committee members:-
see what you're missing!





THE  **SHOT OF THE MONTH**
from the Prize-Giving and the Street Sprint

HERE ARE THE RESULTS FROM THE WELLINGTON CAR CLUB ANNUAL PRIZE GIVING, HELD ON TUESDAY 17TH FEBRUARY

Congratulations to all Members on their achievements for the 1986 year.

W.C.C. 1987 PRIZEGIVING

NON - SPEED TROPHIES

<u>THORNTON TROPHY</u>	For the member scoring most points in W.C.C. Closed Club Motorkhanas & Stewards Trophy - Motorkhanas	<u>ALAN HARVIE, JOHN CROUCH, JAMES KIBBLE</u>
------------------------	--	---

<u>MONTHLY NIGHT TRIAL TROPHY</u>	Highest placed individual or team registered for the monthly night trial series.	<u>MURRAY MCGUIRE AND ANNETTE MIET for TEAM MACMOB</u>
-----------------------------------	--	--

<u>EAST TWO PERSON TROPHY</u>	Highest placed two-person team registered for the monthly night trial series.	<u>WAYNE SETTER AND PETER HUGHES for TEAM TWOSOME</u>
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<u>NOVICE TROPHY</u>	Most improved trialist over the year who has also competed in invitation trials.	<u>JOHN CROUCH</u>
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<u>ROLAND CLAPPERTON TROPHY</u>	For the member scoring most points in W.C.C. Non-Speed events.	<u>MURRAY MCGUIRE</u>
---------------------------------	--	-----------------------

SPEED TROPHIES

<u>MCMILLAN TROPHY</u>	For the member scoring most points at Kim Naylor WMSA series autocross events.	<u>IAIN MOLLISON</u>
------------------------	--	----------------------

<u>GRAVEL HILLCLIMB TROPHY</u>	For the member scoring most points at WMSA gravel hillclimbs or sprints.	<u>TED CLAY</u>
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<u>SPEED TROPHY</u>	Highest placed member for all W.C.C. speed events.	<u>ALAN HARVIE</u>
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ONE - OFF EVENT TROPHIES

<u>HOWARD TOLLEY CUP</u>	Fastest time of day by a W.C.C. member in the 1500-3000cc class for the standing ¼ mile sprint.	<u>DON McLEAN WITH A TIME OF 15.01 SECONDS</u>
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<u>GRANT TROPHY</u>	Fastest time of day by a sport or saloon car in the flying ¼ mile sprint.	<u>MATT GIBBONS WITH A SPEED OF 144 MILES PER HOUR</u>
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<u>JUBILEE ROSEBOWL</u>	Fastest time of the year for a saloon car on Alexandra Road.	<u>IAN TAYLOR WITH A TIME OF 54.55 SECONDS</u>
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<u>D.P. FISHER TROPHY</u>	Outright fastest time of year on Alexandra Road for a W.C.C. member.	<u>IAN TAYLOR WITH A TIME OF 54.55 SECONDS</u>
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<u>HONEYPOT TROPHY</u>	Highest placed member on the W.C.C. HoneyPot Trial, this year used April 20th Wall Trophy Trial.	<u>MARK JENNINGS, LEE DICKINSON, KERRI JAMES FOR TEAM MLJ</u>
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<u>HONEYPOT TROPHY</u>	Highest Placing Only recorded, M.Jennings, L.Dickinson, K.James for Team MLJ.
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<u>HOLLIS NIGHT TRIAL TROPHY</u>	Highest Placing Only recorded, J.Crouch.
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<u>CLUBMANS TROPHY</u>	Race Winner Only recorded, W.Moore.
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<u>W.C.C. RALLY TROPHY</u>	Highest Placing Only Recorded, C.Clarke, G.Robertson.
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<u>ROSS GORDON TROPHY (MARSHALLS SHEILD)</u>	B.Plim, D.Black 7, L.Muir, H.Vos Gerau 5, D.Knox 4, A.McKay 3, A.Hefford, A.Harvie, J.Kibble, G.Smith, J.Thompson, J.McRae, L.Dewhurst, M.Taylor, N.Gibson, W.Denton, T.Clay, M.Galvin, D.Mattingley, B.Mattingley, P.Torrington, D.McKay, A.Mines 2.
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<u>MORGAN WORKERS TROPHY</u>	J.Black 38, L.Ellingham 36, J.Paine 30, R.Ellingham 24, B. Plim, E.Conroy 22, L.Muir, A.Mines, I.Mollison 16, M.McGuire 14, L.Evans, D.Black, A.Harvie, H. Paine, D.Mattingley 12, G.Robertson, J.Thompson, D.Jennings, D.Humphries 10, C.James, G.Lang, M.Taylor, W.Denton, P.Lundberg, R.Shepherd 8, W.Moore, S.Evans, J.McRae, P.Martin, M.Conroy, P.More-on, I.Parkinson, P. de Joux, L. Dickinson 6, R.Lord, A.Hefford, D.Knox, L.Dewhurst, J.Dalgliesh, G.Diggle, H.Vos Gerau, P.Campbell, M.Jennings, K.James, K.McGhie, J.Collings, B.Collings, H.Jennings, W.Setter, P.Hughes 4, D.McKay, J.Kibble, G.Smith, N.Gibson, M.Galvin, T.Clay, B.Mattingley, P.Torrington, I.Laming, W.King, B.Gray, G.Grant, M.Thompson, L.Banfield, J.Maidens, I.Jensen, G.Toomer, R.Duffell, B.MacPherson, B.Richards, D.Marsden, N.Kent-Johnston, C.Clarke, N.Whiting, A.Tierney, P.Mears, A.McKay, M.Harvie, R.Briggs, J.Lau, J.Lord, N.Cruickshank, J.Swan 2.
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<u>COMMITTEE TROPHY</u>	Not based on points system, L.Ellingham.
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<u>MARSLIN ORGANISERS TROPHY</u>	Not based on points system, R.Ellingham, I.Mollison.
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<u>LADIES TROPHY</u>	A. Miet 24, K.James 23, H.Jennings 15, J.Collings, S.Evans 11, L.Ellingham, J.Black 7, C.James, N.Thompson, J.Maidens, H.McGuire, R.Moreton 4, M.Thompson, D.Robertson 3, L.Muir, T.Cotton, T.Robertson, C.Dalgliesh, N.Kent-Johnston 2.
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<u>ATKINSON TROPHY</u>	W.Moore 21, T.Clay 13, A.Miet 10, A.Harvie, I.Mollison, D.McLean 9, M.Jennings, M.McGuire, P.Campbell, J.Crouch 7, G.Diggle, K.McGhie 6, A.Mines, R.Lord 5, R.Ellingham, I.Taylor, G.Robertson, P.Torrington, B.Utting, D.Jennings, L.Dickinson 4, L.Henderson, P.Moreton, P.Lundberg, M.Spiers, A.Hefford, D.Barrow 3, P.Zivkovic, M.Moloney, K.James, T.Scott 2, D.Black, D.Clements, D.Knox, W.MacPherson, T.James, B.Huynen, J.Dalgliesh, P.Roser, J.Rongen, L.Evans, D.Paape, D.Humphries, N.Hopgood, J.Lau, G.McBain, J.Kibble, J.Cooley, A.Kent-Johnston, N.Kent-Johnston, L.Ellingham, I.Jensen, T.Cotton 1.
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HANSEN TROPHY

M.McGuire 23, A.Miet 22, A.Harvie 20, J.Crouch 19, M.Jennings 17, P.Hughes, P.Moreton 16, W.Setter, K.James 14, D.Jennings, L.Dickinson 13, A.Mines, P. de Joux, L.Evans, L.Henderson, W.Moore, P.Campbell 10, E.Conroy, D.Humphries, D.McLean 9, S.Evans, H.Jennings, I.Mollison 8, K.McGhie, B.Collings 7, J.Dalgliesh, A.Hefford, J.Collings, M.Taylor 5, J.Kibble, I.Taylor, G.Smith, J.Alexander, M.Moloney, P.Zivkovic, J.Billington, P.Lundberg 4, B.Plim, G.McBain, J.Maidens, M.Thompson, J.Thompson, N.Thompson, P.Conroy, D.Lupp, D.Mattingley, W.Huxford, M.MacReady, M.Smith, G.Toomer, P.Torrington 3, R.Briggs, J.Cooley, T.Scott, C.Partington, W.MacPherson, P.Roser, B.Huynen, G.Diggle, J.McAndrew, R.Ellingham, B.Utting, L.Ellingham, T.James, J.Rongen, D.Clements, I.Jensen 2, J.McRae, W.Keats, A.Killen, D.Paape, D.Searle, R.Cornick, E.Cornick, J.Rae, M.Spiers, J.Paine, T.Cotton, N.Kent-Johnston, W.Horn, G.Russell, J.Lau, N.Hopgood, A.Kent-Johnston, P.Stebbing, C.James, M.Stebbing 1.

Trophies NOT awarded for the 1986 year were as follows -

Dobbie Brothers Cup: Fastest time of day in standing ¼m sprint in 1001-1500cc class.

Gibbons Trophy: Palmer Head fastest time.

Nu Tread Trophy: Houghton Bay Road fastest time 751-1100cc class.

Friendly Car Sales Trophy: Houghton Bay Road fastest time under 1500cc saloon class.

W.C.C. Trophy: Houghton Bay Road fastest time open class.

Sheridan Enterprises Trophy: Houghton Bay Road fastest time saloon car.

Under 1000cc Trophy: Sealed Hillclimbs WCC & Duncan McKenzie events fastest time.

1986 YEAR TROPHY POINTS WERE AS FOLLOWS

THORNTON TROPHY

A.Harvie, J.Crouch, J.Kibble 4, P.Lundberg, G.McBain 3, T.Scott, J.Cooley 2, D.Humphries, J.Lau, N.Hopgood 1.

MONTHLY NIGHT TRIAL TROPHY

M.McGuire, A.Miet 139, W.Setter, P.Hughes 134, J.Crouch 132, M.Jennings, K.James 127, L.Dickinson 126, P.Moreton 115, D.Jennings 108, H.Jennings 103, E.Conroy 102, B.Collings 96, J.Collings 79, D.Humphries, P.de Joux 67, K.McGhie, A.Mines 62, S.Evans, L.Evans 50, J.Thompson 36, M.Thompson 25, N.Thompson 24, C.Partington 15, G.Russell 10, J.Maidens 7, W.Horn 6.

EAST TWO-PERSON TROPHY

Full list not available at time of print.

NOVICE TROPHY

Not based on points system.

ROLAND CLAPPERTON TROPHY

M.McGuire 23, A.Miet 22, J.Crouch 19, M.Jennings 17, P.Hughes, P.Moreton 16, K.James, W.Setter 14, D.Jennings, L.Dickinson 13, A.Mines, P.de Joux 10, E.Conroy, D.Humphries 9, L.Evans, S.Evans, H.Jennings 8, B.Collings, K.McGhie 7, A.Harvie 6, J.Collings 5, P.Lundberg, I.Mollison, J.Kibble 4, M.Taylor, B.Plim, G.McBain, J.Maidens, J.Thompson, M.Thompson, N.Thompson, P.Conroy 3, T.Scott, J.Cooley, C.Partington 2, M.Stebbing, L.Henderson, C.James, P.Stebbing, D.Murdoch, R.Briggs, A.Kent-Johnston, N.Hopgood, J.Lau, G.Russell, W.Horn, N.Kent-Johnston 1.

MCMILLAN TROPHY

I.Mollison 7, P.Campbell 5, A.Harvie 4, L.Henderson 3, A.Hefford, R.Ellingham 2, I.Jensen, T.Cotton, L.Ellingham, D.Clements 1.

GRAVEL HILLCLIMB TROPHY

Ted Clay 11, R.Lord 5, R.Teesdale, J.McAndrew 4, M.Spiers, G.Anderson 3, D.Barrow, G.Diggle 2, R.Ellingham, D.Black, P.Campbell 1.

SPEED TROPHY

A. Harvie 14, W.Moore, P.Campbell 10, L.Henderson, D.McLean 9, J.Dalgliesh, A.Hefford 5, I.Taylor, G.Smith, I.Mollison, J.Alexander, M.Moloney, P.Zivkovic, J.Billington 4, D.Lupp, D.Mattingley, W.Huxford, D.Murdoch, M.MacReady, M.Smith, G.Toomer, P.Torrington 3, W.MacPherson, P.Roser, B.Huynen, Lloyd Evans, G.Diggle, J.McAndrew, R.Ellingham, B.Utting, L.Ellingham, T.James, J.Rongen, D.Clements, M.Taylor, I.Jensen 2, R.Cornick, E.Cornick, W.Keats, M.Spiers, J.Rae, R.Briggs, J.Paine, T.Cotton, J.McRae, D.Searle, A.Killen, D.Paape 1.

HOWARD TOLLEY CUP Fastest Time Only recorded, R.Cornick 14.26 seconds

GRANT TROPHY Fastest Speed Only recorded, M.Gibbons 144 miles per hour

JUBILEE ROSEBOWL Fastest Time Only recorded, I.Taylor 54.55 seconds

D.P. FISHER TROPHY Fastest Time Only recorded, I.Taylor 54.55 seconds

HOLLIS NIGHT TRIAL TROPHY

Highest placed member on W.C.C. annual night trial, this year used 30th August Midnight Trial.

JOHN CROUCH whose navigator was Glen Grant, not a W.C.C. member.

CLUBMANS TROPHY

Winner of the W.C.C. members only race known as the Ross Gordon Memorial Race at the W.C.C. Clubmans Racemmeting.

WAYNE MOORE

W.C.C. RALLY TROPHY

Highest placed member who competed in the International Rally held in New Zealand.

CHRIS CLARKE AND GRAEME ROBERTSON

WORKERS TROPHIESROSS GORDON TROPHY (MARSHALLS SHEILD)

For flag marshallling only at W.C.C. speed events.

DAVID BLACK AND BRETT PLIM

MORGAN WORKERS TROPHY

Running or assisting events, Helping at Working Bees and with Bulletin, Driving on Braille Trial.

JANE BLACK

COMMITTEE TROPHY

Committee member considered to have contributed most to the running of the club.

LISA ELLINGHAM

MARSLIN ORGANISERS TROPHY

For organisation of the most speed events.

ROGER ELLINGHAM AND IAIN MOLLISON

OVERALL TROPHIESLADIES TROPHY

For the female member gaining most points in W.C.C. events

ANNETTE MIET

ATKINSON TROPHY

Highest placed member for all WMSA events including gravel sprints, hillclimbs, sealed sprints, motorkhanas, trials and autocross events.

WAYNE MOORE

HANSEN TROPHY

WELLINGTON CAR CLUB CHAMPION
Competitor scoring the most points at all W.C.C. events, including speed, non-speed and rally.

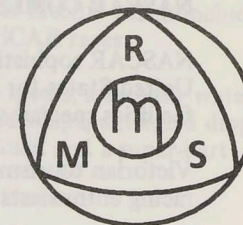
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OF SPECIAL INTEREST

NASCAR COMES DOWN UNDER

NASCAR sophisticated stock car racing, a sport that has been a big success in the United States for many years, is coming to Melbourne later this year, using new facilities specially built at the Calder Park raceway complex.

Victorian tourism authorities are expecting large numbers of New Zealand motor-racing enthusiasts to attend the inaugural NASCAR meeting in November (26-29).

Explains Mr Chris Diprose, New Zealand manager for the Victorian Tourism Commission: "In the United States, NASCAR draws over twelve million spectators a year and indications are that this type of motor racing is going to appeal to Australians in much the same way

"We believe that New Zealanders are likely to make the most of increased air services to Melbourne at low cost advance purchase fares to experience what has until now been restricted to those willing to travel to the United States," he says.

Mr Diprose notes that special NASCAR holiday packages will probably be available from New Zealand. "We are talking over the possibilities with New Zealand tour operators," he says.

Both the James Hardie 1000 and Foster's Australian Formula One Grand Prix draw large contingents of New Zealand spectators.

NASCAR - the name stands for the National Association of Stock Car Auto Racing - features speeds higher than in Formula One. Races are both colourful and exciting, with strong emphasis on crowd entertainment.

NASCAR vehicles are designed solely to race on the special circuits. They are all left hand drive to protect the driver from the reinforced safety wall that surrounds the track - travelling in an anti-clockwise direction ensures that the driver is as far from this wall as possible.

A NASCAR is virtually a roll cage on wheels, with the steel chassis and driver cage making this a sport in which few people get seriously injured.

Apart from the standard-feature safety requirements, each car is custom-built with many having dramatic bodies to cover the powerful V8 engines.

Twenty of these cars are being constructed in Australia for the Australian series which will carry big prizemoney.

Organiser Bob Jane - a former racing driver turned tyre mogul - points out that NASCAR is a family sport, both because of the colour and pace and because of the well-known brand names on the cars (even though they hardly resemble the family saloon !).

Calder Park is situated on the Calder Highway only 20 minutes from central Melbourne. It has long been a favourite for production car and drag racing enthusiasts but has in recent times been undergoing a total facelift which includes a giant D-shaped 'Thunderdrome' speedbowl for the NASCAR races.

Other developments at Calder Park include quarter-horse meets, a lake for water-ski and water jump championships, motorcycling championships, extended drag racing strip, extended road racing track, a new tyre test track and a super-kart circuit.

Article kindly supplied by Robin Briggs.

Anyone requiring further information may contact the Victorian Tourism Commission in Auckland, 09-794-566, Chris Diprose.

Editors Note: "What do you say fellas ? Fancy a trip across the Tas ! "

COMMITTEE NOTES FROM THE FEBRUARY 10TH EXECUTIVE MEETING

Bulletin cover to be re-vamped, colour added.

Pleased to see a good number of new members and the number of previous members re-joining.

Novelty Trial - disappointed at lack of competitors, should we continue with these ?

Trials committee to look at setting standard of duration/time

Night Trial Series: Registration to be obviously available at each event.

Looking for new bulletin advertisers should anyone be interested
AGCM for MANZ: remits etc will be required shortly.

WMSA

Went along to the Annual WMSA Prizegiving on Thursday 19th Feb to cheer on our members who were picking up trophies. Our Club did very well to pick up alot of the trophies and we should all be very proud to be associated with those members who did so well. Ian Taylor was honoured with the Wellington Motorsport Association's new award being the Wellington Motorsport Person of the Year for his attainments at club level and his National Gold Star Hillclimb Championship achievement in 1986. Congratulations to you Ian for a well earned reward. Ian was nominated by Wairarapa Car Club and is also a member of Wellington Car Club.

The Club also congratulates the following persons.

TED CLAY	Gravel Series Trophy
JOHN CROUCH	PME Drivers Cup - Trialling
ANNETTE MIET	VUCC Navigators Cup - Trialling
MURRAY McGUIRE and ANNETTE MIET	Honda Challenge Trophy - Night Trials
OURSELVES !	Wall Trophy - Trialling

DIPSTICK AWARD

Sincere apologies to all those who turned to the back page of the bulletin and read the clubnight dates in the February issue. These are incorrect and should be ignored as clubnight is ALWAYS on the third Tuesday of each month.
..... Oh what a silly girl I am.

(Guess who !)

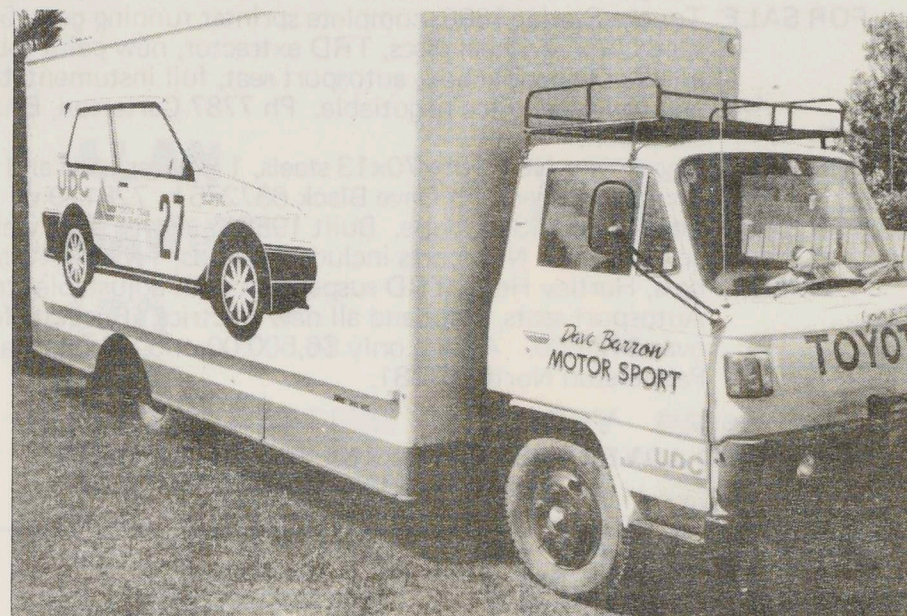
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FOR SALE Good Year NCT 185x70x13 steels, 1 x never used and 4 x hardly used. Ph Dave Black 687275 h, 728120 w.

FOR SALE Toyota 1600 SL Coupe. Built 1985/6. Fully seam welded and straight. New parts include Bilsteins, Twin 45 Webbers, Hartley Head, TRD suspension with adjustable struts, Autosport seats, Mags and all new electrics. Receipts for over \$12,000. Asking only \$6,500.00 ono. Phone Hamish Palmerston North 87-881.

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CLUBNIGHT

MARCH

We have a guest speaker from the Institute of Advanced Driving who is really looking forward to visiting our Club as they know little about us, and we know little about them. They are involved in driver skill so it is a must for motorsport fans like us.

Will also have 20 minutes of Formula One 1985 Championship's video, mainly on Prost. This was very kindly brought back to New Zealand by Lee Muir on her stop-over (visit the family) between France and New Caledonia. She will be returning in 8 months or so.

APRIL

Expecting a representative from Toyota NZ Ltd to tell us about their involvement in motorsport and possibly future development in their range. As they provide excellent incentive to motorsport fans to use a Toyota for competition purposes, we expect a good turnout from our members wanting to take advantage of this.

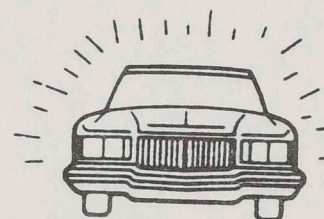
Will have a further 20 minutes of the above video as well.

CLUBNIGHT IS THIRD TUESDAY OF EACH MONTH, ALL WELCOME WITH OTHER INTERESTED FOLK, REFRESHMENTS AVAILABLE THROUGHOUT

ALAN HARVIE LTD



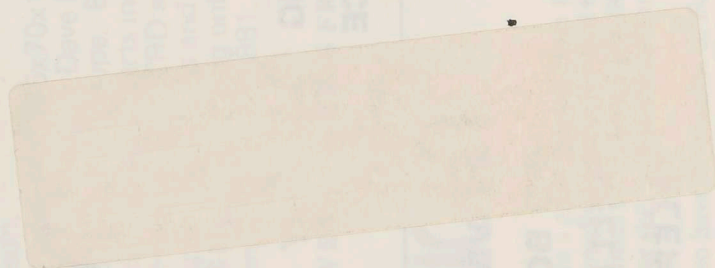
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TREASURER:	Annette Miet	844-730	730-663 (W)
CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
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	Ray Lord	268-253	
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PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

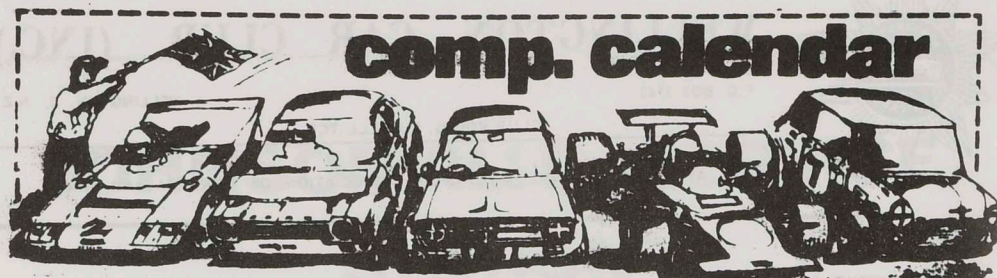
SUBSCRIPTIONS:	\$30.00 for Ordinary Members and for Husband and Wife
	\$15.00 for Under Eighteen years
	\$15.00 for Country Membership (over 40 miles)
	\$20.00 for Associate Membership
	(all above include Motorsport Association Capitation Levy)
	Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 879-418

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted



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

NOTE : Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

COMING EVENTS

MARCH

30th **BAY PARK MOTOR RACING**
Covers Friday, Saturday, Sunday of Easter Weekend.

30th **SPRINT**
Kapiti Car Club invite event.
Venue: Mangaone Road Te Horo
Entry: \$15.00
Briefing: 9.15am at venue
Surface: 1.6 km smooth gravel
Scrut/Doc: 8.15-9am Behind King Nissan Pm
Start: 9.30 am

31st **AUTOCROSS KN4**
Hutt Valley Motoring Club invite event
Venue: Te Marua Speedway Track
Entry: \$15.00
Surface: 1.6 km dirt
Scrut/Doc: 9-9.45am at venue
Start: 10am
Note: No knobbly tyres

APRIL

1st **NIGHT TRIAL**
Wellington Car Club WMSA event

6th **GYMKHANA STEWARDS TROPHY**
Levin Car Club invite event
Venue: Kohitere Farm, Hokio
Beach Rd, Levin
Start: 10am
Scrut/Doc: 9am at venue
Entry: \$5.00

12th **RALLY CENTRAL REGION**
Wairarapa Car Club restricted national event
Length: 114.52 special
146.83 touring
Entry: \$75.00 to 3/4/86
\$95.00 to 11/4/86 9pm
Scrut/Doc: Sat 12/4/86 7.30-9am
Fagan Mtrs Masterton
Briefing: 9.30am at Solway Park
Start: 10am

12th **CLUBMANS RACE MEETING**
Wanganui Car Club invite event
Venue: Manfeild racetrack
Briefing: 10am at venue
Scrut/Doc: 8am at venue
Entry: \$15.00 to 8/4/86
\$25.00 late

19th **RALLYSPRINT**
Hawkes Bay Car Club invite event
Venue: Gwavas Forest SH50
Briefing: 9.30am at venue
Entry: \$20.00 to 17/4/86 5pm
\$30.00 late
Surface: 5.6 km gravel
Scrut/doc: Chris Joblin Mtrs
Hastings 18/4/86
5-7pm OR Forest HQ
19/4/86 8.30am

20th **TRIAL WALL TROPHY**
Wellington Car Club invite event (Details fm Dave Jennings)

25th **WALKING TRIAL**
+ Harbour City Car Club WMSA event

26th **SPRINT 250m DUAL CAR**
Wairarapa Car Club invite event
Venue: Waingawa Rd south of Masterton
Start: 11 am
Scrut/Doc: 10am at venue
Entry: \$13.00, \$18.00 late
Surface: Seal

27th **STANDING & FLYING 1/4 MILE**
Wairarapa Car Club invite event
Venue: Francis Line Carterton
Entry: \$13.00, \$18.00 late
Surface: Seal
(GOES TO WELLINGTON CAR CLUB TROPHY POINTS)
Scrut/Doc: 9am at venue
Start: 10am

26/27th **PREMIER ROUND ONE of DUNLOP NZ RALLY CHAMPIONSHIP**
Noth Otago Car Club, full regs available fm Lisa Ellingham

MAY

6th **NIGHT TRIAL**
Harbour City Car Club WMSA event

10th **1ST NORTH ISLAND ROUND of DUNLOP NZ RALLY CHAMPIONSHIP**
Auckland Car Club, full regs available fm Lisa Ellingham

10th **CLUBMANS RACEMEETING**
Wellington Car Club invite event
Venue: Manfeild Racetrack
Contact: Roger Ellingham or Iain Mollison

In Days Gone By

- (1) On discovering an approaching team of horses, the motorist must stop off the side of the road and cover his machine with a tarpaulin painted to correspond with the scenery.
- (2) In case a horse will not pass an automobile, notwithstanding the tarpaulin, the motorist will take his machine apart as rapidly as possible and hide the parts in the grass.
- (3) Automobilists on a country road at night must send up a red rocket every mile and wait 10 minutes for the road to clear - then proceed carefully, blowing their horns and shooting roman candles.

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

Michael McReady A very handy man to know, Michael is a mechanic for the AA (not the drinking and driving AA though). Also an active member of Harbour City Car Club and owns a Lotus 7, Monaro and MKI Cortina.

Colin Partington Another Mazda man to join our many. (Are they secretly undermining the club or is this just a vicious rumour to psyche out the rally lads and send PZ over a bank). Colins RX2 and 626 should bring in new competition. He's self employed, an ex Victoria Club member.

Graham Smith Another mechanic and another Mazda man. Graham owns an RX3 and also a 4WD Suzuki. He's a member of the Mazda club and also the Tararua 4WD club.

Bernard Keith Bernard is a Quantity Surveyor.... they're the fellows who happily stand in the middle of the road and let you have a free go at hitting them. He's without a set of wheels at present but probably owns a dingy cos he belongs to Wellington Sea Rescue as well.

The way this lot drive Bernard, you're better off in the sea - stick with the dingy.

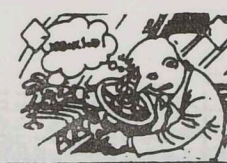
ED

Gordon Diggle Definitely a conspiracy here somewhere, Gordon owns an RX3 but don't worry too much - he's a Plumber not a mechanic. He's had experience at 4WD rallying in the past.

Hans vos Gerou Hans is a Salesman and drives a MKIII Cortina. (Whew!!) Hans is totally new to motorsport so we're considering letting him loose at Manfeild with a set of flags. That should be a worthwhile video for clubnight lads.

Peter de Joux Peter is an active administrator for Victoria...oops.. I mean Harbour City Car Club, due to a slip up in the system we've lost his card and don't know anything else. Now that's real impressive isn't it.

talking trials



W M S A M A R C H N I G H T T R I A L R E S U L T S

Phil Moreton	75pt	10=
Phil Conroy	79pt	13
Jenny Maidens	117pt	15
John Thompson	52pt	8
Brett Collings	38pt	2=
John Crouch	42pt	4
Kerry James	76pt	12
Dave Jennings	22pt	1
Alan Barnes	61pt	7
Murray McGuire	49pt	5
Peter Hughes	70pt	9
Warren Horn	88pt	14
Colin Kitchingman	38pt	2=
Eddie Conroy	58pt	6
Lloyd Evans	75pt	10=

Organised by Paul Te Punga & Wendy Southon
Victoria Car Club.

Remember: April 1st Night Trial run by
Dave Jennings.

RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF

rally rumbles



A.C. DELCO RALLY - 1ST MARCH, 1986

What an excellent turnout for the first rally of the season. There were several new competitors, notably Lew Henderson in a Datsun 1200, and Dave Barrow of Nissan Mobile 500 fame in a Datsun, and a few old competitors returning to prove that they hadn't forgotten how to drive.

The scrutineers were exceptionally tough on helmets this time, checking to see if they had correct stickers, and trying to wrench them off our poor heads to check fittings. There is nothing worse than suffering from helmet whiplash before the rally has even started.

SS.1 was along Flighty's Road, and was it rough. By the time we got through SS.2, Rallywoods, I had a headache from the bashing around, and Rob's overalls were dripping wet, as we had no ventilation in the car. SS.3 through Tunnel Gully was as exciting as ever, especially as it was wet and muddy. This year we used our spotlights in the tunnel, a definite improvement.

This year we toured over the Rimutakas to Featherston and did the Pylon Track one way, which is just as well, as the car would have fallen apart. The track was extremely rough and the car was overheating halfway up.

After a short breather to recover our wits, it was back to Tunnel Gully. No tunnel this time, instead a detour which would have been fantastic had it been dry. Ray Lord was found out of action halfway through, having driven over a post. He was parked next to Simon Taylor who had rolled. We nearly followed but managed to slide past and finish the stage.

By this time I was feeling extremely seedy. After completing SS.5 through Rallywoods again we embarked on probably the roughest piece of road for rallying, over the Maungakotukutukus. This was just about the end of the line for me, and, as I found out later I was not the only co-driver to embarrass herself/himself by being sick.

After a rapid, and much shortened meal break and service stop at Coastlands we set off to conquer Akatarawa Road. It was a fantastic stage and 'Tar Baby' Bower put the little Datsun through its paces to finish 8th fastest. Back through Rallywoods and Flighty's Road for SSs. 9 and 10 to finish at 12.30 standard time.

Congratulations to those who managed to finish a well organised, but rather rugged rally. Commiserations to those who didn't, and the poor souls who got stuck in the Maungakotukutukus.

Hope to see you all at Wairarapa on 12th April for another great weekend.

Jane Black.

WMSA
WELLINGTON CAR CLUB
FEBRUARY NIGHT TRIAL
4 FEBRUARY 1986

RESULTS

CAR NO.	TEAM	CLUB	TURN	CHECK	TIME	CHECK	TURN	TIME	TURN	TIME	CHECK	TIME	TURN	TIME	TURN	TIME	TOTAL	O/ALL	2-MAN	CAR
			NURT	SET		B/L	SUS		DURD	BUICK		MISS		USERS	YOU		POINTS	PLACE	PLACE	NO.
1	R O'Neill	WGTN	10	-	4E	-	-	5E	10	-	7L	-	2E	10	-	8E	55	15	-	1
2	Honda	WGTN	10	10	3E	-	-	17L	-	10	0	10	1E	-	-	5E	66	17	-	2
3	Crood	WGTN	10	-	3L	-	-	2L	-	-	4L	-	1L	-	-	4E	24	3	3	3
4	Jeff Marshall	WGTN	10	10	7E	-	-	1L	10	-	0	10	3E	-	-	0	41	10	7	4
5	De Joux M R	UCC	10	-	3L	-	-	2E	-	-	5L	-	2E	-	-	5E	27	5	5	5
5a	De Joux M R	UCC	10	-	4E	-	-	1E	-	-	8L	-	1E	-	-	5E	29	7	5	5a
6	COJEN	WGTN	10	10	1E	-	-	2E	-	-	10L	-	2L	10	-	2E	47	13	4	6
7	C Kitchingman	HUNC	10	-	9L	10	-	4E	-	-	1L	-	1L	-	-	1L	26	4	4	7
8	Paul Te Punga	UCC	10	-	3E	-	-	2E	-	-	2L	10	3E	10	-	0	45	11	8	8
9	J D H	WGTN	10	10	1L	-	-	2E	-	-	2L	-	30	-	-	0	45	12	9	9
10	Double Dipstick	WGTN	-	10	1L	-	-	1E	-	-	3L	10	3E	10	-	0	2E	16	1	10
11	Hoggy	WGTN	10	-	3E	-	-	1E	-	-	3L	10	30	10	-	0	57	14	1	11
12	1500	WGTN	10	-	8E	-	-	0	-	-	14L	10	3E	10	-	6E	49	14	10	12
13	A M Edmonds	Sunbeam	10	-	4E	10	-	5E	-	-	15L	10	30	10	10	6E	110	18	-	13
14	Heip	WGTN	10	10	0	10	-	2L	10	10	13L	10	30	10	-	7E	122	19	-	14
15	Hack Jennings	WGTN	10	-	4E	10	-	2E	-	-	2E	-	1E	10	-	3E	30	9	-	15
16	Macmob	WGTN	10	-	6E	-	-	2E	-	-	8L	-	2E	-	-	2E	30	8	6	16
17	A Barnes	UCC	10	-	30	10	-	12E	10	10	30	10	30	10	-	30L	192	20	2	17
18	Peugeot	UCC	10	-	3E	-	-	2E	-	-	1L	-	2E	-	-	2E	21	2	2	18
19	Twosome	WGTN	10	-	4E	-	-	2E	-	-	1L	-	3L	-	-	3E	13	1	1	19

Thanks to: Check marshalls Alan Harvie, David Conroy, Bill King, Neil McCormick, Bob & Stephan Grey;
Tall Car crew David & Hares Conroy; Checking crew Trevor Blakemore & Michael Dear.

Results were calculated by Barry Lakeman; Communications were arranged by Eddie Conroy; and Jim Conroy made the special sign.

Thanks to all who competed,
Eddie Conroy and Barry Lakeman
(Organisers)

1986 AC DELCO RALLY - ORGANISED BY HARBOUR CAPITAL (FORMERLY VICTORIA)
(RESULTS SUPPLIED BY WANG COMPUTER)

CAR #	DRIVER	CO-DRIVER	CAR	CLASS	ss1	ss2	ss3
4	HUXFORD A	HOBBS D	Escort 2000	3	17.26	20.04	4.05
5	ARGYLE G	TERRY B	Datsun 1800	3	17.27	20.02	4.27
2	GREEN B	TROTTER M	Escort RS1.8	3	16.51	20.55	4.08
18	BARROW D	ROBB J	Datsun 1298	1	17.56	19.52	4.14
6	AYLING D	HUGHES V	Escort 1600	2	18.01	20.32	4.15
20	BARNIE F	BARNIE I	Corolla	1	17.50	20.41	4.21
12	GALVIN M	TOOMER G	Escort 1598	2	18.14	20.06	4.32
11	STEWART K	BICHAN A	Escort 1598	2	18.13	21.18	4.30
10	LILL V	BROWN S	Escort MkII	3	19.12	20.25	4.37
14	BURLEIGH B	MIDDLETON W	Escort 2300	3	18.34	20.51	4.43
9	LESICKI A	TUBB C	Lada Sport	2	18.00	20.36	4.33
22	MASON K	CULLAN B	Corolla 1600	2	18.11	20.38	4.32
21	BOWER R	BLACK J	Datsun 1200	1	18.38	20.48	4.25
24	RUSH P	STEVENS R	Corolla	1	18.59	20.54	4.26
26	JENSEN I	BANFIELD L	Escort 1300	1	18.58	21.49	4.39
30	ELLINGHAM R	KENNERLY J	Isuzu Gemini	2	18.34	21.25	4.49
19	CLARKE C	COGHLAN P	Nissan 1299	1	19.22	22.29	5.03
31	O'NEILL R	FATERSON T	Starlet 1800	3	18.47	21.28	4.51
32	COUTTS R	WHITTLE P	Starlet 1290	1	18.46	21.01	4.41
29	BRADER R	SWANERTON B	Corolla 1290	1	18.17	20.40	4.20
43	HENDERSON L	MOLLISON I	Datsun 1287	1	19.41	22.33	4.53
34	MCINTOSH H	EMPSON S	Corolla 1600	2	19.50	21.31	4.52
41	TERRY R	TERRY W	Escort 1600	2	20.49	23.26	5.33
39	SOLLITT B	BLAKE S	Corolla 1170	1	19.09	22.13	5.14
33	BOTT G	MANZE D	Corolla 1290	1	19.03	21.45	4.46
17	ROBERTSON S	ROBERTSON S	Corolla	1	18.15	20.48	8.18
25	MARSHALL C	MARSHALL R	Escort 2000	3	18.38	21.00	4.47
37	MURRAY R	BENNETT R	Corolla 1270	1	19.47	23.39	4.51
42	DAWSON S	WELLS A	Datsun 1600	2	20.26	23.21	5.03
3	MURLAND S	WICKENS A	Nissan Sunny	1	17.23	20.11	5.06
7	MARTIN R	MARTIN P	Datsun 1940	3	18.15	21.17	4.26
27	CLAY T	JENSON P	Datsun 1200	1	19.28	22.18	5.01
1	QUINN S	LYNCH P	Chevette HSR	3	17.38	19.50	4.11
28	GAIR W	RAPLEY J	Mazda RX2	3	19.50	22.13	4.54
40	MALCOLM F	VANDERBYL P	Hunter 1725	3	21.33	24.20	5.21
16	LORD R	SPEIRS M	Galant 1600	2	18.14	20.01	4.19
15	TAYLOR S	CURTIS A	Escort 2000	3	17.39	20.07	4.42
8	GYDE N	GYDE K	Avenger 1600	2	18.35	20.47	4.41
13	EDMONDS D	COLE P	Nissan Stanz	3	18.41	21.03	4.42
38	WALKER R	WALKER K	Escort MK1	1	20.09	27.25	-
35	GIBBS C	POPE T	Datsun 1600	2	19.09	35.27	-
23	STONE J	STONE G	Viva 2300	3	18.09	61.48	-
36	MOLONEY M	PARTINGTON	C Mazda 323	1	20.04	-	-
0	TEESDALE R	DE JOUX P			17.10	19.07	4.15

C.C. AND WELLINGTON C.C.
(RESULTS SUPPLIED BY WANG COMPUTER)

RESULTS SUPPLIED BY WANG COMPUTER)							place	place	
ss4	ss5	ss6	ss7	ss8	ss9	ss10	total	overall	class
13.29	8.34	19.53	21.43	12.03	19.59	17.58	155.14	1	1
13.37	8.26	20.17	21.34	12.14	20.16	18.00	156.20	2	2
13.27	8.15	20.20	21.36	12.31	20.13	18.11	156.27	3	3
13.57	8.33	20.18	21.53	12.48	20.25	18.35	158.31	4	1
14.31	8.36	20.30	21.43	12.21	20.24	18.53	159.46	5	1
14.29	8.37	20.46	22.04	12.38	20.25	18.33	160.24	6	2
14.55	8.54	20.52	23.40	13.13	20.33	18.58	163.57	7	2
14.12	9.06	21.42	22.54	13.01	20.55	18.59	164.50	8	3
14.21	9.13	20.41	22.24	13.54	20.46	19.40	165.13	9	4
15.54	8.56	21.13	22.59	12.26	21.04	18.52	165.32	10	5
15.38	9.14	21.34	23.30	13.28	20.38	18.46	165.57	11	4
15.02	9.03	21.36	22.45	13.17	21.23	19.31	165.58	12	5
14.42	8.50	21.30	23.57	12.51	21.38	20.10	167.29	13	3
16.10	8.59	21.31	23.24	12.59	21.42	19.22	168.26	14	4
16.06	9.30	23.08	24.01	13.55	22.07	19.47	173.60	15	5
16.24	9.56	21.41	38.24	13.42	21.14	18.57	185.06	16	6
17.36	9.52	22.59	33.23	13.35	22.42	20.42	187.43	17	6
17.27	10.06	22.44	35.45	14.27	22.11	20.12	187.58	18	6
16.23	9.42	23.01	36.27	14.21	23.14	21.18	188.54	19	7
16.15	9.21	22.14	45.39	13.30	22.14	19.19	191.49	20	8
18.02	10.10	23.31	47.30	13.56	22.34	20.01	202.51	21	9
16.36	14.59	23.04	46.15	14.16	22.45	21.34	205.42	22	7
17.49	11.09	25.04	48.47	15.39	24.57	22.40	215.53	23	8
17.21	10.14	23.52	60.17	14.16	23.27	20.51	216.54	24	10
16.31	11.17	23.47	78.33	13.58	23.45	20.04	233.29	25	11
58.01	9.33	21.26	46.15	12.37	21.20	19.29	236.02	26	12
14.43	9.13	21.11	32.55	-	-	-	dnf		
18.30	10.54	27.21	30.24	-	-	-	dnf		
20.10	11.39	25.11	91.24	-	-	-	dnf		
13.36	8.28	20.03	-	-	-	-	dnf		
15.01	9.18	20.10	-	-	-	-	dnf		
18.12	9.47	23.12	-	-	-	-	dnf		
13.53	8.24	-	-	-	-	-	dnf		
17.18	16.02	-	-	-	-	-	dnf		
28.18	14.23	-	-	-	-	-	dnf		
14.19	-	-	-	-	-	-	dnf		
14.37	-	-	-	-	-	-	dnf		
16.54	-	-	-	-	-	-	dnf		
59.42	-	-	-	-	-	-	dnf		
-	-	-	-	-	-	-	dnf		
-	-	-	-	-	-	-	dnf		
-	-	-	-	-	-	-	dnf		
-	-	-	-	-	-	-	dnf		
14.32	8.08	19.27	21.16	11.45	19.32	18.17	153.29		

FINAL RESULTS

1986 AC DELCO RALLY RESULTS (RESULTS SUPPLIED BY WANG COMPUTER)

CAR #	DRIVER	CO-DRIVER	CAR	CLASS	total
***** IN ORDER OF CAR TYPE *****					
8	GYDE N	GYDE K	Avenger 1600	2	664.51
1	QUINN S	LYNCH P	Chevette HSR	3	567.11
20	BARNIE F	BARNIE I	Corolla 1300	1	160.24
24	RUSH F	STEVENS R	Corolla 1300	1	168.26
29	BRADER R	SWANERTON B	Corolla 1300	1	191.49
39	SOLLITT B	BLAKE S	Corolla 1300	1	216.54
33	BOTT G	MANZE D	Corolla 1300	1	233.29
17	ROBERTSON S	ROBERTSON S	Corolla 1300	1	236.02
37	MURRAY R	BENNETT R	Corolla 1300	1	437.23
22	MASON K	CULLAN B	Corolla 1600	2	165.58
34	MCINTOSH H	EMPSON S	Corolla 1600	2	205.42
21	BOWER R	BLACK J	Datsun 1200	1	167.29
27	CLAY T	JENSON P	Datsun 1200	1	500.34
18	BARROW D	ROBB J	Datsun 1300	1	158.31
19	CLARKE C	COGHLAN P	Datsun 1300	1	187.43
43	HENDERSON L	MOLLISON I	Datsun 1300	1	202.51
3	MURLAND S	WICKENS A	Datsun 1300	1	487.23
42	DAWSON S	WELLS A	Datsun 1600	2	484.11
35	GIBBS C	POPE T	Datsun 1600	2	859.48
5	ARGYLE G	TERRY B	Datsun 1800	3	156.20
13	EDMONDS D	COLE P	Datsun 1800	3	708.02
7	MARTIN R	MARTIN P	Datsun 2000	3	491.03
26	JENSEN I	BANFIELD L	Escort 1300	1	173.60
38	WALKER R	WALKER K	Escort 1300	1	852.46
6	AYLING D	HUGHES V	Escort 1600	2	159.46
12	GALVIN M	TOOMER G	Escort 1600	2	163.57
11	STEWART K	BICHAN A	Escort 1600	2	164.50
41	TERRY R	TERRY W	Escort 1600	2	215.53
2	GREEN B	TROTTER M	Escort 1800	3	156.27
10	LILL V	BROWN S	Escort 1800	3	165.13
4	HUXFORD A	HOBBS D	Escort 2000	3	155.14
25	MARSHALL C	MARSHALL R	Escort 2000	3	424.24
15	TAYLOR S	CURTIS A	Escort 2000	3	660.59
14	BURLEIGH B	MIDDLETON W	Escort 2300	3	165.32
16	LORD R	SPEIRS M	Galant 1600	2	660.47
40	MALCOLM P	VANDERBYL P	Hunter 1725	3	597.10
30	ELLINGHAM R	KENNERLY J	Isuzu Gemini	2	185.06
9	LESICKI A	TUBB C	Lada Sport	2	165.57
36	MOLONEY M	PARTINGTON	CMazda 323	1	925.55
28	GAIR W	RAPLEY J	Mazda RX2	3	583.32
32	COUTTS R	WHITTLE P	Starlet 1300	1	188.54
31	O'NEILL R	FATERSON T	Starlet 1800	3	187.58
23	STONE J	STONE G	Viva 2300	3	885.09
0	TEESDALE R	DE JOUX P			153.29

RAISING THE ROOF

THANK YOU VERY MUCH TO:

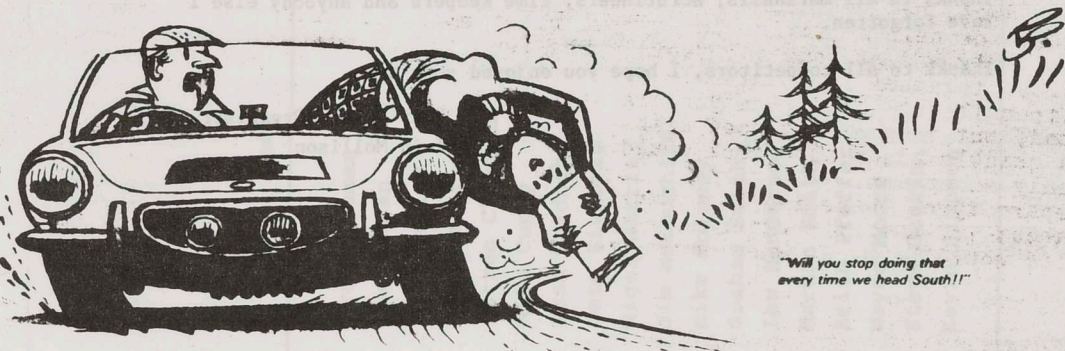
Ray Lord, Grahame Robertson (Robbo), Jane Black, Ross Teesdale (Speedy), Brett Plim, Lynn Dewhurst, Paul Thompson, Lloyd Evans and Wife, Micheal Heaphy, Kevin Tither, Kathie & Steve Budd, Ruth Casey, Ruth Sheppard, Blair Murray, Adam McSweeney, Chris Lawson, Craig Amordrod, ST. JOHNS, Christine Adams, Tom Adams, George & Leah Beam, Bob Gray, Barry Lakeman, Eddie Conroy, Trevor Blackmore, Mike Fowler & Co, Dianne McDonald, Derek Mattingley, Dave Jennings and Friend, Colin White & Wife, Richard Skilton Lacy & Julie, Joe Glover, Paul Te Punga, Allan Barnes, Peter Dejoux, Andrew Carmichael, Bruce Maddock, Grant Dally, Wayne Gear, Phil Conroy, Grahame Smith, Annette Meit, Allen Mines, Leigh Muir, Ian Parkinson, Andrew & Martie Tierniey, Daryl & Sandra Monk, Wiley, Janes, Grahame Davidson, Tone Lefford, Colin McCready, Shona McCready, Murry Mc., John Walla, Dave Hercock, Ian Heard, Dennis, Mark, Cath, John Lawley, Phillip Court, Dean Maxwell, Steve McGreggor, Mike Jensen, John Wysocki, Richard Milne, Christine Grout, Murray Wills, Rick Smith,

As one can see there are a lot of names above, all these people gave their time to help run the A.C. Delco Rally on the 1st and 2nd March. This Rally was run jointly by the Victoria and Wellington Car Clubs.

I wish to thank all the above people and any one I may have missed for running a very enjoyable event. It just goes to show that two Car Clubs can work together. As the song says:

"I can get by with a little help from my friends".

A Proud Club Member.



SPEED

HAWKINS HILL

The first round of the 1986 Duncan McKenzie Interclub Competition got under way on the 8th of March on the top of Wellington. If you can't understand what "on the top of wellington" means, look around and find the highest hill and that where we were.

Thank God the sun was shinning. If it hadn't been it would have been somewhat uncomfortable as the wind created a very cool feeling as it swept over the ridges.

Everything went well, including the timing gear (for Wairarapa's benefit). Although we only just got underway on time because of late competitors. I warn late comers that any further events I run will start on time with or without you.

The piece of road used was quite a good surface although a little narrow, and steep in parts. Rotary Moore was heard to say "a challenging piece of road, but very good". I suppose he had to say something like that as he won.

"Pork Pie" Pete and "Shell Super" Taylor found things a little too challenging. "Shell Super" kissed a power pole rather firmly, changing the steering geometry somewhat, while "Pork Pie" decided that it was time to reduce the fire hazard of the Brooklyn Hills by roller crushing about sixty feet of bush. Circuits Fun Park cars are not designed for that work Pete!

It was good to see Steve Gaskin from Hutt Valley in his new Escort Mk II V8. Looks like it has got some potential.

Thanks to all marshalls, scrutineers, time keepers and anybody else I have forgotten.

Thanks to all competitors, I hope you enjoyed your day.

Your Grumpy Organiser,
Iain Mollison

DUNCAN MCKENZIE HILLCLIMB

RUN BY THE WELLINGTON CAR CLUB. DATE 8 March 1986

Number	Name	Club	Practise	Run 1	Run 2	Run 3	Run 4	Placed
1	Trevor James	Fiat	61.45	60.26	59.94	61.20	61.24	18th
2	Don McLean	Wgtn	52.23	51.23	50.52	50.50	50.09	2nd
3	Mark Taylor	Wgtn	65.35	54.79	54.21	64.80	DNF	9th
4	John Dalaliesh	Wgtn	60.35	59.13	57.75	56.67	57.15	16th
5	Darren Clements	Wgtn	56.51	55.54	54.65	55.27	54.37	10th
6	Mike Cundy	M.G.	61.66	61.55	60.55	60.08	59.58	17th
7	Dean Murdoch	Datsun	58.68	56.46	56.14	55.27	55.71	13th
8	Pete Zivkovic	Wgtn	52.35	51.16	50.32	80.27	DNF	3rd
9	Nigel Harris	Victoria	55.12	53.54	53.46	52.57	53.82	5th
10	Jim McLoughlin	Hutt Valley	59.58	56.82	56.09	56.47	56.55	14th
11	Mike Moloney	Wgtn	55.53	55.15	57.88	56.18	55.07	11th
12	Graham Smith	Wgtn	52.56	53.84	99.34	52.98	55.26	7th
13	Lew Henderson	Wgtn	55.68	54.24	55.15	52.88	53.05	6th
14	Martin Smith	Wgtn	58.63	59.62	57.15	57.47	56.48	15th
15	Keith Pfeffer	Hutt Valley	58.15	55.81	77.31	55.21	55.39	12th
16	Wayne Moore	Wgtn	53.46	52.22	50.33	53.62	50.07	1st
17	Steve Gaskin	Hutt Valley	56.09	54.04	52.98	51.99	55.44	4th
18	Kevin Simpson	M.G.	56.66	55.21	54.79	54.16	53.93	8th



MOTORSPORT NEWSLETTER

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

JANUARY, 1986

NATIONAL RAFFLE

Our Raffle for a 2CV Citroen and an XJS Jaguar is now in full swing. The Raffle closes on the 7th March, 1986, and tickets have been distributed to those Clubs that have ordered them. The Raffle is a particularly good source of income earning for both the Association and its Member Clubs.

You are asked as much as possible to support the Raffle.

There are a number of Clubs who are able to completely finance their activities from the proceeds that they gain from this.

MOTORSPORT PUBLICITY

At the 1985 AGCM, as a result of a number of the workshops, it was quite clear that promotion of the sport was necessary on a greater scale. The Executive have investigated a number of proposals towards this. As a start, it has been decided to produce a number of Newsletters following each of the four International Meetings, which will provide a short story and a complete up-to-date points system. This task has been contracted out and a representative will be at each of the four International Meetings to provide the news information. The information is intended for, and will be going to, all major daily newspapers and radio stations.

RALLY OF NEW ZEALAND LIMITED

Messrs Morrie Chandler and Murray O'Donnell have been re-appointed as the Association's Directors to the Rally of New Zealand Limited.

NEW ZEALAND RALLY CHAMPIONSHIP - VEHICLE ELIGIBILITY

A long term eligibility policy has been established which will enable competitors to either purchase or build vehicles with a known top-level competitive life. Vehicles that are eligible to compete for the New Zealand Rally Championships are those currently FIA homologated vehicles, plus one year after their homologation end.

To provide for a viable field within the Premier Rounds, it has been decided that any previously homologated vehicle may compete in those Rounds, but are not eligible for any Championship Points, nor may they be seeded in the first twenty cars.

As a number of the Regional Rounds are also part of local Series, it has been decided that any vehicle complying with Schedule A may compete in one of these

page 2

Regional Rounds, however, they are not eligible for Championship Points, nor can they be seeded in the first twenty cars.

1986 NEW ZEALAND RALLY CHAMPIONSHIP

At present there are only two qualifying Rounds in the South Island. So that an equitable Championship can be provided for both Islands it has been decided that if a further South Island Promoter is not found by the 15th of March, 1986, then the North Island Competitors will be able to drop their worst qualifying Regional Round performance. This will have the effect of providing both a Premier Round and two Regional Rounds in each Island. Should any South Island Club wish to hold a Round of the Championship for 1986 - they are asked to contact the Association's Office as soon as possible.

CONTROL OF RALLY EVENTS

The Executive have become concerned over the number of events, and also the growing amount of adverse criticism from both Organisers, Competitors, and Stewards, at the standard of some of the events that are being conducted. In an effort to rectify this, the Executive have approved a system of observation, similar to that used on World Championship events, for all Rallies that are held in the country. The objective of this is that from 1987 any Club wishing to promote a rally above Closed Club status, must first have had the event observed. This means that during 1986 your Club will require to have an event observed if they wish to run a higher status event during 1987. Inscription on the 1987 Calendar, which takes place in June 1986, will be dependent upon having a successful observation after this time. The Rally Commission will appoint, and brief, observers and promoting Clubs will receive a written report similar to Stewards' Reports.

Clubs are reminded that having a Calendar inscription does not give the right to run an event - it is merely booking that date. Other requirements, such as Area Co-ordinator's permission and Steward's approval for an Organising Permit must still be required.

SAFETY HELMETS

As a result of Kent Baigent's unfortunate accident at Manfeild, and during the investigations into that, it became apparent that it is necessary to not only ensure crash helmets are of the approved nature, but also that the helmet is a correct size for the competitor. Clubs are asked, at Speed event scrutineering, to get competitors to wear their helmet and see whether or not it can be pulled off once it has been done up.

Club scrutineers have the Circular Memo to Clubs dated 5 November on this subject brought to their attention. The most effective test is to have the competitor put his helmet on, kneel down, and then have someone attempt to pull the helmet off from the back; if the helmet slides over the driver's head, then it is too big and should be rejected.

NEW STEWARDS APPOINTED

Three new Stewards have been appointed. They are:

RAISING THE ROOF RAISING THE ROOF

Dougal Andrew - Hastings
Isobel Boreham - Rotorua
John Collings - Taihape

They are welcome to the Stewards' ranks, and it is hoped that they continue a long and happy association with the sport.

STATUS OF MOTORSPORT ASSOCIATION

The Executive have been concerned of the need to raise the profile of the Association at both major events and within Clubs. The Association will be arranging, in the future, to produce flags and have a reception area for our sponsors at all major meetings.

Your Club can assist also in raising the profile by using the Association's logo on your Club stationery. Bay of Plenty Motor Racing Club currently do this, and it looks very effective.

TITLE OF ADVISORY COMMITTEES

As is common practice within the FISA, it has been decided to change the name of 'Advisory Committees' to that of 'Commissions'.

In future, therefore, the following titles will be used:

Rally Commission
Race Commission
Speed Commission
Trials Commission
Historic, Classic, and Marque Commission
Circuit and Safety Commission

WELLINGTON

858-632

18-20 LORNE STREET



LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT



MOTORSPORT NEWSLETTER

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

March, 1986

National Raffle

The raffle is now well under way. However, from return of tickets coming back to the Office we could find ourselves in a position where there is very little, or even no, profit coming from the raffle. Clubs are asked, therefore, to make as much effort as they possibly can. Because of the returns to the Clubs from tickets sold, the success or otherwise of the effort is really in your own hands.

Motorsport Summit Conference

The Executive Committee has made arrangements to hold a Conference in Auckland on March 18th and will be inviting those other National sporting motorsport bodies with a view to considering items of common interest. The intention of the Summit is to provide a forum where motorsport matters of national importance, and possible co-ordination, can be established.

Computerisation

The Executive Committee has approved an in-depth investigation into establishing computerised systems for the Office Administration. It is expected in the first instance that our financial and accounting records, followed very closely by licence-issuing records, will be established. The intention is to have this system operational for the 1987 Calendar Year.

Clerk of Course - New Powers

From the experience gained during the recent Racing Season it would appear that, with a few minor amendments, that the new powers for the Clerks of Course are working extremely well. The National Stewarding Committee is now studying the RAC Yearbook, with a view to producing firmer and expanded guidelines for Clerks of Course.

MANZ Championship Entries

As a service to competitors, the Office will be arranging a port-folio of entries for each individual Championship. It will contain all ASR's, Technical information, and entry form for each Round of a particular Championship. With regard to this year's Rally Championship, the port-folio is expected to be ready within a fortnight, with the racing one will be available prior to the start of the next Season. These port-folios are available from the Office.



Manufacturers' Championship

The three proposed Rounds are now ready to go and, from advance reports, it would appear that there is a large amount of Manufacture interest in this Championship. Those Manufacturers who have registered are:

Toyota
Nissan
Ford
Mazda
General Motors
Todd Motors

Technical Officer

A new Technical Officer, Lloyd Evans, of Wellington, has been appointed. Lloyd has had some considerable experience in scrutineering within the Wellington Area and it is expected that he will provide valuable contribution in this area.

Log Books

A new style of Log Book has been approved and will be available from the Chief Technical Officer near the end of March. A reminder is given that a Log Book is mandatory for all MANZ Championships and Clubs are encouraged to make use of Log Books for all competing cars.

Appendix RS

Following the 1985 AGCM the Rally Commission has obtained submissions from a number of Clubs, most of whom were of the opinion that the current Regulations with some changes are sufficient. At the last Executive Committee Meeting a revised Appendix RS was approved and will be circulated to Clubs for their information. This new Appendix will be included in the 1987 Yearbook.

New Zealand Rally Championship

The Round being promoted by the Autosport Club of Christchurch has had the date changed to 24th May. This has come about following a request from Autosport so that they are able to better link in with the Dunlop Rallysprint.

Competition Licence Holder Privileges

Following information from other overseas motorsport administrations who have arranged a number of privileges on a national basis, the Executive Committee has decided to investigate the possibility of introducing these here. Discussions have been held with a number of organisations which include a group insurance, travel, and a finance deposit scheme. When this investigation has been completed, the Executive Committee will make a recommendation as to whether these should be implemented.

Future Direction of Motorsport

The Executive Committee has approved the establishment of a small group to produce a plan for the overall direction of motorsport in the immediate and distant future. It was felt that this move is necessary to establish for both the Association and Clubs a number of long-term objectives to work towards. It is expected that the report would be available within three months.

Martor SOS Cutters

A supply of special emergency cutters that could be used by Flag Marshals or Marshals at motorsport events which would help in the emergency removal of a driver from a car, have been made available to the Association. They are at a cost of \$6.95. Clubs will be asked to consider the purchase of these shortly, and if sufficient response is forthcoming then a firm order will be placed. The cutters are a very small, light, compact unit and work extremely well.

Next Executive Committee Meeting

The next meeting of the above Committee will take place on 19th/20th April. Any items you wish to be placed on the Agenda for this Meeting must reach the Office on or before the 9th April, 1986.

Dunlop New Zealand Rally Championship

Please note that the date for the Auckland Car Club Round of this Championship was incorrect on the Circular Memorandum dated 5th February, 1986. It should read 10th May not 11th May.

New Steward

In the January Newsletter the name of one of the new Stewards is incorrect. It should read: Dougal Agnew of Hastings not Dougal Andrew. (This comes from a certain typist listening to the tape with 'one ear'! Sorry, Mr. Agnew.)

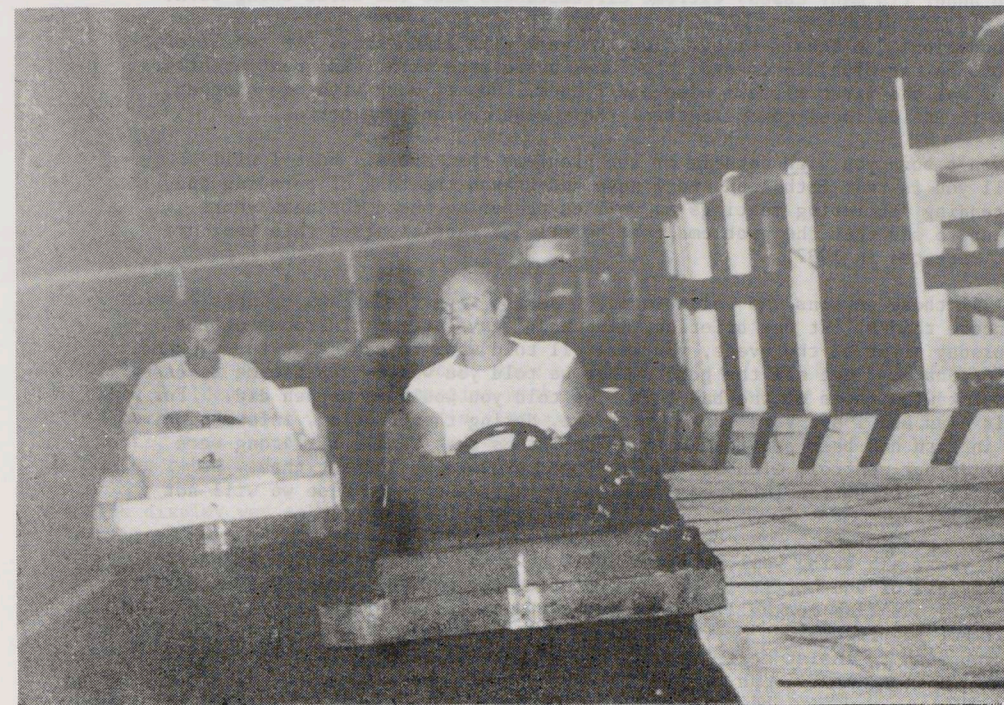
Single Fee System to Operate in 1987

Clubs are now being advised of a single fee system, for comment, which will operate from 1st January, 1987. The fee incorporates the Permit charge, Stewards' fees and expenses, Championship fees, and Technical fees and charges. This new simplified system of charging for events will enable Clubs to budget accurately for events they hold.

RAISING THE ROOF RAISING THE ROOF



We Have Heard That HARVEY KIBBLE Is Going Circuit Racing,
But Isn't This A Bit Ridiculous !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!



Maybe DAVE JOHNSTON'S Rally Car Should Have Ground Effects
As Well.

WELLINGTON STREET RACE - JANUARY 25TH & 26TH, 1986.

Well, its been and gone but certainly not forgotten. What a great weekend. One that had everything from complete dis-organisation, some orgination, a little bit more organisation, to a great race (I won't mention the Formula Pacific!), to variable weather and to a fantastic group of local people who under (in many cases) extreme circumstances made the whole thing work.

I undertook (on behalf of our club) to work with Alan Barnes (on behalf of Victoria Car Club) to co-ordinate local assistance with this great event. That was the first mistake Alan and I made. Not to work with one another, but to act as local co-ordinators! Next year can only be better!

I won't bore you with details of the problems that arose. What I will tell you is that both Alan and I have undertaken the task of pursuing and attending debriefing meetings as well as preparing ahead for next years event to see that the problems that befell our participation this year are not repeated in 1987.

To all those persons who volunteered to assist with the event, my most sincere thanks. At the briefing, Alan and I gave at our clubrooms on the Thursday prior to the event, you were all told what to expect at the weekend. Unfortunately, not all the good things we told you would happen came to pass and likewise, some of the bad things we told you wouldn't happen did. For this Alan and I are very sorry. We gave, during the briefing, information we in turn had been provided with. The things that went a bit wrong were outside our control, although we did what we could to correct them. We will be a lot better informed and prepared next year - or else we will not be assisting!

Next year, all being well, the race will be a World Championship Round. Regardless of whether it is or not, we are going to need EXPERIENCED people to carry out flag marshalling, crash crew, and time keeping duties. There will not be places for "on the weekend" only persons for these roles, so if you wish to assist next year in one of those critical jobs, let me know IMMEDIATELY so that I can arrange for you to gain the experience. It is the only way you will be able to help with these jobs.

It is envisaged that next year, we will again provide persons for "crowd control" but it is intended that unlike this year, we will provide persons for "trackside security" only. Which means trackside people checking that members of the public do not encroach into restricted trackside zones.

We will not, if I have my say in it, provide people to do ticket checking, bridge clearing or other similar duties unless you personally volunteer for such a role.

It is without a doubt the best motorsport thing to ever happen to Wellington. I believe it is essential that we as a club support it as much as is possible, and at the same time use it in every conceivable way to promote ourselves and controlled motorsport in the region. For this to occur, all members have to make the effort to assist. So, for those who helped this year, again a very big thankyou, and I hope you will be prepared to assist in a bigger and better (and better organised) event next year. If you didn't help this year, please give it serious thought next time.

Finally, my special thanks to Heather (my wife for those who didn't know!) for her forbearance with me is the time spent on this event. The couple of weeks before the event saw me spend hours on the telephone, about at meetings etc. I literally didn't see her from the Wednesday night until the Monday night, and there will be additional nights and at least one Sunday more that I'll be absent attending de-briefings. Without her support I wouldn't be able to do these things that I enjoy so much. Thank you.

Murray McGuire,
President.

WELLINGTON STREET RACE - PIT STOP

Friday 24th January saw a special show called 'Pit Stop' at the Wellington Show Buildings, run in conjunction with scrutineering for the 1986 Street Race. Wellington Car Club had a display of three cars (Wayne Huxford's Capri, Mark Jennings' Subaru and Julie McRae's Mini), a MANZ raffle ticket sales table and a TV and Video showing motorsport videos.

The display was set up on the Thursday night/Friday morning, and club members were in attendance during the 10am to 10pm show hours. In general, the effort was well worth while, and I would like to take this opportunity on behalf of all the club members, to thank most sincerely all those people who assisted in one way or another with the days activities. It made me especially proud to be President of the Club and to see the willingness of club members in assisting, particularly given the short notice we all had. Special thanks have to go to Wayne, Mark and Julie for the loan of their cars which formed the centre piece of our display area and which attracted so much interest, thank you.

It was unfortunate the overall organisation (not ours) of the day resulted in none of the competing cars being present until after mid-day, and then more unfortunately saw nearly all the cars depart after scrutineering, so that in the evening there were none left for the public to view. If a similar promotion takes place next year, as I believe it will, I'm certain things will be improved upon in this regard.

We sold a good number of raffle tickets, we gained two new members, plus we have had a lot of enquiry forms sent in by people who had taken home our promotion brochure, some of these may also result in further new members. So thank you again all those who helped.

Murray McGuire
President

PS A special thank you also to Barry Mattingly who made up our display signs so professionally at very short notice.

This is the list of trophy winners for the 9 months to the end of 1985. The Club Committee made the decision to change the competition year for the Wellington Car Club back to the calendar year. This is in line with the WMSA competition year and the MANZ competition year.

1985 Calendar Year:

1985/-- Competition Year:

Well there it is. Hopefully, next year there will be some more events to allow competition for the trophies which have not been won this year. Next year will be a full year's competition for all.

RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF

The following list is a summary of the Wellington Car Club trophy points for this year. I have included, in most cases, the top ten points-scoring members.

DUNCAN McKENZIE HILLCLIMB TROPHY

1985 recipient - - - - - T Hamilton, Wairarapa Car Club

KIM NAYLOR TROPHY

1985 recipient - - - - - Wairarapa Car Club.

1985/-- Competition Year:

Wellington Car Club Members Only

SPEED TROPHY

1985/-- recipient - - - - - Alan Harvie - 9 points

Others: I.Taylor, P.Zivkovic, D.Lupp, D.Barrow, D.Glasson, J.Paine, I.Mollison, C.Clarke, I.Jensen, H.Kibble, P.Lundberg, J.Rongen.

McMILLAN TROPHY

1985/-- recipient - - - - - Alan Harvie

THORNTON TROPHY

For Gymbkhanas.

1985/-- recipient - - - - - Alan Harvie - 15 points.

Others: ; I.Mollison - 12, P.Lundberg - 10, D.Humphreys - 9, P.Moreton - 8,
N.Gibson - 6, J.Paine, M.Taylor - 5, G.Stewart - 4, W.Denton - 3.

Trophies for Wellington Car Club's Standing and Flying Quarter

HOWARD TOLLEY CUP

For the fastest time of day in the

1500 - 3000 ccs open class for the standing quarter sprint.

1985/-- recipient - - - - - NO EVENT

DOBBIE BROTHERS CUP

For the fastest time of day in the

Standing Quarter 1001 - 1500 ccs class.

1985/-- recipient - - - - - NO EVENT

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

1985/-- recipient - - - - - NO EVENT

H.E.W.SILVER TROPHY For the fastest time of day in the
Standing Quarter in the under 1000 ccs class.

1985/-- recipient - - - - - NO EVENT

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

1985/-- recipient - - - - - NO EVENT

Trophies for Houghton Bay/Mount Albert Road

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

1985/-- recipient - - - - - NO EVENT

WELLINGTON CAR CLUB TROPHY Fastest time of year in the open class.

1985/-- recipient - - - - - NO EVENT

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

1985/-- recipient - - - - - NO EVENT

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

1985/-- recipient - - - - - NO EVENT

Alexandra Road Trophies

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

1985/-- recipient - - - - - Ian Taylor

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

1985/-- recipient - - - - - Ian Taylor

MORGAN WORKERS TROPHY

1985/-- recipient - - - - - John Thomson - 28 points.

Others: C.Lang - 26, J.Paine - 24, D.Humphreys, M.McGuire - 20, E.Conroy,
D.Jennings - 18, W.Denton, A.Harvie - 16, L.Evans - 14, R.Ellingham, I.Mollison,
R.Shepherd - 12.

RAISING THE ROOF - RAISING THE ROOF

ATKINSON TROPHY

1985/-- recipient - - - - - Alan Harvie - 20 points

Others: I.Mollison - 17, H.McGuire, M.McGuire - 13, E.Clay - 10, P.Lundberg - 9,
T.Caccia Burch, A.Craddock, A.Miet, J.Paine, I.Taylor, M.Thomson - 8

HONEYPOT TROPHY

1985/-- recipient - - - - - Murray & Heather McGuire

HOLLIS NIGHT TRIAL TROPHY

1985/-- recipient - - - - - Murray & Heather McGuire

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

1985/-- recipient - - - - - Murray McGuire - 26 points.

Others: M.Jennings - 22, A.Miet - 20, L.Dickinson - 19, D.Humphreys - 18,
P.Moreton - 16, L.Evans, D.Jennings, J.Collings - 15, A.Harvie - 14.

ROLAND CLAPPERTON TROPHY

1985/-- recipient - - - - - Murray McGuire - 26 points.

Others: A.Miet - 20, M.Jennings, L.Dickinson - 19, D.Humphreys - 18,
P.Moreton - 16, J.Collings, D.Jennings - 15, A.Mines - 14.

MONTHLY NIGHT TRIAL TROPHY

The best eight performances scored by each Team will count.

1985/-- recipient - - - - - MacMob (McGuire's in general) - 128 points.

Others: Cool and Gang - 119, Team 1600 - 110, Thickhead - 107, Team Conroy - 100,
26 Street - 95, Cojen - 89, Moggy - 78, Scuderia Tigerius - 65, Honda - 61.

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

1985/-- recipient - - - - - Team 1600 - 130 points

Others: MacMob - 116, 26 Street - 112, Team Conroy - 110, Cool and Gang - 68,
Laming - 64, Honda - 57, Scuderia Tigerius - 47, Thickhead - 35, J.Maidens - 20.

NOVICE TRIALLIST TROPHY

Awarded too the most improved triallists over the year.
This cup can be awarded to a recipient once only.

1985/-- recipient - - - - - Team 1600

LADIES TROPHY

1985/-- recipient - - - - - Annette Miet - 24 points.

Others: H.Jennings - 17, M.Thomson, J.Collings - 15, H.McGuire - 11,
N.Kent-Johnston - 7, J.Maidens - 5.

MARSHALLS SHIELD (ROSS GORDON TROPHY)

1985/-- recipient - - - - - Dave Humphreys - 12 points.

Others: A.Hefford - 8, L.Dewhurst, R.Ellingham, A.Harvie, C.James, G.Lang,
B.Plim, K.Simpson - 6.

Auto Fleet Services Trophies

CLUBMANS TROPHY

1985/-- recipient - - - - - Danie Lupp

GRAVEL HILLCLIMB TROPHY

1985/-- recipient - - - - - Austin Craddock

UNDER 1000ccs TROPHY

1985/-- recipient - - - - - No entrant this class.

WELLINGTON CAR CLUB RALLY TROPHY

1985/-- recipient - - - - - Rick O'Neill

MARSLIN ORGANISERS TROPHY

1985/-- recipient - - - - - Greg Lang & Ian Mollison

John Thomson
Pointskeeper

RAISING THE ROOF



NOTICE BOARD

REMINDER REMINDER REMINDER REMINDER REMINDER REMINDER

THIRD ROUND W.M.S.A. MONTHLY NIGHT TRIAL SERIES

1st APRIL 1986 - HONDA TROPHY

VENUE: WELLINGTON CAR CLUB CLUBROOMS

Don't be an April Fool, come to the clubrooms and compete on the night trial series for the Honda trophy. Trial commences at 7.15pm and will be of approximately one and a half hours duration. As the series has only just commenced it is still not too late to enter. Remember, this may be a good chance to legitimately shout at your wife (or whatever) if she's the navigator. Look forward to seeing you on the 1st of April at the Wellington Car Club Clubrooms 7.15pm.

Phil Moreton)
Dave Humphries } - organisers

REMINDER REMINDER REMINDER REMINDER REMINDER REMINDER

clubnight

APRIL CLUBNIGHT - APRIL CLUBNIGHT - APRIL CLUBNIGHT

Tuesday 15th April 8pm

*** Motor racing video's

Round I & Round II of the 1986
Australian Touring Car Champs.

Thanks to A Harvie for the use of his video recorder again!!

See you there.

WHICH ARE YOU???

Are you an active member, the kind that would be missed?
Or are you just content that your name is on the list?
Do you attend the meetings and mingle with the flock?
Or do you stay at home and criticise and mock?
Do you take an active part to help the work along?
Or are you satisfied to be the kind that just belong?
Do you ever go to visit a member who is sick,
Or leave the work to just a few and talk about the clique?
There's quite a programme scheduled that we're sure you've
heard about,

And we'll appreciate it, if you too, come and help us out.
So come to meetings often, and help with hand and heart,
Don't be just a member, but take an active part.
Think this over fellow, you know right from wrong,
Are you an active member, or do you just belong??



Auction

THE CLUB IS HOLDING AN
AUCTION
AS A START OF A
FUND-RAISING
PROGRAMME
FOR CLUBROOMS

ANYTHING WILL BE AUCTIONED...

- © CAR PARTS
- © HOUSEHOLD GOODS
- © GARAGE ITEMS

HAVE YOU GOT ANYTHING YOU DON'T PARTICULARLY WANT?
GIVE IT TO THE CLUB TO AUCTION.
(OR PERHAPS YOU HAVE SOMETHING MORE VALUABLE THAN YOU'D LIKE TO SELL?)

CLEAN OUT YOUR JUNK

Get some funds for your club

MAY CLUBNIGHT - 8 PM SHARP. SEE SEPERATE FORM IN BULLETIN
TO LIST YOUR ITEMS FOR AUCTION ON. ALTERNATIVELY, CONTACT JANE BLACK
OR ANY COMMITTEE MEMBER IF YOU REQUIRE ASSISTANCE.

MOTOR DROME



Wellington
Motordrome Ltd.
164-166 Aro Street,
PH 843-350

- SPECIALISED TUNING
- COMPETITION PREPARATION
- CARB. SERVICING & EXCHANGE
- AGENTS: WEBER & DELLORTO CARBS

FROM MOTORING NEWS - APRIL, 1976

At the recent Moonshine Hillclimb, Harvey Kibble broke the Saloon Car record for the hill. Mark Jennings in his XUI and Chris Kirk-Burnnand in his Datsun 1600 also broke their respective class records.

FROM CROSS FLOW

Dave Twist's Escort fell on its roof at a recent Autocross. Apparently he had been taking lessons from the Bulliton Editor, Milner Lankow.

Sorry Leicester, rolling your Anglia during working hours at the back of your working premises does not qualify you for free membership.

Ian Jensen's idea of working on the rally car consists of testing the navigators seat by sleeping in it. (Note it was after 2 am.)

Stuart Kidd has brought the ex Mike Galvin red Anglia, and really making it "fly".

Rumour has it that the "Pom" is going to buy a Japanese car soon.

10 new members were welcomed to the club. Included were Tom Adams and Graham Anderson.

At a recent Palmer Head Hillclimb there was 30 competitors. Class wins went to:

0 - 1300	Harvey Kibble	2nd over all
1301 - 1600	Francis Pointon	9th "
1601 - 2000	Ross Gordon	3rd "
2000 over	Ted Godfrey	1st "

At a recent Manfield meeting, Neil McCormick ran his MGB. After having tyre problems (apparently incorrect pressures) causing understeer and then throttle cable problems, meant that not much practice was had. Then race day with now correct tyre pressures and repaired throttle, all went well, until on the last lap when one front wheel overtook the car.

Stuart Kidd did a monumental in the ex Tom Donovan Sprite demolishing it. Apparently about four times over.

Wellington Car Club competitors at H.V.M.C's Autocross took 1st, 3rd, 5th, 9th and eight other placings.

The March night trial was won by Scuderia Tigerius from 23 other teams.

SPEED

Marshalls are required for the National Gold Star Hillclimb, on Moonshine Road. The event starts at the intersection of Moonshine and Bulls Run Roads.

A Festival of Wellington Gymkhana is to be held on the wharf opposite Jervois Quay. The event is part of Avery Motors sponsored "Wheels Day". Various personalities will compete in 1300cc Escorts provided by Avery Motors.

There was 19 competitors in the February Night Trial. It was won by E.M. Beng, equall to team Scuderia Tigerius. Third was team Beaver.

The organiser was Barry Lakeman.

FROM MOTORING NEWS, MARCH 1976.

Compiled by Ian Jensen

From Murrey & Heather McQuire, in England.

As it is now over eight months since we departed from Wellington, I thought that it was about time the fault was rectified.

I look forward to reading the Bulletins when they arrive. If it wasn't for the Bulletin I wouldn't hear much as Naylor and Appleseed will tell you because they hardly ever write.

Heather and I have joined the British Motor Racing Marshalls Club. We hope to marshal a few events, mainly Malloney Park and Silverstone.

I am currently running around in a Dec. 70 Clubman and shortly get a company vehicle, probably an Allegro. Last week I ordered a new car to bring home with me, a Dolomite Sprint, which I look forward to collecting in June.

At present I am working in Oxford with the Leyland Cars Service Marketing Department.

Keep up the good work with the Bulletin, we appreciate it very much.

P.S. Does this entitle me to having my brackets removed for the Trophy list.

CROSSFLOW

Congratulations to Kim and Julie Naylor on their marriage, and Neil McGill and Christine on their engagement.

Belated congratulations to Jan and Mike Gall on the birth of their daughter.

A new formula for single-seater racing cars is to be established by the Motor Sport Association of New Zealand.

It will permit cars at present racing in U.K., Canada, U.S.A., and South Africa to race in New Zealand. It will possibly be called Formula Pacific.

Ten new members were welcomed into the club.

Datsun for the first time moved into the top four new car sales figures for December, 1975. The best ever for a Japanese franchise in New Zealand.

The Datsun 180B was the second highest, only beaten by the Ford Cortina.

RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF

HELP HELP HELP HELP HELP HELP HELP HELP

WANTED - FRIDGE

Free to good home - the Club could use a new old fridge. Have you a spare that you could lend to us on an indefinite basis OR sell to us CHEAP !

Big is Beautiful phone Dave Jennings 783-801.

RAFFLE TICKET SALES

If you have not returned your raffle tickets yet THEN HURRY UP because you are holding up the works. Please get them in to a committee member or post them to WELLINGTON CAR CLUB, BOX 5142 WELLINGTON as soon as possible. All cheques should be made out to the club and not MANZ.

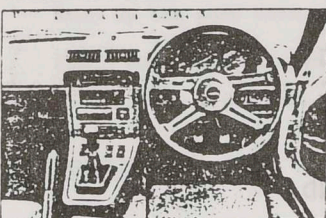
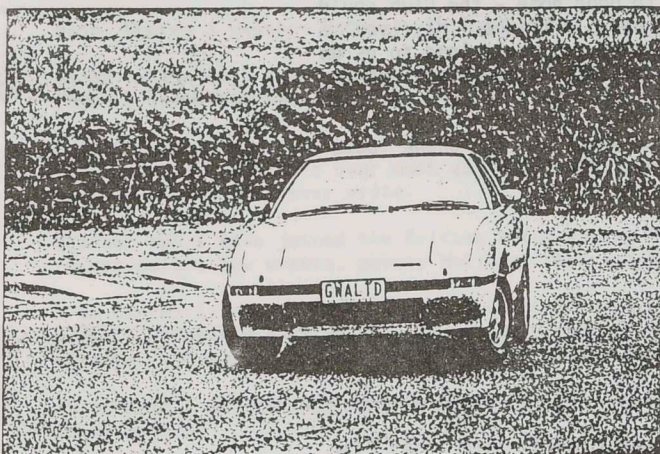
CROSS FLOW

Try as he might, Roger Ellingham stroked his Geni (or was it Gemini) three times or four or five. But as hard as he tried it would not turn into a four wheel drive.

Ask Chris Clarke how Ian Jensen passed him on SS 7 in the A.C. Delco Rally.

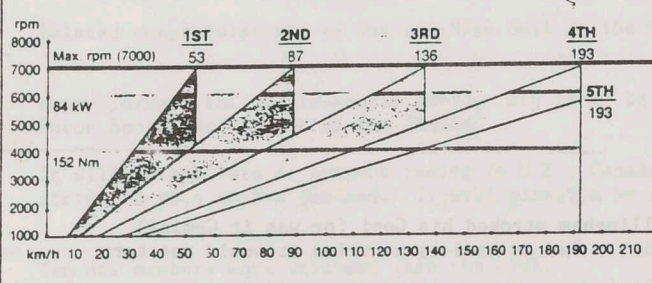
DUNLOP

Mazda RX7



RX7 corners very flatly, precisely — and quickly; grip is good, driver feedback adequate and balance always impressive... unlike BMW it will get out of shape only if you let it, and then not by very much. Size, light weight, agility are in its favour, smooth rotary engine is willing but lacks Europeans' guts: a shame. Low and cosy driving position, steering wheel, gear lever and pedals are spot on in their weight and location, but pedal layout makes heel and toeing difficult.

MAZDA RX7



THE RX7 is the closest car here to feeling like a proper racing car as soon as you get in. You sit low in a tight-fitting cockpit which, you quickly find, has all the major controls around you in easy-reach locations. Lumpy seats apart (they've always been mediocre) this office is as good as the BM's but is much sportier, without the German car's concessions to having to cart around fat businessmen.

And this car is at home on a race

track, in some ways more than any of the others. The things that worry you about the car on the road — the exhaust noise, the poor over the shoulder visibility, the less than spot-on directional stability and (by Alfa and BM standards) the lacking ride quality and drivetrain refinement, all evaporate after just one lap. We would happily have spent all day at Amaroo playing with the Mazda.

The RX7's size, and the agility this

gives it, and its lowness and ultra-flat cornering are its dominant characteristics. Despite feedback from the road which is measly compared with that of the Europeans, the Mazda answers the helm almost as well as the BMW, and through corners it displays genuine ability: heaps of grip on the one hand and a chassis balance on the other that is faithful to the core, without either the under- or oversteering excesses of the Europeans.

Because it is such a neutrally handling car the RX7 is a very easy car to drive quickly — probably the easiest of this bunch. If you do overcook things — as you can coming into a corner under brakes — the tail will step out smartly, though not with the same gay abandon as the BMW. Faster corners show up a trace of stabilising understeer, just enough to prevent your doubling the laundry bill.

The little Mazda needs all this help and more, of course, for in 1984 it's looking underpowered for Group E success. The gear ratios, swapped via a chunky and very reliable short throw lever, do their best to maximise the 152 Nm and 84 kW, one-two and three-four changes dropping revs bang into the area of best torque. The engine's character also helps — there may still be a relative lack of grunt below 4000 rpm but above that there's fine response, all the way to... well, the red line's at 7000 but such is the rotary's smoothness and eagerness that 8000 feels natural and we're sure some Group E RX7 drivers have seen more than this. The first job for the serious RX7 racer is to disconnect the tacho's warning buzzer...

Despite all this, and the car's light weight and fine traction, outright performance is still down on its new rivals, though as was pointed out in the introduction to this story the right preparation transforms the RX7 and, so far, there are no guarantees the same will apply to either Alfa, BMW or Stanion. In the braking department the Mazda fares well, and if it hasn't quite got the braking force of the others in practice its light weight and agility amply make up for it. A shame about the pedals, though: heel and toeing is not as natural as it should be, though this won't take much to fix.

Overall, the RX7 still impresses in a host of ways. A little more feel in the controls would be nice, more supportive seats are needed and — most of all — more power is wanted: the 123 kW turbo rotary, now available in the Japanese RX7, would do nicely. But even without these things, it would be a fool who discounted the car's chances in this year's Group E racing. It's our guess the RX7 will be right up there at the finish...

Tank top-up tactics

On arrival at the petrol station, never look for direction arrows or keep-left signs. These are put there to confuse motorists and should be ignored completely.

Either pull up so close to the first pump you see that it is impossible for the attendant to squeeze through, so far away that the hose will not reach, or better still stop dead between the pumps and block the forecourt.

After a little practice, the skilled motorist can trap the attendant neatly between the pump and the car with the door handle firmly wedged in his groin, the front wheels on the bell and the rear wheels firmly planted on the petrol hose.

The unskilled driver can have fun in a different way. When the attendant approaches the car from the rear, rev up the engine and envelop him in a cloud of black smoke. This puts him in an excellent frame of mind. When he has managed to grope his way to your window, make sure it is shut tight and completely ignore him for two minutes at least. Then whisper your instructions as quietly as possible. He thoroughly enjoys lip reading and playing guessing games in the rain.

A locking cap is a must, but make sure the key is one of at least 36 on the bunch. The attendant loves going through them all in turn while the rain pours down his back.

Never stop the engine while he fills your tank. All attendants work better in a cloud of carbon monoxide and the thought of being barbecued at any moment adds zest to his otherwise mundane existence.

Great fun can be had when the attendant checks your oil. (You have, of course, removed the bonnet stay — or allowed it to rust off). The attendant lifts the lid and has to support it on his head.

Then, just as he has groped his way round a tangle of black gooey pipes and wires and nearly reached the dip-stick — you start the engine. With luck you will collect a couple of fingers or at least you will have the pleasure of seeing him jump and the lid slam down on the back of his neck.

Paying is a most serious business and is a game which can be played in many ways. The most popular, with the women, is to spend seven or eight minutes searching in every pocket or compartment of her purse, her handbag, the glove compartment and sundry shopping bags for the exact money. It is never found and \$10 is passed over.

As soon as the change is received, ask the attendant for a packet of cigarettes, but do not give him a dollar note until he returns with them. In this way you can keep him walking backwards and forwards a few extra times.

If you happen to arrive at the station at a busy period (and you nearly always do) and there are a number of cars waiting, ask to have your tyres checked (he did them for you the previous day, but forget that).

Here, there are rules to follow if you expect the maximum pleasure. Never assist in any way by removing valve caps in readiness or replacing afterwards, and always wait until the air line has been coiled up again and he has walked over to the next car before calling him back and handing him the 36 keys, demand that the spare should be checked.

He doesn't know it but the spare wheel is buried in the bowels of the boot under 4½ cwt of shopping, old clothes, newspapers, bottles and old boots.

As you finally leave him, you will see the expression of pure joy on his face and you will know that you have made this less fortunate being happy and by the complete omission of superfluous words like please and thank you, you have filled his cup of happiness to overflowing.

clubmans

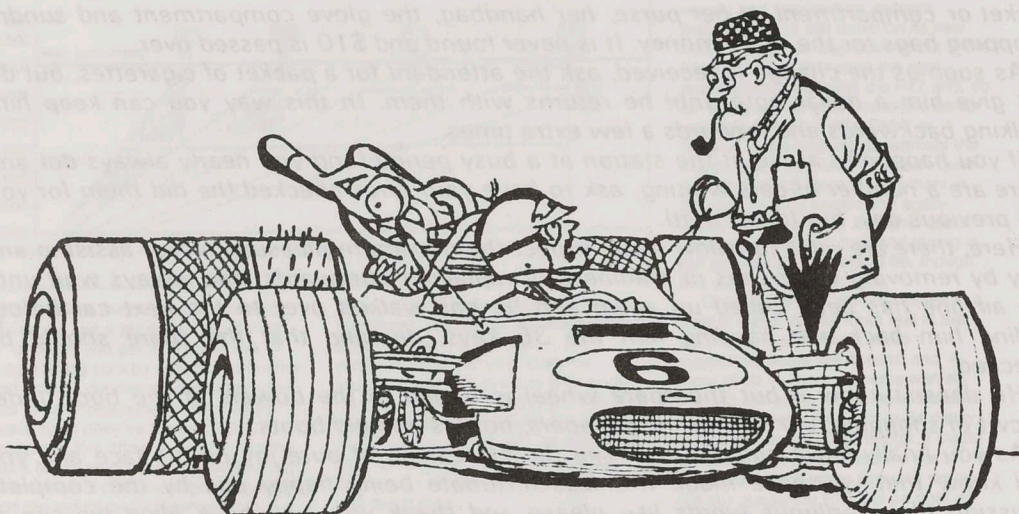
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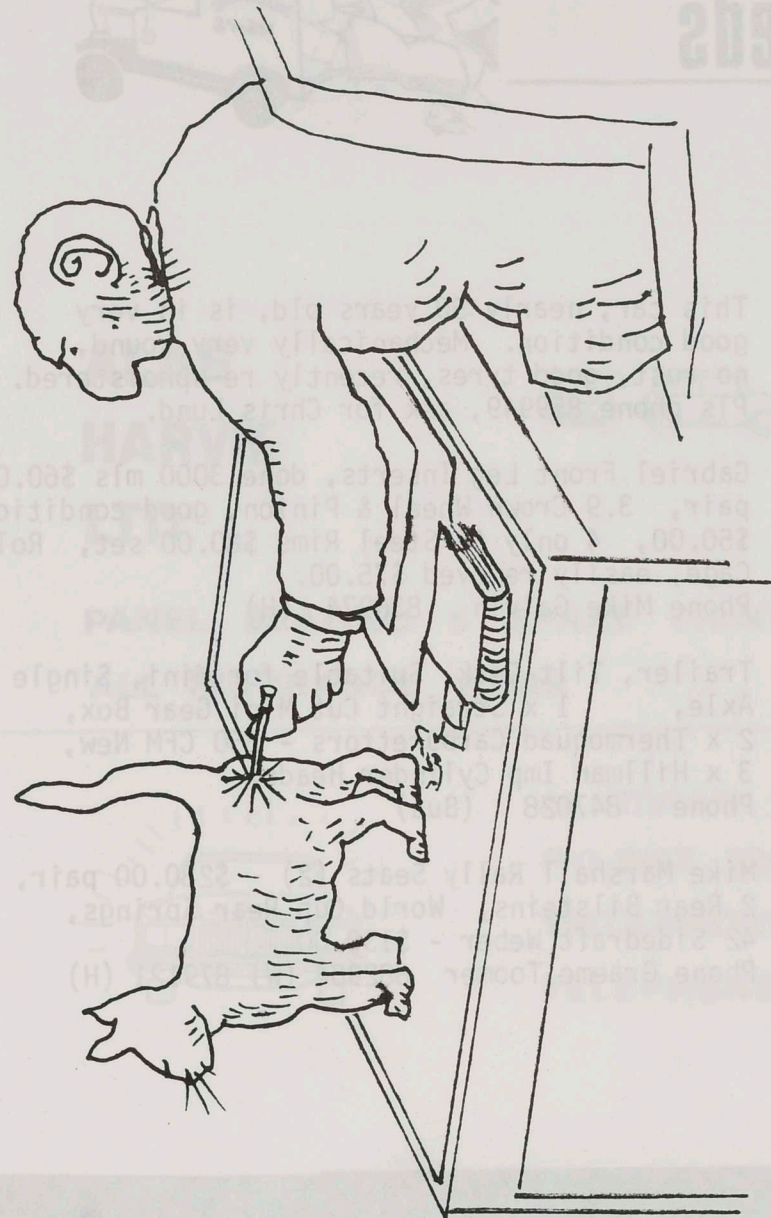
WE NEED ASSISTANCE IN RUNNING THE EVENT, IF YOU ARE ABLE TO HELP MARSHALL, TIME KEEPING AND OTHER GOOD FUN THINGS THEN CONTACT THIS PERSON NOW.

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DUNLOP

classifieds



938 CHEVROLET

This car, nearly 50 years old, is in very good condition. Mechanically very sound, no rust, good tyres, recently re-upholstered. Pls phone 859949, ask for Chris Lund.

AZDA RX2 BITS

Gabriel Front Leg Inserts, done 3000 mls \$60.00 pair, 3.9 Crown Wheel & Pinion, good condition \$50.00, 4 only 6" Steel Rims \$80.00 set, Roll Cage, easily removed \$75.00.
Phone Mike Galvin 836974 (H)

ISCELLANEOUS

Trailer, Tilt Deck, Suitable for Mini, Single Axle, 1 x Straight Cut Mini Gear Box, 2 x Thermoquad Carburettors - 850 CFM New, 3 x Hillman Imp Cylinder Heads.
Phone 847028 (Bus)

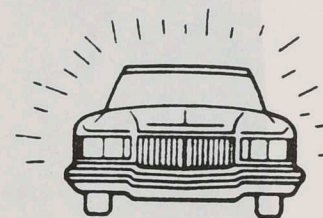
Mike Marshall Rally Seats (2) - \$280.00 pair, 2 Rear Bilsteins, World Cup Rear Springs, 42 Sidedraft Weber - \$130.00.
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MOTORING NEWS

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bulletin of the **wellington** **car club**

box 5142 wellington

MAY

86



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P.O. BOX 5142

WELLINGTON, 2, N.Z.

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

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CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
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POINTSKEEPER:	John Thomson	784-305	
CLUB ROOMS:	John Paine	879-418	

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS: \$30.00 for Ordinary Members and for Husband and Wife
\$15.00 for Under Eighteen years
\$15.00 for Country Membership (over 40 miles)
\$20.00 for Associate Membership
(all above include Motorsport Association Capitation Levy)
Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 879-418

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted



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

NOTE : Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

COMING EVENTS

MAY

- 3rd **GRAVEL SPRINT SERIES ROUND 1**
Wairarapa Car Club invite event. (WMSA SERIES)
Venue: Puketiro Rd south of Masterton
Surface: 1.7 km gravel
Scrut/Doc: 9-10am at venue
Entry: \$15 to 10am
\$20 late
- 4th **AUTOCROSS**
Harbour Capital Car Club invite event.
Venue: Jacksons Farm
Wainuiomata
Start: 10 am
Note: No knobbly tyres
Scrut/Doc: 8.30-9.30 at venue
Entry: \$12.00
Briefing: 9.45 am
Contact: Richard Skilton
636481
- 6th **NIGHT TRIAL**
Harbour Capital Car Club WMSA event.
- 10th **1ST NORTH ISLAND ROUND of DUNLOP RALLY CHAMPIONSHIP**
Auckland Car Club, full regs avail fm Lisa Ellingham.
- 10th **CLUBMANS RACEMEETING**
Wellington Car Club invite event.
Full regs avail fm Iain Mollison. venue is Manfeild.
- 17/18th **DUNLOP RALLYSPRINT ASHLEY FOREST**
Full regs avail fm Lisa Ellingham.
NOTE: Not being televised this year !!
- 20th **CLUBNIGHT**
Raising the Roof AUCTION, see April bulletin for details.
- 24th **GRAVEL SPRINT SERIES ROUND 2**
Wairarapa Car Club invite event (WMSA series)
Venue: Tea Creek Rd south of Masterton
Entry: \$15.00 to 10am
\$20.00 late
Scrut/Doc: The Car Spot, 341 Queen St Masterton
8-9.30 am on the day
Surface: 1.87 km gravel

24th

RALLY - RIVER CITY

Wanganui Car Club invite event (NOT central region)
Venue: Wanganui district
Scrut/Doc: Advised later
Start: 8.15 am in Wanganui.
Entry: \$60.00 late \$70.00
Accepted to 5pm 20/5
Regs fm Lisa Ellingham

31st

RALLY

Gisborne Car Club invite event.
Venue: Te Karaka/Matawai area
Tot Dist: 284.8 km
Special: 101.3 km 5 stages
Regs avail fm Lisa Ellingham
Entry: \$50 to 24/5/86
\$60 late
Scrut/Doc: 6-10pm 30/5/86
in Gisborne

JUNE

2nd

CLUBMANS RACEMEETING

Wanganui Car Club invite event
Venue: Manfeild
Scrut/Doc: 8am sharp
Briefing: 10am compulsory
Entry: \$15 to 27/5
\$25. late
Regs fm Lisa Ellingham

3rd

NIGHT TRIAL

WMSA event

6/7/8

MANZ AGCM

7th - Dinner at Trentham Racecourse, all welcome, see notice elsewhere in bulletin.

They say there are three kinds of people in motoring - those who make things happen, those who watch things happen, and those who don't know what happened.

2 8

JUNE 15th Sunday:

Working Bee at Clubrooms. Come along for Elevensies and help us tidy up the Clubrooms for the "Raising The Roof" Do.

JUNE 4th Wednesday:

7.30pm at Clubrooms.

All those members interested in discussing remits to be put forward at the MANZ conference are welcome to attend.

recently presented

to this
car club

at the wmsa
prize giving

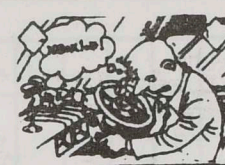
WALL TROPHY

STEWARDS TROPHY

PME CUP

congratulations
to all those
contributors

talking trials



MARCH AND APRIL NIGHT TRIALS

I was a bit slow writing about the March night trial, however it was such a good trial I thought it should still be mentioned, hence two magazine articles in one.

Paul Te Punga and Wendy Southon set a good trial for March, short but challenging. They made all sorts of allowances for the Dire Straits concert due to be held the same night, pity the concert was postponed! I was well sucked into the trap with right spelt with an 'l' but proceeded to find the Wayne Gair control OK.

The second time to control wasn't quite so easy, here we were facing south in Onepu Rd, with an instruction to proceed to control facing north in Onepu Rd. I couldn't work it out so I did a U turn on the spot, pity I didn't proceed ahead 300m to find the U checkboard that I should have. Good trap, only Pua and I fell for it, got the time right though! Skill, not luck!!!!

Good trap telling us to proceed ahead until we CAN go left at "LUOLUM ST", not to go left but until we CAN go left. Unfortunately for our organisers they didn't realise "LUOLAM" was spelt differently on the "dummy" route. We found ourselves going to Worser Bay with no way back so we had a good nosy around until we found the checkboard and worked it out.

A trap telling us to go right at "tee" was good because it reminds us that tees are supposed to be straight across the top, not bent like Paul's instruction implied. Thanks Paul and Wendy, we enjoyed that.

The April night trial was totally different, longer and more straight forward. With the regular crew otherwise occupied I was forced privileged to take my dear wife. Well what a team! Clean sheeted no less.

RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF RAISING THE ROOF

Dave Jennings, for team Double Dipstick (not to be confused with team Twin Overhead GT Sport Exhaust Pipes).

RAISING THE ROOF

EVENT Handi Tropic Apri Night Triol.

[illegible]

COMMENTS 2nd Time check, omitted.

COMMENTS and 1 m. each. **Comments** - Book doesn't stipulate that wilderness must be written down as part of management. Check - books included.

ASSISTED BY Peter Lundberg.....

CHECKED BY. Mary M. Guire.

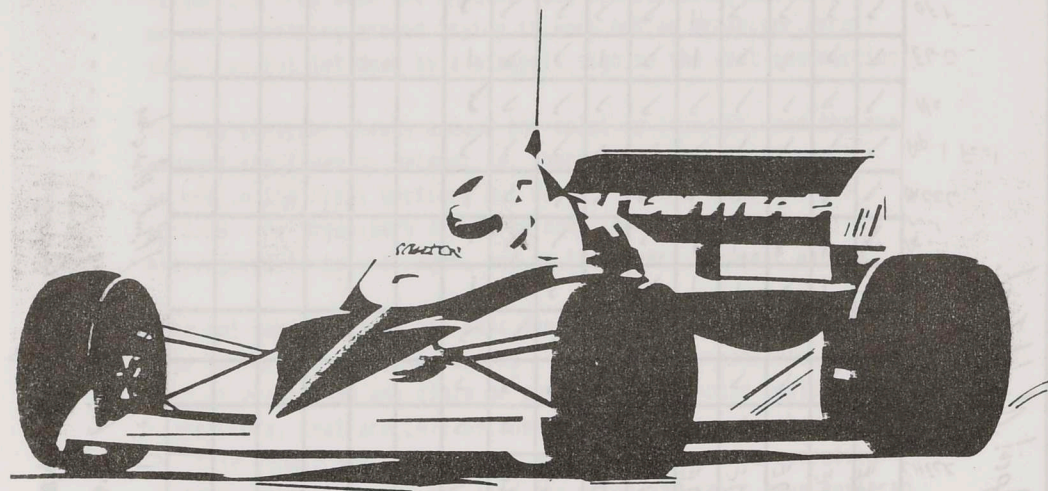
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RECEIVED FROM THE R.A.C. LONDON — FOR YOUR INFORMATION

Fighting Fires in Motor Sport



1. REASON ----- TO SAVE LIVES

Motor Sport is a competitive Sport which utilises inflammable fuels,
hot parts and fallible Competitors :

ACCIDENTS HAPPEN --- FIRES IGNITE

Fire consumes, among other things, OXYGEN, the OXYGEN the Competitor
needs to maintain LIFE.

Direct loss of Oxygen to the Competitor results in the loss of function
of Body Organs, starvation of Oxygenated blood to the Brain and DEATH in
3 minutes.

Assuming that a Competitor in a Fire is Injured, trapped, unconscious
and in need of Medical attention, the Fire must be brought under control/
extinguished and the Medical Staff given the opportunity to work.

This must be achieved in the minimum possible time --- 30 seconds must
be considered the target.

2. ELEMENT OF RISK ----- GREAT AND INCREASING AS TIME PASSES

Although it is essential to work with the greatest possible speed the
risk is reduced by :

ASSESSING THE SITUATION.
PROTECTING YOURSELF.
PAUSING AND ASSEMBLING ASSISTANCE, IF NEEDED.
CAREFULLY CO-ORDINATING THE ATTACK ON THE FIRE.

In Short STOP - THINK - ACT

3. TYPES OF FIRE

1. FUEL
2. OIL
3. RUBBER
4. UPHOLSTERY & INTERIOR TRIMMING
5. PLASTIC & GLASS REINFORCED PLASTIC (GRP)
6. MAGNESIUM & SPECIAL METALS

With the exception of type 6, the fires can be dealt with using most
modern types of extinguishant.

Magnesium and Magnesium alloys are almost impossible to extinguish once they have taken hold and liquid extinguishants should not be used under any circumstances.

4. FIRE MARSHALS PROTECTION

Fire entry suits, Proximity suits etc. are not necessary if the recommended systems of attacking a fire are followed.

(a) OVERALLS & UNDERWEAR

Denim, Cotton or Kacing Overalls are good and may be treated with Fire resistant chemicals. They should cover from neck to wrist to ankle. (Nylon or Man Made fibres should NOT be used under any circumstances as when exposed to heat they become molten and inflict terrible burns)

Underclothing and Socks are best in Wool or Cotton (No nylon etc.)

(b) BOOTS

Stout leather boots are the most practical and offer the most sound protection. (Plastic or Rubber Wellingtons or Training shoes Melt and ignite very quickly).

(c) GLOVES

Fire resistant gloves are recommended, but they must be dry, if wet, they create scalding steam inside the glove when heated.

(d) BALACLAVA

A wool/flame resistant Balaclava is recommended to give facial cover.

5. EQUIPMENT TO COMBAT FIRES

There are many types of Extinguisher and Extinguishant available and none should be overlooked or dismissed.

The requirements of the Fire Marshal with his extinguisher are :

1. TO KNOCK DOWN THE FIRE
2. TO SEAL THE FIRE FROM OXYGEN
3. TO COOL ALL HEATED PARTS
4. TO STOP RE-IGNITION

Extinguishants include Powder, Liquid, Foam, Gas and varying Chemicals all are designed to meet most or all of the above requirements.

They are propelled by various means, chemical action and pressurisation.

Among the most popular extinguishants are

BCF, BTM, CO₂, Flourofilm, Halon, Light Water Foam, Monnex
Iridol (there will be others also)

RAISING THE ROOF

6. METHODS OF COMBATING FIRE

Whatever the system of fire fighting or the extinguishants used, the fire should be attacked with the wind, if any, behind the fire fighters to make use of it to spread the extinguishant over the fire.

Efforts should be made to "KNOCK DOWN" the fire and then "SEAL" it over to exclude oxygen and minimise possibility of re-ignition.

British Motor Sport has, for many years, operated a Team system for dealing with high intensity fires --- known as the 4 x 2 method

THE 4 x 2 METHOD

Four Fire Fighters, the leading two with "Dry Powder" and the second two with "AFF FOAM" should approach and attack the fire as a team, first - pausing to establish their relative positions and co-ordinate their timing and then move forward in formation.

The "DRY POWDER" operators, one at each side of the fire, sweep their dry powder discharge from side to side to KNOCK DOWN and cover the area of the fire followed, at a sensible distance, by the "AFF FOAM" operators who cover and Seal the "DRY POWDER".

The "AFF FOAM" operators should also attack any small fires or flash-backs that may occur. They should also direct "AFF FOAM" into the cockpit area to cool the driver. Cooling of the cockpit area will also allow air to circulate around the driver.

Whatever method is used the same principles apply - Consider the Element of Risk and prepare to attack the fire accordingly.

7. NOTES ON FIRE FIGHTING

- (a) On arrival at an event, or at your post, you should inspect all the extinguishers for condition, checking - state of charge and method of operation, unobstructed nozzles, removal of Safety pins or locking devices.
State of Charge may be indicated by weight, pressure or details on an inspection label.
- (b) Guidance should always be sought from the Chief Fire Marshal if there are any doubts or questions about extinguishers or methods/procedures. Any faults should be immediately reported to the Post Chief.
- (c) Note should be made of the discharge time of the extinguishers and if controlled or total discharge.
- (d) All extinguishers have a designed jet length to give best coverage and allow operators to stand back from the fire. Do not go too close to the fire and blow it all before you. Concentrate on covering the flames and excluding the Oxygen.
- (e) Fires can gain in intensity and get out of control very quickly, they should be attacked, controlled, extinguished and observed in case of re-ignition.

- (f) At all times be aware of the toxic fumes given off by fires and try to avoid breathing them. (If you inhale fumes you could be too close to work efficiently).
- (g) Fires often break out some time after an incident takes place, where heat build-up ignites oil or spilt fuel. AFF Foam is very useful to seal off minor fires or isolate spilt fuel from atmospheric oxygen.
- (h) If competitors overalls catch fire, it is permissible to use an extinguisher on them or roll them on the ground and cover them with a blanket etc. to extinguish the flames. AFF Foam is particularly good in these cases.
- (i) Some vehicles use special fuels Alcohol or Methanol based, these show little visible flame when burning and should be treated with great respect. They should be dealt with as with other fires. Vehicles using Special Fuels should carry a circular "Dayglo" orange sticker alongside their Competition number
- (j) Dry Powder extinguishant - will penetrate into engine, chassis bodywork and all working parts of a car and does, on contact with some fuels and liquids, solidify causing jamming and seizing of parts. It should be used with discretion at all minor fires and fair notice should be relayed to competitors when it has been used.

8. TRAINING

For Training purposes the Tray Fire is useful for demonstrating the Knock Down effect of Dry Powder and the Sealing effect of AFF Foam. Tray fires do not show the effects of Internal fires or Flash-Backs from hot parts or pockets of fuel or oil.

Whenever possible old cars should be used (or mock-up) with tyres, cables, upholstery etc. They should be liberally doused with as much petrol (or acceptable substitute) as possible. Up to 270 litres is recommended. The fuel should be allowed to seep everywhere and then, when ignited, left to burn for long enough to gain a hold and generate great heat.

For Training purposes it is necessary to consider both open wheel (single seaters) and Saloon cars as they both pose quite different problems.

SINGLE SEATERS

Cockpit Fires
Fuel Tank and Fuel/Oil line Fires
Oil Fires

SALOON CARS

Under Bonnet Fires
Inside Boot Fires
Builing Upholstery & Headlining
under car Pockets & Recesses

Special Note :

The fact that Dry Powder and AFF Foam is quoted freely in this document is because the RACMSA Fire Fighting system was originally built around these extinguishants and the 4 x 2 method, and most venues have been equipped with these extinguishants.

RACMSA Ltd. 1986

ROVERS MAKE A COMEBACK

TOM Walkinshaw's Rover Vitesse is back in the winning circle in Europe after their disappointing performances at Wellington and Pukekohe early this year.

Walkinshaw and Win Percy won the first two rounds of the 1986 European Touring Car championship, and Jeff Allam/Gianfranco Brancatelli made it a Rover 1-2 in the opening round at Monza. (The Jean-Louis Schlesser/Armin Hahne car took pole but crashed while leading.)

In the second round, at Donington, TWR finished first and fourth after weather fluctuations even more extreme than Wellington's in January. The race began with the track damp but drying, only to be hit at various stages by rain, sleet and snow. Walkinshaw stayed out on slicks while his main challengers, the rival Grice and Brock Commodores, lost time stopping to change tyres, and Grice's co-driver slid off in one of the storms just after half-distance while second.

Win Percy brought the leading Rover home safely, with second place going to the Gerhard Berger/Roberto Ravaglia BMW 635CSi (despite it having lost its air dam in a tangle with Allam's Rover early in the race).

The turbocharged Volvos and Sierras apparently did not cope well with the wet conditions, though Wellington lap record holder Thomas Lindstrom did get his Volvo up to second in the later stages, only to retire with a broken gearbox.

Ford's new ETC campaign is being operated by the Swiss Ruedi Eggenberger, who ran Lindstrom and Brancatelli's drivers' championship-winning Volvo last year, and the Belgian RAS team has the job of running the works Volvos. Schnitzer again campaign the factory BMW 635CSis, with many privateers running these cars too, and Lindner Motorsport is operating a team of BMW's smaller 325is.

The 635 is reported to have 20bhp more than last year, and the Rovers developed during the northern winter are obviously much improved too. Modifications include a newly homologated front spoiler and a twin-plenum induction system for more power -- an area where they (like the BMWs) were at a disadvantage against the Commodores and Volvos in January.

We'll be watching their progress with added interest now that the Nissan Mobil series organisers, West Nally, have arranged for TWR to run two "down under" Rovers in seven of the remaining ETC rounds plus Bathurst and two Group A races in Japan and Macao, and then next year's World Touring Car championship. (Yes, at last, the series has been confirmed, as has Wellington as the first round.) Kiwis Denny Hulme and Neville Crichton and Australian Ron Dickson are the drivers, initially with Jeff Allam.

NZ NATIONAL RACING

Congratulations to Hutt Valley Motoring Club member Richard Gillies for bringing a national racing championship title to the Wellington area. Richard won the Mini 7 series, staving off a strong challenge from Warren Heron of Pukekohe late in the season.



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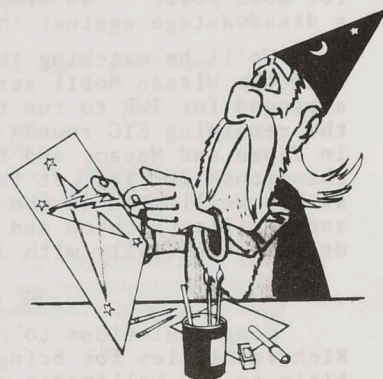
● **TYPESETTING:** Various fonts plus finished art facility.

● **LAMINATING:** Clear Plastic film applied to both sides of paper or card for preservation of important documents.

● **FOIL BLOCKING:** Metallic finishes in various colours.

● **PERFECT BINDING:** Plastic spine binding system.

● **PHOTOCOPYING:** Up to A3; variable reduction & enlargement.



NOTICE BOARD

This year (in June 6th - 8th) your club is hosting the Annual MANZ Conference. An organising group, consisting Murray McGuire, Ruth Shepherd, Eddy Conroy, Ray Lord, Julie McRae, Ian Parkinson, Lee Muir and Derek Mattingley have done the initial ground work for this conference.

There still remains to be done alot of necessary work, so please, if you can assist with any of the following, please contact one of the above mentioned people immediately.

CAN YOU (OR YOUR SPOUSE) HELP WITH

1. Transport to and from the airport, delegates attending the conference. The conference is to be held at the Quality Inn Willis Street (used to be the Academy).
2. Secretarial duties at the Advisory Committee meetings on the Friday.
3. Hosting any, or all of the various social functions (Friday and Saturday night). This includes entertaining delegates by way of accompanying them shopping (Sat Morn) or taking them on sight-seeing trips, or whatever.
4. Providing (from your place of employ) any promotional "give aways" that could be included in a pack for delegates.
5. Suggestions as to entertainment ideas for those attending the conference.
6. General assistance at the venue over the weekend.
7. Someone suitable to be M.C. at the Saturday night dinner and Annual MANZ Award ceremony.

Your willing assistance with any (or all !!!) of the above would be most appreciated.

MURRAY MCGUIRE
PRESIDENT

SPECIAL MEETING AT THE CLUBROOMS

A special meeting will be held at the clubrooms on Wednesday 4th June at 7.45 pm to allow all interested clubmembers to have their say as to how your clubs delegate should vote on any rule change remits, office bearer votes etc. Please come along so you can have your say on the matters that directly affect your sport and your participation (including costs incurred) in it.

CONFERENCE DINNER

JUNE 7TH

You are invited to attend this years Motorsport Association of New Zealand (MANZ) Annual Dinner and National Championships Award presentations.

It is being held in conjunction with the MANZ Conference, on Saturday 7th June at Trentham Race Course. Coach transport from the Quality Inn Willis Street (used to be the Academy) to the dinner venue and return will be provided.

The all up price of \$30.00 includes pre-dinner drinks, wine and non-alcoholic drinks, and a top class meal.

If you would like to attend you must advise Ruth Shepherd (Hm 795595) or Murray McGuire (Hm 784423) no later than May 20th (Clubnight).

???? WHERE DID WE COME FROM ???? ?

The Motorsport Association recently asked if we would supply a history of our club, i.e. date club formed, type of events, names of interest and why, records made or broken etc, a general brief history. If you are knowledgeable in this area or have any comments you would consider of assistance, or maybe you'd like to help us with this small project - please ring Lisa Ellingham or Murray McGuire and we'll get it in black and white.

DID ANYONE HAPPEN TO NOTICE HOW WONDERFULLY THE WELLINGTON CAR CLUB LADS FEATURED IN THE RECENT WAIRARAPA CENTRAL REGION RALLY HELD ON SATURDAY 12TH APRIL??? YOU SHOULD HAVE.

KEEP IT UP FELLAS !!!

clubmans

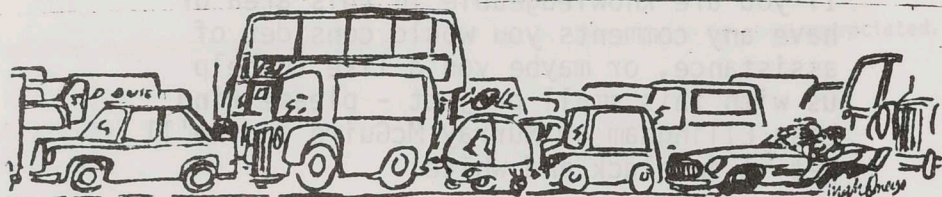
MANFEILD 10TH MAY 1986 BE THERE !

* BRING YOUR LUNCH, WET WEATHER GEAR, GUMMIES AND YOUR WIFE AND THE KIDS AND HAVE A GREAT DAY WITH FELLOW CLUBMEMBERS.

WE NEED ASSISTANCE IN RUNNING THE EVENT, IF YOU ARE ABLE TO HELP MARSHALL, TIME KEEPING AND OTHER GOOD FUN THINGS THEN CONTACT THIS PERSON NOW.

ROGER ELLINGHAM 288523 NIGHT
872084 DAY

MAKE A WEEKEND OF IT - COME TO MANFEILD !



"It says here, 'Feel the airball suspension, has power-slide overdrive, does sixty in first, a hundred and fifty in top' — go on, open her up!"

RAISING THE ROOF

RALLY NEWS

Solway Park Hotel Rally - 12 April 1986

The Wairarapa Car Club always runs a well organised fun (for most) event and this second round of the Central Region Series was no exception. With a rebuilt, repainted car we were all set for a good day. Fine weather and a light breeze to blow away the dust made for excellent conditions. Stage One was a traumatic experience as our intercom wasn't working. With so many gates to go through and paddocks to traverse it was very confusing and we actually stopped and had a discussion about whether to turn left or right. Geoff Argyle was seen to be waving his zetka in the middle of a paddock, after hitting a ditch, and Tom Mason ended his day after crashing heavily. Ont the way to Stage Two we discovered that the diff was leaking oil (Problem No.1) and the car was lower on juice than we thought (Problem No.2). Never mind, onward into the fray. We had a very exciting stage with 10KM of fast downhill seal to finish. Alan Huxford crashed and we nearly fell off the next corner - something to do with no brakes (Problem No.3). After topping up with juice we set off to Stage Three in Ngaumu Forest. On the way something started making horrible noises under the car. We decided that it was the diff falling apart but being the mad rally nuts that we are, we decided to go all out and did the 19.84KM in fine style and caught up with Denis Exteneaux's dust in the process. Fortunately there was a long service break and we changed the brake pads, and discovered that the horrible noise was a stuffed axle, so changed that too. Our service crew actually had something to do for a change. Stage Four through Whareama State Forest was full of gates, cattle stops and the odd ford (KEEP RIGHT, DEEP POOL ON LEFT) or two. A combination of these, sun and dust, and a few nasty corners kept everyone on their toes. I got cramp in my legs from braking hard, and I wasn't even driving!! Shane Murland came to a full stop over a bank on a sharp bend. Stage Five was Lees Road, the name is enough to put fear into rally drivers hearts. It always catches out the unwary and this year was no exception. Peter Bernie was unfortunate enough to brake an axle on the start line and that put him out after a good day. J McAndrew rolled and his co-driver was badly hurt - a very sad end to such a good rally. The function at Solway Park was excellent and everybody raved about the food, results, prize-giving, more food, and great company. Peter Wollerman was farewelled as he is off to OZ to live. Thanks to all the organisers and competitors for making the rally one to remember.

J. Black

RAISING THE ROOF

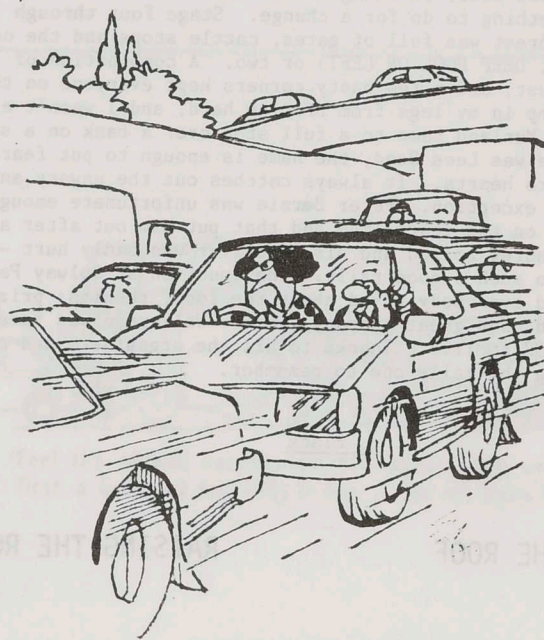
RAISING THE ROOF

INTRODUCING

the all new

RALLYCARD

An ingenious invention for all you motorsport fans who inevitably run short of \$\$\$ at the crucial moment. Easy access points (that's those machines that give out money) have yet to be invented - BUT, don't despair. If you're short of the right place to stick it - why not stick it in that hole in your head that caused you to run off the road in the first place!!



"It's disgraceful how close some motorists will drive ahead of you"

AUCTION

THE CLUB IS HOLDING AN AUCTION

AS A START OF A FUND-RAISING PROGRAMME FOR CLUBROOMS

ANYTHING WILL BE AUCTIONED...

© CAR PARTS

© HOUSEHOLD GOODS

© GARAGE ITEMS

HAVE YOU GOT ANYTHING YOU DON'T PARTICULARLY WANT?

GIVE IT TO THE CLUB TO AUCTION.

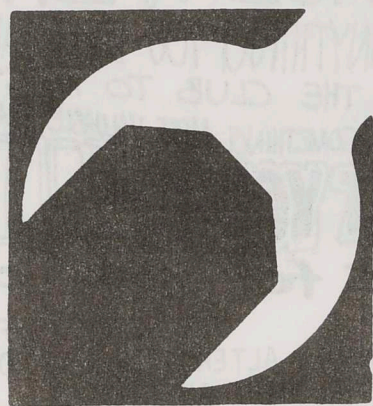
(OR PERHAPS YOU HAVE SOMETHING MORE VALUABLE THAN YOU'D LIKE TO SELL?)

CLEAN OUT YOUR JUNK

Get some funds for your club

MAY CLUBNIGHT - 8 PM SHARP. SEE SEPERATE FORM IN BULLETIN TO LIST YOUR ITEMS FOR AUCTION ON. ALTERNATIVELY, CONTACT JANE BLACK OR ANY COMMITTEE MEMBER IF YOU REQUIRE ASSISTANCE.

MOTORDROME



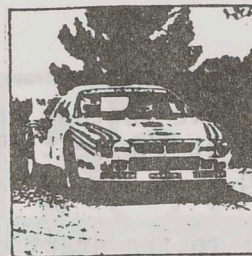
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Ramblings

by
SIDE DRAUGHT

Neil Whiting is obviously more hopeful than ever before as he now has the only Momo formula one steering wheel in Wellington.

On the Jensen/Banfeild Rally Team....Did you know poor old Liecester was speechless for the last 5km of Admiral Road on the Solway Rally - aren't they incredible those 1300 Escorts????!!

It seems that everyone is trying to wreck the Circuits Funpark Datsun, (except the owner of course). We also hope that Starlets of the future don't need bonnet pins eh Dave?

Speaking of Starlets, here's hoping that they're as economical as Datsuns.

Mark Taylor (another man who's name is synonymous with wrecked Datsuns and power poles, now has the second most immaculate black and white Datsun in Papakowhai.

Next clubnight, Mark (straighten it quick) Moloney will hold the inaugural meeting of the Irish Jig Committee (I believe private viewings are by arrangement only).

Dave (Solway mirrors) Johnson is expected to start smoking within 12 months.

We believe life in the Ellinghams Gemini is now pure "Bliss" (doesn't he mean "Charisma"?)

more to come.....

Iain (collapsed piston) Mollison will give another talk on the merits of owning a Toyota Levin at the next club-night, now won't that be entertaining.

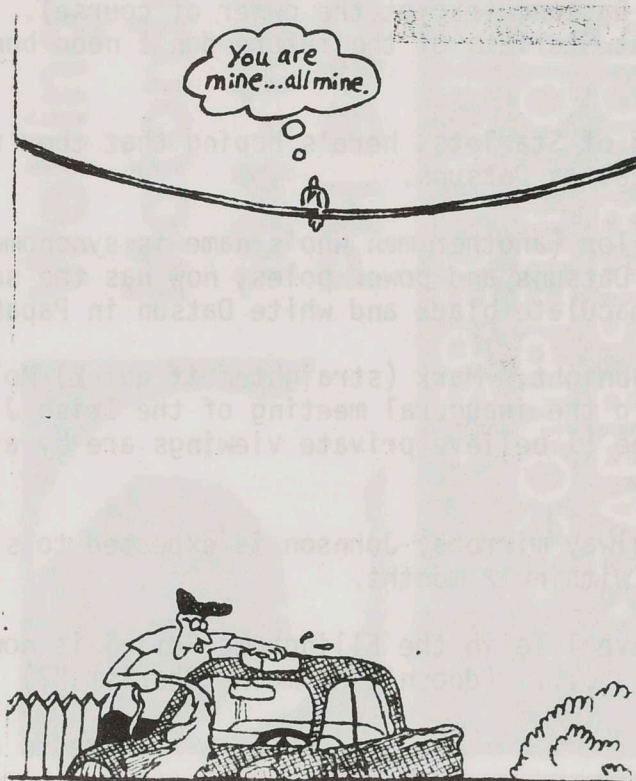
I do believe Ray Lord actually made it to the start of every stage of the Solway on time...great stuff Ray.

Perhaps Ted Clay could find a dealer to trade in that Datsun 1200. He could talk to Ian Taylor about it.

Story of the month.....

There was a very important job to do and four people were involved, Everybody, Somebody, Nobody and Anybody. Everybody expected Somebody to do it but Nobody did it, in the end Everybody blamed Anybody and Everybody got the sack.

The end, for sure.



Rally Rally

The recent Solway Park Rally featured many Wellington Car Club members in the results, at very good placings.

Congratulations to	Joe McAndrew	1st in class C
	Ian Taylor	2nd in class C
	Mike Galvin	2nd in class B
	Roger Ellingham	3rd in class B
	Rob Bower	2nd in class A

CENTRAL REGION RALLY SERIES RESULTS - AFTER WAIRARAPA RALLY IN APRIL

130

0 - 1300 CLASS

Dave Barrow	1st
Rob Bower	2nd
Ian Jensen	4th
Chris Clarke	6th
Lew Henderson	13th=
Mark Moloney	13th=

1301 - 1600 CLASS

Mike Galvin	2nd
Roger Ellingham	3rd
Ray Lord	9th

1601 + OVER CLASS

Rick O'Neill	2nd
Joe McAndrew	3rd=
Ian Taylor	5th=

OVERALL PLACINGS

Mike Galvin	2nd
Dave Barrow	3rd
Rob Bower	4th
Roger Ellingham	6th
Rick O'Neill	8th
Ian Jensen	11th
Chris Clarke	15th
Joe McAndrew	17th=
Ian Taylor	21st=
Ray Lord	26th=
Lew Henderson	36th=
Mark Moloney	36th=

Next Central Region Round July 19th



KNOW YOU COMMITTEE

Name: Murray McQuire
Position: Le President (watch out Reagen)
Drives: Marina, but not the one off "Thunderbirds"
Wants to drive: in TWR racing team
Favorite Pastime: Recruiting
Last Heard Saying: "Could I have a volunteer"
Dreams about: Finding a volunteer.

Name: Iain Mollison
Position: Club Captain
Drives: Universal Ute at the moment
Wants to drive: His Levin again
Favourite Pastime: trying to beat Alan
Last heard saying: "I'm going to work on the Starlet this weekend"
Dreams about: Building a Starlet.

Name: Annette Miet
Position: Treasurer
Drives: Civic
Wants to Drive: Kenworth truck
Favourite Pastime: Trying to balance the books
Last heard saying: "Have you got a receipt for....."
Dreams about: Balancing the books.

Name: Roger Ellingham
Position: Vice Club Captain
Drives: Econo Van and Cabbage Patch Car
Wants to drive: Anything that stays on Lees Road
Favourite Pastime: Playing in his Wendy house
Last heard saying: "Shut up Lisa"
Dreams about: Affording more than fish and chips on Sundays

Name: Lisa Ellingham
Position: Secretary
Drives: City
Wants to Drive: A Capitol City
Favourite Pastime: Glue Sniffing
Last heard Saying: "Solvent abuse is wonderful"
Dreams about: Driving faster than Roger

Name: John Paine
Position: Bulletin Editor
Drives: Daimler, Mercedes, Fairmont
Wants to Drive: Daimler, Mercedes, Fairmont
Favourite Pastime: Glue Sniffing
Last Heard Saying: "Jane, pass the glue"
Dreams about: Finding a car that fits him

Name: Jane Black
Position: Bulletin
Drives: Nissen Sunny
Wants to Drive: Porch (verandah)
Favourite Pastime: Glue Sniffing
Last Heard saying: "Come ere, go away, Didn't you kill my brother"
Dreams about: Competing in the International.(Solvent abuse trials)

Name: Alan Harvie
Position: Past President
Drives: Mitsubishi Van, Mazda 323 GT, Laser
Wants to Drive: Anything he likes
Favourite Pastime: Buying anything he likes
Last heard saying: "There's no bog in that."
Dreams about: Anything he likes that he hasn't got yet

Name: Wayne Moore
Position: Committee Member
Drives: Mazda
Wants to drive: Mazda
Favourite Pastime: Skipping Committee meetings
Last heard saying: "What committee meeting"
Dreams about: Mazda's.

Name Ray Lord
Position: Committee Member
Drives: Mitsubishi, Chevette, Holden Stationwagon
Wants to drive: A decent car
Favourite Pastime: Repairing the Mitsi
Last heard saying: "I did a good time in that stage"
Dreams about: Dissecting a frog at Clubnight.

Name: Julie McRae
Position: Committee Member
Drives: Mini
Wants to drive: Mini Metro
Favourite Pastime: The Mini
Last Heard Saying:
Dreams About: Mini's

Name: Dave Jennings
Position: Committee Member
Drives: Datsun
Wants to drive: Main Frame
Favourite Pastime: Computer Games
Last heard saying: "I can print anything "
Dreams About: Tapping into the Wanganui Computer

Name: Brett Plim
Position: Committee Member
Drives: Sigma Wagon and Escort
Wants to Drive: A Rally Car
Favourite Pastime: Driving all the way to Ray's place to fix his car.
Last heard saying: "Where are all the left hand arrows "
Dreams about: Collecting up the arrows in the daylight

Name: Ross Teesdale
Position: Committee Member
Drives: Escort RS1800
Wants to drive: RX7
Favourite Pastime: Green Steinlager
Last heard Saying: "I should have entered "
Dreams about: Featuring in the real results.

DUNLOP

classifieds



WANTED TO BUY:

Interesting bits for MK 1 Cortina ie: Roll Cage
5 1/2 inch rims etc. for Lotus replica project.
Brian Nobbs 697-971 Home.

FOR SALE:

Dunlop SP44 Rally Tyres 145 x 13 on Toyota rims
new or near new \$50.00 each or \$300.00 for seven.
Brian Nobbs 697-971 Home.

FOR SALE:

Two Cibie Super Oscars 100 watt \$120.00.
Brian Nobbs 697-971 Home.

FOR SALE:

Speedwell steel sump guard for Mini \$40.00. Alloy
sump guard for Clica \$50.00.
Brian Nobbs 697-971 Home.

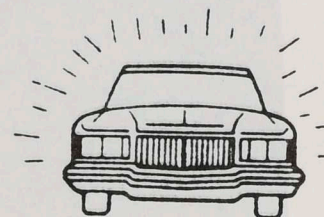
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Datsun 1200 STD Gear Box \$40.00
Datsun 1200 complete diff assembly \$50.00
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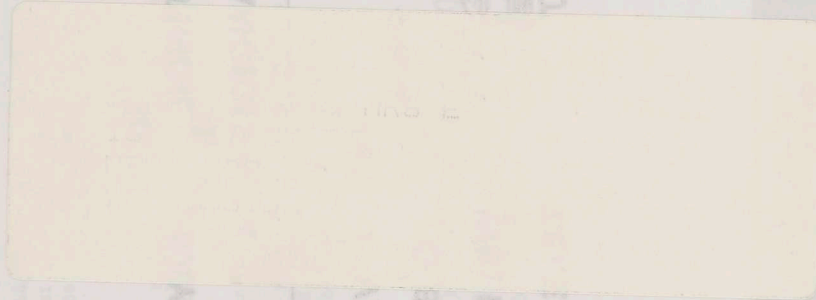


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june 86

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raising the roof

WHEN ?

Saturday 21st June, 1986
7.30 P.M. - ?

WHERE ?

Wellington Car Clubrooms,
Russell Tce, Newtown, Wtn

WHO ?

You, your friends, anyone
who would like a fun time

WHAT ?

The theme is HATS. Please
join in the fun and bring
the all time original hat

WHY ?

To raise funds (we need
great deal) to raise the
roof at the clubrooms and
put the new one on.

TICKETS ?

Includes organised enter-
tainment, fruit cocktail
and straight punch, spot
prizes and full supper.

\$15.00 Single

No door sales - contact
Jane Black 687275, 73115
John Paine 879418, 85994
or Lisa Ellingham 28852

READ THIS READ THIS READ THIS READ THIS READ THIS

At a recent get-together, the wife of a well known person to our club mentioned to me that the Wellington Car Club doesn't seem to have the good old parties and social get together's that they used to.

You may have wondered why this is.

Perhaps it has something to do with the attitude of people in the club and the way they rely on the "usuals" to put a night to remember together.

The "usuals" change from time to time, and there does seem to be a decent bunch of "usuals" working b..... hard just to make sure Saturday 21st June, Street Sprint and Raising the Roof Party are a huge success.

If you've missed the social activity too, and you've been thinking it's about time you got along to the clubrooms to say hello everybody I'm back.....now's your big chance.

Don't just sit there saying "it'll be a flop," because it won't. There's already 50 tickets sold in advance, so it's not as if there's going to be no-one to talk to. We need to sell 80 tickets to begin raising money to raise the roof so pick up your phone and ring one of the names below for a couple of tickets. Yes, you can bring your friends and have a hell of a good time.

See you there!!

(Don't forget your hat)

LISA ELLINGHAM	288523
JANE BLACK	687275
JOHN PAINE	879418



WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

AFFILIATED TO THE MOTORSPORT ASSOCIATION OF NEW ZEALAND INC.

EXECUTIVE COMMITTEE:

PRESIDENT:	Murray McGuire	784-423	720-880 (W)
SECRETARY:	Lisa Ellingham	288-523	
TREASURER:	Annette Miet	844-730	730-663 (W)
CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
COMMITTEE:	Dave Jennings	783-801	738-670 (W)
	Roger Ellingham	288-523	
	Julie McRae	879-071	845-779 (W)
	Jane Black	687-275	731-152 (W)
	Wayne Moore	784-979	729-729 (W)
	Brett Plim	883-451	842-100 (W)
	Ross Teesdale	791-277	697-999 (W)
	Ray Lord	268-253	
	John Paine	879-418	857-799 (W)

SPEED:	Iain Mollison, Roger Ellingham, Julie McRae, Wayne Moore
NON SPEED:	Murray McGuire, Dave Jennings, Julie McRae
RALLIES:	Ray Lord, Jane Black, Brett Plim, Ross Teesdale
SOCIAL:	Ross Teesdale, Lisa Ellingham, John Paine
PUBLIC RELATIONS:	Dave Jennings, Ross Teesdale
CHIEF SCRUTINEER:	Lloyd Evans 764-400 767-726 (W)
POINTSKEEPER:	John Thomson 784-305
CLUB ROOMS:	John Paine 879-418

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

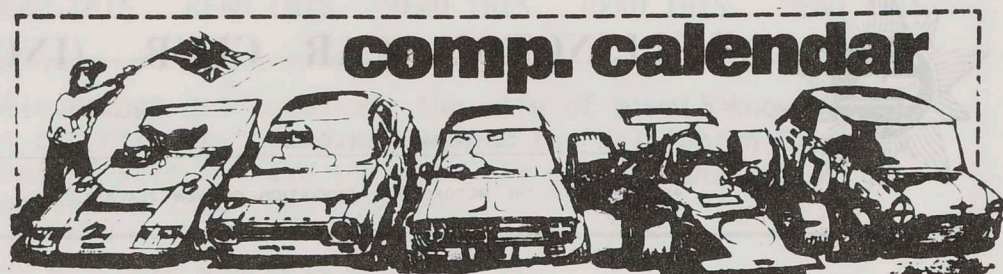
SUBSCRIPTIONS: \$30.00 for Ordinary Members and for Husband and Wife
\$15.00 for Under Eighteen years
\$15.00 for Country Membership (over 40 miles)
\$20.00 for Associate Membership
(all above include Motorsport Association Capitation Levy)
Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 879-418

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

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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

NOTE : Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

COMING EVENTS

JUNE

2nd CLUBMANS RACEMEETING
 Wanganui Car Club Invite Venue: Manfeild Track
 Scrut/Doc: 8 am at venue Entry: \$15 to 28.5.86
 Briefing: 10 am at venue \$25 late
 Enquiries: Diane Spencer, P.O.Box 366, Wanganui.

3rd NIGHT TRIAL WMSA Event

6/7/8 MANZ AGCM Contact Ruth Shepherd or Murray McGuire

14th HILLCLIMB - DUNCAN MCKENZIE
 Wairarapa Car Club Invite, no regs as yet.

21st STREET SPRINT
 Wellington Car Club Venue: Kilbirnie
 Scrut/Doc: 8 - 11 am Entry: \$25 to 18.6.86
 Archer & Lupp Willis St. Sponsor: Archer & Lupp
 Enquiries: Iain Mollison 650262 (h) 688094 (w)

21st RAISING THE ROOF PARTY - DON'T FORGET TO WEAR YOUR FAVOURITE HAT, OR TO RING AND RESERVE YOUR TICKETS DO IT NOW!! - Jane Black 687275, John Paine 879418, Lisa Ellingham 288523 - see you there!

29th TRIAL - WALL TROPHY
 Wellington Car Club have postponed this event until further notice.

JULY

19th RALLY - CENTRAL REGION
 Hawkes Bay Car Club, regs available from Lisa Ellingham.

26th RALLY - 2ND ROUND SOUTH ISLAND, DUNLOP NEW ZEALAND RALLY CHAMPIONSHIP
 Nelson Car Club, regs available from Lisa Ellingham

AUGUST

2nd RALLY - CENTRAL REGION
 Taranaki Car Club, regs available from Ann Bayliss, P.O. Box 704, New Plymouth, or PH 89352 N.P.

9th RALLY - 3RD ROUND NORTH ISLAND, DUNLOP NEW ZEALAND RALLY CHAMPIONSHIP
 Tokoroa Car Club, regs available from Lisa Ellingham

NOTE: See also recently updated WMSA Calendar elsewhere in the bulletin.

* * * * *

JUNE 15th Sunday: Working Bee at Clubrooms. Come along for Elevensies and help us tidy up the Clubrooms for the "Raising The Roof" Do.

JUNE 4th Wednesday: 7.30pm at Clubrooms.
 All those members interested in discussing remits to be put forward at the MANZ conference are welcome to attend.

WMSA CALENDAR

UPDATED 19.5.86

MAY	24	Hillclimb	Tea Creek	Wairarapa	I	
	25	Trial		Wairarapa	C	
JUNE	1	Gymkhana		Wairarapa	C	
	3	Night Trial		Wellington	W	
	6	Manz Conference				
	7	Manz Conference				
	8	Manz Conference				
	14	Hillclimb	Rangitumu	Wairarapa	I	DM2
	21	Sprint	Kilbirnie	Wellington	I	
	29	Trial - postponed, new date to be advised		Wellington	I	WT2
JULY	1	Night Trial		Wellington	W	
	4	International Rally				
	12	Hillclimb		Wairarapa	I	DM3
	13	Sprint		Harbour Capital	I	GR3
	20	Gymkhana		Wellington	C	
	21	WMSA Meeting				
	26	Clubmans Race Meeting	Manfeild	Hutt Valley	I	
	26	Trial		Wairarapa	C	
	27	Sprint	Rewai Street	Kapiti	I	GR4
AUG	2	Autocross		Wairarapa	I	KN6
	3	Trial		Fiat	I	WT3
	5	Night Trial		M.G.	W	
	9	Autocross		Wellington	I	KN7
	23	Sprint	Manfeild	Wairarapa	I	
	30	Trial		Harbour Capital	I	GS/WT4
	31	Sprint	T.B.A.	Hutt Valley	I	GR5
S EPT	2	Night Trial		Sunbeam	W	
	6	Hillclimb (Night)	Paekakariki Hill	Kapiti	I	DM4
	7	Manfeild Race Meeting				
	13	Sprint	Manfeild	Harbour/MG	C	
	14	Photographic Trial		Wellington	W	
	14	Trial		Wairarapa	C	
	15	W.M.S.A. Meeting & AGM				
	21	Gymkhana		Kapiti	I	ST2
	27	Rallysprint		Wellington	N	
	28	Rallysprint		Wellington	N	
OCT	4	Hillclimb	Alexandra Road	Wellington	I	GS/DM5
	5	Sprint		Kapiti	I	
	7	Night Trial		Fiat	W	
	11	Sprint		Harbour Capital	I	GR6
	12	Rally		Wairarapa	C	
	19	Benson & Hedges	Manfeild			
	25	Rallysprint		Wairarapa	N	
	26	Speed Event		Hutt Valley	I	
	27	Gymkhana		Wellington	I	ST3
NOV	2	Braille Trial		Wellington	W	
	4	Night Trial		Wellington	W	
	8	Hillclimb	Admiral Road	Wairarapa	I	GS
	8/9	Classic Racemeeting		M.G.	I	
	9	Sprint	Lees Road	Wairarapa	I	DM6
	16	Novelty Trial		Wellington	C	
	16	Autocross	Otaki Gorge	Kapiti	I	
	17	W.M.S.A. Meeting				
	22	Autocross		Harbour Capital	I	KN8
	23	Gymkhana	Avalon	M.G.	I	ST4
	29	Clubmans Race Meeting	Manfeild	Hutt Valley	I	
	30	Economy Run		Wairarapa	C	
	30	Gymkhana		Harbour Capital	I	ST5
DEC	2	Night Trial		Wellington	W	

7 Gymkhana
7 Gymkhana
14 Ladies Trial
14 Autocross

Wairarapa C
Hutt Valley I ST6
Wellington C
Kapiti C

RALLIES TO RUN FOR CENTRAL REGION SERIES 1986

UPDATED 19.5.86

JULY	19	Hawkes Bay Car Club	Round	3
AUGUST	2	Taranaki Car Club	Round	4
AUGUST	16	Taupo Car Club	Round	5
SEPTEMBER	13	Manawatu Car Club	Round	6

NEWS FROM THE RECENT W.M.S.A. MEETING 19.5.86

It was reported from our representatives at this meeting that a trophy is to be presented for the "WELLINGTON MOTORSPORTS PERSON OF THE YEAR" for achievement in competitive motorsport. The year will run from 1st October to 30th September each year and the trophy recipient will be announced at the W.M.S.A. Prizegiving held annually. Each member club of W.M.S.A. will put forward their own nominations for this trophy.

Good Luck Everybody !

PHONE NOW FOR YOUR TICKETS TO THE NIGHT OF THE YEAR
PHONE NOW FOR YOUR TICKETS TO THE NIGHT OF THE YEAR

JANE BLACK 687275 or 731152
JOHN PAINE 879418 or 859949
OR LISA ELLINGHAM PH 288523

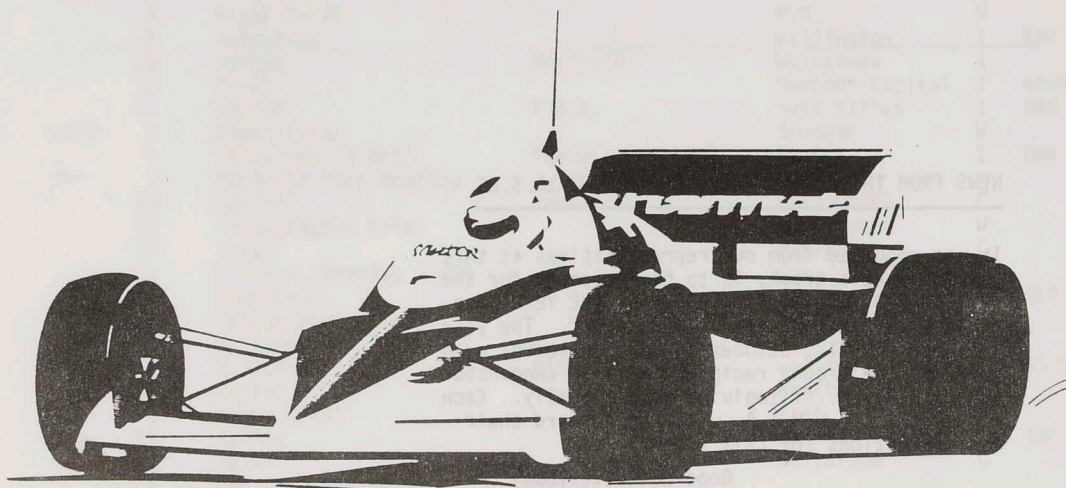
CIRCUITS • FUN PARK •

ON THE BEACH MARINE PARADE PETONE
HUTT RIVER END BY MINI RAILWAY

TELEPHONE
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OPEN 7 DAYS

TELEPHONE
688-705



- 10 CAR
CAM AM TRACK

- 4 CAR
INDIANAPOLIS
RACE TRACK

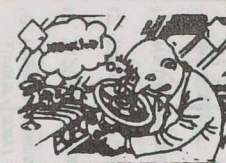
- MOON BUGGIES

- 18 HOLE MINI GOLF

- PICNIC TABLES —
GRAND STANDS

7 DAY FAMILY FUN

talking trials



SUNDAY DRIVER GRAND PRIX - An Organiser's Induction Course

Being young, naive and new to Wellington I was easily conned into helping Dave Jennings organise the first Wall Trophy Trial for 1986. I had, after all, competed in a reasonable number of other peoples trials, and they seemed pretty straight forward. Surely helping organise a trial would be simple and not very time consuming. Sort out a route, incorporate a few traps, set an average speed, what could be simpler? Boy was I naive!

The trial was set for Sunday 20th April and started from Aotea Lagoon. First section, a nice simple straight forward straight-line map to Pauatahanui. No problems we thought, perhaps a bit intimidating to the uninitiated, but even they should find their way to the end within a reasonable time. Induction lesson number 1, never assume anything when organising a trial. (Everyone did find the end of section control, albeit some a bit late).

Next section, a standard instruction section to Paraparaumu via Arlie Road. What could go wrong here? Induction lesson number 2, never assume checkboards will stay where put (some like going for a walk). Induction lesson number 3, never assume that signposts will remain the same as when the trial was plotted (some "fall" over, others just disappear).

Section 3, a short loop up to Waikanae and back to Paraparaumu. No problem? Induction lesson number 4, placing checkboards always takes longer than you think (especially when the first competitor is running right on time).

Section 4, a long section to Churton Park, via Paekakariki Hill Road and Whitby. Induction lesson number 5, never assume your fellow organiser will place the checkboards in the right street. Induction lesson number 6, never assume your fellow organiser can spell.

Section 5 was an interesting section back to the clubrooms via Makara. A tight speed schedule was designed to keep things moving along, but... Induction lesson number 7, re-learn Induction lesson number 3 (there really was a SHEEP MANURE sign at Makara). Induction lesson number 8, never assume your fellow organiser will have enough checkboards with him.

Despite the lessons learnt, a good turnout of 16 crews entered the event, with 15 making it back to the clubrooms, one way or another (one competitor withdrew for mechanical reasons). Congratulations to Paul Te Punga for winning the event, and Wayne Gair & Joe Glover for winning the teams section. Both winners were from the Harbour Capital Car Club, but I'm sure the Wellington Car Club will never let this happen again.

Thanks to Glen Grant, Eric Lundberg, Norah Willis and Eddie & Marie Conroy for their help, and thanks to my fellow organiser for his expert insight into the world of trial organisation.

1987 AUSTRALIAN GRAND PRIX NEWS UPDATE

The second world championship Australian Grand Prix is little more than four months away now, on October 23-26, and the organisers have announced details of an even bigger programme than last year's.

As well as the Formula One cars, Formula Mondials and Group A Touring cars, this year's event has racing for Formula Fords and the Australian Super Kart Grand Prix. There will also be a historic car demonstration and a celebrity race.

Last November's inaugural event won the plaudits of the international grand prix circus for its organisation, and "Auto-course" described the actual race as "one of the very best of the season." One of the few criticisms heard was that spectators in general admission areas had a very limited view if they weren't right up front at the fences, perhaps not surprising on a street circuit with a race-day crowd of 107,000.

The Organisers say that additional grandstands providing 12,000 extra seats will be built for this year's event, and the general admission area is being upgraded to provide better viewing. Greater areas of parkland are being opened up for spectators, sloping grounds in the southern half of the park have been filled to elevate viewing areas, and the street viewing areas will be improved with standing platforms installed so spectators who are not beside the fence can see over the top of fence-side spectators.

Advertisements have already appeared in the press for package trips from New Zealand, but for anyone considering going independently (a good time for that business trip!) the following details may be useful:

Reserved seating is available in three categories: Gold Seats \$A180 for the four days, Silver \$A120, Bronze \$A80; all seats will be numbered this year.

cont/.....

Sunday Driver Grand Prix (Wall Trophy Trial) 20/4/86									
1. Cool & the Gang (Jennings/Dickinson)	WCC	-	-	-	-	-	-	-	MISS
2. Sunbeam Racing Team (Smith/Freeman)	HCC	-	-	-	-	-	-	-	YOU
3. Newton Syn. (Kent-Johnson/Kent-Johnson)	WCC	-	-	-	-	-	-	-	*GEEZI
4. Mithes/FrChie	WCC	-	-	-	-	-	-	-	*OV
5. Robey/Robey	Flat	-	-	-	-	-	-	-	Control
6. Eyles/French	Flat	-	-	-	-	-	-	-	Section 1
7. O'Hara (Horton/Mier)	WCC	-	-	-	-	-	-	-	HULL
8. Hogan/Tulloch	HVMC	-	-	-	-	-	-	-	GOON
9. Team Impvincible (Glover/Cass)	HCCC	-	-	-	-	-	-	-	TIME EE
10. Freeman/Freeman	Flat	-	-	-	-	-	-	-	ROLL
11. Te Punga/Southern	HCCC	-	-	-	-	-	-	-	Manned Ch
12. Kitchingman/Kitchingman	HVCC	-	-	-	-	-	-	-	UL
13. Wall/Rutherford	Flat	-	-	-	-	-	-	-	CC
14. Gair/Rapley	HCCC	-	-	-	-	-	-	-	DZUB
15. Tongue/Tongue	Jaguar	-	-	-	-	-	-	-	BUS
16. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	DOLL\$R
17. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	SIS
18. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	RPL
19. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Control
20. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Section 2
21. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	SEND
22. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	LLR
23. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Manned Ch
24. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	LL
25. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	OSERSRE
26. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	ID
27. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	BET
28. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	M DI
29. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	EEDDDEE
30. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Control
31. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Section 3
32. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	WOVE
33. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	TIME MM
34. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	AHEAD
35. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	ZOIC
36. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Zy
37. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	RPL
38. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	ODDOOR
39. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	D
40. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Control
41. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Section 4
42. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	DUR
43. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	FWOG
44. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	POT
45. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	TIME FF
46. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	UDDDDDL
47. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	TO
48. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	MINI
49. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	DED
50. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	TIME
51. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	ME
52. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	UL
53. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	RENNO
54. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Control
55. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	Section 5
56. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	TOTAL
57. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
58. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
59. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
60. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
61. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
62. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
63. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
64. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
65. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
66. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
67. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
68. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
69. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
70. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
71. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
72. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
73. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
74. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
75. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
76. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
77. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
78. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
79. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
80. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
81. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
82. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
83. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
84. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
85. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
86. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
87. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
88. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
89. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
90. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
91. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
92. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
93. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
94. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
95. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
96. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
97. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
98. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
99. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
100. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
101. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
102. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
103. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
104. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
105. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
106. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
107. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
108. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
109. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
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112. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
113. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
114. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
115. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
116. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
117. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
118. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
119. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
120. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
121. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
122. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
123. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
124. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
125. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
126. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
127. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
128. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
129. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
130. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
131. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
132. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
133. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
134. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
135. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
136. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
137. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
138. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
139. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
140. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
141. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
142. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
143. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
144. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
145. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
146. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
147. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
148. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
149. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
150. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
151. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
152. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
153. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
154. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
155. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
156. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
157. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
158. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-	-	-	-	-	-	
159. Team de Joux Motorsport (de Joux/Conroy)	WCC	-	-						

General admission: Four-Day passes \$A55.00, Thursday and Friday \$A15.90 each, Saturday \$A20.90, Sunday \$A25.90.

One source for tickets in Wellington will be the TAA (air-line) Office or its nominated travel agents - for people booking through them.

The TAA Office should also have details of the Home-Host accommodation system, which provides bed and breakfast style accommodation in private homes within reasonable reach of the circuit. It was used last year, and is being expanded for this year's event to accomodate around 20,000 visitors. Homes are inspected and graded, and tariffs range from \$A25 per person per night for budget class to \$A55 for de luxe, with executive class above that for \$A60 to \$A100.

* * * * *

The insecticide salesman wanted the order so badly that he made the farmer a special proposition. The salesman would strip completely, spray himself with his company's product and then spend the night lashed to a chair in the pasture. If he remained unbitten, he would obtain the order; if not, he would pay a cash forfeit. The farmer accepted, and when he untied the salesman the following morning, the latter showed no bite marks but was otherwise in a state of near exhaustion. When he had been revived to some degree by coffee, the farmer asked what had happened. "Well, the insects caused me no trouble at all," muttered the salesman, "but doesn't that damn calf have a mother?"

RAISING THE ROOF HAT PARTY
RAISING THE ROOF HAT PARTY



4-8 JULY

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

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Phone (09) 540-556. Telex NZ60680 SCS-NZ, Telefax (09) 595-465

1986 AWA CLARION RALLY READY TO RUN

Final plotting for this year's event is now completed, and the official checking run took place over Anzac Weekend, with the Chairman of the Organising Committee Morrie Chandler in the driving seat.

46 stages are planned with 34 of them being in daylight. There will also be 6 tarmac stages. The first of these is a 2.6 km stage to be run through the Auckland Domain on Saturday 5th July, which will be started by the Prime Minister, Mr Lange who has also indicated he would like a ride through the stage before the event starts.

The rally then heads northward with stages in Riverhead & Woodhill Forests. The Woodhill stage has been cut in half to remove the long straights. A further 9 public road stages follow which take the competitors North as far as Maungaroto and back to Riverhead Forest to finish Leg 1 at the Auckland Airport Travelodge.

Leg 2 starts on Sunday 6th July with the traditional Manukau City stage followed by Maramaru Forest and Mystery Creek in Hamilton. Then we go to two new tarmac stages, one on the eastern side of Cambridge, and the other over Karapiro Dam. The rest of the special stages to Rotorua for the end of Leg 2 at the Rotorua Travelodge, have been used in previous years and take the competitors south to Otorohanga, and then across to Tokoroa and Rotorua.

Leg3A starts on Monday 7th July at Rotorua and uses the same 5 stages as previous years except that before the break at Rotorua at approximately 2.00 p.m. we do two small stages at the back of Whaka Forest each being about 10 km in length.

Leg 3B starts at 5.00 p.m. with the tarmac stage just out of Rotorua which has been used previously. We then have two new forest stages in Rerewhakaaitu Forest and Kaingaroa before going to Waitapu Forest which has been used before and finishes with a new public road stage by Atiamuri before returning to Rotorua Travelodge.

Leg 4 starts on Tuesday 8th July, and follows the same format as in previous years travelling back to Auckland through Pureora, Pio Pio, Waitomo, Pirogria, and Hamilton, back to Maramaru Forest for the final two stages and finishes at Auckland Airport Travelodge at 7.00 p.m.

With the event still over 10 weeks away, interest is running at an all time high especially with some of the world's leading teams indicating their intention to compete. Some of the teams include Peugeot, Ford, Lancia, Austin Rover, Subaru and hopefully Audi. With expected competitors representing nine countries, the event would have to be the most international held in New Zealand this year. Countries being represented include West Germany, Sweden, Finland, England, Kenya, Japan, France, Australia and Italy.

One of the essential needs for our WCR is a large number of Block Marshalls and Crowd Control Marshalls, so if you are able to assist please contact our office. For those that assist we run a Marshall Gratitude Raffle with excellent prizes plus an invitation to our Marshall's function after the prize giving.

D.B. Nicholl
ROUTE CO-ORDINATOR

1986 AWA-CLARION RALLY OF NEW ZEALAND 3-9 JULY

Thursday	3 July	20.00 hrs	Dunlop Rally Forum. Representatives of International Teams are required to participate.
Friday	4 July		Scrutineering of cars from 10.00 hrs to 15.00 hrs at Auckland Airport Travelodge Hotel.
Saturday	5 July	10.00 hrs	Leg One starts - Auckland Domain
		22.00 hrs	Leg One finishes - Auckland Airport Travelodge Hotel
Sunday	6 July	10.00 hrs	Leg Two starts - Auckland Airport Travelodge Hotel
		21.30 hrs	Leg Two finishes - Rotorua Travelodge Hotel
Monday	7 July	09.00 hrs	Leg Three starts - Rotorua Travelodge Hotel
		22.00 hrs	Leg Three finishes - Rotorua Travelodge Hotel
Tuesday	8 July	07.00 hrs	Leg Four starts - Rotorua Travelodge Hotel
		19.00 hrs	Leg Four finishes - Auckland Airport Travelodge Hotel
Wednesday	9 July	09.00 hrs	Publication of Final Results at Auckland Airport Travelodge Hotel
		15.30 hrs	Prizegiving Ceremony followed by a Rally Banquet

Further details are available from the: AWA-Clarion Rally Office
P O Box 62-021, Sylvia Park,
AUCKLAND

Telephone: (09) 540-556



4-8 JULY

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

P.O. Box 62-021 Sylvia Park, Auckland, New Zealand
Phone (09) 540-556. Telex NZ60680 SCS-NZ, Telefax (09) 595-465

TO ALL CAR CLUBS

1986 AWA CLARION RALLY OF NEW ZEALAND

1. AWA Clarion Official Products

We have enclosed -

- (a) One page advertisement which we would appreciate if you would print in your June magazine.
- (b) Supply of Order Forms. We would appreciate if you would display one on your Notice Board and make the rest available to members.
- (c) Special Offer to Car Clubs
Car Clubs may purchase at wholesale rates and resell to members. Order Forms are enclosed.

2. Dunlop Rally Forum

The only opportunity to hear International Rally superstars in grass roots conversation on today's rally scene supported by an excellent new rally film. The proceeds will be used entirely to assist to run the Rally.

Time: 8.00 pm
Date: 3rd July 1986
Venue: Auckland Airport Travelodge Hotel
Tickets: \$8.00 - available at The Rally Office,
P.O. Box 62021
Sylvia Park, Auckland

3. Marshals

We would appreciate if the following information could be published in your June magazine. ...

To help make the 1986 AWA Clarion Rally of New Zealand one of the best run events in the World Rally Championship, we need an ever increasing number of Marshals. Duties include Block Marshals, Spectator Marshals, Press Room Helpers, Product Shop Assistants, and so on. The help of your club members on just one occasion as they follow the rally would be greatly appreciated.

Ring or write - Ph. 540-556 Auckland
P.O. Box 62021, Sylvia Park, Auckland

The Reward : All Marshals and Officials are invited to their Special Function after the Official Prizegiving at 5.30 p.m. Wednesday 9th July. Admission by ticket only and a draw will be held for an AWA Clarion In-Car Sound System plus gift vouchers from Dunlop, Ford and Shell

THE OFFICIAL



1986 AWA-Clarion Rally of New Zealand Product Release Order Today!

TICK YOUR SIZE	RETAIL	QTY	PRICE
QUILTED JACKETS A warm sports jacket in fashion black with red facings and piping. Zipped hand-warmer plus inner and sleeve pockets. Rolled-up hood in zipped collar storage. Fully badged with 6 world names in motoring.			
SM <input type="checkbox"/> M <input type="checkbox"/> XL <input type="checkbox"/> XXL <input type="checkbox"/>	\$95.00		
NYLON JACKET A smart, fashionable package in grey and red for the glovebox of any vehicle. Self-storing wind and showerproof. Great for the in-between seasons. Souvenir badged front and back.			
SSM <input type="checkbox"/> SM <input type="checkbox"/> M <input type="checkbox"/> XL <input type="checkbox"/> XXL <input type="checkbox"/>	\$49.95		
PULLOVER Sophisticated & sporty in black. Wear anywhere attire with a very discrete gold rally logo.			
MALE SM <input type="checkbox"/> M <input type="checkbox"/> OS <input type="checkbox"/> XOS <input type="checkbox"/> FEMALE 32 <input type="checkbox"/> 34 <input type="checkbox"/> 36 <input type="checkbox"/>	\$63.75		
SWEATSHIRT Warm, comfortable leisure wear with rally logo.			
S <input type="checkbox"/> M <input type="checkbox"/> OS <input type="checkbox"/> XOS <input type="checkbox"/>	\$27.95		
T-SHIRT White cotton mix with bold rally logo in black and red.			
10 <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> OS <input type="checkbox"/> XOS <input type="checkbox"/>	\$10.00		

RETAIL	QTY	PRICE
PEAKED HAT For sun and rain eye protection. Half mesh with prominent inset rally badge. Red to match both jackets.	\$9.95	
CLOTH BADGE For rally jacket, sports blazer, jumper or woolly hat — provides that rally association on personal gear.	\$3.95	
RALLY PLATE A tough styrene plate with the identical logo as compulsory on all competitor vehicles. Great souvenir.	\$4.95	
RALLY BAG A generous hold-all, 260x290x470mm, airline approved cabin bag. Top flap opening and zipped end pocket. Royal blue with black trim and rally logos.	\$32.95	
UMBRELLA Large, red white and blue. Extra sturdy rain and sun protection. Comfortable for two persons. A must if you follow the rally live. Rally logo.	\$33.95	
PROGRAMME/MAPS The full story on the rally, competitors, cars, and their starting order. Route details and all you need to know to enjoy the event. Release date 9 June 1986.	\$5.95	
SPECTATOR PACK A royal blue satchel which matches the rally bag, crammed with Programme, Maps and souvenirs.	\$28.00	
POST & PACKING	\$1.20	

TOTAL \$

POST ORDER TO: THE RALLY OF NEW ZEALAND
P.O. Box 62,021, Sylvia Park, Auckland

PLEASE RUSH
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Address _____

Enclosed, my cheque for \$

Charge my credit card — Visa ☐ Amex ☐ Diners ☐ Bankcard ☐

Number _____ Expiry Date _____

Signature _____



FOR THE RECORD

Phil Johnstone, motorsport correspondent for the Dom and the NZ Times, is taking up a new position in the press gallery with the South Pacific News Service team. But don't panic, Phil will still be writing the occasional feature on motorsport events such as the AWA Rally and the Nissan Mobil 500. He will also stay as the motor-sport correspondent for the Dom and NZ Times and wants to maintain a keen interest in what's going on about the scene. He'll be working/writing from home, and although he can't promise to use everything sent to him in the form of releases, it's always good to let the Dom know! You can contact Phil at 24 Creswick Terrace, Northland, Wellington or phone 758875 (h) 724451 (w).

Clubnight in May was a BOOMER ! We had the auction to raise money for the roof raising project and although millions didn't queue at the door - WE MADE \$189.00 Thanks to all those who turned out their pockets for such a good cause and also thanks to Jane for organising a good night. Goods for auction were all donated by the following - John Paine, Murray McGuire, Robin Briggs, David Black; thanx you guys for the trouble you went to.

By the way, Wayne Moore had a set of mags which weren't auctioned and if you're interested please contact him.

The phantom club glue sniffers were last seen parking their kit-set Kenworth (what else would they use ? but something they could sniff in their travels) outside the rear entrance to ADOS in Petone. Will they get it all in the Kenny before the boys in blue find them more to come.

If you usually hang about with a four foot six blonde and she hasn't been available latelycall David Black, he has a real way with them.

John Paines been learning great new driving skills since he's had the Rainbow Trout Mini. He's even taken to the odd trip about town without the gear stick - now that's real skill. He may not be the fastest man on manfeild but he's big time on gimmicks !



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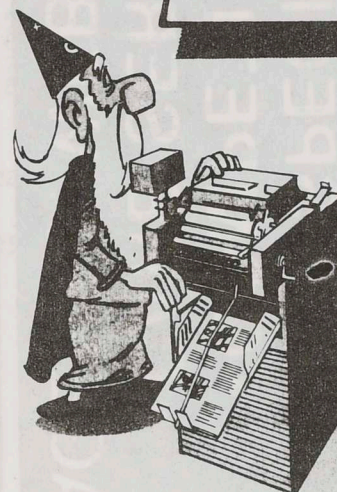
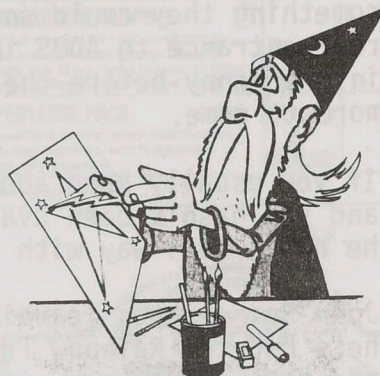
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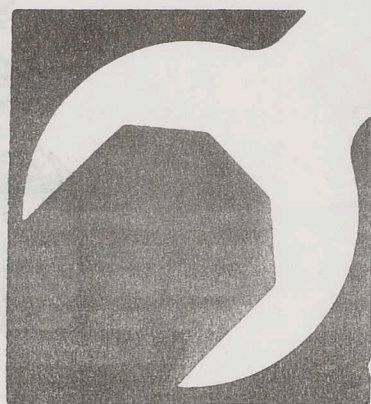
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OF NEW ZEALAND INC. (MANZI)

Wellington Motor Sport Association Inc. (WMSA)

1985 INTERCLUB GYMKHANA SERIES RESULTS

STEWARDS TROPHY

	VUCC 10 Feb	Kapiti 29 Sep	Wgtn 26 Oct	MGCC 17 Nov	HVNC 1 Dec	Total
1 Wellington Car Club	8	20	32	23	17	100
2 Hutt Valley Motoring Club	28	10		9	32	79
3 Victoria University Car Club	19		8	12	6	45
4 Kapiti Car Club		22				22
5 W.G. Car Club				8		8
6 Fiat Owners Club				3		3

PIERSON CUP

1 Grant Dally	25	25	23	25	22	120	25= D Robinson					16	16
2= Alan Harvie	22	18		22	25	87	32= Graham Anderson	14					14
Iain Mollison		20	25	22	20	87	Mike Cartmer		14				14
4 Keith Pfeiffer	9	22		25	14	70	Andy Freeman				14		14
5 David Manze	22	18	18			58	Paul Cotogini				14		14
6 Dave Humphreys	25		22	10		57	J Melhuish					14	14
7 John Paine		14	20		22	56	37 Julie McRae	3	9		1		13
8 Peter Lundberg		10		18	18	46	38= Angus Perham	12					12
9 Paul Te Punga	10	16	14	2	2	44	Rob Pitchforth		12				12
10 Warren Mueller	16			18		34	M van Dorrestein		12				12
11= Mark Taylor		25		3		28	Wayne McKinnon			12			12
Phil Moreton			20	8		28	Rich Lennon			12			12
Nick Gibson			18	10		28	Lew McKinnon					12	12
Dave Davies				20	8	28	R Brimblecomb				6	5	11
15 Greg Buckland					25	25	45 John Rapley						10
16 Doug Breden			23			23	46= David Hancock		10				10
17 Warren Denton		22				22	Trevor Scott			10			10
18= Steve Rude	20					20	A Short					10	10
Lew Henderson		20				20	P Irury					10	10
Darren Burnand			20			20	50= B Flin		9				9
Colin Kitchingman				20		20	Geoff Brader				9		9
22= Duncan Carmichael	18					18	Dave Fletcher				9		9
Eugene Childs	6	12				18	John McIlroy					9	9
Neil Roots				18		18	I Murray					9	9
25= Greg Bott	16					16	55= Errol Bruce		8				8
Lee Muir		16				16	Scott Halliday		8				8
A Hefford		16				16	Dave Hector			8			8
Dave Hanson			16			16	R Scanlon				8		8
Gary Maddock			16			16							
R Coulson				16		16							

VESTA BATTERY TROPHY (8 December)

1 Victoria University Car Club	31
2 Levin Car Club	20
3 Fiat Owners Club	10



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Wellington Motor Sport Association Inc. (WMSA)

1985 INTERCLUB GRAVEL SPRINT SERIES RESULTS

RALLYWOODS TROPHY

	Wair 23 Feb	Wair 31 Mar	VUCC 18 Aug	HVMC 8 Sep	Total
1 Wairarapa Car Club	18	19	5		42
2 Hutt Valley Motoring Club			19	19	38
3 Wellington Car Club	7		11	10	28
4 Kapiti Car Club	9	7		8	24
5= Victoria University Car Club			11		11
M S Car Club			6	5	11

BATS TROPHY

1= Graham Anderson	20	20	20	60	30= Dave Bilbrough	17	17
David Hobbs	20	20	20	60	D Daysh	17	17
3 Roger Hewison	18	19	19	56	Murray Heaney		17
4 Ted Clay	17	16	14	47	John McAndrew	17	17
5= Errol Bruce		20	20	40	Keith Pfeiffer	17	17
Neville Hamlyn	20	20		40	Neil Sowry	17	17
7 Don Currie		20	19	39	37= R Coutts		16
8= Austin Craddock		19	19	38	Brian Graham	16	16
Ian Taylor	20	18		38	M Jones	16	16
10= Tod Brooks	19	17		36	Peter Robinson	16	16
Ray Lord	18		18	36	G Sewell		16
12 Tom Caccia-Birch		19	15	34	Jim McLoughlin		16
13= Paul Clark	17	14		31	43= Steve Budd	15	15
Wayne Gair	16		15	31	David Hanson		15
Wayne Keats		13	18	31	L Hullena	15	15
16 Geoff Fredrikson	13	16		29	Murray Lord	15	15
17 Erica Currie		12	11	23	Mike Mitchell	15	15
18= Dave Davies		19		19	J Paine		15
John Keen	19		19	19	R Unsworth	15	15
Errol Krivan	19		19	19	50= Alex Fredrikson	14	14
Tom Mason		19		19	Ian Sew Hoy		14
S Stubbs		19		19	Philip Spargo		14
23= Steve Budd		18		18	53= Doug Breden		13
Phil Conroy		18		18	Rob Pitchforth		13
Grant Dally		18		18	55= Bryce Biggs		12
Ian Jensen			18	18	R Simpson		12
Peter O'Leary	18		18	18	57 Julie McRae		11
Rick O'Neill		18		18	58 P Drury		10
N Wadham		18		18	59 G Clay		9
30= P Beale		17		17			

HAT PARTY HAT PARTY HAT PARTY
HAT PARTY HAT PARTY HAT PARTY HAT
HAT PARTY HAT PARTY HAT PARTY



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1985 INTERCLUB AUTOCROSS SERIES RESULTS

KIM NAYLOR TROPHY

	Kapiti 24 Feb	Wair 28 Apr	HVMC 19 May	Kapiti 3 Jun	Wair 31 Aug	Wgtn 21 Sep	Total
1 Wairarapa Car Club		19	19		19		57
2 Kapiti Car Club	18			19			37
3= Victoria University C C	13					6	19
Wellington Car Club						19	19
5 Hutt Valley Motoring Club			15				15

1985 INTERCLUB STATED HILLCLIMB SERIES RESULTS

DUNCAN MACKENZIE TROPHY

	Wgtn 27 Apr	Wair 5 May	VUCC 26 May	Wair 13 Jul	Wgtn 5 Oct	Levin 3 Nov	Total
1 Terry Hamilton		3		5		5	13
2 Ian Taylor	5				5		10
3= Martin Napier	1	4		4			9
Phil Workman		5			4		9
5 Graham Anderson	4				2		6
6 Steve Budd			5				5
7= R Pike		1		3			4
Alan Barnes			4				4
Dennis Robinson						4	4
10= Jon Waring	3						3
H Pecor	2				1		3
Iain Hollison			3				3
Danie Lupp					3		3
Peter Barnie						3	3
15= R Unsworth		2					2
Alan Harvie			2				2
Peter O'Leary				2			2
Jeff Edhouse						2	2
19= G McBain			1				1
G Van Berlo				1			1
Kim Scott						1	1

Please note: Results for Wall Trophy, PME Drivers Cup and VUCC Navigators cup were not publishable due to poor copy. Please contact Lisa Ellingham should you wish to view these.

PROGRESS RESULTS WMSA EVENTS 86

GYMKHANAS

After Round 1 Levin 6.4.86 (HCCC 16.2.86 and MGCC 9.3.86 postponed)

Pierson Cup: Kim Scott 25, Andy Freeman 25, Rosemary Douglas 22, Graig Walkinshaw 20, Andrew Johnstone 18, Martyn Robey 16.

Stewards Trophy: Levin 19, Fiat 15, everyone else zilch.

TRIALS

After Round 1 Wellington 20.4.86

Wall Trophy: Wellington 38, Fiat 32, Harbour Capital 25, Hutt Valley 20.

PME Trophy: Paul Te Punga 25, Wayne Gair 22, Mark Jennings 20, Colin Kitchingman 18, Grant Rutherford 16, Joe Glover 14.

VUCC Trophy: Wendy Southon 25, John Rapley 22, Lee Dickinson 20, Raewyn Kitchingman 18, Trevor Wall 16, Ruth Casey 14.

GRAVEL SPRINTS

After Round 1 Wairarapa 3.5.86

Rallywoods Trophy: Wairarapa 19, Wellington 8, everyone else zilch.

PATS Trophy: Roger Brader 20, Neville Hamlyn 20, Ian Taylor 20, Peter O'Leary 19, Ray Lord 19, Tod Brooks 19.

SEALED HILLCLIMBS

After Round 1 Wellington 8.3.86

Duncan McKenzie Trophy: Wayne Moore 5, Don McLean 4, Pete Zivkovic 3, Steve Gaskin 2, Nigel Harris 1.

AUTOCROSSES

After Round 4 Hutt Valley 31.3.86

Kim Naylor Trophy: Wairarapa 54, Hutt Valley

as advised by John Rapley,
Secretary for W.M.S.A.

WAIRARAPA SPRINTS

Wellington Car Club member M Gibbons won the flying quarter mile overall in the Wairarapa Car Club's Kerim Automotive sprints on April 27, with a fastest run at 144.00 mph in his 7200cc Plymouth.

He was well clear of the rest of the field, headed by Ram Rod club member R Harrison (7600cc Torana) on 130.81 and R Gibbons of Wellington (4743cc Charger) on 125.69.

Rain fell intermittently through the day, particularly in the afternoon when the flying quarters were run, making conditions less than ideal.

Other Wellington club members to do well were M Stasiewicz (Escort 1600), who shared first place in the 1301-1600cc class in the standing quarter mile with 17.34secs, and D McLean (Datsun 260Z), who won the over-1500cc sports class of the flying quarter with 120.64mph.

R and E Cornick took second and third places in the over-2500cc class standing quarter in their 5750cc Anglia, doing 14.26 and 14.50secs, and W Dalglish (Corolla, 1587cc) took third place in the 1301-1600cc class in both events, doing 17.38secs in the standing quarter and 100.55mph in the flying.

Selected results (winners and Wellington club members' times/speeds):

STANDING QUARTER MILE:

1001-1300cc: 1st D Arndt, Wairarapa, 1299cc Datsun, 16.11secs.

1301-1600cc: 1st equal M Stasiewicz, Wellington, 1600cc Escort, and K Simpson, MG club, 1600cc Corolla, 17.34; 3rd W Dalglish, Wel, 1587cc Corolla, 17.38; 4th E Fraser, Wel, 1600cc Escort, 17.45; other Wel: A Mines, 1600cc Accord, 20.15.

1601-2500cc: 1st P Workman, Wairarapa, 1790cc Escort, 15.11; 5th S Evans, Wel, 1998cc Escort, 16.79; other Wel: A Hefford, 2000cc Sigma, 19.06.

Over-2500cc: 1st T Hamilton, Wairarapa, 4400cc Escort, 14.24; 2 R Cornick, Wel, 5750cc Anglia, 14.26; 3rd E Cornick, Wel, 5750cc Anglia, 14.50; 5th M Gibbons, Wel, 7200cc Plymouth, 15.10; other Wel: R Gibbons, 4343cc Charger, 16.42; M Turton, 6600cc Pontiac, 16.70; L Evans, 3500cc Rover, 16.76.

Sports over 1500cc: C Denny, Wairarapa, 5500cc Chev, 13.87; 4th D McLean, Wel, 2753cc Datsun 260Z, 15.01. Denny also first overall.

FLYING QUARTER MILE:

1001-1300cc: 1st Arndt, 106.50mph.

1301-1600cc: 1st Simpson, 103.32; 3rd Dalglish, 100.55; 4th Stasiewicz, 96.98; 5th Fraser 95.64; 6th Mines 87.63.

1601-2500cc: 1st F Daldin, Fiat club, 1995cc Abarth, 110.02; equal 5th Evans, 104.77; other Wel: Hefford 94.43.

Over-2500cc: 1st M Gibbons, 144.00; 3rd R Gibbons, 125.69; 6th Evans, 119.20; other Wel: Turton, 115.83. M & R Gibbons also 1st & 3rd overall.

Sports over 1500cc: 1st McLean, 120.64.

Entries totalled 53, 19 of them in the over-2500cc class, 16 in the 1601-2500, eight in the 1301-1600, seven in the sports over 1500 and three in the 1001-1300, though numbers were down for the flying quarter, which the hot-rodders and several others did not compete in.

clubmans

Once again the Wellington Car Club Clubmans Racemeeting was a great success (thanks to Iain Mollisons good organising) with lots of new faces helping out on the day. Unfortunately the results were not received in time to print in this months mag but you'll catch up with them next month.

Being a good excuse to get away for a weekend, Roger and I, Jane and David Black all went up on the Friday night to join the clan at the Palmerston North Motels. The sleeping arrangements were pretty much determined by whether or not you brought your friend although there was the odd Iain and Danie wandering about looking like they weren't going to make life easy for the happy couples away for the weekend. Luckily the unit next to us hosted the 'lads on the loose' and the next morning old J.P. said he wasn't looking forward to another night under the same roof as Molly. Apparently Molly's snoring is enough to raise the clubrooms roof without us having to fork out a cent! Now we know why Cynthia didn't come hope you made the most of a quiet night Cynthia.

The Ellinghams and the Blacks had enough breakfast for twenty and it's just as well cos the Lupp and the Paines were looking hungry. Heather had brought along the bran but John didn't seem to think that was what he needed to start a clubmans. We donated toast to the unit next door (not our crumpets though) and after alot of mucking around we all set off for the track.

Jane and I sat and fagged away, occasionally smiling at the MANZ Stewards as they came to check on us. Not really being experienced in the meeting secretary field (where are you when we need you Cynthia) we managed quite well all things considered.

We had a great day in the timekeepers box, the usual cheering and mad laughter (only when we want Marylins car to go off and it does). Even Eddy Conroy had a happy day and the MANZ Stewards, it's just amazing what a bit of entertainment in the

timekeepers box can do for everyone.

After a few ales at the Manawatu clubrooms (aren't they nice, won't ours look great when we've finished all the work that's planned), we wandered, raced, rallied back to the Motels to prepare ourselves for what turned out to be a great night on the town.

Chinese won the vote so a dozen odd bodds turned up to dine in this great little place that even featured live entertainment. I'm sure that if we show up there next year they'll quickly remove the lazy susan from the table to avoid the obvious.

Isn't it strange how a tasty meal and a few too many ales can change people? There really are some very entertaining folk hidden behind well collected faces. Our friend David Black is a mean dancer, you just about need a special clause in your insurance policy to protect yourself from his legs should you need to use the same dance floor as him. But not only that, Marilyn Harvie's legs don't appear to be very well connected to her body either - and when you get the pair of them in the same restaurant and dancing together, there's just not room for anyone else.

Slow dance time is a must for the Lupps, it may not exactly be referred to as romantic in the future, but rather randymatic. We were all collapsed with laughter watching the pair of them and the other restaurant-goers appeared very very entertained as well.

After a strange trip back, (ask Roger what to do if the van window is open when the van's stopped at the lights), we fell into bed for a well earned sleep.

Quietly is the only way to describe Sundays journey home. We had a good one away at the clubmans - hope to see you next year.

Lisa Ellingham.

B O O K N O W F O R H A T P A R T Y
B O O K N O W F O R H A T P A R T Y

1986 Classic Race Committee

P.O. Box 37-130
Stokes Valley
WELLINGTON

Glenn Watt	Chairman	664-795	Donn Currie	Secretary	638-977
David Hanson	Committee	627-430	John Palmer	Committee	686-295
George Walter	Committee	780-608	Kevin Simpson	Committee	358-567

Dear Sir/Madam,

The M.G. Car Club (Wellington) in an effort to stimulate organised competition for all Classic cars is establishing a Sports and Classic Marque Register. We would like to emphasise that the Register is not intended to be part of the M.G. Car Club, but a separate organisation whose goal is not to push any one marque, but to bring all the small clubs into a group sufficiently large enough to organise competition events suitable for all the many small groups of classic and exotic cars.

Running race meetings and even sprints on closed public roads, takes manpower often unavailable to many small groups.

As an opening event for this new organisation we will be running a Classic Race Day at Manfeild on Saturday 8th November 1986. We intend to combine the racing with trade and car club displays to encourage clubs to gain new members. Space will be available near the dummy grid.

The tentative Classic Race programme is listed below:

Friday, 7th Nov.

11am to 5pm : Scrutineering, documentation and unofficial practice. (cars will be required to pass scrutineering before being allowed to practice.)

7:30pm to 9pm : Further scrutineering etc for "late comers" at a central Palmerston North venue.

Saturday, 8th Nov.

8am	Gates open
8:30	Marshals briefing
8:45	Driver's briefing
9:00 to 10:00	Timed practice
9:45	Assemble first race on Dummy Grid (note: competitors entered in the first race will need to practice early.)
10:15	Race 1 MG/Healy/Sunbeam/Morgan/TR/Triumph/Jensen.
10:35	Race 2 Jaguar/Daimler/BMW/Reliant/Scimitars
10:55	Race 3 Historics (pre '64 open wheelers and sports cars)
11:15	Race 4 Alfa Romeo/Fiat/Lancia
11:35	Race 5 Ferrari/Porsche/Aston-Martin/Lotus/AC Cobra/Ford GT-40
11:55	Race 6 Ford Capri/GT
12:15	Race 7 Japanese sports cars (Datsun "Z cars"/RX 7/MR 2/ Celica)
12:35	LUNCH Kit Car display/demonstration
1:00	Race 8 Teams Race (for teams of Marque cars)
2:00	Race 9 MG/Healy Sunbeam etc.
2:20	Race 10 Jaguar/Daimler etc.
2:40	Race 11 Historics
3:00	Race 12 Alfa Romeo/ Fiat etc.
3:20	Race 13 Ferrari/Porsche etc.
3:40	Race 14 Ford Capri/GT
4:00	Race 15 Japanese sports cars
4:20	Race 16 Historics
4:40	Race 17 All Comers, closing race (entry may well have to be limited)

All races except the Teams and All Comers are 5 laps

As you can see, our intention is to run marque races, rather than age/type races. Hopefully this will encourage people who are doubtful about mixing it on the race track with a bunch of unknown yobbo's in "other" cars!

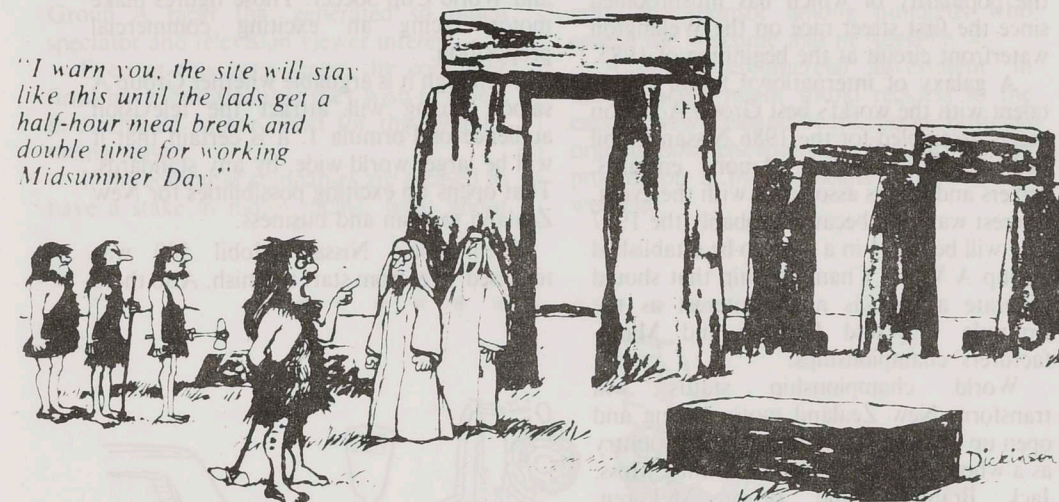
The programme is of necessity fairly tentative at this stage as we do not have any real idea of the relative numbers of keen potential racers that each club has. This is where we need your help. Could you please advise all people in your club who may have an interest in racing in, supporting, or assisting in the running of the Nov 8th event, and then tell us of the numbers who advise you that they will compete. Whilst we will obviously not hold you to the numbers you provide at this stage, we would like as much accurate information as possible to help us balance the race programme.

Could you also please advise us of your clubs reaction to not only the race meeting, but also the concept of the Classic Register (see attached Registration form).

To assist us in early planning we would appreciate your earliest reply.

Yours sincerely

David Hanson
REGISTRAR



RAISING THE ROOF HAT PARTY 21ST JUNE - BOOK NOW !
RAISING THE ROOF HAT PARTY 21ST JUNE - BOOK NOW !

JANE BLACK 687275 or 731152
JOHN PAINE 879418 or 859949
OR LISA ELLINGHAM PH 288523

Motor racing... a business investment?

Emerging from a dull period, international motor racing is coming into its own again in New Zealand. If it is professionally organised and promoted, it will be an excellent publicity medium for the country and also a significant tourist dollar earner. Those points have already been proved in Adelaide, the venue of the first Formula One Australian Grand Prix late last year.

During 1985-86 summer it became obvious that Formula Pacific, New Zealand's premier single-seater racing category since 1977, was being forced into the back seat by Group A saloon car racing, the popularity of which has mushroomed since the first street race on the Wellington waterfront circuit at the beginning of 1985.

A galaxy of international motor racing talent with the world's best Group A Saloon racers assembled for the 1986 Nissan Mobil 500 international race. Among entrants, drivers and others associated with the event, interest was high because probably the 1987 race will be No. 1 in a soon-to-be-established Group A World Championship that should generate almost as much interest as the Formula 1 World Drivers' and Manufacturers' championships.

World championship status will transform New Zealand motor racing and open up exciting possibilities for the country as a whole. When the likes of Stirling Moss, Jack Brabham and Bruce McLaren, international racing stars, competed here a couple of decades ago, motor racing was very different from what it is now. It has changed from being largely a sport to being a highly professional and well orchestrated business.

Today it costs about \$US30 million to get the Formula 1 cars to a Grand Prix starting grid and there are at least 16 races each year. At least two-thirds of the money comes from sponsors who believe they are buying an exciting image for their goods or services by obtaining a glamorous setting to entertain clients and, more importantly, television exposure on an international basis.

This, more than anything else, has transformed motor racing from what it was to what it is. In 1984, 1200 million viewers in 47 countries watched Formula 1 motor racing on television to make it the world's big sporting attraction after the Olympics and World Cup Soccer. Those figures make motor racing an exciting commercial proposition.

Although it is arguable whether Group A saloon racing will attract the television audience of Formula 1, it is certain that it will be large, world-wide, by any standards. That opens up exciting possibilities for New Zealand tourism and business.

Wellington's Nissan Mobil 500 was televised 'live' from start to finish. Also there

was comprehensive national coverage of the race build-up. Subsequently there were delayed telecasts in Europe, Australia and elsewhere. Some New Zealand businesses took the opportunity to expose their goods and services.

Among them were three computer companies that combined to sponsor the Archibald Motor Sport BMW 635CSi which, although it did not win in Wellington, received more television camera attention than most others in the race because it was skilfully driven to a race-winning situation and also happened to be the most distinctive and best-turned out car in the race. It was sponsored by Christchurch-based Burroughs LINC, Burroughs Ltd and CCL Computers Ltd.

Denis Breese, marketing and public affairs manager for Burroughs LINC, explained that the computer companies could not mount an advertising campaign in Australia and Europe to create anything like the interest for a thousand times the money they had spent in sponsoring the Archibald Group A racer that generated so much spectator and television viewer interest.

Even at this early stage, the computer firms have indicated that they wish to invest in Archibald Motor Sport for the 1986-87 racing season.

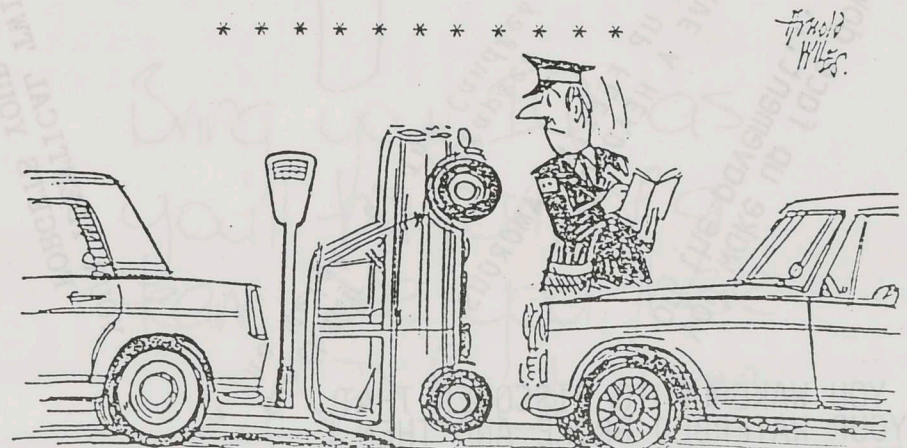
If the computer companies are pleased to have a stake in motor racing, what about

Wellington? For starters, all the capital's hotels, usually deserted at weekends, were full for race weekend. Secondly, the Government evidently aware of the publicity and money the Australian Grand Prix brought to Adelaide, was sufficiently excited to have one of its Cabinet Ministers encourage an official of the Sporting Commission of the International Automobile Federation, who was here to inspect the circuit and its facilities to see whether they were of World championship standard, to award world status to the Wellington race.

Motor racing sponsors introduced a tremendous amount of foreign revenue to Adelaide at the time of the Australian Grand Prix. BMW Australia, for example spent in the region of \$250,000 in entertaining influential clients, dealers and business associates in the plush Adelaide Bowling Club at Grand Prix time.

That is the sort of money that no Government can afford to ignore, especially when it is realised that BMW Australia was only one sponsor among hundreds who spread the welcome mat in Adelaide.

Although commercial investment in motor racing might sound reckless to the ears of New Zealand board rooms, business organisations elsewhere are finding that the proposition is by no means reckless every weekend.



YOU CALL "SUICIDE PREVENTION" AND THEY
PUT YOU ON HOLD...

YOU WANT TO PUT ON THE CLOTHES YOU WORE
HOME FROM LAST NIGHT'S PARTY -
AND THERE AREN'T ANY!!!

you see a "fair go" news team waiting in your office...

your go" news team
your office...

you turn on the news and they
are showing emergency routes out of the
city!!!

GOES OFF ACCIDENTLY
AS YOU FOLLOW A
ON THE

you turn
showing emergency
city!!!

YOUR HORN GOES OFF ACCIDENTLY
AND REMAINS STUCK AS YOU FOLLOW A
GROUP OF HELL'S ANGELS ON THE
HIGHWAY...

THDAY...

YOUR IDENTICAL TWIN
FORGETS YOUR BIRTHDAY...


you wake up face down
on the pavement...

YOU WAKE UP TO DISCOVER THAT
YOUR WATERBED BROKE AND THEN
REALISE YOU DON'T HAVE A WATERBED.

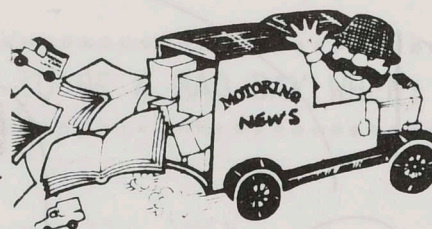
A hand-drawn poster for a club night. The word "Clubnight" is written in a cursive, handwritten style, with the "C" being particularly large and stylized. Below it, "June 17th" is also written in a similar cursive style. The entire text is enclosed within a large, hand-drawn oval border. There are several starburst or asterisk-like symbols drawn around the text: a cluster of about eight in the bottom left, a cluster of about ten in the top right, and a single one in the top left. A simple line drawing of a pencil is positioned in the top left corner, pointing towards the starburst. The background of the poster is a light blue grid pattern.

Trivial Pursuit Match of the Year!

Bring your IQ as
you'll be part of a
team. See you there -

 Brett Plimm
883451.

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- have done 250 km \$100 each

OR \$360.00 the lot

PHONE: BRETT 883451 (H)

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RAISING THE ROOF HAT PARTY

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I RUN A RESPECTABLE BUSINESS, NOT A HOME FOR EX-CONS!



WHAT WAS IT EH? HANDS IN THE TILL, BURGLARY, MUGGING OLD LADIES, G.B.H?



CONTRAVENING THE TRADE DESCRIPTION ACT.



NOW THAT'S DIFFERENT, WHY DIDN'T YOU SAY YOU'D DONE SOME 'WORK EXPERIENCE'?



WHEN CAN YOU START?



DUNLOP

Raising the roof

WHEN ?

Saturday 21st June, 1986
7.30 P.M. - ?

WHERE ?

Wellington Car Clubrooms,
Russell Tce, Newtown, Wtn

WHAT ?

The theme is HATS. Please
join in the fun and bring
the all time original hat

WHO ?

You, your friends, anyone
who would like a fun time

WHY ?

To raise funds (we need a
great deal) to raise the
roof at the clubrooms and
put the new one on.

TICKETS ?

Includes organised enter-
tainment, fruit cocktails
and straight punch, spot
prizes and full supper.

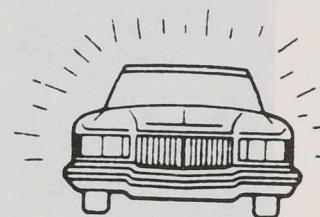
\$15.00 Single

No door sales - contact
Jane Black 687275, 731152
John Paine 879418, 859949
or Lisa Ellingham 288523

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**21 VIVIAN STREET
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WELLINGTON
TELEPHONE 858-549**

WELLINGTON CAR CLUB INC.
PO BOX 5142. WGTN.

Saturday 21st June, 1986



WHERE?

Wellington Car Clubroom
Pussell Pool, Newtown, W

PAINTING

The theme is WATS. Please
bring a car on display
MAYN STREET

BOX 5503

WELLINGTON

TELEPHONE 828-549



PERMIT
No.355

No door sales
Contact
Jane Black 687 31152
John Paine 879 18 59949
or Lisa Ettingham 88523

MOToring NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

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JULY

86

AUGUST 1986



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WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2. N.Z.

CLUB ROOMS, RUSSELL TCE.

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

EXECUTIVE COMMITTEE:

PRESIDENT:	Murray McGuire	784-423	720-880 (W)
SECRETARY:	Lisa Ellingham	288-523	
TREASURER:	Annette Miet	844-730	730-663 (W)
CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
COMMITTEE:	Dave Jennings	783-801	738-670 (W)
	Roger Ellingham	288-523	
	Julie McRae	879-071	845-779 (W)
	Jane Black	687-275	731-152 (W)
	Wayne Moore	784-979	729-729 (W)
	Brett Plim	883-451	842-138 (W)
	Ross Teesdale	791-277	697-999 (W)
	Ray Lord	268-253	
	John Paine	879-418	857-799 (W)

SPEED:	Iain Mollison, Roger Ellingham, Julie McRae, Wayne Moore		
NON SPEED:	Murray McGuire, Dave Jennings, Julie McRae		
RALLIES:	Ray Lord, Jane Black, Brett Plim, Ross Teesdale		
SOCIAL:	Ross Teesdale, Lisa Ellingham, John Paine		
PUBLIC RELATIONS:	Dave Jennings, Ross Teesdale		
CHIEF SCRUTINEER:	Lloyd Evans	764-400	767-726 (W)
POINTSKEEPER:	John Thomson	784-305	
CLUB ROOMS:	John Paine	879-418	

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS: \$30.00 for Ordinary Members and for Husband and Wife
\$15.00 for Under Eighteen years
\$15.00 for Country Membership (over 40 miles)
\$20.00 for Associate Membership
(all above include Motorsport Association Capitation Levy)
Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 879-418

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted



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

NOTE : Where events are prefixed ** please refer to following pages for additional information. No information means that we have not received any at time of going to press

COMING EVENTS

JULY

- 12 DUNCAN MCKENZIE SERIES ROUND 3 HILLCLIMB WMSA EVENT
 Venue: Ahiruhe Road Promoters: Wairarapa Car Club
 Wairarapa Sponsors: Sharples Motors
 Surface: Seales, 1.2 km Entry Fee: \$15.00 to 10am 12.7.86
 Scrut/Doc: Sharples Motors, Queen \$20.00 late
 St Masterton 9-10am Briefing: 10am Compulsory at Scrut.
 Start: 11 am Contact: Murray Jones 059 81375
 Prizegiving and social to be held after the event at clubrooms.
- 13 GRAVEL SPRINT SERIES WMSA EVENT
 Venue: Knob Ridge, Totara Park Promoters: Harbour Capital Car Club
 Entry Fee: \$12.00 to 9am Scrut/Doc: At bottom of walkway,
 \$15.00 late Tacoma Dr Totara Park
 Briefing: 9.30am Start: 10am
 Contact: Darren Burnand 687216
 Access to venue via public walkway track - DRIVE SLOWLY or excluded.
- 19 CENTRAL REGION RALLY HAWKES BAY INVITE EVENT
 Regs from Lisa Ellingham or if you're reading this for the first time
 you're probably too late to enter anyway.
- 26 CLUBMANS RACEMEETING INVITE EVENT
 Venue: Manfeild Promoters: Hutt Valley Motoring Club
 Contact: John McLellan, Bring a Marshall GET A DISCOUNT scheme
 Box 45002 Lower Hutt will be operating.
 650446 h 845415 w
- 26 RALLY - NELSON CAR CLUB INVITE EVENT
 Contact: Mrs J. Walton, 63 Abraham Heights Nelson
- 27 GRAVEL SPRINT SERIES INVITE EVENT
 Venue: off Riwai St Promoters: Kapiti Car Club
 Paraparaumu Entry Fee: \$15.00
 Scrut/Doc: 9-9.45am at venue Start: 10am
 Contact: John Waller
 84904 Pm (h)
 729379 wgtm (w)

AUGUST

- 2 KIM NAYLOR AUTOCROSS ROUND 5 WMSA EVENT
 Venue: Property adjacent to Promoters: Wairarapa Car Club
 Gladstone Tavern Entry: \$8.00 to 11am 2.8.86
 Scrut/Doc: 10-11am at venue \$13.00 late
 Surface: Grass Contact: Steve Pringle 059 83255
 Sponsors: Saba's Motorcourt No Knobblies please.
 Prize giving and social held at the clubrooms after the event.
- 2 CENTRAL REGION RALLY TARANAKI INVITE EVENT
 Regs from Lisa Ellingham 288523 30% Seal/70% Metal
- 5 NIGHT TRIAL WMSA EVENT
 Run by MG Car Club, Start and Finish Wgton CC Rooms.
 Contact G. Watt 664795 or D. Hanson 627430
 7.30 start, no special maps required.
- 9 REGIONAL ROUND (3RD) NORTH ISLAND NZ DUNLOP RALLY CHAMPIONSHIP
 Regs from Lisa Ellingham 288523
- 17 CENTRAL REGION RALLY TAUPO (SUNDAY) INVITE EVENT
 Regs from Lisa Ellingham 288523
- 31 GRAVEL SPRINT INVITE EVENT
 Venue: Trentham Memorial Park Promoters: Hutt Valley Motoring Club
 Entry Fee: \$20.00 Surface: Gravel with 100m Seal
 Scrut/Doc: 8.30-9.30am 3.8 km
 Gorrie Auto Services
 458 Fergusson Dr U/Hutt Start: 10am
 Contact: Dave Davies 267147

Preliminary Notice: Paekakariki Hill Duncan McKenzie Hillclimb scheduled to start at 7.00pm September 6th. Champagne Breakfast early on Sunday Morning after event. Full details to follow.

CAR CLUBS FUN PARK

IF ANY CLUB EVENT IS POSTPONED OR CANCELLED BECAUSE OF ADVERSE WEATHER
ON THE BEACH MARINE PARADE PETONE
HUTT RIVER END BY MINI RAILWAY
NOTE: Where there is no information, No information means that we have not received any at time
of going to press

TELEPHONE
688-705

OPEN 7 DAYS

TELEPHONE
688-705

JULY 12 DUNCAN MCKENZIE SERIES ROUND 3 HILLCRIMB WMSA EVENT
Venue: Ahururu Road Wairarapa
Surface: Seales, 11.2 km
Scrut/Doc: Sharples Motors, Queen
Starts: 11 am
Prizegiving and social to follow

Promoters: Wairarapa Car Club
Sponsors: Sharples Motors
Entry Fee: \$15.00 to 10am 12.7.86
\$20.00 late
Briefing: 10am Compulsory at Scrut.
Wairarapa 069 81376

JULY 13 GRAVEL SPRINT SERIES
Venue: Knob Ridge Rotorua
Entry Fee: \$12.00
Scrut/Doc: 069 81376
Starts: 10am via public walkway

CENTRAL REGION RALLY HAWKES BAY
Entry Fee: \$12.00
Scrut/Doc: 069 81376
Starts: 10am via public walkway

Legs for the first time you're reading this for the first time
you're probably too late to enter anyway.

UBI RACE TRACK
Venue: Ubi
Contact: John McLellan,
Box 45002 Lower Hutt
650446 h 845415 w

Promoter: H. Valley Motors Club
Bring a Marshall GET A DISCOUNT scheme
will be operating.

● **10 CAR CAM-AM TRACK**
RACE TRACK CAR CLUB
Contact: Mrs J. Walton, 63 Abraham Heights Nelson

● **4 CAR INDIANAPOLIS RACE TRACK**
Venue: Off Riwai St Paraparaumu
Scrut/Doc: 9-9.45am at venue
Contact: John Walton
845000 h
721000 (w)

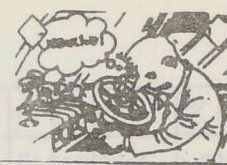
● **MOON BUGGIES**
INVITE EVENT

● **18 HOLE MINI GOLF**
INVITE EVENT

● **PICNIC TABLES — GRAND STANDS**
Promoters: Kaitake Car Club
Entry Fee: \$15.00
Start: 10am

7 DAY FAMILY FUN

talking trials



JUNE NIGHT TRIAL

A good turn out of 19 cars for Kerri, Lee and Mark's car trial ensured things got away to a flying start. As a passenger in the car we had plenty of time to study things and look for traps.

Section one had overriding instructions of turn right at "Stop" and turn left at "Give Way" which were both used to good effect. Unfortunately Freyberg Pool was spelt as Fregburg but by using the rule of UM! and reading ahead we overcame the small difficulty encountered and got to control in Lambton Quay and so to Section two. Keep left until passing "Kindergarten" was used to very good effect. I'm still not sure if we went the right way. Note in Section two said speedin Parliament grounds was 10km/h. Fuzzy seemed to think it was in Section three where we could have raced around there following Dipstick in ever decreasing circles, lucky they had plenty of footpaths. Section three proved not too difficult with eight competitors clean sheeting this, though a few got sucked in by turning right at "Wellington Car Club CUBrooms" big meows!

Thoroughly enjoyed this well thought out and basically well executed trial.

Back Seat Passenger

Phil Moreton on behalf of TEAM MACMOB



Boys can do anything eh ?
- Alan Harvie &
Pete Lundberg

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT		JUNE NIGHT TRIAL		WELLINGTON CAR CLUB TRIAL RESULTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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ORGANISER } K. JAMES
 ASSISTED } M. JENNINGS
 CHECKED } LEE PICKSON

July's night Trial was a challenge (lots of overriding instructions) as well as just thoroughly amusing (have you ever seen Lloyd Evans - not to mention names - demolish a check board in double quick time for no obviously apparent reason?) Well, he did! And he was so quick the only evidence left was the smell of burning rubber off his tyres even tho it was raining "cats and dogs"! Oops....we shouldn't have arrived at this check... Oh well, double back and go round the long way which was obviously the right way - according to Lloyd anyway. Confused?? Manned check car - not Lloyd - no, he was a competitor - believe it or not!! Handout. Says disregard rest of instructions and back to clubrooms. Fine, but that doesn't mean forget the overriding instructions does it! Oops (again), took the wrong route, missed some checks. Oh well, nevermind, hopefully won't fall for that one again. Talk about an optimist!

Finish off with Map Reading back at the clubrooms - even more challenging. Thanks Dave for a very enjoyable and very well thought out trial. A thought though - did Lloyd ever claim time for his little job ?????

Oh, by the way - completely unrelated - what happens when mouse in box in clubrooms kitchen meets big boot of "M.M." (alias Murray McGuire).

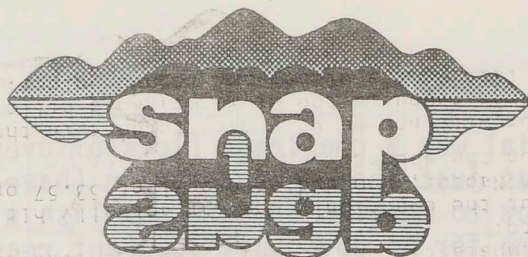
Mouse Trap of course....now you know if you didn't already, what goes on at executive meetings. Mouse Trap practices. The mice don't stand a chance. True story, ask Lisa.

ANNETTE MIET
 for TEAM MacMOB

 **DUNLOP**

P.O. BOX 3377,

Wellington



Snap Instant Print Limited

188 Thorndon Quay

Wellington

● **FASTEST DUPLICATING:** Newsletters; Schedules; Price lists; Itineraries; Reports; Letters etc. (e.g. 1000 copies of a 6 pg. report—Printed; Collated & stapled, in under 3 hours).

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new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

Welcome to Digby Paape who is new to our club. Digby is a company director and gets about the streets in style - AC Cobra, Merc and Honda.

In case that hasn't got you on your toes, we also welcome Jonathon Paape who is also a man with stylish wheels - AC Cobra, Merc and Porche also a company director.

(John was wondering if he changed his name..... never mind)

Tony Chapman, draftsman, is now a member of the club. He's a former member of Varsity Car Club in Christchurch and drives a VW Golf.

There's a closed club gymkhana coming up late August....hope to see you there.

MEMBERSHIP EXPIRES 31ST JULY 1986

Remember you current membership card expires 31st July and if you're intending competing you'll need to have it renewed smartly.

Dave Jennings (Membership Secretary) will be sending out notices shortly to remind you.

Rally buffs - Taranaki rally is 2nd August and you'll have to contact Dave in time to receive you new card before you go away. DON'T FORGET as he won't want to courier it to New Plymouth with 1 hours notice !!!

RACING

Rob Lester, (Chairman)
P.O. Box 1959,
PALMERSTON NORTH.

Tel: 77-459

Garry Jackson, (Deputy Chairman)
76 Pounamu Place,
Cockle Bay,
Howick,
AUCKLAND.

Tel: 535-5541 (h)
276-1889 (w)

David Smith,
153 Rangitara Road,
Birkdale,
AUCKLAND.

Tel: 432-499 (h)
697-558 (w)

Trevor Crowe,
37 Santa Maria Avenue,
CHRISTCHURCH, 8.

Rod McKelrea,
19 Wakanui Road,
Ashburton,
CHRISTCHURCH.

SPEED

Keith Douglas, (Chairman)
78 Inglewood Road,
INVERCARGILL.

Tel: 79-953 (h)

Dick Gardner,
201 Avonhead Road,
CHRISTCHURCH, 4.

Ian Ivey,
R.D. 5,
HASTINGS.

Tel: 797-529 (h/w)

Peter Robbie,
INVERCARGILL.

TRIALS

Graham Pierce, (Chairman)
P.O. Box 5104,
MT. MAUNGANUI.

Tel: 54-649

Doug Bone,
539a Renuera Road,
AUCKLAND, 5.

John Pierson,
52 Links Avenue,
MT. MAUNGANUI.

John Rapley,
19 Matipo Street,
Eastbourne,
WELLINGTON.

Tel: 628-356 (h)

RALLY

Graeme Robertson, (Chairman)
148 Driver Crescent,
Cannons Creek,
PORIRUA.

Tel: 357-027 (h)

John Coker,
73 Beechdale Crescent,
Pakuranga,
AUCKLAND.

Tel: 562-505 (h)
795-050/632 (w)

Gary Smith,
10 Pohutukawa Drive,
TOKOROA.

John Waller,
24 Kaka Road,
Raumati Beach,
PARAPARAUMU.

Tel: 84-902 (h)

HISTORIC, CLASSIC, AND MARQUE

Graham Pierce, (Chairman)
P.O. Box 5104,
MT. MAUNGANUI.

Tel: 54-649

Denis Ganley,
P.O. Box 23,
Greenhithe,
AUCKLAND, 10.

Tel: 413-9868 (h/w)

David Winter,
12 Wilding Avenue,
Northcote,
AUCKLAND, 9.

Tel: 418-0027 (h)
769-472 (w)

Geoff Humphreys,
66 Exmouth Road,
Northcote,
AUCKLAND, 9.

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

MANZ CONFERENCE

6 - 8 JUNE 1986

Speed Advisory Commission

Remit: Gold Star Hillclimb Championship.

"That the Motorsport Association look towards finding a national sponsor for the Championship final round to go towards assisting competitors to compete in the event". CARRIED

"That the rules be changed to read First 10 available cars from each region be invited to compete in the final round of the Gold Star Hillclimb Championship". CARRIED

"That the title of Gymkhana be changed to Motorkhana". CARRIED

Racing Advisory Commission

Remit: "That to compete in the Formula Ford Championship you have to be a member of the Formula Ford Register. Being a member puts you under the control of the Formula Ford Register Constitution which can penalise a driver for irregularities". CARRIED

Trials Advisory Commission

Remit: Goldstar Trials

"That the maximum entry fee be increased to \$45.00". CARRIED

Rally Advisory Commission

Remit: Articles Governing New Zealand Dunlop Rally Championship.

"That the recently amended Article specifying that non-complying cars may compete in Regional and Premier Rounds of the Championship but may not be seeded in the first 20 cars be amended to allow the starting order to be decided by performance alone". CARRIED

Historic, Classic and Marque Advisory Commission

Remit: Historic Cars - Appendix K

"That the incoming commission examine cross-references between schedule K and appendix K with regard to Historic Cars and action tidying up of the rule book". CARRIED

Remits to Annual General Council Meeting

Battery Isolate Switch (General Circuit Breaker)

"That a battery isolate switch must be fitted to all purpose built competition cars taking part in Motor racing, rallies, or speed events. Switch and its placement to comply with the requirements of the FISA Appendix 'J' safety". CARRIED

A BIG THANK YOU

To all the people who helped make the MANZ AGCM from June, 6th - 8th such a success.

Ruth Shephard
John Swan
Lisa Ellingham
Peter de Joux
Lee Muir
Derek Mattingley
Roy Lord
Lee Dickson
John Paine
Alan Harvie
Alan Mines
Peter Martin

Eddie Conroy
Murray McGuire
Roger Ellingham
Brett Plim
Ian Parkinson
Julie Lord
Alan Barnes
Julie McCrae
John Thompson
Neil Cruickshank
David Black
Jane Black



Would you trust your families
favourite pet with this man ?
- Julie & Ray Lord

PROGRESS RESULTS WMSA EVENTS

1986 INTERCLUB SERIES - AS AT 28TH MAY

GRAVEL SPRINTS: After round 2 Wairarapa 24th May Rallywoods Trophy: Wairarapa 37, Wellington 17, others nil.

PATS Trophy: Ian Taylor 40, Neville Hamlyn 40, Roger Brader 38, Peter O'Leary 38, Tod Brooks 36, K. George 34, Ted Clay 32, D.Nunn 30, Errol Krivan 20.

AUTOCROSSES: After round 4 Kapiti 18th May Kim Naylor Trophy: Wairarapa 64, Kapiti 17, Hutt Valley 16, Wellington 10.'

No change to results for Sealed Hillclimbs, Trials or Gymkhanas since last report.

COME ON WELLINGTON CAR CLUB MEMBERS - HOW ABOUT A BIG TURNOUT FOR OUR AUTOCROSS ON 9TH AUGUST AT PORIRUA.

WE CAN DO IT !!!!!!!!!!!!!!!

GROUP A RACING NEWS

After the TWR Rovers' early successes in this year's European Touring Car championship, the Volvos have come to the forefront again, winning the third round and then the fifth, sixth and seventh in quick succession. A BMW 635CSi won the fourth round. Ford Sierras, in their first ETC campaign, have taken two third places.

MONZA, March 23: 1st Walkinshaw/Percy (Rover), 2nd Allam/Hoosten (Rover), 3rd Quester/Rensing (BMW 635CSi).

DONINGTON, April 6: 1st Walkinshaw/Percy, 2nd Berger/Ravaglia (BMW), 3rd Granberg/Olofsson (Volvo).

HOCKENHEIM, April 13: 1st Lindstrom/Cecotto (Volvo), 2nd Quester/Ravaglia (BMW), 3rd Niedzwiedz/Soper (Sierra).

MISANO, May 4: 1st Berger/Ravaglia (BMW), 2nd Olofsson/Cecotto (Volvo), 3rd Walkinshaw/Percy (Rover).

ANDERSTORP, May 18: 1st Lindstrom/Granberg (Volvo), 2nd Hahne/Brancatelli (Rover), 3rd Cecotto/Olofsson (Volvo).

BRNO, June 8: 1st Lindstrom/Granberg (Volvo), 2nd Walkinshaw/Percy (Rover), 3rd Cecotto/Olofsson (Volvo).

OSTERREICHRING, June 15: 1st Cecotto/Olofsson (Volvo), 2nd Lindstrom/Granberg (Volvo), 3rd Mueller/Dieudonne (Sierra).

Seven rounds gone, seven to run.

WELLINGTON CAR CLUB (INC.)
P.O.BOX 5142, WELLINGTON.

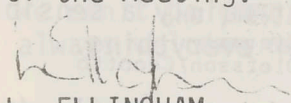
NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given of the Annual General Meeting of the Wellington Car Club (Inc.), to be held at the Clubrooms, on Russell Terrace, Newtown, Wellington, commencing at 8.00 PM on Tuesday 16th September 1986.

A G E N D A

1. Approval of minutes of previous Annual General Meeting.
2. President's report.
3. Approval of Annual Accounts for the Year Ended 31st July 1986.
4. Subscriptions.
5. Election of Office Bearers.
6. General Business.

Members unable to attend the Annual General Meeting may make written nominations of members for election as Officers of the Club. The member nominated must accept the nomination either in writing or personally at the Meeting, otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the Meeting.


L. ELLINGHAM
SECRETARY

1986 INTERCLUB SERIES - AS AT 28TH MAY

This year there are several positions on the Executive Committee that will need filling due to current personnel being unable to continue for various reasons. After round 2 Wairarapa 24th May

GRAVEL SPRINTS: New Hainrapa 27, Hainington

Following is a short description of 4 Kapiti 18th May
position on the Executive Committee: Wairarapa 64p Kapiti 17
Hutt Valley 16, Wellington 10. If you are
considering helping out and doing your bit for the club, your
club.

club. No change to results for Sealed Hillclimbs, Trials or Gymkhanas since last report.

PRESIDENT: Chairing the monthly meetings and ensuring each sub-committee is completing their required tasks. Representing the club, if necessary, and overseeing operation of the club. Usually someone who is known to members, preferably experienced on the committee, and obviously someone who is able to lead the club in the right direction.

COME ON WELLINGTON CAR CLUB MEMBERS - HOW ABOUT A BIG TURNOUT FOR OUR AUTOCROSS ON 9TH AUGUST AT PORIRUA.

CLUB CAPTAIN: Usually more involved with the members and active in activities such as can do, night; attending events and generally keeping the sport running within the club. Ideally someone who is well known to members and able to spare time for events and assist new members etc.

VICE CLUB CAPTAIN Film in which Club Captain is unable to and performs the same tasks.

MONZA, March 23: 1st Walkinshaw/Percy (Rover), 2nd Allam/
TREASURER: Self explanatory. Handles the finances of the club,
keeping tabs on where it comes from and where it goes. Some
experience is necessary for this position, but mainly a sensible
head and the ability to be able to account for everything.

SECRETARY: You need to be able to type, attend to the mail, do the minutes of the monthly meetings, and everything you're told to remember, everything everyone else forgets, read minds, OSTERREICHING, June 15: 1st Cecotto/Olofsson (Volvo), 2nd Lindstrom/Granberg (Volvo), 3rd Mueller/Dieudonne (Sierra).

assist the President with correspondence etc. The usual things Secretaries do.

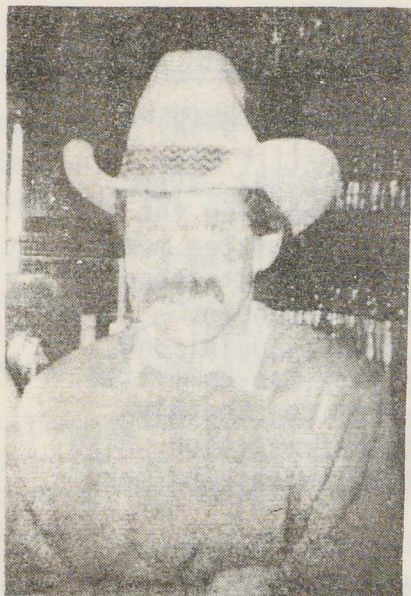
COMMITTEE: Usually divided into Sub-Committee's on the first monthly meeting. This involves each committee member deciding which aspect of the sport they will attend to and then forming their own committee from there. Sub-Committee's are Speed, Non-Speed, Rally, Social and usually there is one person who chairs that Sub-Committee and arranges their own meetings apart from the monthly meeting to discuss business related to their section. Also plan events, organise who's doing what and when, and make sure it's done on time.

This year there will be vacancies for President, Secretary, Club Captain, Vice Club Captain and committee members. Annette has made herself available to fill the Treasurer's position, and alot of the Executive members are still available for committee work but not necessarily able to hold a position. Naturally this doesn't mean they have to stay. Each club member has the right to vote for whoever they wish to help run their club. So we'll see you on the 16th of September.

If you'd like to know more about the committee and what's involved, please contact a current committee member and have a chat.

We can't be committee members forever and new ideas are always welcome and needed.

Lisa Ellingham
Secretary



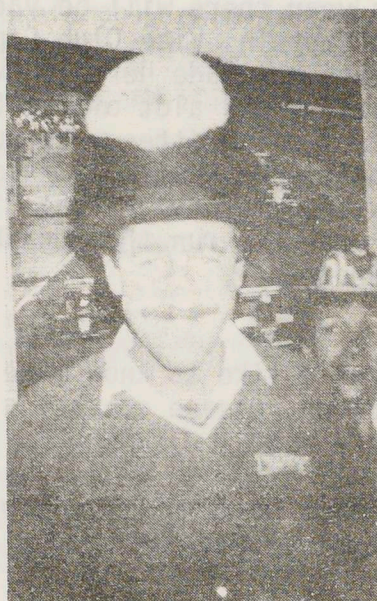
and then along came Jones
- Roger Ellingham



What's a nice boy like you
doing in a place like this ?
- Jane Black & John Paine



Gimme a head of hair....
- Rick O'Neill



Got myself a bit of fluff mate
- Iain Mollison

★ raising the roof ★



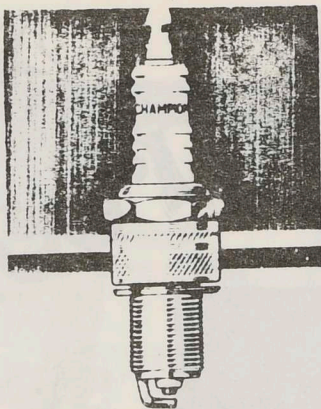
' Open Sesame "



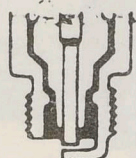
Why did the Mexican throw his
wife off the cliff ?
Tequila !
- Danie Lupp



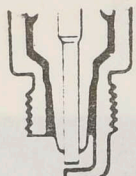
Biggles rides again
- Kevin Simpson



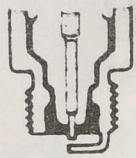
Section 14



REGULAR



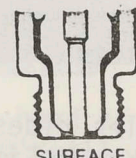
PROJECTED



GOLD
PALLADIUM



RETRACTED



SURFACE

Racing Plugs.

Gap Styles

In racing, you not only have a selection of various heat ranges in a given reach and diameter, but you have a choice of three to four gap styles in most ranges.

In many high-performance engines, insufficient piston or valve clearance exists requiring the use of "R" gap plugs. In these engines, another condition requiring "R" gap plugs is the extreme temperature and pressure differentials.

Many engines not subject to the above conditions may use "Y" or "J" gap styles. The projected insulator ("Y" type) offers many advantages for better performance. It projects the spark deeper into the combustion chamber, has wider heat range, and has more fouling protection.

Regular or "J" Gap

A conventional automotive type gap slightly modified . . . side electrode extends midway to the centre electrode . . . gap design requires less firing voltage at high rpm . . . also protects from ingested particles wedging between gap and shorting out plug. Plug design offers good fouling protection and excellent performance in many racing applications.

Projected Nose "Y" Gap

Commonly used in overhead-valve racing engines where sufficient physical clearance exists between piston or valves. Plug heat range characteristics are slightly different from other plugs as incoming fuel charge cools insulator tip at high speed . . . long tip runs hotter at lower speeds . . . an effective plug in wedge type combustion chambers . . . this design offers excellent fouling protection from rich mixture conditions . . . when converting to this design from retracted or regular gap plugs, ignition timing may have to be retarded slightly . . . plug design is not recommended for maximum output engines, highly super-charged, or high percentage nitro-burners.

Fine Wire or Gold Palladium "Q" Gap

A fine-wire plug intended for racing applications where engine conditions require increased latitude of heat range . . . plug has good resistance to fouling. These plugs are excellent performers in 2-cycle applications as well as 4-cycle . . . they are not generally recommended for super-charged or high percentage nitro-burning engines . . . these plugs will accept rich mixtures and are effective where cylinder to-cylinder cooling or mixture differences exist.

Retracted "R" Gap

A retracted gap plug . . . electrodes are shrouded . . . used in racing engines where physical clearance is limited between pistons or valves . . . or cylinder design employs cartridge fire . . . plug is not practical in street use . . . it is primarily intended for competition use in highly modified, super-charged, or high percentage nitro-burning engines . . . fouling protection is less than "J" . . . "Y" or "P" gap style plugs. Gap settings may be "customised" by use of Champion CT-408 tool.

Surface "V" Gap

A surface gap plug does not have a conventional lower insulator nose. Its firing end has a relatively flat sparking surface that arcs between the centre electrode and to the rim of the shell body which is also exposed within the combustion chamber.

Having no "nose", a surface gap plug operates extremely cool since its blunt surface does not absorb combustion chamber heat as rapidly as conventional spark plugs.

Consequently, surface gap plugs are not assigned a "heat range" but reside at the coldest (bottom) end of the heat range spectrum.

Warranty

Surface gap plugs give excellent performance in racing applications. There is no warranty express or implied on Champion plugs used in racing applications. They are more immune to combustion deposits which adhere to warmer running, conventional plug insulator noses. This is very true. The Champion Spark Plug Company, as a disclaimer, reports engine aver equipment damages. We cannot be responsible for any prize monies lost from any malfunction or destruction.

Surface gap plugs cannot be used indiscriminately in two-cycle or four-

Test Racing Plugs

cycle engines. In these extremely cold and fouling will be encountered. The manufacturer of their firing ends will fire the engine in timing from normal specifications.

A plug tester at an air pressure equal to or greater than the engine's

marking pressure. This idea is entirely wrong and falls into the category

of Old Wive's Tales. Air pressure as read on a plug tester has no

direct relationship to engine cranking pressure for several reasons.

The words "hot" or "cold" when applied to a plug are often a

source of confusion since normally a hot plug is used in a cold

engine. The plug under test is cold in the engine. The electrodes operate at

high temperature. The heat rating of the plug is to the heat rating of the

characteristics of the plug. The heat rating of the plug's ability to

transfer heat from the firing end to the base of the plug is the

important factor. The heat rating of a particular spark plug design. Hot

plug design (illustration) have relatively long insulator noses with long

heat transfer surfaces. A shorter plug has a shorter heat transfer surface. A

longer plug has a longer heat transfer surface. Consequently, a larger

charge is taken into the engine on the intake stroke. This mixture is so

rich that only 6 parts of air to 1 part of alcohol (as compared to 12

parts of air to 1 part of alcohol) is required to produce efficient burning.

Just as the fuel mixture is rich, the air mixture is lean. The lean

mixture is one that has a comparatively small volume of air in relation

to the fuel volume. Lean mixture is reverse of rich mixture. Lean

proper changes in timing and spark advance, produce a 15 to 20% h.p.

Lean mixture is a mixture of air and fuel. The mixture is rich or lean

relative to the amount of air and fuel. The mixture is rich or lean

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relative to the amount of air and fuel. The mixture is rich or lean

environment, it is also affected. (Its job is to "bail" heat out of its nose into the cooling medium of the engine). Consequently, in some instances, spark plug heat range must be changed one step up or down.

There is another tuning adjustment that has a profound influence on combustion chamber temperature. This is the spark advance setting.

The cautious combination of mixture and spark advance settings can act as a "thermostat" on combustion chamber temperature, and in some cases, heat range substitution may be in order. Again, prudent and careful choice is recommended.

In the various types of plugs shown in this booklet, (categorised by size and gap style), some heat range steps are far apart, some are closer together.

Warm-Up Plugs

It is good practice to warm up a racing engine with hotter plugs. The warm plugs will assist the ignition and carburetion to bring the engine up to proper operating temperature.

It is fallacy to believe hot plugs assist initial starting while cold plugs cause hard starting. When plugs are installed "out of the box" and initially fired, both are the same temperature. . . . whether cold plugs or hot plugs. Warm-up plugs merely bring the engine up to temperature more smoothly and rapidly. They also save the expense or inconvenience of oil or carbon fouling race plugs.

If room exists within the combustion chamber, a projected nose plug should be used for warm-up, as it has a wider heat range and "lights" the cylinder more easily as the spark is deeper in the combustion chamber. If projected nose plugs cannot be used, regular gap plugs are "second best". If the engine, because of physical considerations, can only fit a retracted gap plug, use the warmest retracted gap heat range available in the line.

Many engines have been destroyed when operators have forgotten to remove warm-up plugs during practice, qualifying, or in racing usage. It is sometimes expedient to tag the steering wheel as a reminder that warm plugs are in the engine.

NOTE: A fuel pressures gauge is a vital instrument on a race car. If abnormal fuel pressures exist, proper jetting cannot be achieved.

Cross Reference

Brand cross-referencing is an approximation. In addition, the recent usage and profusion of regular, projected nose and retracted gaps used in racing leaves many heat range "holes" in cross-reference charts.

Overzealous comparison (due to absences within the thermal spectrum) and "extra-wide" heat range claims lend inaccuracy and conjecture to plug cross-reference selection.

A plug is mated to a race engine — IT IS NOT CROSS-REFERENCED. Extra wide heat ranges encompassing three to four competitive ranges are risky choices and almost non-existent (the cost of component fabrication and exotic materials would price plugs far beyond the means of the average racer).

It is more difficult to precision-tune a race engine with extra wide range plugs. Plug reading is difficult, as the "elasticity" of heat range may be camouflaging plug interpretation. An analogy is like over-stretching a rubber band to hold too large a package.

The spark plug industry has not internationalised on heat range procedures and techniques, consequently, no claim is made to pinpoint accuracy of cross-references used in this booklet.

Continuity Check

A low voltage ohmmeter, buzz box, or light cannot test spark plugs. The terminal stud of the plug may not always contact the centre electrode. Low voltage cannot cross this gap. Spark plugs can only be tested at high voltages. A ohmmeter, buzz box, or light will not show continuity between the car's rotor and distributor segments where a slight gap always exists. This in no manner affects ignition performance nor does the slight gap within the plug affect ignition output.

Warranty

There is no warranty, express or implied, on Champion plugs used in racing applications.

The Champion Spark Plug Company also disclaims race related engine or equipment damages. We cannot be responsible for any prize monies lost from any malfunction or destruction.

Test Racing Plugs

Some race mechanics will condemn a spark plug if it does not spark in a plug tester at an air pressure equal to or greater than the engine's cranking pressure. This idea is entirely wrong and falls into the category of "Old Wive's Tales". Air pressure as read on a plug tester has no direct relationship to engine cranking pressure for several reasons.

- The plug under test is cold. In the engine, the electrodes operate at high temperature and require less voltage to fire than when cold.
- The tester does not present an air-fuel mixture.
- Spark plugs normally do not fire at the point of maximum cylinder pressure, but well ahead of TDC.
- The quench point of a plug under test is determined by gap setting.
- The line voltage may vary, thus affecting tester output. Because of these and other variables, the efficiency of a spark plug just cannot be measured in terms of "pounds per square inch".

Racing Fuels

Methanol

Methanol gives a bonus due to its "refrigeration" properties . . . a cooler, denser mixture enters the cylinders, consequently, a larger charge is taken into the engine on the intake stroke. This mixture is so dense that only 6 parts of air to 1 part of alcohol (as compared to 12 parts of air to 1 of gasoline) are required to produce efficient burning.

Just switching an engine from a diet of gasoline to alcohol will, with proper changes in jetting and spark advance, produce a 15 to 20% h.p. increase. For this reason, unsupercharged engines converted from gasoline to methanol will generally require a spark plug heat range one step colder. Even more marked increases in power can be gained by raising the compression ratio . . . reasons being:

- 1) Under rich mixtures, alcohol has a higher anti-knock value.
- 2) Alcohol burns at a lower temperature than gasoline.

There is a limit on compression ratio . . . but some alcohol-fed non-supercharged engines can run as high as 16:1, providing combustion chamber geometry is "favourable" and the engine can stand the increased mechanical stresses.

Remember:

Jet size for alcohol-burning engines is over twice the area for gasoline-burning engines. Jets should be flowed, not drilled. Alcohol has a slower flame speed than gasoline, consequently, more ignition advance is required.

If an engine is converted from gasoline to methanol and no changes are made in compression ratio, a spark plug one step colder will suffice . . . however, if compression ratio is raised considerably, you may have to go still colder.

Regular gap, projected nose, and the fine wire gaps can all be used in a methanol-burning engine, providing the compression ratio is not too high. Extremely high compression will probably call for "R" gaps.

You may want to compare fuel characteristics to see just where gasoline and methanol stand in relation to each other.

"Refrigeration" Properties	Anti-Knock Value	BTU Energy Per lb.
Methanol	Methanol (rich)	Gasoline
Ethanol	Acetone	Benzol
Isopropanol	Benzol	Isopropanol
Acetone	Ethanol	Acetone
Gasoline	Gasoline	Methanol

"Nitro"

Nitro-methane is extremely sensitive to combustion chamber temperature and pressure, but combustion can be controlled by the use of:

proper compression ratio suitable spark advance
spark plugs of proper heat range correct fuel/air ratio

Cold plugs, rich mixtures, and lower spark advance should be maintained when initially setting up an engine to run on a nitro-methanol combination. Spark plug "readings", engine symptoms, and general performance characteristics may allow the hot rodder to increase the spark advance, set carburetion leaner, or go warmer in plug range, but such adjustments should be made carefully and cautiously.

Factors Influencing

Compression Ratio

Higher compression heads, pistons, a stroked crankshaft, will increase compression ratio.

The degree of heat produced within the combustion chamber depends upon the number of alterations effected. A colder plug will be required to tolerate the higher combustion temperature.

Special high-lift camshafts installed in engines with increased compression ratios can raise combustion temperature even higher, particularly when the camshaft is within its "working" RPM range.

(In extensively modified or full race engines, compression gauge reading taken at cranking speeds are not indicative of true cylinder pressure. At lower speeds, the camshaft cannot "pump" high cylinder pressure because of excessive valve over-lap).

Nature of the Course

Spark plug heat range (and occasionally gap style) can be tailored to a race course.

Tracks having long straight-a-ways or courses having high-banked, high-speed turns generally require colder plugs than circuits with numerous esses and hair-pin turns or flat tracks with short straight-a-ways.

Providing the engine is not highly modified or burning nitro . . . or supercharged . . . (and physical room exists), projected nose plugs of comparable heat range can be substituted on "slower" tracks. Fouling protection and engine response is generally improved.

Street Usage

Best performance in competition cannot be obtained using the same plugs for street driving and racing. A plug in street use picks up deposits during start/stop driving. These deposits, however slight, will bleed away voltage under strenuous racing conditions and penalise performance. Best policy is to use two sets of plugs . . . one set for street, one set for racing only. The set for racing should carry a .005" closer gap setting than the recommended street gap.

Elevation

An engine loses horsepower and efficiency as elevation increases. At 1,000 ft. it will lose almost 3% of its total horse-power . . . at 2,000, nearly 6½% . . . at 3,000, about 9½%.

Such losses are reasonable because the cylinders can't induct as much oxygen when air density decreases. To make matters worse, the thinner atmosphere changes the fuel/air ratio . . . you get less air but the fuel fed to the engine stays nearly the same . . . with the result . . . the carburetor (untouched by human hands) delivers a richer mixture so more horse-power is wasted by the carb's inability to maintain proper fuel/air mixture.

Consequently, if a race is held at elevations considerably above sea level, the mixture should be leaned to compensate for nature's automatic over-nourishment.

A jet change should be effected on drap strips or race courses of high elevation. Spark plug heat range should stay the same as sea level . . . unless racing at an extremely high elevation (7,000ft. or more) . . . in which case, on step hotter would suffice.

Frequently, you can flog a few more horses at higher elevations by increasing the spark lead a few degrees.

Spark Plug Heat Range

Camshafts

Customised cams increase combustion efficiency and horse-power over a limited engine RPM band . . . within this band, the cam will actually increase cylinder pressures and temperatures. If this RPM range can be maintained and sustained over a long period of time, the engine may require a colder plug . . . but this is usually not the case in most racing . . . especially drag racing, as full throttle is maintained less than 15 seconds. Custom cams cannot maintain their full efficiency when used on the street or on courses that demand "on and off" throttle settings. Consequently, there is not a continuous or sustained increase in compression pressure resulting in . . . higher combustion pressure . . . and heat . . . therefore, the substitution of a colder plug may be unnecessary. In fact, when engine RPM is constantly outside of the "working range" prescribed for a particular cam, a colder plug could only lead to "loading up" or fouling conditions.

Best bet with custom cams is a projected nose plug (providing room exists between piston and plug). Projected nose plugs of proper heat range perform well with the high-performance camshafts for the following reasons:

- a) at lower RPM, combustion pressure is less
- b) combustion chamber temperature is lower
- c) a rich mixture persists

The ability of projected nose plug to run warmer under these conditions minimise plug fouling and provides good acceleration characteristics when maximum power is again applied. Projected nose plugs are not recommended for super-charged engines.

Because "performance" camshafts can alter effective cylinder pressures at a given engine speed, it becomes necessary to make corresponding changes in ignition timing; not only in advance rates, but frequently in initial and total settings. When to fire a plug is going to be dependent, among other factors, upon when the intake valve actually closes (in terms of crank rotation).

Altered intake valve timing will require ignition timing changes, and along with gearing, carburetion, and effective cylinder pressures, becomes one of the several variables whose effects are probably best handled by a certain degree of experimentation. As a starting point, duration increases to drop cylinder pressures in the lower rpm ranges and require more ignition "lead".

RACING PLUGS

This article will be spread over the next few issues as it is extremely extensive in content.

Reproduced with acknowledgements to CHAMPION Spark Plugs NZ from their new technical service manual.

crossflow ..



DAVID and JANE BLACK are about to debut in their Starlet on the rally scene. Rumour has it that they've already had their first 'difference of opinion' in the hot seats....and they were only crewing at the time. Rumour has it that the given instruction called for doubt. Some advice from a well seasoned married rally person: Driver should listen very carefully to the navigator and do what they say - after all, who's the one with the instructions big guy?? And Navigator should always let the driver have the last say - after all, who's the one with the steering wheel that allows the left hand side to peer over a cliff into a river. End of advice.

Speaking of navigating - there is one place in the whole of the central region that LISA ELLINGHAM can't navigate her way out of even with the instructions before her eyes. The Karioi Forest service area is very easy to get into but not so easy to get out of. She's had two attempts and still can't. But her driver is very clever and always knows the way to go, even if it is into a stage they're supposed to be doing in two hours time. This year she vows and declares that she will do it first time.....maybe second if necessary.

I wonder if MARK MOLONEY's laundry lady asked him why he had cream down the back of his shirt?

The RAINBOW TROUT is getting a new home, not a new driver though, Happy House Warming, or should we say Garage Warming Rainbow Trout.

CLUB CURRENT AFFAIRS:

If you're currently having an affair with someone - we'd like to know about it, no seriously, all friends of TRACEY MAGEE - would you please tell her we haven't received a change of address and so she won't receive a bulletin until we do. Thanks.

Did you know BRETT PLIM is without wheels - yes, he's done it again...out at Ohariu Valley on the gravel, locked up and into another car! Looks to be a write off, getting a wee name for yourself eh Brett?

LYNN DEWHURST very kindly came to Brett's rescue and took him on the International Rally, spectating. Friends with wheels are a good thing me thinks. Good on ya Lynn!

Speaking of spectating on the international - it looks as if the locals north of Auckland are getting the hang of cashing in on motorsport events. There were very few stages we viewed this year that didn't come equipped with sausage sizzle and hot coffee. It's good to see the school committee's and Lions clubs making the most of it. Three years ago all the dairy's and restaurants (not to mention the petrol stations) were all closed as the thousands went through town. The odd farmer is beginning to catch on too - on the Monday in the Rotorua area we viewed two stages of the rally from a farmers property and he was offering hot pies and coffee, AND a TRACTOR RIDE from one stage to the other across his property. Excellent view of both stages and great hospitality! Actually, we wondered if it was the most money he'd made all year - probably was. SMP's now stands for Spectator Mad Profits.

You may remember the dilemma of the Glue Sniff Lot as they were last seen parking the Kenny outside Ados and the boys in blue on their trail there was Kitset Kirk poised over the big glue vat with Stuck Up Sue carting the bucket loads back to the Kenny when Gummed Up Glenda spotted the blue flashers and tripped over the Cyanoacralate in her haste to warn her pals. Last bucketful into the Kenny and Kitset Kirk has her all fired up for the get away when Stuck Up Sue calls for help. Will they be able to free Gummed up Glenda from her predicament or will the boys in blue get there in time. Does this mean an end to this sticky situation or does it mean they're bound for the slammer....Keep your fingers crossed.

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WELLINGTON CAR CLUB

KILBIRNE STREET SPRINT RESULTS

NO	DRIVERS	RUN 1	RUN 2	RUN 3	FASTEST TIME	PLACED
1	DANIE LUPP	54.28	58.11		54.28	15th
2	WAYNE HUXFORD	50.16	59.81		50.16	3rd
3	IAN TAYLOR	55.58	49.70		49.70	1st
4	WAYNE MOORE	53.07	60.28		53.07	8th
5	WAYNE KEATS	58.00	62.87		58.00	27th
6	JOHN McANDREW					
7	DON McLEAN	61.62	61.05		61.05	35th
8	NIGEL HARRIS	58.23	54.77		54.77	17th
9	RUSSELL DUE	56.68	59.37		56.68	22nd=
10	MARK COFFEY	63.16	73.35		63.16	45th
11	CLIFF ATTEWELL	61.34			61.34	40th
12	ALAN BARNES	53.09	59.91		53.09	9th
13	DAVE MACKAY	54.68	D.N.F.		54.68	16th
14	GREG BUCKLAND	57.04	54.20	70.64	54.20	13th
15	DEAN MURDOCH	59.93	55.20		55.20	18th
16	JOHN DAIGLIESH	61.80	61.36	70.35	61.36	41st
17	HELEN READER	53.34	59.11		53.34	11th
18	LEW HENDERSON	55.86	62.68	62.74	55.86	20th
19	PAUL CAMPBELL	52.62	53.10		52.62	7th
20	ALAN HARVIE	54.22	61.14	62.10	54.22	14th
21	MARTIN SMITH	D.N.F.				
22	TONY HEFFORD	63.10	63.72	65.02	63.10	44th
23	JULIE McRAE	61.15	64.61		61.15	37th
24	MICHAEL LUNDY	61.57	67.60		61.57	42nd
25	TREVOR JAMES	58.81	64.10		58.81	30th
26	PETER ROSER	57.49	62.81		57.49	26th
27	STEVE GASKIN	74.56	60.67	63.28	60.67	33rd
28	MARK MOLONEY	72.26	63.57	D.N.F.	63.57	47th
29	KEVIN SIMPSON	57.17	56.68		56.68	22nd=
30	GAIL SIMPSON	61.30	69.70		61.30	29th
31	GLEN ROBINSON	59.05	66.93		59.05	31st
32	BOB NEILSON	58.70	63.32		58.70	29th
33	GRAEME TOANER	58.10	67.03		58.10	28th
34	ALVIN WATSON	50.79			50.79	4th
35	PETER O'LEARY	57.41	62.84		57.41	25th
36	RICHARD GILLIES	54.56	53.26		53.26	10th
37	DARRYL MONK	61.06	63.75		61.06	36th
38	JOHN BILLINGTON	49.75	66.83		49.75	2nd
39	GORDON DIGGLE	55.22	61.26	63.14	55.22	19th
40	BERNARD HUYNEN	57.29			57.29	24th
41	RUSS CUNNINGHAM	51.30	68.23		51.30	6th
42	MIKE WILKIN	63.22			63.22	46th
43	MIKE STEVENS	60.85	67.19		60.85	34th
44	MARTIN NAPIER	53.57			53.57	12th
45	LLOYD EVANS	61.24	62.55		61.24	38th
46	DEREK MATTINGLEY					
47	REX CORNICK	60.41	68.41		60.41	32nd
48	ERIC CORNICK	62.56			62.56	43rd
49	DAVE LEWIS	56.61	64.30		56.61	21st
50	JOE McANDREW	51.20	56.73		51.20	5th

KILBIRNIE STREET SPRINT

With everybody getting excited about the Wellington Street Race, I thought why should all the fun be restricted to Group A, all we need is somewhere to run it.

Somebody came up with the idea of Kilbirnie, I can't remember who but I think it was Rodger. If it wasn't thanks to whoever it was.

To hell with all this bullshit, the day went well apart from the rain and one or two people who will remain nameless who found it very difficult to remain in the right direction.....

The only other problem other than running out of daylight was the Huxford Black Beast kept setting off alarms in the area, don't panic Wayne, I don't think we have had a complaint about it.

Thanks to all the Marshalls, Cynthia and Rodger who more than had their hands full with the timing.

A special thanks to Archer & Lupp for the trophies. Remember round 2 Alexander Road 5 October 1986.

The day finished off with a fantastic do at the Clubrooms. Thanks to the social committee. It is a pity that more club members didn't make it, you missed a great night.

Iain Mollison



A day at the races
- Heather Paine &
Marilyn Harvie

IAN TAYLOR won the Wellington Car Club's street sprint in Kilbirnie on June 21 in his Leyland P76-powered Escort, putting him in a strong position to win the two-round Archer & Lupp series.

But it generally wasn't the V8s' day. A trio of Datsun 1200s almost gave them the runaround and took 2nd, 4th and 7th places. Ian pipped John Billington for victory by just 0.05 sec, Wayne Huxford had to work hard for third in his five-litre Capri, and none of the other V8 drivers got into the top ten.

The streets were fairly slippery to start with, and before the passage of time and wheels could clean the racing line, the rain came. Just a sprinkling around the beginning of the second runs, and then heavily about the middle. So with eight right-angle corners to deal with in 50 seconds (or as close as you could manage), horsepower by the hundreds was a very mixed blessing.

Ian Taylor commented that street sprints were "a great leveller," and the conditions made this one specially so.

The event, organised by Iain Mollison and Roger Ellingham, had a full complement of 50 entries, with only two non-starting.

In the round of practice runs, Ian Taylor was fastest on 50.66, followed by Joe McAndrew (Mazda RX7) on 52.19, John Billington (Datsun 1200 coupe) on 53.01 and Wayne Moore (Mazda RX3) on 53.39. Mini Seven champion Richard Gillies must have done a few turnstoo many for his 71.80 (though he made up for it later).

In the first round of official runs, John Billington cut more than 3 secs off his practice time to record 49.75, and Wayne Huxford slashed more than 4 secs to be second fastest on 50.16. Alvin Watson from Masterton improved to 50.79 in his Datsun 1200, ahead of Joe McAndrew on 51.20.

Russ Cunningham improved by more than 5 secs to 51.30 in his Formula Ford to be fifth, and Paul Campbell by 9 secs to 52.62 in his Datsun 1200. Mazda drivers Wayne Moore and Alan Barnes (RX2) recorded 53.07 and 53.09 for seventh and eighth, and Helen Reader took ninth with 53.34 in her Formula Vee.

So, where was Ian Taylor? Well, looking for more grip than cold slicks had given his P76 power in practice, he'd switched to race-rally tyres. They were worse, and he lost the Escort on one corner and clocked a 55.68.

Very light rain dampened the circuit briefly, but it had dried when Ian got in his second run, back on race tyres on low pressures. This time his worst "moment" was when the oil pressure plummeted, but he got it back and pressed on to record 49.70.

That was to be FTD. None of the first-round leaders improved their times -- in fact only 12 in the whole field did, as the rain returned, heavily, and to stay. One of the 12 was Richard Gillies, who clocked a 53.26 on his second run to take 10th place, displacing Helen Reader.

Conditions for the third round were too wet for fast times, though the enthusiasts kept coming up to the line as long as they were allowed to.

Throughout the event only one car actually hit a wall -- the 260Z of Martin Napier, who did an excellent 53.57 on his first run but spun on the second.

Ian Taylor will now be very hard to beat in the Archer & Lupp series. The other round is the Alexandra Road hillclimb, and he happens to be last year's winner and record-holder.

RACE 1 For Saloons 6 Laps		
Alan Harvie Panel Beaters	\$50.00	
	Best Lap	
1 R Due	1.21.73	
2 A Watson	1.21.64	
3 W Moore	1.23.00	
4 D McLean	1.27.10	
5 P Workman	1.28.05	
6 A Prince	1.29.77	
7 R Butler	1.29.40	
8 W McPherson	1.29.92	
9 P Campbell	1.31.41	
10 P Spargo	1.31.63	
11 B Tattle	1.31.42	
12 A Harvie	1.31.84	
13 A Whittaker	1.32.28	

RACE 2 For Saloons 5 Laps		
Hire Master Rental	\$50.00	
1 G Simpson	1.32.66	
2 D Lupp	1.34.48	
3 E Bruce	1.33.82	
4 G Anderson	1.36.82	
5 Macready	1.34.96	
6 G Waddington	1.38.43	
7 D Nunn	1.39.57	
8 J Alexander	1.39.50	
9 W Dagleish	1.38.64	
J Climo	D N F	

RACE 3 For Saloons 6 laps		
Snap Instant Print	\$50.00	
1 D Clements	1.38.12	
2 R Ellingham	1.37.78	
3 R Coutts	1.39.22	
4 M Malonoy	1.39.71	
5 D Murdock	1.40.08	
6 B Litting	1.38.92	
7 D Mattingly	1.38.56	
8 B Pullen	1.41.19	
9 M Spiers	1.42.32	
10 J Paine	1.47.83	
11 R Briggs	1.46.92	

RACE 4 For Saloons 6 Laps		
Elizabeth Street Tyres	\$50.00	
1 R Due	1.21.34	
2 A Watson	1.21.85	
3 W Moore	1.23.86	
4 D McLean	1.26.65	
5 P Workman	1.27.89	
6 W McPherson	1.29.66	
7 P Campbell	1.30.75	
8 P Spargo	1.31.05	
9 B Tattle	1.29.16	

RACE 5 For Saloons 6 Laps		
Normans Meanswear	\$50.00	
1 D Arndt	1.26.47	
2 A Whittaker	1.31.52	
3 A Harvie	1.31.78	
4 E Bruce	1.34.25	
5 D Nunn	1.34.60	
6 G Anderson	1.35.91	
7 R Ellingham	1.36.10	
8 W Dagleish	1.36.45	
9 D Clements	1.36.53	
10 M Macready	1.35.06	
G Simpson	D N F	

RACE 6 For Saloons 6 Laps
 Sorry the results are so late getting to the Bulletin, but you can blame me. Speed Equipment \$50.00
 I Hope you all enjoyed your days racing. Congratulations to all those who collected money. Better luck next year to those who didn't.
 Thanks to all the Marshalls, timekeepers and all others who assisted in making the event possible.
 A Special thanks to all the sponsors who provide all the prize money. Remember, club members support those who support you.

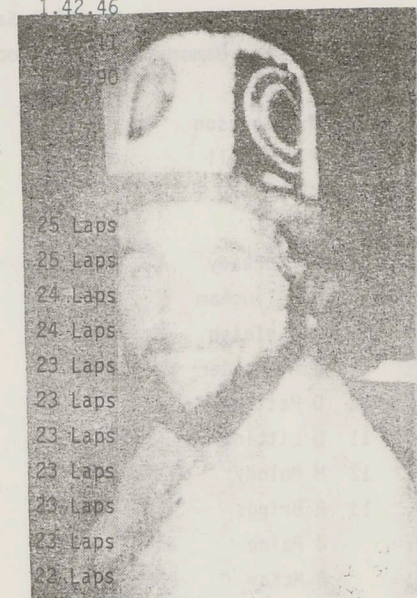
1 G Waddington	1.36.50
2 R Coutts	1.38.39
3 J Alexander	1.38.58
4 D Murdock	1.38.02
5 R Coutts	1.38.28
6 C R Coutts Fun Park	1.38.28
7 Normans Meanswear	1.40.15
8 Alan Harvie Panel Beaters	1.40.59
9 Speed Equipment	1.39.57
10 Archer & Lupp	1.42.46
11 Road & Track Accessories	
12 Porirua Car Parts	
13 Snap Instant Print	
14 Hire Master Rentals	

RACE 7 For Saloons 25 Laps
 Thanks again to you all
 Circuits Fun Park \$70.00

Iain Mollison	1 W Moore	25 Laps
	2 D McLean	25 Laps
	3 K Simpson	24 Laps
	4 D McKay	24 Laps
	5 B Tattle	23 Laps
	6 A Harvie	23 Laps
	7 A Whittaker	23 Laps
	8 W McPherson	23 Laps
	9 D Lupp	23 Laps
	10 P Campbell	23 Laps
	11 W Dagleish	22 Laps
	12 R Ellingham	22 Laps
	13 D Clements	22 Laps
	14	21 Laps
	15	21 Laps
	16	
	17 M Spiers	

M McCready DNF
 A Prince DNF
 D Mattingly DNF
 B Litting DNF
 D Clements DNF
 R Briggs DNF
 D Arndt DNF

She's not you eating out of her hand mate.
 - Mark Spiers



CAN you believe this pla
 22 Laps Peter O'Leary

RACE 8 For Saloons 6 Lap Handicap

Road and Track Accessories \$50.00

1	G Anderson	1.36.30	(cheated, admitted it, put prize money on bar)
2	E Bruce	1.33.07	
3	D Murcock	1.36.37	
4	R Due	1.22.37	
5	A Watson	1.23.26	
6	D Mattingly	1.38.50	
7	D Nunn	1.36.10	
	R Bracegirdle	DNF	1.31.53

RACE 9 Wellington Car Club Saloons 8 Laps

Ross Gordon Memorial/ J/Mall Books \$50.00

1	W Moore	1.25.65	
2	W McPherson	1.30.20	
3	P Campbell	1.30.74	
4	A Harvie	1.32.31	
5	D Lupp	1.34.48	
6	M Macready	1.34.96	
7	R Ellingham	1.36.10	
8	W Dagleish	1.35.67	
9	J Alexander	1.37.61	
10	D Mattingly	1.38.39	7 laps
11	D Litting	1.38.67	7 laps
12	M Molony	1.40.66	7 laps
13	R Briggs	1.49.03	7 laps
	J Paine	DNF	
	D McKay	DNF	

RACE 10 For Saloons anything goes. Short Circuit

Archer & Lupp \$50.00

1	W Moore	7	D Nunn
2	R Due	8	B Litting
3	D Murdock	9	J Alexander
4	M Macready	10	R Coutts
5	M Molony	11	W Dagleish
6	A Harvie	12	J Paine

Porirua Car Parts Best Presented Car \$50.00

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Road & Track Accessories
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Thanks again to you all

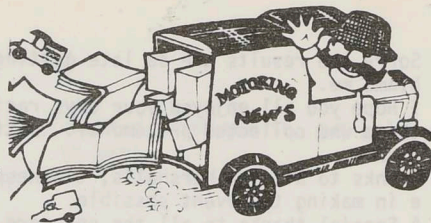
Iain Mollison



CAN you believe this plac
- Peter O'Leary

She's got you eating out of
her hand mate.
- Mark Spiers

classifieds



RED CHEVRON (No.12) AT OUR CLUBMANS MEETING

Did you take any photos of this car ?? If so, please contact Rod Bracegirdle, 29 Drake St, New Plymouth, Ph 33068 or 87708 urgently.

The Glue Sniff Lot came about quite inicently one day when the bulletin crew remarked on how powerful the pasting up glue is that they use for preparing the bulletin. As Glue Sniffing in New Zealand is not yet illegal, it seems very ironic that we are concerned about drinking, smoking, drugs and all sorts of other nasties and not concerned about something as bad as glue sniffing.

The bulletin crew are not glue sniffers but rather concerned about the lack of action taken so far by this countries so called leaders and caretakers.

So that's the official position. But we'll still continue with the serial all the same.

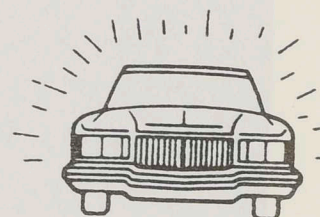
- it passes time while we're pasting up.

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PERMIT
No.355

RED CHEVROLET (No.12) AT OUR CLUBMANS MEETING
Did you take any photos of this car?? If
so, please contact Rod Brackenridge, 29 Drury
St, Auckland 1010.



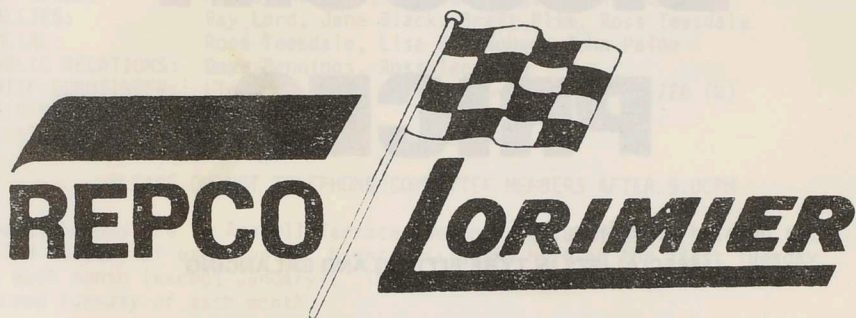
MOTORING NEWS

REGISTERED AT POHQ AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

september



IGNITION PARTS

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WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS, RUSSELL TCE.

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

EXECUTIVE COMMITTEE:

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SECRETARY:	Lisa Ellingham	288-523	
TREASURER:	Annette Miet	844-730	730-663 (W)
CLUB CAPTAIN:	Iain Mollison	650-262	688-093 (W)
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	Julie McRae	879-071	845-779 (W)
	Jane Black	687-275	731-152 (W)
	Wayne Moore	784-979	729-729 (W)
	Brett Plim	883-451	842-138 (W)
	Ross Teesdale	791-277	697-999 (W)
	Ray Lord	268-253	
	John Paine		(W)

SPEED:	Iain Mollison, Roger Ellingham, Julie McRae, Wayne Moore		
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RALLIES:	Ray Lord, Jane Black, Brett Plim, Ross Teesdale		
SOCIAL:	Ross Teesdale, Lisa Ellingham, John Paine		
PUBLIC RELATIONS:	Dave Jennings, Ross Teesdale		
CHIEF SCRUTINEER:	Lloyd Evans	764-400	767-726 (W)
POINTSKEEPER:	John Thomson	784-305	
CLUB ROOMS:	John Paine	879-418	

PLEASE DO NOT TELEPHONE COMMITTEE MEMBERS AFTER 9.00PM

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

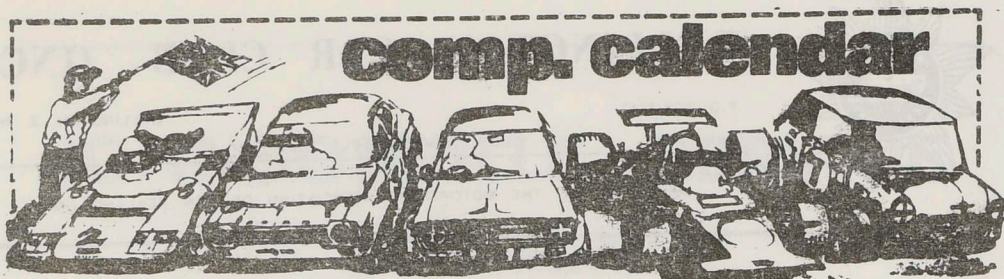
SUBSCRIPTIONS: \$30.00 for Ordinary Members and for Husband and Wife
\$15.00 for Under Eighteen years
\$15.00 for Country Membership (over 40 miles)
\$20.00 for Associate Membership
(all above include Motorsport Association Capitation Levy)
Joining fee for new members: \$7.50

MEMBERSHIP APPLICATION FORMS AVAILABLE FROM COMMITTEE MEMBERS

BULLETIN EDITOR: John Paine 899 279

DEADLINE FOR COPY FOR 'MOTORING NEWS' IS EACH CLUBNIGHT

The contents of 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted



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

- AUGUST 30 GOLD STAR MIDNIGHT TRIAL GOLD STAR & WALL TROPHY 3
 Start: Upper Hutt School 1pm, finishing 7hrs later.
 Run By: Harbour Capital Car Club
 Contact: Bruce Maddock 277170 (H)
 Entry: \$25.00
- 31 GRAVEL SPRINT ROUND 5 WMSA EVENT
 Run By: Hutt Valley Car Club
 Venue: Trentham Memorial Park
 Scrut: 8.30-9.30am
 Gorrie Auto Services
 Trentham
 Contact: Dave Davies 267147 (H)
 Entry: \$20.00
 Surface: 3.8km Gravel with 100m seal
 Start: 10am
 Limited Entries
 696039 (W)
- SEPTEMBER 2 MONTHLY NIGHT TRIAL WMSA EVENT
 Run By Sunbeam Owners Club
 Start & Finish at Wellington Car Club Rooms
 7.30 pm start. Contact Bryan Atkins 627424
- 6/7 SEALED SPRINT - DUNCAN MCKENZIE WMSA EVENT
 Venue: Paekakariki Hill
 Start: 8.30 pm
 Scrut: Paekak Serv Station 7 - 8 pm
 Run By: Kapiti Car Club
 Entry: \$20.00
 Late Supper/Early Breakfast avail.
 Contact: John Waller 84902 Pm 729379 (W)
- 6 BENT SPRINT WMSA INVITE EVENT
 Run By Fiat Owners Club
 Scrut: 9-10.30am at venue
 Practise: 10.45-12 noon
 Venue: Manfeild Autocourse
 Entry: \$15.00
 Contact: Trevor James 861224 (H)
- 13/14 RALLY CENTRAL REGION FINAL INVITE EVENT
 Run By Manawatu Car Club, similar to last years event, contact Lisa Ellingham for regs.

- 14 PHOTOGRAPHIC TRIAL WMSA EVENT
 Contact Murray McGuire for details, a good fun family day.
- 15 WMSA MEETING AND AGM
- 20/21 RALLYSPRINT - CITY OF PORIRUA NATIONAL INVITE EVENT
 Run by Wellington Car Club
 Surface: 3 km seal
 Entry: \$40 closes 5th Sept
 Contact: Jade Black 687275 or 731152 (W)
 Venue: Whititeria Park
 Titahi Bay, Porirua
 25% Uphill, 25% Downhill
 50% flat
- 21 GYMKHANA INVITE EVENT
 Run by Kapiti Car Club, no information to date.
- Note change of date here 21 CLUBMANS RACEMEETING INVITE EVENT
 Run By Manawatu Car Club
 Entry: \$20 to 17th Sept
 \$25 late
 Venue: Manfeild (of course !)
 Scrut: 8.30 - 9.30 am at venue
 Contact Lisa Ellingham for Regs
- 27 CLUBMANS RACEMEETING INVITE EVENT
 Run by Hawkes Bay Car Club
 Entry: \$25 to 24th Sept
 \$30 late
 Venue: Manfeild
 Scrut: 8.30 - 9.30 am at venue
 Contact Lisa Ellingham for Regs
- OCTOBER 4 HILLCLIMB, ALEXANDRA ROAD GOLD STAR INVITE EVENT
 Run by Wellington Car Club
 Entry: \$25
 Scrut: 6-8pm Friday 3rd Oct
 Archer & Lupp Willis St
 Venue: Alexandra Road Mt Victoria
 Surface: 1.3 km seal
 Contact Roger Ellingham 288523
- 5 SPRINT INVITE EVENT
 Run by Kapiti Car Club, no information as yet.

REMINDER !!!

" BRILLE 86 " : The 15th annual Brille Rally (Trial) which is this year, will be held on Sunday November 2nd.
 Drivers are required from approximately 12 noon until 5 pm. Please ring Eddie Conroy 786 742.

NATIONAL RACE MEETINGS COMING UP

Pukekohe Sunday 12th October, entries close 1st Oct, Contact 593108 Auckland (B).

<u>BENSON & HEDGES SERIES</u>	19th October	Manfeild	3 Hours
	26th October	BayPark	2½ Hours
	16th November	Pukekohe	6 Hours

Entries close Friday 12th September, contact Auckland 593108 (B).

Then there was the Irishman who took his new tie back to the shop, because it was too tight for him.

	NUMBER	TIME OUT	SIMCAR	JENSEN	TIME CHECK	TIME POINTS	TIME CONTROL	TIME POINTS	TOT. SEC. 1	AUSTIN	BET	STUTZ	VIVER	VIVER	STUTZ	VIVER	3-5L ROVER	3-5 L ROVER	3-5 L ROVER	TIME CONTROL	TIME POINTS	TOT. SEC. 2	MGA	STAG	ARR LOST	TIME CONTROL	TIME POINTS	TOT. SEC. 3	TOT. POINTS	PLACE			
Colln & Raewyn Kitchingman	14	7:56			8:11	1	8:11	1	2		10									8:45	1	1					9:18	2	2	5	1		
Burma Beauties	21	8:08			8:24	0	8:25	0												9:02	2	12					9:40	3	3	15	2		
Dave Jennings/Alan Kent-Johnson	11	7:50			8:08	2	8:09	2	0											8:42	2	2		10			9:21	4	14	18	3		
Twosome	13	7:54			8:11	1	8:12	1										10	10	8:48	2	22					9:30	7	7	30	4		
Te Pungade Joux	8	7:44			8:02	2	-	30	32											8:38	1	1					9:16	3	3	36	5		
Ti-Ling	9	7:46			8:03	1	8:04	1	0									10	8:43	4	14	10					9:30	12	22	37	6		
Team 1600	3	7:34			7:50	0	7:51	1			10			10				10	8:20	6	36	10				8:54	1	11	47	7			
Peugatory	5	7:38			7:55	1	7:56	1	1								10	10	8:38	7	37	10				9:15	2	12	50	8			
Team 26 Street	1	7:30			7:44	2	7:45	2									10	10	8:33	13	43					9:13	5	5	50	9			
Inps & Deamons Motorsport	10	7:48			8:07	3	-	30	33									10	10	8:38	4	4	10				9:25	12	22	59	10		
Team Macmob	20	8:05			8:20	1	8:21	1			10			10				10	10	9:04	8	48	10				9:36	3	13	62	11		
Collings/Jennings	4	7:36			8:06	14	8:06	1	15									10	10	8:57	16	46					9:40	8	8	69	12		
Team De Joux Motorsport	2	7:32			7:48	0	-	30	30									10	10	9:01	7	27	10	10			9:12	3	13	74	13		
B & AM Cullen	18	8:03			8:19	0	-	30	30									10	10	9:07	6	36					9:38	2	22	79	14		
McSweeney/Baird	19	8:04			8:26	6	-	30	36									10	10	9:07	14	44	10				9:55	13	13	85	15		
Honda (Mines/McGhie	15	7:58			8:17	3	8:18	3										10	10	9:07	14	44	10				10	10	07	25	45	92	16
Rick & Andrew O'Neill	7	7:42			7:57	1	-	30	31				10	10				10	10	8:49	17	67					9:23	1	1	99	17		
ID & J Hector	12	7:52			8:08	0	-	30	30				10	10				10	8:50	7	47	10				10	9:30	5	25	102	18		
Team Conroy	17	8:02			8:15	3	8:15	1	4				10	10				10	10	9:19	29	79	10				9:46	8	28	111	19		
Marmalade Video	6	7:40			7:57	1	-	30	31				10	10				10	10	8:28	4	74	10	10	10	10	9:07	4	34	139	20		
Atkins, Atkins & Atkins	16	8:00			8:22	6	-	30	36				10	10	10	10	10	10	10	8:49	8	88	10	10	10	10	9:23	1	31	155	21		

Ed's Bit...

This years AGM is certainly not to be missed and rumour has it that body beautifuls can be viewed at the 1986 Wellington Car Club's WET T-SHIRT COMPETITION on September clubnight. Come along and join in the fun, and while you're all there you may as well take part in the AGM.

The National Rallysprint is to be the event of the year and will uplift the image of motorsport in the greater Wellington area. A lot of effort has been put into the organisation of the rallysprint with major sponsors putting their names behind it. So don't go about saying nothing ever happens in this club cos you've got your eyes shut and your ears closed if you think that.

Ruddy rabbits.

Autocross was cancelled due to inclement weather BUT may be run at a later date, you'll be advised. The closed club gymkhana will now not be run due to unforeseeable circumstances - and anyway, it rained.

Alexandra Road event is well on the way and the organiser, Roger Ellingham, would like to hear from anyone who can help on the day.

You'll notice a brilliant article in this months bulletin about a lucky somebody who took a trip with Hannu Mikkola while he put the mighty Quattro through the paces.

We would have published your article but you didn't write one so it was a bit difficult, however if anyone of our members wishes to burst into print we'd certainly be happy with your contribution.

The lack of contributions to this magazine must be a clear indication of the interest in the clubs activities....maybe we should call it a day.

new members



New members who have joined the Wellington Car Club recently - welcome to the Club! We hope to see you participating in forthcoming events, and along to Club Night on the third Tuesday of each month. If you have any queries about anything at all, please don't hesitate to get in touch with a Committee member

Welcome to Colin Craig who drives an Anglia. Colin is a member of the Auckland Jogging Club and has had lots of kart racing experience. According to his card he's only 3 weeks old !! You'd better ring Dave Jennings and give him your date of birth, thanks.

And yet another Mazda man.....Justin Rae has joined us and brings along his RX3, also a member of the Mazda Enthusiasts Club. Justin is a Student.

Andrew Killen, a Telecoms Technician, is also a member of the Alfa Owners Club. He drives an Alfa Romeo Alfetta GT 1800.

Ted Godfrey is a mechanic who doesn't own a car at present, (it's just as well Ted cos we're told mechanics cars never go....just like builders houses are never finished etc etc) He's also a member of Wellington Trail Riders Club and Mana Kart Club.

Welcome to Peter Butler

MEMBERSHIP EXPIRES 31ST JULY 1986

Remember your current membership card expires 31st July and if you're intending competing you'll need to have it renewed smartly.

Dave Jennings (Membership Secretary) will be sending out notices shortly to remind you.

RACING PLUGS

This article will be spread over the next few issues as it is extremely extensive in content.

Reproduced with acknowledgements to CHAMPION Spark Plugs NZ from their new technical service manual.

Spark Advance

The factor of spark timing has one of the greatest effects on spark plug temperature. It becomes a more critical factor as compression ratio increases and engines are extremely modified.

There are "internal" environments that influence spark advance settings:

- 1) combustion chamber design
- 2) compression ratio
- 3) fuel/air ratios
- 4) type of fuel
- 5) engine speed

There are also "external" environment:

- 1) elevation
- 2) humidity
- 3) temperature

Many racers believe that extremely high RPM gives great dividends in horse-power. This is true with small engines designed to make up for a displacement deficit by high RPM and superior "breathing", but larger Cubic Capacity engines can "fade" at extremely high RPM. Peak power can be developed up to certain RPM ranges... once this range is exceeded, additional spark advance is not beneficial.

An inexperienced drag racer will purposely set his engine timing far beyond factory specs so his engine will wind up very quickly when leaving the drag strip starting line. This is fine... he comes "out of the hole" strong, but starts to fade three-quarters down the strip. Reason... he set up his spark advances so excessively that an over-

abundance of spark lead causes detonation and a loss of horse-power before he reaches the end of the strip.

There are trick ways to modify the distributor to supply a high advance for initial acceleration, yet "chop down" a build-up of excessive advance near the end of the run. (Drag racers using super-charged engines often "lock" the magneto and run a constant advance, since any additional spark advance at such high rpm would be ineffective).

When an engine is modified, optimum spark setting cannot be specified. Only by dynamometer runs or "trial and error", settings can be "pinpointed". Drag race "spark settings" are usually different from oval track or road course spark adjustments.

Different fuels, fuel blends, or supercharger drive ratios have an influence on engine timing. Stock engines used for racing purposes have various "states of tune":

- a) Some top contenders run an extremely rich mixture with a warmer plug... while others (who go just as fast) believe in a leaner mixture using a cooler plug.
- b) Many employ special cams which have different "breathing" characteristics at different rpm's.

The compounding of various settings, camshaft designs, and diverse spark advance positions are the major reasons you can only put stock engines "in the ball park" on spark plug heat range but cannot pinpoint heat range. Only by trial runs and consistent competition can you arrive at a precise heat range.

Distributor Maintenance

Prior to a race event, the distributor should be removed from the engine and run on a distributor machine. The spark advance curve should be monitored... proper dwell and spring tension checked... cam lobe spacing observed. The distributor should be run in excess of "red line" race rpm to check for steady and reliable output.

Remember distributor speed in a 4-cycle engine is $\frac{1}{2}$ engine or crankshaft speed.

Total spark advance is your distributor degrees doubled, plus the initial degrees you set the flywheel or damper with your timing light. For example, if your maximum distributor advance is 12° , you would double this figure to 24° ... if you set the advance 12° at the flywheel with your timing light, your total spark advance would be $24 + 12$, or 36° .

"Race" camshafts alter effective cylinder pressures at a given engine speed, consequently, you may have to make slight adjustments in the spark curve or initial settings to get the full benefit of the cam.

Super Charging

Most hot rodders use Roots-type GMC blowers. They mount direct on the engine and use special low-profile intake manifolds.

A "blower" drives 2 impellers (see Fig. 1) which simply compress or cram the fuel/air mixture into the cylinders. This, of course, rams a denser mixture into the engine... the denser the mixture... the hotter the combustion... and, consequently, a colder plug must be used.

All pump gas supercharged engines generally use a "57" or "60" range. All methanol/nitro supercharged engines generally use a "60", "57", "54" range.

There are a few exceptions based upon:

- a) the compression ratio of the engine
 - b) the speed at which the impellers are driven
- Variations or combinations of the above can cause differences in combustion chamber temperature... and may call for a heat range one step up or down.

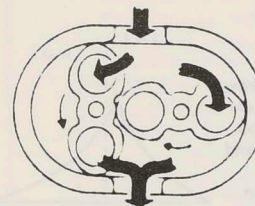


Figure 1

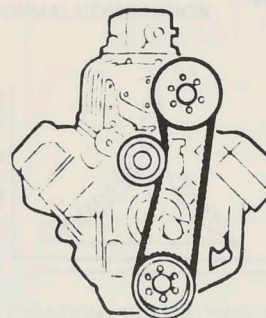


Figure 2

Forget about hot rod lingo on "boost". It is too confusing. A blower is either overdriven or underdriven. This is known as the drive ratio. Note in Figure 2 a pulley is mounted on the engine crankshaft and drives a belt which, in turn drives a pulley connected to the supercharger. If both pulleys are the same diameter . . . the blower turns at engine crankshaft speed. However, if the blower pulley is smaller than the crankshaft pulley, the blower is overdriven. Conversely, if the blower pulley is larger than the crankshaft pulley . . . the blower is under-driven.

All hot rodders now refer to this set-up as their "drive ratio". Consequently, if a hot rodder tells you his blower is 18% over-drive . . . it's turning 18% faster than the engine crankshaft . . . if it's 22% overdrive, the blower is turning 22% faster than the crankshaft. Remember, the higher the overdrive, the hotter it will be in the combustion chamber as the impellers are cramming in a denser mixture.

Roots-type blowers cannot be run on engines with extremely high compression ratios as destructive detonation will occur. Engines utilising roots-blowers generally run with lowered compression ratios (from 4 to 1 up to 8 to 1). If the engine compression ratio is low, more blower overdrive can be utilised. If the compression ratio is high, then less overdrive can be sustained. In some cases, the blower may be under-driven.

In 99% of all applications, regardless of drive ratio and "feeding arrangements", the "57" range will suffice with pump gas and the "57 or 60" range will suffice with a methanol/nitro mix.

DETONATION is the enemy of all supercharged applications . . . because of the extra heat and pressures created. It's a plug killer and engine killer. To keep out of detonation:

- the plug must be cold
- proper fuel/air ratios must be maintained. (Remember as the quality of air entering a super-charged engine increases, the quality of fuel must be increased to maintain this proper ratio)
- the spark advance must be retarded.

This applies to both gas, methanol and nitro blends.

Most Important:

Do not use projected core nose plugs for super-charged applications.

Do not use regular gap or fine wire gap plugs for super-charged applications, as the side electrode cannot pass off combustion chamber heat rapidly enough. (There are a few exceptions).

In addition to various engine compression ratios and blower speeds, fuel can be injected directly into the cylinders or through the blower. There are many variations to feeding a super-charged engine. You can inject a certain percentage of fuel directly into the cylinders and the rest of the percentage through the blower . . . or put it all through the blower. Each hot rodder has his favourite combination.

The compounding of all the variables . . . nitro/methanol mix . . . blower speed . . . methods of "feeding" . . . camshaft choice . . . compression ratio selection . . . jetting . . . calibration of total spark advance . . . and spark plug heat range . . . make super-charged dragster turning one of the most complex skills in all forms of racing.

Two Cycle Tuning Tips

Piston Burning

A plug of proper heat range can be over-heated by the following causes

- cylinder scuffing/lack of lubrication
- improper ring fitting or piston clearance
- excessive spark advance
- detonation (continuous)
- wrong oil/fuel mix
- oil clogged carburetor jets
- excessive settings on the adjustable hi-speed jet (or jets)

The adjustable range of high-speed jetting from full rich to slightly beyond lean-best-power can change spark plug tip temperature as much as 260°C!

Remember

Best horse-power and safe combustion chamber temperatures are effected by the right combination of:

- spark plug heat selection
- carburetor jetting
- spark advance
- oil/fuel mix

A spark plug can be sent into pre-ignition with resultant piston burning by one (or most frequently by a mis-combination of two or three) of the above adjustments or settings.

WHEN IN DOUBT IN SPARK PLUG HEAT RANGE SELECTION, ALWAYS GO COLDER . . . IT IS CHEAPER TO FOUL A PLUG THAN TO BURN A PISTON.

Detonation and Pre-ignition

More racing engines sustain power losses, are crippled by detonation, and are destroyed by pre-ignition than by any other engine abnormality.

Detonation is not detected in practice or competition because its audible sound ("ping") is drowned out by the roar of open exhausts. A racing engine will not perform at peak power when in detonation. A racing engine cannot survive many races even in a state of mild detonation, as the physical and thermal stresses inflict progressive damage to parts . . . piston, spark plug, rod and bearing failures, and, in many cases, blown head gaskets can be traced to the engine being in a state of detonation.

Detonation is an uncontrolled burning of the fuel. A smooth flame front does not occur. Detonation is a violent collision of many flame fronts within the cylinder occurring after the spark plug has fired.

Detonation can lead to pre-ignition. When pre-ignition occurs, a spark is not required to ignite the fuel. A part within the combustion chamber has reached the point of incandescence, or the fuel (due to its instability under pressure and heat) simply ignites without spark. As no orderly firing sequence occurs, the engine or the cylinder "goes out of time".

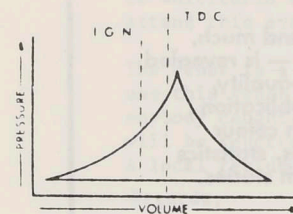
Pre-ignition

Here are some important points to remember about detonation and pre-ignition:

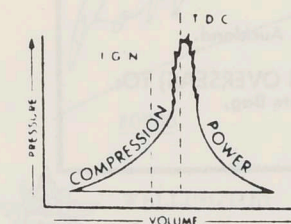
- Sustained detonation can cause temperatures to rise to the point where pre-ignition takes over.
- All fuels (gasoline, methanol, "nitro") have pre-ignition limits . . . all are different. The amount of pressure, the degree of temperature the mixture strength determine these limits.
- If equal cooling and uniform mixtures are not existent in all cylinders, then lean (or "hungriest") cylinder will detonate or pre-ignite first.
- Fractured spark plug firings ends may indicate detonation is occurring.
- When a cylinder goes into pre-ignition or detonation . . . whatever the primary cause . . . the spark plug is usually destroyed. Consequently, other components or tuning conditions may have initiated this state.

Pre-ignition destroys engines by heat not by mechanical shock. The searing increase in heat occurs on a piston and cylinder wall when ignition occurs too early in the cycle.

Although pre-ignition may occur in only one cylinder* of a 4-, 6-, or 8-cylinder engine, the unaffected cylinders will continue to reciprocate at high speed dragging the pre-ignition piston up and down. The intense heat can cause the piston to seize, break, and "blow" the entire engine.

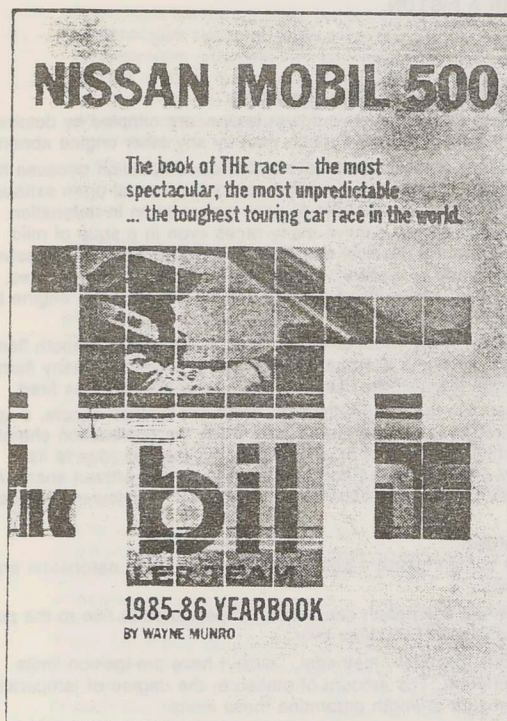


NORMAL COMBUSTION



DETONATION ("KNOCK-PING")

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WHY...

... did the MHD do it so wrong en route and still end up doing it so right?

... did the Sierra come to grief?

... did Trevor Crowe get left standing there as Tony Longhurst roared off in his car?

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Wellesley Street, Auckland, New Zealand.

An Irishman bought a pair of wellies and took them back two days later for a longer piece of string.

CITY OF PORIRUA RALLYSPRINT

P.O. BOX 2896,
WELLINGTON.

This letter is to inform your members of details of our National Rallysprint to be held on -

SATURDAY & SUNDAY - 20TH AND 21ST SEPTEMBER, 1986,

at: WHITITERIA PARK,
TITAHI BAY,
PORIRUA.

Please note that this date is changed from the date in the MANZ Calendar.

The event is an elimination rallysprint. There will be four qualifying runs (3 on Saturday, 1 on Sunday). The venue is 3 kilometres of sealed surface. It is located in a picturesque seaside park and consists of 25% downhill, 25% uphill, 50% flat, with very deceptive challenging corners and brows. It is absolutely magic.

ASR's and Entry Forms are available from:

The Secretary,
Mrs. Jane Black,
P.O. Box 2896,
WELLINGTON.

Entries are limited to fifty, in order of receipt of entry. Entry Fee is \$40.00, and entries close on Friday, 5th September, 1986. Late entries may be accepted at the organisers' discretion. Late Entry Fee is \$60.00, and closes on Friday, 12th September, 1986.

We believe this challenging event will be the forerunner of an annual pilgrimage to Whittieria Park, and we are sure that your members will regret failing to attend this event.

The venue is a public park. We are extremely conscious of being allowed to use this venue and do not wish to lose it before we even start, therefore anybody caught practicing on the venue will not have an entry accepted, and will be reported to the Executive Committee of MANZ for disciplinary action. A local resident is undertaking observation duties for us.

Regards,

ROBBO.



WELLINGTON CAR CLUB (INC.)

Businessworld
COMPUTERS LIMITED



DAVID BLACKS NEW STARLET

A FEW OF THE LOCAL LADS RALLY CARS
READY FOR THE TAUPO CAR CLUB CENTRAL
REGION RALLY HELD ON 17TH AUGUST IN
TAUPO FOREST AREA.



Some of the action from Kilbirnie Street Sprint

Photos courtesy Snap Print







crossflow..

Gossip is in short supply this month but we have a few little bits to share with you.

Concussion is a common ailment in the world of motorsport, and it's no exception in the world of rally.

Clubnight is a regular event at the club, and it's a great way to meet other enthusiasts. The next one is on the 15th.



Said 'now lookie here
Let's get this real clear
My Visa from Lisa must
HELPERS REQUIRED: good team will not fail

There was a young
Who rallied the band
His first try, a marvel
When driving on
The front part was

RAY LORDS MITSUBISHI

If one more
And one more
Then you must
That more than one spouse is spice

ALEXANDRA ROAD HILLCLIMB

SATURDAY OCTOBER 4TH

BE THERE !!

gold star

HELPERS REQUIRED:

CONTACT ROGER ELLINGHAM
WAYNE MOORE



crossflow ..

Gossip is in short supply this month but we have a few little ditties to tell you.....

Congratulations to WAYNE MOORE who was first in class, 3rd overall in the Wairarapa Car Club WMSA event on 12th July.

Clubnight in August must have been a real bore for DEREK MATTINGLEY as he was seen arms crossed, head nodding through the 1986 AWA RALLY VIDEO, (a printers life is very hard !).

Afew rally rhymes....

There was a young driver called Lew
Who only just finished stage 2
Tracey was keen but the stage was too mean
So they both went off skiing - wouldn't you ?

There's a certain young lady called Lisa
Who thought she'd use Roger's Visa
For Petrol and Things
Like large diamond rings
And goodies in life that would please 'er
So this car club chappie named Roger
Who in his rally car is no codger
Said "Now lookie here
Let's get this real clear
My Visa from Lisa must dodge 'er.

There was a young lad called Black
Who rallied the family hack
His first try, a marvel
When driving on gravel
The front part was round at the back

If one more than mouse is mice
And one more than louse is lice
Then you must agree, quite obviously
That more than one spouse is spice

WELLINGTON CAR CLUB (INC.)
P.O. BOX 5142, WELLINGTON.

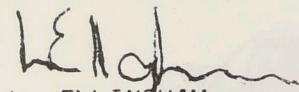
NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given of the Annual General Meeting of the Wellington Car Club (Inc.), to be held at the Clubrooms, on Russell Terrace, Newtown, Wellington, commencing at 8.00 PM on Tuesday 16th September 1986.

A G E N D A

1. Approval of minutes of previous Annual General Meeting.
2. President's report.
3. Approval of Annual Accounts for the Year Ended 31st July 1986.
4. Subscriptions.
5. Election of Office Bearers.
6. General Business.

Members unable to attend the Annual General Meeting may make written nominations of members for election as Officers of the Club. The member nominated must accept the nomination either in writing or personally at the Meeting, otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the Meeting.


L. ELLINGHAM
SECRETARY

The lion in the forest

Hannu Mikkola dons 350 kW-plus of works Audi Quattro rallycar to do battle with forest test-roads. Mel Nichols was in the passenger seat

MIKKOLA DOESN'T smile. He just says "Ready?" nods, whacks his foot onto the throttle and pops the clutch. The car erupts like a bronc from a rodeo chute. Its wheels rip into the gravel. In seconds — about seven seconds! — it's topping 160 km/h. It flies over a crest and, roaring like an enraged lion, plummets down the roller coaster track weaving into the forest.

The speed is unbelievable. The rate at which we're catapulting through the trees scrambles my senses. The thrust mashes me into my seat as if I'm trapped, helpless, in a runaway rocket blasting downhill inches above the ground.

Through the blur, all I can see are the pine trunks crowding the track and, where they are thin, the steepness of the bank dropping away. Blind fear takes over. My panicked brain screams that it's impossible to drive so fast down a forest trail. God don't let this be the day the Quattro breaks or Mikkola makes a mistake.

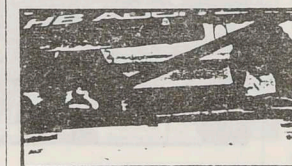
Him? He's just sitting there, tight in his harness, tweaking the wheel this way and that in precise little movements; snaking a hand out to snap the lever up or down the six-speed gearbox; dancing his left foot over the clutch and brake pedals; dabbing the throttle with his right. His face is impassive, a mask of concentration, his eyes reading every inch of the road.

Driving against the clock, he's looking always to unleash the Quattro's potential. Every instant, every yard where there's a chance, he gives the 375 kW its head. The response is phenomenal: blasting from 4000 to the maximum 8500 revs in each gear takes bare seconds; in moments, on the shortest straights, we're shooting up to the 190 km/h maximum the Audi is set to run in these conditions.

He slows earlier for many of the corners than you might expect, then tweaks the car sideways. He does it by upsetting the stability with a quick flick of the wheel while simultaneously braking with his left foot and keeping the throttle on with

his right. With the car 'cocked' for the bend, he balances the drift — often well past 160 km/h — with the throttle and the steering, constantly adjusting both, within milliseconds, as he controls the slide. By mid-bend he's applying full power, exploiting the four-wheel-drive advantage. Lord, this thing is so fast through the bends; so bullet-like out of them!

For one tight, blind bend Mikkola has to tread hard on the brakes as he whips down through the gearbox. The deceleration is as ferocious as the acceleration, flinging me forward until the belts cut into my shoulders and my eyes feel as if they'll pop from their sockets. The instant he's slow enough, Hannu is back on the power, the engine snarling in a new burst, and we're sliding again, the nose tucked in so tight it's almost scraping the bank on the inside while the tail's



Intrepid Nichols looks calm (above) as Mikkola prepares to launch off on another setting-up run through the test loop

out under the branches and over the drop on the other. A mistake with steering or power and we're dead men for sure.

My senses are still reeling as we charge full tilt along a semi-straightaway cut across the mountain face. Just before a kink where he'll get sideways again, the trunk of a fallen tree juts up over the track. Its tip is level with my head; it seems to hang in slow motion, waiting to smash through the windscreen. I feel the blood drain from my face. Mikkola doesn't let up. An instant before the disaster, he tweaks the Audi into a 160 km/h slide and pokes its nose under the trunk. It passes six

inches above the bonnet and clears the windscreen by three or four.

Lead, the track is breaking up into a jagged mass of loose slate; it must rip the tyres to shreds. We tears through the slate. We feel little. Here, as on some of the other rough sections we've blasted over, the Audi's ride comfort is remarkable. There is none of the dreadful crashing of previous rally cars, just a jiggling that conveys tautness. It feels like a car that will do precisely as its driver asks, within fractions of second, without jarring.

But the noise! The engine's snarl is wicked, rising and falling as Hannu constantly goes on and off the power, up and down the gears. Stones blast the underbody. Frequently, the branches smash against the nose and flanks as he tucks the car beneath the encroaching pines.

The accuracy with which he places the car, time after time, makes you want to gasp. At the end of the longest straight we're full chat and he cocks the car sideways and takes it, still flat, across a kink where the track ducks into a pleat in the mountainside. The outer front wheel is over the precipice; it rejoins the track perfectly, precisely where he wants it, for the next manoeuvre — and ails at 190 km/h.

This is to witness, from inches away, a top international sportsman walking the tightrope.

As suddenly as it does everything else, the track dives sharp right between stacks of freshly cut timber. The gap seems barely wide enough. Hannu brakes hard, weaving a little, puts the car sideways precisely the right amount and sweeps through hard on the power. At 100 km/h there are inches to spare. Now it's full tilt through the gears again in a charge up the short hill to the tape that indicates the end of the section.

"It is over," he says matter-of-factly on the headset. I look at my stop watch. Just under six minutes for just over 11 km of this slippery, treacherous forestry track. We have averaged 115 km/h. It is hard to imagine any car or driver ever doing it faster.

BUT BACK at the encampment, where the mechanics van and a smattering of Quattro saloons are arrayed around a clearing, Mikkola isn't happy. At 375 kW, the engine response is too much for the loose surface. Even with four-wheel drive in its latest, leading-edge form, he's getting slippage and having to lift off, he tells development engineer Dieter Basche. I hadn't noticed. Willy, the chief mechanic, goes to the van to get a smaller turbocharger.

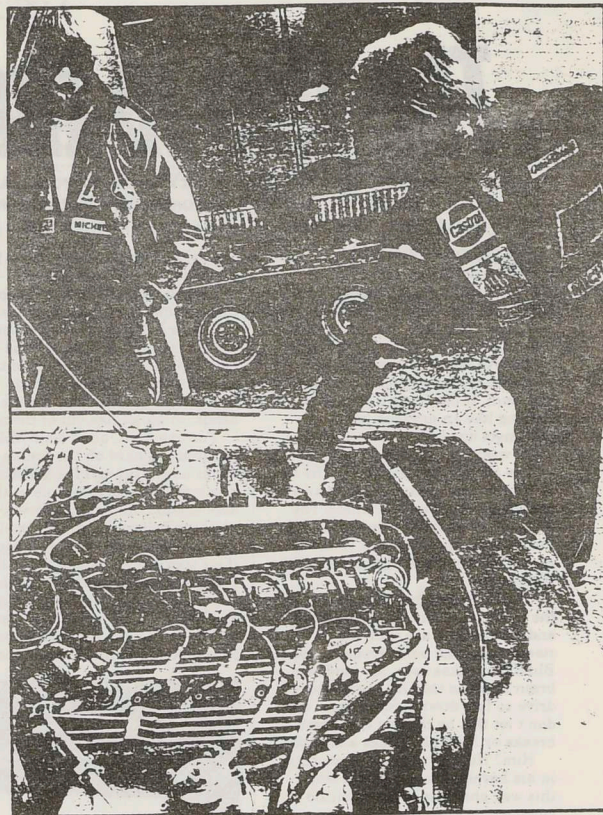
For a week, Hannu, Dieter, Willy and three more mechanics have been in the forest developing the S1 Quattro as part of the program for the '86 rally season. They've worked through a selection of suspension options, trying first one spring and damper combination then another until Mikkola and Dieter — who rides with him on each test circuit of the course they've mapped out — are happy with the way the car is sitting on the road. They work as a team, Hannu relaying his views of the car's performance and Dieter co-ordinating it with his engineers' knowledge as well as what his backside tells him.

They've sorted out a new ultra-high-performance braking system made by the English company Alcon. The temperature tags on the brakes have been reading 650 deg. Centigrade: red hot. In just a matter of days, the brake maker's engineers have come up with pads that give Mikkola the feel and braking power he wants.

"Getting pads that can withstand constant left foot braking while you've got 375 kW charging hard is a hell of a challenge," grins one of the young engineers, "but we've done it now." Hannu nods. "Yes, the brakes are terrific."

They've spent days on one of the most difficult tasks of all, evaluating new centre and rear differentials which split the torque to the front and rear wheels in various ways and lock up with different degrees of progression. At the level of sophistication 4wd rally cars have now reached, this split and progression is crucial to handling balance, not just grip.

Working painstakingly, logging and comparing the results through Dieter's little computer, they decide first on the centre diff and then, after another two days work, the rear diff. The mechanics are so adept they get the diffs in and out and Mikkola away on another blistering circuit within 29 minutes. At last Hannu is happy with the handling. As we finish our circuit and trundle back to base, he says



Turbocharged five-cylinder Audi engine sits well forward, but 4wd (and the right drivers) can deliver Championship results

"The balance is very good now. I can start to go very fast."

Now there's just the engine to finalise, to bring into line with the drivetrain and suspension settings for this sort of loose surface. To cut the power and temper the five-cylinder engine's response, Dieter tells his mechanics to mount a smaller turbocharger and different Motronic engine management system. Mikkola wants power — now it will be around 355 kW instead of 375 — but not developing so incredibly fast that it sets the wheels spinning mid-bend, forcing him to lift off, wasting time.

While Willy and the boys work,

Mikkola takes a 90 Quattro and drives the circuit slowly checking the surface. His lines are etched into the surface as if a huge vacuum cleaner has sucked off the top few inches of soil along two perfectly flowing tracks, clean and neat as a railway line. Before the bends they swerve or then in, where Mikkola has tweaked the car sideways.

"Rally driving is a bit like downhill ski racing," he says. "We have to take similar lines through the bend, turning before the corner so we can accelerate into the next bend earlier. Skiers use their bodies; we use the wheel and the throttle."

To win in rallying, you have to be very single-minded. Most of all you need the will to win, often against great pressures when things aren't going right. You need the gift, obviously, but you need very fast



Other side of the story: fine tuning of engines and suspension involves many bursts of hard work for Audi team mechanics

reactions and you must have balance, you must be able to feel what the car is doing. When I'm driving fast and it all goes the way I like it, that's a wonderful feeling."

But spending weeks testing in some remote forest, trying something and failing, then waiting while the mechanics pull the car apart — the drudgery behind the scenes — seems almost excruciatingly tedious. In 1985 Mikkola spent almost 40 days testing; his colleague Walter Rohrl stayed long, in the forests too.

"Sure, I'd rather be with my family in Finland or Florida. But nowadays if you want to win you have to do it; you have to get the edge on the other cars and the other teams. It becomes enjoyable when you can see that you can make the car better and faster, so that it's not always just the driver who makes the difference."

way we can still go.

"While the 375 kW we've achieved now can be too much for really slippery surfaces, I think we'll get to 450 kW before we reach four-wheel drive's limits."

"That's going to be very interesting. With our current performance, the cars are very challenging to drive. They're so fast you have to concentrate hard."

Dieter Basche, who has to ride with Hannu as he pushes the Quattro, day-in, day-out, during testing, shows visible signs of stress near the end of the session.

"Sometimes," he says, "when I reflect on how fast we're going and what could happen if something broke or Hannu made a mistake, I have to force myself into the car. The speeds are so high now that even some of the seasoned navigators are admitting to being scared."

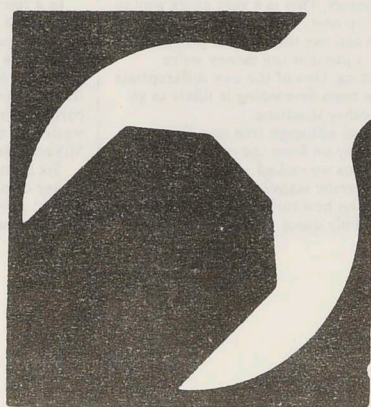
"But we're determined to keep on winning rallies and I have a job to do. So I get in. Like Hannu, I just concentrate on how the particular component we're evaluating is performing. In the end, it's worth it."

WILLY SIGNALS that the car is ready again. Hannu and Dieter put on their headsets, Dieter sets his computer and they strap themselves into the flimsy-bodied beast. The engine snaps into life and idles with a sound as guttural as a World War One fighter plane. Mikkola runs an eye round the cabin while the engine warms. He has gauges that cover everything from petrol, oil and turbo boost pressure to engine, gearbox and differential temperature. There's a speedometer, of course, so the drivers can keep an eye on speeds when they're on public roads between competitive stages. But the main instrument, easiest to see, is the tachometer, reading all the way to 9000 kpm. Across the centre of the dash is a mass of fuses, and ahead of the passenger — or in rallies, the navigator — are the radio equipment and the computer for plotting times, speeds and distances.

In a few moments, the S1 is belting around the mountain in the evening light, its roar rolling through the valleys like thunder. You can hear the eagerness of the engine. This time, though, there aren't so many of those curious fluttery whistles of the wastegate dumping the excess boost; Mikkola isn't backing off as much.

Six minutes later Mikkola and Dieter climb out grinning. "It's perfect now," says Hannu. "I can drive it now. Let's go home."

MOTOR DROME



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IRISH MOTHERS LETTER

Dear Son,
Just a few lines to let you know I'm still alive. I'm writing this letter slowly, because I know you cannot read fast.

You won't know the house when you come home - we've moved.

About your father, he has a new job. He has 500 men under him. He is cutting grass at the cemetery.

There was a washing machine in the new house when we moved in, but it wasn't working too good. Last week I put 14 shirts into it and pulled the chain and I haven't seen the shirts since.

Your sister Mary had a baby this morning. I haven't had a chance to see if it's a boy or a girl, so I don't know whether you're an aunt or uncle.

Your Uncle Dick drowned last week in a vat of Whiskey in Dublin Brewery. Some of his workmates dived in to save him, but he fought them off bravely. We cremated his body, and it took three days to put out the fire.

Your father didn't have too much to drink at Christmas. I put a bottle of castor oil in his pint of beer. It kept him going until New Year's Day.

I went to the Doctor on Thursday and your father came with me. The Doctor put a small tube in my mouth and told me not to open it. Your father offered to buy it from him.

It has only rained twice this week. First for 3 days then for 4 days. Monday it was so windy that one of the chickens laid the same egg 4 times.

We had a letter yesterday from the undertaker. He said if the last instalment wasn't paid on your grandmother within 7 days, up she comes!

Your loving Mother.

P.S. I was going to send you \$10, but I already sealed the envelope.



MOTORSPORT NEWSLETTER

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

July, 1986

MEDICAL CERTIFICATES

Effective immediately there is no longer a requirement to have a Medical Certificate for other than International competitions. This is in line with current FIA practice.

NEW CLUBS

Two new Clubs have been granted affiliation. They are:

Dannevirke Car Club P.O. Box 229, Dannevirke
Historic Racing Register (Auckland) P.O. Box 14-104, Auckland

Both these Clubs are welcomed to the Association.

TELEVISION RIGHTS

At the AGCM Clubs were advised that with rescinding the current policy they are now able to approach Television New Zealand to investigate possible coverage of their events themselves. However, in line with International policy, the Executive Committee has established a policy that they are the sole and exclusive proprietor of all moving picture rights and commercial radio rights for motor-sport events held in the country. This means that prior to negotiating any TV & Radio coverage of your event the approval of the Association is required. This procedure is put in place to provide some measure of rationalisation regarding the promotion of the sport.

GOLD STAR MOTOR RACING AWARD

The Gold Star Championship as it relates to Formula Pacific/Mondial is to be re-introduced for the 1986/87 Season. Following a proposal from promoters the Executive Committee has agreed to re-introduce this Championship. A minimum number of eight starters will be required for each Round. These are the Global Races (Nov/Dec) and the Internationals (Dec/Jan).

FORMULA FORD CHAMPIONSHIP

A two-tier Championship is to be introduced. This provides for both high-technology cars and the older style Formula Fords. Full details will be included in the new Championship Articles for the coming Season.

- page 2 -

AGC FORD LASER CHAMPIONSHIP

For this Season the Championship will be for the new Ford Laser TX3i. A number of Rounds in the North and South Islands will be held with considerably increased prize money. Specifications are available at the MANZ Office at \$5.00 each.

NORTH/SOUTH SPORTS SEDAN TEST SERIES

The Association is pleased to announce that they have established Articles for a Series for Sports Sedan cars between teams representing the North and South Islands. These events will be run during February in both Islands. Selection for members of this Series will be chosen by a panel of selectors to be appointed by the Race Commission.

ORGANISING CRITERIA FOR CHAMPIONSHIP RACE MEETINGS

There has been established a minimum criteria for race organisers when holding MANZ Championship meetings. It clearly establishes their responsibilities towards both the Association and competitors. It is believed that these will go some way towards raising the profile of our sport.

APPENDIX RS

The suggested new Appendix RS that was circulated to Clubs in May has been adopted. It will be included in the Yearbook and effective for next Rallysprint Season.

APPENDIX R

The revised Appendix R that was circulated to Clubs in May has, with a number of minor alterations, been adopted. It will be included in the Yearbook for the next Rally Season.

USE OF MARKED MAPS DURING RALLY SPECIAL STAGES

The practice of carrying marked Lands and Survey Maps during Special Stages is to be discouraged. The Executive Committee has accepted a policy that the carriage of these maps constitutes a violation of Appendix R 7/6 and, as such, organisers are requested to exclude competitors carrying such information during any note-checks that they may carry out in the event. This requirement will appear in the new Appendix R.

FOUR WHEEL DRIVE VEHICLE RULE IN RALLIES

In future, permission to use a four wheel drive vehicle will not be necessary. However, the Rule that only homologated four wheel drive vehicles may take part remains. This means that these vehicles must conform to the relevant homologated specifications.

ALLOCATION OF NEW ZEALAND RALLY CHAMPIONSHIP DATES

To rationalise the Championship, it has been decided that dates will be established each year in February and promoters requested to uplift the Rounds. Allotments will be made before the beginning of June. The format will be similar to the one in use this year being Regional Rounds in April and May, with Premier Rounds in August and September. The Final Premier Round will alternate between the Islands, commencing with the South Island in 1987.

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SCHEDULE A

The revised Schedule A as circulated to Clubs in May will be adopted commencing next year.

There are a number of changes. One of the more far-reaching ones is the establishment of a greater requirement for protective clothing. In essence, as from the 1st January, 1988, competitors in Racing events are required to have one-piece overalls of an approved flame resistant material. The Technical Department is currently preparing a list of those materials which will be approved.

MANUFACTURERS' CHAMPIONSHIP

Following representations from the Manufacturers, approval has been given to introduce imported vehicles, under certain conditions, to this Series. The conditions have been advised to Manufacturers and will be contained in the Articles for the Championship. There has been excellent Manufacturer interest in continuing this Series, and initial projections are for an increased amount of interest.

APPOINTMENT OF NEW STEWARDS

Two new Stewards have been appointed. They are:

Dave Smith of Auckland

Barry Swanerton of Masterton.

They are welcomed to the Stewarding Department and it is hoped that they will enjoy their new responsibilities.

LICENCING OF FORMULA FORD ENGINE BUILDERS

Upon the recommendation of the Technical Department a pilot scheme, which will establish a licencing system for Formula Ford engine builders, is to be started next Season. An engine builder who becomes licenced will be supplied with Association Rule Books, copies of all new FIA bulletins, Motorsport Association Newsletters and any Technical Bulletins. The engine builder will also have his name listed in the Yearbook. This scheme is similar to one currently in use overseas and, as a pilot, will be introduced initially for Formula Ford only, in 1987. Should it prove effective the scheme will be extended to other Racing formula.

LOG BOOKS

A revised re-print of the Log Book is to be introduced commencing from this

Racing Season. Competitors are reminded that they are mandatory for all Association Championships and highly recommended for all competitors in all events. Correct use of a Log Book will provide you with excellent history of your competition vehicle.

CIRCUIT BREAKER (Isolating Switch)

At the AGCM it was approved that a circuit breaker will be required for all purpose built competition vehicles. The Executive Committee has ruled that a vehicle used in competition in a Rally is defined as a purpose built competition vehicle. This means that for next Rally Season all Rally cars must be fitted with a circuit breaker. Exact specifications regarding location and marking will be contained in the new Appendix A in the Yearbook. The breaker must ensure that the vehicle it is fitted to breaks all circuits that keep an engine running: i.e. ignition, magneto, fuel pump, and alternator.

GYMKHANA - CHANGE OF NAME

On recommendation from the Speed Commission, the terminology used to describe driving tests against the clock has been changed to 'Motorkhana'. The administration of this section of the sport will remain under the watchful eye of the Speed Commission.

ADVICE OF EVENTS - INFORMATION TO THE ASSOCIATION'S OFFICE

A number of Clubs and promoters may not be aware of the extent of requests for information regarding some of our higher profile/Championship events which are received by the Association's Office. It would be appreciated if Clubs and promoters could arrange early advice to the Office regarding their event details so that the staff is able to handle enquiries from media/competitor/public. Even if absolute details are not available - if Clubs/promoters could provide at least a day-time contact number this would go a long way to answering these queries. It is also recommended that you include the Motorsport Office in your mailing list for any pre-event information.

CHANGE OF ADDRESS - ASSOCIATION'S PRESIDENT

Please note: Mr. M.D. Chandler, President of the Association, wishes to advise all Clubs of his change of address:

New address: 17 Oleander Point, Pakuranga, Auckland.
(The telephone number remains the same: 566-912)

NEXT EXECUTIVE COMMITTEE MEETING

The next Executive Committee meeting will be held on the weekend of 27th/28th September, 1986. Items for the Agenda close at the Association's Office on 17th September, 1986.



classifieds



AUTOSPORT SEAT: Only used once, excellent condition
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AWA CLARION RALLY - 2 HOURS OF VIDEO HIGHLIGHTS

As shown at Travelodge and the motor show.
Orders to : Carl Easton, A.W.A. Auckland,
Telephone 760.129, P.O.Box 1363, Auckland.

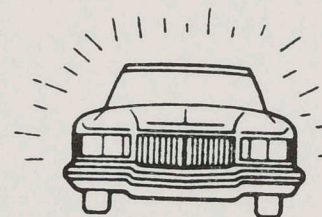
The boys in blue arrive....and YES - they've managed to escape with the only evidence of existence in the place being two layers of skin from Gummed Up Glenda's body still attached to the cyanoacralate puddle on the floor. But how did they get away you may ask? We will never know. Meantime, the team are making fast tracks to their hide-away when the back of the Kitset Kenny comes adrift and they leave it at the intersection. Stuck up Sue gets a reprimand for sniffing the joins in the mighty model and the team are forced to use their new supplies to mend the trusty Kenny. And we all know what that means, another trip to ADOS. But what is that in the distance, could that be a siren we hear or is it just a weakness in the mind? Will the team get the mighty model repaired in time, you'll have to wait and see.

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MOTORING NEWS

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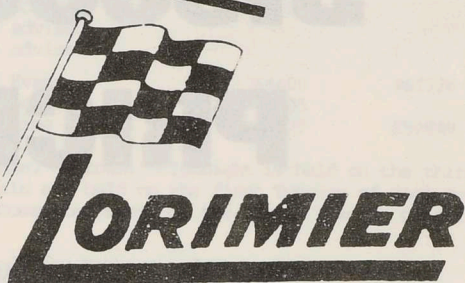
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OCTOBER

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

EXECUTIVE COMMITTEE

(* Please do not phone Committee after 9 pm *)

PRESIDENT			
IMMEDIATE PAST PRESIDENT	Murray McGuire	784423	720880 (W)
CLUB CAPTAIN	Lisa Ellingham	288523	288523 (W)
SECRETARY	Jane Black	687275	731152 (W)
TREASURER	Annette Miet	844730	730663 (W)
COMMITTEE	Brett Plim	883451	842138 (W)
	John Paine	899279	859949 (W)
	Peter De Joux	769316	851249 (W)
	Derek Mattingley	780484	721611 (W)
	Ian Parkinson	328695	748999 (W)
	John Dalglish	769806	683973 (W)
	John Crouch	783126	729379 (W)

SPEED COMMITTEE

To be advised

NON SPEED COMMITTEE

To be advised

RALLY COMMITTEE

To be advised

SOCIAL COMMITTEE

To be advised

CHIEF SCRUTINEER

Lloyd Evans 764400 767726 (W)

POINTSKEEPER

John Thomson 784305

CLUBROOMS

John Paine 899279 859949 (W)

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS

\$30.00	Ordinary Members and Husband and Wife
\$15.00	Members under 18 years of age
\$15.00	Country Membership
\$20.00	Associate Membership

(All the above include Motorsport Association Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above are subject to Goods & Services Tax)

MEMBERSHIP SECRETARY

Dave Jennings 733801 738670 (W)

BULLETIN EDITOR

John Paine 899279 859949 (W)

* DEADLINE FOR COPY OF MOTORING NEWS IS EACH CLUBNIGHT *

The contents of the 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted.

COMPETITION CALENDAR

IF ANY CLUB EVENT IS POSTPONED OR CANCELLED DUE TO ADVERSE WEATHER OR FOR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB AS PART OF THE CANCELLATION SERVICE.

- OCTOBER
- 4 HILLCLIMB - ALEXANDRA ROAD GOLD STAR INVITE
 RUN BY: Wellington Car Club START: 10 am
 SCRUT & DOC: Archer & Lupp ENTRY: \$25.00 to 18.9.86
 Friday 3.10.86 FUNCTION: W.C.C. Clubrooms
 6 - 8 pm after the event.
- 5 GRAVEL SPRINT - INTERCLUB SERIES INVITE
 RUN BY: Kapiti Car Club VENUE: Off Riwai St Pm.
 ENTRY: \$15.00 SCRUT & DOC: 9 - 9.45 am
 START: 10 am at the venue
 CONTACT: John Waller, 84902 pm (H).
- 7 NIGHT TRIAL - WMSA SERIES INVITE
 RUN BY: Wellington Car Club
- 11 GRAVEL SPRINT HILLCLIMB - INTERCLUB SERIES INVITE
 RUN BY: Harbour Capital Car Club VENUE: Knob Ridge Totara Pk.
 ENTRY: \$12, after 9am \$15 SCRUT/DOC: 8.30 - 9 am at
 BRIEFING: 9.30 am Tacoma Dr, Totara Pk
 CONTACT: Richard Skilton 636481
- 12 HILLCLIMB - GOLD STAR INVITE
 RUN BY: Taumarunui Car Club VENUE: Taumarunui
 REGS FROM: Lisa Ellingham 288523
- 12 TRIAL - WALL TROPHY INTERCLUB SERIES INVITE
 RUN BY: Fiat Owners Club START: Hutt Valley Clubrooms
 ENTRY: \$10 Petone, 1 pm
 NOTE: No mapreading, low key CONTACT: Trevor Wall 650361 (H)
 event suitable for all
- 18 AUTOCROSS - INTERCLUB SERIES INVITE
 RUN BY: Wellington Car Club VENUE: Porirua Tip Land
 ENTRY: \$15.00 SCRUT/DOC: At venue 9.15 to
 BRIEFING: 10.30 am 10.15 am
 CONTACT: Roger Ellingham 288523
- 19 BENSON & HEDGES SALOON CAR RACE AT MANFEILD
- 25 RALLYSPRINT INVITE
 RUN BY: Wairarapa Car Club, no information yet.

- 26 AUTOCROSS - INTERCLUB SERIES INVITE
 RUN BY: Hutt Valley Car Club, no information received yet.
- 27 MOTOKHANA - STEWARDS TROPHY INTERCLUB SERIES INVITE
 RUN BY: Wellington Car Club VENUE: Porirua Tip Land
 ENTRY: 6.00 START: 1 pm
 CONTACT: Lee Muir 847667
- NOVEMBER
- 1 HILLCLIMB - GOLD STAR, TE ONEPU INVITE
 RUN BY: Hawkes Bay Car Club REGS FROM: Lisa Ellingham
 288523
- 1 15TH SKYLINE CORONET PEAK HILLCLIMB INVITE
 RUN BY: Wakatipu Car Club REGS FROM: Lisa Ellingham
 288523
- 2 BRILLE TRIAL - 15TH ANNUAL (GREAT EVENT)
 RUN BY: Wellington Car Club START/FINISH: NZ Foundation
 START: 12.30 pm with tea for the Blind, Braille Hse,
 and coffee Hankey St, Wellington.
 First car away 1.30
 This event is suitable for everyone and involves a blind navigator who receives their instructions and gives them to you as you go. It's the clubs effort for Braille week and a most enjoyable day. Tea and Coffee provided afterwards at the prizegiving.
- 2 BENT SPRINT INVITE
 RUN BY: Hawkes Bay Car Club REGS FM: Lisa Ellingham
 288523
- 4 NIGHT TRIAL - WMSA SERIES INVITE
 RUN BY: Wellington Car Club
- 8 HILLCLIMB - GOLD STAR, ADMIRAL ROAD INVITE
 RUN BY: Wairarapa Car Club, no information yet.
- 9 SEALED SPRINT - DUNCAN MCKENZIE, LEES RD INVITE
 RUN BY: Wairarapa Car Club, no information yet.
- 15 AUTOCROSS - INTERCLUB SERIES INVITE
 RUN BY: Harbour Capital Car Club, no information yet.
- 16 AUTOCROSS - INTERCLUB SERIES INVITE
 RUN BY: Kapiti Car Club VENUE: Arcus's Farm Otaki
 ENTRY: \$15.00 Gorge, follow Gorge
 SCRUT/DOC: At venue 9.45 - 10.15 am Rd for 11 km
 CONTACT: John Waller 84902 Pm.
- 16 NOVELTY TRIAL CLOSED CLUB
 RUN BY: Wellington Car Club, no information yet.
- 22 CLUBMANS RACEMEETING RUN BY Hutt Valley, no information yet.
- 23 MOTOKHANA RUN BY M.G. Car Club, no information yet.
- 29 MOTOKHANA RUN BY Harbour Capital, no information yet.
- 29/30 GROUP A RACEMEETING AT MANFEILD

ED'S BIT

As you can see from this months bulletin we are having a re-vamp of the layout and content of the bulletin. Each month we would like to report on all aspects of the clubs activities section by section, ie Speed, Non-Speed, Rally and Social. We will also be running features or articles of interest so if you happen to find anything others may be interested in, please send a copy into us.

Write ups from competitors are scarce these days which is a great pity as we all like to hear how you went in your chosen event. Even a few lines (or a few tales) are very much appreciated and will give the bulletin the 'spirit' that it needs.

Bulletin personnel are John Paine, Jane Black and Lisa Ellingham. We are always pleased to hear stories about members achievements and gossip of course. So give us a ring and help make your monthly reading last a bit longer.

PRESIDENTS REPORT

1985/6 YEAR

Personally I didn't recall any mention of my being required to write a report for the bulletin coming out of the AGM, however, the Secretary says she has put it in the minutes so I guess I'd better oblige! For those that didn't attend the AGM (shame on you), below are details of the main points of my report as on the night, in no particular order.

1. SOCIAL: Some great social events but due to poor member support we ended up in a loss situation financially.
2. NON-SPEED: The extension of the monthly night trial series to a WMSA series has been most successful with some 50 persons registered for the trophy. Lack of organisers has caused a problem for motorkhanas and the novelty events received mixed support, some having excellent turnouts and others poor.
3. SPEED: A very successful year with well supported Hill-climbs, a Street Sprint at Kilbirnie, plus the Clubmans. Due to inclement weather the Autocross has been postponed until later this year.
4. RALLY: A successful joint venture Central Region Round run in conjunction with Harbour Capital Car Club. The seeds have been sown for a further joint venture next year - this time a National Round with a third Club, Wairarapa, joining in too. At the time of the AGM we were looking forward to the inaugural AWA Clarion City of Porirua Rallysprint. This subsequently turned out to be an excellent event although a larger competitor turn-out would have been good to see.
5. 1986 MANZ AGCM: The Club hosted this years AGCM and it turned out to be a most enjoyable and successful weekend.
6. NISSAN MOBIL 500 STREET RACE: Active involvement in this years event was not without it's problems. Continued involvement will need careful consideration and active member support both before and during it. Speak out if you want to be involved NOW! A successful display at the Wellington Show Buildings of members cars etc during the scrutineering "Pit Stop 86" Show was mounted. My special thanks to Julie Morae Mark Jennings and Wayne Huxford for the use of their cars.
7. CLUBNIGHTS: These had mixed attendances. The committee would love to hear from anyone who has ideas or topics or guest speakers, whatever you would like to have.

8. COMPETITION SUCCESSES: The Club, during the year, won the WMSA Stewards Trophy and the Wall Trophy. These are from the highest points scoring Club in the inter-club series motorkhanas and trials respectively. Club members acquitted themselves very well both Nationally and at Regional level. I won't mention them all now (for fear of missing and offending someone) but I hope they have passed on to the bulletin editor details of their results etc so that all members can read of their success. Please, if you are competing in events and particularly if you are doing well, write a piece for the bulletin so we can all be part of your efforts.

9. CLUBROOMS: Considerable expenditure this year on a new roof, new locks and new water tank. A lot more is needed to be done and member support is essential - there will be a working bee later this year so please help out. Special fund raising efforts for the roof were not well supported. I hope this apathy does not continue for if it does your Club will simply die.

10. EQUIPMENT: As a result of a Wellington City Council sports grant, we have purchased a number of new stopwatches (long overdue). The Club was also presented with 5 new digital clocks for night trial use by a person who wishes to remain anonymous. My special thanks for this generosity.

11. BULLETIN: A great effort by the editor John Paine with recent support from Jane Black and Lisa Ellingham. However if members fail to provide results, write-ups, crossflow, notice of events they are organising, adverts, silly comments, jokes or whatever, the bulletin will not be able to do its job of informing. Over to you all.

12. FINANCE: A successful year financially thanks to the efforts of our treasurer Annette Miet (for keeping us on the straight and narrow) plus the organisers of our events for adequate budgeting and expense controls. A shame a bit more effort wasn't made in supporting the MANZ raffle.

This deserves the support of every member as it provides good income for our Club directly, plus very valuable income for MANZ. It should be pointed out that due to widespread poor club support, this years raffle cost MANZ (and that's us too in the long run) valuable money.

Donations for suitable prizes for clubnight raffles would be welcome and could assist the Club in making a few \$\$\$\$, your assistance please - don't wait to be asked.

GST: The Club has registered for GST. The committee felt it was in our interests to do so, particularly as further expenditure is required on the clubrooms.

13. COMMITTEE: It was most disappointing to have a number of member defections and 'non-performing' committee members this year. This placed an undue work load on the remainder. My special thanks to those who shouldered the load so willingly. For the future well being of the Club it is essential all committee members pull their weight and equally as important that Club members also give their support. We seem to be reaching a point where a volunteer is an unknown person. Don't wait to be asked, offer.

14. THE END: My thanks to all those who so ably ran events, assisted at events and helped 'behind the scenes' at so many times in so many ways. I believe it has been a most successful year and I look forward to the future with optimism.

Thank you all,

MURRAY MCGUIRE.

P.S. I can't end without a very special thank-you to Lisa Ellingham for her tireless and endless support as Secretary. Thank-you Lisa.

MANZ NEWS

Be prepared when you trot into MANZ to apply for your '87 Competition Licence. New Schedule of Fees are listed for you to get used to. It was decided at the recent AGCM by all car clubs so don't go grumbling to the wrong people!

Ungraded Licence	\$13.00	FIA Competitor	
Racing Licence	\$51.00	Licence (entrant)	\$25.00
Rallying Licence	\$51.00	Historic/Classic	
Provisional Race		Drivers Licence	\$6.00
Rally Licence	\$51.00		
International		Upgrading:-	
Racing Licence	\$76.00	Nat to Internat	\$38.00
International		To Internat Nav.	\$25.00
Rallying Licence	\$76.00		

WMSA NEWS GREAT!

Paekakariki Hill Duncan McKenzie Sealed Sprint event run by Kapiti Car Club saw some good finishes for Wellington Car Club members. WAYNE MOORE in his Mazda RX3 was placed 4th overall, 4th in class, BRUCE UTTING in the Porsche gained 6th overall, 6th in class with just the one run. MARK MOLONEY was 7th overall, 1st in class with his Mazda 323 and DAVID KNOX was 15th overall, 11th in his class in a Mazda 323. TED CLAY gained 16th overall, 3rd in class in his Datsun. Thanks to all those entrants who've gained points for the club towards the Duncan McKenzie inter-club series.

WMSA 1986 INTERCLUB SERIES - POINTS UPDATE TO 1.9.86

SEALED HILLCLIMBS/SPRINTS: (DUNCAN MCKENZIE TROPHY)

After July 12 at Wairarapa: Wayne Moore 11, Ian Taylor 10, Alvin Watson 8, Don McLean 6, Pete Zivkovic 3, Steve Gaskin 3.

AUTOCROSSES: (KIM NAYLOR TROPHY)

After May 18 Kapiti: Wairarapa 64, Kapiti 36, Hutt Valley 23, Wellington 10, others nil.

GRAVEL SPRINTS, TRIALS & MOTOKHANAS - No change since last report.

COME ON WELLINGTON ! REMEMBER
OUR AUTOCROSS IS NOW ON 18TH
OCTOBER AND WE NEED POINTS !

HELPED OUT YET ?

CAPTAINS CAPER

This is the first of many-more-to-come Club Captains reports which will appear monthly and keep you up to date with the activities and happenings in the club.

The recent AGM wasn't exactly what you'd call successful as we are now without a President to lead the way. By rights we are actually not allowed to operate without a President so the Special General Meeting to be held in November is to elect a President so the Committee can go about it's duties. Please consider this seriously.

Clubnight this month we have Mr Neil Gyde from the MOT to tell us all the great (nasty) things they do for us. It will be part of our 3 month "SAFETY WHILE YOU DRIVE" theme which will lead us into the holiday period.

The Autocross on October 18th requires excellent attendance from our members in order to increase our points for the interclub series. Please support the other members who are trying to bring home the series trophies for our club.

Alexandra Road would probably have been run by the time you receive this copy, as usual we are expecting a good turnout of competitors and spectators.

Hats off to the rally sub-committee who organised a very well run and patronised event. The number of spectators is a credit to their ability to promote motorsport for us.

The monthly night trial series is running smoothly with several competitors striving for the NO.1 spot. Keep it up teams, a great effort.

The Stewards Trophy Motokhana is to be run at Labour weekend and should be a great event also. If you're not going away we'd like to see you joining in.

LISA ELLINGHAM

Beaurepaires for tyres.

OF SPECIAL INTEREST

THE MINI COOPER

How did the first Mini Cooper evolve 25 years ago to become a world beating car which took on anything and has so many wins to its credit, including the Monte Carlo Rally three times and the first four places in Bathurst once.

John Cooper, the world famous racing car constructor, being a customer of Morris Engines of Coventry for his formula junior racing cars, and also being a close friend of Alec Issigonis, the designer of the mini, was able to obtain a prototype mini to go to the 1959 Italian Grand Prix. Cooper drove this mini to the Grand Prix beating Reg Parnell driving an Aston Marton DB4GT on the journey from London.

At last Cooper had found a four seater car that he could turn into a four seater GT car to compete with the Lotus Elite of the day. So after trying Renault Dauphines with ZF gearboxes and Coventry Climax engines to no avail, John Cooper set about tuning the Mini for more speed. Cooper felt a speed of 85 m.p.h. was required and calculated that 55 b.h.p. was needed to achieve this and it should be done with an engine capacity of less than 1000 cc with racing class competition in mind.

The 997 cc Mini Cooper

The British Motor Corporation were interested by this concept and contracted Cooper Cars to develop the car. To this end Cooper took the basic 850 cc Mini motor and increased the stroke and reduced the bore to give an engine capacity of 997 cc. Carburettion was improved with twin carbs and the compression ratio raised. The bottom end of the motor was strengthened and for quicker gear changes a remote gear shift was added along with closer ratio gears than the 850 cc Mini.

With all this power improvement some means of stopping the car was required and Cooper had Lockheed develop what appeared to be the world's smallest disc brakes. All this equipment was housed in the then Mini super body and given a two tone paint job to produce the first Mini Cooper in July 1961 with production sales to the public in October 1961 "25 Years Ago". 25,000 997cc Mini Coopers were made before production ceased in late 1963 - to be replaced by the 998 cc Mini Cooper.

1071 cc Mini Cooper S

In March 1963 the first change to the 997cc Mini Cooper was to increase power and engine size to compete in the sub 1100cc class of racing. To achieve this John Cooper began with the original stroke of the 850 cc Mini motor and increased the bore to give an engine of 1071 cc. The crank on this motor was 'nitrided', the rockers were forged and the valves 'stellited' to cope with the increased power output of 70 b.h.p.

To help the car stop and handle better with it's now top speed of 93 m.p.h., larger disc brakes and tyres were fitted. Just over 4,000 units were made when production of this model ceased in August 1964 being replaced earlier in the year by the 1275 and 970 mini Cooper S versions.

The 998 cc Mini Cooper

British Motor Corporation realising their 850 cc 34 b.h.p. engine was not powerful enough for their Riley Elf, developed a 998 cc motor with a shorter stroke than the 997 cc Cooper but with a larger bore. This motor was quickly adapted by Cooper as a replacement to the 997 Cooper motor in January 1964 to sell alongside the Mini Cooper S. A total of 43,000 998 cc Mini Coopers were produced until October 1967 when the MKII 998 cc Mini Cooper was produced.

The MKII had a 4 synchro gearbox, a tighter turning circle and new interior trim. By November 1969 a further 33,000 998 cc Mini Coopers were produced when production ceased to be replaced by the 1275 GT Mini.

The 970 cc Mini Cooper S

March 1964, a year after the 1071 S Mini Cooper was announced the 1275 cc and 970cc Mini Cooper S's were announced. The 970 cc Mini Cooper S motor had the same bore but a shorter stroke than the 1071 cc motor so it could compete in the under 1000 cc class with a slightly higher compression ratio than the 1071 cc motor. The 970 cc motor had a power output of 65 b.h.p. giving the car a top speed of 93 m.p.h.

The 970 Cooper S was produced as a homologation special of 1000 units for race and rally competition and ceased production in January 1965 after only 10 months production.

The 1275 cc Mini Cooper S

The 1275cc Mini Cooper S motor had the same stroke as the earlier 997 cc motor and retained the bore of the 1071 cc and 970 cc motors. With the same head, carbs, crank etc of the previous Cooper S motors, the 1275 cc S motor had a power output of 76 b.h.p. giving the car a top speed of 99 m.p.h.

About 20,000 MKII 1275 cc Cooper S versions were built until October 1967 when the MKII 1275 Cooper S was introduced with a 5 speed syncro box, better turning circle and new super delux trim. Over 12,000 MKII Cooper S's were produced when the MKIII Cooper S took over in march 1970. The MKIII was basically British Leyland's Mini with the cancelled door hinges with Cooper S mechanicals.

John Cooper's involvement was allowed to lapse by British Leyland in July 1971 and production of Mini Coopers ceased. Some Innocentii Cooper S's were still produced in Italy for a couple more years and some CKD models were still being produced in Australia for a while. In total some 146,000 Mini Coopers were produced in just over 10 years.

The Mini Cooper Today

Many tuning compaines took basic Mini Coopers and tuned them for better performance; Broadspeed, Downton, Arden, Speedwell to name a few. Most of the world famous racing drivers owned or drove Mini Coopers at some point in their careers. In fact in most car clubs in New Zealand everyone can relate to a Mini Cooper. There are many Mini Cooper Clubs around the world now, even in Japan, which has used the sucessful and safe East-West motor front wheel drive concept of the Mini for most of their cars; and indeed most of the cars produced in the world today.

The Mini Cooper Club

Early in 1981 a group of "Cooperists" (Cooper enthusiasts) set up the Cooper Car Club of New Zealand, which now has a membership of over 50 people throughout New Zealand. The club has regular club meetings and club events such as Motorkhanas, Concourse de Elegance, displays, trials, economy runs, driving skill trials and regularly competes with other marque car clubs at race meetings, hillclimbs, trials etc. The Club also has many social events and through a monthly magazine helps people with technical hints on maintenance of their coopers and endeavours to preserve the marque so people can still be in contact with the famous little flying shoe boxes, The Mini Coopers.

Tony Maulder

During the last week of September the Cooper Car Club celebrated the 25th Anniversary of the production of the first Mini Cooper. Unfortunately the invitation for our members to attend arrived after the printing of the last bulletin and we were not able to advise our members of the celebrations. Should you wish to register your Mini with the Club, or perhaps are interested in their activities, please contact TONY MAULDER who is President of the Cooper Car Club, 584581 (H), 689929 (W) Auckland.

PLEASE SUPPORT OUR ADVERTISERS WHENEVER POSSIBLE

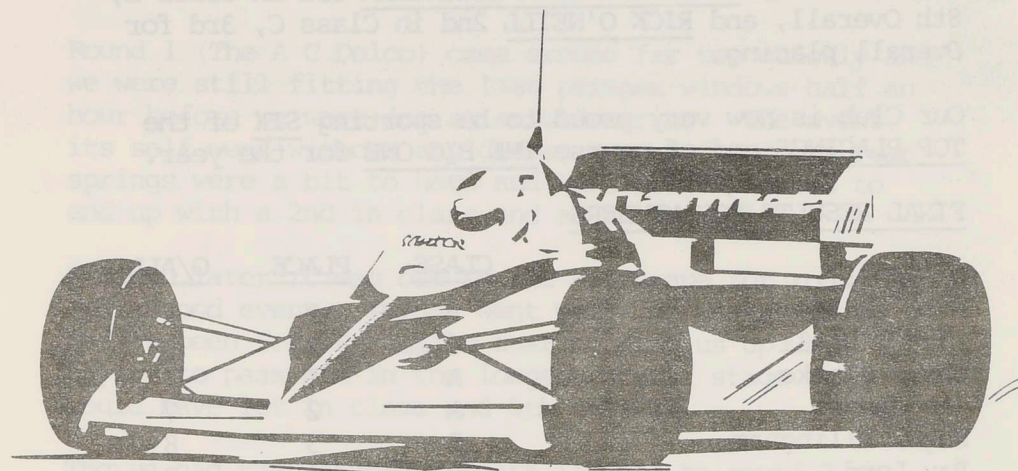
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7 DAY FAMILY FUN

» RALLY RUMBLES

CENTRAL REGION RALLY SERIES RESULTS - W.C.C. MEMBERS

A big congratulations to MIKE GALVIN and GRAEME TOOMER who have recently won the Central Region Rally Series 1986, First in Class B and First Overall Place. Other Wellington Car Club Rally folk who also took out major placings were CHRIS CLARKE and GRAEME ROBERTSON being First in Class A, 4th Overall Placing, IAN JENSEN and LESTER BANFELD gaining 2nd in Class A, 7th Overall, ROB BOWER and JANE BLACK (Half Season) 3rd in Class A, 11th Overall, ROGER and LISA ELLINGHAM 3rd in Class B, 8th Overall, and RICK O'NEILL 2nd in Class C, 3rd for Overall placing.

Our Club is now very proud to be sporting SIX of the TOP PLACINGS and of course THE BIG ONE for the year.

FINAL RESULTS FOR MEMBERS

DRIVERS:	CLASS	PLACE	O/ALL
Mike Calvin	B	1	1
Rick O'Neill	C	2	3
Chris Clarke	A	1	4
Ian Jensen	A	2	7
Roger Ellingham	B	3	8
Ray Lord	B	4	9
Rob Bower	A	3	11
Ted Clay	A	4	13
Mark Moloney	A	10	29=

NAVIGATORS:

Graeme Toomer	1
Lester Banfield	6
Mark Spiers	7
Graeme Robertson	8
Jane Black	11
Lisa Ellingham	12
Colin Partington	27
Peter Jensen	31

» RALLY RUMBLES

A SUCCESSFUL ATTACK ON THE CENTRAL RALLY SERIES

When Graeme and I were thinking of ways to make the car more competitive for the 86 Rally series we decided that we had to make it lighter and to improve the way it put its power on the road. So a fourlink rear end was decided on and Malcolm Buchanan's expert help was sought, He said we might as well coil spring it as well seeing it didn't involve much more work.

Round 1 (The A C Delco) came around far too quickly and we were still fitting the last perspex windows half an hour before we were due at scrutineering. The event its self went without any drama, but we found the rear springs were a bit to hard and were quite pleased to end up with a 2nd in class and a 7th overall.

A month later it was off to the Wairarapa for round 2 and a good event. Things went well for us and if it hadn't been for Vern Lills dust holding us up when trying to pass him in the longest gravel stage we could have 1st in class and 5th overall.

Then we had that stupid 3 month lay off to round 3 at Hawkes Bay. This was my sleeper Rally, the car went well but I went to sleep in the middle stages and dropped right of the pace so finished 4th in class.

Round 4 of Taranaki was perhaps our most satisfying event. We had lowered the car all round, fitted softer rear springs and had on new tyres. Apart from the first stage when I tried too run road tyres on the wet seal things went our way. We got two flat tyres both times near the end of stage and managed to finish before they went flat.

We were very happy with our 1st in class and 3rd overall.

Round 5 at Taupo was one of those endurance events, whether you could get it too the end of stage before it fell apart underneath you. We planned to take it a bit easier and this proved to be the right move, especially when our main rival Dave Ayling went out after Stage 3 and we had to finish to be in with a chance at the Championship. Even after our tip toeing we still managed a 2nd in class and 5th overall.

Round 6 of the Daybreaker at Manawatu, and the pressure was really on. We had a one point lead in the championship over Vern Lill in his Class C Escort, so we had to match his position in class to take out the overall title. Well what a eventfull Rally, stage 1 was only about 6 km gone when we came upon the car in front of us on its side in the middle of the road so we had to hit the bank rather than the underside of their car and promptly bent the bottom arm on the left side which affected it's handling into right corners for the rest of the event.

Things went well until stage 4 and just after the first ford when all the spots went out. After pressing on with dim headlights I let the next car go past and stuck with him to the finish which was quite exciting at times. After getting the lights sorted we carried on through the night to breakfast at Taihape. Here we serviced the car and our stomachs but I forgot to service my head because a few corners into the next stage (nine) I climbed the bank and rolled the car. After getting it going Graeme pulled the left guard off the wheel and off we went on our cold windblown way (quite useful those front screens). Our looks of despair changed a few kms further on when we came across Dave Ayling well stuck in the water table and we realised there was a chance still. Much hurried work by Kevin, Stuart, Phil and Graeme saw us off the tackle the last four stages equipped like Snoopy with Rick O'Neills goggles and Leicester Banfield's balaclava. We were going to have to take it easy as the panhand rod mount was ripping off the chassis and actually fell of the trailer on the way home. It was with great relief that we finished that last mad sprint around Manfield and the wait for the results began.

When they came out we found we had still won the class by the narrowest margins (9 seconds) form Roger Ellingham. This meant we were assured of the overall championship for Driver and Navigator.

I would like to thank quite a few people who helped us during the season, Graeme Toomer and General Paint and Panel for the drive of his car.

Stuart Sharp for his hours of work.

Kevin George for the good engine and his assistance during events.

Malcolm Buchanan for his work building, the rear suspension and other help.

Universal Tyres for their support.

But most of all we would like to thank the other members of the club who helped in so many ways during the season.

Hey! it must be good when a club that hasn't got a gravel road for miles can get six of the first nine overall positions.

Congratulations to all the other Wellington Car Club teams that did so darn well.

Mike Galvin
Graeme Toomer.

CITY OF PORIRUA RALLYSPRINT

Heard so much about this event so decided to get some friends together and journey over to Titahi Bay and check it out. After paying the entry fee of only a dollar. We ventured up to the summit and the start line. After the usual " Hello's " to everyone it was time to stake our claim to some ground and set up camp for the day.

Settled just in time to hear Mark Moloney's yellow peril hand stand on the finish line. After the O.K. was sounded, and thankfully Mark and Co Driver were O.K. the next car started.

Saw the first run through and decided a better vantage point was down with the lemmings on the point. From this point we were able to see the turn around drums and of course be the judges of who could and who couldn't negotiate this simple manoeuvre, our decision was made easy after seeing Kerry Jones and Vern Lill turn around in true rallying style.

After watching a few more runs the decision was made to return to the top. Like sheep we followed Lisa Ellingham on one of those shortcuts !! which eventually bought us out at the start-finish line, this was definitely the time for refreshments.

Back to the viewing, finally down to the last two, Malcolm Stewart and Ian Taylor. By this stage the excitement in the air was exhilarating. Ian Taylor goes first, we all wait for the finish of his run. which he does with real style by managing a " barrel roll " over the finish line, but still managing to clock a time, of 2.34.50.

Although Malcolm Stewart knew he was able to beat that time he still preformed well for the crowds with a 2.32.54.

Record for the entire 2 day period 2.29.60 went to Ian Taylor early on day 2.

A most enjoyable and exciting day, congratulations to all the organisers and people who made the day possible:

RALLY SPRINT PHOTOS ARE AVAILABLE FROM TED CLAY, PH: 693 444
(BUS) He has photos of every car.

'WHAT A GEM' Roger Ellingham



'MAD IF YA LIFT THE WHEELS' Mark Jennings



'COOL QUATTRO' Malcome Stewart, 1st



'MR SLIDEWAYS' Kerry Jones, 3rd



'FULL FLIGHT' Ian Taylor, 2nd



'SHORT CUT KID' Mark Jennings, 4th



'MAZDA WONDERCAR' Wayne Moore



'WORKMATE CHALLENGE' Dave Barrow (pictured), Paul Campbell



AWA-Clarion

CITY OF PORIRUA

RALLYSPRINT

ELIMINATION RUN TIMES - LAST FOUR RUNS OF THE FINAL DAY

RUN 6

I Taylor	2:32.51
M. Stewart	2:33.21
K. Jones	2:41.51
M. Jennings	2:41.78
D. Barrow	2:41.88
D. Hobbs	2:45.97
V. Lill	2:50.39
L. Henderson	2:51.19
S. Bond	2:52.49
W. Moore	2:52.89
P. Campbell	2:55.58
G. Bott	2:57.19
R. Ellingham	2:58.35
A. Lesiki	3:06.21

RUN 7

M. Stewart	2:36.96
IN Taylor	2:38.10
K. Jones	2:42.07
M. Jennings	2:43.72
D. Barrow	2:45.83
V. Lill	2:47.40
D. Hobbs	2:48.90
L. Henserdon	3:00.45

RUN 8

M. Stewart	2:32.65
I. Taylor	2:35.71
K. Jones	2:40.36
M. Jennings	2:43.78

FINAL RUN

Malcome Stewart	2:32.54
Ian Taylor	2:34.50

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RALLYSPRINT

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RESULTS

1.	Malcolm Stewart	Audi Quattro
2.	Ian Taylor	MKI Escort V8
3.	Kerry Jones	Datsun Sunny
4.	Mark Jennings	Subaru RX Turbo
5.	Dave Barrow	Datsun 1200
6.	Vern Lill	Ford Escort
7.	Dave Hobbs	Mazda RX7
8.	Lew Henderson	Datsun 1200
9.	Steve Bond	Hillman Hunter
10.	Wayne Moore	Mazda RX3
11.	Paul Campbell	Datsun 1200
12.	Greg Bott	Toyota Corolla DX
13.	Roger Ellingham	Isuzu Gemini
14.	Andre Lesicki	Lada Sport VFTS
DNF	Garry Smith	Opel Manta
DNF	Kevin George	Mazda 323
DNF	Greg Buckland	Toyota Corolla
DNF	Mark Moloney	Mazda 323

A BIG THANK YOU to all those who assisted.....

Brett Plim, Jane Black, Graeme Robertson, Eddy Conroy, John Crouch, Tony Hefford, Chris Clarke, Pete Lundberg, Lee Muir, Dave Humphries, Alan Harvie, Alan & Diana Barnes and Joanne, Ray Lord, Neil Whiting, Ian Parkinson, John Dalglish, Gordon Diggle, Peter de Joux, Andrew Tierney, Doug Hogg, Peter & Wendy Payne, John Waller, Sela Apera, Alan Mines, Phil Mears, John Paine, Derek Mattingley, Wayne Gair, Greg Lang & Alison, Lloyd Evans and Shirley, David Black, and to any of those who we have missed.

THANKS

CLUBNIGHT

SAFETY WHILE YOU DRIVE

Over the next three months we will be promoting a theme on Safety While You Drive. October and November club-nights will have guest speakers and December will be the usual games evening and get-together hopefully with our members organising transport for the partakers of the festive spirit.

OCTOBER CLUBNIGHT

Neil Gyde from the Ministry of Transport will be guest speaker.

NOVEMBER CLUBNIGHT

Mr Struthers from Defensive Driving Council will be the guest speaker.

DECEMBER CLUBNIGHT

Games & Get-Together Night with arranged transport for the needy (wobbly legged).

MISS HEARD

When God gave out Brains I thought he said "trains",
so I missed mine,
when he gave out looks, I thought he said "books",
and I didn't want any,
when he gave out noses, I thought he said "roses",
so I ordered a big red one,
when he gave out legs, I thought he said "kegs",
so I ordered two large ones,
when he gave out ears, I thought he said "beers",
so I ordered two long ones,
when he gave out chins, I thought he said "gins",
so I ordered a double,
Lorc am I a Mess!

NOTICE

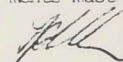
(1.)

NOTICE OF SPECIAL GENERAL MEETING

Notice is hereby given of a Special General Meeting of the Wellington Car Club (Inc.), to be held at the Clubrooms, Russell Terrace, Newtown, Wellington commencing at 8 PM on Tuesday 18th November 1986.

The purpose of the Meeting is to elect a President to the Executive Committee which was elected at our recent Annual General Meeting.

Members unable to attend the Meeting may make written nominations of members for election as President. The member nominated must accept the nomination either in writing or personally at the Meeting, otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the Meeting.



JANE BLACK
SECRETARY.

(2.)

WELLINGTON STREET RACE

TRAINING & EXPERIENCE is required before any member of our club is invited to assist at any more Wellington Street Races, and we previously advised that the Manawatu Car Club have kindly offered our members the opportunity to gain experience at Timing, Flag Marshalling etc at the Manfeild Track during National Race Meetings.

If you are interested or attended the February Meeting re this matter, please contact JANE BLACK 687275 (H) or 731152 (W) URGENTLY.

An organised party of members will be travelling to Manfeild for the Benson & Hedges Meeting to be held later in October. Tickets will be provided (as discussed) only for those persons wishing to gain the above experience.

(3.) TO ALL CENTRAL REGION RALLY COMPETITORS FOR THE COMING SEASON - 1987

There will be a special meeting for all interested parties concerning the Central Region Rally Rules for 1987. The meeting is for our members only, to discuss their ideas for the coming season. From there, a group will attend the official Central Region Rally Panel AGM to be held later in October. If you are a Driver, Navigator, Service Crew Member or anyone remotely related to the wonderful sport of rallying, YOU SHOULD BE THERE TO AIR YOUR THOUGHTS.

CLUBROOMS, RUSSELL TCE, NEWTOWN

MONDAY 6TH OCTOBER, 7.30 PM

WELLINGTON STREET RACE

Helpers can gain experience at the following race meetings

18/19 October

Benson & Hedges 3 hour Group A

15/16 November

Champ 250 and Castrol 6 Hour Motorcycles

29/30 November

Global International Group A Formula Pacific and Formula Ford

10/11 January

Mita Copiers International Formula Pacific Sports Sedans
Formula Ford and Formula Vee Mini 7 Laser TX 3 Historical

24/25 January

Wellington Street Race

21/22 March

Shellsport National Production Saloon Sport Sedans Formula
Ford and Formula Vee Mini 7 Club and Rally Saloons

17/18 October

Manfeild National Meeting details T B A

24/25/26 October

Wellington Street Race International

Beaurepaires for tyres.



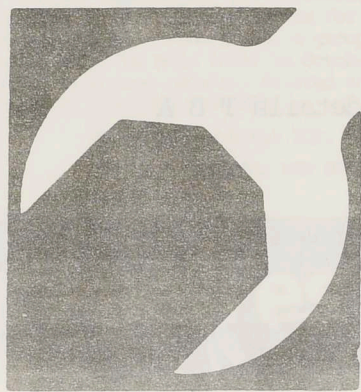
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TALKING TRIALS

MIDNITE TRIAL

1986 Gold Star 3rd Round

The third round of the 1986 Gold Star Trial Series was organised by the Harbour Capital Car Club, and took place on Saturday 30th of August. Apart from a good excuse to do a bit of sightseeing around the Wairarapa, the trial offered a chance to compete against some of the countries best trialists.

The trial itself was a corker. It was thoroughly well organised and contained a wide variety of traps and instructions. The instructions included tulip diagrams, a straight line map, and the usual form of CRI's (including one instruction which instructed us to "execute a U-turn at a gumboot up a pole"!).

One entertaining feature of the trial was the original use, by the organiser, of trained animals as a deterrent to the over-eager trialist. During the seven hours of the trial we encountered:

(a) one very stubborn sheep who had decided that the grass was definitely greener on the other side of the fence (particularly in the middle of the road, where he wouldn't budge from). We later heard this particular woolly chop was also trained in jumping out from behind fence posts, in an effort to break the concentration of even the most sturdiest trialer.

(b) one herd of rather large cows strolling gently down a narrow muddy track. (We weren't actually suppose to be on this particular muddy track, but we weren't the only Wellington Car Club entrant who was. I won't mention any names, but a Mr Macmob had an awfully muddy looking car at the next control).

(c) one flock of about 30 woolly chops casually meandering down a road somewhere in the middle of nowhere, travelling in the same direction as us. As this time we were on the correct route, and the section had a reasonably high average speed, I'm sure these sheep must have been deliberately planted.

(d) one kamikaze Kiwi Bear on the Rimutaka Hill Rd who sprinted between our wheels in an effort to delay our arrival at the final control. (To the organiser, Yes, he did live to fight another trialist).

Despite the "animals traps" encountered, the trial was enjoyed by all who entered, and for a change there were more happy faces than glum faces at the final control!

John Crouch (for Team Tri-Ling)

1986 PHOTOGRAPHIC TRIAL

The Photographic Trial was held on Sunday September 14, and despite a small turnout, a good time was had by all who entered. The object of the trial is to find the location of 24 photos taken around Wellington. As this was our first Photographic Trial, our main approach was to use a "drive, look and hope" strategy. Judging from the amount of "unorthodox traffic manoeuvres" we observed, we weren't the only ones using this strategy.

We recognised a couple of photos instantly, including one of the National Mutual clock on the Terrace. However arriving at the "clock" we discovered it had been replaced by eight large holes in the masonry. We answered the question anyway hoping it wasn't the only NM clock in Wellington. By driving around we managed to stumble across a few more, however two photos had us completely fooled. We swore one photo was of a chimney, but it turned out to be a light on the Jervois Quay overbridge. The second photo looked like a Wellington City Council coat of arms, but despite searching the library and anything else remotely resembling a City Council building we couldn't find it anywhere. It turned out to be a coat of arms on some pub up by Parliament.

Oh well, perhaps we'll know better next year (touch wood)

Team Tri-Ling.

SEPTEMBER NIGHT TRIAL

The September Night trial was organised by the Sunbeam Car Club, and had another good turnout of about 20 cars. The trial was run around Petone and the Western Hutt Hills, and incorporated a good set of traps. Some of the traps had been seen before in earlier night trials, however they still managed to catch a few "experienced" people out.

The first section had a slow average speed, and proved to be quite interesting as a good proportion of this section was along the Hutt motorway. We were quite cagey about this, and must have been passed by every old lady in town, as we were half expecting a time check off the end of the motorway. It wasn't there, but we did find out very shortly why we had such a low average speed. One of the instruction asked us to count all the stairs on a pedestrian overbridge across the railway tracks at Ava. Jumping out of the car and quickly counting all the stairs over the bridge (in the rain, I might add) we came across a delete check at the other side. I thought this was quite a good trap, and it did seem to catch a few lazy people out.

The second section was around the Western Hutt hills, and had a good use of over-riding instructions to keep us alert (Good move, as the world needs more lerts). This section also made good use of "Keep left" and "Keep right" instructions to get around the streets, and back to the end of section control in Petone.

It was then a short touring section back to the clubrooms via the motorway. As there were no time restraints on this section, we were able to regain our egos and pass a few old ladies.

Team Tri-Ling

TALKING TRIALS

PHOTOGRAPHIC TRIAL RESULTS

TEAM	Plac	Questions answered	Return time	Time points lost	Quest points lost
ALAN MINES	8	23 24 25	3:18	130	1500
MORETA FAMILY	5	17 18 19 20 21 23 24 25	3:05	0	1100
BEARD	3 =	12 13 14 15 16 17 18 19 20 21 23 24 25	3:06	0	1000
CROUCH	3 =	12 13 14 15 16 17 18 19 20 21 23 24 25	3:07	0	1000
TEAM MACMOB	6	12 13 14 15 16 17 18 19 20 21 23 24 25	3:07	0	1200
DAVE HUMPHREY	7	12 13 14 15 16 17 18 19 20 21 23 24 25	3:16	20	1600
GOULD	2	12 13 14 15 16 17 18 19 20 21 23 24 25	3:26	120	700
PAUL TE PUNGA	1	12 13 14 15 16 17 18 19 20 21 23 24 25	3:25	10	800

No	TEAM	LOPS								CONTR			TOTAL			DEBATE	LESS CONTRA 2	MILE	MIGLIA	RACE	TOTAL	PLACE
		LOPS	DRIP	DRIP	DRIP	IMP	DOPE	LLIP	CONTR	TOTAL	LRDP	BECOM	HAPPY	TIGRE	CONTR	TOTAL	CONTR	TOTAL				
1	ATKINS	10	10	10	-	10	-	-	11	-	10	-	-	4	-	65		61	-		65	17 th
2	P CONROY DE JOUX RACE	-	-	-	-	-	-	-	4	-	10	-	-	5	-	19		14	-		14	5 th
3	D. HUMPHRIES. 26 STREET.	-	-	10	-	-	10	-	16	-	-	-	-	9	-	45		36	10		46	16 th
4	M JENNINGS BURMA BEAUTIES	-	-	-	-	-	-	-	3	-	10	-	-	15	-	28		13	10		23	8 th
5	B COLLINGS TEAM COJEN	-	-	-	-	-	-	-	11	-	-	-	-	9	-	20		11	-		11	3 rd
6	A MOVES TEAM HONDA	-	-	-	-	-	-	-	6	-	10	-	-	10	-	26		16	10		26	9 th
7	G RUFARTSKY ELUKE TOKUTOKO	-	-	10	-	-	-	-	2	-	10	-	-	24	-	46		22	-		22	7 th
8	D JENNINGS GRADE 4/DOUBLE DRIVE	-	-	10	-	-	10	10	6	-	-	-	-	14	-	50		36	-		36	11 th
9	J. CROUCH TEAM TRI-LING	-	-	-	-	-	-	-	6	-	-	-	-	12	-	18		6	-		6	1 st
10	M McGuire TEAM MC MOB	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2		2	10		12	4 th
11	A LAARMAN RABBITH	-	-	10	-	-	-	-	16	-	10	-	-	7	-	42		36	-		36	11 th
12	D J HECTOR	-	10	10	-	-	10	-	0	-	10	-	-	15	-	55		40	-		40	14 th
13	B CULLEN	-	-	-	-	-	-	-	4	-	-	-	-	11	-	15		4	10		14	5 th
14	E CONROY TEAM CONROY	-	-	10	-	-	-	-	2	10	10	-	-	10	-	42		32	10		42	15 th
15	A. McNEILLY	-	-	10	-	-	10	-	9	-	10	-	-	13	-	52		39	-		39	13 th
16	ENTAW RMG PEUGETARY	-	-	-	-	-	-	-	6	-	-	-	-	12	-	18		6	-		6	1 st
17	S EVANS TEAM 1600	-	-	10	-	-	-	-	5	-	10	10	-	9	-	44		35	-		35	10 th

WELLINGTON CAR CLUB MONTHLY NIGHT TRIAL TROPHY & EAST TWO MAN TROPHY POINTS UPDATE

(Results are up to and including August)

TEAM	MAIN MEMBERS	MONTHLY TROPHY		EAST TROPHY	
		POINTS	PLACE	POINTS	PLACE
Crouch	J.Crouch, R.Blows	99		89	3
Double Dipstick	D&D Jennings, G.Russell, G.August	98	2	40	8
Twosome	P.Hughes, W.Seater	97	3	118	1
MacMob	M. McGuire, A. Miet	95	4	67	6
Conroy	E. Conroy, T. Blackmore	84	5	107	2
Burma Beauties	L.Dickinson, M.Jennings, K.James	80	6	11	11=
Cojen	B&J Collings, H.Jennings	76	7	-	-
De Joux	P. deJoux, P.Conroy, S.McNeillage	67	8	10	12
26th St.	D.Humphries, P.Moreton	63	9	75	4
1600	L. Evans, S. Cornick	47	10	68	5
Honda	A.Mines, K. McGhie	41	11	49	7
Moggy	J,M&N Thompson	27	12	21	9
Excentrick Troquoids	C. Partington, A. Barnes	18	13	11	11=
J.D.M.	J. Maidens, D. Miller	10	14	18	10
O'Neill & Son	R&A O'Neill	9	15	8	14
Help	W. Horn, M. McDonald	6	16	-	-

Shaping up to be a very close and exciting finish in the trophy hunt. One more months results (September) to be added and then the last three months events points will only count if any of these are better than the previous eight. Remember, for the Club's night trial trophies, only the best eight months results count.

CROSSFLOW...

DIPSTICK AWARD

This month's award has to go to JOHN & HEATHER PAINE for this little effort.....

In February this year the Executive Committee approved a cheque in payment of bulletin postage to John Paine. He left it lying around for a while and in the end Heather took it off to bank BUT banked it into the Clubs account! So at the last Executive meeting we had to approve once again the February bulletin postage and issue John with a replacement cheque. We can't help but make a profit with members like this !

PSST!

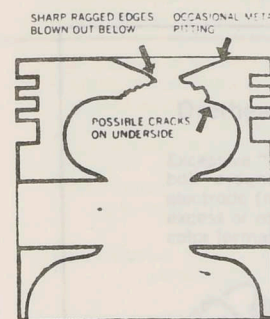
PAUL CAMPBELL had DAVE BARROW on his toes at the mighty AWA Clarion City of Porirua Rallysprint on September 20 and 21. They were sharing a car (the orange Datsun 1200) and as Dave is Paul's boss he naturally had an image to live up to but Paul just wasn't going to let it go too far. Keep it up Paul, you might just look in the rear view mirror one day and see him there.

GUMMY GABBLE

The last wheel is about to be set in place and around the corner comes the boys in blue..... they're hot in pursuit of the Glue Sniff Lot and it looks like they're going to make it. Gummed Up Glenda spots them and lets out a scream of despair when the lights change to RED and the boys in blue are held up. Quick as a flash the final wheel is secured and they're off, roaring into the distance. The lights change to green but it's too late and once again the boys in blue are left without a clue (or is that glue).

RACING PLUGS

Detonation



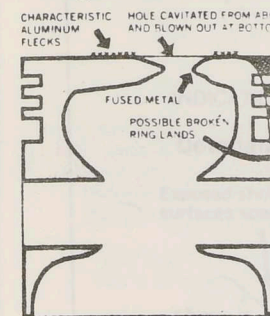
Providing plug range is correct, a piston is the most vulnerable part of a racing engine. It takes heat over the full surface of its crown but can pass heat only at its circumference... this must be transferred by the piston rings to the cylinder walls using two oil films as the conducting agent... the oil on the cylinder wall and the oil on the piston.

*Hot spot, difference in engine timing among cylinders, too hot a spark plug, extremely lean mixture due to unequal manifolding, ring flutter, ring breakage.

Detonation

Sustained detonation produces a general rise in temperature, with resultant weakening and removal of metal from the piston crown. Severe detonation is most likely to hammer a hole through the piston. The hole is usually sharp-edged. Radial cracks and a depressed area may be found adjacent to the actual break. Evidence of excessive temperature can sometimes be seen in pitting of metal on the top surface of the piston. Broken ring lands or cracks in the piston wall may also be in evidence.

Pre-Ignition



Pre-Ignition

The extreme temperatures associated with pre-ignition generally result in melting of the piston. The edges of the break-through indicate a typical thermal failure unlike the mechanical failure caused by detonation. Spark plugs exposed to sustained pre-ignition temperatures are likely to have their centre electrodes melted away. In the extreme cases, the ceramic insulator tip may appear fused. Broken or split spark plug firing ends are usually indicative of detonation.

If detonation is suspected, richen up or retard spark... or both. These "emergency measures" may prevent engine damage until the intrinsic cause is located. In some cases, detonation can be "seen" on a spark plug

Reading Racing Plugs All Plugs Should "Read" Alike

Every set of plugs removed from a racing engine should look alike... in colour and condition. Any difference in colour or condition among a set of plugs is an indication the combustion chamber temperature or fuel/air ratios are not the same in every cylinder, or that related engine components need attention.

If differences exist in firing end condition, they can generally be traced to the following:

- Unequal cooling of the plug ports
- intake manifold/unequal distribution
- a weakness in the ignition system
- poor oil control
- weak compression
- unequal valve timing
- distributor cam indexing

Close inspection of the respective systems may reveal the following:

COOLANT — steam pockets, leaking head gaskets, cracked header tank, water pump cavitation, insufficient radiator area, restricted water passages.

CARBURETION — unbalanced multi-carbs, throttle valves out of sync, air leaks in the induction system disturbances in air flow, improper ram tube length, exhaust obstructions, dirty fuel, unequal float levels, dirty nozzles (fuel injection), or air cleaner restrictions, mismatched intake manifold.

IGNITION — weak battery, points out of sync, distributor cap arcing, defective rotor, "cross-fire," defective spark plug leads, grounded resistors.

POOR OIL CONTROL — new rings not seated, broken rings, worn valve guides or seal, excessive oil pressure, improper crankcase ventilation. (Detonation can also cause poor oil control).

VALVE TIMING — improper valve lash, worn cups, defective springs.

UNEQUAL CYLINDER PRESSURES — piston deck heights unequal, rod-crank-piston tolerances not the same, leaking cylinders, defective or unseated rings, unequal C.C.'s, improper valve lash.

Normal

Insulator nose white or very light tan to rust brown

Electrodes are not discolored or eroded

Center electrode has sharp corners

Very little "cement boil" around center electrode

INDICATIONS: Strong Ignition • Proper Mixture
Good Oil Control • Proper Heat Range

Oil Fouled

Insulator nose shiny black and wet

(When firing end is ground into palm of hand, residue is oily wet and will not rub off)

INDICATIONS: Engine Too "Loose" • Ring Not Seated
Broken Ring • Broken Valve or Spring
Valve Guide Worn • Detonation

Fuel Fouled

Exposed shell surfaces black • dry, fluffy overall deposit

Insulator nose dark gray or black

(When firing end is ground into palm of hand, residue is dry and will rub off)

INDICATIONS: Overrich • Weak Ignition • Misfiring Plug
Wrong Heat Range • Defective Cables

Overheated

Excessive "cement boil" around center electrode (milky white excess or meringue-like color formation)

Insulator nose blistered or chalky white • dark brown spots on nose • or nose has satin-like sheen

Side electrode blued near end or breaking up in structure

Center electrode rounded off at edges • blue • partially eroded or breaking up in structure

INDICATIONS: Lean Mixture • Excessive Spark Advance
Inadequate Engine Cooling • Wrong Heat Range
Detonation • Incipient Preignition

Detonation Evidence

Exposed shell surfaces speckled

Tiny "pepper specks" on insulator nose or electrodes

Excessive "cement boil"

Note: Tiny aluminum beads on nose may indicate metal is starting to leave piston crown

"Spark Mark"

Burnished, highly polished areas where spark has jumped across electrodes

Indicative of strong ignition output

Usually "new moon shape" on center electrode

Plug "Colouring" Time

How long does it take to colour a plug? This question cannot be answered with any rule-of-thumb. The colouring process depends upon the heat range of the plug, the position of the plug within the cylinder, the richness of the mixture, and the gap style of the plug.

We do not regard plug colouring as an accurate means to interpret heat range. In racing, the time function (or mileage) is insufficient to colour a plug. (Plug colour charts are useful for street plug analysis as mileage is adequate to achieve the full colouring process). In fact, pump gas is slowest to colour a plug. Methanol is usually quickest to colour a plug, especially when nitro speeds up the colouring process. (7 to 11 second acceleration runs are an exception.) In some cases, "chocolate brown" plugs present a deception. If oil control is poor, the presence of oil helps to colour the plug.

A plug "sees" engine temperature very rapidly . . . such indications are best evidenced by "cement boil" or electrode discolouration, disfiguration, or oxidation.

With practice and proper magnifications (4X to 6X power), plug firing end condition will pinpoint engine ailments . . . and measure the condition and performance of a race engine.

Properly-interpreted plugs will indicate if a race engine is loading or extracting full horsepower . . . they will also reveal if the ignition system, engine oil control, timing and carburetion are correct.

Precise tell-tale readings require knowledge of which plug was removed from which cylinder and which carburetor (or venturi) or injector feeds which cylinder.

Readings must be taken at maximum power output. It is imperative that the engine be shut clean. The ignition must be cut off at full power and the engine de-clutched with sufficient momentum to coast into the pits or come to a stop near the end of the drag strip. A car that is driven into the pits or paddock, or on the drag strip return line will erase all plug readings.

Tachometer . . . engine temperature . . . oil pressure . . . and fuel pressure gauge readings are also invaluable in compiling an overall indication of engine performance during practice or trials.

Acceleration, general engine response in turns, or esses, or long straights should be relayed by the driver during practice and tied in with spark plug analysis.

Of paramount importance. If every spark plug is not the same general condition or colour, the engine is not producing full horsepower. Plug colouring is discussed on page 23. Plug conditions are illustrated here . . . learn them. Many of the indications refer only to the design nature of Champion spark plugs.

Cleaning Racing Plugs

Spark plugs can be expected to require progressively greater voltage as the sharp corners of the electrode erode away and become rounded. While abrasive cleaning removes most deposits from the insulator, it may cause a slight rounding of the electrode edges which results in an increase in voltage requirement. It should be noted that filing of the electrodes to obtain bright, sharp edged surfaces is an essential final step in servicing plugs. Blow out all fittings.

Spark plug cleaning can greatly lower the expense of drag racing. The environment of drag racing imposes more severe demands thermally and electrically upon the spark plug than any other form of racing . . . reasons being the plugs must be run the entire spectrum of heat range from fouling to near pre-ignition at constant wide-open-throttle accelerations. This condition causes a very rapid rise in voltage requirements attributable to the rapid increase in compression pressure when the throttle is open. As the spark plug electrodes have not had time to heat to high temperatures, the voltage requirements of the spark plug is greatly increased.

It is not unusual in a slightly off tune engine to experience an increase in elapsed time and a decrease in top speed after several consecutive runs . . . despite a visual examination of the plugs revealing no deposits or contamination, servicing these plugs in a well-maintained

cleaner will give the same results as running with new plugs. Never wire brush a spark plug, as metallic deposits will impregnate the insulator and cause misfiring.

Extra Horsepower from a Spark

A spark plug draws only the voltage it requires. If the available voltage is adequate, the cylinder is fired . . . the excess voltage is not used.

A claim of an appreciable gain in horsepower due to the installation of "revolutionary" plug designs or ignition systems is usually unfounded. This gain in the true connotation is recovered horsepower. Maximum horsepower has been restored to the engine by adequate ignition, enabling the rpm level to be re-tailored to the camshaft range and exhaust tune.

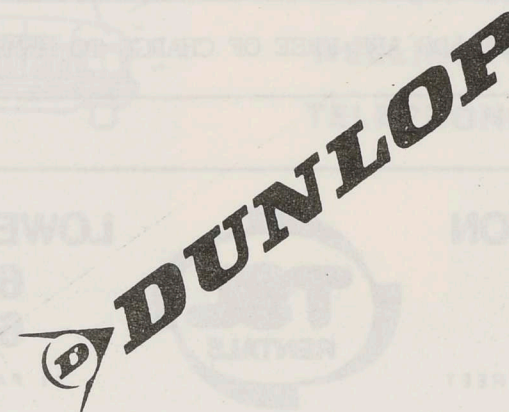
(If the engine gained 18 horsepower on the dyno, this horsepower was already in the engine . . . the 18 horse-power was not supplied by the new ignition components).

Measurable horsepower gains are generally derived from precise ignition timing ("spark curves"). Spark plug gap style and location can also give significant improvements in horsepower and engine responses.

"RACING PLUGS"

This article has been spread over several issues of the clubs magazine, the final part being printed in next months magazine.

Reproduced with acknowledgements to CHAMPION SPARK PLUGS NZ from their new technical service manual.



CLASSIFIEDS

FOR SALE: MINI, 1970 "K" Shell, 1300 motor, full roll cage, harness, mags, brand new Autosport seat, an excellent car for most motorsport events. \$2850.00

Also, ets of Ultragrip Gravel Tyres on rims, sell with car or separate. Offers ??

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CONTACT: Julie McRae 879071

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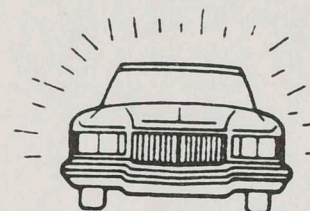
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MOTORING NEWS

REGISTERED AT P.O.H.Q. AS A MAGAZINE

bulletin of the **wellington**
car club

box 5142 wellington

NOVEMBER

86



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

EXECUTIVE COMMITTEE

(* Please do not phone Committee after 9 pm *)

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CLUB CAPTAIN	Lisa Ellingham	288523	288523 (W)
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To be advised

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Lloyd Evans 764400 767726 (W)

POINTSKEEPER

John Thomson 784305

CLUBROOMS

John Paine 899279 859949 (W)

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meets on the second Tuesday of each month.

SUBSCRIPTIONS

\$30.00 Ordinary Members and Husband and Wife

\$15.00 Members under 18 years of age

\$15.00 Country Membership

\$20.00 Associate Membership

(All the above include Motorsport Association Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above are subject to Goods & Services Tax)

MEMBERSHIP SECRETARY Dave Jennings 783801 738670 (W)

BULLETIN EDITOR John Paine 899279 859949 (W)

* DEADLINE FOR COPY OF MOTORING NEWS IS EACH CLUBNIGHT *

The contents of the 'Motoring News' do not necessarily represent the views of the Executive Committee or the Editor. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted.

'Motoring News' is printed by SNAP PRINT, 188 Thorndon Quay, Wellington.

COMPETITION CALENDAR

IF ANY CLUB EVENT IS CANCELLED OR POSTPONED DUE TO ADVERSE WEATHER OR FOR ANY OTHER REASON THE NOTICE WILL BE BROADCAST ON RADIO 2ZB AS PART OF THE CANCELLATION SERVICE.

NOVEMBER

- | | | |
|---|---|--|
| 1 | GOLD STAR HILLCLIMB
Run by Hawkes Bay Car Club
Scrut/Doc: Fri 5pm - 7pm at
Action Automotive
Regs avail from Lisa Ellingham | INVITE
Briefing: 10am
Entry: \$15 late \$25
Venue: Te Onepu Rd |
| 2 | BRAILLE TRIAL
Organised by Eddy Conroy.
Start/Fin: NZ Foundation for
the Blind, Braille House, Hankey
Street, Wellington
A most enjoyable day that gives our club the opportunity to
involve the blind with motorsport. Don't miss it. | SOCIAL/CLUB
Start: 12.30pm with
tea & coffee then
first car away 1.30 pm |
| 2 | BENT SPRINT
Run by Hawkes Bay Car Club
Entry: \$15, late \$25
Scrut/Doc: 9-9.45am at venue
This is the road just south of Waipukurau township that used to
be part of SH2. It goes over the big hill and is a challenge ! | INVITE
Venue: Pukeora Rd
just south of Waipukurau
Regs from Lisa Ellingham |
| 4 | NIGHT TRIAL
Run by Wellington Car Club, usual arrangements | WMSA |
| 8 | GOLD STAR HILLCLIMB
Run by Wairarapa Car Club
Scrut/Doc: Wagg & Harcombe
Masterton, 8-9.30 am
Regs From Lisa Ellingham | INVITE
Entry: \$25, late \$35
Venue: Admiral Rd
Wairarapa. |
| 8 | CLASSIC RACE MEETING
Ordinary entries now closed, late entries until 1st Nov \$44
Regs available from Lisa Ellingham. | INVITE |
| 9 | SPRINT - DUNCAN MCKENZIE
Run by Wairarapa Car Club
Scrut/Doc: 8.30-9.15am at venue
Regs from Lisa Ellingham | INVITE
Entry: \$16
Venue: Lees Road |

- | | | |
|----|---|---|
| 16 | AUTOCROSS - KIM NAYLOR
Run by Kapiti Car Club
Venue: Arcus' Farm Otaki Gorge
No Knobbles allowed
Directions: Travel on Otaki Gorge Rd for 11km from SH1.
Regs avail from Lisa Ellingham | INVITE
Entry: \$15
Scrut/Doc: 9.45-10.15am
at venue |
| 16 | NOVELTY TRIAL
Contact Lisa Ellingham for details. | CLOSED CLUB |
| 16 | BENSON & HEDGES PUKEKOHE FINAL ROUND | |
| 17 | WMSA MEETING | |
| 22 | AUTOCROSS - KIM NAYLOR
Run by Harbour Capital Car Club
Venue: Porirua Tip Site at end of
No Knobbles Kapuni Gr.
Regs avail from Lisa Ellingham | INVITE
Entry: \$12
Scrut/Doc: 10.30 - 11am
at venue |
| 22 | CLUBMANS RACEMEETING
Run by Hutt Valley Motoring Club, regs avail from Lisa Ellingham | INVITE |
| 23 | MOTORKHANA - STEWARDS TROPHY
Run by MG Car Club, info avail by Phoning Lisa Ellingham | INVITE |
| 30 | MOTORKHANA - STEWARDS TROPHY
Run by Harbour Capital Car Club, info avail from Lisa Ellingham | INVITE |
| 29 | GLOBAL GROUP A - MANFEILD RACETRACK | |
| 30 | GLOBAL GROUP A - MANFEILD RACETRACK | |

DECEMBER

- | | | |
|----|--|---------------|
| 2 | NIGHT TRIAL
Run by Wellington Car Club, usual arrangements | WMSA |
| 7 | MOTORKHANA - STEWARDS TROPHY
Run by Hutt Valley Motoring Club, no info yet | INVITE |
| 7 | GLOBAL GROUP A - MANFEILD RACETRACK | |
| 14 | LADIES TRIAL/CHRISTMAS PARTY/BBQ TEA
Wellington Club event, Ladies go trialling, Men run the party for
the kids, all finish up with a BBQ tea. A great day for the family | |
| 14 | GLOBAL GROUP A - PUKEKOHE RACETRACK | |

ED'S BIT

Hi Folks. It's hard work putting a magazine together when your lounge is full of bods watching the Adelaide Grand Prix, and you want to watch it too. This month we have quite a lot of results from the Speed section of the Club's activities. Unfortunately, we did not receive writeups of the latest Trials, hopefully we will have them for next month.

You may have noticed that motoraport has been getting a lot of coverage lately, especially in the Wellington area. We have Robin Briggs to thank for excellent articles and prompt reporting of results of major local events. (Robin rings up on Sunday mornings - Beware !!! - a warning to hungover organisers)

I hope you are reading your Coming Events section. With summer nearly here there are some excellent club activities in the next couple of months that should provide a great day's motorsport, as well as a chance to socialise and meet some of our newer members.

We are hoping to continue upgrading the magazine in the next six months. If you have any suggestions or some articles that would interest club members, please let us know.

The Magazine is for every member to enjoy.

Jane Black.

A woman went to a meat counter and asked for a chicken. The butcher held one up and said "This will be two dollars and seventy-five cents"

"It's a little small," the woman replied. "Do you have another one?"

Since it was the only chicken the butcher had, he went into the back where he beat it, stretched it, hammered it, then carried it out to the scales. "This one will be three dollars and twenty-five cents."

"Fine," replied the woman, "I'll take them both."

CAPTAINS CAPER

Once again a very eventful month with a major Wellington area motorsport event, being the Alexandra Road Hillclimb, being run by our club. The organisers, again, saw that the day ran smoothly and despite the weather I'm sure all those who attended enjoyed the event.

Autocross fever has struck with many of the interclub rounds being held over the next six weeks or so. Our event, run at Porirua, went without a hitch and it appears that the dust will be a feature in our autocross forever!

The speed section of the club has almost come to an end for the year with the next event not being scheduled for a few months. We recently had a meeting to plan the 1987 calendar for the club and this will be published as soon as confirmed.

By the time the bulletin arrives in your letterbox you would have all attended our Motor-khana (which is a gymkhana for all those uninformed members) and have thoroughly enjoyed yourselves! Right? If you didn't you will be able to read all about it next month and wonder why you didn't show up.

The night trial series is nearly over with competitors keeping a close eye on results. The change to a WMSA series has certainly proven to be a good one with so much interest in the series that I'm sure they will repeat it next year.

The Braille Trial is very close, (Eddy Conroy organising). We have received TV coverage for this in the past, which of course is well deserved, but we can't guarantee a spot all the time. In advance, thanks to all those who will be attending on the day.

Some of our members featured well in the Benson & Hedges results. Congratulations to you all on behalf of the club. The second round is being run while I sit here at the typewriter and although I'm very tempted to go into a spiel about our members it's probably best left until the last round. Keep it up lads!

Clubnight was well attended this month with our Guest speaker Neil Gyde from the MOT who delivered a well prepared and interesting talk on the MOT and its policies. A lot of discussion was held on the new rules for obtaining a drivers licence and of course the road toll and nung-nongs behind the wheel. Next month's clubnight we have Mr Struthers from Defensive Driving which should be of interest to all.

The Closed Club NOVELTY TRIAL is to be held on 16th November. Please contact Lisa Ellingham if you are intending attending.

Don't forget the WORKING BEE on 23rd November either as this is the ideal time to spend even just an hour of your time at the clubrooms for the good of all if perhaps you haven't been able to help out at anything else this year. Your support is welcome.

That's about it for the month, look forward to seeing you all enjoying motorsport!

LISA ELLINGHAM

OF SPECIAL INTEREST

BENSON AND HEDGES RACING REPORT

Wellington Car Club Members were well to the fore in the three-hour Benson & Hedges production car race at Manfeild on October 19th.

Dave Barrow put in another great drive in a Corolla GT to finish second overall and first in the Group A 1600cc class. Sharing the new FWD car with Brett Riley, Dave drove the first half of the race and actually led the eventual overall winner, the 325i BMW, for the first lap and a half, and they finished only two laps down on it.

John Billington and Chris Castle came close to winning first time out in the ex-Graeme Bowkett Commodore. John harrassed the leading Mustangs for the first hour, and when they broke the Wellingtonians led the field. A jammed refuelling valva lengthened their first pitstop, and the BMW got closer, but Chris was opening up the gap by three seconds a lap and looked like having a comfortable cushion for the extra stop the Commodore would have to make for fuel when, just before the two-hour mark, a halfshaft broke and the car was out.

Graham Anderson took one of the top places in the New Zealand-assembled 1600cc class, where he and Glenn MacIntyre finished third in one of the new Civic GTs;

Iain Mollison and Peter Zivkovic were going well in the same class in Iain's new Corolla GT, but had brake problems and lost 10 laps.

Of the other Wellingtonians, Tony McLanachan and Graeme Gaskin finished second in the NZ 1600cc class, splitting the Civics in a Corolla GT; Roy Hiscock and Richard Gillies had to settle for second in the NZ over-2000cc class behind another turbo-charged Cordia; and the Group A Jaguar XJS of Alan Prince and Mike Hourigan, after running quickly and sweetly in practice with a new motor, had an oil line break minutes before the start, costing it a total of half an hour for repairs; later in the race it was slowed by water in the fuel, but with the high attrition rate among the big cars it earned second in the class.

Robin Briggs

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11 PARK AVENUE

WE RENT FOR EVERY EVENT

NEW MEMBERS

**WELCOME TO ALL THE FOLLOWING PEOPLE WHO HAVE JOINED THE CLUB
RECENTLY, HOPE TO SEE YOU ALONG AT EVENTS AT OUR CLUBNIGHTS !**

DAVID WILSON is yet another Mazda Man to join the many, he drives an RX3. and we imagine he will be out with the other Mazda lads doing his best!

DON SEARLE has re-joined the Club, welcome back Don and welcome to "Morton the Mazda" as well. [Don's was the voice we all listened to at the Titahi Bay Rally Sprint a few weeks ago]

ANDREW FERGUSSON has joined us with his Corolla Liftback, along with DEAN OWENS who drives a Mini.

Welcome to SELA APERA who is a service crew member for Jane and David Black.

**DON'T BE TOO HARD ON OUR POLITICIANS' MANY OF THEM ARE DOING
THE WORK OF TWO MEN - LAUREL AND HARDY !**

Ralph and Bob were having a drink after work. "I was really sorry to hear about the disappearance of the professor," said Ralph.

"So was I," replied Bob. "I always admired him because he was such a profound thinker."

"That's true," answered Ralph. "He was always thinking - no matter where he was."

"I remember the last time I saw him," added Bob. "We were swimming in the lake, and he suddenly called out, 'I'm thinking ! I'm thinking !'"

"You fool !" roared Ralph. "Didn't you know the professor lisped ?"



» RALLY RUMBLES

CENTRAL REGION RALLY PANEL AGM
18 October 1986

Jane Black, Ray Lord and Graeme Robertson represented the Club at CRRP AGM held at Manawatu CC rooms.

Cam Taylor (Chairman) and John Waller (Secretary) were both re-elected to their respective positions. Both Cam and John do a very good job at overseeing the series and it is a credit to them that matters run so smoothly.

Each club then gave a run down on their event with constructive ?? comments also being given. Main points were: Wellington, rough roads mainly stage 7, Taranaki, adherence to scrutineering times, Manawatu, the gravel pit and no regrouping points, Taupo, long waits at stage starts. The clubs all took the points and ways to correct them that were suggested.

It was interesting to hear that Hawkes Bay appear to have particular problems with road damage and it may be necessary to make some provision for this in their entry fee. The Taranaki representative reported that they were experiencing problems with a "well meaning" car club member apparently conducting a trial by media relating to an incident on their event that is still processing through Motorsport Association inquiry channels. The "...." that is being stirred up is raising grave concerns in their club about continuation of the event. Pleased the person is not a member of this club.

Discussion was held on establishing a CRRP Rallysprint series but for a number of reasons it was decided not to go ahead. However I am sure that a WSMA series can be put in place for 1987.

Points structure has only one change and that is that the worst performance is dropped.

Dates for 1987 are

April 11	Wellington-Harbour Capital-Wairarapa (also DUNLOP Championship Round)
June 13	Hawkes Bay
August 1	Taranaki
August 23	Taupo
September 12	Manawatu

Once again a big gap at beginning of season however Gisborne CC are running an event on May 31 (Queens Birthday weekend) which at this time they do not wish to include in the series. At least the dates at the end of the season are 3 weeks instead of the usual 2 weeks.

REVIEW OF 1986 RALLY SEASON

KIWI Motorsport

Chris Clarke
Graeme Robertson

Well the season is now over and so it is right to review it (also I have been told to do so or else)

Suppose the first place to start is an explanation of our vehicle and why we chose the Beaut Ute. Chris has had an ambition to compete in the international and wished to remain with Nissan. Stupidly I thought "24QRS time" so you can imagine my surprise (?) when I first clapped eyes on the "Kenworth".

Our major objective was AWA Clarion with the Central Region Series second. All events prior to July were to be used for sorting the beast out. There were only two and I was involved with the organisation of one so was a little concerned at development time available. We had some long discussions with Grant Goile in Christchurch who had previously run a similar vehicle. These were helpful but really Chris's knowledge of preparing Nissan 1200's is very extensive.

First up was Wellington/Harbour Capital bone shaker and with only getting the vehicle at the beginning of the week it was all we could do to get a roll bar and sump guard on. It confirmed our ideas that the car was ok and should prove a lot of fun. The event itself was rather enjoyable apart from one or two stages that were a bit on the rough side. Chris was quite happy and felt in some aspects the ute was better than the previous car.

Next was Wairarapa and by now with a full roll cage, better suspension, new paint job we were ready. Chris had said that it was not quite as quick as the other car. Talk about a master of understatement. However it was different and I was impressed with the handling, actually pleasantly surprised. The event had the usual high standard of roads one expects but must say I missed not doing the town stage. One of the highlights was seeing Peter Rush pass us on what he thought was a straight piece of road. The poor old Corolla went so far up on its side it was possible to do a complete under car inspection.

Now came the International and car preparation really started in earnest. I hold the opinion that most cars do not finish this event due to poor preparation. I must say that Chris's preparation is second to none. He wanted to use pace notes and as we did not have time to completely check all the route decided that at least needed to do the first leg a couple of times and then use my notes on the rest for confidence only. Chris adapted very well during practice, oops checking runs. I sure hoped that our competition Nissan was going to last better than rental Nissan's especially in the front brake department. I could spend the whole article on this event alone but am sure you have heard most of the lies before so will only say that with planning Chris achieved his number one objective for the season with remarkable ease, if you call 3 weeks of 2am finishes remarkable ease.

Well now that act was over it was time to turn our attention to the CRRS events. With the way the points are scrutured we decided that all was not lost and we should be able to match our usual 3rd in class. So decided to make the rest of 1300 class competitors honest. The main requirement was a more powerful motor. The international motor with all the restrictions required simply was just not quick enough for CRRS events.

Unfortunately with Hawkes Bay only 2 weeks after AWA there really was not enough time to properly complete a motor build so we were forced to run Gp B tune once again.

The HB event had good county roads and a couple of excellent forestry stages. What we could have done with a quicker car, would have been able to go even further off the road. One of the things I remember was to see Lisa Ellingham trying to catch her car. Rogers excuse for leaving her is not justified and we have now decided that certain class of hitch hikers will be picked up. Lisa, you are rather high on the list.

Well if nothing else our new motor would be in and working for Taranaki next fortnight. And so it was, finished at 1.30am on Thursday and run in on the first stage, well kept it under 5000rpm until start of stage two. Catching Ted Clay in the second stage confirmed that things were working very well, (now need limited slip diff, better gearbox etc etc) Enjoyable event and I can only think what it would have been like if the roads were dry. Really enjoyed the last stage, in fact it rates as the stage I had most fun in during the year. Impressed by promotion for the event and hope that it continues.

Next was Taupo and we continued our love/hate relationship with Waimahia Forest. One day will get it right there. Got a new run for the team that prior to events that the driver must moderate his consumption on the night beforehand (no problem with the navigator of course). The event was the usual Taupo affair, too much waiting around at stage starts. Had the biggest scare of the season on this one, going downhill into a sharpish left hand bend with lots of fresh air on the right, thank goodness for soft sand buildups on the outside of corners. And talking of that b....y soft sand must thank Ian Jensen for his efforts when we god stuck.

By now the points situation was becoming very interesting and it was all coming down to the last round with only a few points between ourselves, Rob Bower and Ian Jensen. Looked like an improvement on 3rd was hopeful. Must admit was getting a little worried as we had not had problem all season and something must go wrong soon. Boy o Boy was I right.

It was not the fickle finger of fate but a whole hand that slapped us around the ear. For those of you who have not heard the story what simply happened was between scrutineering and start of the event, approx 2 hours, the service crew changed a camshaft after the drive was stripped on the rally one and we started just 12 minutes behind our planned time. I can assure you that they had their little butts handing out and for a group of guys who had neither worked together before nor on the car it was a mighty effort which the driving crew then spoilt by severely modifying the bodywork. We still finished but it was not easy.

The Manawatu event itself is a fitting finale to the series, good roads, decent stage distance, good standard of marshalls, simply a good effort all round. Only thing we did not enjoy was the gravel pit stage.

Felt that it does not prove anything considering the distance already covered and with Manfield straight after as a publicity stage I question its value to the event.

Prizegiving was most enjoyable especially to have won the class. It really was a great thrill words can not adequately describe what it meant. Was great to see all the Wellington CC members picking up so much of the prizes. Made me proud to be associated with them.

Before I finish it is important to thank those people who made our season so enjoyable. Manning Roofing Ltd, Auckland and Prospect of Howick our main sponsors, Malcolm Buchanan for the work on the roll cage, Peter Rush who serviced most of the year, usually at 24 hours notice or if he was real luck 48 hours, and the guys who serviced on the international, Steve Brett, John, Gordon and Brendon. Must mention Alan and Doug who came to Manawatu after we convinced them that petrol and water only jobs ever needed.

Last but certainly not least our wives and family who let the big kids play with their toy

Thanks to you all because without you it was not possible and with you made it more enjoyable.

Well, what is the story for next year??..... just you wait and see.

1987 NATIONAL RALLY

ORGANISATION IS WELL UNDERWAY FOR NEXT YEARS NATIONAL RALLY WHICH WILL BE RUN BY WELLINGTON CAR CLUB, HARBOUR CAPITAL CAR CLUB AND WAIRARAPA CAR CLUB AS A CO-OP EVENT

MARSHALLS AND TIMING CREWS WILL BE REQUIRED FOR THIS EVENT AND ALL THOSE INTERESTED IN PARTICIPATING IN THE ORGANISATION SHOULD CONTACT THE RALLY COMMITTEE NOW

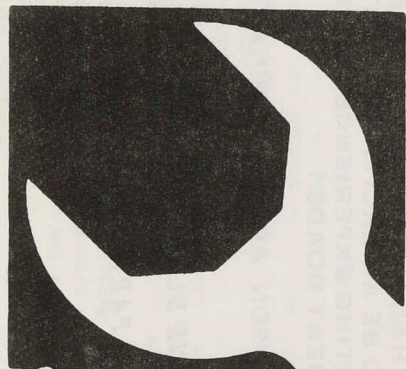
IT IS ZONKS SINCE WE HAVE HAD A HIGHER STATUS RALLY IN OUR AREA AND IT IS PLANNED TO BE AN EXCITING EVENT WITH THE CO-OP SITUATION CONTRIBUTING EXPERIENCED ORGANISING ABILITY AND OF COURSE GREAT ROADS !

JANE BLACK AND IAN PARKINSON ARE CO-ORDINATING HELPERS SO GIVE THEM A CALL.

JANE BLACK 687 275

IAN PARKINSON 328 695

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- COMPETITION PREPARATION
- CARB. SERVICING & EXCHANGE
- AGENTS: WEBER & DELLORTO CARBS

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT October Night Trial....

COMPETITORS		TEAM	Time out	IMP	DDDDDD	HAPPY	DULL	DRONE	LLIP	BECON	GST	GST	MISS	GST	BEN	GST	Money	Check	CONTROL	DD	FISH	DLR	SHOOT	DDL	OFF	HE	BET	Money	Check	IT	CONTROL	Income	Parking	POINTS	PLACE
1	D. G. MONIK	Imps & Demons	7:32	✓	✓	✓	✓	✓	10	✓	✓	✓	10	✓	✓	✓	7:32	7:33	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:22	10	12/30	42	10	
2	P. CONROY	de Joux	7:33	✓	10	✓	10	✓	10	✓	✓	✓	✓	✓	✓	✓	30	7:40	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	7:34	6/70	76	14			
3	C. KITCHINGMAN		7:40	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	30	8:00	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:00	6/60	46	21			
4	A. EDMONDS		7:42	✓	10	✓	10	✓	10	✓	✓	✓	✓	✓	✓	✓	30	7:30	✓	✓	✓	10	✓	✓	10	✓	✓	✓	30	✓	7:35	5/110	115	15	
5	B. COLLINS	Cojen	7:44	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	8:11	8:13	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:20	9/20	29	7=			
6	D. HUMPHRIES	26 Street	7:44	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	7:57	7:57	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:49	12/10	22	4=			
7	M. MCGUIRE	MacMob	7:43	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:54	7:54	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:55	1/0	1	1			
8	W. SETTER	Twosome	7:50	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	7:55	7:55	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:50	1/10	11	2			
9	A. CHAPMAN	Rabbiting	7:51	✓	✓	✓	10	10	10	10	10	10	10	10	10	10	30	8:00	✓	✓	✓	✓	✓	10	✓	10	✓	✓	7:58	2/50	152	16			
10	H. KENT-JOHNSON	Double Diastich	7:54	✓	10	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	7:58	7:58	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:07	9/10	29	7=			
11	J. CROUCE	Tri-ling	7:56	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	8:08	8:08	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:10	10	2/20	22	4=		
12	G. J. ROBERTSON	Ecuire Tokoto	7:58	✓	10	✓	✓	✓	10	✓	✓	✓	10	✓	✓	✓	8:07	8:07	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7:55	7/30	37	9			
13	L. EVANS	1600	8:00	✓	10	✓	10	✓	10	✓	✓	✓	✓	✓	✓	✓	7:55	7:56	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	7:46	11/40	51	13			
14	B. CULLEN		8:01	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	8:11	8:12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:07	6/10	16	3			
15	E. CONROY	Conroy	8:04	✓	✓	10	10	✓	10	✓	✓	✓	✓	✓	✓	✓	8:05	8:05	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	7:57	2/40	48	12			
16	M. JENNINGS	Burns	8:06	✓	✓	✓	✓	✓	10	✓	✓	✓	✓	✓	✓	✓	8:12	8:13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8:29	17/10	27	6			

ORGANISER TEAM/HQMDA (Kenia McEhrie & Allan Miles)

ASSISTED BY Wayne Gair, John Tennant & Wayne Moore

CHECKED BY Wayne Gair...

All claims were not accepted.
All time up to the first check
is deleted due to organisers
mistake with Check DULL.



give us any we can't print them can we

CROSSFLOW...

"TUT TUT"

That ALAN HARVIE nodded off at clubnight recently ? The worst thing is that ROSS TEESDALE kept asking our guest questions so that all eyes focussed in the direction of Alan's nodding head ! He had great difficulty opening his eyes and trying to appear awake and attentive whenever Ross had something to say.

GOOD ON YA !

At the recent Rallysprint in the Wairarapa, two Wellington Car Club Members took out first and second place ! Congratulations to JOE McANDREW and MARK JENNINGS for a great effort.

PSST!

The ladies had a go at the Autocross run during October and certainly did NOT disgrace themselves. Throughout the entire day NOT ONE FEMALE was seen to spin out, hit anything, stall, dent the car, run out of petrol, get a flat tyre, put up an off-the-pace time, argue with the organisers or any of those things that men in motorsport do. We may have finished in the last two places but it was all done with STYLE lads !!!!!

FOOD FOR THOUGHT - LATERAL THINKING

This man lived on the top floor of a 12 story building. Each day he caught the lift to the ground floor, walked to work, walked home again and then caught the lift to the sixth floor and then walked the remaining flights to his penthouse apartment. Why did he walk the last 6 flights ???

*Rules: You can ask any questions you like but only a YES or No can be replied to your question. You can ask as many questions as you like.
Ring Lisa Ellingham 288523 when you think you've worked it out or if you can't get that far you may wish to ask her some questions.*

For the next few months we'll be printing 'Food for thought' with a bottle of wine going to the first person to guess the answer correctly.

HAVE A GO !

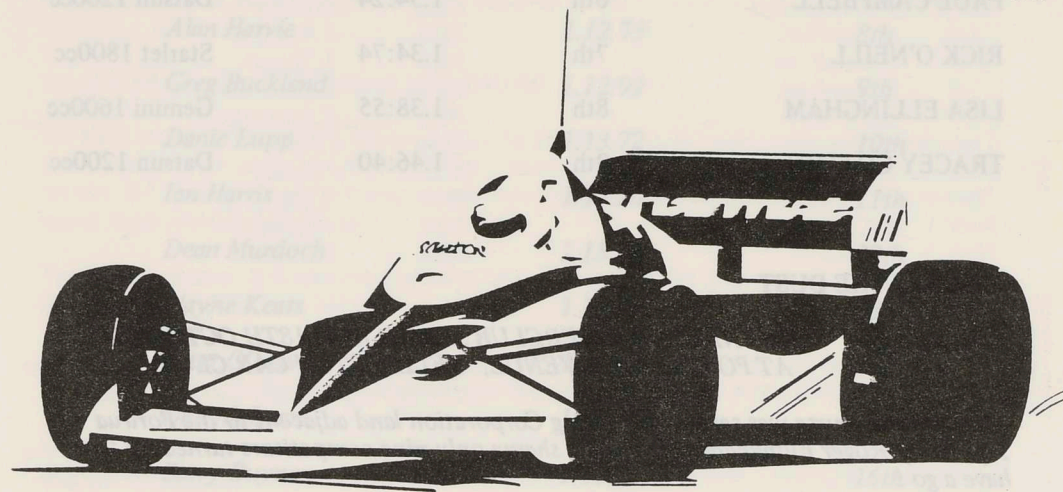
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 7 DAY FAMILY FUN 

SPEED

RESULTS FOR THE KIM NAYLOR INTERCLUB SERIES AUTOCROSS 18TH OCT.

- Run by Wellington Car Club at Porirua

ALAN HARVIE	1st	1.28:44	Laser 1500cc
LEW HENDERSON	2nd	1.30:64	Datsun 1200cc
NEIL ROOTS	3rd	1.31:38	Sunny 1400cc
TONY HEFFORD	4th	1.32:31	Mini 1275cc
IAN JENSEN	5th	1.34:12	Escort 1300cc
PAUL CAMPBELL	6th	1.34:24	Datsun 1200cc
RICK O'NEILL	7th	1.34:74	Starlet 1800cc
LISA ELLINGHAM	8th	1.38:55	Gemini 1600cc
TRACEY COTTON	9th	1.46:40	Datsun 1200cc

A DAY IN THE DUST

AUTOCROSS: KIM NAYLOR INTERCLUB SERIES RUN 18TH OCTOBER
AT PORIRUA TIP VENUE, WELLINGTON CAR CLUB.

An excellent course was set up at Housing Corporation land adjacent to the Porirua Tip site by Roger Ellingham. It's just a shame only nine competitors turned up to have a go!

Ian Jensen tried to prove that his 1300 Escort could fly but only managed to get two left wheels off the ground as he lept over a large tyre.

Rick O'Neills Starlet must have enjoyed going round corners so much that it decided to make its own corners down the straights!

Lew Henderson and Alan Harvie were battling for victory all event with both putting down good times throughout the event, but Alan was too good and pulled another two seconds on his last run to win the event.

A fun day was had by all. Maybe other club members should come next time and see what they're missing out on!

Paul Campbell

ARCHER & LUPP TROPHY SERIES RESULTS

ROUND 1 Kilbirnie St Sprint
ROUND 2 Alexandra Rd Hillclimb

Ian Taylor	1.05.25	1st
Alvin Watson	1.07.66	2nd
Alan Barnes	1.09.99	3rd
Paul Campbell	1.10.08	4th
Wayne Moore	1.10.17	5th
Helen Reader	1.10.27	6th
Russell Due	1.11.42	7th
Alan Harvie	1.12.73	8th
Greg Buckland	1.12.99	9th
Danie Lupp	1.13.72	10th
Ian Harris	1.15.20	11th
Dean Murdoch	1.15.79	12th
Wayne Keats	1.16.07	13th
Peter O'Leary	1.16.42	14th
Don McLean	1.17.04	15th
Barry Buynen	1.18.16	16th
G' Robinson	1.21.57	17th
Peter Roser	1.21.70	18th
John Dalglish	1.23.37	19th
R' Neilsen	1.24.34	20th
Trevor James	1.24.43	21st
Gordon Diggle	1.24.46	22nd
Lloyd Evans	1.27.10	23rd
Tony Hefford	1.27.82	24th

ALEXANDRA ROAD GOLD STAR HILLCLIMB , DUNCAN McKENZIE SERIES

Results as follows,

1st	S.McChesney	2nd	R' Cunningham
3rd	I.Taylor	4th	R.Due
5th	D.McLean	6th	I.Mollison
7th	P.Torrington	8th	A.Watson
9th	A.Barnes	10th	H.Reader
11th	W.Moore	12th	P.Campbell
13th	D.Searle	14th	D.Hobbs
15th	B.Utting	16th	W.Keats
17th	A.Harvie	18th	D.Paape
19th	G.Buckland	20th	P.O'Leary
21st	W.McPherson	22nd	D.Lupp
23rd	A.Gardner	24th	J.Rongen
25th	N.Deighton	26th	N.Harris
27th	D.Murdoch	28th	M.Dear
29th	B.Huynen	30th	E.Bateman
31st	J.Dalglish	32nd	J.Rae
33rd	G.Robinson	34th	P.Roser
35th	D.MacLeod	36th	A.Hefford
37th	A.Killen	38th	T.James
39th	R.Neilson	40th	L.Evans
41st	G.Diggle		

As usual, a good day had by all with the field being close to 50 once again. The weather held out for only a short time with the latter runs being made under wet conditions.

Ian Taylor had the use of Wayne Keats V8 Escort after his unfortunate "off" during the Titahi Bay Rallysprint, and although he wasn't able to take out first overall for the hill-climb, he was able to secure first overall for the Archer & Lupp Series with his results from the Kilbirnie Street Sprint earlier in the year.

The after function went well with a great many motorsport followers arriving at the club-rooms for a few ales to celebrate the series. The stayers on did just that and finished with pizza later in the evening with the legless being driven home safely.

The organisers wish to thank Archer & Lupp for their efforts and hope to see competitors show up next year for the series.

ROGER ELLINGHAM & THE SPEED COMMITTEE

NOTICE

WELLINGTON CAR CLUB NAME BADGES

DID YOU SEE..... the great badges the committee members were wearing at the recent clubnight ? These are available for all members and can be ordered by phoning Jane Black 687275h with your order.

They were made for us by DUNLOP ENGRAVERS who are in Tory Street, Wellington and kindly organised by Chris Clarke.

All the badges have "Wellington Car Club" on them with a space for your name to be engraved, so give Jane a ring and order YOURS NOW !

BEAUREPAIRES (VINCE MARTIN) OFFER

We have recently received a Beaurepaires Card which can be used by Club Members to gain special deals when purchasing tyres. Along with the card they sent information on the BF Goodrich performance tyres, now available in New Zealand at prices much lower than previously offered.

They also advised that the new pattern BFG Radial T/A 60 and 70 series tyres and the Comp T/A are now steel belted.

It appears we will be receiving further information on tyres from Beaurepaires which we will leave on the notice board at the clubrooms for all who are interested.

Should you wish to purchase any of these tyres, please contact JANE BLACK who has the Beaurepaires card for safe keeping.

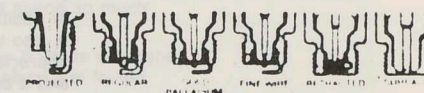
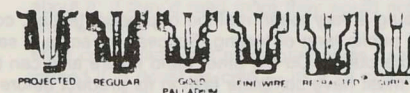
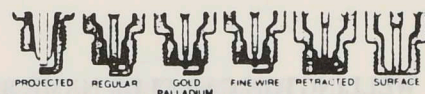
WORKING BEE 23RD NOVEMBER

It's that time again and with the good weather approaching we have planned a Working Bee for the 23rd November to have a general clean up around the clubrooms.

If you are able to donate perhaps an hour of your time towards the club, we'll be very glad to see you. Start time is 10.30 am, bring along your broom and dusters and anything that may be helpful (especially gardening tools) and of course yourself!

FEATURE

RACING PLUGS: Reproduced with acknowledgements to Champion Spark Plugs NZ from their new technical service manual.



A Series 12mm Thread 0.750 Reach $\frac{1}{16}$ " Hex

HOT	A6YC				
		A6G			
	A5YC				
		A51	A51G		
			A59G		
			A57G		
				A56R	
			A55G		
COLD				A54R	

J Series 14mm Thread 0.375 Reach $\frac{1}{16}$ " Hex

HOT		J14J			
		J12J			
		J11			
	J18YC				
		J14Y			
	J12YC	J8C			
		J6J			
		J6C			
	J63Y	J4J	J64G		
				J62R	
COLD	J86Y	J2J	J60G		J60R

* 'J' retracted gap substitutions can be made by using 'L' retracted gap plugs with Champion's H-677 solid gasket.

F Series 18mm Thread 0.460 Reach $\frac{1}{16}$ " Hex

HOT	F11YC				
	F9YC	F10C			
	F7YC	F82			
	F81Y*		F62Y	F62R	
	F79Y*		F60Y	F60R	
				F57R	
COLD				F54R	

* Plugs have special cut-back gap for maximum piston or valve clearance

G Series 10mm Thread 0.750 Reach $\frac{1}{16}$ " Hex

HOT					
	G63				
	G61				
				G59R	
	G58				
	G55			G56R	
COLD				G54R	G54V

L Series 14mm Thread 0.500 Reach $\frac{1}{16}$ " Hex

HOT		L90			
	L92YC				
	L87YC	L86C			
	L82YC	L82C			
		L78C	L4G		L62R
	L61Y				L60R
		L77J04	L3G		
			L2G		L87R
			L55G		
				L84R	
COLD					L78V UL77V L76V

14mm $\frac{1}{16}$ Reach to 14mm $\frac{1}{16}$ ths Reach:
* 'L' reach retracted plugs can be substituted for 'J' reach retracted plugs by using Champion N-677 spacer gasket. Examples: (L60R to J60R), (L87RSS to J57R). The L87RSS and L84RSS do not have threaded top terminals—snap-on boot must be used.

BN/S Series 14mm Thread 0.708 Reach $\frac{1}{16}$ " Hex

HOT	RS12YC	RS5C			
	S9YC				
		RBN4	RBN9GY		
	S7YC				
	BN6Y	BN3			
	BN63Y				
		BN2			
	BN60Y	BN60			
		BN57		BN57R	
		BN55			
COLD				BN54R	

BL/V Series 14mm Thread 0.460 Reach $\frac{1}{16}$ " Conical

HOT	RV17YC				
	RV15YC				
	V12YC	RV8C			
		BL6			
	V9YC				
		V4C			
	BL64Y				
	BL62Y				
	BL60Y	BL60		BL60R	
	BL57Y	BL57		BL57R	
		BL55			
COLD				BL54R	

N Series 14mm Thread 0.750 Reach $\frac{1}{16}$ " Hex

HOT	N16Y				
	N14Y	NR			
	N12YC				
	N11YC				
		N5C			
	N9YC				
		N4C			
	N7YC				
	N6YC	N3C	N82G	N87	
		N2C	N96G	N86	N62R
	N4YC				
		N60	N94G	N84	N60R
		N57/N1	N82G	N82	N57R
					N82S
			N80G	N80	N5502
					N54R
					N5503
COLD					N19V

Champion Gaskets

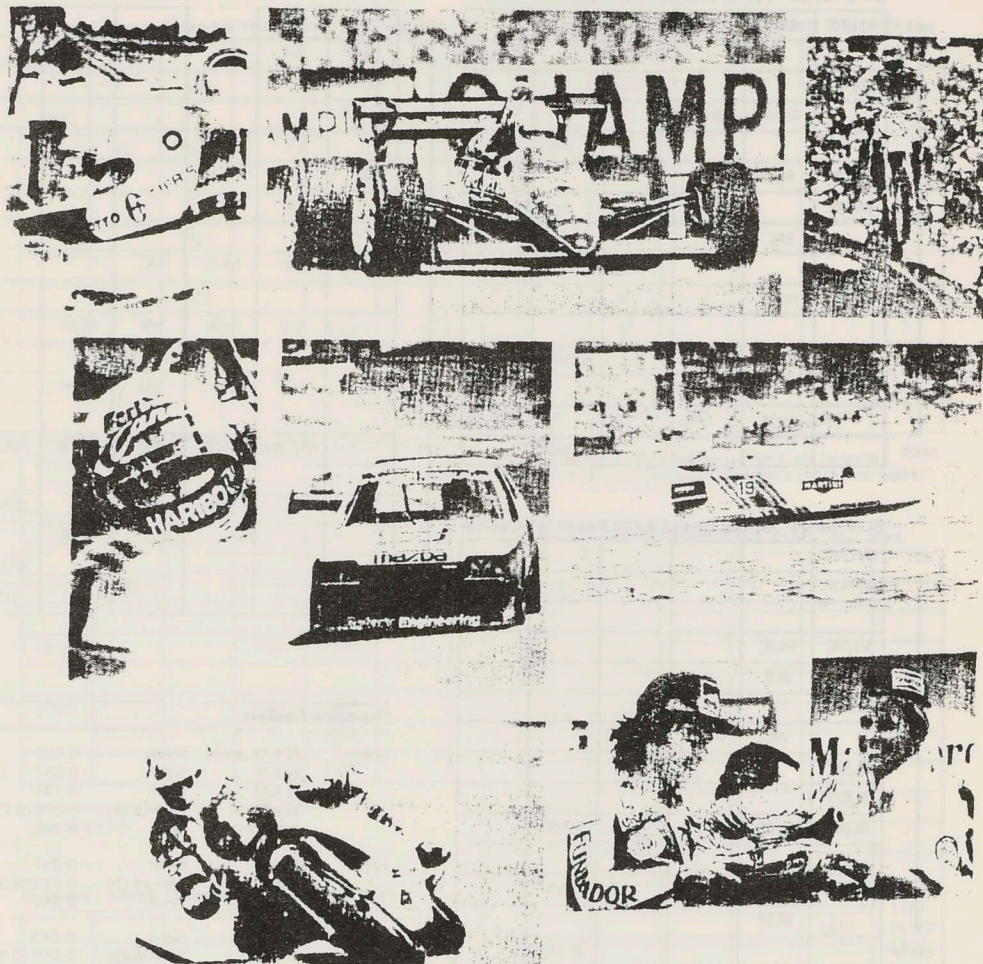
14mm	N-673 (wide)	Solid	0.057
	N-675	Solid	0.057
	N-677	Solid	0.135
	N-678	Thread On	0.070/0.052
	N-673X1	Solid	0.080
12mm	P-674	Solid	0.057
	P-678	Thread On	0.070/0.052
	P-677	Solid	0.045
10mm	Y-674	Solid	0.045
	Y-678	Thread-On	0.055/0.045

Beaurepaires for tyres.

Racing

The link between Champion and the world of high performance is a strong one. The familiar "bow tie" trademark of the company is seen on racing machinery on land, sea and in the air, and has been for many years. The reason for Champion's involvement is simple. Racing imposes the utmost stress on every component and if a product performs successfully in racing, there is every indication that it will perform satisfactorily in every day use.

In addition to being a very tough method of product testing, competition is also the most public form of testing. Success in racing is seen and appreciated by the public. On the other hand failure also can be seen and a company must have complete faith in its product before it submits it to the test. Champion has that faith in its product and is proud to play a major role in all forms of motorised sport.



The Racing Edge

For somebody trying to learn about spark plugs and tuning an engine, if they read our technical manual or our heat range and tuning guide booklet and know something about their engine to start with, they could probably tune it fairly well. Just from that.

They could, but there are not too many competitors that will read. They spend all their time working on their machine and will not read anything about it; if they'd read more they would not have to spend so much time working.

Most competitors run cold spark plugs because they think it's safe (and indeed if in doubt go cold — it's a lot cheaper to replace wet fouled spark plugs than burned pistons!).

But many people think as long as the plugs are good and cold you can get lean on the mixture and not burn the piston. And that's not right. You can tune closer and better with a warmer plug, when the heat range is right, because it will give you a reading quicker. Plugs look so dark and collect so much deposit when the heat range is too cold that you can not tell when the mixture is right.

With the right heat range they will run a lot whiter-looking and that scares a lot of people who figure the plug looks too lean or too hot. And yet the plug will be just right running hot enough to burn the insulator clean.

When we changed to "Copper Plus", many people were concerned with this symptom, yet really, the plug was doing a better job, because the copper plugs burn off a lot more deposit than similar heat range non-copper plugs at lower speeds. Therefore, the plugs burn grey/white nearly all the way to the inside, with just a fine 1/8th black mixture line at the base.

How do you tell if the plugs too hot?

This depends on the kind of plug, but if it has an outside wire electrode, it will look like you heated it with a gas torch, with scaling and residual high temperature colouring. The centre electrode will also be eroding heavily.

The insulator will be bright and shiny and starting to look like "sugar" (grainy and porous). It will get glazed and shiny-looking on a lean mixture, but it will start turning to "sugar" if the plugs are too hot.

Only two or three threads should discolour up from the end of the shell (long reach plugs). Any less and the plugs too cold, anymore and its either too hot, not seating right, or being exposed to excessive temperature.

Much of the engine trouble we see is burned pistons caused by detonation and/or pre-ignition, which is often caused by having the wrong ignition timing. The second common cause is mixture. Of course, there are numerous other causes or combinations that will result in abnormal combustion and engine parts failure.

Some people try to run too much ignition advance and they will run plugs that are too cold and try to make them run clean by leaning down the mixture.

You can lose pistons too, by not running air cleaners. The junk that gets in the engine, scratches by cylinder walls and makes places (through scuffing) that will light the fire. That can happen with the right mixture and timing, and you will still burn a piston.

When volumetric efficiency, another factor to be considered, for example jetting right to the edge in the afternoon of one day, when its hot and then going back out the next morning when the air is cooler with the same jetting. Then the mixture will be too lean for the engine and may go into detonation and fail.

The same can apply to altitude changes, especially going from sea level to over one thousand feet above.

How do you spot detonation?

If its just light detonation, it will melt the lead deposits off the insulator and leave them in little balls, but when its heavy you will start to see little balls of melted aluminium on the centre wire and insulator, which is coming mainly off the piston (or alloy head).

When you see this on some engines, if you pull the head, you will see the edge of the piston all eaten up.

When you see the end of the plug all ash coloured, grey, its over! The engines end is near!

An early indicator is to watch where the heat dissipation marks on the side wire are visible too.

Under normal circumstances, they will go to the bend, from there on, colour the same around to the shell face itself.

If the heat rings go round past the bend, its over-advanced (or the engines running too hot) and will soon detonate. If the shell end (circular flat face in combustion chamber) gets the appearance of being bead blasted, that too is a sign of detonation. Arguably, this can show signs of detonation, prior to piston readings, or failure.

Severe detonation can split or chip insulator noses. Mild detonation will make pieces of the cement between the centre wire and ceramic flake off on some plug types. When it gets really hot, this will bubble.

The fine edge, on a four-stroke, is when you can see the cement just cracking, centre wire just bluing, side wire discoloured right to the bend and the shell end is lighter in colour than the exhaust pipe outlet.

If an engine fails and the plugs are inspected, a quick glance that reveals the centre wire intact, yet side wire melted or fractured, chances are that the damage was incited by detonation.

Pre-ignition?

Pre-ignition usually shows up as a hot centre wire. If the plug has an outside wire electrode, then the end of that will be scaly and you will see the previous grey colour too. The cement around the centre wire will boil out and the ceramic and shell will show alloy deposits dependant upon how advanced the state of pre-ignition.

This will happen with just two or three degrees of excess advance and after only a few minutes of running.

If you do not know where to start with a new engine, select a pretty cold plug then work your way up the hotter ranges towards the recommended type for normal use.

Gold palladium is an extra good conductor of heat and voltage. It does not require as much voltage to ionise the plugs gap and jump it, so its a lot kinder to ignition systems. Fine wire nickel designs have similar qualities and you can open the plug gaps up a little to help expose more spark to the mixture with no detrimental effects. Some of the older machines (classic motorcycles etc) do not like this, because it puts extra load on the ignition systems and they get hot and quit!

Champion "Copper Plus" plugs are good to start with, when selecting a heat range. Colder heat ranges can survive in some motors where even a fine wire will not. Whilst you are sorting out the top end carburation and having problems with low speed fouling, the Copper Plus will shed a lot of this deposit.

Once all carburation adjustments are reached, you can move up to a fine wire of the ideal heat range.

The Copper Plus are a lot less expensive and their fouling resistance makes them ideal for not only initial application in the cold heat ranges, but also lend themselves to some motorsports, where by the pure nature of the circuit or sport, 100% low speed carburation can not be obtained without sacrificing top end.

Spark mark on new plugs leaves a cleared spot on the centre electrodes end. This spot shrinks in size and gets jagged when spark voltage is down.

Too much advance in ignition timing can appear as a localised over-heating of the centre electrodes tip. If you see that bluing on the electrode and if the insulator itself appears to be operating at a comfortable temperature, but the side wire is discolouring past the bend, then the ignition timing is probably too far advanced.

More widespread symptoms of over-heating will be present if the spark timing is drastically over-advanced, or if there is detonation, or if the plug heat range is wrong. In the latter instance, when the heat range selection has erred on the hot side, the over-heating will be fairly evenly distributed.

As already noted, excessive spark advance tends to show up as localised over-heating around the electrodes: bluing, scale and often the bubbling of cement around the centre electrodes junction with the insulator. Detonation is revealed by those little peppery specks on the insulator and balls of aluminum here and there if the detonation has been severe. But the best indication of general over-heating and the need for a slightly colder plug, is when the insulator loses its smoothness and begins to look granular — like "sugar".

Oil fouled plugs are easy to spot, because they are oily, wet-looking. If the plugs have come out of a four-stroke engine you should start thinking in terms of broken rings or oil working its way down worn valve guides; in two-strokes oil fouling usually is the result of using a plug that is too cold or heavy handed oil/fuel mixes. In some cases, over exuberance with oil mixing can so affect the fuels octane rating that it incites detonation.

Worn valve guides will "moon" one side of projected core nose designs as the oil passes past the plug nose. Quite often by simply changing from projected type to regular gap, you can help alleviate the symptoms without curing the cause, simply by having removed the plug tip from the wash of the incoming charge.

Fuel fouling can occur as a consequence of an over-rich mixture, because the plugs heat range is too cold, or simply because the ignition system is weak. In practice its a good idea to assume that the dry, sooty deposits you get with a fuel-fouled plug indicate a too cold heat range. Go a stage warmer and see if the fouling condition disappears without signs of over-heating taking its place.

Reading mixture strength on a plug is fairly easy if the heat range is right. Where do you look? Right down there where the insulator joins with the spark plugs metal body, when you look you should see a narrow band of carbon ringing the ceramic, extending up about an eighth-inch from the insulator/body joint. If the dark ring of carbon extends farther out on the insulator the mixture is probably too rich: if the ring is missing you usually can see the speckled signs of detonation and even if you do not you should give some thought to "richening up".

An inspection of the shell colouring in conjunctions with the insulator colouring, will be a guide to the incorrect setting. If the plug heat range is way too hot or too cold, all bets are off!

A simple way to see this colouring, if you do not have a plug viewer, is to sacrifice one of the plugs after the engine is set to what you think is optimum. By simply cutting off the threaded portion of the shell (at the point where it "meets" to the shell body) with a hacksaw. When the thread is removed it reveals the ice cream cone shape of the insulator nose. The colouring will be easily recognisable and you can get a real good indication of carburation adjustment for the loss of your one plug.

Remember — ALL PLUGS SHOULD READ THE SAME.

You can be fooled sometimes. Lead balling might just be through a "bad" batch of fuel or poor mixing.

Some fuels can take a lot longer to colour up the plugs. Quite often people are fooled by a insulator that is dead clean and shiny — thinking the worst. Usually though its because of an over-rich mixture just washing the plug clean.

If some of these symptoms seem a bit vague and confusing, that is because they are.

Much of the art of plug reading is attained through just having looked at thousands of spark plugs.

CLUBNIGHT

NOVEMBER

GUEST SPEAKER FROM DEFENSIVE DRIVING
WHO WILL TELL US ALL ABOUT THEIR PURPOSE
AND ACTIVITIES

DECEMBER

FESTIVE CELEBRATIONS WITH A GAMES EVENING
AND THE LAST OPPORTUNITY TO FIND OUT WHATS
ON DURING THE CHRISTMAS BREAK

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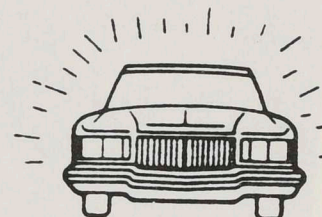
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MOTORING NEWS

REGISTERED AT P.O.H.Q. AS A MAGAZINE

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car club

box 5142 wellington

December

86

Season's Greetings!

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(Please do not phone committee after 9pm)

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PAST PRESIDENT	Murray McGuire	784423	720880 w
CLUB CAPTAIN	Lisa Ellingham	288523	288523 w
SECRETARY	Jane Black	687275	731152 w
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	John Crouch	783126	729379 w
	John Paine	899279	859949 w

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John Crouch.
Brett Plim, Ian Parkinson.
Derek Mattingley.

CHIEF SCRUTINEER POINTS KEEPER CLUBROOMS

Lloyd Evans 764400 767726 w
John Thomson 784305

The Clubrooms are in Russell Terrace, Newtown. Clubnight is held on the third Tuesday of each month. Night Trials are held on the first Tuesday of each month (except January). The Executive Committee meet on the second Tuesday of each month.

SUBSCRIPTIONS

\$30.00 Ordinary Members and Husband and Wife
\$15.00 Members under 18 years of age
\$15.00 Country Membership
\$20.00 Associate Membership
(All the above include Motorsport Association Capitation Levy)
\$ 7.50 Joining Fee for New Members
(All the above are subject to Goods and Services Tax)

MEMBERSHIP SECRETARY Dave Jennings 783801 738670 w
BULLETIN EDITOR Derek Mattingley 780484 721611 w

Deadline for copy of 'Motoring News' is each Clubnight

The contents of 'Motoring News' does not necessarily represent the views of the Editor or the Executive Committee. Whilst we do not mind other organisations reproducing any material whatsoever published in 'Motoring News', we do insist upon the courtesy of an acknowledgement for any item/s uplifted.

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COMPETITION CALENDAR

IF ANY CLUB EVENT IS CANCELLED OR POSTPONED DUE TO ADVERSE WEATHER OR FOR ANY OTHER REASON, THE NOTICE WILL BE BROADCAST ON RADIO 2ZB AS PART OF THEIR CANCELLATION SERVICE.

- NOVEMBER** 29 GLOBAL GROUP A - MANFEILD RACETRACK
30 GLOBAL GROUP A - MANFEILD RACETRACK
- 30 MOTORKHANA - STEWARDS TROPHY INTERCLUB
This event has been cancelled
- DECEMBER** 2 NIGHT TRIAL WMSA
Run by Wellington Car Club, usual arrangements.
- 7 MOTORKHANA - STEWARDS TROPHY INTERCLUB
Run by Hutt Valley Motoring Club, no info yet.
- 6 GLOBAL GROUP A - BAYPARK RACETRACK
7 GLOBAL GROUP A - BAYPARK RACETRACK
- 13 GLOBAL GROUP A - PUKEKOHE RACETRACK
14 GLOBAL GROUP A - PUKEKOHE RACETRACK
- 14 LADIES TRIAL/CHRISTMAS PARTY/BBQ TEA
Wellington Car Club event and family day. Ladies spend the afternoon trialling, men see to the Christmas Party and mind the children, finish up with a BBQ tea. BYO etc, the lads will rev up a 40 gallon drum for the barby so bring along your sauce and chops and join the clan. Starts at 1.30pm.
- 16 CLUBNIGHT - ALL WELCOME!
Christmas celebrations and games evening. Video of Titahi Bay Rallysprint will be shown. Car pools being arranged so you don't have to drink and drive so give a friend a call and be there or be square!
- JANUARY** 18 FUNKHANA & ANNUAL BEACH PARTY
Wellington Car Club event and family day. Held at Queen Elizabeth II Park, McKays Crossing starting at 1.30pm. Entry is \$4.00. Event is followed by sun, fun and of course BBQ.
- 20 CLUBNIGHT - ALL WELCOME!
Hopefully a guest speaker from one of the overseas teams here for the Wellington Street Race.
- 25 WELLINGTON STREET RACE

IT'S FUN TIME.....

With the end of another year upon us, and the sun trying to poke it's head out from behind the clouds, it could only mean one thing. Yes, summer is upon us, and it's time to have fun. So with this in mind a few "fun" events have organised for the next couple of months. These events are ideal for new and not so new members who would like a bit of light entertainment, or those who may be thinking of competing in some of the more serious events next year and would like a gentle introduction to the non-speed side of the club.

1. Ladies Trial

Date: Sunday 14th December
Start: 1:30 pm from the Clubrooms
Duration: about 75 minutes
Entry fee: \$4

This event will be run in conjunction with the Family Christmas Bar-b-que (see details elsewhere), and is a logical straight forward trial suitable for all our female members. All husbands, boyfriends and kids will be looked after at the clubrooms so it's a good event for all you ladies to get out and enjoy yourselves.

2. Funkhana and Annual Beach Party.

Date: Sunday 18th January
Venue: Queen Elizabeth Park, McKays Crossing (by the trams between Paekakariki and Raumati)
Start: 1:30 pm
Entry fee: \$4

This is a fun event comprising a selection of novelty motokhana events. The events are especially designed to be fun and you won't need a turbo-charged 4-wheel drive mini to do well. At the conclusion of the funkhana a bar-b-que on the beach is planned, so bring along your bar-b-que, food and refreshments, bikini and beach ball and come and join us for a day in the sun.

3. Novelty Trial

Date: Sunday 8th February
Start time and venue to be advised.

This is a light-hearted trial designed to be something different from the normal trial. The format of the trial is left entirely up to the imagination of the organiser, so come along and enjoy yourselves, but be prepared for the unexpected.

CAPTAINS CAPER

Greetings, Good Tidings and all those things that people tend to say at this time of the year. You can tell it's getting close because the shops are full of toys and sparkly stuff hanging from the ceilings. I really do like this time of year when pressy time is approaching and all the little people start behaving like angels in hope of a larger looking gift under the tree, but I do often wonder how many little people and big people will actually wake up on the 25th with their families and spend the day in the company of loved ones.

Quite a few years ago a man who worked for Roger lost his son a few days before Christmas in a nasty accident at Silverstream. The son had just got his results for his law degree and had been in town celebrating his success. Obviously it was a very short lived one and his family suffered badly for well over 12 months and I dare say each Christmas since has not been that happy.

On Boxing Day last year we were travelling over the Napier Taupo road and came across a car that had rolled (tyre blow out) and it's passengers, a nice couple and their 6 week old kitten, were not in good condition. They were on their way to Napier to spend time with relations and although he was reasonable but suffering from shock, she had damage to her back and was very uncomfortable. Kitty wasn't too hot and was all but dead and the girl kept asking if kitty was okay and we all said 'fine' even though it kept practising dying in our arms. Lucky we had taken our rally first aid kit with us and were able to cover them with the thermal blankets until the ambulances arrived. I couldn't help thinking how lucky they were being eventually able to see their family.

Enough said really, you know what I'm getting at. This clubnight we have our games evening and the opportunity to have a few ales with your friends. We've been mentioning this in the bulletin for a few months now and have suggested the intended leg-less make arrangements with a friend to take them home. Think about it anyway.

The year, as far as the calendar goes, is coming to an end with the Night Trial Series winding up shortly. This has been most successful and I urge any interested parties to contest this series next year. It's certainly been popular and not difficult to take part in so join in the fun next year on the first Tuesday of each month.

The Christmas Party, BBQ Tea and Ladies Trial should be a great day for the family. It's an excellent opportunity to get mum into a bit of motorsport and you can cook the barby while you're at it. Go on, make it a date.

January will be fairly quiet although we have the annual Funkhana and Beach Party on the 18th. John Crouch is doing a great job of organising that so support the club and bring mum and the kids out for a good family day, oh, you'll need the barby too.

By the time this arrives in your mail box we would have had the Working Bee and done all those jobs that have been staring us in the face for ages. Thanks to all those who made the effort, your support is very much appreciated.

To date we haven't had a final report on our members who competed in the Benson and Hedges Saloon Car Series run recently, but no doubt in the next issue we'll have all the news. Good to see our chaps out on the track and featuring on the news!

The Street Race isn't far off and the new Mayor for Wellington was recently heard on the radio to say that he thought the event was a great draw card for Wellington so I don't foresee any trouble with the Council for a few years. In fact, we were discussing the Council at our recent Executive Meeting and commented that we were very lucky being able to get Alexandra Road for our annual event and now of course Kilbirnie Street Sprint. Obviously the council see no problem with motorsporters using the streets and we should respect that at all times.

Incidentally, Kilbirnie Street Sprint will be held in February next year and not June so keep an eye on your competition calendar.

A few Motorkhanas were cancelled recently, the interclub series, due to other venue users or competitors in past events abusing the venues. This was in respect to Trentham Racecourse and Jacksons Farm and as venues are in short supply in the big smoke it's very disturbing to hear of such abuse. Churning up someone's paddock or precious racetrack is about the fastest way to kill motorsport in this area that I know of. Sincerely hope it wasn't anyone on our mailing list !!

That's it! Have a terrific Christmas, hope you get lots of pressy's and eat a lot of fat food and we'll see you all next year!

LISA ELLINGHAM

COMMITTEE NOTES FROM NOVEMBER 11 EXECUTIVE MEETING

Items of interest were -

- 5 new members approved
- Rally date for 1987 requires change due to non-availability of finish venue; dates being negotiated with Wairarapa Car Club
- Photos required for bulletin, event organisers to arrange as required
- V.I.P. to be invited to present prizes at February Prizegiving
- A further number of tables to be purchased. This has come about because of the greatly increased numbers attending mainly night trials - great news!
- New system to be used for Executive agenda, hopefully cut down time spent at meetings
- Answerphone to be installed at Clubrooms with latest event info.

The Dunlop logo, featuring a stylized 'D' inside a circle, followed by the word 'DUNLOP' in a bold, sans-serif font.

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ED'S BIT

Last month saw some changes in the presentation of the bulletin and we received several comments from members about the changes. Obviously the bulletin takes a fair amount of work and although there are several of us sorting things out we still require articles of interest and of course PHOTOS so we can make interesting reading for you all.

We are currently looking at re-vamping the cover and perhaps a little colour would brighten things up for you. If you have any ideas you think may help please give us a call.

(It's very hard to write a serious editorial when Derek's dog is chasing it's tail a doing mental things next to the typewriter !).

Trialling must be the sport of the month as we've had several write ups to print with the end of the Honda Challenge series looming up. Good luck to everyone for the final round in December.

We were hoping to pick up a bit of crossflow from the working bee but everyone had heads down and worked so hard that we forgot to note anything. However, for the record, the newly acquired HOLE IN THE CEILING at the clubrooms is courtesy of BRETT PLIM and his big foot ! We believe it to be a size 12 running shoe hole if anyone has a spare piece of pinex that may fit !

In January you will probably receive a newsletter type bulletin that will have the 1987 calendar and current events information as holiday time doesn't permit a full scale bulletin at that time.

Seasons greetings to you all !

Derek, John, Jane & Lisa

CLUBNIGHT

DECEMBER CLUBNIGHT

Games evening with the pool table set up, darts and table tennis etc. Come along and have a good time celebrating the end of another busy year. Christmas cheer to one and all !!!

JANUARY CLUBNIGHT

Hoping to have a guest speaker from one of the visiting teams for the Wellington Street Race. Remember last year we had the TWR Team and a record crowd turned up to hear them speak. The evening was terrific and proves that motorsport is not a dying thing (whoever said that anyway!).

FEBRUARY CLUBNIGHT

Annual Prizegiving with a guest V.I.P. presenting the prizes. More information to come on this clubnight.

WELCOME TO THE FOLLOWING PEOPLE WHO HAVE RECENTLY JOINED THE WELLINGTON CAR CLUB. WE HOPE TO SEE YOU ALONG AT OUR CLUBNIGHTS AND EVENTS DURING THE YEAR.

(Unfortunately we were unable to locate more information on our new members in time for bulletin deadline, however we have listed their names in the meantime).

NIGEL HOPGOOD GEOFFREY COOLEY
ROBERT DUNBAR PAUL KIBBLE JAMES KIBBLE

OKAY WHO'S GOT WHAT AND WHERE ???

Are there any club members out there who may have old Minute Books or Club Records in their garage, attic, shed ??? We would like to hear from you as we are preparing a club history for our 50th Jubilee. Please phone Murray McGuire or Jane Black if you have anything hidden away.

NAME BADGES - WELLINGTON CAR CLUB

Yes . . . you can order your very own Wellington Car Club name badge and proudly wear it to events and functions etc. All you have to do is contact a committee member and advise the details you require on your badge. Get into the spirit of it!

HELPERS FOR WELLINGTON STREET RACE

As previously advised, if you are interested in helping at the forthcoming Street Race round the Wellington streets and would like to gain some experience in flag marshalling or timing or crash crewing etc, please contact Murray McGuire who is co-ordinating helpers for the coming event. If you are already experienced and would like to help out at the street race, please also contact Murray McGuire and advise of your intention.

PHOTOS FOR BULLETIN

Please, please, please hunt out those recent photos of the grunt machine or sporty saloon and send them into us for printing in the bulletin. The centre page is very kindly sponsored by SNAP INSTANT PRINT and they are only too happy to print however many you send inso come on, find the latest shot !

THANK YOU THANK YOU THANK YOU THANK YOU THANK YOU

To all those people who attended the working bee at the clubrooms and put in such a terrific effort in cleaning out the back rooms, kitchen and bar, gardening, fixing the lean to etc, thank you very very much.

Especially John Lau, John Paine, John Dalglish, Jane Black, David Black, Murray McGuire and children, Derek Mattingley and children, Gordon Diggle and Logan, Roger and Lisa Ellingham, Iain Mollison, Brett Plim, Alan Harvie, Robin Briggs, and anyone we forgot to mention.

ORGANISERS COMMENTS

This was our first ever attempt at organising a trial and we were totally paranoid about it ! Our greatest fear was that we would make a mistake somewhere and spoil the event for everyone.

When you think about it, there's a recipe for disaster in the numbers alone. We've not even completed our second season of trialling and here we are trying to trap people who had been at this game for over 10 years.. As it turned out our fears were not realised but that was only because we were so scared and went over the trial so many times, in fact in the end we must have done the whole trial about 8 times. On each of these we found a mistake or point needing clarification, so the time wasn't wasted. In fact we should be far better trialists for having done so.

For those who haven't been through the organisers moncer, it's facinating, our planning went like this.

We read APP. T instead of dirty books for afew evenings, (Well I, Brett, did anyway) and noted afew of the traps that we'd like to use. It's nice to find and try out new things, like the downward pointing arrow.

When we go trialling we detest narrow, winding roads, darkness and signs you can never see, so we wanted wide roads, plenty of room and the instructions and rules to be the hard bits. Miramar and Seatoun filled the bill nicely and the Miramar peninsular hadn't been used for yonks so that added a nice view and was a familiarisation for those who may have black sheep in the family and who might need visiting !

We drove the are in general a couple of times noting interesting intersections and getting a feel for the geography. We then tried to plot the intricate bits by driving around. God, you could go batty doing that ! We found it totally unworkable, time wasting and uses untold gas for no real gain.

We got out the maps, blew them up in size and plotted the route like that and it worked a treat. That way you spend all your time thinking nasty devious thoughts and can be at your evil best poised over a map with MANZ book and no distractions.

For timing we drove the route at exactly the speed limits (now that IS a pain). The stopwatch and ODO gave us an average. We'd been advised just to select an average but found this way much more reassuring that we had it right.

So, what of the results ?

1. A claim was made on the basis that the CRI's instructed competitors to "Execute a U-Turn" when confronting the check code "U". We had an instruction to "Stay on this road ubtil encountering a U-Turn".

The competitor concerned believed that on coming across the check "BUN" he hadn't in fact "encountered" a U-Turn. A fair point since the priorities in use put check boards over CRI's. That could mean, he asserted, that you obey the checkboard and then CONTINUE still trying to "encounter" a U-Turn. The man should have been a Lawyer.

Seriously though, we thought the intention was very clear and everyone else did it our way and so we disallowed the claim. Not without acknowledging the sense of it and recognising an interesting point.

2. There were afew competitors who have not been awarded checks because they were not correctly entered on the drivers card.

Both YÐE and W ÐVE have backward strokes through their O's. In a couple of cases the strokes were missing altogether and these competitors have not been credited with the check.

Some competitors had the stroke going the wrong way. This is strictly and technically incorrect but the checks in this case have been awarded. Such strict adherence to the rules should be reserved for Wall trophy and Gold Star events. It's worth noting though.

3. Section one in this trial used "T" intersections which were designed to keep competitors on their toes with the priorities. What happened to some, however, was the hoary old chestnut of "what IS the definition of a T intersection".

Our understanding from previous events is simply that the cross piece of the 'T' must be straight and we applied this strictly at all intersections of this type.

The whole area of 'T' intersections is fuzzy and we believe a remit should go to the MANZ cenerference asking for a precise and easily used definition be constructed.

Our suggestion would be something like..... "....that the opposite side of the road forming the top of the Tee should APPEAR to be straight for at least the full width of the joining road.

BRETT & JACKIE COLLINGS and HELEN JENNINGS

**ANYBODY WHO WANTS TO BE A TIMEKEEPER
AT MANFIELD JAN 10 & 11, OR NISSAN MOBIL
PLEASE RING JANE BLACK**

1986 BRAILLE TRIAL

Once again congratulations to Ed Conroy and all his helpers, plus of course the Blind Foundation for putting together such an enjoyable event. An event I'm certain is enjoyed by those of us who drive and those for whom the event is run - the blind folk of the Wellington Region.

This year's must have been one of the largest turnouts ever with around 40 competitors and my navigator this year was GRACE WHEELER. Grace has been blind for some 20 years and is currently waiting for her third guide dog. She is a most capable and independent person and that certainly gains my admiration.

A good route saw us heading off from the Foundation into Brooklyn, down into Berhampore, through Newtown and up and down Alexandra Road on top of Mt. Victoria, along Cobham drive and around the bays and through Shelly Bay Airforce Base to Seatoun. A little to-ing and fro-ing around Seatoun and then pretty well back directly to the end at the Foundation again.

The whole time Grace knew where we were, where we were going and where we'd been. If my efforts had been a bit better we wouldn't have gone off course and lost time as we did.....guess who drove past a road and didn't count it???? A missing sign created a bit of bother in Seatoun but otherwise everything flowed very well indeed.

With the assistance of Amuri Motors with the cost of organising and catering for the participants, a great feast was provided and consumed.

A very worthwhile day. My personal thanks to all involved including all drivers, it makes one proud to be a member of the Executive of a Club with such willing helpers. Here's to another successful event next year!

MURRAY McGUIRE

OCTOBER NIGHT TRIAL

We left the Clubrooms with around 4 instructions for section one and an over-riding instruction (right at all T's) which took us to Courtenay Place and around the Bays to Paupua where, if you weren't concentrating and thought the check car was end of section control, then you fell for that one again! And for those who also forgot that you can't turn INTO a sign then you fell for two that you shouldn't have and had better not again !!!!!

Section two was very short and after sightseeing the graffiti on the watertanks at the top of Maupua we were onto Section three which took us through the tunnel to Seatoun where we had to attend to the 'Stay on this road' rule and watch out for streets which didn't exist. Back through the tunnel again and to end of Section control. The last

Section 'toured' us back to the clubrooms.

Many thanks to BRETT & JACKIE COLLINGS and HELEN JENNINGS for a very enjoyable trial.

ANNETTE MIET.

(Readers - me thinks this was actually a write up for the November Trial rather than the October Trial as entitled.)
Ed.

NOVEMBER NIGHT TRIAL

Well, I can take a hint. . . . I noted the Club Captain's comment in the November Bulletin about no October Trial write-up. As the winning driver in October I guess it was my job. . . . I'm sure I asked Annette to do one on our behalf, but then these days I seem to be sure of lots of things only to have my children (and others) tell me I'm wrong!

I must confess that neither Annette or I felt 'comfortable' during the event (and that doesn't mean we were baked bean type uncomfortable either!), we never really seemed to be able to relax. It may have been something to do with the small number of CRI's on the event, with over-riders helping to cover the distance, or it may have been a couple of CRI's that created some doubt, hard to say.

As it happened, we needn't have worried about our off-course excursions as others did even more of it than us. At the end it transpired that we were the only crew to clean sheet the checks losing only time penalties. Thank you ANNETTE MIET for your excellent navigating - let's see if we can make it three-in-a-row in December ???

BRETT, JACKIE and HELEN put together a good event with a good mix of traps, lots of check boards etc. We saw lots of Miramar and Maupua and Seatoun and daylight saving certainly helps with evening trialling. A good turn-out of crews with the Honda Challenge Series getting to be very interesting as it draws to the end of its inaugural year.

MURRAY McGUIRE for TEAM MACMOB

WELLINGTON

858-632

18-20 LORNE STREET



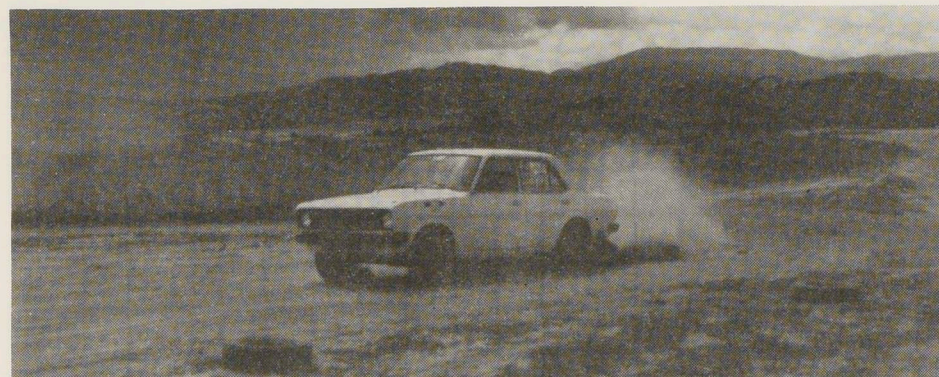
LOWER HUTT

676-334

671-734

11 PARK AVENUE

WE RENT FOR EVERY EVENT



THE **SNAP** SHOT OF THE MONTH

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT 4/11/86 NIGHT TRIAL

COMPETITORS	TEAM	START	VIE	DLOPS	WE	YOE	YEP!	THOUGHT	CHECK	POINTS	YES	CONTROL	POINTS	BUN	CONTROL	POINTS	WAVE	DDDL	GO	DUSR
1 P CONROY	DE JOUX	731	-	10	-	-	-	-	728	3	10	-	30	-	722	6	-	-	-	10
2 J SOUTHAM	IMPS AND DEMONS	732	-	10	-	-	-	-	735	3	10	734	1	-	732	2	-	-	-	-
3 C KITCHEMAN	C KITCHEMAN	733	-	10	-	-	-	-	729	4	-	730	1	-	728	2	-	-	-	-
4 A DMINES	TEAM HONOA	734	-	10	-	-	-	-	731	3	10	729	2	-	731	2	-	-	-	-
5 G J ROBERTSON	ECURIE TOKO TOKO	735	-	10	-	-	-	-	732	3	-	736	4	-	738	2	-	-	-	-
6 L EVANS	TEAM 1600	736	-	-	-	10	-	-	741	5	-	741	-	-	739	2	-	-	-	10
7 W SETTER	TWOSOME	737	-	-	-	-	-	-	738	1	10	736	2	-	737	1	-	-	-	-
8 B CULLEN	B CULLEN	738	-	-	-	10	-	-	756	18	-	821	25	-	819	2	10	-	-	-
9 J CROUCH	TEAM TRI-LING	739	-	-	-	-	-	10	736	3	-	740	4	-	737	1	-	-	-	-
10 M CHAPMAN	TEAM RABBITING	740	-	-	-	10	-	10	-	30	10	749	9	-	-	30	-	-	10	10
11 J HOBBS	J HOBBS	741	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 M MCGUIRE	MACMOB	742	-	-	-	-	-	-	745	3	-	743	2	-	752	9	-	-	-	-
13 D JENNINGS	Double Dipstick	749	-	-	-	-	-	10	753	4	-	754	1	-	752	2	-	-	-	-
14 M JENNINGS	M JENNINGS	750	-	10	-	-	-	-	747	3	-	747	-	-	748	2	-	-	-	-
15 E CONROY	TEAM CONROY	800	-	-	-	-	-	-	803	3	-	814	11	-	814	-	-	-	-	-

WELLINGTON CAR CLUB TRIAL RESULTS

OFF	TIGRE	FOOL	DSR	DILL	CONTROL	POINTS	OFF	DISH	WAYNE	YOU'L	CIVIC	RAMIER	HADS	BET	MADDER	HAPPY	CONTROL	POINTS	CONTROL	POINTS
✓	✓	✓	✓	+	729	7	✓	✓	✓	✓	10	-	✓	✓	✓	737	8	724	-	
-	-	-	-	10	740	8	-	-	10	-	10	-	-	10	-	802	22	750	-	
-	-	-	-	-	729	1	-	-	-	10	-	-	-	-	-	737	8	734	-	
-	-	-	-	-	738	7	-	-	-	-	-	-	-	-	-	739	1	728	-	
-	-	-	-	-	741	3	✓	✓	✓	-	-	-	-	-	-	743	2	733	-	
-	10	-	-	10	753	14	-	-	-	-	10	-	-	-	-	803	10	749	-	
-	-	-	-	-	739	2	-	-	-	-	-	-	-	-	10	742	3	706	-	
-	-	-	-	-	816	3	-	-	-	10	10	10	10	10	10	-	823	7	810	-
-	-	-	-	-	748	9	-	-	-	-	-	-	-	-	-	753	5	740	-	
10	10	-	-	-	754	5	-	-	-	10	-	-	-	-	-	756	2	744	-	
-	-	-	-	-	734	2	-	-	-	-	-	-	-	-	-	755	1	743	-	
-	-	-	-	-	753	1	-	-	-	10	-	-	-	-	-	755	2	744	-	
-	-	-	-	-	744	1	-	-	-	-	10	-	-	-	-	749	5	738	-	
-	-	-	-	-	816	2	-	-	-	-	-	-	-	-	-	820	4	808	-	

POINTS PLACE

94	11
96	12
36	9
35	8
24	3
81	10
29	4
135	13
32	7
156	14
17	1
30	5
31	6
20	2

ORGANISER BRETT + JACQUE COLLINGS, HELEN JENNINGS
 ASSISTED BY WARREN DENTON, JANE BLACK & LIZA ELLINGHAM
 CHECKED BY JOHN + MARIE THOMPSON

Wellington Car Club (Inc)

15th Annual Braille Trial. 2 Nov 1986

The 15th Braille Trial has now been run. It was a pleasure to be associated with the Foundation for the Blind in the running of the 'Braille Rally'. The organisers of this year's event wish to thank all those people who turned out to look after and drive the members of the Foundation. The drivers this year were a very willing bunch. This attitude makes the organisers' work easier and more rewarding. We hope to see you all again next year.....

PRIZE-WINNERS: STRATMORE CUP for firstplaced navigator: Grace Wheeler.
BOYDEN CUP for firstplaced driver: Murray McGuire.
RUTH McIVERSON MEMORIAL PRIZE for first novice navigator:
Genevieve Carroll.

THANKS TO... The Drivers. Alan Harvie and Genevieve Carroll for sticking on the stickers. Peter Martin for checking the route. Ian Laming for laying out the course. Ruth Shepherd for ably looking after the paperwork again. Anne Conroy for producing an accurate result. Bill King for writing the certificates. Bill King, Bob Gray and Pete Lundberg for being checks on the event. Kay Poynton and the Foundation for enabling us to provide an enjoyable event.
Sincere thanks to all involved.

One on the left and right together.

Eddie Conroy Maree Conroy.

SPECIAL THANKS TO AMURI MOTORS MAZDA FOR THEIR VALUED SUPPORT.

Wellington Car Club (Inc)		15th BRAILLE TRIAL										2nd November 1986									
Car No	Navigator/Driver	REN	IMP	THOLL	CK1	B.COM	DULL	CK2	TIME	UX	CK3	UX	SHE	GEE	MISS	Control	Points	Place			
39	Grace Wheeler / Murray McGuire	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3	1			
13	Robyn Pollard / Tracy Sowry	0	0	0	2	0	0	0	0	0	1	0	0	0	0	2	5	2*			
9	Marion Sutherland / Lloyd Evans	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	5	2*			
5	Jann Rutherford / Shirley Evans	0	0	0	3	0	0	2	0	0	1	0	0	0	0	0	6	4=			
20	Allan McLean / Leicester Banfield	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	6	4=			
29	Genevieve Carroll / Alan Harvie	0	0	0	0	0	0	4	0	0	2	0	0	0	0	3	9	6			
1	Fran Wilde / Wayne Gair	0	0	0	3	0	0	0	0	0	2	0	0	0	0	6	11	7=			
25	Sue Lealie / John Waller	0	0	0	4	0	0	4	0	0	2	0	0	0	0	0	11	7=			
33	Vaughan Dodd / Jenny Maidens	0	0	0	1	0	0	2	0	0	2	0	0	0	0	7	12	9			
40	Tom Bryan / Dave Jennings	0	0	0	1	0	0	2	10	0	0	0	0	0	0	0	13	10=			
19	Ronald Griffin / Ernie Lealie	0	0	0	8	0	0	2	0	0	3	0	0	0	0	0	13	10=			
15	Joan Ross / Ian Jensen	0	0	0	4	0	0	3	0	0	8	0	0	0	0	0	15	12			
26	Rewi Noah / Allen Minee	0	0	0	0	0	0	4	0	0	3	0	0	0	0	13	20	13			
10	Kevin Ward / Roger Ellingham	0	0	0	5	0	0	2	0	0	6	0	0	10	0	1	24	14			
23	Ross Eden / Jim Conroy	0	0	0	3	0	0	1	10	0	1	0	0	0	0	11	26	15			
30	Kath Burns / Graeme Toomer	0	0	0	4	0	0	10	10	0	6	0	0	0	0	3	33	16			
7	Bunt Thomas / Jane Black	0	0	0	5	0	0	0	0	0	0	0	0	0	0	29	34	17=			
4	Janine Ruka / Lisa Ellingham	0	0	0	16	0	0	5	10	0	2	0	0	0	0	1	34	17=			
6	Ray McKie / Greg Bott	0	0	0	6	0	0	1	0	0	2	10	0	10	0	5	34	17=			
32	Margaret Chandler / Ray Duffell	0	0	0	7	0	0	7	10	0	2	0	0	0	0	9	35	20			
34	Bill Hamlin / Bruce McPherson	0	0	0	9	0	0	4	10	0	5	0	10	0	0	2	40	21			
43	Wanda Mulvaney / Bruce Richards	0	0	0	24	0	0	7	10	0	1	0	0	0	0	1	43	Max			
37	Sylvia Grimes / Graeme Robertson	0	0	0	1	0	0	3	10	0	30	0	0	0	0	4	48	22			
8	Franz Veuger / Peter Meggison	0	0	0	21	0	0	3	10	0	4	0	0	0	0	12	50	23			
41	Frank Thacker / Phil Moreton	0	0	0	0	0	0	3	10	2	0	0	0	10	0	30	55	24			
28	Catherine Smith / Wayne Moore	0	0	0	9	0	0	4	10	0	30	0	0	0	0	1	57	25			
2	Linda Johnson / David Marden	0	0	0	8	0	0	20	10	0	2	10	0	0	0	8	58	26			
36	Linda Paea / Colin Kitchingman	0	0	0	10	0	0	30	10	0	3	0	0	0	0	6	59	27=			
35	John Doornebosch / Dougal Stevenson	0	0	0	22	0	0	3	10	1	0	10	0	0	0	3	59	27=			
27	Manu Upu / Dave Humphreys	0	0	0	5	0	0	3	10	0	30	0	0	0	0	14	62	29			
6	Allison Wilson / Lee Muir	0	0	0	5	0	0	17	10	10	2	0	0	10	0	17	71	30			
18	Irene Parr / Nena Kent-Johnston.	0	0	0	2	0	0	30	10	10	13	10	0	10	0	7	92	31			
17	Melvin Bagrie / Adrienne Leusi	0	0	0	31	0	0	21	10	10	8	10	0	0	0	3	93	Max			
11	Eva Conroy / David Conroy	0	0	0	47	10	0	12	10	0	3	10	0	0	0	10	102	Max			
12	Win Heyward / Brett Plim	0	0	0	30	0	10	18	10	0	4	10	0	10	0	14	106	32			
42	Mary Becker / Raewyn Kitchingman	0	0	0	21	0	0	30	10	0	16	0	0	10	0	29	116	Max			
14	Eileen Soane / Ian Parkinson	10	0	0	46	0	0	30	10	0	10	10	0	0	0	19	135	Max			
24	Joan Cooper / Caroline Stevenson	0	10	10	30	10	10	30	10	10	30	10	10	10	10	56	246	Max			
44	Mark Lockett / Howard Anderson	0	10	0	30	10	0	30	10	10	30	10	10	10	10	28	198	33			

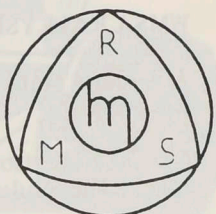
NAME	TEAM	CLUB	SIRI	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE	TOTAL	PLACE
1. NIET	1. Honda/Nacomb	1. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
2. McGUIRE	2. Honda/Nacomb	2. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
3. HARRIS	3. Honda/Nacomb	3. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
4. SETTER	4. Honda/Nacomb	4. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
5. CHOLICH	5. Honda/Nacomb	5. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
6. JENKINS	6. Honda/Nacomb	6. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
7. JONES	7. Honda/Nacomb	7. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
8. DICKINSON	8. Honda/Nacomb	8. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
9. BARR	9. Honda/Nacomb	9. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
10. JENKINS	10. Honda/Nacomb	10. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
11. JENKINS	11. Honda/Nacomb	11. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
12. CONROY	12. Honda/Nacomb	12. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
13. COLLINGS	13. Honda/Nacomb	13. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
14. KITCHINSON	14. Honda/Nacomb	14. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
15. KITCHINSON	15. Honda/Nacomb	15. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
16. COLLINGS	16. Honda/Nacomb	16. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
17. COLLINGS	17. Honda/Nacomb	17. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
18. COLLINGS	18. Honda/Nacomb	18. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
19. COLLINGS	19. Honda/Nacomb	19. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
20. COLLINGS	20. Honda/Nacomb	20. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
21. COLLINGS	21. Honda/Nacomb	21. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
22. COLLINGS	22. Honda/Nacomb	22. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
23. COLLINGS	23. Honda/Nacomb	23. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
24. COLLINGS	24. Honda/Nacomb	24. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
25. COLLINGS	25. Honda/Nacomb	25. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
26. COLLINGS	26. Honda/Nacomb	26. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
27. COLLINGS	27. Honda/Nacomb	27. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
28. COLLINGS	28. Honda/Nacomb	28. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
29. COLLINGS	29. Honda/Nacomb	29. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
30. COLLINGS	30. Honda/Nacomb	30. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
31. COLLINGS	31. Honda/Nacomb	31. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
32. COLLINGS	32. Honda/Nacomb	32. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
33. COLLINGS	33. Honda/Nacomb	33. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
34. COLLINGS	34. Honda/Nacomb	34. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
35. COLLINGS	35. Honda/Nacomb	35. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
36. COLLINGS	36. Honda/Nacomb	36. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
37. COLLINGS	37. Honda/Nacomb	37. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
38. COLLINGS	38. Honda/Nacomb	38. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
39. COLLINGS	39. Honda/Nacomb	39. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130
40. COLLINGS	40. Honda/Nacomb	40. Pas/Nay	8	8	5	11	10	6	2	17	1	20	1	20	0	3.3	130

NOTES: Right, now things get interesting. There is one round of the championship to go and therefore the final points situation has only variable left. The December result. This printout then shows you worst performance so far, as being dropped. Only 9 out of the 11 events can count towards the Championship so many of you still have one to drop. One of these or the December result if it's worse than any you have left.

Where your worst performance has been dropped, you will see that the placing remains but there are no points alongside of it. Where a "O" appears in the points column, that means a no-show for that event.

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WMSA NEWS

WMSA INTERCLUB SERIES DATES FOR 1987

GRAVEL SPRINTS:

20 April
17 May
24 May
20 June
12 July
30 August
6 September

DUNCAN McKENZIE SERIES

- Sealed Hillclimbs
8 March Wairarapa
29 August Kapiti
3 October Wellington
8 November Wairarapa

WALL TROPHY TRIALS

24 May Wellington
19 July Wellington
29 September Harbour Capital

STEWARDS TROPHY MOTORKHANA

8 March Wellington
31 October Levin
8 November Kapiti
13 November Harbour Capital
6 December Hutt Valley

KIM NAYLOR CUP AUTOCROSS

18 January Wairarapa
22 February Wairarapa
24 April Wellington
10 May Hutt Valley
31 May Harbour Capital
28 June wairarapa
5 December Kapiti

WMSA RALLYSPRINT SERIES

At a recent WMSA meeting, agreement in principle to establish a ralliesprint series was given.

Graeme Robertson has been charged with the responsibility of developing the series rules. These rules will be considered at the next WMSA meeting on 19 January 1987.

If any club member has any ideas please get in touch with Graeme.

Presently four clubs are programmed to hold ralliesprints and it is intended to include them all in the series.

Dates are: 13 March Levin
4/5 April Hutt Valley
11 April Wairarapa
19/20 September Wellington

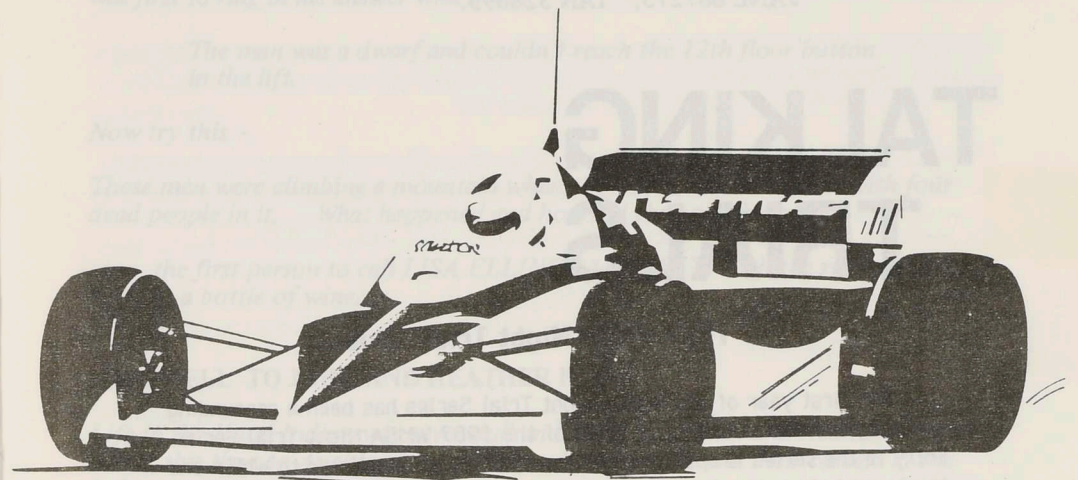
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- 18 HOLE MINI GOLF
- PICNIC TABLES —
GRAND STANDS

7 DAY FAMILY FUN

» RALLY RUMBLES

1987 NATIONAL RALLY

CAN YOU HELP ?

Organisation is well underway for next years National Rally being run by our Club in conjunction with Harbour Capital Car Club and Wairarapa Car Club.

Marshalls and Timing Crews will be required for this event and all those interested in participating in the organisation should contact the rally committee NOW.

It is zonks (which is one more than yonks) since we've had a higher status rally in our region and it is planned to run an exciting event with the co-op situation contributing all it's expertise and of course great roads !

JANE BLACK and IAN PARKINSON are co-ordinating helpers so give them a call.

JANE 687275, IAN 328695.

TALKING TRIALS

1987 WMSA Night Trial Series

The first year of the WMSA Night Trial Series has been a resounding success, and notice is hereby given of the 1987 WMSA Night Trial Series. Entry to the series is open to any member of a club affiliated to WMSA and trials are held on the first Tuesday of each month, except January.

All trials start from the Wellington Car Clubrooms in Russell Tce, Newtown, with documentation from 7:15 pm and first car away by 7:30 pm. The trials are all designed to be logical and straightforward, and are suitable for trialists of all levels of experience, including beginners. They are generally about 90 minutes in duration, so for the motorsport fan who is looking for a nights entertainment or the clubmember who wants a cheap form of motorsport competition, the WMSA Night Trial Series is the ideal event.

The first trial of the 1987 series starts on Tuesday 3rd February so mark the calender now, organise a group of friends (only the driver need be a club-member), put some gas in the car and head off to the Wellington Car Club for a evening of fun and intrigue.

For further information contact Murray McGuire (784-423)
or John Crouch (783-126).

DID YOU HEAR ABOUT . . .

The past past President ~~who has~~ competed in motor racing for years and years and never had an injury and who raced in the Benson and Hedges at Pukekohe with IAIN MOLLISON and spent all that time in the car under dangerous conditions and managed to escape injury only to come home, go to tennis and damage his ankle. Now I ask you, who ever said motorsport was dangerous had obviously never played tennis before, isn't that right ALAN HARVIE ???

FOOD FOR THOUGHT - LATERAL THINKING

Last month had you all thinking but some of you weren't quite quick enough to get on the blower with your answer. Congratulations MURRAY McGUIRE who was first to ring in his answer which was

The man was a dwarf and couldn't reach the 12th floor button in the lift.

Now try this -

These men were climbing a mountain when they came across a cabin with four dead people in it. What happened and how did they get there ?

. . . . the first person to call LISA ELLINGHAM 288523 with the right answer receives a bottle of wine.

FAREWELL TO JOHN AND HEATHER PAINE

Life in the Hotel Industry is never dull and once again John and Heather are on the move, this time to Auckland where they will both continue their careers in the industry.

John and Heather have both been very active members of our club since they joined several years ago with John taking charge of the bar (I wonder why) and looking after the clubrooms. John has also been bulletin Editor for the past 12 months for which we are very grateful. Heather has helped out at several speed events with timing etc and also been a valuable member of our club. We wish them well and extend our best wishes to them both.

GOOD LUCK !

NEW BULLETIN EDITOR

This month as we farewell John Paine as bulletin Editor we welcome Derek Mattingley as the new bulletin Editor. With Derek's experience in the printing industry we can look forward to 'good copy' now can't we ?

SIMPSON LAUNCHES SOUTHERN HEMISPHERE'S RICHEST MOTOR RACING SERIES

New Zealand saloon car racing has shed its 'Cinderella' image with the announcement of a \$250,000 purse for the 1986 Simpson South Pacific Touring Car Championship.

In making the announcement, the Managing Director of Global Sports Promotions Ltd, Keith Jones, said he was delighted that Simpson Appliances, the largest whitewear manufacturer in Australasia was backing the region's richest motor racing series.

The 1986 Simpson South Pacific Touring Car Championship, will be raced over three rounds with each race offering \$53,500 in prize money for the larger capacity Group A cars. A further \$13,200 per round will be paid to place getters in the 0 - 1600cc and 1601 - 2000cc classes. There will be an additional \$13,200 in prize money at the three meetings for the Formula Pacific and Formula Ford races, bringing total prize money for each meeting to \$79,900.

In addition Global Sports and Promotions Ltd together with Simpson are placing a \$50,000 bonus on the grid for any driver who wins all three rounds of the 1986 Simpson South Pacific Touring Car Championship.

The series begins at Manfeild on Sunday November 30 and continues with further rounds at Bay Park on December 7 and Pukekohe on Sunday December 14.

The New Zealand leg of the series will follow on from three rounds in Australia raced at Calder (October 19), Adelaide (late October) and Oran Park (November 9).

Each of the New Zealand rounds will be over three hours duration with one or more drivers being permissible per car.

Global Sports saw an area for marketing a Group A Series that would be attractive to drivers, sponsors and the public and they are thrilled Simpson Appliances have joined to make it happen. It is now up to the public to give the series the support it deserves.

For further information please contact Brian Lawrence, Motorsport Manager, Global Sports and Promotions Ltd., Phone 797-703 (Auckland).

CLASSIC CAR RACING - MANFEILD RACETRACK

Wellington Car Club members DIGBY and JONATHON PAAPE and DANIE LUPP won the feature event, the teams relay race, at the Charter Corporation Classic Race Meeting at Manfeild on November 8, Digby and Jonathon driving their Almac Cobra replicas and Danie his Jaguar Mk II.

Digby also took second place in the two races for exotic sports cars and historic and sports - racing cars (both won by Auckland Paul Leuch in his Lister - Jaguar), and Danie was third and second in the two races for British saloon cars (both won by Lotus Cortinas from Auckland).

Both Cobras turned in fast lap times, Digby's 1 min 25.35 making his third fastest car on the day in the 120 - plus field behind the Lister Jaguar and a Falcon XA GT from Auckland, which did 1 min 23.51 and 25.06 respectively.

GORDON McBAIN (Falcon GTHO) finished third and second in the two races for Fords and DON McLEAN (Datsun 260Z) was second in the two races for Japanese sports cars.

Other drivers from the Wellington area who featured in the results were Dougal Stevenson (Lotus Super Seven) who was first in one of the races for British sports cars and Gray Hughson (Triumph TR5) third in the other race for British sports cars.

The event was organised for the Sports and Classic Car Register by the MG Car Club (Wellington). Another meeting is planned for the same time next year.

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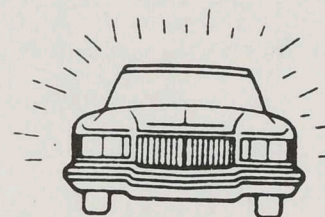
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holly berry
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merry holly
happy jolly
jolly jelly
jelly belly
belly merry
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merry Harry
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