

MOTORING NEWS

FEBRUARY 1989



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

P.O. BOX 5142 WELLINGTON

Kilbirnie
Street
Sprint 89



Archer & Lupp Services

LMVD

LIMITED

New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

ASHLEY GEMMELL Ashley is a Sales Rep and lives in Johnsonville. He owns a Mazda 626 and a Mini. Ashley is interested in all forms of motorsport

TREVOR CRAWLEY Trevor lives in Maungaraki and is an Office Manager. He also belongs to the Oriental Rongotai Rugby Club and the Trentham Golf Club. Trevor drives an Alfa Romeo Giulietta and a Mini and is interested in most forms of motorsport.

HARRY WEBBINK Harry is a fingerprint tech. for the NZ Police and lives in Porirua. He is co-owner of a Mirage and also owns a Honda motorcycle. Harry is interested in most forms of motorsport and has helped in the pits during the Shell Production Series two years ago.



WELLINGTON CAR CLUB (INC)

P.O. Box 4142, Wellington

Telephone 892-309

Affiliated to the Motorsport Association of New Zealand (Inc.)

EXECUTIVE COMMITTEE

| | | | |
|-----------------------|------------------|---------|---------------------|
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| PAST PRESIDENT | Graeme Robertson | | |
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| SECRETARY | Andrea McAndrew | 787 934 | 735 236w |
| TREASURER | Jane Black | 687 275 | 660 625w |
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| | Ian Parkinson | 328 695 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
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| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Florian Schmidt | 863 227 | 850 809w |

SUB COMMITTEES

| | | | |
|-------------------------|-----------------|---------|----------|
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| NON SPEED | John Crouch | | |
| RALLY | Doug Hogg | | |
| CHIEF SCRUTINEER | Lloyd Evans | 764 400 | 767 726w |
| POINTSKEEPER | Helen Jennings | 770 274 | 744 581w |
| MEMBERSHIP | Ian Parkinson | 328 695 | 748 999w |
| MAGAZINE | Florian Schmidt | 863 227 | 850 809w |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$35.00 Ordinary Members and Husband/Wife

\$20.00 Members under 18 years of age

\$20.00 Country Membership

\$25.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

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Coming events

If any of the following events are cancelled or postponed due to adverse weather or for any other reason, the notice will be broadcast on Radio 2ZB as part of their service for cancellations. Regs and more info from Club Captain.

- Sun. 29 January Autocross (WMSA)**
Run by Wairarapa Car Club. Venue is property of Peter George, Carters Line, Parkvale, Carterton. Starts 11.00am. Surface is grass, knobbly tyres are NOT permitted. Entry is \$15.00. Scrut/Doc at venue from 10.00am.
Directions: Turn into Somerset Road at Clareville Substation north of Carterton; go right at tee intersection; travel approx 200m to farm entrance.
Contact: Geoff Corbett (059) 83-272.
- Tues. 7 February February Night Trial (WMSA)**
First Night Trial for 1989, starts WCC Clubrooms 7.30, documentation from 7.15pm. Entry \$7.00. Duration about 90 minutes. Organiser: John Crouch (788-744)
- Sat. 11 February Clubmans Race Meeting (Invite)**
Organised by Wanganui Car Club at Manfield. Entry fee \$35 to 1 Feb. \$45 late entry (entries accepted on the day). National Racing Licence required. Scrutineering from 8am, drivers briefing 10am. Regs available from Club Captain.
- Sun. 12 February Gravel Sprint (WMSA Invite)**
Organised by Wairarapa Car Club, venue is Puketiro Road. More details from Club Captain nearer event.
- Thurs. 16 February WMSA Prizegiving**
1988 WMSA prizegiving at HVMC Clubrooms — Halford Pl, Petone. Announcement of the Wellington Motorsport Person of the Year. All welcome, starts 7.30pm.
- Sun. 19 February NZ Motokhana Champs (National)**
Run by MG Car Club, venue for scrutineering is Manakau City Centre from 7.30am, 4 tests on seal, 6 on grass. Entries close 14 Feb, fee \$20. Regs available from Club Captain.
- Tues 21 February Clubnight — Prizegiving**
Starts Wellington Car Clubrooms at 8pm. Come along to see who's the club champion for 1988, who won the trials, rallies, autocrosses, sprints, etc.

Sat. 25 February

Kilbirne Street Sprint (Invite)

Organised by Wellington Car Club. Starts 12.30pm, in the industrial area of Kilbirnie. Limited to 50 entries, first round of Wellington Car Club Trophy series. Fastest 15 cars get extra run. Regs available from Lisa Ellingham (288-523). Be in early.

Sat/Sun. 4/5 March

Manfield Race Meet (National)

Featuring Formula Ford, Vee and Mini 7 and the first 12 hour production car race in NZ. How will the teams from Wellington fare. Be there and find out.

Sun. 5 March

Street Sprint (Invite)

Port Road Sprint run by HVMC, regs available closer to the date.

Tues. 7 March

March Night Trial (WMSA)

Starts Hutt Valley Motoring Club. Halford Pl, Petone at 7.30pm. An easy trial that is promised for beginners. Good way to start trialling. Organiser John Crombie.

Sun. 12 March

¼ mile Spring — Invite

Run by Wairarapa Car Club, venue is Francis Line. More details closer to event.

Sun. 19 March

Rallysprint — Invite

Run by Levin Car Club. More details next month.



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Captains Call

Well the holiday season is long gone, the weather's returning to normal, and the boss is back to his grumpy self. It can only mean one thing. Yes, it's February and its time to shake the dust off the car and overalls, and get back into some serious club motorsport.

So what's coming up?

The first Tuesday of the month sees the start of the Night Trial series. If you've never done one before, come along and compete. It's cheap, it's a great introduction to motorsport, and it beats watching the box for yet another night.

February also means prize-giving time, with both the WMSA and Club prize-givings on. Our prize-giving is this months Clubnight so come along to see who won what, where and how.

Near the end of the month and its all happening around the streets of Kilbirnie with our annual sprint. This is the first round of the Archer & Lupp Trophy series. Entries are limited to 50 so be in early by giving Lisa Ellingham a ring now. For those not competing Marshalls are required. It's a great way to be part of the action and is good practice for the Nissan-Mobil later in the year. If you can help give Lisa a call.

The next couple of months see the start of the motokhana and rally seasons. Organisation of the club rally around Ohakune is well underway for April 15. Several great sealed and gravel stages are promised so that's looking like another good club event. There look like being 8 stages with 169km in specials and 115km of touring. The event will be an all daylight rally starting at 8am on Saturday and finishing around 4.30pm. Mark it on your calendar now, and lets show all the ski bunnies in the carrot town what a real sport is.

Have a good months motorsport.

JOHN CROUCH

WELLINGTON

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WE RENT FOR EVERY EVENT

Ed's Bit

Happy New Year to you all and especially to those who compete in one way or another: GOOD LUCK.

Probably most of you think like I do, it's about time thos boring holiday season is over and we can start competing again. At the moment, the best you can do is set up the TV in the garden and watch our experienced circuit racers.

I feared we wouldn't have enough material for this issue, but it looks like we got enough information and humour together for you. This time I will be more careful about drawing cartoons of people going to their first speed event. John Crouch, victim of my last cartoon, answered it by beating me on the Levin Rallysprint by more than a second! Well done.

FLORIAN



From the Top

After being forced to abandon the Cooks Beach Motorcamp with a wet tent and not-yet-christened swim suit, I began my motorsport year with a visit to the Bay Park race track for the 8th January Meeting and was amazed at the number of club members, both competing and spectating, who attended the meeting.

Joe McAndrew was venturing out in his new Corolla GT alongside Iain Mollison in his re-built Corolla GT. Ken Pecor was spied in the pits working away on his Formula Ford & John Billington had the trusty Commodore out again.

Now you may be thinking, that only comes to four, but put them together with the pit crews and families and you've got enough to constitute (dare I say it) — a party! Alas, there weren't any parties, in fact, it all seemed to be fairly serious stuff and I can't say I blame them either. After all, there are sponsors to please and the odd championship at stake. Best of luck to all the teams from our club who're contesting the summer racing champs — we're keeping our eyes on the results.

If you heard a rumour about a reasonably respectable BBQ and Xmas Party held at the clubrooms — then you'd better believe it! Father C arrived a day too early and had to leave a note for the kids that sent them on a wild and crazy treasure hunt in search of their presents. Junior McGuire played for BOTH softball teams and he didn't even have to bat to earn a home run! No, he'd just queue up for a bat but if the wait was too long he'd do a lap of the bases — upping the score — in the meantime. The fact that there's already someone on first & third apparently doesn't matter when you're only 4 or 6 or however grown up he is. Junior Mattingley who's shorter than the pitch height of a travelling softball insisted on being catcher even if he ducked everytime the ball came. "You don't need me" was frequently heard from this small person which was supposed to translate to "I don't need you" — this being offered to anyone who dared assist with catching. Roger (senior this time) Ellingham and Mike Galvin did the honours with the BBQ and we tied things up around 9.30pm. You missed a treat and people will probably remember it alongside other 88 highlights like the sacking of Roger Douglas and John Crouch getting a new car.

The new committee has settled in and we're pleased to welcome Andrea McAndrew onto the committee as Secretary. Andrea was elected at the Special General Meeting in December and her ability to organise, coupled with her knowledge of motorsport will be a great asset to the committee. Ian Taylor and Alan Harvie have been assisting Barry Lakeman with sponsorship arrangements for the April Rally in Ohakune/Ratahi, which is progressing very well, and Graeme Toomer is getting the Kilbirnie St Spring and speed event calendar under way for '89.

Wellington Anniversary weekend Monday will see our Club displaying members cars and selling raffle tickets as part of the Council's Summer City programme, a final boost for our fundraising to top up the new level of sales already achieved by our members.

Our annual prizegiving is on this February Clubnight, an opportunity to congratulate fellow members on their efforts. We will be looking at returning to an evening prizegiving next year along with a dinner and a little more formality to the occasion. However, not to detract from this years winners, whoever you may be (still not announced), well done.

See you at the Street Sprint

Lisa Ellingham

NOTICES

SUPER SWAP '89 MANFEILD, SATURDAY & SUNDAY, 8/9 APRIL

The venue is Manfeild Autocourse. Open to every club, organisation, commercial enterprise, or individual seller with goods to sell, funds to raise, or items to promote. The cost is \$15.00 per open site (for one or two days), \$20.00 per covered site. Each open site is 9 sq metres, but covered sites will vary in size. For more info contact: Barbara Sinkinson 59 Manchester Street, Feilding. Phone (063) 36-035 (work) or (local) 339-747, or Wendy Lester, P.O. Box 1959, Palmerston North. Phone (063) 77-459 (work) Fax: 63 77-244.

MINI BUS AVAILABLE

Recently introduced nine-seater mini-bus available. For more info contact Premier Charters, c/o Anne & Malcolm Pryce, telephone 785-594, P.O. Box 26-045, Newlands, Wellington.

WMSA Prizegiving **Thursday 16th February 1989** **at Hutt Valley Clubrooms**

Starts 7.30pm

**Several trophies to be collected
by Wgton Car Club members
All club members welcome.**

Beaurepaires for tyres.

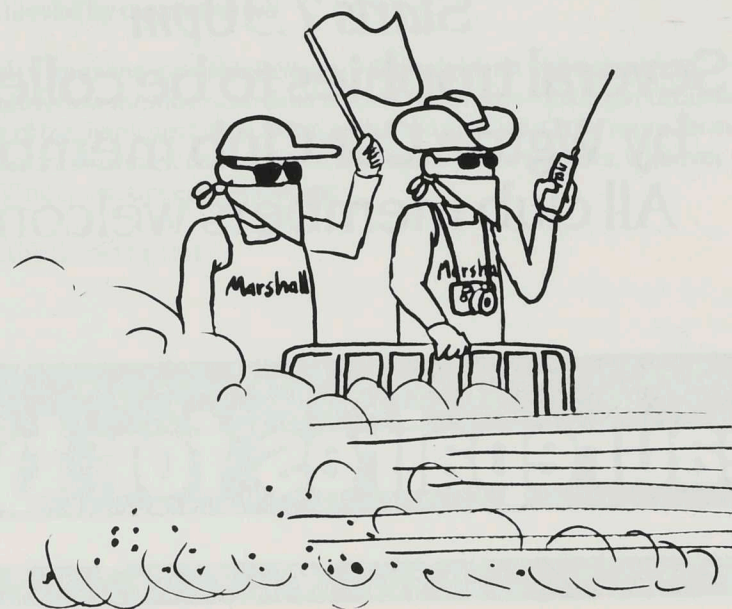
ARCHER & LUPP SERVICES

Kilbirne Street Sprint

Round One of the Wellington Car Club Trophy Series

Starts 12.30pm

Prizegiving to follow at the Clubrooms
**Marshalls required — Please contact
 Paul Campbell to volunteer your help.**
 Regs available from Lisa Ellingham



WMSA Calendar 1989

Issued January 1988

- | | |
|----------|---|
| JANUARY | 16 WMSA Meeting |
| | 23 Funkhana (Wgtn) Closed Club |
| | 29 Autocross (Wair) (I) KN |
| FEBRUARY | 07 Night Trial |
| | 12 Gravel Sprint (Wair) (I) GR Puketiro Road |
| | 16 WMSA Prize-Giving (I) HVMC Clubrooms |
| | 19 Motorkhana (HVMC) Closed Club |
| | 25 Street Sprint 200m (Wgtn) (I) Kilbirnie |
| MARCH | 05 Street Sprint (HVMC) (I) Port Road |
| | 07 Night Trial |
| | 11/12 Sprint ¼ mile (Wair) (I) Francis Line |
| | 12 Motorkhana (Wgtn) (I) ST Vesta Battery Round |
| | 19 Rally Sprint (Levin) (I) RS |
| | 20 WMSA Meeting |
| APRIL | 01/02 Rally Sprint (HVMC) (I) RS |
| | 04 Night Trial |
| | 08 Motorkhana (HCCC) Closed Club |
| | 09 Street Sprint (Wair) (I) |
| | 09 Autocross (HCCC) Closed Club |
| | 15 Rally (Wgtn) (I) CR |
| MAY | 02 Night Trial |
| | 06 Sealed Hillclimb (Wair) (I) GS Admiral Road |
| | 07 Gravel Sprint (Wair) (I) GS Tea Creek |
| | 13 Gravel Sprint (HCCC) (I) GR |
| | 14 Autocross (HVMC) (I) KN Te Marua |
| | 15 WMSA Meeting |
| JUNE | 04 Day Trial (Wair) Closed Club |
| | 06 Night Trial |
| | 10 Manfeild Sprint (Fiat) (I) IMCC???? |
| | 25 Hill Climb (Wair) (I) DM Rangitumau |
| JULY | 04 Night Trial |
| | 08 Manfeild Sprint (Wair) (I) |
| | 17 WMSA Meeting |
| | 22 Manfeild Clubmans (HVMC) (I) |

- AUGUST**
- 01 Night Trial
 - 06 Rallysprint (Wair) (I) RS
 - 20 Trial (Wgtn) WT & GS (I)
 - 27 Gravel Sprint (HVMC) (I) GR Totara Park
- SEPTEMBER**
- 05 Night Trial
 - 09 Manfeild Sprint (Capri) (I) IMCC
 - 10 Trial (HCCC) (I) WT
 - 17 Economy Run (Wair) Closed Club
 - 18 WMSA Meeting
 - 24 Gravel Sprint (Wgtn) (I) GR
 - 30 Manfeild Sprint (Fiat) (I) IMCC????
- OCTOBER**
- 01 Trial (HVMC) (I) WT
 - 03 Night Trial
 - 07/08 Rally Sprint (Wgtn) (I) RS
 - 15 Autocross (HVMC) (I) KN Te Marua
 - 28 Autocross (HCCC) (I) KN
 - 29 Braille Trial (Wgtn) (I)
- NOVEMBER**
- 07 Night Trial
 - 12 Sealed Hillclimb (Wair) (I) GS & DM Admiral Road
 - 19 Motorkhana (HCCC) (I) ST
 - 20 WMSA Meeting
 - 25 Sealed Hillclimb (Wgtn) (I) GS & DM Alexander Road
 - 26 Gravel Hillclimb (Wair) (I) GR Tea Creek
- DECEMBER**
- 03 Motorkhana (HVMC) (I) ST
 - 05 Night Trial
 - 10 Motorkhana (Wair) Closed Club
 - 17 Christmas Bar-b-que (Wgtn) Closed Club

CR — Central Region Rally Series
 DM — Duncan MacKenzie Sealed Hill-Climb/Sprint Series
 GR — Gravel Sprint/Hill Climb Series
 GS — Gold Star National Championship Series Event
 IMCC — Inter-Marque Club Challenge Series
 KN — Kim Naylor Autocross Series
 RS — Rallysprint Series
 ST — Stewards Trophy Motorkhana Series
 WMSA — Wellington Motorsport Association
 WT — Wall Trophy Trial Series

| | | |
|-----------------------------|-------------------------|-------------------------------|
| WMSA Meetings | Duncan MacKenzie | Wall Trophy |
| 16 Jan | 17 July | 25 June (Wair) |
| 20 March | 18 Sept. (AGM) | 12 Nov. (Wair) G/Star |
| 15 May | 20 Nov. | 25 Nov. (Wgtn) G/Star |
| | | 20 Aug. (Wgtn) G/Star |
| | | 10 Sept. (HCCC) |
| | | 01 Oct. (HVMC) |
| Kim Naylor Autocross | Stewards Trophy | Honda Night Trials |
| 29 Jan. (Wair) | 12 March (Wgtn) | 07 Feb. 06 June 03 Oct. |
| 14 May (HVMC) | 19 Nov. (HCCC) | 07 March 04 July 07 Nov. |
| 15 Oct. (HVMC) | 03 Dec. (HVMC) | 04 April 01 Aug. 05 Dec. |
| 28 Oct. (HCCC) | | 02 May 05 Sept. |
| Gravel Sprints | Rallysprints | Inter-Marque Challenge |
| 12 Feb. (Wair) | 19 March (Levin) | 09 Sept. (Capri) |
| 13 May (HCCC) | 01/02 March (HVMC) | 10 June OR 30 Sept. |
| 28 Aug. (HVMC) | 07/08 Oct. (Wgtn) | (Both Fiat) |
| 24 Sept. (Wgtn) | | |
| 26 Nov. (Wair) | | |

Series Trophy Winners 1988

Wall Trophy — Hutt Valley Motoring Club (Trials)
PME Drivers Trophy — Paul Te Punga (Harbour Capital) (Trials)
VUCC Navigators Trophy — Barbara Wall (Fiat) (Trials)
Vesta Battery Trophy — Hutt Valley Motoring Club (Grass Motorkhanas)
Stewards Trophy — Wellington Car Club (Motorkhanas)
Pierson Cup — Andy Mills (Wellington) (Motorkhanas)
Kim Naylor Trophy — Wairarapa Car Club (Autocross)
Duncan McKenzie Trophy — Peter O'Leary (Wairarapa)
 (Sealed Sprint-Hillclimb)
PATS Trophy — Ted Clay & Ian Taylor (Both Wellington) 1st = (Gravelsprints)
Rallywoods Trophy — Wellington Car Club (Gravelsprints)
WMSA Honda Challenge — Wayne Gair (Wellington & Harbour Cap)
 (Night Trials)
Mobil Motorsport Person of the Year — Not Awarded
Rallysprint Series — Not yet finalised.

INTER-MARQUE CHALLENGE SERIES

Drivers Placings

| | | |
|----------|----|--------|
| C Castle | 60 | 1st |
| R Briggs | 32 | 9th |
| D Monk | 15 | 21st = |

RALLYSPRINT SERIES 1988

| | | |
|--------------|-----|--------|
| I Taylor | 30 | 1st |
| R Ellingham | 20 | 4th |
| M Galvin | 18 | 5th |
| H Kibble | 16 | 6th |
| B Morris | 12 | 8th |
| S Payne | 5 | 13th |
| R Lord | 3.5 | 14th = |
| P Torrington | 3 | 16th |
| M Beck | 2 | 17th |
| G Toomer | 1 | 18th = |
| S Hayman | 1 | 18th = |
| S Groeneveld | 1 | 18th = |
| F Schmidt | 1 | 18th = |

WALL TROPHY TRIALS 1988

Wall Trophy Club Places

| | | |
|-----------------|-----|-------|
| Hutt Valley | 141 | Total |
| Wellington | 139 | |
| Fiat | 60 | |
| Sunbeam | 34 | |
| Harbour Capital | 14 | |

PME Drivers Cup

| | | |
|------------|------|--------|
| W Gair | 52 | 3rd |
| A Mines | 32 | 6th |
| M McGuire | 31 | 7th |
| S Monk | 25.5 | 8th |
| J Pierson | 23.5 | 9th |
| J Crouch | 19 | 10th = |
| P Leishman | 5 | 22nd = |
| P Taylor | 4 | 24th |
| S Diggle | 3 | 25th |

WALL TROPHY TRIALS 1988

VUC Navigators Cup

| | | |
|-------------|------|--------|
| D MacDonald | 52 | 2nd |
| A Miet | 26 | 7th |
| D Monk | 25.5 | 8th |
| J Pierson | 23.5 | 10th |
| R Blows | 19 | 11th = |
| H McGuire | 9 | 16th |
| J Leishman | 5 | 24th |
| A Hearfield | 3 | 28th |

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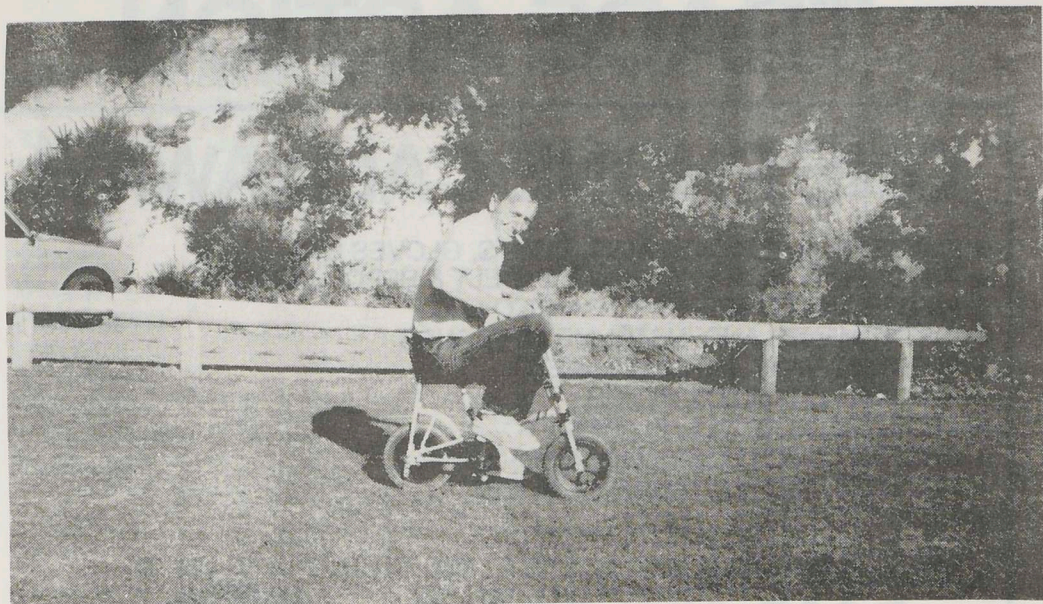
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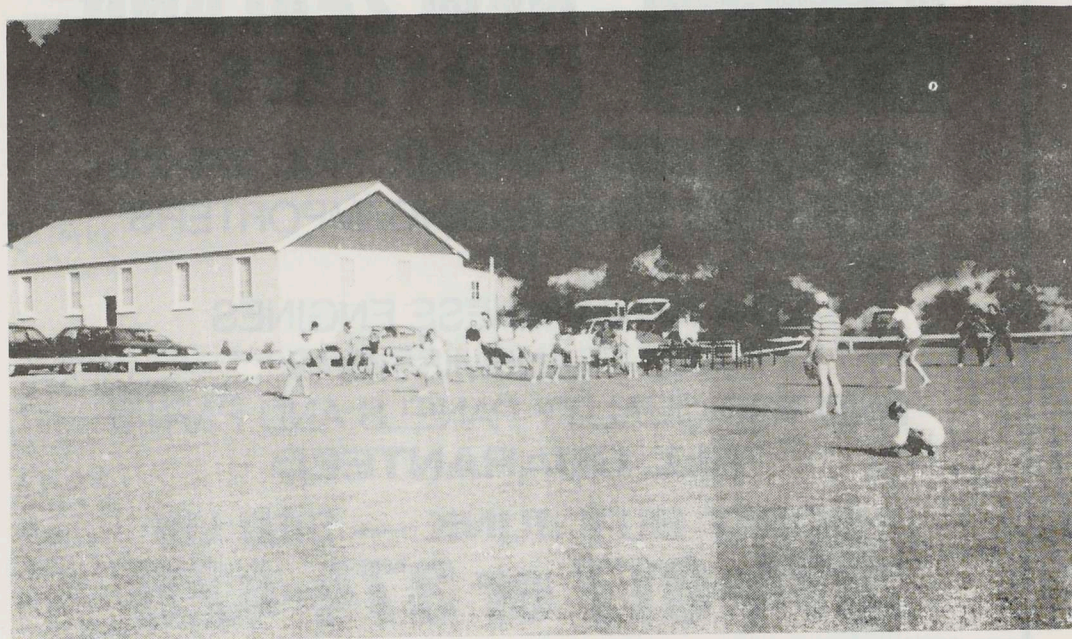
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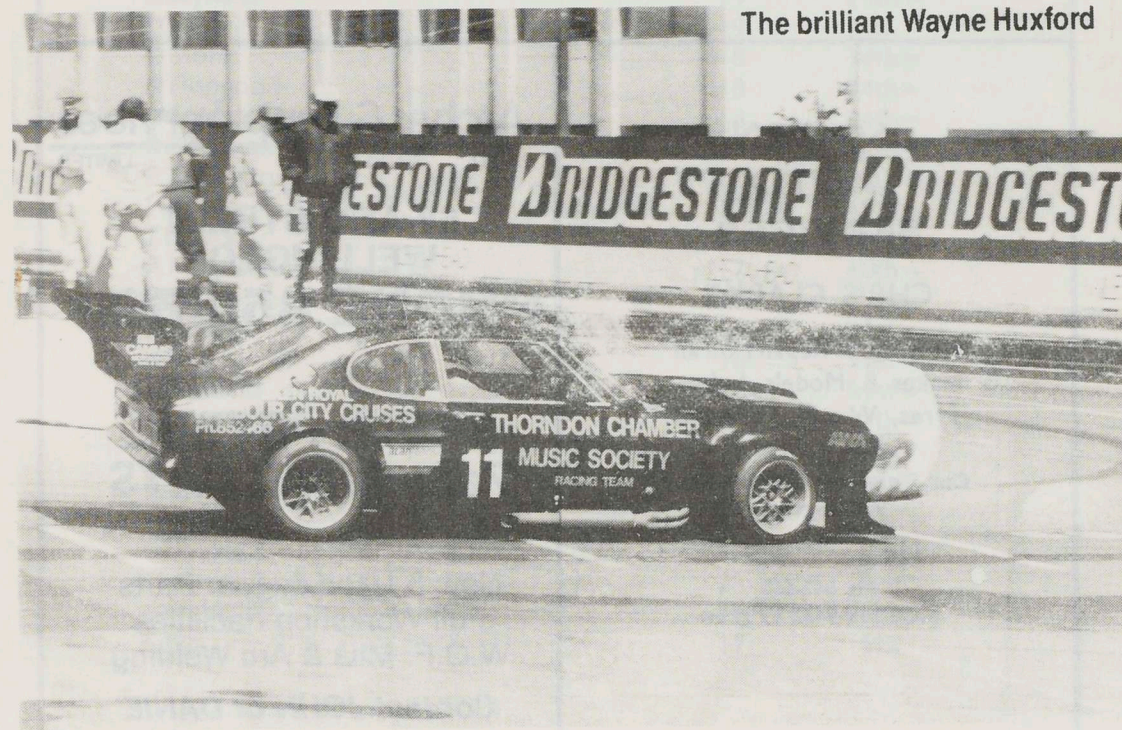
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Series Trophy Winners 1988

GRAVEL SPRINTS 1988

PATS Trophy

| | | |
|------------------|-----|--------|
| T Clay | 100 | 1st = |
| I Taylor | 100 | 1st = |
| S Groeneveld | 88 | 3rd |
| S Hayman | 83 | 4th |
| M Beck | 53 | 5th |
| R Taylor | 57 | 8th |
| F Schmidt | 49 | 9th |
| S Taylor | 41 | 10th |
| G Toomer | 40 | 11th |
| B Morris | 38 | 13th = |
| P Jensen | 37 | 15th |
| M Smith | 36 | 17th = |
| S Payne | 36 | 17th = |
| M Spiers | 33 | 19th = |
| R Lord | 33 | 19th = |
| G Diggle | 33 | 19th = |
| P Leishman | 33 | 19th = |
| A Harvie | 32 | 23th |
| A Wyness | 19 | 29th = |
| D Black | 19 | 29th = |
| D Monk | 18 | 34th = |
| N Hopgood | 18 | 34th = |
| J McAndrew | 18 | 34th = |
| R Ellingham | 18 | 34th = |
| P Torrington | 18 | 34th = |
| J Toomer | 17 | 40th = |
| T Hefford | 17 | 40th = |
| A Ferguson | 17 | 40th = |
| C Clarke | 17 | 40th = |
| K George | 16 | 51st = |
| K Monk | 16 | 51st = |
| L Banfield | 16 | 51st = |
| M van Dorrestein | 15 | 57th = |
| C Taylor | 11 | 65th |

Rallywoods Trophy

| | | |
|-----------------|----|-----|
| Wellington | 97 | 1st |
| Wairarapa | 46 | 2nd |
| Harbour Capital | 23 | 3rd |
| Hutt Valley | 21 | 4th |
| Levin | 17 | 5th |

STEWARDS TROPHY MOTORKHANAS 1988

Pierson Cup

| | | |
|------------------|----|--------|
| A Mills | 89 | 1st |
| J Crouch | 65 | 4th |
| I Chapman | 56 | 6th |
| W Gair | 48 | 8th |
| S Groeneveld | 38 | 10th |
| M Beck | 29 | 13th |
| M McGuire | 25 | 15th |
| D Chadderton | 20 | 20th |
| M Hodgetts | 19 | 21st |
| F Schmidt | 16 | 24th |
| S Taylor | 12 | 27th = |
| D Mattingley | 12 | 27th = |
| T Hefford | 10 | 33rd |
| M van Dorrestein | 9 | 35th = |
| H van Dorrestein | 4 | 48th = |

STEWARDS TROPHY MOTORKHANAS 1988

Club Placings

| | |
|-----------------|----|
| Wellington | 74 |
| Fiat | 66 |
| Harbour Capital | 50 |
| Hutt Valley | 26 |

The winning Club of the Stewards Trophy Series should organise next year's Vesta Battery Trophy event. (Grass surface Motorkhana)

VESTA BATTERY ROUND

Club Placings

| | |
|-----------------|----|
| Hutt Valley | 23 |
| Fiat | 14 |
| Wellington | 10 |
| Harbour Capital | 8 |

KIM NAYLOR AUTOCROSS 1988

| | |
|-----------------|----|
| Wairarapa | 52 |
| Wellington | 50 |
| Hutt Valley | 44 |
| Harbour Capital | 15 |

DUNCAN MACKENZIE SEALED SPRINT/HILLCLIMB 1988

| | |
|--------------|----|
| I Taylor | 10 |
| P Torrington | 6 |
| J Billington | 5 |
| W Moore | 3 |
| D McLean | 2 |
| R Taylor | 1 |

Talking Trials

REPORT ON THE DECEMBER NIGHT TRIAL

Team Conroy which is Eddie Conroy and Barry Lakeman, organised the December Night Trial which also happened to be the last round of the 1988 Night Trial Series. They were ably assisted by Bob Gray, Ruth Shepherd, John Swan and the redoubtable Warren Denton. Throughout the year we have been supplied with up to date scores on the Honda Trophy and 2 man crew series and on this occasion even the possible winging permutations had been worked out so Team Tryling knew just how close they were to series leader Team Peugeotary.

Careful perusal of the ASR's revealed a suspect order of priorities, a promise that any claim allowed would be allowed to all competitors where appropriate (very fair indeed) and we were told that "WAYNES PUGLET PARLOUR" is a sign, but without apostrophies or hyphens — I don't know what goes on there although I am led to believe that the purple porcine parlour is alongside the violet vegetable in Vivian Street.

The mileage (which is suspect) started at the "STOP" sign which is a change from the old green fence post probably because the paing has now all flaked off. Up and then down the hill to Houghton Bay then on the corner of the Parade and Kingsford Smith. Lots of instructions, overriding instructions to keep us busy and take us to Coutts St in Kilbirnie three times where a clever set of handouts combined with the priorities meant that the first handout didn't mean anything. Then on to Miramar where we got another handout which was of less priority than the section overrider proving our suspicion was correct when we got CHECK DUAI, then back to the intersection of Tacy and Kemp Streets which had two checks adjacent and some crews considered as two intersections but not the organisers. Could it, I wondered, be two intersections coming from the North but only one coming from the South, or should that be the other way around?? Then back to our friendly manned check in Coutts St, a tour around Evans Bay and through Hataitai to get Lakemans sneaky crossroads, and back to the clubrooms.

Now would you believe that naughty CHECK ODO, which contains a D and therefore means delete the instruction you are trying to do, was facing South instead of West and you got it before instead of after the corner? Oh you naughty check board, this cost the organisers a fistful of checks and a time check which is a shame after all their work. However the claims and the results were ably handled by Warren Denton, then read out and then we had the final results for the series. Peugeotary and Tryling had tied on the night for 3rd equal behind Zwolf and Smiley, thus giving Wayne Gair a series victory, for which he humbly gave credit to all those who had assisted him, which appeared to be almost the entire Harbour Capital Club.

Congratulations also to John Crouch who not only came second to Wayne, but also when left one month without a trial organiser, did another trial himself, thereby depriving himself of another potential 8 points which was the exact number of points he trailed Wayne by. Well done, both of you. I am sure all the competitors would like to thank all the organisers, checkers, checks for a most enjoyable series.

FUZZY BARE

The March night trial on Tuesday March 7th will start from Hutt Valley Motoring Clubrooms at 7.00. A relatively trap free jaunt along a relatively unused bit of open road with a neat metal section. Bring a calculator as results may depend on getting the time right. Better still bring a friend and introduce them to trialling. Last of the daylight saving specials.

My Dad Goes in for Car Trials . . .

My dad is in the Car Club and he goes in for car trials. We got lots of cups on our mantelpiece that dad has won and mum says they are a bloody nuisance gathering dust. I never seen any blood or dust on them. Dad usually takes the same two jokers with him from the Car Club when he goes on trials even though he reckons they are a bit stupid and sometimes make him go up wrong roads. When they come back home after a trial they sit in the dining room and drink beer and fight about what happened on the trial and mum goes mad at dad and says what the hell do you think you are doing bringing these layabouts into the house with muddy boots on and eating us out of house and home and there must be two other houses around that never get any work done on them either. Dad makes me cut the lawn and hedge 'cause he reckons he hasn't got time to do this as well as go in for car trials.

The last trial dad went in for his two cobbles couldn't go so he took mum and me. Mum didn't want to go but dad said he was desperate and didn't have time to get another crew jacked up and anything was better than nothing, even us. I thought it was beaut to be going on a car trial and told all the jokers at school about it. I always read dad's magazines like Motoring News about the trials they have but dad goes mad at me because sometimes I drop a bit of jam or something on the pages. I suppose this is why he locks his Playboy magazines away in his tool chest in the garage. I asked him once and he said it saved mum having to dust them and to keep my big trap shut or he'd give me a punch up the throat.

Anyway one Tuesday night dad and mum and I went in the car to the Clubrooms where the trial started. It was dark but dad had made little lights inside the car so you see the maps and everything. Mum still didn't want to go and said what a scruffy looking lot of people and why were some of them wearing gumboots and don't think she was going to push or get wet or anything. Dad told her to shut up and get in the car 'cause we were supposed to be starting now.

Mum read the paper to dad that the man at the start gave us and I looked for the roads and signs that dad told me to. After we had gone about five kilometres mum said stop I want to go to the lav and dad said why the hell didn't you go before we left and mum said she couldn't 'cause the Ladies at the Clubhouse was full of jokers in gumboots using it 'cause there one was full up. Dad said well you'll have to wait until we get out of town and I'll find a place.

Every now and then we got to cars parked on the side of the road with boards on them saying Check. Dad got out and ran along to them with our clock in a box. Mum kept moaning about using her kitchen clock. Dad would have big arguments with the blokes in these cars and then run back and drive like mad until we found another one. When we were about thirty minutes out of town mum said if you don't stop here and now I'll burst so dad stopped beside a big hedge and said bloody hurry up and mum got out. When she got back in the car she was wild 'cause she said she had fallen down a bank in the dark and landed in blackberries. Dad said shut up we're late and we took off like a rocket. We got on some real twisty roads and it was good fun in the back of the car. Mum said stop I'm going to be sick and dad said I'm not bloody stopping for anything now and mum said well let me out I've had enough of you and your rotten car trials and everything else and they shouted like mad at each other. Then dad stopped the car and said well get out then, here's a dollar, there should be a bus through here sometime or other. Mum got out and I could still hear her yelling at dad after we got around the next corner.

Dad let me sit in the front and read the instructions to him and he went mad when I couldn't say some of the names. He kept shouting at me saying I was so stupid I must take after mum and he kept asking God what he had done to deserve such a night out. Anyway I was enjoying it and it didn't seem too long before I had finished up all the potato chips we had brought. Dad said with all the time we had lost through mum we would be pretty late so he got the back off the clock box and turned the clock back and then put the back on the box again. Dad's real clever 'cause nobody could of told that it was a trick box.

When we got back to the finish at the clubhouse a lot of other cars were already there and everyone was sitting around drinking beer and stuff. Dad had three or four bottles and said we would wait until the results came out. He told all his cobbles about how we had done on the trial and when he said about mum they all laughed and cheered and gave him more beer. He got me some lemonade and some more potato chips and let me have a sip of his beer.

Then the bloke stood up and said results were out and that dad had won the trial. Boy, you should of seen old dad get excited then. He got more beer for everyone and got some whisky for himself. The bloke who said dad had won came over and talked to me and said he bet I was proud of dad and I said yes especially because he was so clever with his clock box. The man was very interested about it and asked me lots of questions and I told all about how dad had fixed it.

He went away for a while and then stood up again and told everyone that results were changed and that dad was scrubbed. Was dad ever wild. When he found out that I'd told the bloke about the clock he came over and grabbed me by the neck but his cobbers made him let me go. He was pretty sloshed by this time anyway, just like on Saturday nights and pay nights and his cobbers all said he couldn't drive likke that so I went and rang up home. Mum was there because she had got a lift to a bus stop near town and she was wild because it was well after midnight and why weren't we home yet and where was my rotten father. I told her about what happened and she moaned about having to come and get the car. Anyway she came in a taxi and drove me home in the car. When I asked her why we didn't take dad as well she clipped me over my ear hole.

I hope dad takes us again next time.

Reprinted from the Auckland Car Club Bulletin.

December Night Trial Results

| CAR TEAM NO. or Driver | Time Clubrooms | Total Points Lost | PLACE | | Car No. |
|---------------------------|-------------------|-------------------------|----------|-------|------------|
| | | | WCC | O/All | |
| 1 FAS Racing | 1 | 110 | 6 | 11 | 1 |
| 2 Z Wolf | 0 | 2 | — | 1 | 2 |
| 3 Macmob | 6 | 31 | 3 | 6 | 3 |
| 4 Diggle | 6 | 124 | 7 | 12 | 4 |
| 5 Honda | 2 | 59 | 4 | 7 | 5 |
| 6 3 Dog Nite | 2 | 74 | MAX LATE | | 6 |
| 7 Peugeotary | 3 | 17 | 1 = | 3 = | 7 |
| 8 Try-Ling | 1 | 17 | 1 = | 3 = | 8 |
| 9 Nielsen | 2 | 107 | — | 10 | 9 |
| 10 Sooper Cooper | 7 | 79 | 5 | 9 | 10 |
| 11 Smiley | 3 | 4 | — | 2 | 11 |
| 12 Sunbeam | 5 | 60 | — | 8 | 12 |
| 13 Cream | 0 | 23 | — | 5 | 13 |

POINTS AFTER TEN EVENTS OF THE 1988 NIGHT TRIAL SERIES

| TEAM | TOTAL | | | |
|-----------------|-------|----|-------|------|
| | 2 Man | | O/All | |
| | Pts | Pl | Pts | Pl |
| Peugotary | 142 | 2 | 167 | 1 |
| Try-Ling | 160 | 1 | 155 | 2 |
| Macmob | 146 | 3 | 147 | 3 |
| Honda | 124 | 4 | 125 | 4 |
| Conroy | 106 | 5 | 97 | 5 |
| Sooper Cooper | 89 | 6 | 96 | 6 |
| 3 Dog Night | 67 | 7 | 86 | 7 |
| Diggle | 59 | 8 | 77 | 8 |
| Twosome | 28 | 9 | 28 | 9 |
| Ecurie Tokotoko | 0 | | 27 | 10 |
| Imps & Demons | 0 | | 26 | 11 |
| JenRus | 23 | 10 | 22 | 12 |
| Windsor | 0 | | 17 | 13 |
| Monk | 17 | 11 | 15 | 14 |
| 1600 | 11 | 12 | 10 | 15 |
| Buck | 9 | 13 | 8 | 16 = |
| Burma Beauties | 9 | 13 | 8 | 16 = |
| FAS Racing | 7 | 14 | 6 | 18 |
| Leishman | 0 | | 5 | 19 |

INTER-MARQUE CHALLENGE SERIES

Club Placings

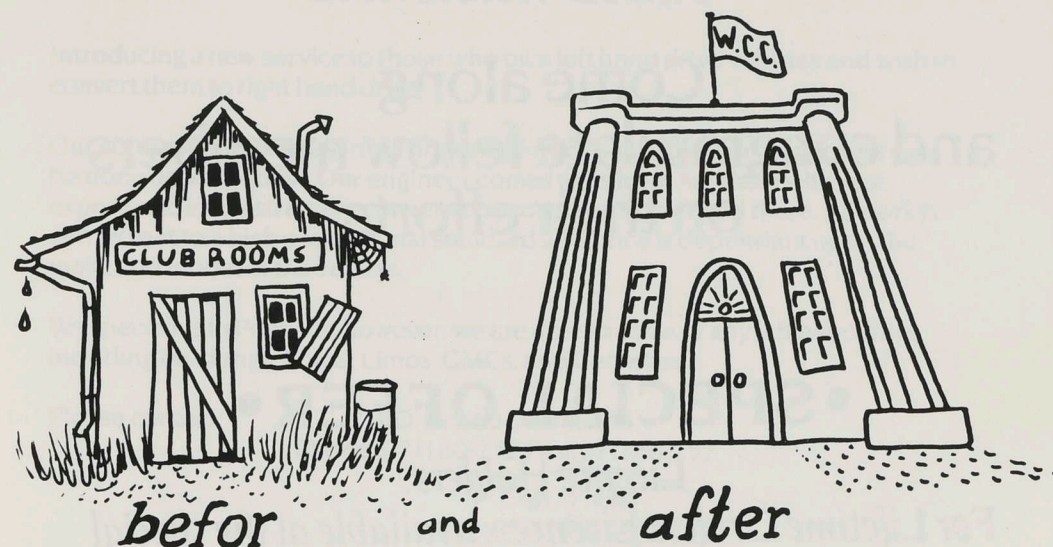
| | |
|------------|-----|
| Fiat | 463 |
| Capri | 191 |
| Alfa Romeo | 167 |
| Jaguar | 105 |
| MG | 92 |
| Sunbeam | 15 |

Beaurepaires for tyres.

Honda Challenge Trophy

| NAME | TOTAL | |
|---------------|-------|-------|
| | PTS | PLACE |
| W Gair | 155 | 1 |
| J Crouch | 147 | 2 |
| J Rapley | 140 | 3 |
| M McGuire | 128 | 4 |
| B Cullen | 119 | 5= |
| J Crombie | 119 | 5= |
| P Drury | 112 | 7 |
| I Baird | 111 | 8 |
| A Mines | 99 | 9 |
| D McDonald | 97 | 10 |
| P Te Punga | 94 | 11 |
| A Miet | 89 | 12 |
| S Budd | 76 | 13 |
| B Chapman | 74 | 14= |
| I Chapman | 74 | 14= |
| B Lakeman | 73 | 16= |
| E Conroy | 73 | 16= |
| B Stockbridge | 73 | 16= |
| A Edmonds | 70 | 19 |
| G Adams | 51 | 20 |
| J Lau | 44 | 21 |
| S Diggle | 32 | 22 |
| K McGhie | 29 | 23 |
| A Hearfield | 26 | 24 |
| A Smith | 22 | 25= |
| P Hughes | 22 | 25= |
| B McPherson | 22 | 25= |
| D Humphreys | 20 | 28 |
| P Conroy | 18 | 29= |
| S McNeillage | 18 | 29= |
| H Jennings | 14 | 31= |
| P Rush | 14 | 31= |
| M Jennings | 5 | 33= |
| K-A James | 5 | 33= |

DUNLOP



★ **WORKING BEE** ★
Saturday 18 February 1989
10am
To prepare outside of building
for painting
All help very much appreciated

FEBRUARY CLUBNIGHT

PRIZEGIVING

Starts 8pm Tuesday 21st February

**Come along
and congratulate fellow members
on their efforts**

• SPECIAL OFFER •

Licence Holders.

For Lifetime Drivers Licences, available at the special price of \$2.00, a saving of \$1.40. Colour choice of Burgundy, Silver Grey, Pink, navy, Black, Pale Grey, Green, Red and Beige. Vinyl with clear plastic sheet so you can read details without removing from cover.

Order takes 2-3 weeks, will be available at December clubnight, in limited supply.

Contact Andrea McAndrew to reserve yours now.

Left Hand Drive Conversion Centre

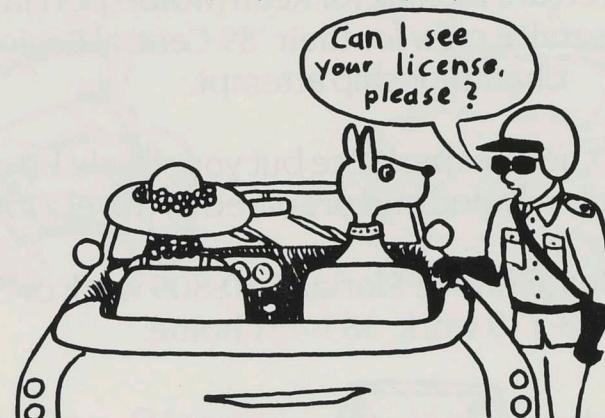
Introducing a new service to those who own left hand drive vehicles and wish to convert them to right hand drive.

Our company specialises in full firewall conversions, although cross-overs can be done upon request. Our engineer comes to us from Australia with vast experience in the stringent conversion procedures practiced there. All work is carried out to a high professional standard and price is dependant upon the make and model of the vehicle.

We specialise in Pontiacs, however, we are able to convert any left hand drive including Mustangs, Fords, Limos, GMCs, and Corvettes.

Please contact:

P.O. Box 601, Hamilton
Phone (071) 80-252 Fax (071) 80-252



EARN DOLLARS FOR YOUR CLUB !

Every clubmember who introduces a client which results in either the sale of a vehicle or the purchase of a vehicle, we will pay One Hundred Dollars (\$100.00) commission to the club.

CALLAY CARS LTD
23 Railway Ave,
Lower Hutt.

REPORT ON CLUBNIGHTS: Both December and January Clubnights were social nights, the bar was busy and many plans were made for '89. Some folks even tried sports other than turning the steering wheel — table tennis and pool — balls were flying across the clubrooms.

FEBRUARY CLUBNIGHT: Yes, it's prizegiving night again, so please come along even if you can't expect a trophy for yourself. Florian is waiting for an airmail parcel containing video tapes, so if we are lucky we can see some rally action from the German and Austrian championships of 1986.

Classified

FOR SALE: Datsun 1200, 1300cc, 2nd in class 1988 central region champs. V8-beater \$4,000. phone Bernie 797-441.

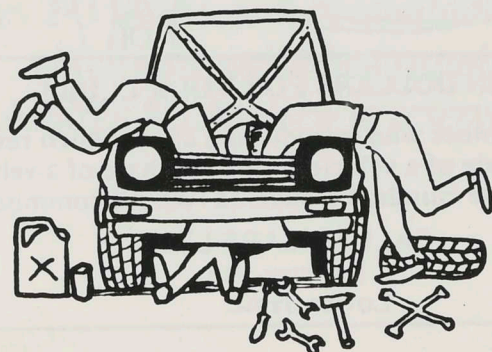
New Members!

A great way to become involved in Rallysport

Florian and Brett are looking for keen Motorsport fans to make up a service crew for their '89 Central Region Championship attempt.

You don't need experience but you should be mechanically minded and prepared to travel a lot.

If interested please phone Florian 850-809 work or Brett 858-739 work, 883-451 home.



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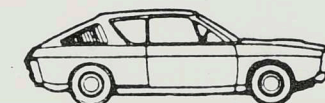
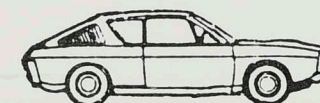
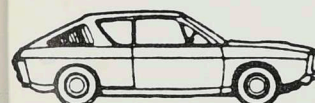
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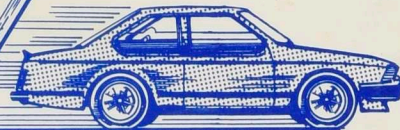
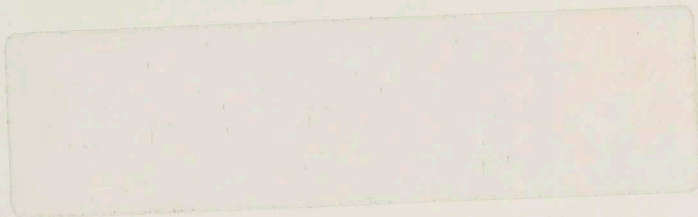
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MOTORING NEWS

MARCH 1989



Registered at P.O.H.Q. as a Magazine

BULLETIN OF THE

WELLINGTON CAR CLUB INC.



P.O. BOX 5142 WELLINGTON

Wellington Car Club Rally 1989



New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

| | |
|--------------------|--|
| TONY DIXON | Tony is a panelbeater from Petone. He has 10 years experience in motorcross, 3 years off road buggies and 5 years speedway. He runs a Datsun 1200. |
| WARREN DUMELOW | Warren lives in Upper Hutt. He is a sales manager and is interested in most forms of motor sport. |
| RICK O'NEILL | Rick has (as he put it) HEAPS of experience in competition motoring. He is a life member of the MG club. Rick resides in Newtown and is a photographer. |
| CONRAD GIBB | Conrad is a technician from Lower Hutt. He has experience in trials and motorcross and is interested in most forms of motor sport. |
| MALCOLM WELLINGTON | Malcolm is an Assistant Manager with Europa and he lives in Miramar. He is interested in most forms of motorsport. |
| SIMON JAMES | Simon is a Quantity Surveyor. He has experience in classic car racing and he runs a Triumph TR6. Simon resides in Whitby and is a member of the TR register, Wgtn Triumph Sports Club. |



WELLINGTON CAR CLUB (INC)

P.O. Box 4142, Wellington

Telephone 892-309

Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE

| | | | |
|-----------------------|------------------|---------|----------|
| PRESIDENT | Lisa Ellingham | 288 523 | 859 085w |
| PAST PRESIDENT | Graeme Robertson | | |
| CLUB CAPTAIN | John Crouch | 788 744 | 729 379w |
| SECRETARY | Andrea McAndrew | 787 934 | 735 236w |
| TREASURER | Jane Black | 687 275 | 660 625w |
| COMMITTEE | Derek Mattingley | 780 484 | 721 661w |
| | Ian Parkinson | 328 695 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Florian Schmidt | 837 362 | 850 809w |

SUB COMMITTEES

| | | | |
|-------------------------|-----------------|---------|----------|
| SPEED | Graeme Toomer | | |
| NON SPEED | John Crouch | | |
| RALLY | Doug Hogg | | |
| CHIEF SCRUTINEER | Lloyd Evans | 764 400 | 767 726w |
| POINTSKEEPER | Helen Jennings | 770 274 | 744 581w |
| MEMBERSHIP | Ian Parkinson | 328 695 | 748 999w |
| MAGAZINE | Florian Schmidt | 863 227 | 850 809w |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$35.00 Ordinary Members and Husband/Wife

\$20.00 Members under 18 years of age

\$20.00 Country Membership

\$25.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Coming Events

- Sun Mar 5** **Street Sprint (HVMC) Invite**
Hutt Valley Motoring Club's popular Port Road street sprint. More details near event date.
- Tue Mar 7** **Night Trial (WMSA)**
Night trial specifically for learners. No complicated traps, emphasis on learning and timekeeping. Starts HVMC clubrooms, Halford Place, Petone, 7.15 pm. Bring a torch and calculator. All welcome. Organiser, John Crombie, HVMC.
- Sat/Sun Mar 11/12** **¼ Mile Sprint (Wairarapa) Invite**
Venue is Francis Line, Carterton. Standing ¼ mile on Saturday. Flying ¼ event on Sunday. Entries accepted on day from 10.30am on Saturday and from 9.00am on Sunday. Scrutineering at venue. Entry \$15 each day or \$25 both days. More details available from Club Captain.
- Sun Mar 19** **Rallysprint (Levin) Invite**
Regs not yet available. Details nearer event from Club Captain.
- Sat/Sun 1/2 April** **Rally Sprint (HVMC) Invite**
Venue is Trentham/Moonshine Park in Trentham. Regs not yet available. Details from Club Captain nearer event.
- Tue 4 April** **Night Trial — WMSA**
Starts Wellington Car Club, 7.30pm, documentation from 7.15. Entry \$6. All welcome, both beginner and expert.
- Sun 9 April** **Street Sprint (Wairarapa) Invite**
Sprint around the streets of Masterton. Details from Club Captain nearer event.
- Sat 15 April** **Rally (Wellington) National Invite**
Wellington Car Club Rally, first round of 1989 Central Region Series. Based around Rataehi/Ohakune, 7 stages, 169km specials, 115km touring, comprising both seal and gravel stages, forest and public road stages. Regs available now.
- Sun 23 April** **Motokhana (Wellington) WMSA**
First round of 1989 Stewards Trophy series. Venue is Queen Elizabeth II Park, Mackays Crossing, Raumati (next to the tram museum). Entry \$7, entry on day up to 1pm. (\$10 after 1pm). Organiser John Crouch (788-744)

From the Top

The Club is taking on a fresher look appearance wise with a coat of paint being applied to the exterior of the clubrooms this month plus a few repairs to windows and plumbing. Our aim is to complete the exterior work before the year is out so your assistance at working bees will be very much appreciated.

The recent Kilbirnie Sprint was successful in that the entry list was full and we weren't subject to any drama on our competitors behalf. The Club received a number of objections from residents in the area and I can't stress too often the importance of respecting our venues and the Council's obliging nature when it comes to road closure applications. To date we have been extremely fortunate with our major venues and as we have only one Council to approach for road closures I would ask all members to keep that in mind next time they see fit to roar round the streets for a joy ride. If we loose the support of the Council we may be looking at closing our doors.

Our Rally in the Ohakune area on 15th April will require a great deal of support and assistance from members by way of marshalling, running the after function, timing crews and general organisation. This will be our first attempt for several years at running an event completely away from home and we'd encourage you all to join us at Ohakune for a fun weekend. Get together with your friends, offer your services and we'll see you there.

LISA ELLINGHAM

Ed's Bit

This issue is rather small, with a night trial and a gravel sprint being the only two events before deadline.

We have good photos from Rick O'Neill, who rejoined the club last month. Details and photos of the Kilbirnie Street Sprint will be in next month's bulletin.

Happy reading.

FLORIAN

Captains Call

It's always good to see club members doing well in club and national competition, so it was great to see Wayne Huxford and his amazing Capri winning the National Sports Sedans title. Congratulations. This is no small feat considering the competitiveness of this high profile series and Wayne can be immensely proud of his accomplishment. We all look forward to seeing him in action again next year.

To get to this level of competition, we all have to start somewhere, and with the various WMSA series we have, this is the ideal place to get that experience. You don't need an expensive competition car to compete either. Trials and motokhanas are a great way to learn basic car control, and they can really get that adrenalin flowing at times. Sprints, both gravel and seal, and autocrosses can also be entered by ordinary cars. For these you'll need a competition licence, helmet, overalls and a small fire extinguisher, and you'll be out there competing in motorsport. By entering these events you may not have a highly competitive car, but you'll be learning the skills necessary to drive a quick car in a safe environment, when you're able to afford one.

All the WMSA series run trophies for both individual and club titles, so even if you're not winning, by entering you will be contributing towards the Wellington Car Club team. This year our club picked up a good sprinkling of trophies, including the Rallywoods Gravel Sprint trophy, and Stewarts trophy for Motokhanas. Both these trophies are on display in the trophy case at the clubrooms.

On receiving these trophies, I was quite surprised how often the name Wellington Car Club **doesn't** appear, so lets all get out and support the WMSA series this year.

And finally, motorsport isn't only a sport for males. As has been proven by the likes of Michele Mouton, and Louise Aitken-Walker, women can do anything. So to all the 'motorsport widows' out there, come along to a few trials, motokhanas, or even sprints. You never know, you might enjoy it, beat somebody, and Annette Miet mightn't win the ladies trophy for the sixth year running.

See you all out there.

JOHN CROUCH

The 1989 Wellington Car Club Rally

Based in Ohakune, the Wellington Car Club Rally on the 15th April promises to be a great fun event for helpers, spectators and competitors. The rally is the first round of the Central Region Championship and a good entry list is expected.

Voluntary help is urgently needed for the pre-event planning and for the day, such as marshalling, timing and after event function. If you can help please ring Doug Hogg 324-758 home or 821-653 work.

Regs available now from Lisa and Doug.

Old Motor Books

Old Motor Books, 284, Otumoetai Rad, Tauranga, have for sale original manuals and reprints, original handbooks and reprints, overseas motorbody parts catalogues, badges, patches, monograms, plus others too numerous to mention. Any further information please write to the above address, including the make and year of your auto and a return stamp.

Ohakune Court Motel

Stay at the Ohakune Court Motel on 14/15 April and Car Club Members will receive 10 percent discount.

Located on Goldfinch Street, its easy to find and has 18 fully self-contained units, spa pool, swimming pool, etc. Breakfast is available.

For further information and bookings write to Alison or Graeme Pike, 101 Goldfinch Street, P.O. Box 102, Ohakune, or telephone (0658) 58-183, 58-104, Fax (0658) 58-622.

EARN DOLLARS FOR YOUR CLUB !

Every clubmember who introduces a client which results in either the sale of a vehicle or the purchase of a vehicle, we will pay One Hundred Dollars (\$100.00) commission to the club.

CALLAY CARS LTD
23 Railway Ave,
Lower Hutt.

Report on February Night Trial

The first 1989 Honda Challenge Night Trial was held on 7 February and run by John Crouch.

Annette Miet navigated for me. We left start at the Stop sign at the bottom of the Club drive. The trial took us through Newtown and onto the motorway, up Ngauranga gorge to go right into Newlands.

Went round Newlands onto Paparangi and Grenada back to a check car in Paparangi. A short run round Paparangi to a control.

Second section took us back to the check car and on to Johnsonville. From Johnsonville it was a straight run back to the Clubrooms via Ngauranga gorge and the motorway.

A very good and enjoyable trial with least deviations and most deviation and an instruction which is no longer in the rule book.

Thanks John and his helpers.

ALLAN MINES FOR TEAM HONDA.

February Night Trial Results

| COMPETITORS | TEAM | POINTS | PLACE |
|----------------|-----------------|--------|-------|
| Sue Diggle | Disorganisation | 52 | 6 |
| Allan Mines | Honda | 18 | 1 |
| Eddie Conroy | Conroy | 44 | 5 |
| John Rapley | Smiley | 25 | 3 |
| Neville Webley | | 119 | 9 |
| Wayne Gair | Peugotary | 19 | 2 |
| Keith Nielsen | Lost | 60 | 7 |
| John Lau | Starlight | | |
| | Express | 80 | 8 |
| Barry Cullen | Cream | 35 | 4 |

WAYNE HUXFORD

by Robin Briggs

The new national sports sedan champion, Wayne Huxford, has been a Wellington Club member since the late 1960s.

Wayne began his motorsport with a 105E Anglia.

"My two elder brothers used to race cars, and I bought the Anglia from my oldest brother, Gary. It was a road car, but hotted up and lowered."

Wayne, then about 16, ran the Anglia in gymkhanas, then in hillclimbs — Alexandra Road, Houghton Bay, Palmer Head.

He'd been on motorsport for several years, and used to watch his brothers compete while he was still at school.

When he was about 17 Wayne sold the Anglia and bought a Mk I Escort, "a cheap ex-rental car to build into a proper race car."

He raced in the North Island Osca sports sedan championship for two years, in the first year finishing third in the 1600cc class and the second year winning the class.

"I was running against Escort Twin Cams, and used to give them a hard time round Levin, but they were a problem on the faster tracks," he recalls.

Mike Galvin, then a near-neighbour and friend of the Huxford brothers in Houghton Bay, remembers the Escort as being immaculately built.

"Where he used to score in the early days was that his car was always well prepared and he would spend the time, the extra hours, on the fine tuning that brought the results.

"He was always very fastidious, and his car preparation has always been very good.

"His driving ability has always been pretty good too.

"He has always been fairly smooth. People used to reckon he wasn't aggressive enough at times. In the last few seasons he has become more forceful in his driving style.

"I remember a battle he had with Trevor Crowe at Manfeild a few seasons ago. They were alongside in the esses and the cars touched, but Wayne didn't give way. I think since about then he realised he could foot it with the Crowes."

Back in the early '70s, however, Wayne gave up circuit racing.

"It was costing a lot of money, and still does.

"I sold the Escort when I was about 21 — Brian Blackberry from Hastings bought it and put a BDA or FVA in it — and I bought a Twin Cam Escort, a genuine road one."

Yes, it was another Ford.

"I've always been a Ford man, even with road cars."

Wayne drove the Twin Cam Escort in several hillclimbs, both on seal and gravel, and did fairly well, but couldn't shake the circuit racing bug.

"I always thought I'd like to have a big V8 sports sedan. I used to go and watch Jack Nazer and those guys.

"I never thought I'd be able to afford it, to get the right gear.

"But about 1975 I decided I would go for it and try to build one. That's when we bought the Capri, a 1970 1600GT.

"I tore it apart, stripped it down to the body shell. I worked on it for about eight months, then stopped because I was building some town houses in partnership with my brother Terry in Paraparaumu.

I left it for about a year, then started getting back into it again — jus a weekend and night-time hobby sort of thing. It took quite a while."

It was in 1978-79 season before the Capri raced.

"I decided about August 1978 — that's when I got married — to get it up and running by the summer series. When it got to November-December we were working big hours on it."

The first race was to be the Baypark New Year meeting.

"The week before we worked on it about 24 hours a day.

"We wheeled it out of the garage in Miramar about 2pm on the Saturday afternoon, got it running, shoved it in the trailer and left for Tauranga about 5pm.

"We hadn't slept for about three days. We arrived in Rotorua about midnight, stayed the night and drove on to Baypark on the Sunday morning and started in the first race. I'd never even driven the thing before.

Wayne did all the North Island rounds of the summer series, and has raced it virtually unchanged since then, this season with AWA Clarion sponsorship.

The Huxford Capri has a Chev 302 motor, one which powered David Oxtan's Formula 5000 Begg in the early '70s.

"As far as building it goes, I read a lot of books and looked around at what others guys were doing. I got most of the ideas from books and learnt how to do it properly."

He welded the whole car himself, and it hasn't broken.

Mike Galvin points out that when the Huxford Capri came on the scene it was ahead of its time in a lot of ways, such as in mounting the front suspension partly on the engine, which is a stressed member of the chassis.

The gearbox is a Muncie M22 Rockcrusher. "In those days there wasn't much choice," Wayne says, "The Muncie was the only GM one that was suitable."

The rear axle is Mk II Jaguar with limited slip diff, fully floating hubs and specially made axles.

The rear springs are coils over shocks with a Watts linkage and four trailing links, and the front "homemade" — double wishbones with HQ Holden stub axles and XY Falcon hubs. The steering arms are Torana and the rack Viva.

"Nothing high-tech. I just looked around at what was suitable and strong enough. Some guys used Mk III Cortina front stub axles, but they weren't strong enough for my liking.

"Even with these, when you go around a corner they bend, so for next season we'll make new, stronger ones.

"It's all pretty standard, nothing fancy about it," Wayne says.

"It still has Armstrong adjustable front shocks which I bought second-hand from Tom Donovan."

The rear shocks are new, however: double adjustable Konis fitted at Christmas.

The brakes are four-piston Lockheeds, 12 inch ventilated discs at the front and 11½ at the back. Proper racing brakes, though not as big as some of his rivals'.

He hopes to fit bigger brakes for next season (which means larger wheels) and, depending on sponsorship, to modify or replace the motor. Definitely on the programme are body lightening and "a few changes" to the suspension.

Peter Zivkovic and Mark Moloney, also Wellington Car Club members, will be working with Wayne on the car over the winter to help make it a winner again next season.

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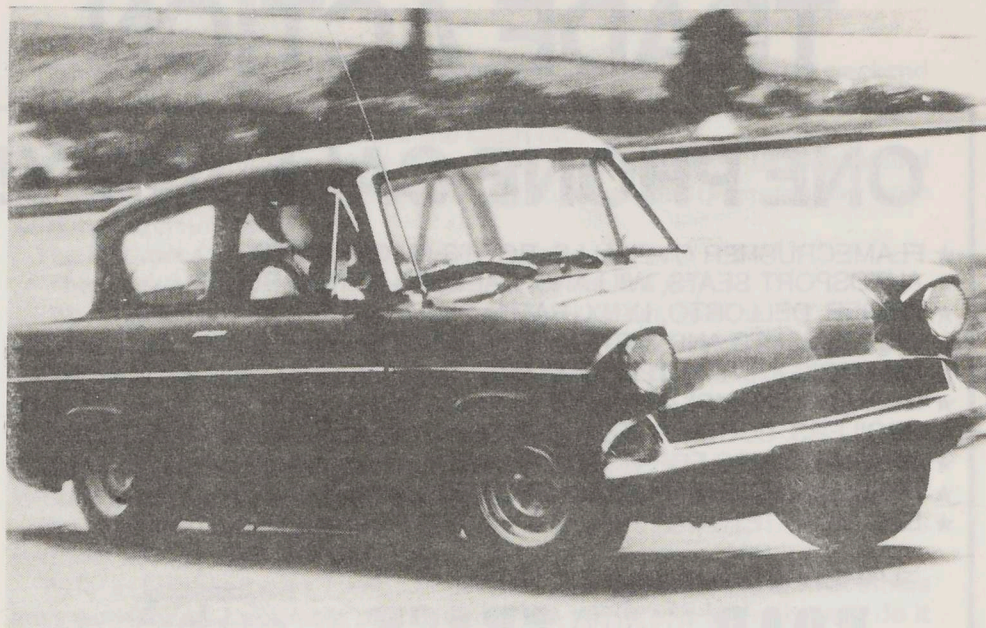
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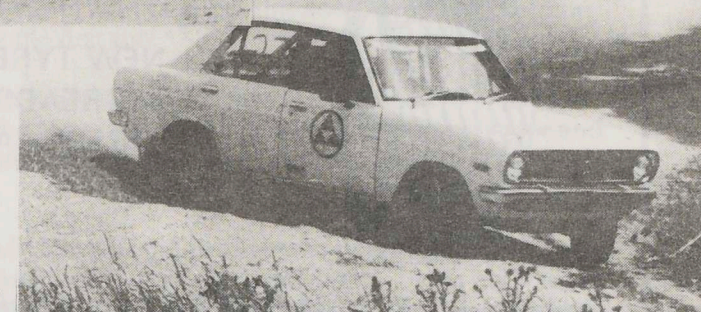
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Puketiro Road Gravelsprint

Roger Ellingham ▲



Ted Clay (1st in Class) ▶



David Black ▲



John Crouch ▶

Colour photos of all competing cars can be ordered from Rick O'Neill Tel 847-483.



Rick O'Neill ▶

THE **Snap** SHOT OF THE MONTH

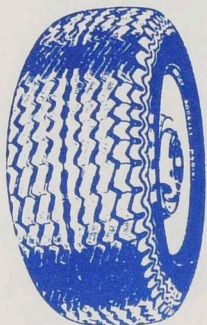
Wayne Huxford in the early days.



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Puketiro Road Gravel Sprint

The Wairarapa Car Club is blessed with many excellent venues, and Puketiro Road is one of these. This 1.8km gravel sprint features tight twisty bits, fast sweeping bits, a couple of tricky corners, and all on a fast smooth gravel surface. A good entry of 26 cars turned up, with 10 making the trip across the Rimutakas from Wellington.

Scrutineering started the day in light rain, but this soon cleared to become brilliantly fine and dry by the first run.

The practise run saw most drivers taking it carefully, but it soon became clear that the battle for the top place would be between Richard Taylor and Ted Clay of Wellington, and Roger Brader and Todd Brooks from the Wairarapa in their RX3's.

In the end the local knowledge of Roger Brader won out, with Richard Taylor putting up another excellent performance to come home 2nd in his Datsun 1400, despite suffering from brake problems all day. Ted Clay improved on every run and finished 4th overall and 1st in class in his Datsun 1200. It looks like Ted will be hard to beat this year in defending his Gravel Sprint title.

Fifth overall was Roger Ellingham, with his Gemini once again performing well. David Black continued to get to grips with his new Starlet, now christened BLACK 1 and awaiting the new Richmond Park paint scheme. David finished 7th overall and 3rd in class.

A few problems during practice didn't hinder the Corolla of Marty Smith, who put in steadily improving times to finish 9th overall. Rich O'Neill was another who drove well to finish 10th overall, in his great looking Lancia — painted starlet.

Steve Payne suffered a few problems in getting his RX3 around one of the tight hairpin corners, but nevertheless improved on his final run to finish one place back in 11th.

New member Tony Dixon showed he could be a force to reckon with in the future. Tony who has experience in off-rovers and motocross drove the ex Bernie Morris Datsun 1200 to a creditable 16th overall.

Further back John Crouch continued improving in his new Starlet to finish 18th overall, while Shane Groeneveld finished one place back with another Datsun 1200.

Wellington Car Club 1989 Prizegiving

NON SPEED TROPHIES

Thornton Trophy for the member scoring most points in W.C.C. Closed Club Motorkhanas and Stewards Trophy Interclub Motorkhanas. **ANDY MILLS**

Monthly Night Trial Trophy Highest placed individual or team registered for the monthly night trial series **TEAM PEUGOTARY**

Fast two-man trophy Highest placed two-person team registered for the monthly night trial series **JOHN CROUCH & RICHARD BLOWS**

Novice Trophy Most improved trialist over the year who has also competed in invitation events. **JOHN LAU & GARY ADAMS**

Roland Clapperton Trophy For the member scoring most points in W.C.C. Non-Speed events. **WAYNE GAIR**

SPEED TROPHIES

McMillan Trophy For the member scoring most points at Kim Naylor Interclub Autocross events. **TONY HEFFORD & MARK TAYLOR**

Gravel Hillclimb Trophy For the member scoring most points at Interclub Gravel Hillclimb or Sprint events. **IAN TAYLOR**

Speed Trophy Highest placed member for all W.C.C. Speed Events. **BERNIE MORRIS**

ONE-OFF EVENT TROPHIES

Howard Tolley Cup Fastest time of the day in the 1500 to 3000cc class for the standing ¼ mile sprint. **WAYNE MOORE**

Grant Trophy Fastest time of the day by a sport or saloon car in the flying ¼ mile sprint. **PETER TORRINGTON**

Dobbie Brothers Cup Fastest time of the day in the 1001 to 1500cc class for the standing ¼ mile sprint. **RICHARD TAYLOR**



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Jubilee Rosebowl Fastest time of the year for a saloon car on Alexandra Road. **JOHN BILLINGTON**

D.P. Fisher Trophy Outright fastest time of the year on Alexandra Road. **JOHN BILLINGTON**

Honeypot Trophy Highest placed member on the Honeypot Trial, this year used the Interclub Wall Trophy event run by W.C.C. **WAYNE GAIR**

Hollis Night Trial Trophy Highest placed member on the W.C.C. Annual Night Trial, this year used October Midnight Trial event run by Harbour Capital Car Club **& DIANE MCDONALD**

Clubmans Trophy Winner of the W.C.C. members-only race, known as the Ross Gordon Memorial Race, at the W.C. Clubmans Race meeting. **MURRAY McGUIRE**

W.C.C. Rally Trophy Highest placed member competing in the International Rally of New Zealand. **WAYNE MOORE**

WORKERS TROPHIES

Ross Gordon Trophy (Marshall's Shield) For flag marshalling only at W.C.C. events **JOE McANDREW**

Morgan Workers Trophy For assisting at or running events, helping at working bees and driving on the Braille Trial **BRETT PLIM**

Committee Trophy Committee member considered to have contributed most to the running of the Club **MIKE GALVIN**

Marslin Organisers Trophy For organisation of the most speed events. **JANE BLACK**

OVERALL TROPHIES

Ladies Trophy For the female member gaining most points in W.C.C. events **ROGER ELLINGHAM, MIKE GALVIN & GRAEME TOOMER**

Atkinson Trophy Highest placed member for all Interclub events including gravelsprints, hillclimbs, sealed sprints, motokhanas, autocrosses and trials. **ANNETTE MIET**

Hansen Trophy WELLINGTON CAR CLUB CHAMPION Member scoring the most points at all W.C.C. events, including speed, non-speed and rally events. **IAN TAYLOR**

Wayne Gair

Beaurepaires for tyres.

And another report on February Night Trial PARINGS

I am delighted to see that trial winners are resuming the practice of yesteryear and doing the trial write ups for the new look Motoring News. It thus appears that the efforts of Fuzzy Bare are no longer required, for Talking Trials. As I had prepared a few notes I am therefore contributing them as a social gossip, rumour mongering column similar to those written about film stars.

Congratulations to all you members who answered the call and became film stars for the two days during the making of "Never Say Die". Don't miss it, its hilarious, the tunnel and the bridge, and our hero had the superb good taste to drive a red Falcon. Your efforts earned a generous donation to club funds.

Who is going out, or went out with whom? After a two month gap since Team Conroys Trial the sun and salt water had done their damage, and I was real rusty for the excellent trial organised by John Crouch, Richard Blows and Derek Mattingley. I saw John Lau looking under the bonnet of his new Telstar before setting out with Gary Adams and Bruce McPherson. The Conroy/Lakeman Team, the Budd/Cullen Team Cream, and Webley/Webley/Connor Team had not played musical chairs, but with my own eyes I saw Katrina Wood navigating for John Rapley. Annette Miet was navigating for Allan Mines (how about Team Sunrise??) and John Crombie was hindering for Sue Diggle/Annette Hearfield. Dianne McDonald was playing ball so last years champion Mr Gair enlisted the navigating services of Phil Morton. Team Lost provided me with much speculation, Keith Nielsen, Trelise Hermesen, Hilary Bade and Ben Stockbridge making up a cozy foursome. As to the trial itself I couldn't find any traps in the ASRs. The first check we got was check FINISH. On to Newlands where we managed to spot LINK RD but blew check DUET when we forgot the section override, go right at all GIVE WAY signs. Subsection 2 had an override go left at all GIVE WAY signs, which we did, as did everyone else except Allan Mines and Wayne Gair because a subsection override could not override a Section override.

A good mixture of trap free instructions and traps had everyone on their toes misspelling, drive into signs, finding crossroads, and 'a road of most deviation' where I didn't even see the word 'most' and just took it as 'least' — cost me (us) a packet in time.



It was about here that we had the rare privilege of watching Mr Gair in action. On the night our hero was not driving his red Falcon but used the little red puglet which has got a very tight turning circle and when he encountered CHECK U4 he did an **N** turn, which is a U turn upside down. Why flounder around doing a 3 point turn as we bunnies did when you can save all that time? As we spotted the extra check WOVE right opposite check U4 we watched our hero miss the extra check and drive off along the wrong road into the sunset and second place. Wayne came second by only 1 point to Allan Mines. If we had stuck with our man we might not have dropped check DI. Last year I had the honour to assist Murray McGuire who wanted to draw AGCM's attention to differing interpretations given to the 'Stay on this Road' rule. A superbly presented moot paper was ruled out of time and the question was not discussed. In secret the Trials Advisory Council met and instead of clarifying a years old rule they dropped it from the 89 year book. Well your plotter found this gap in his book and used it to good effect catching all but Mines. Gair and our man on the secret subcouncil. My bitch is solely with the way Murray's moot was thrown out and without any discussion by club delegates or notice the rule was dropped.

Perhaps on the other hand it means corrections can be made to the rules without months of notice of motion, inconclusive debates, and more months waiting for the next \$25 rule book of which I only use \$1.91. Penny pincher. Mostly the new rule book has more new errors in it than old errors corrected.

And then there was the Irishman who ordered a pizza at a takeaway bar. Would he like it cut into four or eight pieces he was asked? "Oh just four thank you, I'm not hungry enough to eat eight pieces."

See you next month. Will Bruce Chapman and Don Willan be there? Who will Sandra Monk and Virginia Winterbottom be going out with?

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PACE NOTES

The following article, unashamedly flogged from Rob Scott and the NSCC's Club Torque, is dedicated to all you rallyists slaving to get your cars and yourselves ready for the forthcoming season.

I guess over the years I've flicked a wee bit of it about so I shouldn't be too surprised when the odd spot of retaliation comes my way.

Curiously enough, the one thing that seems to prompt the most slanderous comments is my poor old briefcase. Just the mere sight of my slim athletic frame appearing at an event with my helmet in one hand and case in the other seems to cause torrents of laughter from far lesser beings. After a while you get used to such outrageously witty comments as "straight from the office?" and the uproariously funny "Mum packed your lunch?"

But what these cretins don't seem to realise is that I'm not just trying to look the part of the serious young navigator — in fact, the case is a veritable treasure trove of more than just navigational implements. For example:

1. Roget's Thesaurus. This is an excellent book full of incredibly long words like 'navigatorial.' If you sprinkle these throughout your conversation (or this column) people always look impressed and ask you which university you went to.
2. Timing Sheets. These are very handy for keeping track of the stage times of your opposition. Suitably topped with the letterhead of your latest sponsor adds a nice professional touch. I've got a special set headed up with SCOTT NAVIGATIONAL SERVICES that really gets up the noses of other co-drivers, which is something I've got quite good at with a little practice.
3. Maps. Rally organisers never seem to give decent route maps for your service crew. I always try to carry a map of the local area for the mechanics, but the nongs still manage to get lost no matter how much help you give them. I'm afraid the rest of the maps in the map section are generally of the Auckland Zoo or the Chatam Islands, but they look really good if you keep them in a bundle.
4. Tyre Gauge. All us top co-drivers carry our own tyre gauges. I wish I knew how the bloody thing works.
5. Chocolate. Actually, I keep two packets of chocolate in my case. One is fruit and nut for Jeff and I (and no, there is nothing Freudian about that choice) while the other is heavily laced with laxative for all the bludging navigators that always seem to be hanging around.
6. Spare batteries. These will come in really handy if we ever get an intercom.
7. False nose and glasses. If you wear these at Scrutineering the Clerk of Course won't recognise the guy he caught doing an illegal recce.
8. Earplugs. These are very effective when Paul Lloyd starts recounting his vast motorsport experience.
9. A new rubber band. If you give one of these to a Mini driver whose engine has just poked itself, it's amazing how ratty they get in a very short time.

10. Scissors. For cutting pages out of rival's routebooks. Also useful for trimming your moustache so you look real cool.
11. Compass. Being an expert navigator I will, of course, never need this. It has a secret compartment in the back containing a cyanide pill which may get a little bit of use if I ever wrongshot Jeff and we lose the Top Half Championship.
12. Condoms. I always keep a vast store of these, but never get to use them myself. However, our service crew always seem to be borrowing them and returning them in questionable state. Plus if you inflate them at prizegivings everyone thinks you're a real dag.
13. Protest money. Always keep \$40.00 aside for a protest. Now that I know how easy it is I intend protesting at least once an event.
14. Letter bomb. This is pre-addressed to the RPA for the next ratshit seeding we get.
15. Clean underpants. What else would you expect in a **brief** case?
16. Crossword. This is handy for filling in time between instructions in case I ever navigate for John Sinclair. With the same thought in mind, I've even purchased an eggtimer for . . .



NZ'S FIRST PACE NOTE RALLY

Thames Valley Car Club and the Northern Sports Car Club are combining forces to organise New Zealand's first pace note rally, apart from the International Event.

To be run to rallysprint regulations, the event will take place in the Tairua Forest on Saturday June 17 and Sunday June 18. It will be run over five stages, each of which will be about 10 kms long. These 5 speed tests will be used twice during the day to give an event totalling 100kms of competitive motoring, with just 50 kms of touring stages.

Those not used to making or driving on pace notes, a seminar will be held in Whangamata on Friday evening. Scrutineering will be on Saturday morning, followed by the pace note making, in convoy over the five forest stages.

Regs will be available shortly from the Secretary for the event, Jill Greenland, 3 Hinton Place, Weymouth, Manukau City, phone 266-7983.

REPORT ON CLUBNIGHT: Prizegiving Clubnight in February was a very successful and social evening. Lots of club members and guests meant good business for the bar and a good audience for our proud Trophy winners.

MARCH CLUBNIGHT: Gordon Diggle is expecting guests from New Zealand Safety, so bring your fire extinguisher and overalls for a check and learn about the all so important safety in our sport. And after a long break there will be a videotape or two to watch.

Classifieds

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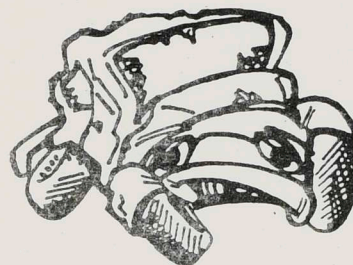


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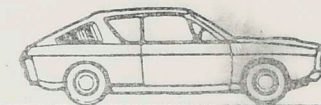
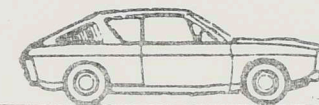
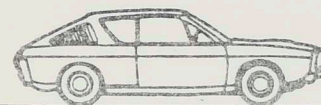
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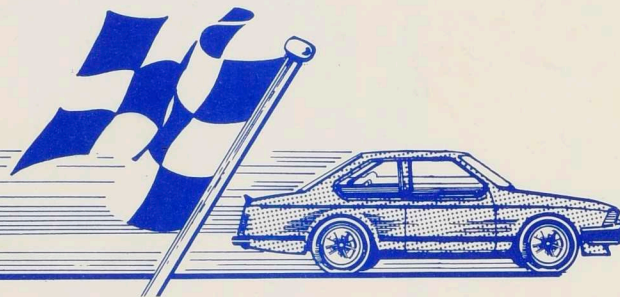
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APRIL 1989



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Wellington Car Club Rally 1989



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New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

- PAUL LIMACHER** Paul is a chef who resides in Greytown. He runs a Mazda RX7 and although he has no experience, is interested in most forms of motorsport.
- CHRISTIAN HRIBAR** Christian lives in Brooklyn and is a photolithographer. He is also interested in most forms of motorsport.
- COLIN PARTINGTON** Colin is self employed and lives in Lower Hutt. He runs a Toyota Corolla.
- ROBERT SHEEHAN** Robert is a photographer from Kelburn. He runs a Mitsubishi Starion Turbo and is interested in speed events.
- DAVID TWIST** David is a retailer. He lives in Kilbirnie and has previously held an International Competition Licence.

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| | Florian Schmidt | 837 362 | 850 809w |

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|-------------------------|-----------------|---------|----------|
| SPEED | Graeme Toomer | | |
| NON SPEED | John Crouch | | |
| RALLY | Doug Hogg | | |
| CHIEF SCRUTINEER | Lloyd Evans | 764 400 | 767 726w |
| POINTSKEEPER | Helen Jennings | 770 274 | 744 581w |
| MEMBERSHIP | Ian Parkinson | 328 695 | 748 999w |
| MAGAZINE | Florian Schmidt | 863 227 | 850 809w |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$35.00 Ordinary Members and Husband/Wife

\$20.00 Members under 18 years of age

\$20.00 Country Membership

\$25.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

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Coming Events

- Sat/Sun 1/2 April Rallysprint (HVMC) — Invite**
Run by the Hutt Valley Motoring Club, venue is Trentham Park. Practice runs on Saturday, further practice and elimination on Sunday. Entries \$55 to March 23, \$80.00 to March 29.
- Tue 4 April Night Trial (WCC) — WMSA**
April Night Trial starts Wellington Car Clubrooms 7.30pm, documentation from 7.00pm. Entry (still) \$6. Organiser: The Phantom of the Car Club.
- Sun 9 April Street Sprint (Wair) — Invite**
Wairarapa Car Club's annual sprint around the streets of Masterton. 1.2kms. Entry \$45 up to scrutineering on Sunday. Organiser: Alvin Watson.
- Sat 15 April AC Delco Rally (WCC) — Rest Nat.**
The event of the year. Wellington Car Club's Rally based around Ohakune/Raetihi. Seven stages totalling approx 150km, with 150km of touring. Starts Hobbit Motel Lodge & Restaurant, Ohakune 8.00am. Late entry up to 6 April.
- Sun 23 April Motokhana (WCC) — Invite**
First round of 1989 Stewards Trophy series. Run by Wellington Car Club. Venue is Queen Elizabeth Park (next to Tram Museum) between Raumati and Paekakariki. Entry \$7 up to 1.00pm (\$10.00 after 1pm). Documentation from 12.30pm. No knobblies. Organiser: John Crouch (788-744)
- Sat 29 April Rallysprint (Wanganui) — Invite**
Invite rallysprint run by Wanganui Car Club. Details & regs available from Club Captain.
- Tue 2 May Night Trial (WCC) — WMSA**
Starts Wellington Car Clubrooms 7.30pm, documentation from 7.15pm. Entry \$6. Duration about 90 minutes. Organiser: Darryl Monk (795-498)
- Sat 6 May Gold Star Hillclimb Final (Wair)**
Venue is Admiral Road in the Wairarapa. This is the Gold Star final and should be full of NZ's top competitors. Might be worth a look. For competitors, regs available from Club Captain.
- Sun 7 May Gravel Sprint (Wair) — Invite**
This is the second part of the GSHC final, run on gravel on Tea Creek Road, Wairarapa. Regs available from Club Captain.

Sat 13 May

Gravel Sprint (HCCC) — Invite

Round of WMSA Gravel Sprint series, regs available from Club Captain.

Sat 13 May

Mainfreight Rally (Autosport) — Nat.

First round of National Rally Championship. 9 special stages (170km, touring 215km), runs mostly in daylight starting 7.30am, Christchurch. Entry \$150 up to 24 April, \$200 late entry. Regs available from Rally organisers c/- PO Box 13008, Armagh, ChCh, or from Club Captain.

Sun 14 May

Autocross (HVMC) — Invite

Second round of Kim Naylor Series. Venue is Te Marua Speedway. More details from Club Captain.

Sat 20 May

Rally (Taumaranui) — Invite

Second round of 1989 Central Region Rally championship. Regs & details available from Club Captain.

Sat/Sun 20/21 May

Rallysprint (Ratec) — National

Annual Ashley Forest Rallysprint. Further details next month.

NOTE:

Wellington Car Club's Clubmans meeting at Manfeild was originally scheduled for Saturday May 6. However, due to the Gold Star Hillclimb final being run in the Wairarapa on the same date, the Speed Committee have decided to postpone clubmans to later in the year. Further details in coming magazines.

Eds Bit

First of all I have to apologise for the delay with last month's magazine. We'll try to get better organized this time. Because of Easter however, we will be a little late again — the lazy editor enjoyed some white water rafting and mountain climbing on the long weekend and didn't do any work!

But remember that you all can help to make the magazine more up to date but supplying me with information, reports on events, results, stories in time and that means at **deadline** each clubnight!

Unfortunately we don't have any fotos of Kilbirnie this year, that's because everyone is turning up with this modern video gear nowadays. But tapes are difficult to print!

Happy reading anyway.

FLORIAN

From the Top

March clubnight produced something of a rare nature within our club — competitors telling members of the successes. I don't mean the well established "rally lies" sessions usually conducted around the bar, but real McCoy racing stories from the recent 12 hour race at Manfeild. This is where new members get to know who to ask for advice on preparing their car or team for an event and many new and not so new members commented on the insight it gave them and the encouragement they received. Thanks to Joe McAndrew, Leicester Banfield, Mike Galvin, Don McLean and Ian Mollison for telling the tale.

Our guest speaker from the Wellington Free Ambulance asked how many members knew how to perform CPR. About 4 people raised their hands and he was suitably appalled. His suggestion that the club look at a crash course in CPR (probably conducted over 2-3 days) is something we MUST look at ... wouldn't like to be closing the stable door after the horse has bolted! Another aspect of rescue we seem to be lacking in is that of First Aid. At our recent street sprint the St Johns Brigade forgot to show up and we had to ask a member of another club to be "it" for the day. It does seem, as competitors, we're very keen to tempt fate and leave it up to someone else to come to the rescue. Sounding very similar to the cheap overalls and helmet story doesn't it?

On a lighter note, the members of our club have raised just over \$1000.00 from sales of the MANZ raffle tickets. This is a tremendous effort & we thank you for your support. This will, no doubt, contribute greatly to the improvements to the clubrooms currently under way.

The Club recently purchased another 2 fire extinguishers for use at WCC events. We have struck up a deal with a local supplier to purchase 2 each year and continue to borrow extras from them until we have a suitable stock of our own. The committee is also investigating timing gear costs and intend coming to some decision on equipment before the year is out.

We've had a major setback with our clubmans event this year and have found ourselves without a date or booking for the track. As soon as we have a new date secured we will let you all know.

See you at the Rally!! LISA

Captains Call

This month starts to see the competition calendar getting into full swing. By now you should all be aware that our club rally is running around Ohakune and Raetihi on the 15th of this month. As usual we are still looking for a few last minute marshals, so if you can help give myself or Clerk of the Course for the event, Barry Lakeman (861-339), a call. No experience is needed, and if you're new to the club it's a good way to become involved in the club and get to know a few people.

After becoming a committed rally fan a few years ago, I'm eagerly anticipating this event. Having brought David Black's Starlet towards the end of last year, I've had my rally appetite thoroughly whetted with a few ralliesprints and gravel sprints. So now it's time for the real thing (apologies to Coke). With Doug Hogg navigating, and Graeme Toomers' expertise on the service crew, we hope to make it a successful event. Only time will tell, but the car's ready and we hope to be there at the end.

Another good event coming up this month is the club motokhana. This will again be run on grass next to the tram museum at Queen Elizabeth Park (see Coming Events for further details), and is the first round of the Interclub Stewards Trophy series. The event is open to all club members, and I've been promised a good day from the weather gods.

After all those good events, it's time for a bit of depressing news concerning our May clubmans event at Manfeild. Due to our original date of May 5 clashing with the Gold Star Hillclimb final in the Wairarapa, the Speed committee have decided to move the event to later in the year. Currently the club doesn't have a firm date, but when we do clubmans will be back on.

See you all in Ohakune.

JOHN CROUCH

AC DELCO RESTRICTED NATIONAL RALLY

Our rally this year will be held on 15 April 1989 in the Ohakune /Raetihi area. It is a "Restricted National" event, which means that it is open to competitors that are members of North Island clubs. It is not part of the National Championship which, this year, consists of only 4 rounds plus the International.

THE PROGRAMME

Scrutineering will be held at Ruapehu Motors in Goldfinch Street, Ohakune, from 6.00pm to 9.00pm on Friday evening, with Documentation at the Hobbit Motel Lodge and Restaurant next door. The rally starts at 8.00 am on Saturday morning at the Hobbit.

Rally headquarters and the main service area, where provisional results will be available progressively during the day, will be at Winstone Afforestation Headquarters at the south end of Raetihi, on Highway 4. The cars will call in there after stages 1, 3, 5 and 7.

The first car is due to finish at the Hobbit at around 5.00pm.

SPECTATING

If you are planning to go up to watch the rally, there will be information available at Scrutineering on Friday and at Rally Headquarters during Saturday. The area covered by the rally is on the "AA District map (Wanganui)" and DoSLI 260-S20 and 260-S21.

SPECIAL STAGES

Public road closures permitting, the rally is 300km long altogether, with 7 special stage totalling 150km. 43km of the Special Stage distance is seal.

Approximate distances and start times for each stage are as follows:

Stage Distance Start time Spectator parking at the junction of

| | | | |
|------------|-------|-------|--|
| 1 | 25 | 8.45 | Raetihi-Pipiriki Road/end of stage |
| 2 | 35 | 9.45 | Ohura Road/Makakahi Road |
| 3 | 15 | 10.45 | Highway 4/Middle Road |
| Parc ferme | 11.30 | | Regroup in Raetihi main street. |
| 4 | 20 | 1.00 | Oruakukuru Road/Whangaehu Valley Road* |
| 5 | 35 | 2.00 | Highway 4/Fields Track |
| 6 | 10 | 3.30 | Raetihi-Pipiriki Road/end of stage |
| 7 | 20 | 4.00 | Raetihi-Pipiriki Road/Mangaeturoa North Road |

* This is also good viewing for the start of stage 5, which is all seal.

Spectator parking is available at the finish of each stage, and you are requested to park there. Spectators' cars will not be allowed into the forest (stages 1, 2, 6 and 7) at any time, as the area is used in a "round and round" way and there is a risk of someone accidentally finding themselves on a special stage. For the public road stages (the start and finish of stage 2, all of stages 3, 4 and 5, and the finish of 7), the roads will close to spectator vehicles one hour before the stage is due to start.

SERVICING

For those of you who like to watch rally cars being serviced, the official service areas are:

- at the junction of Ohura Road and Middle Road (after stage 2).
 - at the junction of Highway 4 and Middle Road (after stage 3).
 - at the junction of Oruakukuru Road and Whangaehu Valley Road (after stage 4).
 - in Raetihi, preferably at Forest HQ, at all times.
- There is no service available after stage 6.

GETTING INVOLVED

The organising committee, now headed up by Eddie Conroy, Barry Lakeman, Bob Gray and Dave MacLean (of Wanganui) need helpers on the day for results, control marshalls and other officials. If you want to enjoy the experience of being really involved with the rally, call them: they'll soon find a job that suits your talents!

Your accommodation is already booked, and you'll be fully trained to do a job that is necessary to help out.

The telephone numbers are:

Eddie 786-742
Barry 861-339
and Bob 736-321

NOTICES

Remits for MANZ

Anyone who wants rule changes to be forwarded at the MANZ Conference, June 9-11, please contact the committee.

Working Bee

On Sunday 23rd April there will be a working bee to prepare the car club building for painting. Volunteers are most welcome. Just turn up or phone Gordon Diggle.

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For more information write to Classic Motorsport Promotions Ltd PO Box 5867, Wellesley Street, Auckland

Competitors Behaviour

Unfortunately we find it necessary to remind competitors how important good road behaviour is for our clubs' image and for the future of motorsport events in the Wellington area.

Because all Wellington Car Club events are held on public roads in the city a good relationship with the City Council is vital. Please don't cruise around town with door flashes on, keep your noise down and don't practice on public roads before events. Please keep this in mind and we won't have any problems and can enjoy our great sport!

KILBIRNIE STREET SPRINT 89

Scrutineering and documentation on Friday night with two lanes open proved to be a good move, with the only sticky problem being the decibal output of some entries. This area needs to be resolved.

Saturday turned out to be fine with a gentle breeze (Wellingtonians), fresh breeze (others). We had the usual problem with clearing cars from the course which delayed the first run. However a practice and three runs were completed in the time available. At different times during the afternoon I did wonder if we did have a "road closure" as there were a steady stream of locals needing to move in and out of the area. It would have been interesting to have the "rolls" with the white ribbons do a lap but unfortunately the driver and two passengers seemed to be otherwise engaged.

Events such as the Kilbirnie Sprint require a lot of effort by many people. I would like to thank Archer & Lupp Services, sponsors, Autolign, scrutineering, Lisa, Mike, Graeme, Roger and Paul, safety, setups, marshalls etc. Two very important groups deserve a big thank you. They are the timing crew and the marshalls and I'm sure I speak on behalf of the competitors in thanking you.

The after event/prize giving was well attended and proceeded smoothly thanks to John and Chris Dalgliesh (food) and Derek and Molly (refreshments) and Lisa for her secretarial duties.

IAN PARKINSON
Clerk of Course

SPEED SKILLS

ARCHER & LUPP SERVICES STREET SPRINT 89

Organisers wish to thank —
Archer & Lupp Services
Auto Lign
TSL Rentals

Graeme Toomer
Mike Galvin
Roger Ellingham
Paul Campbell
Lloyd Evans
Shirley Evens
Malcolm Muchanan
Craig Fair
Wayne Gair
Andrea McAndrew
Gail Toomer
Sarah Manning
Jane Black
David Black
Iain Mollison
Chris Dalgliesh
John Dalgliesh
Derek Mattingley
Scott Parkinson
Richard Ormsby

IAN PARKINSON &
LISA ELLINGHAM

Brett Plim
Matt Collins
John McDowell
Mark Graham
& Mark's wife
Bernie Keith
Allan Mines
Jason Toomer
Andrew Farmer
Mike Fisher
Dave Chadderton
Stuart Owers
Blair Steer
Chris Castle
Paul Taylor
& two friends
Brent Sellens
Doug Hogg
Bill Spiers
Mike Ormsby

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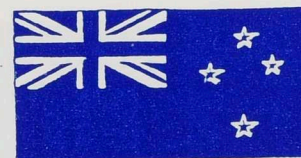
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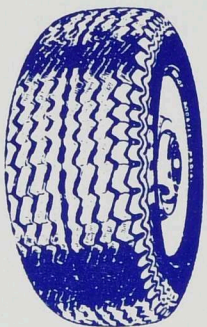
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Kilbirnie Street Sprint Results

| NO | NAME | CLUB | CLASS | RUN 1 | RUN 2 | RUN 3 | CLASS | OVERALL |
|----|--------------------------------|---------------|-------|-------|-------|-------|-------|---------|
| 1 | DANIE LUPP LASER TURBO | 1500 WGTN | B | 50.82 | 51.17 | 51.03 | 5 | 27 |
| 2 | JASON GIBLETT MINI | 1298 HVMC | A | 52.27 | 51.81 | 51.70 | 7 | 34= |
| 4 | DAVID BLACK STARLET | 1300 WGTN | A | 50.91 | 50.23 | 50.24 | 4 | 20 |
| 5 | GRAEME TOOMER ESCORT | 1600 WGTN | B | 52.90 | 52.74 | 52.31 | 10 | 40 |
| 6 | ALVIN WATSON DATSUN | 1293 WAIR | A | 48.77 | 46.24 | 48.56 | 1 | 5 |
| 7 | MARIE BREDEN MINI GT | 1275 HVMC | A | 56.62 | 56.70 | DNF | 12 | 49 |
| 8 | COLIN PARTINGTON COROLLA | 1564 WGTN | B | 52.22 | 51.70 | 52.18 | 8 | 34= |
| 9 | PETER O'LEARY DATSUN | 1260 WAIR | A | 46.14 | 46.35 | 45.05 | O/A | 2 |
| 10 | ALISTAIR PEARCE CAPRI | 3000 CAPRI | C | 51.53 | 52.28 | DNS | 17 | 31 |
| 11 | ERIC NEUTGENS RX7 | 1300R WGTN | C | 50.52 | 49.77 | 49.32 | 8 | 15 |
| 12 | PAUL CAMPBELL SUNNY | 2000 WGTN | C | 49.61 | 48.68 | 49.18 | 6 | 11 |
| 14 | ANDREW FERGUSON RX3 | 2616 WGTN | C | 54.56 | 53.13 | 53.37 | 21 | 43 |
| 15 | GLEN ROBINSON ALFA ROMEO | 1500 HVMC | B | 54.13 | 55.08 | 53.85 | 12 | 45 |
| 16 | PETER WYNESS COOPER S | 1293 JAGR | A | 52.97 | 52.86 | 60.27 | 8 | 41 |
| 17 | STEVE GASKIN ESCORT V8 | 4900 HVMC | C | 48.43 | 48.64 | 48.64 | 5 | 10 |
| 18 | TONY DIXON DATSUN | 1300 WGTN | A | 50.74 | 50.46 | 49.24 | 3 | 14 |
| 19 | TREVOR CRAWLEY MINI | 998 WGTN | A | 53.89 | 53.11 | DNS | 9 | 42 |
| 20 | ALAN HARVIE COROLLA GT | 1598 WGTN | B | 49.86 | 49.26 | 49.19 | 1 | 13 |
| 21 | JOHN BILLINGTON DATSUN | 1998 WGTN | C | 45.60 | DNF | DNS | O/A | 3 |
| 22 | KEVIN GIBLETT MINI | 1298 HVMC | A | 52.67 | 51.11 | 51.02 | 5 | 28 |
| 23 | PAUL KIBBLE MINI | 1293 WGTN | A | 56.36 | 55.88 | 56.16 | 11 | 48 |
| 24 | ROGER ELLINGHAM GEMINI | 1598 WGTN | B | 52.42 | 51.83 | 51.87 | 9 | 37 |
| 26 | NIGEL HOPGOOD DATSUN | 1293 WGTN | A | DNF | 46.92 | 46.91 | 2 | 7= |
| 27 | DOUG BREDEN MINI GT | 1275 HVMC | A | 54.30 | 59.94 | DNS | 10 | 46 |
| 28 | FLORIAN SCHMIDT STARLET | 1800 WGTN | C | 51.72 | 51.95 | 52.01 | 18 | 36 |
| 29 | TONY HEFFORD MINI | 1312 WGTN | B | 50.31 | 50.45 | 50.00 | 2 | 18 |
| 30 | BILL MACPHERSON MK5 CORTINA | 1998 WGTN | C | 49.23 | 48.28 | 48.07 | 4 | 9 |
| 32 | STEVE HARDIE RX7 | 1300R WGTN | C | 55.95 | 50.83 | 50.56 | 14 | 25 |
| 33 | STEVE TAYLOR VIVA | 2300 WGTN | C | 54.50 | 53.26 | 52.56 | 20 | 39 |

| NO | NAME | CLUB | CLASS | RUN 1 | RUN 2 | RUN 3 | CLASS | OVERALL |
|----|-------------------------------|---------------|-------|-------|-------|-------|-------|---------|
| 35 | WAYNE MOORE RX7 TURBO | 4002 WGTM | C | 48.39 | 48.10 | 46.91 | 3 | 7= |
| 36 | TERRY HAMILTON ESCORT | 3000 WAIR | C | 46.77 | 47.50 | 48.28 | 2 | 6 |
| 37 | LINDSAY HASTINGS ESCORT | 1600 HCCC | B | 55.03 | 54.08 | 53.63 | 11 | 44 |
| 38 | MICHAEL DEAR ROADSTER | 2000 WGTM | C | 51.78 | 51.68 | 51.09 | 16 | 29 |
| 39 | DAVE BARRETT ANGLIA | 1500 LEVIN | B | 56.36 | 56.66 | 55.02 | 13 | 47 |
| 40 | DAVE FLETCHER ESCORT | 1998 HVMC | C | 50.62 | 50.95 | 50.18 | 11 | 19 |
| 41 | PETER TORRINGTON TORANA V8 | 5900 WGTM | C | 46.32 | 46.06 | 46.08 | 1 | 4 |
| 43 | KEITH NIELSEN ESCORT | 1599 HCCC | B | 51.87 | 50.68 | 50.27 | 3 | 21 |
| 44 | BERNARD HUYNEN HEALEY | 3600 HEALY | C | 49.58 | 50.00 | 50.02 | 10 | 17 |
| 45 | IAN TAYLOR ESCORT | 4400 WGTM | C | 43.11 | 44.42 | 44.46 | O/A | 1 |
| 46 | LES STONE MINI | 1275 MGCC | A | DNS | DNS | DNS | — | — |
| 47 | DAVE BRITTON DATSUN SSS | 1171 HVMC | A | 51.65 | 51.67 | 52.29 | 6 | 33 |
| 48 | MARTY SMITH COROLLA | 1600 WGTM | B | 52.52 | 51.09 | 50.48 | 4 | 24 |
| 49 | SIMON JAMES TR6 | 2498 WGTM | C | 51.11 | 50.70 | DNS | 15 | 26 |
| 50 | STEVE PAYNE RX3 | 2354 WGTM | C | 50.37 | 50.76 | 50.69 | 12 | 22 |
| 51 | GORDON DIGGLE RX3 | 2060 WGTM | C | 50.63 | 48.92 | 51.55 | 7 | 12 |
| R1 | KERIN BUTTERS RX3 | 2354 WGTM | C | 53.24 | 52.75 | 52.42 | 19 | 38 |
| R2 | MARK SPIERS SENTRA | 1600 WGTM | B | 51.18 | 51.51 | 51.38 | 6 | 30 |
| R3 | MILES TOOMEY MAZDA | 1146R HVMC | C | 50.74 | 50.98 | 50.39 | 13 | 23 |
| R4 | VINCENT SMAAAL MAZDA | 1308R HVMC | C | 50.21 | 49.56 | 49.82 | 9 | 16 |
| R5 | GREG WARD DATSUN | 1400 HVMC | B | 52.79 | 51.57 | 55.01 | 7 | 32 |



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RESULTS OF MARCH NIGHT TRIAL

| TEAM | CAR NO | TOTAL | PLACE |
|-------------------|--------|-------|-------|
| MONK | 1 | 18.9 | 10th |
| DISORGANISATION | 2 | 33.7 | 12th |
| SUNBEAM | 3 | 3.8 | 3rd |
| LOST | 4 | 23.6 | 11th |
| WEBLEY | 5 | 49.4 | 16th |
| SARC-AZTEC | 6 | 6.0 | 4th |
| HONDA | 7 | 46.8 | 15th |
| SCOTT-RALLYING | 8 | 17.2 | 8th |
| CREAM | 9 | 18.7 | 9th |
| TRY'LING | 10 | 2.1 | 1st |
| SMILEY/MACMOB | 11 | 43.5 | 14th |
| STARLIGHT EXPRESS | 12 | 11.8 | 5= |
| TE PUNGA | 13 | 11.8 | 5= |
| PEUGOTARY | 14 | 12.2 | 7th |
| WARD & CO | 15 | 68.6 | 17th |
| PEGASUS | 16 | 36.7 | 13th |
| CONROY | 17 | 2.4 | 2nd |

Thank you all for competing. Our apologies for the unintentionally small copies, there was no alternative other than cancel the trial. Our condolences to the crews who missed seeing a check. This is a very tricky problem as we had preselected the poles and erected all the boards with care and we especially wanted you all to get check E with all the seriphs, but thank you to Murray who has offered us more reflector tape. I've missed seeing checks too, and worse some I've seen I haven't written down. Regrets also to those who found what was only a 38 mph average a bit fast. To those of you who expressed their enjoyment of parts and all of the trial our sincere thanks.

Who is going to plot next month's event!??? Again we are left without a plotter, and again good old Crouchie has stepped into the breach to rescue the series. He always puts on a good event so we expect to see you all at the Wellington clubrooms, 7.30pm Tuesday 4th April. I only wish I did as well in his events as he does in mine.

Beaurepaires for tyres.

GOLD STAR TRIAL DATE CHANGE

We wish to advise members that, due to date clashes, it has been necessary to modify the dates allocated for the 1989 Gold Star Trial Championship.

The dates now are:

| | | |
|-----------|---------|---------------------|
| 30 July | Round 1 | Wellington Car Club |
| 5 August | Round 2 | Auckland Car Club |
| 1 October | Round 3 | RATEC |
| 7 October | Round 4 | Marlborough |

Please amend your wall calendar and Manuals.

ERRORS AND OMISSIONS — APPENDIX T

The 1989 Motorsport Manual requires the following alterations.

Page 255 Example 10 — amend both references to Howick 4km — should be the same.

Page 260 Abbreviations — change NCR National Competition Rules to NSC — National Sporting Code.

Page 264 Article 20 — change heading from Touring Section to Touring.

Page 265 Article 24.2(ii) — change the word **boards** on the fourth line to **words**.

Page 269 Article 26.7(a) — The two signs illustrated S and N are reproduced in negative form. The correct way is recorded on the text, ie white on a black background.

Page 273 Article 35.16 — delete the words **stop or** from the first line.

Talking Trials

REPORT ON MARCH NIGHT TRIAL

The February Club magazine said the March Night Trial would be:

"... relatively trap free jaunt along a relatively unused bit of open road with a neat metal section ...", "last of the daylight saving specials" and "organizer John Crombie." Only two things appear to be wrong: 1. March 7 is after daylight saving, and 2. John Crombie has too much time on his hands; knows too much about trialling; and knows too many devious traps to set a "... relatively trap free jaunt ..."

The day of March 7 was lovely and fine (almost Hawkes Bay weather) so "Team Sarc-Aztec" (previously "Team Sooper-Cooper" until the Cooper lost a "few things" in the gearbos) decided to really enter into the fun of trialling and take my new toy out on a trial. Maybe a Lotus Seven Replica is not the best for trialling, but it's hard to beat for fun. As we were doing some last minute modifications (mainly so things would not get blown out of the car as it has no roof and only a very minimal wind deflector) we got many comments from fellow triallists such as: "You guy's should get extra points for using that" and "I hope it pisses down" — (I won't tell you who said that, but I replied "I hope your Puglet trips over a stone").

A new entry form was used with the word 'Vehicle' replacing 'Car' thus making Eddie Conroy's van a legal entry (and probably Wayne's Puglet as well). A gnome-sized set of ASR's looked suspiciously simple — they even spelt out how traps are pulled and gave the 'I' instead of 'I' example as well as saying you can't drive into a sign.

Well we got our CRI's and ASR's and headed off. We went along the Esplanade through Gracefield and over the Wainui Hill. We thought we would go for a drive down 'Parkway' because we were unsure if "proceed through roundabout" actually meant that or whether it was another way of saying "go left at roundabout". Anyway we got back on the right track down Wainuiomata Road with lots of road works and car-swallowing-sized holes and drove straight past (or was it under) "ODO" — this only makes a difference if you want to get time-keeping correct and since John said the trial is dependent on time-keeping, we did some lateral thinking and came to the conclusion that time-keeping was totally irrelevant.

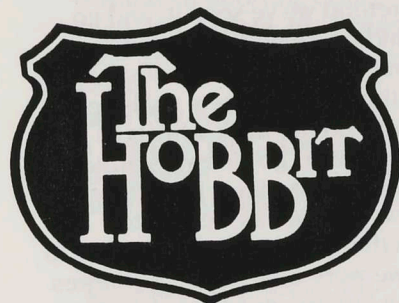
John had previously decided that a fun thing to do would be to make the odo distance 20% different to SI unit kilometre's and so render Halda's useless as they can only cope with 15% inaccuracy and hence invent the "Crombie-metre". Anyway, by the time we had discovered we had missed "ODO" we were facing the wrong way on Wainuiomata Rd and totally confused. Never mind let's do a U-turn and pretend we've seen it, and go down "Coast Rd". What a neat way to trial: winding, sealed roads; pitch black and in an open top car. What a stupid way to trial: winding dusty metal road and in an open top car. I proceeded cautiously as the new toy is very low to the ground and has about as much weight on the back wheels as a bicycle; i.e. it bottoms out on every stone and wants to go sideways around each corner (and some straights). I decided to let Allan Mines pass us as he caught up but afterwards decided that was a stupid idea as we had to literally eat his dust. We then came to the sign that the CRI's instructed us to U-turn at and headed back (I later found out we were only about 50 metres from the sea). After more bumping, dust-eating and fun driving we made it back to civilisation (well Wainuiomata anyway); and then a small excursion to a manned check.

The next instruction was to "note odo reading and do a U-turn after 6 minutes." My 'High-powered-thinking-navigator' deduced that this was a Classic-Crombie-trap and that it could be done at zero speed, average scheduled speed or, maximum possible speed — I didn't understand the logic behind it (John's or Bruce's) but thought the maximum possible would be fun! We drove until the street ended and went back but didn't find anything and so decided to head the way we thought we should be going and put a claim in. The next unmanned check was a Gothic (or someone with a similar name) type letter 'E' (like on the title of the Evening Post). Someone after the trial told John that it should go to the dump, but he replied that it was a "long way to Tip-a-rare-E". Back over the hill to Petone with a suspicious looking instruction so we continued along the Esplanade instead of turning right. We got to Horokiwi and didn't find any checks and hence no trap (the problem was the photocopying) so we put in another claim. Back to H.V.M.C. clubrooms via a CHFCK (or so I'm told — I'm sure it said CHECK) and found out that neither of our claims were justified (which was a relief as we managed to zero on time-keeping for the last section without them). We washed the bugs and dust out of our teeth and managed to get our hair to sit reasonably flat instead of the gravity defying state it preferred.

Our thanks to the organiser (and his many helpers) for a neat trial that contained good driving roads and was simple (so John told us anyway) and was different in that it went almost directly to one place and back with not many deviations (apart from our extra scenic ones we chose). It's taken a week but I've nearly rid myself of dust and insects and have also just found out that we came 4th out of 17 — our best result so far — and we had lots of fun (I think)!

IAN CHAPMAN for Team "Sarc-Aztec"

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- Rally HQ Gofers — general assistance with HQ staff & results crews. No experience required.
- Extra Marshalls — you won't be out in some obscure place on your own, possibly looking after Parc Ferme.
- Arrow Party — a bit of common sense is all you need. Two of you will be taken along the rally route to put out the arrows for competitors to follow.

We can promise you a fun weekend, lots of good motorsport viewing and a chance to be involved.

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Barry Lakeman 861-339

Eddie Conroy 786-742

or Bob Gray 736-321

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18-20 LORNE STREET



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Clubnight

REPORT ON CLUBNIGHT: March Clubnight was great with some of our top competitors telling a few stories about the 12 hour race on Manfeild. The old "we will have a video to watch" — lie in last month's magazine worked again and a good crowd turned up. Maybe we can materialise it this time and show you some good tapes. It is not known what John Crouch is planning this month, but so come along and remember it's the Tuesday after the rally!

Classifieds

FOR SALE PORSCHE 959-1988, full Group B specs, incl. slicks and rally tyres, control unit, battern and charge leads. \$400 ono. Phone Ian Chapman 695-042 (H) 683-659 (W)

THE WELLINGTON CAR CLUB want to employ a person for a couple of hours each month to clean the clubrooms. If you live in the area and want to earn a few extra dollars contact Jane Black 687-275.

FOR SALE Cortina Mk3, body extensively rebuilt but needs minor finishing and painting, Capri V6 motor with custom extractors, Toyota 5 speed gearbox, vented front discs, Konis all round, 5 new mags and Potranza tyres, all parts available for completion to make good road/circuit car. Offers to Barry Woolcott, Jaguar Drivers' Club, tel (04) 881-748.

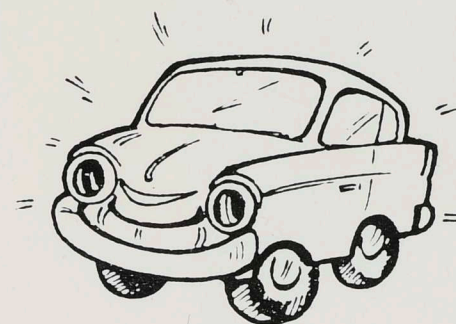
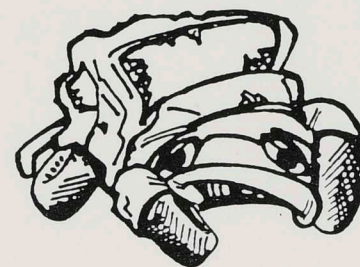


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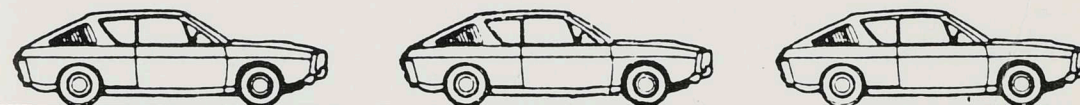
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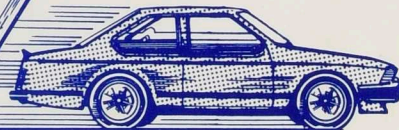
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MOTORING NEWS

MAY 1989



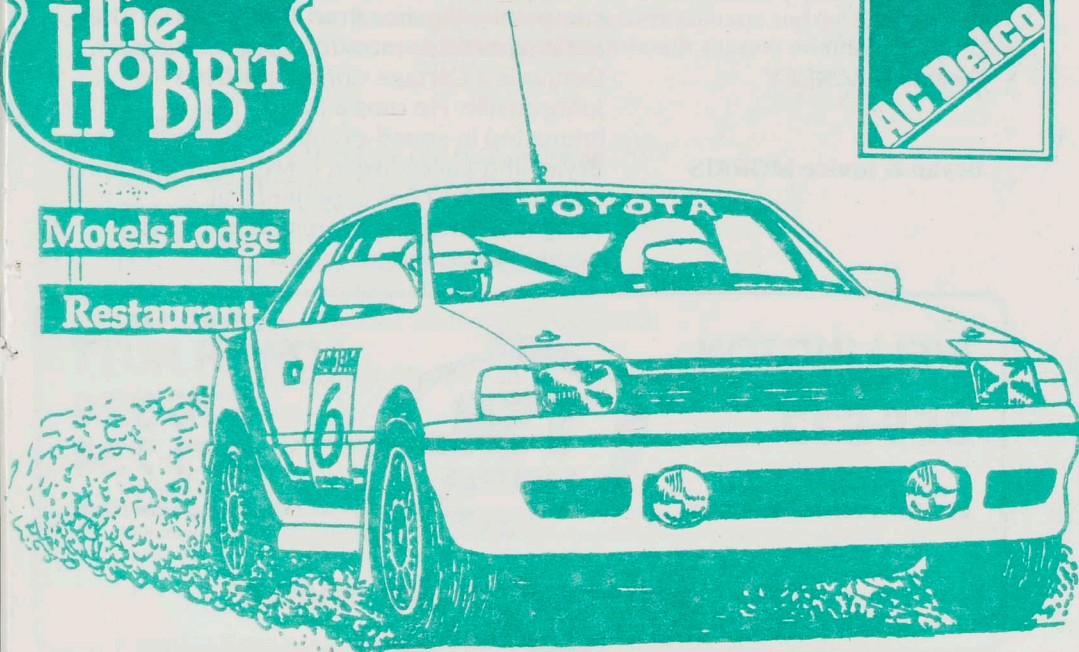
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Motels Lodge

Restaurant



The winner of the 1989 AC Delco Rally: Mark Jennings of Wellington Car Club

New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

- David & Shelley ATTWELL** David and Shelley live in Paekakariki. They are rejoining the club after a 6 year absence. They have vast organisational experience, and are interested in most forms of motorsport.
- Richard STEVENSON** Richard is an apprentice spraypainter who lives in Miramar. He runs a 1981 Ford Laser and is interested in most forms of motorsport.
- Douglas FORREST** Douglas lives in Ngaio and is interested in Speed Events and rallies.
- Dayne BARR** Dayne lives in Seatoun and runs a Pontiac Firebird and a Datsun 1200. He is interested in all forms of motorsport.
- Kenneth McGAVIN** Kenneth is an Automotive Parts Salesman and lives in Tawa. He runs a Toyota Corolla and is interested in most forms of motorsport.
- Michael & Wendy ROACH** Michael and Wendy live in Chartwell. Michael is a Building Contractor. He held a competition licence from 1969 to 1971. They are interested in most forms of motorsport.
- Dennis MACKLEY** Dennis is a Cartage Contractor from Johnsonville. He runs a Mazda and is interested in speed events.
- Bryan & Janice MORRIS** Bryan and Janice live in Lower Hutt. Bryan is a manager and has experience as a navigator. They are interested in speed events, rallies and autocross.

WELLINGTON

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P.O. Box 4142, Wellington

Telephone 892-309

Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

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| PRESIDENT | Lisa Ellingham | 288 523 | 859 085w |
| PAST PRESIDENT | Graeme Robertson | | |
| CLUB CAPTAIN | John Crouch | 788 744 | 729 379w |
| SECRETARY | Andrea McAndrew | 787 934 | 735 236w |
| TREASURER | Jane Black | 687 275 | 660 625w |
| COMMITTEE | Derek Mattingley | 780 484 | 721 661w |
| | Ian Parkinson | 328 695 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Florian Schmidt | 837 362 | 850 809w |

SUB COMMITTEES

| | | | |
|-------------------------|-----------------|---------|----------|
| SPEED | Graeme Toomer | | |
| NON SPEED | John Crouch | | |
| RALLY | Doug Hogg | | |
| CHIEF SCRUTINEER | Lloyd Evans | 764 400 | 767 726w |
| POINTSKEEPER | Helen Jennings | 770 274 | 744 581w |
| MEMBERSHIP | Ian Parkinson | 328 695 | 748 999w |
| MAGAZINE | Florian Schmidt | 863 227 | 850 809w |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

- \$35.00 Ordinary Members and Husband/Wife
- \$20.00 Members under 18 years of age
- \$20.00 Country Membership
- \$25.00 Associate Membership
- (All of the above include Motorsport Capitation Levy)
- \$7.50 Joining Fee for New Members
- (All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Tue 2 May** NIGHT TRIAL — WMSA
May Night Trial starts from the Wellington Car Club, 7.30pm. Documentation from 7.15pm. Entry \$6. All welcome. Organisers are Team FAS Racing, contact Darryl Monk (795-498).
- Sat 6 May** GOLD STAR HILLCLIMB FINAL — NATIONAL INVITE
Run by the Wairarapa Car Club, venue is their popular Admiral Road site. This event is now full. Should feature some of NZ's top hillclimb competitors so well worth a trip over the hill.
- Sun 7 May** GRAVEL SPRINT — NATIONAL INVITE
Run by Wairarapa Car Club at Tea Creek Road. This is the second day of the GSHC final. As per Saturday, but this time on gravel. Once again worth a trip over the hill.
- Sat 13 May** RALLY (AUTOSPORT) — NATIONAL
First round of National Rally Championship, run in Canterbury. 9 stages totalling 170km. Starts 7.30am in Christchurch. Scrutineering at Mainfreight Transport, McAlpine Ave ChCh on Friday evening. Late entries \$200 to PO Box 13008, Armagh, Christchurch.
- Sun 14 May** AUTOCROSS (HVMC) — INVITE
Second round of Kim Naylor Autocross series. Venue is Te Marua Speedway circuit.
- Sat 20 May** RALLY (TAUMARUNUI) — INVITE
Second round of Central Region Rally Series, based in Taumarunui County. 8 stages totalling 135km, all on hard smooth gravel, approx 150km touring. Starts 8am Taumarunui, all daylight. Entries \$90 to May 5, \$125 to May 12. Regs available from Club Captain, or from PO Box 254, Taumarunui.
- Sat 20 May** GRAVEL SPRINT (HCCC) — INVITE
Second round of the WMSA Gravel Sprint Series. Tunnel Gully, next to Rimutaka Railway Tunnel. 1.5km gravel. Scrutineering on day 10.30-11.30am. Entry \$15. Contact: Richard Skilton (636-481).
- Sat/Sun 20/21 May** RALLYSPRINT (RATEC) — NATIONAL INVITE
Annual Ashley Forest Rallysprint, once again covered by TV. Entry \$65 to May 12, \$85 to May 17. Entries limited to 60. \$17,050 in cash prizes, including \$1000 for Canterbury Rallysport Challenge. Regs available from Club Captain, or PO Box 31018, Ilam, Christchurch.

- Sat 3 June** RALLY (SOUTHLAND) NATIONAL
Second round of National Rally Champs. 12 stages totalling 235km, 288km in touring. Some sealed stages, majority forest. Runs 9.30am to 9.00pm approx. One service crew can cover whole event. Entries \$145 to May 22, \$195 up to 27 May. Details from PO Box 736, Invercargill.
- Sun 4 June** RALLY (HAMILTON) — INVITE
Not part of Central Region Series, but invite to WCC members. Based in Waitomo District, all daylight. 145km in specials, all on loose gravel, 40km touring. Entries \$100 to May 15, \$125 to May 29. One service crew can cover all stages. Regs available from Club Captain, or from Chris Ramsey, 2 McKain Place, Hamilton.
- Tue 6 June** NIGHT TRIAL — WMSA
Starts from Wellington Car Club 7.30pm. Documentation from 7.15pm. Entry \$6. Enjoy a cheap nights motorsport and come along. Organiser Team Starlight Express, contact John Lau (699-240).
- 9/10/11 June** MOTORSPORT ASSOCIATION AGM
Hosted by Northern Sports Car Club, Auckland. Our delegate is Jane Black, so contact her now for any remit discussion.
- Sat 10 June** MANFEILD SPRINT (FIAT) — INVITE
Inter-marquee challenge. Regs available from Club Captain nearer event.
- Sat 17 June** RALLY (GISBORNE) — INVITE
Third round of Central Region Series. 6 stages totalling 120km. 176km touring. All daylight. Entries \$125 up to 3 June. Regs from Club Captain, or c/- PO Box 176, Gisborne.
- Sat/Sun 17/18 June** PACE NOTE RALLY — INVITE
Thames Valley and Northern Sports Car Clubs are running NZ's first Pace Note Rally, outside the International. Run under Rallysprint regs. Venue is Tairua Forest, Coromandel Peninsula. Details in last months bulletin. Regs available from Jill Greenland, 3 Hinton Place, Weymouth, Manakau City (266-7983).
- Sat 24 June** RALLY (HAWKES BAY) — INVITE
Fourth round of Central Region series. Regs available from Club Captain.
- 14-18 July** RALLY OF NEW ZEALAND — INTERNATIONAL
40 stages totalling 600km in specials, 1300km in touring. This years rally will include a number of innovative ideas, including special stages designed to attract public interest and exposure. Entries \$880 to May 26, \$1430 to June 15. Regs available from PO Box 62021, Auckland or ph (09) 540-556.

From the Top

Our clubs recent rally in Ohakune had many successes, the major one being an overall win to Mark Jennings and Jim Robb — both Wellington Car Club members. Other successes included an extremely well run event on the day, our ability to run an event "out of town", and the response we gained from sponsors and the local folk in Ohakune/Raetihi. General response from competitors was positive and it looks as if we've begun something of a tradition — if the Ohakune folk have it their way.

My personal thanks is extended to those who travelled there and back, be it once or ten times, in support of an event we desperately wanted to succeed. Over the past 18 months the committee has, on many occasions, discussed the Titahi Bay Rallysprint event and its past history of "troubles". In the main these have included those of a safety nature and the event's inability to break even. We've looked at many of the possibilities an event like this can offer and have now begun to form an organising committee to ensure the event is tried again in 1989. Dates are as set in the WMSA calendar printed earlier this year and as the event committee put their ideas together we'll keep you in touch with its progress.

Membership continues to increase and we are recognising the need to cater for those who are just beginning their motorsport career. We are currently looking at reintroducing a few closed club (i.e. events for Wellington Car Club members only), events to cover basic driving skills and the opportunity to obtain some advice on the skills you want to develop. We'll let you know when we have something on the calendar to suit.

The gravel sprint to be run later in the year is going to be a matter of confirming a suitable venue. The Chartwell roads — although challenging for some — don't quite meet the criteria we're looking for, so — if you've got about 2km of smooth gravel road in your back yard . . . we want your address.

Have a good month.

LISA ELLINGHAM

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Every clubmember who introduces a client which results in either the sale of a vehicle or the purchase of a vehicle, we will pay One Hundred Dollars (\$100.00) commission to the club.

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Ed's Bit

Like everyone else I enjoyed the AC Delco rally, a marvellous event. Thanks very much to the organizers, Paul Campbell's team, my team and the weather.

This month's magazine will provide you with plenty of information, trial and rally stories, fotos of Trentham Rallysprint and the AC Delco Rally.

Happy reading.

FLORIAN

Captains Call

A fairly quiet month on the club scene this May. The Night Trial early on being the club's only event. The Gold Star Hillclimb finals in the Wairarapa should be worth a trip over the Rimutakas. Its not often that the finals are near Wellington, so it's a good chance to see NZ's best hillclimbers in action.

WMSA events this month include the second rounds in both the Autocross and Gravel Sprint series. These are both good events so get out and give them a go. By entering you'll have a ton of fun, and you will be contributing to the Wellington Car Club team for the WMSA series trophies.

It was good to see that the club rally was such a success. I've heard nothing but favourable comments from both competitors and locals, so it all looks good for next year, with perhaps a return to National Championship status. Most of the credit must go to Clerk of Course Barry Lakeman and all his helpers, so on behalf of the club a big thanks to all the people involved for an enjoyable event. Congratulations to Mark Jennings in winning the event. It was good to see a club member winning our rally after several years of 'visitors' taking away the winners trophy.

This years International Rally is beginning to look as if there will be a good sized representation from our club. Currently there appear to be about six likely entrants, enough for 2 club team entries. A quick look at the cars concerned sees that they are all driving one make of car. Quite a MAJOR coincidence. So I guess if they all CRUISE through to the finish they may all become big-time movie stars, something which would make them all feel like a NEW MAN.

Have a good months motorsport.

JOHN CROUCH

NOTICE

Feilding Motel is available for \$18 per night for 6-8 people during the Clubman Meeting at Manfeild. Ample off-road parking. Full cooking facilities or great breakfast service. Covered area with lighting — just right for last minute adjustments. Book by phoning Bob and Gay Shearman (063) 36-837 Feilding or write to P.O. Box 219, 7 Kimbolton Road, Feilding.

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AC DELCO RALLY *The view from car 43*

The A.C. Delco Rally ran around the Raetihi/Ohakuna area on a mixture of loose forest and both gravel and seal public road stages. A good field of over 50 cars entered the event, including at the top of the field the Group A Corolla AE86 of Ross Meekings, the newly acquired Mazda 323 4X4 of Ken Adamson, the Group N Celica GT-4 of Mark Jennings on its first outing, and the front wheel drive Group N Corolla of Joe McAndrew. And right near the end of the field, at car 43, were Doug Hogg and I in a Group A Starlet on our first Rally. While the top contenders were there to win, we had three objections in mind; to finish, to enjoy ourselves, and to learn as much as possible.

Preparation for the rally really only required a thorough check over of the car, a few minor adjustments, an oil change, a quick tune-up and the installation of an intercom. In the week before the rally the suspension and handling were checked out by Wayne McNaught at Auto Alignment. All was okay and the car was ready to our satisfaction.

Graeme Toomer and Richard Taylor offered their services as a service crew, so on the Friday before the event we loaded the car onto a borrowed trailer, connected it to Graemes BMW and headed north (nothing like travelling to ones first rally in a chauffeur driven BMW!)

Scrutineering was passed with the addition of another throttle return spring on Friday evening, and we were all ready for our first rally.

Saturday morning dawned warm and fine as we left the start control and headed for the first forestry stage. We started the stage fairly carefully, and passed a couple of cars stopped in the stage within the first few kilometres. The second stage, a forestry and public road stage, was also taken carefully. This stage included two very steep downhill sections, and it was on one of these that we passed a navigator standing on the edge of the road in the middle of nowhere. Looking back at the bottom of the hill, Doug could see a rather dented Datsun with nothing visible but its upturned wheels on a ledge, about a third of the way down the hill. Both crew were okay, but I think they were extremely lucky to have escaped so lightly.

Stage three was a short fast seal and gravel public road stage. Several crews came to grief on this stage with one particular 90 degree right, at the end of a very fast straight. We were saved by a safety triangle, but several others weren't quite so lucky.

Back to Raetihi and a ninety minute Parc Ferme for lunch. Here we discovered a slowly deflating tyre, so with a quick read of the MANZ book and approval from the Deputy Clerk of Course, we changed the tyre inside the Parc Ferme.

First stage after lunch was another fast mixed stage, this time down Oruakukuru Rd. Having gained a lot more confidence in the car, we went through this stage a lot faster, and it set us up for the remainder of the afternoon. The following stage was a 33km all seal run down Fields Track. Starting behind us here was John deBernado in his AE86GT. Not surprisingly he caught us at about halfway, and it was great being able to follow him (for a few corners anyway!) to watch his lines through the corners.

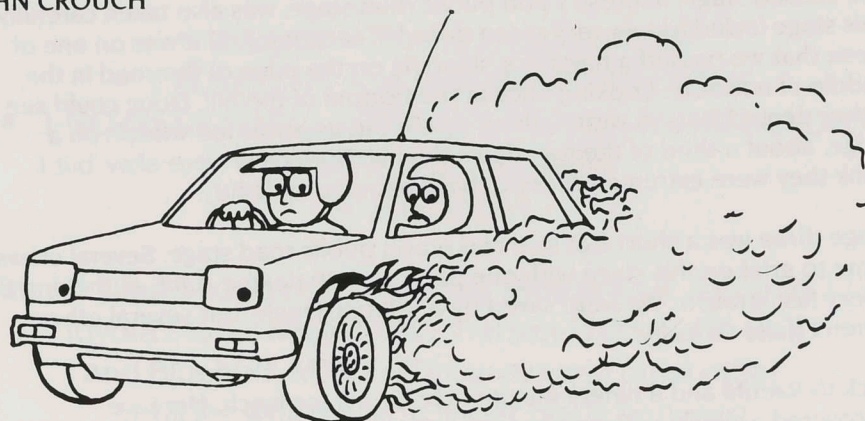
As we pulled into Control at the end of this stage we had our only real drama of the day, a small fire behind the front left hand wheel. What appears to have happened was that the brakes got so hot that the grease within the wheel bearing ignited (nothing like a bit of excitement for the novice rallyist). A short burst from the extinguisher put it out before any damage occurred, then it was a slow trip back to Raetihi where the service crew awaited.

Back with the Service Crew, all that was needed was a bit more grease in the wheel bearing and we were ready for the final two stages. These two went well, particularly the last stage where we could see we were catching the car in front. Never did catch him, but it sure was a great carrot to go faster. After that it was a simple matter of driving back to final Control, and we had our first rally under our belt.

For the record Mark Jennings won with his Celica GT-4 in its debut appearance, from the 323 of Ken Adamson. We finished 25th, not last, but a helluva lot wiser.

As I couldn't have done the Rally alone, many thanks to Graeme, Richard and Tania for servicing, and to Doug for his confident navigating and help in car preparation. Also thanks to David Black for maintaining and selling me an excellent little car which didn't miss a beat all day, and to Barry Lakeman and all his helpers for a great event.

JOHN CROUCH



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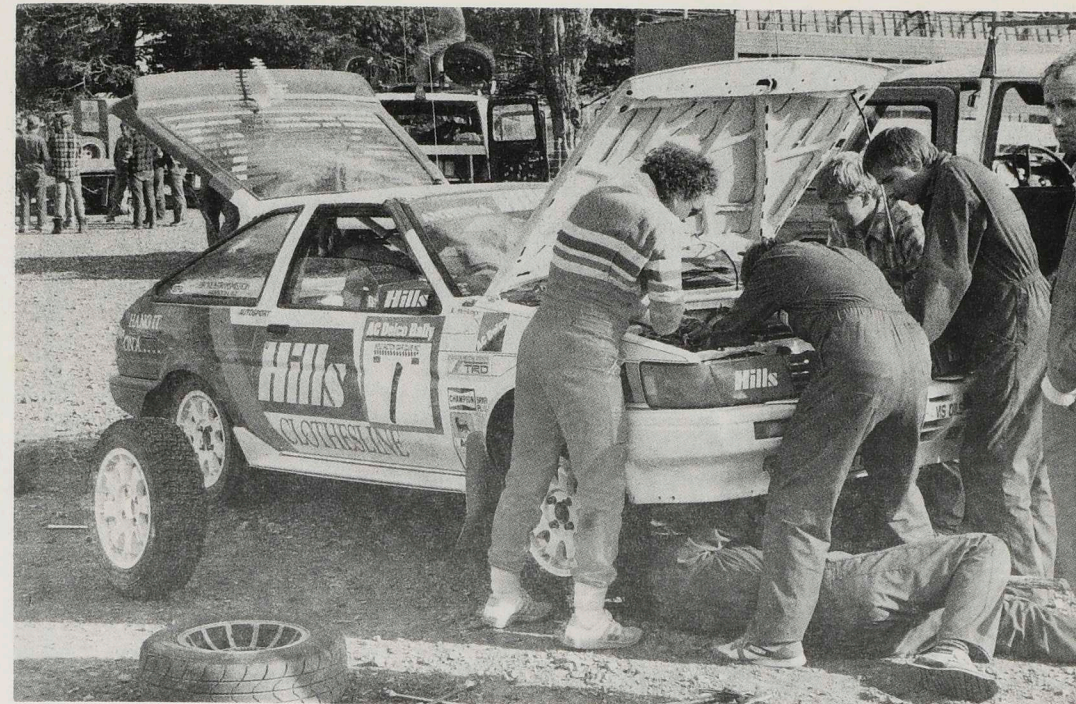
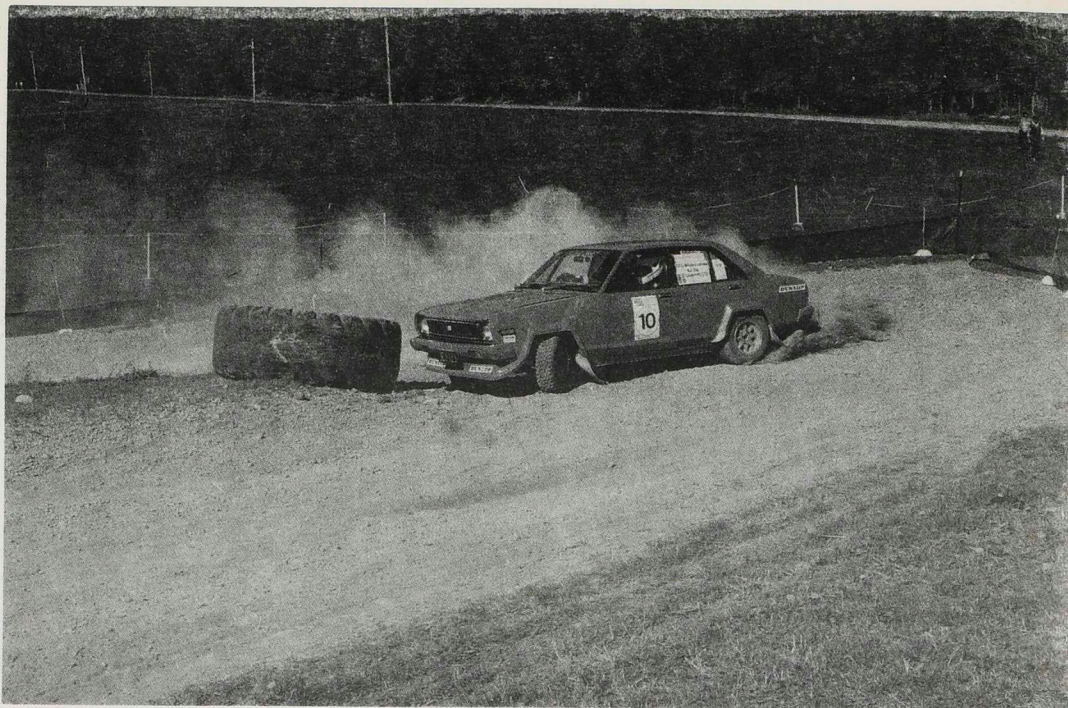
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A few problems for Ross Meekings secured the victory for Mark Jennings at the AC Delco Rally.

THE **SNAP**
2096

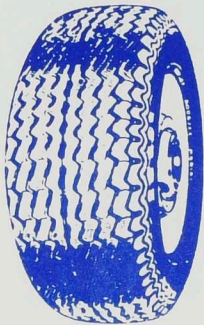
Rallysprint action from Trentham park with winner Dave Barrow, second Joe McAndrew and Peter Torrington (in the dust). **SHOT OF THE MONTH**



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Final Results:

| CAR NO | DRIVER | CO-DRIVER | CAR | CLASS | PLACE O/ALL | CLASS |
|--------|-----------------|-------------------|--------------------|-------|-----------------|-------|
| 1 | Ross Meekings | Colin Smith | Toyota Sprinter | 2 | 3 | 1 |
| 2 | Ken Adamson | Greg Adamson | Mazda 323 4x4 | 3 | 2 | 2 |
| 3 | Peter Grimmer | Debbie Locke | Ford Escort | 2 | Withdrew S/S 3 | |
| 4 | Bruce Herbert | Michael Thomson | Toyota Corolla | 1 | Withdrew | |
| 5 | Joe McAndrew | Mike Wilkin | Toyota Corolla GTi | 3 | Withdrew S/S 2 | |
| 6 | Mark Jennings | Jim Robb | Toyota Celica GT4 | 3 | 1 | 1 |
| 7 | Geoff Argyle | Gregory Davis | Datsun 1600 | 3 | 4 | 3 |
| 8 | Harvey Kibble | Paul Kibble | Ford Escort | 3 | 9= | 5= |
| 10 | Phil Martin | Ross Kelly | Datsun Sunny | 3 | Withdrew S/S 2 | |
| 11 | Keith Stewart | Aidan Bichan | Ford Escort RS | 2 | Withdrew S/S 4 | |
| 12 | Lewis Scott | Sue Scott | Mitsi Galant VR4 | 3 | 7 | 4 |
| 14 | Martin Napier | Stuart Stubbs | Mazda RX7 | 3 | Withdrew S/S 2 | |
| 15 | Chris Joblin | Craig Vincent | Suzuki Swift GTi | 1 | 5 | 1 |
| 16 | Wayne Simpson | Daryl Hintz | Toyota Corolla | 2 | 27 | 9 |
| 19 | Barry Hunt | Martin Hunt | Ford Escort | 1 | 19 | 7 |
| 20 | Roger Brader | Barry Swanerton | Mazda RX3 | 3 | 31 | 8 |
| 21 | Peter Robb | Andrew Green | Datsun 1200 | 1 | Withdrew S/S 6 | |
| 22 | Ray Lord | Mark Spiers | Mitsi Lancer | 2 | 15 | 4 |
| 23 | Squid Morris | Craig McIntosh | Toyota Starlet | 1 | 6 | 2 |
| 24 | Colin Sinclair | John Allen | Datsun 1600 | 2 | 29 | 11 |
| 26 | Brian Terry | Wayne Terry | Datsun P510 | 3 | 9= | 5= |
| 27 | David Black | Jane Black | Toyota Starlet | 1 | 13 | 5 |
| 28 | Kevin Simpson | Bob Vandenberg | Ford Escort | 2 | 14 | 3 |
| 29 | Bob Cooper | Tony Christiansen | Datsun 1200 | 1 | 12 | 4 |
| 30 | Geoff Newton | Steve Newton | Toyota Starlet | 1 | Excluded (late) | |
| 31 | Doug Breden | Marie Breden | Toyota Corolla | 2 | 21 | 6 |
| 32 | Ted Clay | Peter Jensen | Datsun 1200 | 1 | Withdrew S/S 4 | |
| 33 | Rick O'Neill | Tony Paterson | Toyota Starlet | 1 | 24 | 9 |
| 34 | Chris Clarke | Robbo Robertson | Nissan B120 | 2 | 17 | 5 |
| 35 | Brett Redington | Sean Reichardt | Datsun 1600 | 3 | Withdrew S/S 3 | |
| 36 | John Cleary | Stewart Evetts | Toyota Starlet | 1 | 20 | 8 |
| 37 | Paul Campbell | Warren Strand | Nissan Sunny | 1 | Withdrew S/S 3 | |
| 38 | Hugh Marshall | Eva Nicoletatos | Ford Escort | 2 | 30 | 12 |
| 39 | Florian Schmidt | Christian Hribar | Toyota Starlet | 2 | 28 | 10 |
| 40 | Alan Barnes | Chris Lowerson | Mazda RX2 | 3 | Excluded (late) | |
| 42 | Steve Blackley | Keith Davenport | Ford Escort | 1 | 16 | 6 |
| 43 | John Crouch | Doug Hogg | Toyota Starlet | 1 | 25 | 10 |
| 45 | John Debernardo | Steven Payne | Toyota Corolla | 2 | Excluded (late) | |
| 48 | Brett Anderson | Stephen Anderson | Datsun 1200 | 1 | Withdrew S/S 2 | |
| 49 | Vincent Smaal | Kerry Marson | Mazda Capella | 3 | Excluded (late) | |
| 50 | Fraser Wright | Stuart Wright | Toyota Starlet | 1 | 26 | 11 |
| 51 | Grant Brodie | Tim Eddington | Datsun 1200 | 1 | Withdrew S/S 1 | |
| 52 | Craig Halligan | Karl Dixon | Toyota Corolla | 1 | 8 | 3 |
| 53 | Robert Murray | Ross Thurston | Toyota Cor. Coupe | 1 | Withdrew S/S 1 | |
| 54 | Jim Stewart | Steve Symon | F. Escort RS1600 | 3 | Excluded (late) | |
| 55 | Gordon Diggle | Bernie Keith | Mazda RX3 | 3 | 18 | 7 |
| 56 | Jack Herbert | Brent Kennard | Toyota Cor. Levin | 2 | 23 | 8 |
| 57 | Marty Smith | Doug Forrest | Toyota Cor. Coupe | 2 | 11 | 2 |
| 58 | Kim Scott | Tina Harris | Ford Escort | 2 | 22 | 7 |

Pairings

"Hello Fuzzy, this is The Phantom of the Car Club here, would you do a Control on tonight's trial and get a guaranteed six points?"

Despite this blackmail type tempting offer, I opted for the even juicier carrot which was the enjoyment of competing on another trial put together by Mr Walker (* read John Crouch/Richard Blows). Matthew Connor obliged by doing the Control, for which many thanks.

The ASR's had some funny, as in peculiar, bits in them: 1 . . . the trial is plotted entirely on tarmac/seal surfaces, e.g. no gravel, dirt, grass or sand . . . but you are allowed to cross the concrete channelling across the Car Club driveway and a quick check of my dictionary disclosed 'Tarmacadam: a road of broken stone **or** slag covered in tar', and that word slag has a its polite meaning 'scoriaceous lava'. Hmmmm. Missed checks would incur a 10 point penalty except for two (mystery) checks which were worth 5 each as they were two checks for one mistake. Also we were told that if we encountered a second check such as RULER before completing the codes from first check DURTY, you had to finish the DUR from DURTY before doing the RULR. Of course, quite obvious, something there TRAP TRAP TRAP they were screaming out.

Off we went, but hey want are these funny drawings? OK tulip diagrams. No problems as we travelled round the Bays getting checks OFF and COWS. Our odo was only 0.1km different from the plotter's so there was nothing ghostly there, but out in Seatoun we came to a crossroads which was imperfect, i.e. offset, but was it a trap? No it wasn't, but it helped sucker us in missing check YES in the loop straight ahead at the end of Hector Street. Section 2, had an overrider 'Go right at all traffic lights'. Well, we were cruising around Seatoun and got this check UTURN so we did our first U and got CHECK SHOOT right opposite, but then despite the TRAP TRAP screams I told you of earlier when we did the second U turn it was decided not to, or was forgotten to record UTURN to second time and although we got check WOVE for doing the R from the first UTURN check we missed check MIDDLE for not doing the second lot of UUR. Is this what they mean by 'short memory span' or 'not seeing the wood despite the trees'? At least I can say two thirds of the field came adrift at this point, the clever ones who got it right being Mari Atkins (Team Sunbeam), John Lau (Starlight Express), Paul te Punga and Katrina Wood (who I think of as Team Pudding) and John Rapley and Carol Smith (Team Smiley now, but what will they do when Miss Smith shortly becomes Mrs Weston??). A great trap, extremely well done, perhaps I should have done that Control instead.

Over the hill we went to Miramar, via such dubious traps as avoid a sign, a ROAD instead of RD and the spelling of a sign with numeral one instead of a capital eye. We never did find any traffic lights.

Back to Matthew, then into section 3 where the Phantom wanted us to proceed through TUNNEL (ie drive through a sign saying TUNNEL) and then past the airport and the roundabouts in Rongotai to an intersection where there was some concrete channelling across the road whereby we should have got check LPLLR, but old drain brain had forgotten No 1 TRAP TRAP by this time; so had Team Sarc-Aztec who were back in a proper car with a roof on, but we were all in good company, the people in Honda, Puglets, Econovans and Sunbeams also missed it. In fact the whole field missed it. Back to the clubrooms where we had a very provisional set of results and some hilarious banter between Paul and Wayne as to which distance was most likely to be correct. Paul initially won with Wayne being 4th. However final results acknowledged that the 19.3km distance should have been 9.3 km. Thus the results for the first five became:

Team Conroy was not the first
Wayne was not first or fifth equal
Team Cream was one after Team Conroy
FAS Racing was not second
Team Smiley were two behind FAS Racing, and
Team Pudding was two behind Team Smiley.

FUZZIE



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April Night Trial Results

| COMPETITORS | TEAM | POINTS | PLACE |
|--------------------------------|-------------------|--------|-------|
| J Rapley/C Smith | Smiley | 27 | 3 |
| A Mines/A Miet | Honda | 59 | 8 |
| S Monk/D Monk | FAS Racing | 24 | 1 |
| I & B Chapman | Sarc-Aztec | 64 | 9 |
| P Te Punga/K Wood | | 34 | 5= |
| W Gair/D MacDonald | Peugotary | 25 | 2 |
| E Conroy/B Lakeman | Conroy | 30 | 4 |
| J Lau/G Adams | Starlight Express | 82 10 | |
| K Nielsen/T Hermesen | LOST | 106 | 12 |
| B Cullen/S Budd | Cream | 34 | 5= |
| M Aikins/B Edmonds | Sunbeam | 85 | 11 |
| S Diggle/A Hearfield/J Crombie | Disorganisation | 36 | 7 |

Organisers Comments

Due to living a life in the dungeons beneath the Car Club, my eyesight is not as good as it once was. As John thought on the night, the correct length of Section 3 was 9.3km, not 19.3km. All results have been corrected and unfortunately, this has meant some significant changes to the provisional results announced on the night. My apologies to the people concerned.

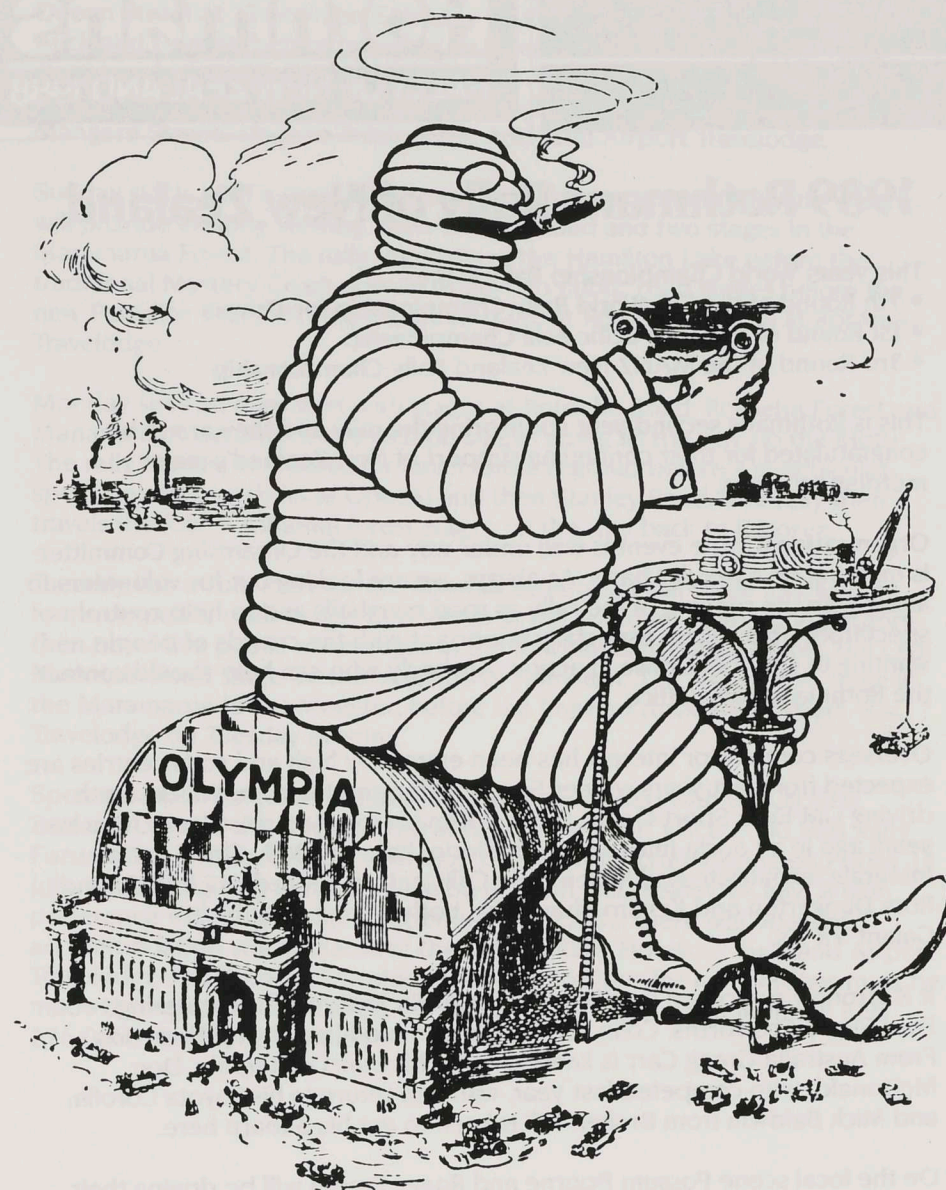
I was a little disappointed that nobody got check LPLLR. A couple of competitors noted the channelling across the road, but assumed that you could go around the other side of the traffic island. A close study of the intersection should convince most people that you can't (however if anybody still thinks I'm wrong I could be persuaded otherwise).

MAY NIGHT TRIAL: Starts from the Wellington Car Club, usual time, usual date. Organisers are the team of FAS Racing comprising Darryl Monk & Co.

Hope you all enjoyed the trial.

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RALLY OF NEW ZEALAND 1988

1989 Rothmans Rally of New Zealand

This years World Championship Rally is the:-

- 7th Round of the FIA World Rally Championship for Drivers
- 1st Round of the FIA Pacific Asia Championship
- 3rd Round of the MANZ New Zealand Rally Championship

This is Rothmans second year sponsoring the rally and they are to be congratulated for their continuing support of New Zealand's major motorsport event.

Organisation for the event is well under way and the Organising Committee is meeting on a regular basis. As always, we are looking out for volunteers to assist with the running of the rally as road marshalls and to help control spectators. This will be especially important with the crowds of people wanting to see Tom Cruise in action. Anybody who can help should contact the Rothmans Rally Office.

Overseas competitor interest has been extremely high and so far entries are expected from last years winner Sepp Haider and Malcolm Wilson, both driving GM Euro Sport Opels; Franz Wittman from Austria, winner from two years ago in a Lancia Integrale; Alex Fiorio, Italy, in a Jolly Club Lancia Integrale; expatriate Rod Millen from California in a Mazda 323 4WD; and Ross Dunkerton and Kenjiro Shinozuka, both driving Mitsubishi Galant VR 4's.

It is strongly rumoured that Jim and son Colin McRae will be entering two Ford Sierra Cosworths, Colin driving the less modified Group N version. From Australia Gregg Carr is keen to enter his Lancia Integrale, Don McDonald, who competed last year, wants to return in his Toyota Corolla, and Mick Baldwin from Broken Hill is keen to get his Subaru here.

On the local scene Possum Bourne and Roger Freeth will be driving their Subaru. Ray Wilson and Stuart Lewis in a Mazda 323 4WD, Neil Allport and Bob Haldane also in a Mazda 323 4WD. Entries are also expected from Warwick Smith driving Morrie Chandler's ex Mazda 323, Marty Rostenberg and Pat Norris in a Toyota Celica, and Brian Stokes in the Ford Sierra 4X4. Tony Teesdale has not announced his plans.

Seventy percent of the route is the same as last year. The rally will start in Queen Street at 12 noon on Saturday 15 July with the first stage being at the Auckland Domain before travelling to Riverhead Forest, two public road stages and a regroup at the Wenderholm ARA Reserve. Two more public road stages follow before returning through the Riverhead Forest to the Mangere Streets stage to finish at the Auckland Airport Travelodge.

Sunday starts with a completely new special stage at Manukau City which will provide exciting viewing, then Twilight Road and two stages in the Maramarua Forest. The rally regroups at the Hamilton Lake before the traditional Mystery Creek special stage, two public road stages before the new Paradise Valley (Mt Ngongataha) stage at Rotorua to finish at Rotorua Travelodge.

Monday sees an 8am start with stages at Rotoehu Road, Rotoehu Forest and Manawahe Road before two demon stages going all the way up the Motu. The rally returns to Opotiki for lunch and a regroup before a spectacular special on the outskirts of Opotiki and then Stanley Road. The rally then travels the four traditional forest stages on the way back to Rotorua.

Tuesday has a 7am start for the Rotorua Streets special stage followed by four new public road stages to regroup at the Waitomo Hotel. Competitors then travel five public road stages in the Kawhai-Raglan area before the Old Mountain Road stage on the outskirts of Hamilton. The last special stage is the Maramarua forest Monster, before the finish at Auckland Airport Travelodge on Tuesday evening.

Sponsorship arrangements have just been concluded with BP Oil New Zealand Ltd and this includes the always popular BP Visco 2000 Plus Rally Forum. This will be held on Thursday 13 July with Scrutineering on Friday 14 July. The Prizegiving Luncheon will be held on Wednesday 19 July. While preference will be given to competitors and crews, there will be some accommodation still available at the Official Rally Hotels — Auckland Airport Travelodge and Rotorua Travelodge. All applications for reservations must be made through the Rally Office, PO Box 62-021, Auckland, telephone (09) 276-0882, fax (09) 276-0881.



DUNLOP

REPORT ON APRIL CLUBNIGHT: It was definitely something TVNZ would want to get their hands on! John Crouch provided a most informative and entertaining description of how you negotiate the cones at a motorkhana. Whilst doing this, he purposefully avoided actual negotiation of the cones he so carefully laid out around the clubrooms which was only proof that although he may now be a truly experienced rally driver (a real sport) he still can't even walk between the cones let alone drive between them.!

Next on the agenda was a verbal report from our clubs competitors at our recent rally. Paul Campbell relayed the story of how he fell off in the first stage, coped in the second and won a prize for the most entertaining withdrawal in the third stage when his brain fell out and he rolled his car. Then Florian Schmidt came along the road and saw Paul in the ditch and took pity on him. Instead of driving past — keen for a good finish place — he stopped & towed Paul out! Why? Because Paul's crew fixed his car the day before the event & he thought he owed it to him. What was wrong with Florian's car? Big, big, job — spark plugs! Wayne Gair told us how he counted down David Black from the official start of the rally — even though David wasn't even at the start line! Finally David got the car started and proceeded into special stage one to threaten the car with a roll. Meanwhile Joe McAndrew had caught someone's dust in special stage two and got so excited he fell off the road in such a way it took 4 4WD vehicles to get him back on. Meanwhile, John Crouch was finding out what a "real" sport rallying is and made it to the end of the event in a very respectable manner.

There does seem to be a common theme amongst our rally lads — brain fade. Congratulations to Mark Jennings, at least someone in the club got the hang of it early in the season.

ANON

MAY CLUBNIGHT: Don't forget next clubnight on the 16th of May!

Classifieds

WANTED: photos of the AC Delco Rally of Car 39, please phone Florian 850-809 wk or 837 362 home.

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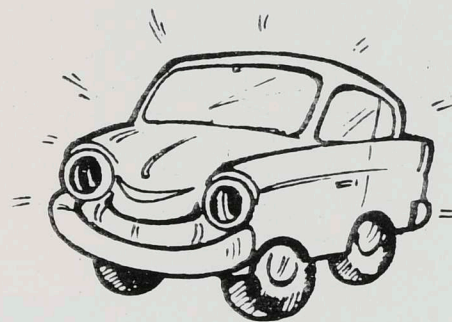
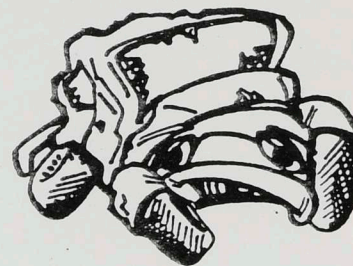


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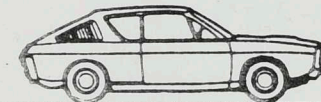
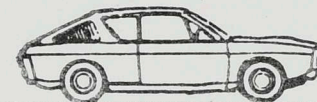
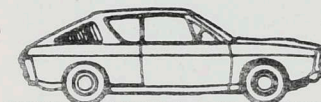
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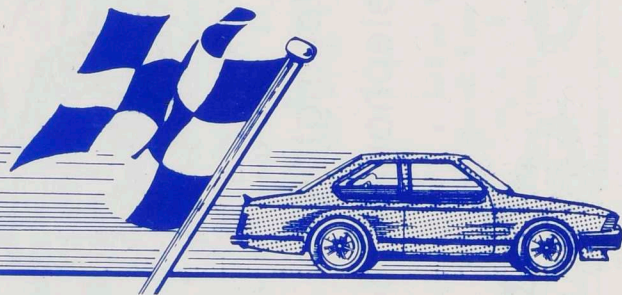
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MOTORING NEWS

JUNE 1989



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

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

RICHARD GOFFIN Richard is a mechanic who lives in Churton Park. He runs a Datsun and is interested in speed events and rallies.

EVAN THOMPSON Evan has 14 years experience as a speed event organiser with the Otago Sports Car Club. He is a Service Manager and lives in Paremata.

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|-------------------------|-----------------|---------|----------|
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| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$35.00 Ordinary Members and Husband/Wife

\$20.00 Members under 18 years of age

\$20.00 Country Membership

\$25.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

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

Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Tue 6 June** **NIGHT TRIAL — WMSA**
Starts from Wellington Car Club 7:30pm. Documentation from 7:15pm. Entry \$6. Enjoy a cheap nights motorsport and come along. Organiser Team Starlight Express, contact John Lau (699-240).
- 9/10/11 June** **MOTORSPORT ASSOCIATION AGM**
Hosted by Northern Sports Car Club, Auckland. Our delegate is Jane Black.
- Sat 10 June** **MANFEILD SPRINT (FIAT) — INVITE**
Inter-marquee challenge. Regs available from Club Captain nearer event.
- Sun 11 June** **AUTOCROSS (WELLINGTON) — WMSA**
Round of Kim Naylor series. Venue is the Autocross track next to Southwards Car Museum, Paraparaumu. Starts 1:30pm. Scrutineering from 12:30pm Entry on day. Organiser Mike Galvin (836-974 H)
- Sat 17 June** **RALLY (GISBORNE) — INVITE**
Third round of Central Region Series. 6 special stages totalling 120km with approx 176km touring. All daylight rally starting from Gisborne Tile & Heating Centre at 8:00am. Entire rally can be covered by one service crew. Late entry \$165 to Tuesday 13 Jun. Entries to P.O. Box 176, Gisborne.
- Sat/Sun 17/18 June** **PACE NOTE RALLY — INVITE**
Thames Valley and Northern Sports Car Clubs are running NZ's first Pace Note Rally, outside the International. Run under Rallysprint regs. Venue is Tairua Forest, Coromandel Peninsula. Details in February bulletin. Regs available from Jill Greenland, 3 Hinton Place, Weymouth, Manukau City (277-7983).
- Sat 24 June** **93FM RALLY (HAWKES BAY) — INVITE**
Fourth round of Central Region series. 100km in special stages, 256km in total length. All daylight rally, starting Leo's Tyres, Karamu Rd, Hastings at 8:30am. Central servicing in Gwavas Forest. Entry \$99 to June 9, \$125 to June 16. Regs from Club Captain or P.O. Box 323, Hastings.

- Sun 25 June** **HILLCLIMB (WAIRARAPA) — INVITE**
Round of Kim Naylor series. Venue is Rangitumu Rd.
- Tue 4 July** **NIGHT TRIAL — WMSA**
Right into the Honda Trophy series, but still a good event for beginners. Starts Hutt Valley Motoring Club, Halford Place, Petone at 7:30pm. Documentation from 7:15pm. Entry still only \$6, duration about 90 minutes. Organisers this month are Team Disorganisation.
- Sat 8 July** **MANFEILD SPRINT (WAIRARAPA) — INVITE**
- 14-18 July** **RALLY OF NEW ZEALAND — INTERNATIONAL**
40 stages totalling 600km in specials, 1300km in touring. This years rally includes many new stages, but follows the same basic route. Scrutineering on Friday at Auckland Airport Travelodge. Entries \$1430 to June 22. Regs available from Club Captain, or P.O. Box 62021, Auckland, ph (09) 540-556.
- Sat 22 July** **CLUBMANS RACE MEET (HVMC) — INVITE**
HVMC Clubmans at Manfeild, open to WCC clubmembers. Further details in next months bulletin.
- Sun 30 July** **GOLD STAR TRIAL (WELLINGTON) — NATIONAL**
First round of the 1989 Gold Star Trial series, run by Wellington Car Club. All daylight trial. Organiser is Paul Te Punga; further details in next months bulletin.

Ed's Bit

It is always great to get regular reports on trials and club events like last months Motokhana. Unfortunately our speed and rally competitors are not so keen on writing about their successes.

Ian Taylor's second place in the national hillclimb championship and Mark Jennings and Joe McAndrew's class wins in the first National Championship rally are well worth talking about.

From now on we have to change the publication date of the magazine from the first week to the second week of each month. After a few technical problems and hold ups in the last couple of months we decided it is much better to shift the date rather than trying to finish it in a mad rush each month. We will try to include the coming events of the first week of the next month in our competition calendar so you don't miss out on them.

FLORIAN

From the Top

If you thought Motokhanas were something of the past then you, along with the rest of us, will be astounded to learn of the record entry of 43 at our recent QEII Park event. We were pleased with the turnout of newer members testing their motorsport skills against others.

The Speed Sub-committee have managed to secure a date for our clubmans in July, running as a joint venture event with Hutt Valley Motoring Club. As it turned out, we could have quite easily run our clubmans on the original May date without conflicting with the Gold Star National Hillclimb Finals as the only other entries permitted for that event were Wairarapa Club members. Had we known this earlier we would have continued with our usual plans, however, often these things don't come to light until it's too late. Information on the clubmans is elsewhere in this issue.

After many YEARS of deliberation, the committee is finally taking the bull by the horns and investigating costs of various timing equipment systems. The money for this project has been raised over and over again and it's about time we actually came up with something to show for it. At this stage we would envisage purchase by the end of 1989, assuming we locate an appropriate system.

Membership is once again tapping on the 300 mark, with several months to go before our year end. Subscription invoices will be issued late June with current membership not expiring until July 31st 1989. This will enable those wanting to compete early in August to arrange issue of new membership cards. Ian Parkinson is now looking after membership (and renewals) so direct your enquiries his way should you have any problems.

The Rallysprint Sub-committee is underway with plans for the Titahi Bay event later this year. The event will once again be run as a National status although this should NOT deter anyone from entering. There's heaps of time for runs and we'd welcome a good entry.

Finally, we are sending good representation to the MANZ Annual General Council meeting early June, with Jane Black and Iain Mollison covering all areas of the sport on your behalf. Jane will be standing for the Rally Advisory Commission and Iain will be standing for the Speed Advisory Commission. If you have any matters you wish them to raise at the AGM, don't hesitate to call them to discuss it. (Jane 687-275, Iain 650-262).

That's it for the month.

LISA ELLINGHAM

Captains Call

It was great to see such a large turn-out at the Motokhana a month or two ago. I must admit a field of 42 cars surprised me. It would easily be the most people I've ever seen at a motokhana. Perhaps its an indication that motorsport is getting back to the grass roots level, and this can only be good for the sport in the future. As I've said before, all top drivers have started somewhere, and club events like Motokhanas, Autocrosses and Sprints are the ideal learning places.

The club have decided to run an Autocross this month, at the Kapiti Autocross track next to Southwards Car Museum. Autocrosses are another cheap and enjoyable form of motorsport, although for these you'll need an ungraded licence, overalls, a helmet and a small extinguisher. Hope to see another good turn-out there.

Another integral part of the club which needs member support is this magazine. It is a vital communication link between the club and its members, so lets all fully utilise it. The magazine editor shouldn't have to rely on his own ingenuity to fill up all these pages. If you've been to an event, not necessarily a WCC event, how about a short write-up. It only takes half an hour one evening (or during a slack period at work when the boss is not looking). Photos are also always welcome. Whenever I go to an event there always seems to be hundreds of cameras and expert photographers around, but rarely do their photos appear in the magazine. Why not get some of those photos into print? Most people enjoy looking at photos, so if you take some good ones you would like to share, let Florian know.

Another area for potential contributions is through Letters to the Editor. These don't have to be serious, but if you have an opinion on the type of events the club runs, the tremendous (sic) coverage given to NZ motorsport by TVNZ, or anything else, then put pen to paper. I was reading in one clubs magazine recently a letter from a new member. It seems that this guy had just put some new 'go faster' stripes onto his car and they didn't work. His letter asked the editor what was wrong; did he put them on back to front, were they upside down, or just in the wrong place? I'm sure Florian would know.

On the subject of lighter reading, a story appeared in a British rally mag of the X-tieth anniversary of a classic marathon run around the Alps in Europe. The rally was full of original Minis, Healeys, Jowetts, MGs, Jags, etc. all recreating the spirit of days gone by in true classic style. It seems however that one particular guy in a Lotus Cortina was having a little trouble with a persistent misfire, which he finally managed to cure by using a condom to hold the rotor arm together. The author of the article was quoted as saying: "Although I approve of such inventiveness, I do not believe this was in the true spirit of the Rally; if this had been a 1950s Alpine, would there have been such a 'spare part' in the car, or would he have been able to readily obtain one in a Catholic country".

Have a good months motorsport.

JOHN CROUCH

Notices

ADELAIDE GRAND PRIX 30 October to 6 November 1989. Motor racing and social activity supreme through Jetsave Travel. Depart Auckland Monday 30 October 8.40 am arrive back Monday 6 November 5.50pm. Reg. form and further info available from Florian.

1989 Rothmans Rally of N.Z.

- June 22 ENTRIES
(Thursday) Final Closing Date for entries and co-drivers details.
- July 13 BP VISCO 2000 PLUS RALLY FORUM 8.00pm
(Thursday) Auckland Airport Travelodge Hotel — Leading international competitor tells of their most exciting (and sometimes forgettable) experiences. Tickets \$8.00 are available from the Rally Office, PO Box 62-021, Auckland. Proceeds to Rally Funds.
- July 14 SCRUTINEERING — 11.00am to 3.00pm
Friday Auckland Airport Travelodge Hotel
- July 15 LEG ONE
Saturday Starts Queen Street, Auckland, 12 noon
 Finishes at Auckland Airport Travelodge Hotel 7.00pm
- July 16 LEG TWO
Sunday Finishes at Rotorua Travelodge Hotel — 8.15pm
- July 17 LEG THREE
Monday Starts at Rotorua Travelodge Hotel — 8.00am
 Finishes at Rotorua Travelodge Hotel — 8.15pm
- July 18 LEG FOUR
Tuesday Starts at Rotorua Travelodge Hotel — 7.00am
 Finishes at Auckland Airport Travelodge Hotel — 7.20pm
- July 19 PRIZEGIVING LUNCHEON — 12.30pm
Wednesday Auckland Airport Travelodge Hotel



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CLUBMANS 1989

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STINK

There I was, sitting at the side of this bit of sealed roadway, minding my own business and talking quietly into my dictaphone, when my peace was disturbed by a large white car complete with blue lights on top of it.

A young uniformed member of the 'force' swaggers up and says:

"What are you doing here?"

"Sitting", says I.

"I can see that, but why?"

"Well, the view is nice and the air is really fresh and smells great — breathe deeply" says I.

"Are we trying to be funny?"

"No"

There was more, but it would only bore you. Perhaps I should explain . . . the place was outside the front gates of the Wellington Abattoir where the view is definitely NOT great and the PONG . . . bloody terrible. The occasion — the May night trial and I was silly enough to let myself be talked into acting as a check for the night, having checked the trial in the first place. The NZ Police politely declined my offer of a time into the Check, but did take the handout. They did not seem too interested in my dissertation on the differences between a trial and a rally — they thought we were doing a rally.

Somewhere in the process of clocking in the various cars I became aware of this incredibly loud noise coming up the gorge which completely eclipsed the trucks which made enough as it was! The noise was a stereo with the remains of a Datsun 180B around it and the members of Team LOST somewhere in attendance. The Datsun seemed to pulse in time with the noise (I hesitate to call it music) and seemed about to drop bits of the body shell. Their pathetic attempt at a "wheely" as they left shortly after was nowhere near as impressive as the display from the white EA Falcon with the lights.

Barry Cullen did his best to blind me with the big red searchlight he has at the bottom of his back window. Most unsporting I call it.

Paul Te Punga was the only entrant to mention the obvious mistake of a somewhat too short odo distance. We had to give him something obvious to complain about in an attempt to keep the peace.

I feel that it is worth mentioning that NOT ONE CREW OBEYED THE HANDOUT INSTRUCTIONS. They ALL did an "N Turn" as they left, completely ignoring the instruction to 'execute a U Turn'. A u is an upside down n I suppose, so it was close, but it shows that all you trialists that think you are doing just great are not even following the most basic of instructions.

I am still left wondering what I have done to Darryl and Sandra to deserve being put next to that horrible STINK, which I am sure is injurious to the health or something.

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THE **SNAP SHOTS** SHOT OF THE MONTH



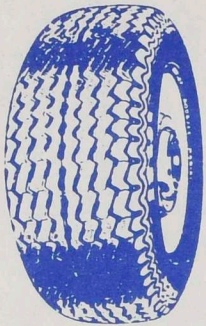
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Those of you that missed the trial or did not even know about them — my sincere sympathy, but you can rectify the situation by coming to the next one. If you are not sure that you could manage by yourselves, come along anyhow. There are enough clots like me that are quite happy to introduce unsuspecting people to trialling.

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Rally Rumbles

NEWMANS RENTALS are extending a 10% discount to all rally spectators on Newmans Motorhomes during the rally. The discount does not apply to stand bond required by all hirers, as this is fully refundable if the vehicle is returned in the same condition. Call (09) 275-0798 or Fax (09) 275-8554 Auckland.

THE HELICOPTER LINE are offering helicopter services during the 1989 Rothmans Rally. Having been involved with this motorsport event by way of providing air ambulance support and filming facilities, they are not in a position to extent their helicopter services to include team and crew support. Central Reservations: PO Box 3271, Auckland Phone (09) 776-551, Fax (09) 774-597.

TRAVELODGE HOTEL, Auckland Airport Travelodge and Rotorua Travelodge. Special Rates and Facilities include — Meals — special menus to cater for rally people. Picnic hampers — for that day on the road. Bars — socialise with fellow rally enthusiasts. All rally reservations must be made through the rally Office.

Rates for Auckland Airport Travelodge Single/Twin/Double \$105 & GST, triple (limited number) \$115 & GST.

Rotorua Travelodge Single/Twin/Double \$85 & GST, triple (limited number) \$95 & GST.

Bookings for accommodation at these venues must be made on booking form available from rally office, P.O. Box 62-021, Mt Wellington, Auckland, Phone (09) 276-0882, Fax (09) 276-0881.

A night at the Trials

— May Night Trial —

Sitting at home in all those dark recesses of the Car Club has been getting to me lately. TV just ain't what it used to be, and the singing at clubnights doesn't compare anymore to my old haunts in Paris. So what is a Phantom to do?

Organising the April Night Trial was fun, and as I was conned into registering for the Honda Challenge series. I thought I might get out and see what modern trialling was like, from the competitors point of view. All I needed was some gullible person to take me.

Rumour had it that Fuzzie Bare had brought some new specs (so he could see all those checkboards on those other streets he misses), and was ready for all challenges. Perhaps if I sneaked into the back of his car, he'd never notice and I'd get a few more points for the Trophy.

Reading the ASR's looked simple enough. Just had to remember to write down all those CHEDK board codes incorrectly and in pencil, so as not to be penalised. Did notice, however, that the words look so much bigger through Fuzzies new specs, wish I'd had them in March.

Managed to sneak into the back of the car without anybody noticing, and then off we went. (To be honest, it took me a while to figure out that Fuzzie doesn't actually go trialling in his own car. He goes with these two nice ladies. Smart fellow.) The usual right at STOP, down through Newtown, past the ODO check and onto the motorway. Seems simple so far. Up the gorge and something different, a left into the meatworks. We had to stop here. Fuzzie got out and gave his time card to a funny guy in a big red Falcon. Then Fuzzie came back, had a think, did a u-turn, and the funny guy in the big red Falcon started laughing. Don't know why, must be some strange trailing ritual.

Oh well, off up the hill and into Johnsonville. Did a loop around Dominion Park St, passed the Macmob mansion, and then got a check for an incorrectly spelt signpost. It seems that they do trialling differently in Peru. Getting this checkboard involved a short circular loop, but we passed the AZTECS (with a roof) going around the other way. Strange that. Must have good mirrors though as they got the check.

Left at REDUCE SPEED NOW, and we came to the end of section Control on a lonely dark piece of road. Once again Fuzzie got out, gave the man in the car his time card and came back.



The next section was a straight forward section. It had been run for the Mazda Boys the night before, and now, Fuzzie said, it was time for the experts. First instruction had us crossing the railway tracks, and then it was off to Mackays Crossing at Raumati to do it again. Luckily we got a delete check just down the road, and we didn't have to leave Johnsonville after all. The rest of the section was straight forward, and it was back to the same Control as before.

Again Fuzzie got out, saw the man in Kermit-green Mazda, came back, had another think (2 in one night!) and once again did a u-turn. This time the man in the car didn't laugh, so I guess we got the finer points of the U-turn right this time.

Section 3 was back to the clubrooms, after remembering that roads with channelling don't exist and figuring out how not to drive through a crossroad. (Fuzzie had to do some more thinking at this one. I think the third time was a bit too much, as he got it wrong and we missed the checkboard).

Driving back to the clubrooms was such a breeze that we drove straight past a checkboard. I think it was when Fuzzie was cleaning his new specs. Anyway everybody else, except Team LOST, missed it as well so we can excuse him for that one.

Back at the clubrooms I managed to get around without anybody noticing. Everyone was full of smiles so it must have been a good trial. Fuzzie didn't win, but I really enjoyed getting out. Might do it again next month. I hear that Econovans have lots of room in the back.

See you there.

Classifieds

WANTED: Experienced navigator, for International Rally of N.Z. July 14-18th. All accommodation, meals, petrol paid. All you need is the entry fee. Write to Box 968, Napier or phone (070) 43-2211.

FOR SALE: Formula Vee. Ex championship car. Well sorted chassis — potential front runner in the right hands. Includes trailer. \$5,250. Contact: Stuart Owers Home 692-014.

WANTED TO BUY: Competitive club car wanted for speed events. Escort of similar. Phone Mike Roach 791-217.

FOR SALE: 1987 Holden Barina GTi GrpN or quick road car. Laps Manfield 1 min 30. Very tidy, would make good road and club car. \$14,750 ono. Tel Liecester Banfield 764-212 H or Mike Galvin 836-974 H.

FOR SALE: Four part worn 165x13 Dunlop R tyres, price negotiable. Tel Liecester Banfield 764-212 H.

The Great Wellington Motokhana

Some people have been heard to say "Motorsport aint what it used to be. I remember when . . .", and stories follow of large fields, great sportsmanship, and how a cheap fun day was had by all.

Well those days are not all gone.

The Wellington Car Clubs Motokhana was held on April 22, on the grass surface of Queen Elizabeth Park at Raumati. The event was the first round of the Stewards Trophy Motokhana series. A great field of 42 people entered the event, coming from 5 different WMSA clubs.

Six tests were run, including the standard Slalom and Clover Leaf tests, three forward and reversing garage tests, and finishing with Ever Increasing Circles. Because of the large field, three tests were run at one time.

Results show that cars with their engines over the driving wheels have a definite advantage. Thirteen of the first 14 places went to this type of car.

Winner of the event was Joe Glover (from one of those 'other' clubs) in a standard 4-door Laser. Last years series winner Andy Mills again produced good form finishing second in a Fiat Uno Turbo, while veteran Alan Harvie came home third in his Corolla GT.

While some were there to win, a lot came to learn and just have fun.

Derek Mattingley appeared in his Holden Premier Station Wagon. As you can guess this car is quite a handful around the slaloms, and backing into tight mini-sized garages just is not what Station-wagons were designed for.

A couple of Escort rally-cars entered on standard road tyres. These turned out to be quite spectacular, getting around many of the tests in true sideways style. One run around the Clover Leaf almost became even more spectacular, with the car getting well up onto 2 wheels at one stage. Almost reminiscent of Mathews Rolling Mini.

Several MG's and a Lancia Delta added a bit of class to the field, but neither really seemed suited to the motokhana. At the other end of the scale, Wayne's little Puglet may not be good looking (who said that . . .?), but it does manage to get around the courses fairly smartly.

Many thanks to the Kapiti Borough Council for the use of the venue, to Allan Mines, Ian Parkinson and his son for doing timing, Ian Chapman for a few extra cones, John Crouch for running the event, and the many others who helped run the event and tidy up afterwards.

Roll on the next Motokhana.

STEWARDS TROPHY MOTOKHANA - ROUND 1

CLASS PLACINGS (CORRECTED 2/5/89)

[illegible]

STEWARDS TROPHY MOTOKHANA - ROUND 1

(Promoted by the Wellington Car Club)

OVERALL RESULTS:

| | NAME | CLUB | CAR | 1(a) | 1(b) | 3(b) | 2(a) | 3(a) | 2(b) | TOTAL |
|----|------------------|------|-------------|-------|-------|-------|-------|-------|-------|--------|
| 1 | Joe Glover | HCCC | Ford Laser | 22.80 | 27.11 | 39.99 | 29.78 | 28.04 | 31.90 | 179.62 |
| 2 | Andy Mills | WCC | Uno Turbo | 24.37 | 27.22 | 40.30 | 31.05 | 26.96 | 30.83 | 180.73 |
| 3 | Alan Harvie | WCC | Corolla GT | 23.33 | 27.08 | 40.20 | 31.45 | 27.61 | 31.49 | 181.16 |
| 4 | John Rapley | HCCC | Accord | 24.17 | 27.07 | 40.36 | 31.53 | 28.11 | 31.10 | 182.34 |
| 5 | K Kitchingman | FIAT | Bambina | 23.92 | 28.12 | 45.52 | 28.17 | 28.08 | 30.81 | 184.62 |
| 6 | Wayne Gair | WCC | Puglet 104 | 23.02 | 29.16 | 41.92 | 31.20 | 27.94 | 32.00 | 185.24 |
| 7 | Ian Chapman | WCC | Mini | 23.17 | 29.66 | 41.58 | 30.51 | 28.77 | 32.37 | 186.06 |
| 8 | Andy Freeman | FIAT | Bambina | 23.55 | 29.04 | 45.02 | 30.93 | 28.41 | 29.32 | 186.27 |
| 9 | Tony Hefford | WCC | Mini | 22.14 | 29.39 | 39.64 | 35.27 | 28.33 | 32.43 | 187.20 |
| 10 | Paul Te Punga | HCCC | Starlet | 23.12 | 29.03 | 40.49 | 33.39 | 27.88 | 33.34 | 187.25 |
| 11 | B Stockbridge | HCCC | Mazda 323 | 24.11 | 28.11 | 41.30 | 31.84 | 29.13 | 32.96 | 187.45 |
| 12 | Mark Spiers | WCC | Sentra | 24.02 | 28.26 | 39.99 | 32.96 | 28.55 | 34.97 | 188.75 |
| 13 | M van Dorrestein | WCC | Mini | 22.15 | 32.76 | 40.90 | 33.64 | 27.50 | 34.64 | 191.59 |
| 14 | Paul Taylor | WCC | Mazda 323 | 25.12 | 28.10 | 40.86 | 34.44 | 28.31 | 35.85 | 192.68 |
| 15 | D Chadderton | WCC | Escort | 26.65 | 29.14 | 43.58 | 32.15 | 29.57 | 34.43 | 195.52 |
| 16 | Nicholas Lush | FIAT | Fiat 128 | 24.55 | 28.96 | 39.52 | 35.62 | 29.88 | 37.30 | 195.83 |
| 17 | Tony Weekes | FIAT | Fiat 127 | 35.64 | 28.08 | 40.30 | 31.97 | 27.94 | 32.93 | 196.86 |
| 18 | John Crouch | WCC | Escort | 24.42 | 29.19 | 43.61 | 36.64 | 29.04 | 34.21 | 197.11 |
| 19 | Martyn Robey | FIAT | Fiat 128 3P | 24.93 | 28.40 | 41.18 | 41.69 | 27.59 | 35.03 | 198.82 |
| 20 | L Hastings | HCCC | Escort | 23.86 | 30.60 | 42.55 | 41.26 | 28.16 | 32.57 | 199.00 |
| 21 | David Newrick | FIAT | Lancia Beta | 26.43 | 30.42 | 43.65 | 34.97 | 28.17 | 35.44 | 199.08 |
| 22 | M Wellington | WCC | Escort | 23.77 | 30.74 | 43.59 | 39.10 | 28.84 | 34.62 | 199.66 |
| 23 | D MacDonald | WCC | Peugoet 104 | 24.37 | 28.59 | 41.27 | 33.61 | 34.40 | 37.94 | 200.18 |
| 24 | Katrina Wood | HCCC | Starlet | 26.83 | 30.87 | 40.58 | 34.94 | 31.07 | 37.24 | 201.53 |
| 25 | Peter Davies | HCCC | Maxda RX7 | 27.05 | 29.27 | 44.21 | 34.76 | 30.88 | 35.78 | 201.95 |
| 26 | Paul Cooksley | HVMC | Escort | 28.14 | 30.15 | 45.02 | 36.50 | 28.11 | 34.74 | 202.66 |

| | | | | | | | | | | |
|----|----------------|------|--------------|-------|-------|-------|-------|-------|-------|--------|
| 27 | David Press | FIAT | Fiat 124 | 26.99 | 31.80 | 42.62 | 34.79 | 29.85 | 36.70 | 202.75 |
| 28 | Keith Nielsen | HCCC | Datsun 180B | 26.77 | 29.93 | 43.56 | 41.61 | 28.47 | 33.95 | 204.29 |
| 29 | Andrew Forbes | | Escort | 27.59 | 28.81 | 42.49 | 31.23 | 27.49 | 47.43 | 205.04 |
| 30 | Dean Gray | MG | MG 1300 | 26.30 | 30.46 | 46.11 | 36.93 | 32.63 | 36.81 | 209.24 |
| 31 | R Stevenson | WCC | Laser Sport | 27.71 | 28.76 | 43.62 | 38.07 | 32.29 | 39.54 | 209.99 |
| 32 | D Christiansen | MG | MGB | 27.46 | 44.14 | 45.67 | 30.61 | 28.69 | 34.94 | 211.51 |
| 33 | Alan Raynor | FIAT | Fiat 125 | 26.50 | 30.64 | 46.18 | 37.13 | 31.62 | 39.90 | 211.97 |
| 34 | V Middleditch | FIAT | Lancia Delta | 26.35 | 27.54 | 43.14 | 42.86 | 30.12 | 42.26 | 212.27 |
| 35 | Doug Hogg | WCC | Laser Sport | 25.52 | 32.57 | 45.33 | 41.21 | 33.20 | 34.79 | 212.62 |
| 36 | Tony Bird | WCC | Mazda 323 | 27.45 | 30.48 | 47.12 | 46.83 | 28.82 | 42.43 | 223.13 |
| 37 | Paul Farfie | HVMC | Holden | 28.02 | 30.94 | 47.24 | 42.06 | 31.33 | 44.43 | 224.02 |
| 38 | Steve Taylor | WCC | Escort | 25.96 | 34.70 | 45.52 | 50.82 | 29.21 | 37.84 | 224.05 |
| 39 | D Mattingley | WCC | Holden S/W | 28.52 | 32.02 | 45.55 | 44.88 | 31.76 | 41.86 | 224.59 |
| 40 | Wayne Tangney | HVMC | Escort | 33.27 | 33.31 | 49.21 | 33.76 | 28.01 | 47.43 | 224.99 |
| 41 | Graham Brown | MG | 1969 MG | 27.17 | 31.80 | DNS | DNS | DNS | DNS | DNF |
| 42 | Eric Haycoop | MG | MG Midget | 25.45 | 39.65 | DNS | DNS | DNS | DNS | DNF |

Tests were: 1(a) Slalom
1(b) Clover Leaf
2(a) Inside Garages
2(b) Outside Garages
3(a) Slalom Garages
3(b) Ever Increasing Circles

Thanks to Alan Mines, Ian Parkinson and son, and Denis Christiansen for timing, Ian Chapman for a few extra cones, and the others who helped with the event and tidy up afterwards.

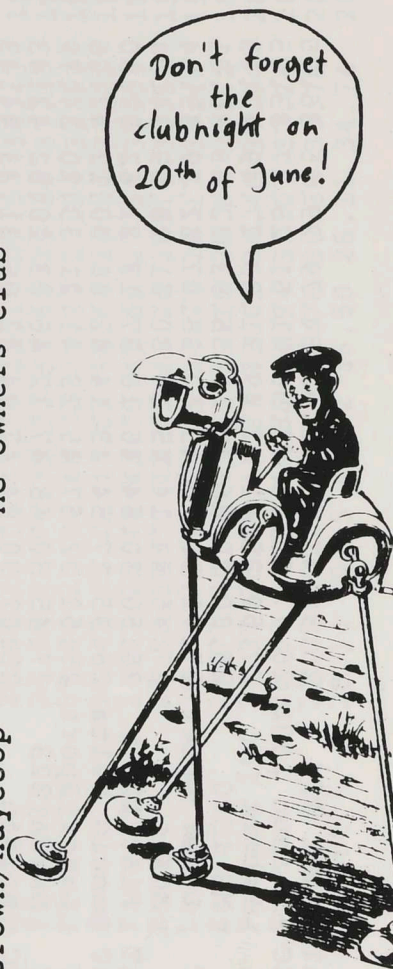
TEAM PLACINGS

| TEAM | CLUB | TOTAL |
|---------------------------|---------------------------|--------|
| 1. Glover/Stockbridge | Harbour Capital Car Club | 367.07 |
| 2. Te Punga/Rapley | Harbour Capital Car Club | 369.59 |
| 3. Chapman/Gair | Wellington Car Club | 371.30 |
| 4. Mills/Chaddern | Wellington Car Club | 376.25 |
| 5. Harvie/Crouch | Wellington Car Club | 378.27 |
| 6. Hefford/van Dorrestein | Wellington Car Club | 378.79 |
| 7. Kitchingman/Lush | Fiat Owners Club | 380.45 |
| 8. Robey/Newrick | Fiat Owners Club | 397.90 |
| 9. Freeman/Middleditch | Fiat Owners Club | 398.54 |
| 10. Spiers/Hogg | Wellington Car Club | 401.37 |
| 11. Hastings/Nielsen | Harbour Capital Car Club | 403.29 |
| 12. Wood/Davies | Harbour Capital Car Club | 403.48 |
| 13. Raynor/Weekes | Fiat Owners Club | 408.83 |
| 14. MacDonald/Stevensen | Wellington Car Club | 410.17 |
| 15. P Taylor/Mattingley | Wellington Car Club | 423.71 |
| 16. Christiansen/Gray | MG Owners Club | 420.75 |
| 17. Wellington/S Taylor | Wellington Car Club | 423.71 |
| 18. Cooksley/Farfie | Hutt Valley Motoring Club | 426.68 |
| 19. Brown/Haycoop | MG Owners Club | DNF |

Gold Star Hillclimb Finals 6/7 May 1989

| Driver | Car & CC | Club | Sealed Venue F.T.D. | Unsealed Venue F.T.D. | Aggregate Time | Class Place | Overall Place |
|------------|-------------|-------|------------------------|--------------------------|-------------------|----------------|------------------|
| R Taylor | Datsun 1440 | WGTN | 57.01 | 96.27 | 153.28 | 1 | 6 |
| G. Vaughan | Hawke 1700 | SCant | 51.51 | 91.82 | 143.33 | 1 | 1 |
| I Taylor | Escort 4600 | WGTN | 54.02 | 90.65 | 144.67 | 2 | 2 |

The winners car is a single seater Formula Ford.



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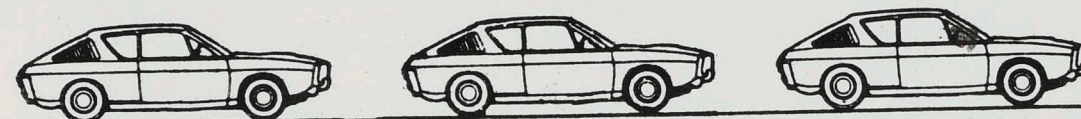
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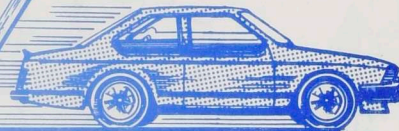
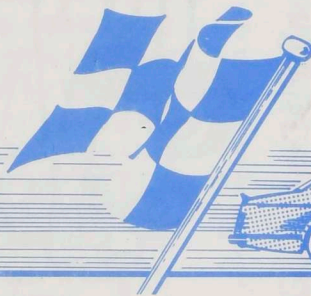
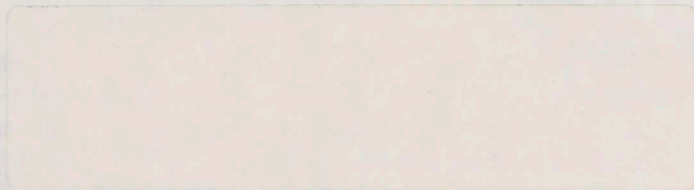
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MOTORING NEWS

JULY 1989



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New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

B.G. CHEW

Lives in Waikanae and rejoins after being a member from 1975 to 1984.

LYNN DE SILVA

Lynn is a public servant and is interested in most forms of motorsport.

PETER DIXON

Peter is a sales executive from Johnsonville. He is interested in most forms of motorsport and has some experience.



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| Andrea McAndrew | 787 934 | 735 236w |
| Jane Black | 687 275 | 660 625w |
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| Ian Parkinson | 379 624 | 748 999w |
| Doug Hogg | 324 758 | 821 653w |
| Ian Taylor | 358 119 | 378 080w |
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|-----------------|---------|----------|
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| Ian Parkinson | 328 695 | 748 999w |
| Florian Schmidt | 837 362 | 850 809w |
| Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

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

Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Subscriptions

Reminder to all that subs are due 31 July 1989. Accounts will be sent out during July and those needing renewed membership cards for events early August should either post their subs back to us as soon as possible or contact Ian Parkinson and arrange to deliver direct to him. As per the 1988 AGM, there is a \$10.00 across the board increase for subscriptions.

| | |
|-------------------------|------------------|
| Ordinary | \$45.00 plus GST |
| Husband/Wife | 45.00 plus GST |
| Junior (Under 18 years) | 30.00 plus GST |
| Country | 30.00 plus GST |
| Associate | 35.00 plus GST |

Coming Events

- Tue 4 July** **NIGHT TRIAL WMSA**
Right into the Honda Trophy series, but still a good event for beginners. Starts Hutt Valley Motoring Club, Halford Place, Petone at 7.30pm. Documentation from 7.15pm. Entry still only \$6, duration about 90 minutes. Organisers this month are Team Disorganisation.
- Sat 8 July** **MANFEILD SPRINT (WAIRARAPA) INVITE**
Entries \$25, accepted on the day. Scrutineering 9am-10am. Details from Doug McEwan (059) 82-388.
- 14-18 July** **RALLY OF NEW ZEALAND — INTERNATIONAL**
40 stages totalling 600km in specials, 1300km in touring. This year's rally includes many new stages, but follows the same basic route. Scrutineering on Friday at Auckland Airport Travelodge. Best field since the demise of Group B.
- Sat 22 July** **CLUBMANS RACE MEET (HVMC) — INVITE**
Combined Wellington Car Club and Hutt Valley Motoring Club event at Manfeild. Features 40 lap saloon race, Ross Gordon Memorial Race for WCC members only. Scrutineering at venue 9am. Regs available from Lisa Ellingham (288-523).
- Sun 30 July** **GOLD STAR TRIAL (WELLINGTON) — NATIONAL**
First round of the 1989 Gold Star Trial and 1989 WMSA Wall Trophy series, run by Wellington Car Club. Starts 10am WCC Clubrooms. Approx 8 hours long. Essential map NZMS 260 S26 Carterton. \$250 Gold Star prize money. Entry \$15 for WT, \$30 for GS, close Thu July 27. Entries to 54 Anne St, Wadestown. FLurther info: Carol Weston (499-0263) or Paul Te Punga (764-039).
- Tue 1 August** **AUGUST NIGHT TRIAL — WMSA**
Starts from Hutt Valley Motoring Club, Halford Place, Petone. Documentation from 7.15pm, first car away 7.30pm. Duration about 90 minutes, entry \$6. Organisers are the Sunbeam Car Club.
- Sat 6 August** **GOLD STAR TRIAL (AUCKLAND) — NATIONAL**
Second round of the Gold Star Trial series. Further info available from Club Captain.
- Sat 6 August** **RALLYSPRINT (WAIRARAPA) — INVITE**

Sat 19 August MIDWAY MOTORS TAUPU RALLY — NATIONAL AND CENTRAL REGION ROUNDS

Held entirely on forestry roads, except for one special stage around Taupo Race Circuit. 200km in specials with about 150km touring. Runs 11.00am to 8.00pm for first car. Entry \$150 to August 4, or \$200 to August 13. Regs available from Club Captain.

Sun 27 August GRAVEL SPRINT (HVMC) — INVITE

Venue is Totara Park. More details, hopefully, next month.

Captains Call

Quite a busy month on the club calendar coming up, with the International Rally, our joint Clubmans event at Manfeild, and the first round of the Gold Star Trial series. Should be something for everyone.

The International looks like it should be a great event, with about 75 cars rumoured to have entered, including 25 from overseas. This easily makes it the best field since the days of the Group B cars, and the competition at the top of the field should be quite close. Well worth a trip north to spectate.

Several crews from our Club are making their way north to compete. Doug and I have decided to give the Starlet its final International fling; the car having already started in 4 previous Internationals. We're obviously not going there to win, but we hope to be there at the finish with the car still in one piece. Other entrants are the Starlets of Davd & Jane Black, and Rick O'Neil, the Corolla FWD of Joe McAndrew, and the Celica GT-4 of Mark Jennings. With at least one WCC club team entered, we wish them all the best.

For the racing and shopping-basket lads, our clubmans should be another good event. Features will include the 40 lap race, and the traditional Ross Gordon Memorial race for WCC members only. As usual we will be looking for a few extra flag marshals and time-keepers, so if you can help out give Lisa a call.

And the final event on the calendar this month is the Gold Star Trial, which will run around the Wairarapa and double as a round of the local Wall Trophy series. This is the first round of both series, and you needn't be a top triallist, or even an experienced one, to compete. Drivers entering the Gold Star series will need a competition licence, but this is not needed if you enter as a Wall Trophy entrant. I hope we will see a good entry from Wellington.

Have a good months motorsport.

JOHN CROUCH

From the Top

The MANZ Conferencer is over for the year with one of the major rule changes being that in 1990 you no longer have to possess a civil drivers licence to compete on a road closed to the public. Without wanting to say too much — I hope not to many of us get beaten by talented eleven year olds who practice in the Woolworths car park while Mums filling up the trolley. A report on the conference will be given by our delegate, Jane Black, in this issue.

We have a couple of new venues in the pipe line, one for a gravel sprint in September and another for autocross and grass track racing. Both of these are of good quality and an improvement on our current venues. More news on these as it comes to hand.

A new trophy is being donated to the club for junior members at gravel speed events. Details of eligibility will be advised in the next magazine but we can tell you that the first year of issue will be THIS YEAR with the trophy awarded at our annual prize giving in February.

After several working bee attempts to prepare and paint the clubrooms we have finally handed the task over to the professionals. Naturally we'd prefer to spend funds on motorsport or equipment for motorsport, but the days of the working bee spirit appear to have gone and we've been left with an account in its place. I don't imagine it will stop there if the world of "user pays" is anything to go by.

And on a lighter note — to those who are off to the International Rally later this month, we wish you well.

LISA ELLINGHAM

JUNE NIGHT TRIAL RESULTS

| Competitors | Team | Total Points | Place |
|------------------|-----------------|--------------|-------|
| Alan Edmonds | Sunbeam | 116 | 8 |
| Sue Diggle | Disorganisation | 289 | 10 |
| John Crouch | Try-Ling | 46 | 3 |
| Keith Nielsen | Lost | 112 | 7 |
| Barry Cullen | Cream | 63 | 4 |
| Alan Mines | Honda | 43 | 2 |
| Murray McGuire | MacMob | 86 | 5 |
| Ken Douglas | A-Team | 104 | 6 |
| Craig Rutherford | Disorganised | 271 | 9 |
| D. Gair | Peugotary | 24 | 1 |

CONGRATULATIONS

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WAYNE HUXFORD

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meritorious racing performance
during the season. The award is
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Executive & Members of
Wellington Car Club

Race three, and Wayne is invited to drive for the South Island racers to make up their numbers in the North versus South challenge. The race was another Wills, Freeth, Huxford and Osborne affair, Don Grindley having blown a motor earlier in the day. Wayne finished third to collect yet another bottle of Chardon wine. Wills won the race with Wayne in another third. Despite the fact that the Capri was going flat over 7500rpm, he recorded his best time of the weekend of 1.10.84.

Back in the pits, and with the rocker covers off, Peter Ziv pronounced his verdict. The car was entering into a terminally ill situation. We all hoped it would rain for race four, as Wayne could beat them all in the wet, ailing motor to boot.

Wayne, being a sensible driver knew just how far to push his car during the last Sports Sedan finale over 8 laps, and came home 4th after Freeth, who had replaced the broken tie rod, Wills & Osborne. Wayne collected yet another bottle of wine, even though he missed out on the prize money.

The car may be re-built during this winter, depending on availability of sponsorship funds and if so should defend his title for the 1989/90 season. And then again, we could see Wayne team up with a top NZ Group A driver in a surprise partnership for this year's Wgton Harbour Race.

Quote of the meeting has to be by Wayne, when spoken to by a reporter after his great win in the wet on the Saturday.

Reporter: "Wayne, did you get the feel of the slippery track and then pull away, did Freeth drop back, or what happened do you think?"
Wayne: "I just beat him."

This shows just how modest this driver is. He has tasted victory with many fine drives, inwardly he must feel great, but on the surface, when he takes his helmet off, all hot and steamed up, you could not tell by the look on his face whether he had won or lost. Everything is taken in its stride.

Wayne Huxford is still Manfeild's own son, the old Master, and he became the idol of many fans at the meeting.

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WE RENT FOR EVERY EVENT

The truck racing/sports sedan challenge which was sponsored by Ian McAffer Trucks and Civic Electronics, encompassed two days. Saturday was very wet. The trucks had been out practicing before, spilling diesel all over the place and dragging mud all onto the track as they emerged from their various off-track excursions. This made things difficult for the Sports Sedan boys.

Driving the first practice session on Saturday in the wet, Wayne recorded third fastest time at 1.22.53 behind Wills and Freeth, and in the second session, as the rain abated, but the track was still damp and slippery, he recorded another third fastest of 1.18.28. This time can be likened to some Group A cars in the dry. Roger Freeth did a 1.16.64.

Wayne's forte is the wet weather. For the 6 lap race, he started third on the grid putting him directly behind Freeth who had pole. On the rolling start lap, and as the light turns to green, all you could see at Coke was a cloud of spray. But Wayne emerges second behind Freeth and continues to haul him in until finally passing the Starlet on lap 4. Wayne drew away to establish a lead of about a third the length of the back straight from Roger, and was never headed.

Wayne wins in the wet, with Freeth & Wills 2nd & 3rd respectively. A masterful drive at times slower than expected at 1.25's.

The win put the crew into an optimistic mood for the rest of the meeting, but the main race day, Sunday, was still to come. The weather was overcast, tending to a trying sun attempting to shine through the southerly cloud driven by the rising wind.

The first race on Sunday saw Wayne again on third grid position behind Wills and Freeth. The race was to be a three car procession, ending undramatically with Wills, in the Epworth Corporation car with a reported \$150,000 engine, first, Freeth second, and Wayne third.

The Capri was now starting to show signs of grey hair amongst the black. Peter Zivkovic put his faithful stethoscope on the engine for a diagnosis.

Race two was a reverse grid affair, a crowd pleaser. Roger Freeth had a lucky escape on the rolling start lap when a tie rod broke as he was coming into the 'esses', but he was towed safely out of the way. Luckily this happened when it did instead of entering Dunlop at 140mph. Wayne started 5th on this reverse grid, came out of Coke in 3rd position, then it was all on between himself, Taylor and Wills. Wayne actually took Taylor in the V8 Chev powered Commodore under braking at Higgins and held a trifle lead until Taylor passed and pulled away down the back straight. The Capri actually braked better, enabling Wayne to gain some ground entering and through Dunlop, but it was to be Taylor's race, with Wayne 2nd and Kieran Wills 3rd.

After this race it was becoming increasingly obvious that the Capri was slowing due to exhaustion and Peter Zivkovic did some exploratory mechanical probes.

IMAC PROMOTIONS

MOTORSPORT PROMOTERS
National Truck & Sports Sedan Racing
June 3rd/4th 1989 — Manfeild

Wayne Huxford and the V8 Capri — NZ Sports Sedan Champion — Manfeild's own son and the master of Manfeild — he wins in the wet but has to bow to Doctor Roger in the dry . . .

Wgton Car Club member Wayne Huxford went to this meeting at short notice with his black monster Capri in which he won the NZ Sports Sedan Championships last season. Most of his old rivals were there. Kieran Wills in the Mazda RX8, Roger Freeth in the scientific Starlet, John Osborne with his RX7 V8, Don Grindley, RX7 V6, and Grant Taylor, who had only bought Jigger Jones's V8 Commodore prior to the weekend, and also proved he was a force to be reckoned with.

The meeting as far as the Sports Sedans went was a sort of North/South Challenge, and for one race Wayne was made an honorary member of the Mainland to make up numbers. Manfeild saw for the first time, the increasingly popular truck racing. Smaller events included two courier van competitions, and two dragster demonstrations, but judging by the large crowd despite dubious weather, it was obvious the trucks were the main attraction. For the Sports Sedan boys, who are also great crowd pleasers, this meeting served as an un-official challenge for the NZ title. Wayne Huxford and the mighty Capri were up at stake.

Both driver and car are amazing. The Capri and motor are ten years old, and must have done 500 racing miles, with little repairs and modifications over the years. The car is powered by a 302ci Chev, is fuel injected, has a jaguar differential and a Muncie 4 speed gearbox, puts out more than 500 horsepower at an admitted 8000rpm, and, being set up for fast circuits like Wigram, would hit 170mph.

Not only is Wayne a joinery craftsman, he built most of the car himself, and latterly Peter Zivcovik, a most tuned on and talented racing engineer has been looking after the car.

Wayne is cool, calm and collected, a respecter of machinery, knows exactly how he wants the car set up, and is an appreciative boss to crew for. Basically a quiet, unobtrusive person, behind the wheel Wayne transforms into one of the finest drivers ever to come out of club racing and into the big time tin tops. He is admired by one and all as a great driver and competitor/rival/friend.

Shell Corolla Rally Team

Round Two National Championship — Invercargill 3/6/89

The rally started at Teratonga race track at 8am in near freezing temperatures. With a seeding of 24 — the lowest I've had in years — we had a considerable amount of waiting around before we would begin the 1st stage — six laps around the track. Memories of the summer circuit were brought back — all we had to do now was 'avoid' the other cars and finish as tidily and quickly as possible. This we did. Now into the 'real' stuff. The 2nd stage was supposed to be a hard and fast forestry road, but it was not to be. After only 5km we passed Mark Jennings stopped on the side of the road, 10km later car 23, an RS2000, was parked up and by the end of the stage we caught car 22 and 21. The Lancia Intergral was also in there somewhere — what a disappointment for Pittams in the Lancia, he brought the car into New Zealand and converted it to right hand drive, took it to Christchurch only to be told it had to be left hand drive to be eligible for Group N. Went back to Auckland and in the three weeks available changed it back to left hand drive and then arrived in Invercargill to complete only one stage.

The 2nd stage was changeable and caught a few out but it seemed to suit our Corolla, we had solved the "boiling petrol" and "no brakes" problems and it was the first time I had felt really comfortable on the gravel.

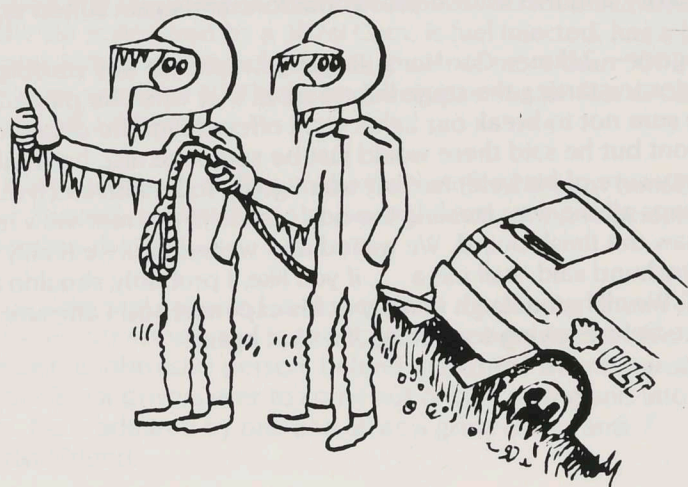
Stage 3 was slippery and icy and as far as the eye could see white with frost. We did a little scrub cutting but generally completed the stage without a problem. Four and five were similar conditions and again suited our car.

On to stage 6 — 24km — Car No. 5 (Roger Townshend) was starting behind us and prior to starting the stage informed us that when he passed us he would be sure not to break our lights etc. I offered him the opportunity to start in front but he said there would just be someone else he would have to pass (pretty sure of himself!) No way was I going to let him catch me, so I gave it heaps all the way, stealing the odd glance in the rear view mirror, until we saw the finish board. We waited and waited until he finally arrived. Later Townshend said "call me a . . . if you like, I probably shouldn't have said that". We all had a laugh (mainly at his expense) and I am sure he will think twice before saying something like that again.

The car was running excellently and after the crew had checked everything we were ready to go to stage 7. Somewhere here someone told us we were running 7th or 8th overall, but we were not sure of the accuracy. Stage 8 — 20km — the first 5km was muddy up-hill, particularly boring in a group N car with no slippery diff or hairdryer under the bonnet. I couldn't wait for the downhill which I knew had to come sooner or later. When it did I was off... well yes off, after a few corners we went off the road and got stuck. I got out and promptly slipped over. Then it dawned on me that we were driving on ice! It was only 2 and 3 inches thick in places and cold as hell. I said to Mike if we don't get out of here we will freeze to death and I wasn't joking. After lots of pushing and shoving and 20 minutes later car 22, running down the field, stopped and towed us out (we will be forever grateful) from there it was flat out to the finish and to the service area. The crew were waiting impatiently and were not impressed as they had just heard on the radio that we were 6th overall before the start of stage 8. A minor incident with a car on the way to this service provided the first dent in my x starlet ???!!

The remainder of the stages were on similar surfaces, ice, pineneedles, mud etc. Heaps of cars falling off and crashing or getting stuck. We still managed to finish 1st in our class and 28th overall and I can honestly say I now know how **not** to drive on ice!

The next event for us will be the Rothmans International, starting in Auckland on July 15. If we can finish as well as last year, 7th overall, it would be excellent. The Shell Corolla Team are looking good, nothing is impossible and we are going to GO FOR IT!!!



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SHOT OF THE MONTH

Watch out for Malcolm Wilson and Gregoire de Merius in the Rothmans Rally.

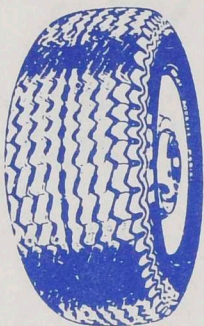
Gordon Diggle and John De Bernado in the Gisborne Rally



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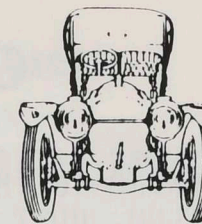
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Would you like to see your car featured?

If you are interested in having your vehicle considered for inclusion, the procedure is as follows:

Send a high quality (preferably professional) transparency or print (accompanied by the negative) to —
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NOTE: Photos must be received prior to June 30 for selection — so do not delay.

All photos will be returned to owners.

Hints for Selection

1. Shots featuring the vehicle in action have dramatic appeal.
2. If the car is being photographed standing still, then background becomes critical. Use your local park, beach/river scene or perhaps the local racing circuit.
3. Only bright, pin-sharp photos suitably filtered where appropriate will be selected.

Now let's see those quality photos of your Montreal, Matra — Simca, Maserati, Maybach, Mercedes, Moretti Monza or Mowog etc., sent to Pictorial Publications at the above address. Those selected can have details of the car and owner included on the calendar, if so wished — it is important that the owners wishes, in this regard, are included in the note to the publishers with the photograph.

Subject to the response to the request supplies of the 1991 edition could be made available to clubs, at wholesale rates for you to sell at a profit to your club.

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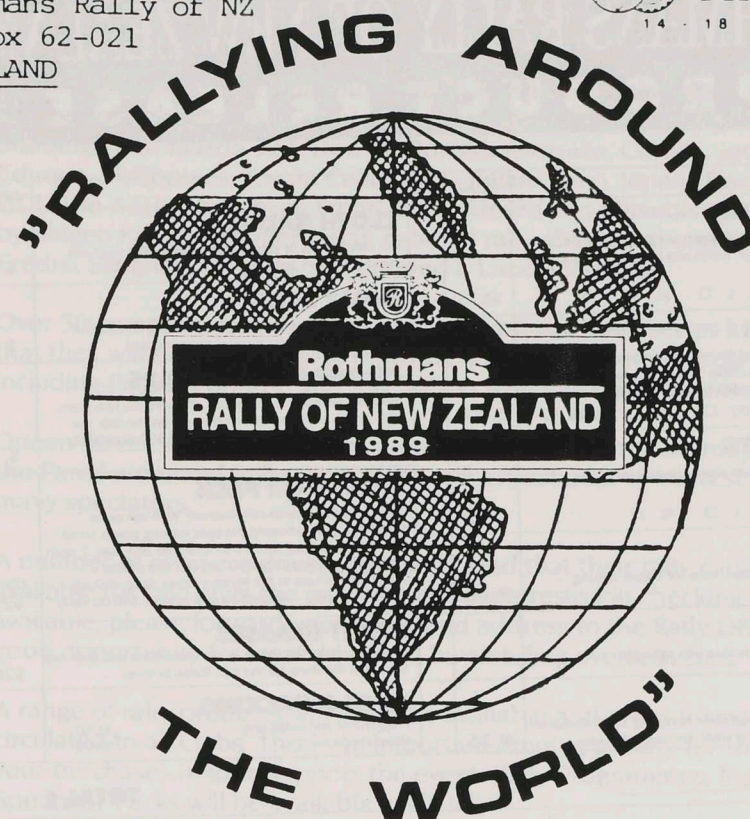
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1989 ROTHMANS RALLY OF NEW ZEALAND

This year's rally looks set to have a record number of overseas entries.

Confirmed Teams are:

GM Euro Sport Malcolm Wilson, and Mats Jonsson

Mazda Rod Millen

Mitsubishi Ross Dunkerton, and Kenjiro Shinozuka

Three Ford Sierra Cosworth's are entered for Jimmy McRae and his son Colin, and Middle East champion Saeed Al Hajri. It is also good to see that a number of previous years competitors are returning, including Simon Subbings, UK, mazda 323; Don McDonald, Australia, Corolla; Jose Armando Eduque, Philippines, Toyota Celica GT4; Tetsuo Sano, Japan, Toyota Celica GT4. The AZUL Team from Japan have entered two Mitsubishi Galants driven by Shigeo Kaneko (former Japan national rally champion) and Kazuo Souma. Fredrik Skoghag, Sweden, has entered a Lancia Integrale.

Over 30 competitors in the New Zealand National Rally series have indicated that they will be entering plus there are a number of other local drivers including Possum Bourne and Ray Wilson who have already entered.

Queen Street, Auckland will be closed for five hours on Saturday 15 July for the Parc Ferme and Rally Start which will attract a lot of interest from the many spectators.

A number of overseas drivers have indicated that their rally cars are available for sale after the rally. If you are interested in checking what is available, please forward your name and address to the Rally Office. This is a good opportunity for local drivers to buy leading overseas cars.

A range of rally products will again be available and order forms will be circulated to all Clubs. This is an important funding activity for the Rally and your purchases help to support the event. Rally Programmes, Maps and Spectator Packs will be available early July.

Once again Marshalls are always needed. Whether you can help by controlling crowds in Queen Street or at a special stage, or by assisting in the Media Room, or as a Radio Operator — if you are interested we can use you. Please contact the Rally Office at PO Box 62-021, Mt Wellington; or telephone (09) 276-0882 for further information.

Roulston Motors Taumarunui Rally

Central Region Series — Round 2

Taumarunui Car Club may only have 26 members, but a combination of good roads and good organisation meant their Roulston Motors Rally on May 20 was an excellent event.

A good field of 54 cars left Taumarunui on a cold and foggy Saturday morning. At the top of the field were the Toyota-backed Celica GT-4s of Brian Green and Mark Jennings, followed by the LHD RX7 of Rotorua's Gregg Taylor. Third and fourth away were the Escort BDA's of Taupo's Peter Grimmer and Hamilton's Kevin Bremer respectively.

Several Wellington crews were there as well, Bernie Moris had a good seeding following his fine AC Delco result, Roger Ellingham started his 1989 season in the Gemini, while the trusty ute of Chris Clarke started a little further back. Steve Hayman debuted the ex Lew Scott Escort, followed by Marty Smith's Corolla and the RX3 of Gordon Diggle. Further back Florian Schmidt and John Crouch were in their Starlets. John De Bernado started near the back of the field in his AE86, along with new member Rick Goffin in a Datsun 1200.

Scattered fog and low cloud persisted around the hills as drivers tackled the 5 morning stages in the back country between Taumarunui and Ohura. Most of these stages had been used in previous Internationals, and the roads were top quality fast smooth gravel, with the exception of the mornings final stage (Opotiki Rd) which featured a long and tight second gear hillclimb near the start.

Stage 1 was a 13km winding road, which most crews tackled with little difficulties. Stage 2 was a little longer and faster, and featured several tricky corners. One particular right-hander near the start caught several drivers out, as it seemed to appear out of nowhere. No-one came to grief, but the deer fence on the outside of the corner had several close visitors that day. The end of this stage saw Marty Smith withdraw with engine problems.

Stage 3 was the longest of the rally, a 27km stage on fast hard-based gravel. This was a stage where top gear was used a lot and it showed in the times with almost 3 minutes separating the top cars from the back of the field. Rumour has it that this stage saw John Crouch put his first ding in the Starlet, from clipping a bank.

The fourth stage was a 9km twisty stage up and over a saddle. This stage saw the demise of John De Bernado, who clipped a bank and rolled onto his lid. Damage was not extensive, but John's rally finished there.

The second longest stage of the rally, the 26km stage 5, started very tight on a narrow uphill road, then opened up down a valley to a fast finish. Real demanding stuff. This was another stage which sorted the men from the boys, with over 5 minutes separating the top cars from the back of the field.

An hour and a half Parc Ferme for lunch back at Taumarunui saw several cars looking a little beaten, testament of the morning's tough stages and the efforts being put in by some drivers.

After lunch three further stages between Taumarunui and Raurimu completed the rally. These stages had again been used in previous Internationals and were a change from the morning, with the hard based gravel giving way to soft pumice in several places. Most crews found these relatively easy going compared to the morning stages, although Rotorua's Gregg Taylor almost had a last minute hiccup. After having niggling problems all day, the RX7 suffered a puncture during the stage. A quick change of the tyre was essential and they drove off the jack, leaving it to the service crew to collect later. Several kms into the final touring they suffered another puncture. With no spare and no jack the only option was to drive back to Taumarunui on the flat. The tyre soon parted from the rim, but they made it back to the final control, with just 8 minutes remaining to exclusion, and one very mangled front rim.

Final results saw a win to the GT-4 of Brian Green from the Group N version of Mark Jennings. Gregg Taylor made it back in 4th, one place behind Peter Grimmers Escort. Bernie Morris finished well in 8th overall and 2nd in class. Roger Ellingham was back in 11th, Gordon Diggle 13th, Chris Clarke 15th and Steve Hayman 20th. Further back a trio of Wellington members: John Crouch 35th, Florian Schmidt 36th and Rick Goffin 37th. There were 46 finishers.

Gisborne & Hawke's Bay Rallies

Unfortunately John Crouch was missing in both rallies, so I have to say a few words about round 3 and 4 of the Central Region Rally Championship.

The Gisborne Rally was the best promoted club rally I have seen, with extensive coverage in their newspaper and on radio. There was a start and finish ramp, a publicity stage and the city council organised free buses for spectators to this spectacular seal stage. There was also some producing a video of the event, filming stage 1 from a helicopter! We had our old Starlet flying, beating John De Bernado's Gr. A Sprinter on Stages 1 and 2 and we were quite happy about the stages, the crew and the car, when suddenly in Stage 3 the throttle cable broke, 12 kilometres away from the service crew!

We couldn't fix it and an attempt to get out in first gear stopped on the next steep hill. I was very disappointed, this was my first DNF, but at least I had a chance to watch stage 5. The rally had a good entry list and it is always a great pleasure to see guys like Ray Wilson, Chris Joblin and Graeme Fraser with their high-tech cars (Mazda 323, new Suzuki Swift, Opel Kadett GSI).

We left the rally car in Hastings and came back a week later, washed the car and got it going just in time for scrutineering. The Hawke's Bay Rally was quite different from the fast Gisborne stages. The rally used forest roads in the Gwavas forest around a central service area. In places it was very steep and rough. It was wet, slippery and foggy all day long and I took it really easy. Probably driving too carefully. I finished a disappointing 46th, 12th in class, but in front of Brian Green's Toyota Celica, Roger Brader's RX4 and Lewis Scott's Mitsubishi VR4! Congratulations to Bernie Morris who borrowed an old 1300cc Datsun Sunny (after doing some expensive motor damage to his Starlet in Gisborne), and finished once again in the top ten! And the winner? Wellington's own Mark Jennings in the Toyota Dealer Team Celica!

FLORIAN

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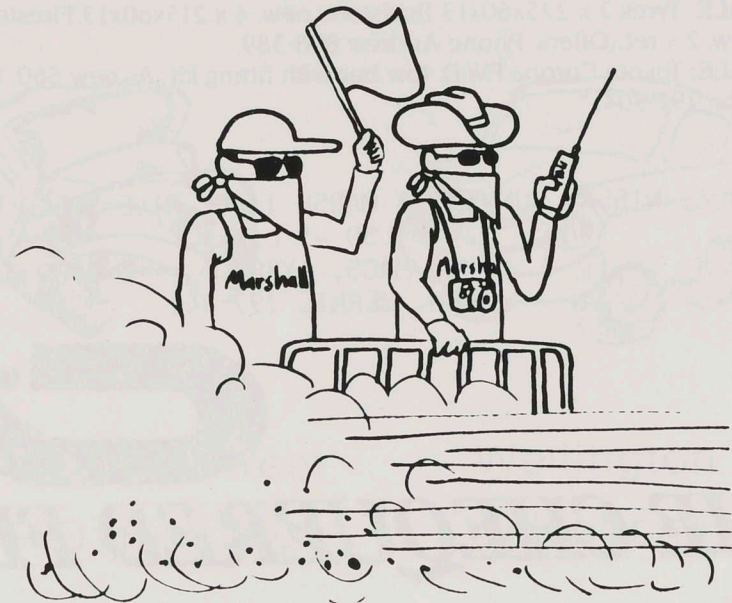
Helpers for Clubman's Needed

Flag Marshalls, Timers, ring Lisa Ellingham 288-523.

Get together with a few frinds and make a weekend of it. If you're already going up to watch, then why not sit in the warm with the timers and have a full view of the track!

Those wanting to join in the usual "Saturday night out" are most welcome. Accommodation has been reserved already so let Lisa Ellingham know how many for how many nights.

Date: 22 July 1989 at Manfield Track



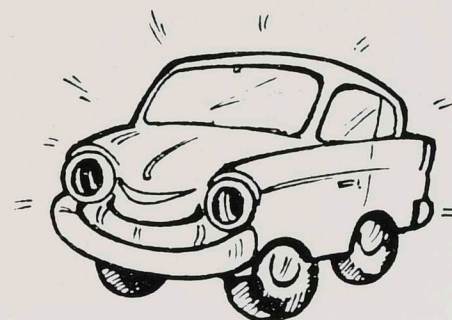


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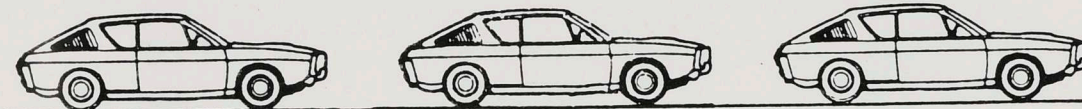
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JULY CLUBNIGHT: PREPARING YOUR CAR Wayne McNaught of Autolign Newtown will be along to speak to us about basic suspension set ups and how to improve general road holding without an extra mortgage. Those who are building their first competition car — or modifying a road — or still wondering what to do . . . this is for you. Will also have experienced competitors speaking on general preparation. Organiser: Graeme Toomer.

Classifieds

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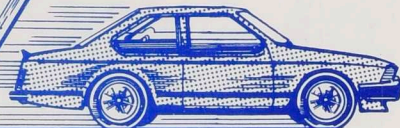
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MOTORING NEWS

AUGUST 1989



Registered at P.O.H.Q. as a Magazine **BULLETIN OF THE
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'Letters to the Editor'

CLUB BULLETIN.

Are we getting our moneys worth? I have just returned from the Rally of N.Z. to find my Club Bulletin waiting for me. I was most disappointed at what I found inside. The first thing I read was that B.Chew has returned to the club. He was a member from 75 to 84. I wondered was he Bob or Brandon Chew or maybe Bartholomew. Perhaps it is Brian, who did a lot for the club when he was an active member. Surely we can have the first name as a courtesy to the man. (or Woman)

What happened to the report on the M.A.N.Z. conference?

It is a pity that the Wayne Huxford article was back to front and I would love to know who wrote the Rally reports. It seems that the Executive or Bulletin staff have some aversion to printing names. A list of the workers on our Raetahi Rally was provided but not published. I hope that all those workers who made the effort to go to Manfeild get there names published. Everyone loves a pat on the back despite what some of the Executive say.

All references to the Rally of N.Z. in this Bulletin are very old news after the event, therefore a waste of money printing it. This includes the rally product Release, as a spectator pack is a bit useless after the event is over.

I am etc Lifer.

WELLINGTON

858-632

18-20 LORNE STREET



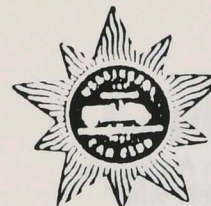
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| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

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Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Sat 5 Aug** Gold Star Trial (Auckland) — National. Starts 9am in Auckland. 7 hour event. Total distance 300km. Entries close 26/7 with late entries closing 2/8. Maps are required and advised in regs (available from John Crouch)
- Sun 6 Aug** Rallysprint (Wairarapa) — Invite. Sccrut/Doc on Sat night in Masterton. Event on Sunday. Venue is Bartons Line, north of Mauriceville, 7.7km. All gravel. Entry \$50 to 28/7, then \$60 to 6pm 5/8. Regs available from John Crouch. Organiser Gavin Henwood (059) 84-776 H. Interclub Series.
- 12 Aug** Sprint at Manfeild (Jaguar) — Invite. Interclub Maque Challenge, contact Barry Woolcott 881-748 H. for regs.
- 12 Aug** Rally (Taupo) — Central Region & National.
- 27 Aug** Gravel Sprint (HVMC) — Invite. No details available at time of print. Contact Paul Hepburn 277-962 H. Interclub Series.
- Sat 2 Sept** Gravel Sprint (Wairarapa) — Invite. Regs available from Gavin Henwood (059) 847-776 H. New event, new venue.
- Sun 3 Sept** Street Sprint (Levin) — Invite. Will be applying to run this as part of the Interclub Duncan McKenzie Series, same venue as last year. Regs from Ken Douglas (069) 87-639 H. *866-84*
- Tue 5 Sept** September Night Trial. Starts from Hutt Valley Clubrooms, Halford Place, Petone at 7.30pm. Documentation from 7.15pm. Entry only \$6. Duration 90 minutes. Good clean motoring action for all, no experience necessary. Organisers: Team Sarc-Aztec, further info from Club Captain.
- 24 Sept** Gravel Sprint (Wellington) — Invite. Regs available at August Clubnight.
- 30 Sept
1 Oct.** Rallysprint (Wellington) National & Invite. Regs available soon.



Captains Call

As I write this, I've only just returned from the International Rally so apologies if it's a bit short. Doug and I had a fairly successful event, finishing at the back of the field with only a few minor problems. With a bit more time I hope to write a short article for next months bulletin, so I'll save all the gory details and rally-lies until then.

Glancing at the coming events, we should have club members competing in the Taupo Rally and the second round of the Gold Star Trial Series in Auckland, so best of luck to those competing. Closer to home WMSA Rally Sprint and Gravel Sprint rounds should interest other club members.

Back on the subject of the International, congratulations to Joe McAndrew on his class win in the Group N 1301-1600cc class, and commiserations to Mark Jennings who after leading Group N for most of the rally saw it slip away on the final stages with mechanical problems. Further commiserations to David and Jane Black who retired on the final day with mechanical problems when they were challenging for the lead in the Group A 1300cc class, and to Rick O'Neill who also retired on the final day after a good consistent drive (in other words we couldn't catch him).

From the Top

I really want to be writing this in about a weeks time as our clubmans is only a few days away and the file of entries would suggest another successful day is ahead. The joint venture organising team, consisting of members from Wellington and Hutt Valley clubs, has worked well towards presenting an enjoyable day for competitors and organisers. I imagine next year we'll return to running our own event on the usual early May date.

Recent developments from WMSA meetings would suggest the street sprint and night sprint events will also become series of their own within the interclub competitions. The numbers of competitors at events has grown dramatically in the past 12 months and looks set to continue on this trend. This is extremely pleasing for the future of motorsport at club level and although the preference should be to view it from a positive angle, it does mean that the days of running large events once every quarter are gone. I can see that we will be looking at a major event every month and this will mean more pressure on organisers, more requests for marshalls and the sacrifice of more of our own precious time.

To those of you who will, month after month, enjoy themselves in their cars in their own time, spare a thought for those standing in the cold with a flag or spending hours and hours preparing for you to enjoy yourself. Maybe the time has come for you to be available now and again.

Great news in our rally circle! (Not to be confused with a sewing circle). Congratulations to International Rally finishers Joe McAndrew (1st Grp N 1600 class/20th overall), John Crouch & Doug Hogg (54th overall), Mark Jennings (4th Group N/15th overall) and Chris Clarke (Navigator for Seiichiro Taguchi 21st overall). David & Jane Black and Rick O'Neill also competed but missed the finish by mere hours. We all look forward to your tales.

Have a good month.

LISA ELLINGHAM

Remember this?

AUGUST 1969 or 20 YEARS AGO

Pre-inflation Club subscriptions were advertised at normal \$5. Husband & Wife \$6. Membership totalled 204. Colin Roberts had his Group 5 1293 Cooper S for sale for \$2500.

New Ideas — The Masport Night Trial was advertised as including a "closed speed" section (non compulsory).

Cars of note — Featuring in the top 10 at Palmer Head sealed Hillclimb were 3 A40's, 1 Anglia Van, and a Fia 500.

People (still around) — Harvey Kibble in the 1293 cc Cooper S won Palmer Head, whilst Mike Galvin in the 1340 Anglia Van finished 3rd. Rick O'Neill ran a Triumph Herald in the 1000-1300cc class at Alexander Road.

New members — included Ian & Peter Jensen, Tom Donovan and Wayne Huxford.

New Event — A tour of New Zealand Breweries was being organised by Pat Tolan (pre breathaliser days).

AUGUST 1979 OR 10 YEARS AGO

Mid-inflation — Club subs had now risen to \$15 (\$15 Husband and Wife).

Great Loss — Ross Gordon was killed in a motor accident. Well known at ALL club events, his name lives on with the annual clubmans race for WCC members set aside for the Ross Gordon Memorial Trophy.

Events — Mark Jennings and Harvey Kibble (Escort 2000's) were beaten by Tony Street at Rallywoods. Colin Taylor won the Wainui Gymkhana.

People — At the same gymkhana W Gair & D McDonald featured (no mention of type of car — thank God!)

Where are they now? — Gymkhana organisers were the Wainuiomata Valley Motorsports Club.

Feature — A club versus Celebrities Gymkhana for Telethon was held in Mercer Street. Gordon Tucker in a V8 Holden finished 4th without collecting a parking meter!!!

Going, Going, Gone — President John Marslin reported the club land at Haywards would hopefully be sold shortly.

That's all for this month.

FELLOW OLDTIMER

Ed's Bit

This issue is rather empty. Everyone, including me, was away to see our fellow clubmembers compete in the international rally. Congratulations to everyone who finished, but especially to John Crouch and Doug Hogg, who competed in only their third rally!!! This proves that even relatively inexperienced, low budget, just-for-fun rally drivers can finish a World Championship Event. Fotos of all competing Wellington Car Club members are available from me.

Good reading.

FLORIAN

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RESULTS OF THE JULY NIGHT TRIAL

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| Kitchingman | 30 2nd |
| Te Punga | 40 3rd |
| Peugotary | 50 4th |
| Conroy | 70 5th |
| Starlett Express | 80 6th |
| Honda | 90 7th |
| A Team | 100 8th equal |
| Webley | 100 8th equal |
| Lost | 140 10th |
| Disorganised | 160 11th equal |
| Country Pumpkins | 160 11th equal |

For the second month we have no write up which is disappointing for us and for both sets of organisers. Surely someone from this club could oblige with something, preferably better than the Phantom's attempts to repeatedly pick on another's disability. Rumour has it only one crew managed to get the check for reading "go left then go right" correctly.

RANGITUMAU HILLCLIMB — JULY 2nd, 1989

This meeting was the first round of the Duncan McKenzie hillclimb championships and attracted a field of 33 cars from Wellington, Wairarapa and Hawkes Bay. Rangitumau hillclimb is a one kilometer long sealed road a few miles out of Masterton. Scrutineering was held at Southey Honda in the centre of Masterton, and pre-race favourites Ian Taylor, John Billington and Peter O'Leary amongst a varied field of horsepower and moderately modified saloons, many of them rally cars.

Ian Taylor, son Richard in a Datsun and John Billington all had their cars decked out in NZ Car Parts advertising. The Taylor Escort, in a livery of green, purple and white, is powered by a 4.6 litre Leyland P76 motor which delivers 300 HP at 5000 revs and has very good torque. The gearbox is a Chev one, with Nissan front suspension and rear axle. Ian holds the outright record at Rangitumau at 33.08 seconds, but this was set in his previous car, also an Escort V8.

Son Richard, who has a good teacher, drives a very fast Datsun 1400cc with which he attained 6th position in last year's hillclimb championship. Richard reported that his car was going well to 7000 revs, but the diff seemed a bit noisy. Most eyes were on John Billington's new club car, a red, white and blue Nissan Sunny with a 240RS twin cam, 16 valve engine, producing about 280 hp at 7500 revs. This ex-rally car also has a dry sump and fuel cell in the boot, and with little trouble could be turned into a circuit car.

The other top contender, Peter O'Leary in his well proven Datsun 1300cc was in a neither confirm nor deny attitude regarding his chances for an outright win, picking Ian Taylor, but Peter does hold the 1000 to 1300cc class record for this hill.

Ian, who has also driven Billington's car, though not in competition, sees this vehicle as being a serious challenge once John gets to know the car. At the moment, John says that the car is still the master. There was one timed practice run and three official ones. Ian Taylor set the pace with a time of 34.16 secs. Ian never seems to make up much time though any meeting, often his practice run is only a couple of seconds away from his fastest run. This Escort is an amazing rocket type projectile. It leaps off the line with no wheelspin and just disappears. Richard's Datsun leaps off the line in similar fashion, and though not nearly as powerful, both of these drivers have practiced takeoffs until they have them perfected.

Peter O'Leary was second fastest with a 36.07 and Richard Taylor a surprise third with 37.50. John Billington had yet to master the take-off, his Nissan either bogging down or producing too much wheelspin, but once he got the car going it was extremely rapid. Hopgood, in the ex-Billington Sunny coupe showed potential with a fourth, and Gaskin in the 5000cc Escort was fifth.

Now, they were into the serious business, and judging from practice it appeared that this meeting was going to be a battle between Taylor Snr, Peter O'Leary, Taylor Jun, John Billington, and Brader in a Mazda. Ian did a 33.48, Peter a 35.49, but John B was still a little off the pace at 37.30.

The timing system failed half way through this run due to a flat battery in the unit at the top of the hill, and apart from one private vehicle wishing to go up then later come down the hill, the event was run smoothly and with no incidents, though some very hairy driving was reported, and some spectators were moved back at the request of MANZ Steward Barry Swannerton.

With the second official run, the pace really hotted up with Taylor setting a blistering 33.23, and only Peter O'Leary could get close to him with a 35.06. Richard Taylor attained a brilliant 35.76 and John B was starting to get it together with a 35.78 sec. It was quite obvious that no one was going to catch Taylors big grunter, but the little Datsuns and JB's Nissan were keeping Ian honest nevertheless.

There is a certain amount of tactic always applied by the top drivers in any sprint or hillclimb meeting. A sort of cat and mouse game, with each wanting to let the other go first, not only to see what time he put in, but also to try and take some psychological advantage. Taylor is a master at this sort of thing, but Peter O'Leary is also a master tactician, with John Billington usually able to pull some surprises out of his hat. One has to bear in mind that JOB has only driven his new 'toy' once before, then he had the misfortune to 'fall over' due to sub-standard tyres on the front.

Young Richard Taylor has to impress. Quiet, unobtrusive and deceptively quick, he just goes out there and drives. This driver must be one of the best up and coming club drivers around today and shows great promise for a racing future.

The third and final round, and after the rest of the fastest five out of the top ten had gone up, it was then up to the big boys to thrash it out. I never doubted Taylor would be beaten, but he would be pushed very hard by O'Leary, Billington and Taylor Jun. And, so the day ended. Ian won with a best time of 33.13, Peter second with a galant effort in his little Datsun with a 33.55, Billington snatched third place from Richard to score a 35.31, more than 4 seconds faster than his practice run, which shows his real Group A experience and aggression.

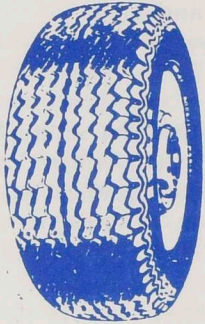
Given a few more drives, John B will be a serious contender at all events with this car which really has so much potential. But my choice of driver of the day has to go to Richard Taylor.

TREVOR JAMES

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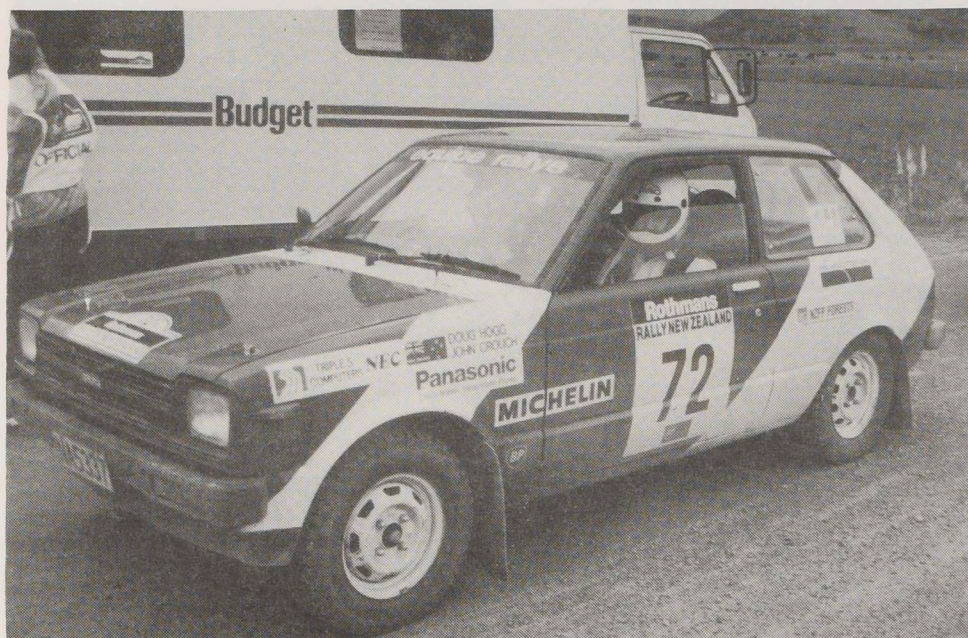
Contact JOHN or DANIE



Surprise N 1 was young Colin McRae in his first Gr A Cosworth Drive to finish 5th.

Surprise N 2 was the excellent performance of Saeed Al Hajri, who never competed on sealed stages or rain, fog and mud before and finished well in the top ten.





THE SHOT OF THE MONTH

John Crouch/Doug Hogg finished 54th
Joe McAndrew/Mike Wilkin finished 20th overall, first in Gr N. 1600cc.

Rick O'Neill/Tony Peterson and the Blacks had to retire on the fourth day.





Mark Jennings/Jim Robb were leading Gr N for 3½ days only to have turbo problems just before the finish, 4th in Gr N, 15th overall.

Opel impressed everyone with their great service setup and their battle for third place.



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**PRESIDENTIAL ADDRESS TO THE 42ND ANNUAL GENERAL COUNCIL
MEETING
GIVEN BY M D CHANDLER**

Perhaps a few thoughts for the future. I would like to start where perhaps traditionally it is the place to finish and that is with a vote of thanks to all the various officials, stewards, technical officers, and all of our people in the field who I believe have worked well to the best of their ability to make ur sport prosper during the year.

Our technical department I know has had some very difficult times and have been working to improve and I'm sure, and in fact I know, they have been successful. The same with our stewarding department they have just completed a series of training seminars throughout the various parts of the country to, shall we say, to brush up on the skills of stewarding and help to identify the problems, and that takes a lot of time and organisation.

I would like also to record a vote of thanks to my fellow Executive for the work they have put in during the year and also to our office and administrative staff. We all keep hearing people raising the matter of the letter that hasn't been replied to or the matter that hasn't happened that should happen and whilst I accept that these situations do occur, and perhaps shouldn't occur, I also know some of the problems that a very small staff have to deal with and by example our associates in Australia who are running an equivalent type of thing have a staff in the order of about 24 people, by the time you take their national office and their sub-offices into account. We are doing it with three. Sure we haven't got the same number of members but never the less perhaps, I won't say justifies but perhaps shows reason why some of these things have dropped down the cracks which shouldn't drop down the cracks.

We have also been through a few changes round our administrative staff during the year and amongst our typing and accounting staff and that hasn't helped our situation either, so I would like to record my thanks on behalf of all of you to all of these people.

Perhaps it is also appropriate to thank the commercial sponsors who have continued to support our sport, very important to us, companies like Shell, Dunlop and Ford, particularly. Those three have been with us for many many years. Rothmans who have joined us more recently again and Benson & Hedges and of course the many sponsor organisations at a regional level that make it possible for us to do the things we do.

Our major championships I believe, are very successful, a lot of it because of the work put in behind the scenes by some of your administration people to make them successful and they're perceived by the public to be successful, and I think that is probably the important thing, so that at least we are achieving an acceptable standard out in the market place, — well received by media — well recognised by media and that in itself is a big help when you go to knocking on the doors of sponsors trying to achieve some degree of financial support.

If in fact the sport has a high profile, it is regarded as being well and properly organised and I believe Motorsport is very much in that position. Even down at our basic club level I believe the sport is strong, you have only got to look at all the club magazines to see what's happening, there is a lot going on out there and there seems to be a lot of enthusiasm, I just hope we can keep it all up. We will be debating that a little later I'm sure in the subject that has been put on the Agenda for later this afternoon when we are talking about moving forward into the future, I am sure that will give us some very invigorating debate.

Having spoken then about all this high level of activity, I have to say that that is not reflected in our accounts.

If you examine the accounts closely what you will find is that almost nobody is paying the \$7 membership unless they actually have to do it because they want a competition licence. Now the structure that has been put in place which I thought was being operated — and maybe the Executive is to blame for failing to educate everybody — is that to compete in any form of motorsport whatsoever the first requirement was that you had to be a member of the Motorsport Association, followed by being a member of a club and it would appear that very very few people are members of this Association and it would also appear that all the clubs are not worrying about that at all. Now you may also recall this was introduced to get over the capitation levy system which we had in place which was perhaps identified in the eyes of some as penalising people into paying a fee to a National body when in fact they weren't using the services of that body and I'm talking about shall we say the social members the people who never compete in any form of motorsport whatsoever but are social members and they were paying into the National body because the capitation levy was structured that way. One of the reasons for moving away from that was to make it possible for some of our fringe clubs, for the want of a better description, to justify to their membership why they should belong to the Association without having to pay to the Association fees for members who gain no benefit from it. The way around that was to introduce this membership scheme, it is not working, we are going to have to look to find out why. My quick assessment after identifying this and trying to do some arithmetic, is that the sport has suffered to the tune of approximately \$20,000 in the last 12 months through money not gathered through our membership system and I have to look to all you delegates and ask you all to go back to your clubs and ask why you are running your sport without the competitors being members. I accept this Association's top table needs to take some of the blame, we obviously haven't done a very good job of education.

The other area we have of course, is that of levies on competition, or the competitor levy, which was introduced again in recognition of the user pay system so that those who use the sport contributed a little to the cost of running it through a small levy which was collected with each entry fee. I am confident there are a number of these collections either (a) not being made, or (b) not making their way to the Association office. It seems as though we may have to look again some draconian ways of controlling this in the future. I hope this is not the case because ideally we want a friendly working atmosphere for our sport, we don't really want to be there all the time with a heavy hand auditing club's accounts, auditing entries and things of that nature just to prove that everybody is being honest.

At the end of the day ladies and gentlemen you are cheating nobody but yourselves. You're not cheating the Association, you're not cheating MANZ, you're cheating yourselves because the Association then has to come back to you and say, well guys, we're fifty grand in the red, you had better all put your hands in your pocket and find some more money.

So really all I can do is encourage you please, to work in the way the structure is set up, if you don't like the structure this is the occasion to change it.

During the year there has been the introduction of Ian Snellgrove in his role as Motorsport Manager. Ian tells me he is more and more used for seeking of technical advice from our membership. I think this is good, it's a part of the service that the sport is providing which our members are recognising and using. I think that's something that we can say we have done well.

Another item I believe we have done well and we can say is working very very well for us is our Motorsport Newsletter. You see the cost of it when you look at the accounts it's quite high. I have to say that since we've had it, our communication has improved out of sight and there are no plans at all in the future to dispense with it. We plan to improve it, we plan to continue to do this and I think it will be a very good way of maintaining communications between us and our members. I would like to pay tribute to the office for the effort that they put in there in amongst all of their other daily things and Ian's task in particular has been that one.

The training programmes for officials continues to be a very high priority for your Executive, quite a lot of our financial resources are placed in that area. This year we ran a training seminar for "Clerks of the Course" in an endeavour to try and get common thinking, try and perhaps avert some of the problems which have traditionally ended up, first of all on the stewards tables and ultimately in the appeal courts by perhaps making sure that the decisions taken in the first place are correctly and properly done, because inevitably that's what happens, when they are not correctly and properly done.

Although the decision may be correct it provides a check for the person to whom the decision is against to use that check to take the matter further, so as soon as we don't follow the very rules we talked about much earlier today — leave a small hole — that is the time when the person who doesn't like the decision they got even though it may be right uses that check to make further progress and I guess I have to say consume more of our funds. So the training of our stewards, the training of our technical people and the training of our clerks of course is being dedicated to the purpose of making sure that everybody understands and works within that system. The next step is we are now looking at introducing the competitor liaison officers to the next training programme for clerks of course for the purposes of again trying to help them understand as the intermediary, if you like, between the competitor and the organisers, as to what is supposed to be happening within the system and how it is supposed to work and perhaps we say try and diffuse the problems before they end up in the Court of Appeal.

The competition licence system, easy to get, easy to lose, is certainly easy to get. The easy to lose part isn't working very well yet. There has been some criticism of the easy to get part. I still believe it is in the best interests of the long term accessibility to our sport to the people to have a licencing system like that and I have been talking with our stewarding department and in fact some new rules have just recently been brought into place to make it much much easier to lose your competition licence for poor driving particularly, that's the main objective or other lesser areas of misbehaviour within the sport. We will be working a lot harder on that during the coming year so that your competition licence whilst it's easy to get is an item of value and if it's abused then in that case the fellow competitors are protected because that licence is removed from the abuser.

Perhaps finally the question I have been asking myself over the last few weeks, is what's happened to all the Mavericks of our sport, what's happened to all the people that used to come along to Conference and give us a degree of stick, give us a degree of challenge and come up at the same time with some ideas. Not a long drawn out dissertation, for people who whilst they are Mavericks are prepared to work within the system, prepared if they don't like the system to get about and change it rather than go outside it and say well I don't like the system, you lot can go and jump in the lake I'll go and do my own thing. There is a degree of that happening as well. What I'm saying is I'm sure amongst you all, there are Mavericks who aren't satisfied with what's going on at this table, I want to know why you aren't wanting to be here. We really need that sort of input, we really need these sort of challenges, and I'm sure amongst you these sort of people exist. On that final note I will thank you all.

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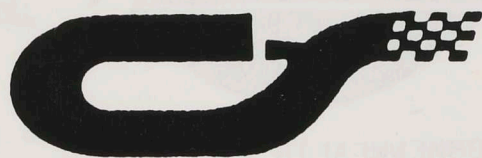
If you have any questions phone Lisa, but you will really have to come along and see for yourself !

AUGUST CLUBNIGHT: If you ever wondered how someone like Ian Taylor ever got started in motorsport, then this is the night to find out. Ian promises to "reveal all" — DON'T MISS IT!!!

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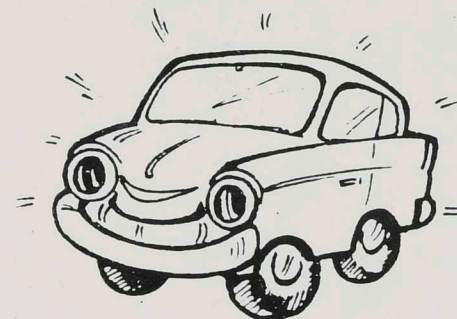


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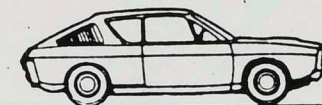
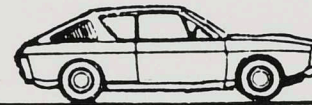
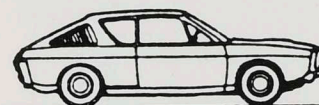
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Sept
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New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

- ANTHONY McLUSKE** Anthony is a Bank Officer and has belonged to a saloon & stock car club and the Northland Car Club. He is interested in most forms of motorsport and runs a Corolla Van and an HQ Holden Kingswood.
- CHRIS CAMMISH** Chris is a Butcher and lives in Miramar. He has five years experience in motorsport and also belongs to the Capri Car Club.
- TONY BIRD** Tony is a Process worker from Tawa. He runs a Mazda 323 and is interested in most forms of motorsport.
- MARK STEWART** Mark is a sales rep from Upper Hutt and has experience in motor cross. He also belongs to the Wellington Trail Riders Club and is interested in all forms of motorsport. He runs a Corolla
- IAN MacLEMAN** Ian is a carpenters apprentice. He is interested in all forms of motorsport and runs a Capri V6.
- MICHAEL RYAN** Michael comes from Newlands and is occupation is as a Commercial Cleaning Contractor. He runs an XB Falcon Ute, FB Holden.
- BRYCE BIGGS** Bryce is an Account Manager and lives in Churton Park. He has had some experience in gravel sprints and hillclimbs in Otago (some time ago) and is interested in all forms of motorsport. He runs an Escort RS2000.
- BRYAN TAYLOR** Bryan is a student who lives in Strathmore. He is interested in all forms of motorsport.
- WILLIAM COTTLE** William is a shop owner in Wellington South. He runs a Lotus 7 and a Mitsubishi Cordia. He also belongs to the Levin Car Club and Club Lotus.



WELLINGTON CAR CLUB (INC)

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| | Ian Parkinson | 379 624 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
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| | Florian Schmidt | 837 362 | 850 809w |

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|-------------------------|-----------------|---------|----------|
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| NON SPEED | John Crouch | | |
| RALLY | Doug Hogg | | |
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CLUBROOMS

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

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Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Tue 5 Sept** **SEPTEMBER NIGHT TRIAL — WMSA**
Starts from Hutt Valley Motoring Club, Halford Place, Petone at 7.30pm. Documentation from 7.15pm. Entry \$6, duration 90 minutes. Organisers: Team Sarc-Aztec.
- Sat 9 Sept** **MANFEILD SPRINT (CAPRI) — INVITE**
Inter-Marquee Club Challenge Series. Regs available from Robin Briggs (861-831H) or from Club Captain.
- Sun 10 Sept** **WALL TROPHY TRIAL (HCCC) — WMSA**
Starts 1.00pm Percy's Reserve, Petone, bottom level off SH2. Duration approx 3.5-4 hours. Trial will be designed to be very clean and will be ideal for those just starting out in trialling. No mapreading. Entry fee \$10, enter on day. Further info available from Club Captain.
- Fri/Sat 15/16 Sept** **DAYBREAKER RALLY (MANAWATU) — REST NAT**
Final round of 1989 Central Region Series. Starts midnight Friday in Palmerston North, finishes 2.00pm Sat in Taihape. Rally runs in reverse to normal, but still features all those trademark stages. Entries \$150 to Fri Sept 1, late entries to 14 Sept (\$50 extra). 14 special stages totalling 260km, 520km in total. Meal break in Taihape at about 6.30am. Regs available from Anna Hammington (063) 35-712 or from Club Captain.
- Sun 17 Sept** **MOTOKHANA (LEVIN) — INVITE**
Round of Stewards Trophy Series. Details from Club Captain.
- Sat 23 Sept** **MANFEILD CLUBMANS — HAWKES BAY**
Invite to WCC members. Entries \$30 to Wednesday 20th September, \$40 to 10am day of event. Regs available from Club Captain.
- Sun 24 Sept** **GRAVEL SPRINT (WCC) — INVITE**
Venue is Mill Road, Ohariu Valley (behind Johnsonville). Scrutineering and documentation at venue 8.30 to 9.30am. Start 10am. Practice and three timed runs. Entry \$20 on day. Further info from Lisa Ellingham.
- Sat 30 Sept** **MANFEILD SPRINT (FIAT) — INVITE**
Rond of Inter-Marquee Club Challenge Series. Details available from Martyn Robey 692-048 H.
- Sat/Sun 30/01** **RALLYSPRINT (WCC) — NATIONAL**
Venue is Whitiera Park, Titahi Bay. 3km sealed surface of challenging corners and brows. Entry \$80.00 to Friday 22 September. Late entries only at organiser's discretion. Regs available Jane Black.

- Sun 01 Oct** **WALL TRIPHY TRIAL (HVMC) — INVITE**
Third round of Wall Trophy Series. (This event may have a date change, further info from Club Captain).
- Sun 01 Oct** **GOLD STAR TRIAL — NATIONAL**
Round 3, run by RATEC Canterbury. Regs available from Club Captain.
- Tue 3 Oct** **OCTOBER NIGHT TRIAL — WMSA**
Organisers Steve Budd and Barry Cullen. Starts Wellington Car Club, 7.30pm, documentation from 7.15pm. Good clean motoring fun. More details available from John Crouch.
- Sat 7 Oct** **GOLD STAR TRIAL — NATIONAL**
Round 4, run by Marlborough Car Club. Regs available from Club Captain.
- Sun 15 Oct** **GRAVEL SPRINT (HVMC) — INVITE**
Venue is Knob Ridge, Totara Park. Gravel Surface approx 4km long. Scrutineering and documentation 9-9.30am at gate at entrance to venue (west and Tacoma Dr, Totara Park). Gate at entrance to venue will be locked at 10.00am, all competitors and service/spectator cars will travel to event start in convoy. Contacts Dave Davies (267-142) or Paul Hepburn (277-962).
- Sat 28 Oct** **AUTOCROSS (HCCC) — INVITE**
Round of Kim Naylor Series. More details next month.
- Sun 29 Oct** **BRAILLE TRIAL — INVITE**
Yes, its that time of the year again. Mark it on the calendar and help the club with its contribution to Braille Week. More details next month.
- Sat 4 Nov** **MANFEILD CLASSIC CAR RACE MEETING — NATIONAL**
Practice on Friday afternoon, racing on Saturday. Races for classic and marque cars, historics, Porsches, etc. Entries \$60 to Sept 29, \$85 to Oct 12. Regs available from John Palmer (686-295 H) or Craig Swift (787-368 H).
- Sat 4 Nov** **CORONET PEAK HILLCLIMB — NATIONAL**
2.7 km sealed hillclimb on Coronet Peak Rd. Entries available from Queenstown Car Club, Box 112, Queenstown.

WMSA Calendar 1989

July 02 Gravel Sprint (Levin) (I) GR
 04 Night Trial
 08 Manfeild Sprint (Wair) (I)
 09 Economy Run (Levin) Closed Club
 16 Trial (HVMC) Closed Club
 17 WMSA Meeting
 22 Manfeild Clubmans (HVMC/Wgtn) (I)
 23 Standing/Flying 400 Metres (Levin/Manawatu) Closed Club

29 Taupo Sprint (Capri) Closed Club
 30 Trial (Wgtn) WT & GS (I)
 30 Street Sprint (Levin) (I)

August 01 Night Trial
 06 Rallysprint (Wair) (I) RS
 12 Manfeild Sprint (Jaguar) (I) IMCC
 10 Rally — Taupo CR

13 Motorkhana (Levin) Closed Club
 20 Trial (HVMC) Closed Club
 27 Gravel Sprint (HVMC) (I) GR Totara Park

September 05 Night Trial
 09 Manfeild Sprint (Capri) (I) IMCC

14/15 Rally — Manawatu
 10 Trial (HCCC) (I) WT
 17 Economy Run (Wair) Closed Club
 17 Motorkhana (Levin) (I) ST
 18 WMSA Meeting

24 Gravel Sprint (Wgtn) (I) GR
 30 Manfeild Sprint (Fiat) (I) IMCC

30/01 Rallysprint (Wgtn) (I) RS & National Titahi Bay

October 01 Trial (HVMC) (I) WT

03 Night Trial
 07 Manfeild Day (Jaguar) Closed Club
 15 Autocross (HVMC) (I) KN Te Marua
 28 Autocross (HCCC) (I) KN
 29 Brail Trial (Wgtn) (I)

November 03/04 Classic Race Meeting (MG) (I) National Manfeild
 04 Manfeild Clubmans (HVMC) (I) ???
 07 Night Trial
 12 Sealed Hillclimb (Wair) (I) GS & DM Admiral Road
 19 Motorkhana (HCCC) (I) ST
 20 WMSA Meeting
 25 Sealed Hillclimb (Wgtn) (I) GS & DM Alexander Road
 26 Gravel Hillclimb (Wair) (I) GR Tea Creek

December

01/02/03 Wellington Street Race
 03 Motorkhana (HVMC) (I) ST
 05 Night Trial
 10 Motorkhana (Wair) Closed Club
 16 Manfeild Sprint (HCCC) Closed Club
 17 Christmas Bar-b-que (Wgtn) Closed Club

CR — Central Region Rally Series
 DM — Duncan MacKenzie Sealed Hill-Climb/Sprint Series
 GR — Gravel Sprint/Hill Climb Series
 GS — Gold Star National Championship Series Event
 IMCC — Inter-Marque Club Challenge Series
 KN — Kim Naylor Autocross Series
 RS — Road and Track Accessories Rallysprint Series
 ST — Stewards Trophy Motorkhana Series
 WMSA — Wellington Motorsport Association
 WT — Wall Trophy Trial Series

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Captains Call

It was great to see Clubmans was such a success, with over 80 competitors. As Lisa said in last month's column there seems to have been quite an upsurge in competitor numbers during the last year. This is great to see, especially as it seems to be a trend happening in most forms of motorsport — sprints, rallies, motokhanas, etc. Must be trialling's turn next!

It was also good to see that the Gold Star Trial was a success. Special thanks to Paul Te Punga and Carol Weston from Harbour Capital Car Club for organising and running the event on our behalf. The trial was well run and all competitors were happy at the end of the event. As anybody knows who's been to a Gold Star Trial, this is quite an achievement.

September sees our club's gravel sprint on with a new venue at Mill Road in Ohariu Valley and the rallysprint on again at Titahi Bay. Both promise to be spectacular venues and well worth a visit, that is if you're not competing or marshalling.

Finally I've been asked by the Phantom to apologise to anybody who was offended by the trial write-up he wrote a couple of months back. The article was written with the best of intentions, and only meant as a bit of good-natured ribbing to a fellow competitor. So apologies to anyone who took it as anything else.

JOHN CROUCH

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given of the 47th Annual General Meeting of the Wellington Car Club (Inc) to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on commencing at 8.15pm.

TUESDAY 19 SEPTEMBER 1989

AGENDA

1. Confirmation of Minutes of the 46th Annual General Meeting.
2. President's Report.
3. Approval of Accounts for the year ended 31 July 1989.
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.

From the Top

Once there was a lad of Escort fame
who thought of motorsport, a joke and a game
Off to a gravel road he did go
to practice racing to and fro.

Once there was a Farmer who did meet
Mr Escort, when moving his sheep
The speed and the noise made the Farmer fear
for the sheep and the family in his care

Once there was a Car Club, a local crowd
who wrote to the Council to see if allowed
to run a gravel sprint for their lads
And ended up very very very very mad

'cos

Once there was a Council, large and strong
who wrote back to the Car Club to say they were wrong
if they thought they would get permission to meet
when they let all their members race up and down the street

so

Here is the moral, if you can't work it out
These are the things that motorsport's about

Respect for Residents, their property and rights
Respect for a sport that will be in a plight
if we don't consider others, the Council for one
who is bending over backwards to provide a day of fun.

And so, Mr Escort, where-ever you are
Before you go out practicing in your car
Think of all your friends and who they'll blame
when they learn you thought of motorsport, a joke and a game.

Looking forward to seeing you all at Mill Road, that's if the Council approve it.

LISA ELLINGHAM

Ed's Bit

Well, finally I got a bit of constructive criticism. If the letter, printed on the inside of last month's front cover, was written to a commercial magazine, to a professional editor, I would actually support some of the statements. But the people working for the magazine sacrifice a lot of time for your entertainment and information. All the work for the magazine from collecting information and photos, typesetting, pasting final layouts, printing, stapling and posting, can only be done after each clubnight and takes approximately two weeks.

In this month's issue we can offer the report on the 1989 MANZ Council meeting, we have a lot of new members and Rallysprint action from Wairarapa, where our clubmembers featured well. Good on you boys. Dave Barrow second, Paul Campbell third and Roger Ellingham fourth.

Good reading and a happy month's motorsport.

FLORIAN

Letter received from a concerned member.

In reply to Lifer in last month's bulletin, I have it from reliable sources that if a first name is not provided how is it expected to be known?

Rally reports are also not often signed. Wouldn't you rather the correct name be printed than the wrong one?

As to items being late, that is no fault of the bulletin staff, if they are provided the information late then of course everything else will be late.

Perhaps Lifer would like the opportunity to do a month's bullet just to see how much time is spent on it each month. How about it?

CONCERNED MEMBER

AUGUST NIGHT TRIAL

August was the turn of the Sunbeam Car Club to run the Night Trial, with the trial organisation being done by Alan Edmonds and Brian and Mari Atkins. The trial started from the HVMC Clubrooms in Petone and attracted 12 entries.

The first section ran around Petone. Several crews missed the Check ODO trap, although once again there was a bit of uncertainty among competitors as to which instruction the 'D' in ODO was supposed to delete.

A little later a missed code in a checkboard codeword confused a few crews, but most managed to sort it out and make it through the rest of the section to the end of section Control.

Section 2 was a 'straight-lines'. Most competitors were experienced with these and had little problem, but new member Bryce Briggs must have wondered what he'd struck on his first night trial.

Section 3 was back to conventional instructions, and after a few laps of Petone it was back to HVMC clubrooms to a clever set of organisers who had brought their own coffee cups. No longer did weary competitors have to battle with the first crew home for use of the HVMC coffee cup! Luxury.

Final results saw a win to Team Smiley of John Rapley and Carol Weston, from Paul Te Punga and Katrina Wood in their new Honda. Obviously the efforts of running the Gold Star trial two days previous had made these two crews hungry for success.

| TEAM | POINTS | PLACE |
|------------------------|--------|-------|
| Sarc Aztec | 23 | 8 |
| Monk Team | 36 | 10 |
| Team Honda | 8 | 6 |
| Team Try-Ling | 5 | 3= |
| Team Bumble Bee | | |
| Team Smiley | 2 | 1 |
| Team Webley | 37 | 11 |
| Team C. More-Benz | 4 | 2 |
| Team Conroy | 5 | 3= |
| Team Token | 12 | 7 |
| Team Peugeotary | 5 | 3= |
| Team Starlight Express | 25 | 9 |

Organiser: Bryan Atkins, assisted by Mari Atkins and Alan Edmonds.
Checked by Murray McGuire.

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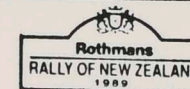
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"The Year of the Eagle" Powerboat Racing
"Paris/Dakar Stolen Victory"
"A Painless Half Nelson" 1987 Formula One Year
"European Rallycross 1987"
"Camel Trophy 1987" and 88"
"Red Baron 1986 FI Motorcycle World Championship"
"1987 World Motorcross Championship"
"Running Wild" 1986 Paris Dakar
"Hot Laps" 1985 World Offshore Powerboat
"Decade of Thrills" Drag Racing Havoc
"The American Express" 1988 Motorcycle World Championship
"Dog Fight" 1987 Le Mans
"Fly the White Waves" 1985 World Offshore Powerboat
"Action Man" 1987 Isle of Man TT
1985, 1986, 1987 World Rally Championships
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| PULLOVERS Fashionable Rothmans Motorsport white and blue colours, with v neck suitable for sport or work, with embroidered rally logo and contrasting rally stripe. M <input type="checkbox"/> OS <input type="checkbox"/> XOS <input type="checkbox"/> | \$ 67 | | RALLY PLATE The same as displayed on all competing rally cars. A great gift or souvenir for your bar or display. | \$ 5 | |
| POLO SHIRTS Dark blue Polo Shirt with embroidered rally badge. Very Stylish. SM <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> | \$ 29 | | SPECTATOR PACK — Satchel only | \$ 10 | |
| HATS Sport style in Rothmans blue with rally logo. | sold | | MARTIN HOLMES WORLD RALLYING Details below | \$60 | |
| SCARF Woolen scarf in blue and white featuring 1989 Rothmans Rally of NZ logo. Wrap up warm for this year's rally. | \$ 26 | | SPIRIT GLASSES Exclusive, imported shape in popular 300ml size with rally logo. Just the thing for the bar. Packs of three. | \$20 | |
| | | | POST & PACKING Programme and Maps only \$1.50 Other Products \$3.00 | \$3 | |

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Notice — New Trophy

It is with pleasure that we announce the introduction of a new trophy for Wellington Car Club members competition which has been donated to the club by Rick O'Neill, in memory of his son Andrew, who sadly passed away in 1987.

Andrew was known to many Club members for his keen involvement with motorsport from a very young age and his cheerful nature will be remembered by many of us.

We wish all our younger members luck in competing for this trophy, donated to encourage those like Andrew to enjoy the spirit of motorsport.

EXECUTIVE COMMITTEE

"ANDREW O'NEILL MEMORIAL TROPHY"

Eligible Persons shall be: Current Financial Members of the Wellington Car Club (Inc.). Under 25 years of age on the first day of the competition year (1.1.89). A driver in competition and not a navigator or passenger.

Eligible Events shall be: All forms of Gravel Speed events that are (i) Wellington Car Club events and/or (ii) Wellington Motorsport Association (WMSA) Interclub Competition events.

Points Awarded shall be: For each event, 1st Overall 12 points, 2nd Overall 10 points, 3rd Overall 9 points, and so on until 11th Overall 1 point PLUS one point for entering the event.

The above criteria has been set to encourage competition for younger members of the club, with the emphasis placed on both competing and achievement.

The trophy will be awarded at the February 1990 Prize Giving for the 1989 Competition year.

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| | |
|-----------------------|--|
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| PREMIUM REDUCTION: | A 10% reduction in premiums |
| FAMILY COVER: | Spouses and dependant children to age 21 years of MANZ members are eligible |
| ALL YEAR ROUND COVER: | No yearly limits for Doctor and Specialists visits |
| OPTICAL: | Optometrists and Lenses covered immediately with the Sovereign Plan |
| DENTAL: | \$300 per person per year with the Sovereign Plan |

This opportunity is available to you until the
31st of August 1989

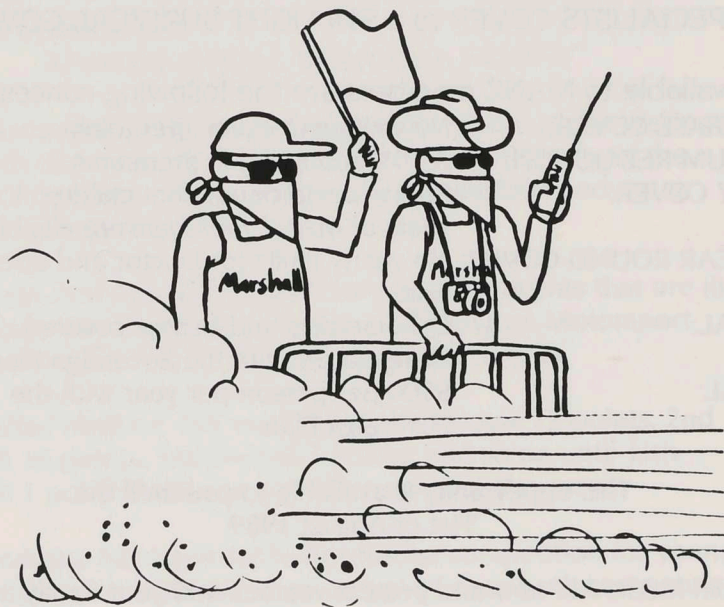
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A J SMITHARD
Chief Executive Officer

CITY OF PORIRUA RALLYSPRINT

MARSHALLS REQUIRED

We are again running this challenging Rallysprint and we need your help. If you can help marshal or help in any other way on this event contact Brett Plim 650-925 H. With your help we can make this another great Wellington Car Club event.



Marshalls required

WAIRARAPA RALLYSPRINT

A good entry of about 45 cars entered Wairarapa Car Clubs Bartons Line Rallysprint on Sunday August 5. This was another of those incredible roads they have in the Wairarapa; 7.7km of smooth hard-based gravel featuring uphill bits, downhill bits, fast bits, tight bits, easy corners, tricky corners and blind brows.

Not surprisingly a good contingent of Wellington cars made the trip across the hill. As well as the usual regulars, a few drivers appeared in new cars; namely Dave Johnston in the ex Paddy Davidson (?) 300ZX, Marty Smith in a quick 1300cc Sunny, and Steve Payne in a familiar-looking red RX7.

Most of the Wellington drivers had few problems during the event, although the same could not be said for some of the others. Several bent panels, a missing steering wheel (!), and a variety of mechanical problems all being testament to efforts some drivers were putting in.

The 32 and 16 cuts saw little problems although Richard Taylor retired in the 32-run with mechanical problems. The final 8 saw several crews from Wellington, including John Billington, Marty Smith, Roger Ellingham, Paul Campbell and Dave Barrow, with the latter three making it through to the final 4 along with Wairarapa's Roger Brader.

A close run semifinal saw the elimination of Roger Ellingham (4th) and Paul Campbell (3rd), while in the final Roger Brader managed to pull out a few extra seconds and beat Dave Barrow to take out the rallysprint.

RESULTS FROM THE CLUBMANS MEETING 22.7.89

Firstly, thanks to all for such a tremendous turnout to our jointly organised Clubmans Race Meeting. With this number of competitors it is very difficult to ensure you provide everyone with as many races as they would like, however we did our best to provide a good line up for the day and hope you were pleased with your results.

Results have been produced showing finish places for each race and a fastest time of day for each competitor. Where there were share-drives, it was often difficult to determine exactly which driver was at the wheel (as some forgot to show the letter A to establish this for timing purposes) so you will need to refer to your partner's car number of actual results.

The 40 Lap Race results have been shown as laps completed only as there were not enough timers and stopwatches to produce the usual results.

In closing, we congratulate our race winners, sincerely thank our sponsors, marshalls, timers and organisers, and hope you all had a great day's racing.

LISA ELLINGHAM
Organising Committee

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| DRIVER | CAR | CC | CLUB | FASTEST TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---------------|---------|---------|------|-----------------|---|---|---|---|---|---|---|----|---|----|----|----|
| 17 R KER | MUSTANG | 4995 | KAPT | 1.16 | | | | | | | | | | | | |
| 17A R LESTER | MUSTANG | 4995 | MANA | DNS | | | | | | | | | | | | |
| 21 T OLIVER | COROLLA | GT11600 | WGTN | 1.23 | | 7 | | | | | | 5 | | | | |
| 47 D MCINTYRE | ESCORT | 1700 | HBAY | 1.17 | | 3 | | | | | | | | 2 | | |
| 133 P KIBBLE | MINI | 1293 | WGTN | 1.33 | | | | | 5 | | | 18 | | | 18 | |

40 LAP SALOON CAR RACE RESULTS

| PLACE | CAR | LAPS | PLACE | CAR | LAPS | PLACE | CAR | LAPS |
|-------|-----|------|-------|-----|------|-------|-----|------|
| 1st | 117 | 40 | 12th | 47 | 35 | 23rd | 25 | 32 |
| 2nd | 22 | 39 | 13th | 7 | 35 | 24th | 34 | 32 |
| 3rd | 107 | 39 | 14th | 57 | 35 | 25th | 62 | 32 |
| 4th | 33 | 36 | 15th | 9 | 34 | 26th | 32 | 32 |
| 5th | 121 | 38 | 16th | 70 | 34 | 27th | 21 | 31 |
| 6th | 11 | 37 | 17th | 1 | 33 | 28th | 44 | 27 |
| 7th | 26 | 36 | 18th | 19 | 33 | | | |
| 8th | 68 | 36 | 19th | 46 | 33 | | | |
| 9th | 81 | 36 | 20th | 30 | 32 | | | |
| 10th | 48 | 36 | 21st | 2 | 32 | | | |
| 11th | 45 | 36 | 22nd | 23 | 32 | | | |

DNF

| | |
|----|----|
| 53 | 33 |
| 43 | 24 |
| 3 | 3 |
| 42 | 29 |
| 63 | 8 |

| | |
|----|----|
| 37 | 26 |
| 53 | 32 |
| 61 | 8 |
| 40 | 7 |
| 14 | 4 |

| | |
|----|---|
| 28 | 3 |
| 37 | 0 |
| 67 | 1 |
| 6 | |



Dave Johnson



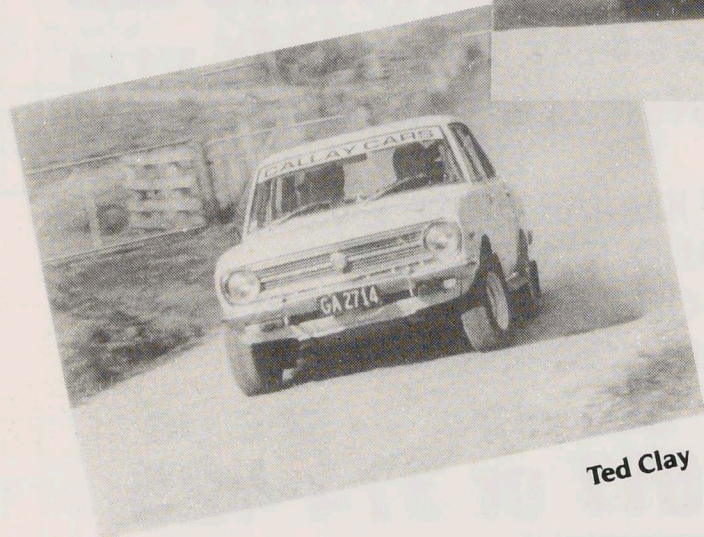
Florian Schmidt



Chris Clarke



Paul Campbell



Ted Clay

THE **SNAP** SHOT OF THE MONTH

Photos courtesy Rick O'Neill



John De Bernado



John Crouch

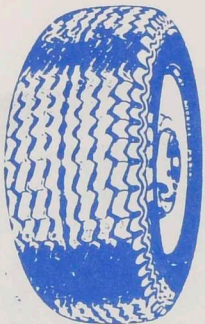


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| DRIVER | CAR | CC | CLUB | TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|------------------|-----------------|-----------|------|------|---|-----|---|-----|-----|----|----|-----|----|----|-----|----|
| 5 W COTTE | LOTUS 7 | 1558 | WGTN | 1.33 | | | | 12 | | | | DNF | | | 17 | |
| 36 H MARSHALL | ESCORT | 1600 | HVMC | 1.37 | | | | | | 11 | | | 11 | | | |
| 37 W MacPHERSON | CORTINA | 1998 | WGTN | 1.30 | | 16 | | | | | | 7 | | | | |
| 38 C PARK | DATSUN | 992 | WGTN | DNF | | | | | | | | | | | | |
| 39 G JOY | ESCORT | 1770 | LEVN | 1.32 | | 15 | | | | | | | | 11 | | |
| 60 R ELLINGHAM | GEMINI | 1598 | WGTN | 1.35 | | | | | 8 | | | 12 | | | | |
| 61 K MCGAVIN | COROLLA | 1587 | WGTN | 1.31 | | | | | 3 | | | | | | | |
| 61A P ZIVKOVIC | COROLLA | 1587 | WGTN | 1.30 | | | | 9 | | 4 | | | | | 9 | |
| 62 G ROBERTSON | ANGLIA | 1580 | TAIH | 1.33 | | | | | | | | | | 8 | 6 | |
| 63 D McLEAN | DATSUN | 2392 | WGTN | 1.28 | | 11 | 5 | | 1 | | | 6 | | | | |
| 63A L BANFIELD | DATSUN | 2392 | WGTN | 1.27 | | | | | | | | DNF | | | | |
| 64 R HUNTER | FERRARI GT43000 | FERR | | DNF | | | | | | | | | | | 7 | |
| 65 W DALGLIESH | COROLLA GT | 1587 | WGTN | 1.31 | | | | 7 | | | 10 | | | | 11 | |
| 66 R GILLIES | MINI CMAN | 1098 | HVMC | 1.32 | | | | | 4 | | | | 4 | | | |
| 67 W MCKELLAR | COMMODORE | 5000 | HVMC | 1.16 | | 2 | | | | | | | 1 | | | |
| 67A A PRINCE | COMMODORE | 5000 | JAGR | DNF | | | | | | | | | | | | |
| 68 M SPIERS | SENTRA | 1600 | WGTN | 1.35 | | | | | | 12 | | 19 | | | 19 | |
| 69 P MARTIN | BLUEBIRD | 1990+TAIH | | DNF | | | | | | | | | | | | |
| 69A M WOOLLASTON | BLUEBIRD | 1990+TAIH | | 1.19 | | DNF | 2 | | DNF | | | | | | | |
| 70 L EDWARDS | DATSUN | 1270 | WGTN | 1.32 | | | | 6 | | | | 8 | | | | |
| 71 R LESTER | F/FORD | 1600 | MANA | 1.17 | | | | | | | 2 | | | | | |
| 77 N DEIGHTON | CHALLENGER | 4340 | TAIH | 1.24 | | 9 | | | | | | | | 7 | | |
| 83 J WOOLLASTON | ESCORT | 2300 | TAIH | 1.29 | | | | | | | | | | | DNF | |
| 90 M SMITH | SUNNY | 1300 | WGTN | 1.35 | | 12 | | DNF | | | | | | | | |
| 91 T JOPSON | ESCORT | 1593 | HVMC | 1.36 | | | | | | 10 | | 21 | 9 | | | |
| 92 V JOHNSTON | RX2 | 1100+HVMC | | 1.43 | | | | | DNF | | | | | | | |
| 93 D LUPP | LASER TBO | 1600+WGTN | | 1.29 | | | | | | | | | | | | |
| 07 S BOND | HUNTER | 1744 | MANA | 1.24 | | | | | | 10 | | | | 4 | | |
| 11 W RUSSELL | RX7 | 2000 | HBAY | 1.16 | | 4 | | 3 | | | | | | 3 | | |

Bartons Line

Gravel, and lots of it. Eight kilometres to be exact. Barton's Line is a typical Wairarapa back country road meandering its way northward across the boundary from Masterton County into Eketahuna County.

Initially steep and twisty it passes by a man-made private water ski lake (yes, there's still money in the rural sector) to a flat, flowing, high speed venue concluding with a single lane bridge.

This is the venue for the annual AA (Masterton) sponsored rally sprint. For many the second venue in the 1989 rally sprint series. For others the first outing for the season. For the writer, a first time ever on a gravel surface.

Scrutineering for the event took place on Saturday night at the local AA service facility. This necessitates in most cases remaining overnight for the event scheduled for Sunday. The ever present Wairarapa hospitality was available at their LICENSED clubrooms. This was followed by a threat from the organisers that a driver must be at briefing at the venue at 8.30am sharp as an early road closure would make it difficult to conclude all runs during the course of the day.

Drivers briefing started at 9.17am. I do not know why the delay.

Familiarisation tour, 10.00am.

First accident 10.02am.

Generally I have no trouble recruiting keen, mostly young, co-drivers. Volunteers abound. On this day that was not the case. Everybody seemed to have something else to do. All the usual passengers refused to meet my eye, quickly looking away, muttering guardedly to themselves, as I approached. Finally, out of a sense of duty (I had lent her my spare overalls and helmet) Tanya, Richard Taylor's friend climbed in and was straight jacketed in place in the usual co-driver's seat.

I set off, gravel everywhere, no grip, dirty windscreen, low sun. I thought I had better make the most of this practise run. Dabbed the accelerator, the tail flicked out. Touched the brakes, the front sledged as if out of control. Not so easy this stony stuff. No familiar armco, flag marshalls, or ripple strips. Only fences, trees, and the ever present water ski lake.

Up the hill, quarter of a mile later out of the corner of my eye I see the spectators fleeing, sun hits the windscreen and obscures my view. Tanya shrieks, and I am off the road. Cast like an old sheep half way down a bank.

I look vainly for somewhere to hide, or a bluff to throw myself off. There is only a dark cesspool over which my car hangs precariously. I think, "For sale — very cheap rally car, only slightly damaged, one stupid owner".

Later, after being unceremoniously dragged back on to the road I returned to the venue. I tried to look invisible, but in a red, white and blue car sans expensive front air dam this is very difficult. In fact it is impossible.

As the event starts for real, the "proper" drivers make their presence felt. Galvin, Toomer, Ellingham, Taylor, Campbell, Barrow, and Brader. The driver behind me catches me, even after giving me a one minute start.

Next time round I ask the starter for a two minute break on him to avoid the ignominy of being passed on an 8 kilometre rally stage.

It doesn't happen. I survive, and when the draw is called for the top 32 I am there. I scrape into the last 16 and the last 8. Things are looking up!

By now, the hitherto reluctant co-drivers reappear out of the woodwork. Tanya moves on to be replaced by Terry Hamilton. Speeds increase and times improve. By now I am doing an indicated 190 km an hour at the end of the stage. This is quite a sensational way to cross a single lane bridge on a gravel road. Certainly Terry thinks so judging by the whiteness of his knuckles.

Suddenly the event is over. Brader wins, Barrow second, Campbell third, and Roger Ellingham in an underpowered Isuzu (whatever that is) makes a fine fourth. For me sixth equal, and the "dick of the day" award. A mixed start for a virgin rallyist. It's a dirty pastime this gravel stuff. Tough on cars and tough on egos. However, who knows, if New Zealand Car Parts Limited can keep the car running I will try it again one day. After all you can only lose your virginity once.

J BILLINGTON



1989 ROTHMANS RALLY OF NZ

— the view from car 72 —

Ever since I was a little motorsport enthusiast I had always wanted to do the International Rally, something which probably started with watching Vaternen's battered Escort and the Fiat Works Team at Mystery Creek back in the old days of the Heatway Rally.

I never brought the Starlet with the intention of doing the International, but as time went by it seemed that this was probably too good an opportunity to turn down. With the price of modern Group A and Group N cars continuing to escalate, the cost of doing the International rising each year, and 1989 being the final year of eligibility of the Starlet, it seemed that now was probably as good a time as any to enter.

Preparation for the event started with a thorough check-over of the car, and a 'freshen-up' of the motor by Peter Zivkovic. Special thanks here must go to David Black who allowed me the use of his garage, and his experience with the car, to remove and re-fit the engine. As this interrupted David's own preparation I'm particularly indebted. Once the engine was back in the car, it went directly to Graeme Toomer who removed a few dents I discovered on the car after Taumarunui. Then the engine was run-in, the head re-torqued and the car headed north on yet another borrowed trailer.

Doug and I followed the car up a few days later to do some pre-event reconnaissance in my trusty Escort. Unfortunately the forests and gravel roads got a bit too much for the old thing, and it protested several times to the tune of X-amount of unbudgeted dollars (not to mention a few well chosen words from me).

Saw some interesting wheel tracks during the pre-event drive. One set in particular on the touring after SS16 particularly well done. You know the sort of thing: "flat over crest . . . flat over crest . . . flat over crest . . . flat over . . . oops . . . tee!" We were okay, but someone before us had taken out a fence, a bush and ended in a drain.

Scrutineering on the Friday was a little worrying. Being new to this rally game, we were unaware we were supposed to present the car with spots on. Subsequently we failed on the first trip through, as we were in Auckland and the spots were on their way north from Hamilton. Luckily they turned up in time and we passed on the second visit to the scrutineers.

Day One started from Queen Street, after a long wait with the car in Parc Ferme and watching the other cars leave. The first Domain Stage proved a little slippery and gave a few frights, but we got through without hitting anything and the rally had finally started. The rest of the day proved fairly uneventful, although we did have a wrong slot, and also lost time when I accidentally hit the kill-switch in a later stage while changing gear. Most of this first days stages were run in rain and some of the road conditions were quite atrocious by the time we got there, particularly the second time through Riverhead

Day Two proved a little more eventful. First up was the blast through the streets of Manakau, which featured a new section through a Park and around a lake. Watching the rally video after the event made us wonder if we'd actually done the same stage as everyone else. On TV Millen had a nice clean road, in reality car 72 had a mud slush best suited to little pink animals. Luckily we'd been pre-warned to use good tyres, and we got through reasonably directly.

The Twilight Rd stage went well, then it was off to Maramarua via a brief encounter with a fellow MOT employee (and he wasn't watching the weather). Into Maramarua I and I got a lesson in Rally driving. Starting behind us here was Simon Stubbings, who caught us in about 7km, passed us and disappeared out of sight before we'd really had time to figure out who it was. From then on the rest of the day was set: start the stage, let Mr Stubbings past at 6-7km and finish the rest at my own pace on a clear road.

Had a few problems at Mystery Creek. Once again it was quite muddy, but this time it was straight into the sun with a filthy windscreen. Doesn't make for good times.

Into the night stages and the first hint of trouble started before Tokoroa 1, with strange noises starting to come from the diff. The service crew checked it out before the Tokoroa regroup and the verdict was "carry on, all looks OK."

Into Tokoroa 2 we went, only to discover that:

- Little 1300cc Starlets can't pull Japanese VR4's out of ditches.
- Sierra Cosworths don't like hitting trees at 160km/h (what a mess!).
- and Lew Scott's VR4 likes driving into mud at high speed, but doesn't like coming back out.

The final seal stage went reasonably well, but by now the diff had a very distinct knocking to it. We'd arranged to service at Lloyd Evans house (with 5 car garaging!) and here the Service Crew once again checked the diff. As this was the only LSD we had, and we knew the reputation of Day 3, we decided to leave it in and hope for the best.

Day Three started with muddy slushy roads, and was probably the day I enjoyed least. Rotoehu forest was quite bad, being narrow and very rough in places, and it was here we had out only spin of the rally, losing about 5 minutes extracing ourselves from the mud we'd finished in.

Into the dreaded Motu, and by now the diff knocking was getting worse all the time. Here I decided it was best just to finish these two stages and get back to the Service Crew, so we took both very carefully and lost a lot of time.

Back at Opotiki the Service Crew again checked the diff and decided there was nothing they could do until we got back to Rotorua, so now it was a 'lets-enjoy-ourselves-and-hope-we-make-it' effort.

The two public road stages after Opotiki were great, and for once the diff wasn't getting any worse. After that it was into the night and, in my opinion, the three worst stages of the rally in the Kawerau/Kaiangaroa forests. All three were run in heavy fog, with the first being extremely rough, narrow and featuring some very steep uphill bits. It was more like off-road four-wheel-drive stuff, and the fog only made things worse with visibility down to only a few metres at times.

After that the final Waitapu stage was like heaven, with smooth gravel, NO fog and trees a long way back from the road. Had a ball in this stage, having finally gotten used to night rallying and it started to look like the diff would make it back to Rotorua.

Fortunately it did, and the service crew put in a great effort to change to complete rear axle/diff to the standard Starlet spare we had in about 30 minutes, and we drove straight into Parc Ferme right on our minute. It was a great effort by the service crew, and I sure got a better nights sleep knowing that the diff should make it back to Auckland.

Day four proved pretty uneventful for us, and was probably the day I enjoyed the most. The car was going well, the roads were great, and there was more time to travel between stages. Memories from this day included passing a little Jap guy pushing is VR4 UPHILL on Old Mountain Rd, and the Service Crew telling us how they'd sold petrol, somewhere in the middle of nowhere (and at rather inflated prices), to a fellow competitor who was doing the whole rally without a service crew.

All in all it was a great rally and I was glad to have done it. Our aim was to enjoy ourselves and finish, both of which we achieved on a pretty small budget. We finished 54th out of 54, and although I would have liked a slightly better placing, it was pleasing to be able to trade times with more experienced drivers at times.

As I didn't get to the end of the rally totally by myself, my special thanks to:
— the service crew of Dave Manze, Mark Benton, Denis Lukies and 'Red' Nicholson from Levin, and brother Allan, who all did an excellent job and never complained once.

- Doug for keeping me on the strait and, at times, winding narrow.
- Lloyd Evans for the use of his garage in Rotorua.
- My dad for towing the car to Hamilton, and back again.
- David Black for his pre-event assistance and for the parts he lent me.
- Graeme Toomer for a bit of paint and panel work before the event.
- Pete Zivkovic for an engine which didn't miss a beat, nor use a drop of oil all rally.
- and all the other club members who lent me bits, and gave me the encouragement and support to be brave enough to actually do the event.

Thanks.

JOHN CROUCH

Organisers Report on Clubmans 22.7.89

When we first realised we may be without a Clubmans event in 1989 we decided to contact Hutt Valley Motoring Club President Dave Davies, to ask how they would feel about a joint venture event. Initially we knew they ran 2 clubmans events each year, usually as a series, and we thought they would be reluctant to have us join them. Fortunately they received the idea very well and we held our first meeting back in May to compare ideas on organisation for the event.

Paul Hepburn of Hutt Valley Motoring Club was nominated Clerk of Course with Lisa Ellingham as Secretary, to balance the workload of the event between the clubs. From there, the Speed Committee members assisted with seeking marshalls and timers and setting up on the day.

As it was the 10th Anniversary of the Ross Gordon Memorial Rac for Wellington Car Club Members, we wanted to retain our special event and discussions on this led to Hutt Valley running their own memorial race for Jim Tulloch, a Hutt Valley member who passed away earlier this year.

Arrangements for the event went very smoothly, retaining our usual clubmans sponsors being of major importance to our Club. We were very fortunate that all usual sponsors were willint to take part in a joint venture event which greatly assisted the promotion of the event both before and on the day.

Once race day arrived we were certain that we'd attract a good field and were extremely surprised to find 88 competitors line up for scrutineering. This exceeded expectations and although we were thrilled with the turnout, it meant we would run late during the day and not pehaps be able to offer as many races as we normally would.

Once we ironed out a few problems earlier in the day, the even went ahead without too many hiccups. Ross Gordons children came along to start and finish the Ross Gordon Memoral Race, the 40 Lap Saloon Car Race went ahead with a very large field, and apart from the odd spot of confusion the day was extremely successful.

The afterfunction was held at the Denbeigh Lodge Hotel in Fielding with a record number of people attending. Prizegiving was held around 6.30pm with most drivers waiting to collect their prizes and some drivers got so caught up in the atmosphere they placed \$50 on the bar! The Bar Manager got caught up in the atmosphere (and probably the bar takings!) and donated 2 bottles of bubbly and the whole thing was very celebratory (if there is such a word).

The Speed Committee wish to thank Hutt Valley Motoring Club for their generosity in sharing their clubmans date and for being very very easy to work alongside.

Thanks is also extended to our sponsors, firstly to Castle Real Estate to sponsored the 40 Lap Saloon Car Race, Elizabeth Street Tyre Service who sponsored the Ross Gordon Memorial Race, and General Paint & Panel, New Zealand Car Parts, Alan Harvie Panel, Regency Designer Vehicles, Lower Hutt Road & Track Accessories, Normans Menswear who took up the balance of the races during the day.

Finally, as always, a special thanks to our marshalls, timers and organisers who greatly assisted in producing a successful day for both competitors and organising clubs alike. A list of helpers follows.

Gail Toomer
Leicester Banfield
Peter Martin
Catherine MacIntyre
Andrew McKay
Doug Hogg
Christine Taylor
Derek Mattingley
Harry Webbink
Brett Plim
Marilyn Harvie
Helen Billington
Andrew Fergusson

Malcolm Buchanan
Chris Dalgliesh
Linda Castle
Jeremy Fergusson
Rae Kersey
Maggie Daniel
Craig Martin
Rosie Lundberg
Richard Stevenson
Iain Mollison
Sarah Fergusson
Simon Billington
Alan Mines

SPEED SUB-COMMITTEE

WELLINGTON CAR CLUB *and the* HUTT VALLEY MOTORING CLUB COMBINED CLUBMANS — MANFEILD 22.7.89

This event proved to be a real bonanza of clubman's racing with 14 non stop action packed races. This combined club event attracted about 80 entries, and most of these were saloons, comprising the super quick sports sedan of Grant Taylor, Robbie Kerr's Mustang, Alan Prince and Warren McKellar in the ex-Cameron Commodore, Bruce Fleming's Mustang, John Billington in his new Nissan which was having its debut on a circuit, and down through the quick modified clubman cars to the stock standard sports sedans.

A small grid of Formula Fords, Formula V's provided action for the open wheeler fans, and John Rapley was also present with his Classic Brabham.

The format for this well run and organised meeting provided for practice for the open wheelers first, saloons capable of a lap time of 1.26 or faster next, followed by slower categories until everyone had done at least 5 laps practice. There were also to be two special 10 lap races. The fastest overall saloon in practice was the Taylor Sports Sedan with a 1.15.00.

Andrew Neale in a Formula Ford won the first race closely followed by Robbie Lester. Race 2 saw the first of the super fast saloons. The main contenders for this were Robbie Kerr, Alan Prince, Bruce Fleming and Don McIntyre in his very quick ex-Kevin Simpson Escort TC2000. John Billington decided to scratch from this race while he sorted some tyres out. Robbie took the lead and was never headed, Prince & McIntyre dived briefly, with Don holding second place until he eventually lost it to Alan. So it was Kerr in its newly refarmed form of the green Mustang first, Alan Prince second and a valiant Don McIntyre third.

Race 3 was for medium to fast saloons. Bill McPherson has a nice spin coming out of Dunlop in this race, which was the only incident. Mark Woollaston in a Nissan FJ20 Turbo, which was later to have engine problems, won, 2nd was old faithful Steve Bond in his Hunter and third, a Ferrari driven by Steward McCondach.

Race 4 proved to be a procession of medium to fast saloons, the field being made up of Escorts, Mazdas, Datsuns, with Greg Buckland in an Escort winning, Vincent Smaal, Mazda Capella, second and the Lancer Turbo of Bruce Herbert third.

Mark Woollaston's fears of engine problems came to fruition in race 5 when his timing chain broke. This was a real Wgton Car Club affair, with Don McLean winning in his Datsun, Alan Harvie, who was circulating in a very creditable 1.30, second in his Toyota 1600TC. An XJS which had been in this race came in with very smoky front brakes indeed.

Race 6 was an 18 car grid of slower saloons plus a few of the slowest from the next fastest group. The clutch in Robin Brigg's Capri 1600 decided to give up the ghost in this race, which was won by Nigel Hopgood, Datsun, with Rex Hawes, RX2 and the Ferrari second and third respectively. Mark Benton in a Toyota Sprinter spun spectacularly at the esses in this average club car event.

The Sports and Formula cars ran in race 7. Race 8 was the Ross Gordon Memorial Race over 10 laps for Wgton Car Club members only, and the Gordon family were at the circuit to present the prizes. John Billington won this race comfortably in his Nissan 240TC, with Hopgood second and Dave Barrow third. John actually lapped the first tailender on lap 5 and recorded a fastest lap of 1.20.22.

The second of the special races, the Jim Tulloch race for Hutt Valley Motoring Club members was next on the programme. The only incident was when a Honda Civic spun into the muddy bank coming out of the esses and had to remain there for the duration. Warren McKellar in the Commodore won, with Dave (Fletch) Fletcher second in his 2 litre Escort and Greg Buckland, also in a similar car, third. Warren's win in his Group A Commodore was perhaps unfair competition, but he run what he brung, and is a member of the club.

The super fast saloons were out again in race 10. Grant Taylor was on pole position. At the drop of the flat he actually found himself in reverse instead of first and moved backwards sharply, then quickly found first and was away. Grant, who used to race a black Datsun in which he regularly got below the 1.20's, is a very talented and amiable driver who is just getting into Sports Sedan racing. His white monster is a VK Commodore powered by a 355ci Chev, fuel injected motor which puts out around 600hp at 7500rpm, and also runs a Super T-10 gearbox and a 9" diff. This car is easily capable of 160mph and is being further developed for the coming Sports Sedan Series.

Race 11 saw a win by Dave Barrow, and race 12, John Rapley in his Brabham.

Race 13 was The Castle Real Estate 40 lapper for all comers. The rules for this race were that the car had to pit sometime during the race, get out of the car, shut the door, then climb back in again and continue on. A driver change could also take place at this time, and any car which needed fuel could take this aboard at the far end of the pit lane.

It was an exciting front row grid. Robbie Kerr was on pole, next to him was Warren McKellar in the Commodore, and third, John Billington in the Nissan, patriotic in its red, white and blue livery. John really put the cat amongst the pigeons with a great start, was first out of Coke, and Robbie could not catch him until they both hit the back straight, then things settled down to a Kerr, McKellar and Billington duel. But Robbie had longer legs and gradually pulled away to a safe lead. John's and Warren's cars actually touched side to side coming into the esses, which had John's Nissan all crossed up as a result. Warren went through, but was later to lock up and plough off at Higgins, putting him out of the race. Robbie pitted on lap 17 and co-driver Richard Lester took the wheel. This very versatile driver, who had not driven the Mustang before that day, went out and put some laps in quicker than Robbie.

Meanwhile, Wayne Moore in a Datsun moved into third place and was leading the best of the Clubmans until he had to retire on lap 31. This put Steve Bond in the Bondy Hunter into third. But his right rear fibreglass mudguard was starting to flap loose, and finally deposited itself neatly trackside against the pit lane wall. Steve carried on to get third.

There was some last minute drama as Billington pitted for an unscheduled fuel stop, but he was in and out again in less than a minute and did not lose his second place. Robbie Kerr/Richard Lester in the Mustang won, with John Billington second and Bond third.

There ended a fairly foregone conclusion to the 40 lap race for all comers, whether they be the fastest and the best, or the average club driver. It gave these average drivers a chance to mix it with the best in clubmans racing in the lower part of the North Island. There was little stupidity, some drama with the odd spin or two, but basically the overall result shows how improved the standards of the so called average Clubmen have become.

The Man said at the drivers briefing, we are here to do some real motor racing, so let's get on with it. After the big race, there was another smaller one for those who had not had enough. Do we ever get enough of this sort of motor racing?

To quote an anonymous idealism: Why do men and machines pit themselves against one another? Because their cars lead them to no other temptation.

TREVOR JAMES

Beaurepaires for tyres.

Performance and Classic Car Services
Dynamometer Tuning

Richard Gillies/Andrew Fox

23 Parliament Street, Lower Hutt, Phone 642-472

THE DAYBREAKER RALLY *organised by Manawatu & Taihape Car Clubs* **16 September 1989**

For the past six years or so years the final round of the Central Region Rally Championship has been the DAYBREAKER RALLY. The Organisers and regular Competitors know that this is the best Rally in New Zealand, bar none.

This letter is to inform all Rally Crews in the Country about the DAYBREAKER. We would hate you to miss out on this outstanding event by not knowing of its existence. (We suspect that many of you know of it but are not game to tackle it).

The dedicated band of Organisers behind the DAYBREAKER plan each years event within the following criteria:

1. It must be a true Rally in the old style — long and hard. At least : 12 hours; 400km total; 200km of Special Stage. (1989 = 14 hours; 520km total; 260km of Special Stage).
2. Long Stages. Too many Rallies these days are sprint events. While we are forced to have some short stages we consider anything under 30km merely a warm-up. Our longest stage this year is 60km. (We are still trying for a 100km stage).
3. It must have a high percentage of night stages. Any fool can drive fast in daylight.
4. It must retain its unique High Country flavour with a variety of different road surfaces, not all of them smooth. We are fortunate to have perfect Rally roads in the unsealed public roads of the Rangitikei County. The Karioi Forest has a special combination of very fast main roads and a really rugged track system. We are particularly fortunate to have access to the Army Training Area at Wairouru — their roads are really different.
5. The weather must be rough. We have had rain storms and below zero freezes — we still pray for snow.

We run each year a Rally better than any of the National Championship rounds. (Meaning no disrespect to the Organisers of those rounds).

This year the Rally will start in Palmerston North at Midnight on the night of 15/16 September, work its way North for a meal break in Taihape, do the Forest and Army roads and finish back in Taihape. Our regulars will realise that we have reversed the normal route.

In fact this year we have a problem. There is a great deal of hard work required from many dedicated volunteers to plan and run the best Rally in the Country — if Competitors don't enter are we wasting our time? We need sponsorship and entrants and it seemed we would have to set aside our criteria, take the easy option, cater for the wimps and join the slide to short, daylight, sprint events.

Fortunately, although sponsorship is still proving hard to come by, we seem to be attracting the competitors. This letter is an attempt to attract even more of you to have a go at a great Rally. It would be a real pity if the last of the old style Rallies was to disappear for lack of interest.

The Manawatu & Taihape Car Clubs wonder if you're good enough to handle it — if you think you are — be there on the 16th of September.

Dave Hayward
Assistant Clerk of Course
(He plots the route)

Manawatu Car Club
PO Box 542
Palmerston North



THE CHEQUERED FLAG

Performance and Classic Car Services
Dynamometer Tuning

Richard Gillies/Andrew Fox.

23 Parliament Street, Lower Hutt, Phone 662-472.

Nelson Rally July 1st

The Radio Nelson Shell Rally started in Nelson at 8am in freezing conditions.

After crash starting the car we arrived at the start. The top seed was Robbie Hart followed by Simon Davies and Gary Cliff (all Subaru RXs), then the Escorts of Ashton Wood, Colin Knapp and Allan Hewlett. We were seeded 28th out of the 40 entries.

The first stage was a one hour tour out of Nelson. This stage was disaster for us with the plugs in the Mazda fouling up, we pushed it off the start line, changed the plugs, swore then got back into it and off we went.

After stage one we were in 36th position (last), 8 minutes behind the car in 35th position.

The rest of the rally was run around the Golden Downs forest with one central service area.

The roads were tight and very icy, not RX7 roads, but Paul kept his foot down and I yelled instructions and by the end of the rally we were back up to 22nd and 8th in class.

Congratulations to Robbie and Peter Hart, first local team to win the Nelson Rally. Gary Cliff was second, John Silcock in that potent RX3 third followed by Martin Douglas (another RX3) fourth.

Dean Buist won the 1600 class and fifth overall and Gary Greer won the 1300 class and sixth overall after starting in 27th position, to me, drive of the rally.

A well run rally with everyone competing receiving Shell products from the sponsor.

Many thanks to our sponsors for this rally and special thanks to Diplomat Motel (ChCh) and Haven Mazda (Nelson).

Next we are off the Blenheim.

DUMELow RALLYING

REPORT ON 1989 ANNUAL GENERAL COUNCIL MEETING OF MOTORSPORT ASSOCIATION OF NEW ZEALAND held in Auckland 9,10,11 June 1989

Delegate: Jane Black

Observer: Iain Mollison

Please note that this is a brief summary only. Full sets of minutes for the Commission and A.G.C.M. are available from Jane Black.

1. TRIALS ADVISORY Commission.

- a) Motorkhanas are now handled by Speed Commission.
- b) Copies of all CRIs to be provided to all crew members, including drivers.
- c) Appendix T 24.4 (d) — A roundabout cannot be a crossroads, a multiple or a tee — to clarify existing confusion.
- d) Appendix T 25.1 (para 2) — Only one sign is to be quoted at any one routepoint, at any one time.
- e) Shell sponsorship for Gold Star Trials has increased.

2. RALLY ADVISORY COMMISSION

- a) A Scrutineers Seminar, similar to Clerks of Course seminars, is to be organised and run centrally.
- b) There is a need for clubs to run a Rally School — to train new competitors in car preparation, paperwork, rules, driving etiquette, etc.
- c) The Commission is to reassess pace-note rallies and issue guidelines for future events.
- d) Discussion of length of special stages — not in favour of distance guidelines, more need for additional safety requirements.

3. SPEED

- a) Goldstar Hillclimb Series — profile to be raised.
- b) 1991 GSCH final — Taumarunui & Wairarapa have applied.

4. RACE

- a) Possible restrictions on number of clubs running individual clubmans. Track needs time off for maintenance. Commission to look into this.
- b) Flag Marshalls training courses to be set up. Sept 23/24 Manfeild — to be confirmed.
- c) Upgrading of Pukekohe Track has begun.

CALENDAR

All our dates in. Rally date to be confirmed after Rally Commission Meeting in October.

AGCM

1. Need to clubs to actively support raffle — major source of funds to run MANZ. Alternative is to raise fees substantially. To be run from Dec 89-Feb 90.

2. Need to encourage non-competition licence holders to join MANZ Membership — magazine is now very good, informative, and there are substantial buying privileges.

3. 10% increase in all fees from 1990. Note — Current MANZ Book from 1 July 1989 — All fees quotes are "EXCLUSIVE OF GST".

4. Competitors can now compete without civil licence in events held on private, closed roads (ie racetracks). Brought in to encourage young competitors. In line with overseas competition rules.

5. Calendar working group set up — similar to rally co-ordinators to organise calendar & try and prevent clashes of events.

6. OFFICE BEARERS 1989/90

President: Morrie Chandler

Vice Presidents: Rob Lester, Graeme Robertson

7. EXECUTIVE COMMITTEE 1989/90

Steven Kennedy, Dave McCahon, Bob Mitchell

8. MEMBERS OF ADVISORY COMMISSIONS FOR 1989/90

HISTORIC, CLASSIC & MARQUE ADVISORY COMMISSION

Graeme Currie

Tony Herbert

Mike Westall

RACING ADVISORY COMMISSION

Greg Lancaster

John Osborne

David Smith

RALLY ADVISORY COMMISSION

Neil Allport

Gus McMillan

Cam Taylor

Jane Black missed out by ONE VOTE.

SPEED ADVISORY COMMISSION

Carl Rabbidge

Dick Gardner

P. Green

Iain Mollison was nominated for Speed Advisory, and although he missed out, will be standing again next year.

TRIALS ADVISORY COMMISSION

Doug Bone

John Pierson

Paul Te Punga

JANE BLACK

Interclub Gravel Sprint Series

ORGANISERS: Wellington Car Club (Inc.)

DATE: Sunday 24 September 1989

VENUE: Mill Road, Johnsonville, past the Country Club then turn left).

SURFACE: Gravel (What else is there?)

SCRUTINEERING: At the venue from 8.30-9.30am

DOCUMENTATION: At the venue from 8.30-9.30am

START: 10.00am. There will be a practice and three timed runs.

ENTRY FEE: On the day \$20.00 (Incl GST).

STATUS: This event is a Round of the WMSA Interclub Gravel Sprint Series.

CONTACT: Lisa Ellingham 288-523 home.

COMPETITORS REQUIRE: MANZ Ungraded Competition Licence (Min). Civil Drivers Licence. MANZ Membership Card. Club Membership Card. Overalls and Helmet that comply with Schedule A.

PASSENGERS WILL BE PERMITTED PROVIDED: Competing Vehicles have been scrutineered to Rally specifications on Roll Protection and Safety Harness. The Passenger has signed the indemnity form provided at the start line. The Passenger is suitably attired as per Schedule A.

SPECIAL NOTE: Competitors are requested to refrain from familiarising themselves with the venue prior to and following the event itself. Any abuse of this request will mean total exclusion from competition.

The event will be held under the provisions of the National Sporting Code of the Motorsport Association and any relevant Regulations, prescriptions or specifications relating thereto.

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If you have any questions phone Lisa, but you will really have to come along and see for yourself.

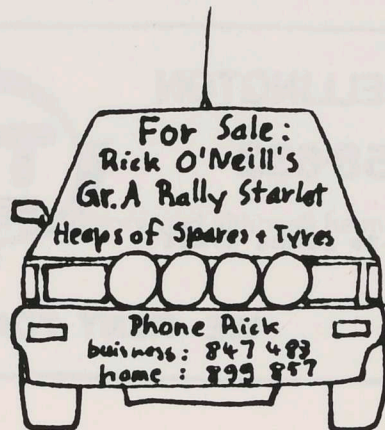
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FOR SALE: HILLMAN IMP. Good Motokhana car. 1969, wof, good tyres. \$800 ono. Phone 837-362 evenings.

FOR SALE: TOYOTA STARLET Group A rally car. Alloy cage, 5-speed. TRD suspension. Heaps of spares and tyres. Ready to rally. Very reliable car. Phone John 788-744.

FOR SALE: TOYOTA STARLET 1600cc Rallycar/Road/Race/Rally — tyres, lights, intercom, twinmaster, fire extinguisher, rally seats, luke/sabelt seatbelts. Cheap to run, good fun club car. Phone Florian (04) 837-362.

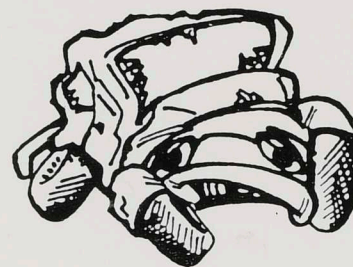


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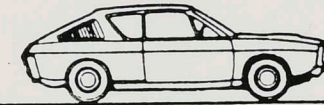
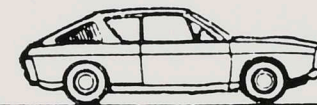
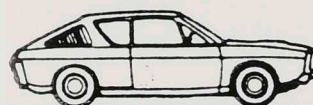
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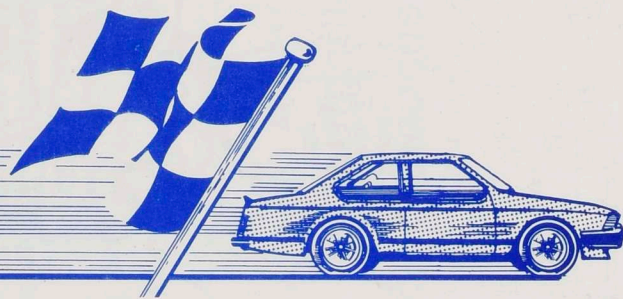
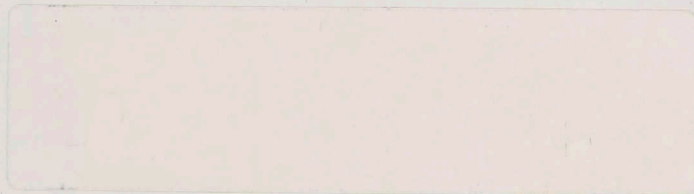
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MOTORING NEWS

OCT
SEPTEMBER 1989



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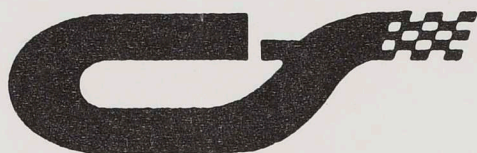
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New Members

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

- TONY BARROW** Tony is rejoining the Club so has some experience of motorsport. He is a tyre fitter and runs a Mazda RX3 and a Tredia Turbo.
- MARC RAMSAY** Marc is a Bank Officer from Brooklyn. He is interested in all forms of motorsport and runs various vehicles including a VW Beach Buggy, Holden Torana, Toyota Starlet.
- COLIN YOUNG** Colin is a Technical Services Manager who lives in Whitby. He is interested in most forms of motorsport and runs a Chevron.



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EXECUTIVE COMMITTEE

| | | | |
|-----------------------|------------------|---------|----------|
| PRESIDENT | Lisa Ellingham | 288 523 | 859 085w |
| PAST PRESIDENT | Graeme Robertson | | |
| CLUB CAPTAIN | John Crouch | 788 744 | 729 379w |
| SECRETARY | Andrea McAndrew | 787 934 | 735 236w |
| TREASURER | Jane Black | 687 275 | 660 625w |
| COMMITTEE | Derek Mattingley | 780 484 | 721 661w |
| | Ian Parkinson | 379 624 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Florian Schmidt | 837 362 | 850 809w |

SUB COMMITTEES

| | | | |
|-------------------------|-----------------|---------|----------|
| SPEED | Graeme Toomer | 764 400 | 767 726w |
| NON SPEED | John Crouch | 770 274 | 744 581w |
| RALLY | Doug Hogg | 328 695 | 748 999w |
| CHIEF SCRUTINEER | Lloyd Evans | 837 362 | 850 809w |
| POINTSKEEPER | Helen Jennings | 837 559 | 897 392w |
| MEMBERSHIP | Ian Parkinson | | |
| MAGAZINE | Florian Schmidt | | |
| CLUBROOMS | Gordon Diggle | | |

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$7.50 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Sun 03 Oct OCTOBER NIGHT TRIAL — WMSA
Organisers Steve Budd and Barry Cullen. Starts Wellington Car Club Rooms 7.30pm. Documentation from 7.15pm. Duration about 90 minutes. Entry \$6. Further info from Club Captain.
- Sat 07 Oct GOLD STAR TRIAL — NATIONAL
Round 4, run by Marlborough Car Club. Starts 9am in Blenheim. Runs around Wairau Plains, totalling about 376km and finishing about 5pm. Entry \$40 to Sept 30, but late entries may be accepted on communication with organiser. Regs available from Club Captain, or from Jim Vause ph Blenheim 80-550 or 88-915.
- Sat 14 Oct GOLD STAR HILLCLIMB (TAUMARUNUI) — NATIONAL
Kururau Hill, 2km west of Taumarunui. Course is 4km long, wide smooth gravel rising 250m to finish. Some say the best hillclimb road in NZ. Entries \$30 to Oct 10. Only standard road tyres may be used. Regs from Club Captain or from Mike Gibbs ph (0812) 6070 evgs.
- Sun 15 Oct RALLYSPRINT (TAUMARUNUI) — INVITE
10km gravel on Kururau West Rd (SSI of their rally?), Otunui. 6km uphill, 4km downhill. Entries \$30 to Oct 10, or \$55 for both Hillclimb and Rallysprint. tyres free. Regs from Club Captain or Mike Gibbs (0812) 6070 evgs.
- Sun 15 Oct GRAVEL SPRINT (HVMC) — INVITE
Venue is Knob Ridge, Totara Park. Gravel Surface approx 4km long. Scrutineering and documentation 9-9.30am at gate at entrance to venue (west end Tacoma Dr, Totara Park). Gate at entrance to venue will be locked at 10.00am, all competitors and service/spectator cars will travel to event start in convoy. Contacts Dave Davies (267-142) or Paul Hepburn (277-962).
- Mon 23 Oct WALL TROPHY TRIAL (HVMC) — WMSA
Starts Upper Hutt Railway Station Car Park, 10.30am. Finishes at HVMC Clubrooms in Petone. Duration about 3 hours. Organiser Neville Webley.
- Sat 28 Oct AUTOCROSS (HCCC) — INVITE
Round of Kim Naylor Series. Details available from Club Captain.

- Sun 29 Oct BRAILLE TRIAL (WCC) — INVITE
Do your bit for Braille Week and put your name forward as a driver in the Braille Trial. It's a very enjoyable and rewarding day. See details elsewhere in this bulletin.
- Sat 04 Nov MANFEILD CLASSIC RACE MEETING — NATIONAL
Practice on Friday afternoon, racing on Saturday. Races for classic and marque cars, historics, Porches etc. All races 6 laps. Late entries \$85 to October 12. Regs available from Club Captain or from John Palmer (686-295) or Craig Swift (787-368) — both Wgtn.
- Sat 04 Nov SKYLINE CORONET PEAK HILLCLIMB — NATIONAL
Run by Queenstown Car Club. 2.7km sealed hillclimb up Coronet Peak. Regs available from Club Captain or Queenstown Car Club, P.O. Box 112, Queenstown.
- Sun 05 Nov AUTOCROSS (WCC) — WMSA
Our clubs Autocross is on again at the Kapiti Autocross Track, Otaihanga Rd, Paraparaumu. (First left after railway tracks by Car Museum). Scrutineering/documentation at venue from 12.30pm. Event starts 1.30pm. Entry \$15. No knobbly tyres. Further info from Paul Campbell (795-274).
- Tue 07 Nov NIGHT TRIAL — WMSA
Time once again for the annual Peugeotary Night Trial. Who knows what Wayne has cooked up for us this year. Starts from 2 Wright Street, Titahi Bay. Documentation from 7.15pm, first car away 7.30pm. Entry \$6, duration about 90 minutes. Queries to Wayne Gair (367-541).
- Sun 12 Nov ADMIRAL ROAD HILLCLIMB — NATIONAL
Run by Wairarapa Car Club. Round of both Duncan McKenzie and Gold Star series. Further info next month.
- Sun 19 Nov MOTOKHANA (HCCC) — INVITE
Round of Stewards Trophy series. More details next month.
- Sat 25 Nov ALEXANDER ROAD HILLCLIMB — NATIONAL
Wellington Car Club Hillclimb up Mt Victoria. Details next month.
- Sun 26 Nov GRAVEL SPRINT (WAIRARAPA) — WMSA
Final round of WMSA Gravel Sprint series at Tea Creek Road in the Wairarapa. More details next month.

Captains Call

October is traditionally the month when the rally cars start coming to bits, and the race cars start getting put back together so there's not much on the local calendar this month. A couple of Autocrosses, a gravel sprint and a day trial should however interest most sides of the club. Our clubs autocross which was washed out earlier in the year has been rescheduled for November 5. Further details are in the Coming Events column.

This will probably be my last Captains Call, as I'm off to Fiji in November for a couple of years gaining some OE. During the last 18 months, I've seen a good increase in the number of people getting out to compete and this is very encouraging. I hope this trend continues in all aspects of the Club, with more competitors making it through to National level.

By the way, my Starlet is still for sale. Four careful owners, never raced or ...um...! Anyone interested?

Have a good months' motorsport.

JOHN CROUCH

ED'S BIT

CONCERNING "LIFERS" LETTER IN THE JULY-ISSUE WE GOT A COUPLE OF LETTERS AGAIN, INCLUDING ONE BY HIMSELF. I THINK THE MATTER SHOULD BE SETTLED BY NOW AND MAYBE THE NEW EDITOR, WHO EVER IT MAY BE WILL IMPROVE THE MAGAZINE ANYWAY.

AFTER A VERY HEALTHY LOOKING ISSUE LAST MONTH WE ARE BACK TO THE USUAL STANDARD - AND LATE AGAIN. FIRST OF ALL CLUBNIGHT FELL ON A LATER DATE THAN USUAL AND THEN WE HAD A BIT OF A HOLDUP AT THE TYPESETTING. SORRY ABOUT THAT, BUT I THINK ALL COMING EVENTS FOR LATE SEPTEMBER EARLY OCTOBER WERE IN LAST MONTH MAGAZINE ANYWAY.

A NEW COMMITTEE HAS BEEN ELECTED THIS MONTH MOST OLD FACES ARE BACK ONLY JOHN CROUCH AND IMYSELF ARE MISSING. WE ARE BOTH GOING OVERSEAS. THERE ARE A FEW NEW COMMITTEE MEMBERS, BUT MORE ABOUT THAT NEXT MONTH.

FLORIAN

Beaurepaires for tyres.

Braille Trial 89

This is the 18th annual event run by the Wellington Car Club in conjunction with the Wellington Branch of the Foundation for the Blind.

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WE RENT FOR EVERY EVENT

The Wellington Car Club needs a new Magazine Editor

We are looking for a person or group of people to replace our previous editor Florian, because he is going overseas.

He would be happy to explain how it works and what has to be done every month to provide Club members with up to date information.

You would only be responsible for the collecting of information, photos and articles and the final paste-up of the magazine. The typesetting, printing, stapling and posting is done by experienced people.

If you are interested please contact any of the committee members or Florian (hme 837-372, wk 850-809)

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If you have any questions phone Lisa, but you will really have to come along and see for yourself.

Letters to the Editor

Sir,

I am pleased that you credited by August letter as constructive criticism. I fail to see the difference between a commercial magazine and our bulletin. Both have the same high quality and are paid for by subscriptions. I can assure you that I know how long it can take to prepare a monthly bulletin. (I have been around for a while).

In reply to the letter of 'Concerned Member', I am also concerned that is why I wrote to the Editor. If the first name of a prospective member is not known, then how can the Committee approve the application? As for reports, someone must know who wrote them, even if they are passed from hand to hand.

As I see it, the main reason for a club mag is to keep its members informed about the club's activities and events. Therefore, the bulletin must arrive in the readers box before the events start. The reports have much less importance.

In case you don't know, I also know that we have the best Car Club bulletin in N.Z.

I am etc... LIFER

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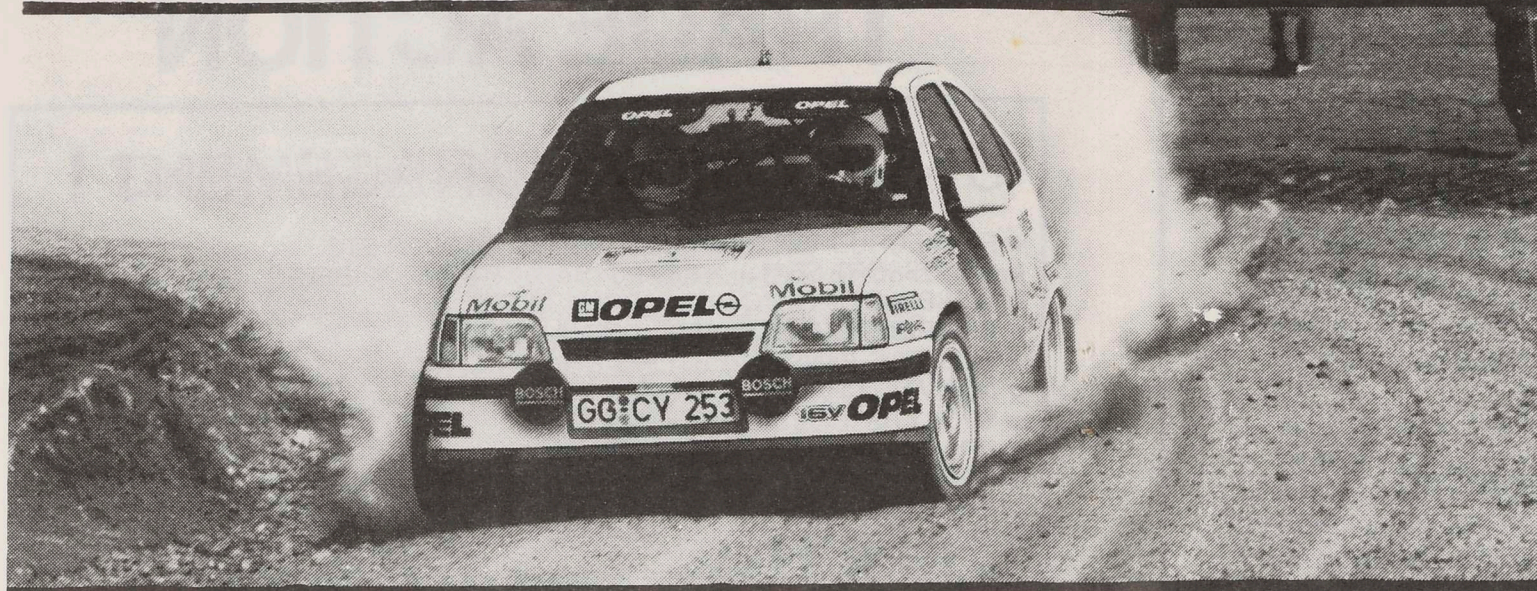
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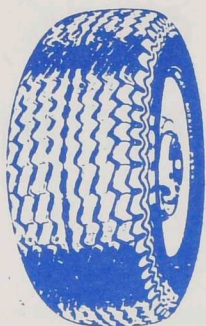
IN FLORIAN'S HOMECOUNTRY SEPP HAIDER, WHO IS GIVING
THE WORKS LANCIA A HIDING, IS LEADING THE CHAMPIONSHIP



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Dear Florian,

I am writing in reply to 'Lifer' in our August issue. The W.C.C. magazine I believe, is one of the best club bulletins produced in N.Z. There might be problems from time to time, but the knockers forget that you have a life to live and commitments outside the club, like earning a living and eating for example, you can only print what you receive.

Lifer does have a point regarding the impersonality of using members initials when welcoming a new member, however I recall that when acting as membership secretary this often was not available.

Regarding the rest of Lifers epistle he/she is knocking and if they believe that they can do a consistently better job then they should pluck up the courage to sign the letter with their proper name and present themselves as a candidate for bulletin editor at the club AGM on September 19th at 8.15pm at the Clubrooms.

Signed: Courageous enough to use my own name — Ray Lord.

Reply to Letter to Editor by Lifer

Being an active member when I can, and known for opening my big mouth to stir every now and again, I would like to reply to "I am...etc, Lifer", whoever you may be?

One of the things I hate is moaners who pull things apart without adding something constructive to put things back together again.

If you are so damn good at getting facts correct, in the appropriate order, and done on time to fit in with printers, I take it that you are offering your services to ensure that future bulletins are:

1. Full of up to date info.
2. Rally reports are accurate.
3. MANZ Conferences are fully and factually reported.
4. All persons names published are published with christian names and surnames.
5. All those needing a pat on the back get it.

I, at least, have the guts to put my name to this load of rubbish.

Ian Mollison

1988/89 Presidents Report

It is with pleasure that I present to you all, my report as President of your club.

At the first committee meeting of this term we welcomed 5 new members onto the committee and, along with the 5 existing members and myself we set a goal we considered to be most purposeful. That goal was to achieve stability in the tasks we already had before us prior to looking into the future of this club.

With this in mind, I present to you an update on developments within the club over the past 12 months.

BULLETIN

With a new editor, a new typist and a new collating team, the magazine has experienced the usual difficulties from time to time with lack of content and timing of production for despatch. As always, the magazine will only ever be as good as YOU want it to be as your contributions will be the making or breaking of it. The standard of presentation of the magazine can be directly attributed to the efforts made by the bulletin team and thanks must be extended to Florian Schmidt, Annette Hearfield and Gail Clay for their initiative and reliability over the past 12 months.

Revenue from the magazine has decreased in this financial year due to a lack of advertising on the front cover, however this has since been rectified with a contract secured in June for the forthcoming year.

CLUBROOMS

Painting of the exterior of the clubrooms was recently completed as a continuation of an upgrading programme implemented several years ago. We are now in a position to address the more minor details and provide the clubrooms with more atmosphere including memorabilia from our past.

As our 50th Anniversary will be in 1992, some thought should be directed towards providing the attendants of our Jubilee Reunion with a reminder of their days spent with the club.

NON SPEED

John Crouch, Chairman of the Non Speed section of the club has reported a successful year as far as event attendance is concerned. A dramatic increase in competitor numbers was noted at our Motorkhana, emphasising the need to provide more low key events for existing and intending members. The Gold Star National Trial was held in conjunction with the usual interclub trial and this was organised by non Wellington Car Club members. This has been the arrangement for several years now as the feeling of other clubs in the area is a desire to hold the Gold Star Trial, however man power doesn't permit one single club to hold the event on its own. It is pleasing to see members of neighbouring clubs join together in the interests of motorsport in this area.

The Night Trial Series continues to enjoy healthy competition whilst the Braille Trial, still our major opportunity to participate in a community based promotion, continues to enjoy a satisfying bond between the Foundation for the Blind, Amuri Motors (sponsor) and our club.

John makes a recommendation to the incoming committee that additional low key events be installed on the calendar for the forthcoming year.

Events held: Gold Star/Wall Trophy Trial — National and Interclub
Motorkhana — Interclub
Night Trial Series — Interclub
Braille Trial — Special Event

SPEED

Graeme Toomer, Chairman of the Speed section of the club, has also reported a very successful year in terms of organisation and profit. The Speed Committee has spent several years upgrading the standard of events presented to competitors with a desire to attract a high calibre of competitors and vehicles. The current levels enjoyed by some of our events would suggest their suitability for greater public promotion however, this would increase our vulnerability in a safety aspect and possibly present problems greater than we would wish to attract.

The Trophy Series has proven to be a major success for the club with fields continually oversubscribed and sponsorship contracts in place well in advance. The Clubmans event exceeded expectations and provided the Speed Committee with an opportunity to compare their skills alongside other organisers. Although the experience with Hutt Valley Motoring Club was a successful one, we will be returning to the usual event in 1990.

Graeme makes a recommendation to the incoming committee that training style events be considered in the future to encourage newer competitors to gain experience from our more experienced members. A low key, even closed club approach is recommended.

Events held: Kilbirnie Street Sprint — Invite and Trophy Series
Alexandra Road Hillclimb — Gold Star National Qualifying and Interclub and Trophy Series
Clubmans Racemeeting — Invite

Note: Gravel Sprint and Autocross not held in this financial year.

RALLY/RALLYSPRINT

Within the club we have a strong core of successful rally competitors on both the Regional and National scene. These members look forward to competing in their own clubs events. In order to provide our members with what they're looking for we are forced to construct a rally half way up the country. This is no simple task and, all things considered, the 1989 event was successful for organisers and competitors alike.

However, a very clear message has been presented to the committee and that is one of reluctance from members to accept responsibility for the control of this section of the club. Both the rally and rallysprint has suffered badly from lack of leadership and control over organising teams with a noticeable difficulty between groups of people to co-operate with each other and work towards one common goal. Unfortunately this appears to have reflected badly in a financial sense, possibly due to lack of planning from the start. Both these events have the ability to provide the service we are here to provide in a profitable way and this must be seriously looked at in the coming year.

The Committee recommends a Chairperson for the Rally/Rallysprint be appointed immediately, having full control in all matters relating to this section of the club.

FINANCIAL

Although we have shown a profit for the financial year we have recently received an account against the rally held in April which will reduce this figure to zero. This is extremely disappointing to report but it does stress the fact that we have entered the world of user pays and this won't be easy to get used to. The recent increase in membership fees, as approved at last years AGM, will contribute towards an improvement in the forthcoming year however, importance must be placed on the need to increase fundraising levels and the necessity to prepare accurate budgets prior to undertaking major events or projects.

The Auditors have passed the comment that this is the first year in many that they have completed their task with ease, and our thanks is extended to Jane Black for her work as treasurer over the past 12 months.

GENERAL

With current membership at 312 our club continues to represent the largest percentage of motorsport enthusiasts in the Wellington area. This is very pleasing and an area that should be seriously considered at every opportunity. We have the ability to increase this membership through many avenues but we must remember to ensure that the service we offer our members can be carried out as promised. There is little sense in running before we can walk.

At this point I would like to thank the outgoing Committee for their invaluable contribution to the years activities and their ability to create a productive atmosphere in which to conduct our activities. I am pleased to report that, aside from two Committee members who will shortly leave the country, the remaining Committee have voiced their interest in continuing their term. However, we can never have too many ideas and would welcome the opportunity to include further club members in the decision making process and therefore, extend the invitation to YOU to join us.

In closing, I wish Florian Schmidt and John Crouch a successful future in their chosen destinations.

LISA ELLINGHAM

Daybreaker — with no brakes

Wayne Moore and I got back together again to do the Daybreaker Rally after finishing the Taupo Rally last month with a gutless car in 50th place. I had done my homework and put a new cylinder head on the car — what a difference! No smoke, clean spark plugs, no need to carry a can of oil in the car and an easy 7500 rpm.

Starting at number 43 out of 57 cars, we left Palmerston North about 45 minutes past midnight. The weather was mixed, rain, fog, moonshine, and later sunshine. The first three stages went well until we lost all brake power towards the finish of stage three. It wasn't very nice to race down a windy gravel road in the middle of the night in thick fog and having to smash the car into first gear from time to time to slow down. At service we collected brake fluid from Rick O'Neill and John De Bernardos' crew. But this only helped halfway through the next stage and we had to do another 10k without brakes. Until we came to the regroup in Taihape, we struggled on and then we had a chance at the Mobil station to use the workshop. We tried to change the faulty seal in the rear brake but the right size was not available and we ran out of time. So we went to stage 8, a short publicity stage in Taihape. We took it quietly because we didn't want to end up like two or three cars that fell down the bank (we only saw their safety triangles). We went straight back into the workshop, disconnected the brake line to the faulty brake and sealed it off. At least we had three brakes now which was good enough for the rest of the rally.

At this stage we were 29th out of 43 still competing, having lost Brian Green, Doug Bredon, Bernie Morris, John De Bernado, Malcolm Webb and many others. Mark Jennings was leading.

We bled the brakes again after stage 9 and were starting stage 10 with a lot of confidence. Stage 10 alone is reason enough to compete in the Daybreaker. 62km long, it keeps you entertained with forest tracks, mud, fords, fast straights and a few surprises. No problems in stages 10, 11, 12 and 13 and it was close to 3 o'clock in the afternoon when we started stage 14. It was raining and I was thinking of showers, beers and sleeping bags until I saw the warning sign for a very tight hairpin corner and a lot of spectators on the bank. Immediately I realised that my brakes were not good enough to slow the car down. So I chucked it in first gear which resulted in an extremely sideways slide through the corner, much to the delight of Wayne who was probably asleep by then.

We finished 19th, my best result in exactly one year of rallying in New Zealand. I really enjoyed my stay here, especially the rallying, and I couldn't wish for a better finish of the season. Maybe I'll come back one day but in the meantime the Starlet is for sale. Thanks to my service crew Brent & Dion, Wayne Moore, Rick O'Neill for selling me the extremely reliable Starlet, which I had a lot of fun with and finished 6 out of 7 rallies. And thanks to everyone in the Car Club for a marvelous time.

FLORIAN



The Wellington Car Club (Inc) wishes to thank the following for their effort in being a timing crew for the Daybreaker Rally.

Ruth Shepherd, John Swan, Brett and Craig Plim, Barry Lakeman, Eddie Conroy, Bob Gray.

Classifieds

1600 X Flow fully worked motor with RS2000 gearbox. 1986 & 87 Central Region Championship winner, just rebuilt. \$2400. 5.1 Atlas C & P. \$400. For full details phone Graeme Toomer 879-121.

FOR SALE: Datsun Rally Car. Just recond. 1500cc Cook-Motor Ford-LSD. 4 wheel disc brakes, close ratio gearbox plus 5 speed gearbox \$4500 Phone 687-741.

FOR SALE: Datsun 1300 racemotor. Just recond. complete \$1000 ono. Phone 687-741.

FOR SALE Celica GT-Four ST-165 Group A/N Rally Car. As rallied by Tetsuo Sano 1988/89 8th overall in 1988 Rally of NZ. Extensive TRD equipment (suspension, clutch, LSD, brakes etc). Car comes complete with — Cibie Appollo driving lights, 25 alloy wheels and tyres, and a comprehensive spares list. Transmission complete. Turbo-charger (new), TRD suspension (new). Numerous other spares. Price: \$60,000. For more info and parts list Phone/Fax (071) 479-065 Hamilton. Mark or Dene.

NATIONAL Front wheel drive championship winner. The latest model, latest spec GTi Corolla AE92. Bilstein suspension, full Group N specs. 20 wheels etc — ready to race. Numerous spares. New car built in January 1989. 8 class wins this year. \$24,000. Phone Joe 787-934 (pvte) or Craig 872-613 (pvte) Wgton.

COMPETITION CAR FOR SALE: Toyota Corolla AE86 G.T. Twin cam 16 valve, fuel injection, full Group N specs. Jamie Aislabie prepared motor, homologated 1992 plus, 100% finish record, T.R.D. — Bilstein suspension. Modified computer, terratrip rally computer, H.P. oil-pump ports, new roll cage FIA approved, modified gear box, 6 cibie lights, 4 x RE71 4 x SP82 8 x RC14 Noras, complete rear end (5.1) disc to disc, heaps of spares, new paint. \$16,000. (070) 432-211

FOR SALE: Starlet Rally Car, Group A, 1300cc, 5 speed, TRD suspension, new 5.1 LSD, spots etc. Heaps of spares and tyres. Ready to rally and cheap to run. Ph John Crouch 788-744.

**URGENT SALE going overseas
in November**

FOR SALE: TOYOTA STARLET 1600cc Rallycar/Road/Race/Rally — tyres, lights, intercom, twinmaster, fire extinguisher, rally seats, luke/sabelt seatbelts. Cheap to run, good fun club car. Phone Florian (04) 837-362.

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in November**

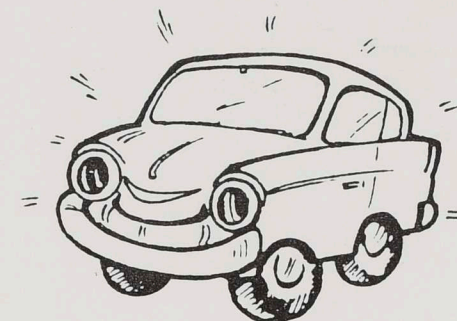


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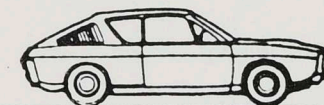
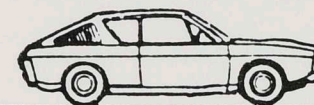
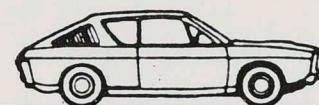
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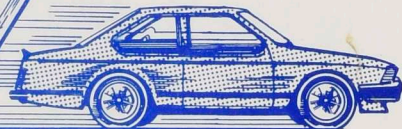
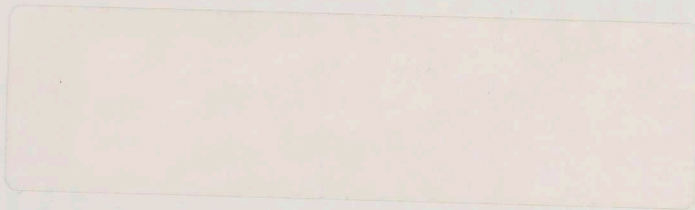
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Letter to the Editor

Dear Sir,

It was disappointing to learn at our AGM last week that the Titahi Bay Rallysprint has been cancelled.

Of particular concern to me were the reasons given. We were told lack of competitor interest was the main problem. This is difficult to understand when the following day I had phone calls from two out of town competitors asking if regs. were available or could they enter on the day. I know I am not the only Club Member to have had similar enquiries. Would we have had a better response if regs. had been sent to competitors as well as to other Clubs?

We were also told that sponsorship for the event was proving difficult to find. Is this surprising with lack of entries? Surely some early invitations to top National competitors, and perhaps even some assistance would result in confirmed entries which would give us more marketing strength when selling our sponsorship package.

On a brighter note, congratulations must go to those responsible for the Gravel Sprint at our new venue in Ohariu Valley; it was a well run event on a very challenging road.

Ted Clay.



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P.O. Box 4142, Wellington

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Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

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| TREASURER | Jane Black | 687 275 | 660 625w |
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| | Ian Parkinson | 328 695 | 748 999w |
| | Doug Hogg | 324 758 | 821 653w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Mike Galvin | 881 787 | 889 066w |
| | Mark Spiers | 722 793 | 788 127w |

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| | | | |
|-------------------------|------------------|---------|----------|
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| NON SPEED | | | |
| RALLY | Mike Galvin | | |
| CHIEF SCRUTINEER | Craig Fair | 327 093 | |
| | Malcolm Buchanan | | |
| POINTSKEEPER | Helen Jennings | 770 274 | 744 581w |
| MEMBERSHIP | Ian Parkinson | 328 695 | 748 999w |
| MAGAZINE | | | |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$35.00 Ordinary Members and Husband/Wife

\$20.00 Members under 18 years of age

\$20.00 Country Membership

\$25.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

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Coming Events

- Sat 04 Nov MANFELD CLASSIC RACE MEETING — NATIONAL Practice on Friday afternoon, racing on Saturday. Races for classic and marque cars, historics, Porches etc. All races 6 laps. Late entries \$85 to October 12. Regs available from Club Captain or from John Palmer (686-295) or Craig Swift (787-368) — both Wgtn.
- Sat 04 Nov SKYLINE CORONET PEAK HILLCLIMB — NATIONAL Run by Queenstown Car Club. 2.7km sealed hillclimb up Coronet Peak. Regs available from Club Captain or Queenstown Car Club, P.O. Box 112, Queenstown.
- Sun 05 Nov AUTOCROSS (WCC) — WMSA Our clubs Autocross is on again at the Kapiti Autocross Track, Otaihanga Rd, Paraparaumu. (First left after railway tracks by Car Museum). Scrutineering/documentation at venue from 12.30pm. Event starts 1.30pm. Entry \$15. No knobbly tyres. Further info from Paul Campbell (795-274). NOTE: As there is a possibility that the Autocross venue may not be available please contact Paul Campbell (795-274 hm or 849-984 wk) a few days prior to the event.
- Tue 07 Nov NIGHT TRIAL — WMSA Time once again for the annual Peugeotary Night Trial. Who knows what Wayne has cooked up for us this year. Starts from 2 Wright Street, Titahi Bay. Documentation from 7.15pm, first car away 7.30pm. Entry \$6, duration about 90 minutes. Queries to Wayne Gair (367-541).
- Sat 11 Nov CLUBMANS RACE MEETING (HVMC) — INVITE 25 lap race for saloons, details from Paul Hepburn 277-962
- Sun 12 Nov ADMIRAL ROAD HILLCLIMB (WAIR) — WMSA Details available from Gavin Henwood (059) 84-776 hm.
- Sat/Sun 11/12 Nov TAUPO RACE MEETING — NATIONAL INVITE Includes sports sedans, Porches, production supercars, Scanz, Formula Vees, Chevrons, Clubmans, BMC Classics, Mini Sevens, Formula Fords 'B'. Regs available from Club Secretary.
- Sun 19 Nov MOTOKHANA (HCCC) — INVITE Details available closer to the date from Club Secretary.

- Tue 21 Nov CLUBNIGHT 8.00 at Clubrooms. Visitors welcome.
- Sat 25 Nov ALEXANDER ROAD HILLCLIMB — WMSA AND GOLD STAR (WCC) Regs available from Lisa Ellingham 288-523 hm, limited to 50 entries. Entries close Wed 15 Nov — don't miss this great event!
- Sun 26 Nov GRAVEL SPRINT (WAIR) — WMSA Final round of interclub gravel series. More info available from Club Secretary.
- DECEMBER 01/02/03 NISSAN MOBIL 500 STREET RACE
Sun 03 Dec MOTORKHANA (HVMC) WMSA INVITE
Tue 05 Dec DECEMBER NIGHT TRIAL Starts Wellington Car Clubrooms, 7.30pm. Documentation from 7.15pm. Duration about 90 minutes. Final trial of the year. All welcome. Organiser Eddie Conroy (786-742).
- Sun 17 Dec ANNUAL CHRISTMAS BBQ & KIDS PARTY
Tue 19 Dec CLUBNIGHT 8.00pm at the Clubrooms.

INFO. AND REGS.

Information on coming events will be available from the Club Secretary until further notice.

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From the Top

Following the recent Annual General Meeting I am pleased to welcome our new committee members MIKE GALVIN and MARK SPIERS along with IAIN MOLLISON as Club Captain onto this years Executive Committee. Apart from John Crouch and Florian Schmidt, we have retained the balance of last year's committee and look forward to a productive year.

The cancellation of the Titahi Bay Rallysprint has once again caused a great deal of flack with several people taking major criticism from fellow members and competitors. Whilst some of the suggestions for improving the popularity of the event have been welcomed and worth consideration, others have not been so well constructed.

To elaborate on the workings of the event, I would wish to outline that primarily we have attempted to run a RALLYSPRINT as the intention was to form part of the interclub series as well as the attempt to attract outside competitors. When the event was first run several years ago it was listed on the calendar (the MANZ calendar) as a National event with the intention to build it into a major part of our clubs regular activity. Since then, each year we have continued to list the event as a National event, this being done 15-18 months prior to the actual running of the event.

For those of you who are short on organisational knowledge (and you are numerous) you CANNOT change the format or the rules of a National event at the drop of a hat. For this reason we have endeavoured to continue with our original plans each year.

It is quite debatable whether this has been the right or wrong decision but I can assure you the decision has been made with much thought and consideration for our own clubs competitors. We currently have a good calibre of rally competitors amongst us who are keen for the club to promote a rally/rallysprint event. As we currently run 4 speed category events per year it would seem quite reasonable to assume that some concentration could be placed on one or two rally events. For those of you who appear to be single minded about the type of events we promote, may I suggest you stop and think for a moment and realise we are here to try and satisfy 300 people and not just those who are concerned with one aspect of the sport.

I have learnt of abusive comments (either through personal experience or other's experience) regarding the cancellation of the event however I have also noted that the majority of those who have PLENTY to say never actually appeared on the 'ENTERED AND PAID UP ON TIME' list. I accept that some people believe regulations should have been posted directly to competitors, and this comment may be quite valid, but I certainly didn't realise we had so many incompetent lazy people who were unable to obtain their own entry form and complete it in time.

The club and its organising committees have a MAJOR responsibility to you all to ensure we do NOT attempt to continue with events or projects that will seriously jeopardise the financial position of the club. This, and only this, is the reason the event was cancelled.

Finally, the organising committee has a responsibility to the CLUB and its members to ensure no event takes place that would incur a major loss against club funds. Their decision to cancel the event was quite responsible.

May I suggest that any comments or suggestions you may have regarding improvement of the event to ensure its popularity should be sent to the committee as soon as you've had time to write them down. We are quite open to constructive criticism and would be pleased to hear from you.

LISA ELLINGHAM

Captains Call

Come on chaps, get those cobwebs off the old girl, summer motor racing is here! Taupo, Manfeild, Baypark and Pukekohe circuits have great line ups for the coming season and if you don't intend competing then maybe a spot of spectating is called for. Several Wellington Car Club members will be contesting the various championships on circuits around the country and would welcome your support.

Our Autocross is due to run this month but there may be a slight hiccup with the venue. As we've had to postpone it to the 5th from the original June date, we may not be able to secure the Kapiti Track venue but will be able to notify you of the venue change, if any, closer to the date. Please call Paul Campbell (see Coming Events for phone contact), closer to the date.

Alexandra Road Hillclimb, the final round of the Archer & Lupp Services Trophy Series will be held on the 25th of this month. Once again we are expecting a full field including most of the top contenders from around the region. We'd like to invite some of our newer members to be a part of the marshalling or timing teams that run the event as this is a great way to meet fellow members and see plenty of the action. If you're able to help out on the day (no experience necessary — we'll put you alongside someone who knows the ropes) please call BRETT PLIM on 650-925.

Have a good month!

IAIN MOLLISON

NOTICE TO 25 YEARS & UNDER MEMBERS

To comply with the regulations of our new trophy, the Andrew O'Neill Memorial Trophy, eligible persons needed to have been 25 years and under at 1st January 1989. If your name does not appear on this list, or does and it shouldn't, please contact Ian Parkinson.

Mr P Ashcroft
Mr B N Biggs
Mr P Bull
Mr D Chadderton
Mr G K Crosland
Mr N Drury
Mr C L Gibb
Mr D Hogg
Mr C Hribar
Mr P I Kibble
Mr K E S Mattock
Mr K R McGavin
Mr B Morris
Mr D W Owens
Mr A Price
Mr A S Rowe
Mr M J Ryan
Mr B Sellens
Mr B Taylor
Mr R Taylor
Mr D Tutton

Mr T D Barrow
Mr T D Bird
Mr K Butters
Mr I J Chapman
Mr A Curtis
Mrs/Mrs A T Fergusson
Mr R S Goffin
Mr N Hopgood
Mr J H Kibble
Mr I B MacLeman
Mr A B McCusker
Mr P Mears
Mr S Niven
Mr S Payne
Mr M W Ramsay
Mr M Ruddick
Mr F Schmidt
Mr R Stevenson
Mr S Taylor
Mr J Toomer
Mr M Wellington

IMPORTANT NOTICE

As there is a possibility the Kapiti Track will NOT be available on Nov 5 for our Autocross, would all intending competitors please contact Paul Campbell 795-274 hm 849-984, a few days before the event to confirm the venue.

Beaurepaires for tyres.

The recent 'Daybreaker' Rally

This year doing on three rallies out of six, gave us a chance to further develop the car. Rear suspension was completely updated, the diff ratio lowered. The usual midnight oil was burned many times, but this year for once not the week before the rally.

The car was checked, tested, discussed, played with and retested.

Then Friday arrived, the mad dash from work in collar and tie to the waiting car already on the trailer and up to P.N. Scrutineering went well with the crew doing a late dash to an electrical shop for a headlight bulb. Then eating dinner while checking the route book. The usual pre rally motor check, tweak with timing light and off to the start ramp. With a few cheerful waves at 12.24am from local friends, we departed. Stage 1 spur road was a warm up, stage 2 stanway cautiously fast, past a few offs, some nasty corners in here. Stage 3, Turakina valley, partially local knowledge. We started off well, but within a few minutes the dreaded night fog. Well, that was interesting with about 600 watts of light set for longer straights. It was guess which way the corner goes and hope, the luck was good for 5 minutes then whoops. The corner went right but not just yet, and a spin nearly into the bank, consequently a 360° turn and away. More guessing and whoops, same again only this time nudging the bank, a panicky few seconds wheel spinning back out of the drain. Just the trick with the lights all lowered about the right amount. Mutual decision to slow down and finish the stage.

Whilst doing a good time, 9th fastest, passed a few very interesting marks, not mentioning any names. Finished the stage with dimming lights, and a loose fan belt. Just the moment for a good quick service & repairs, but oh where are the service crew!

Anyway borrowed fuel from two kind crews (we're not the only ones), tightened the fan belt, checked the lights and found the right front guard loose, so what; carry on.

Stage 4 Turakina Valley (middle). Dramatic improvement in visibility but fast losing lights, did most of the stage without spots. Found a very keen and willing service crew who helped change a very sad fan belt and wire up the guard which lasted the rally. Found our service crew at the start of stage 5. Gassed up, coffees (abuse), at last real home territory. Ridge Road was great, 7th fastest and excellent driving.

Stage 6 Paengaroa Road, very short and fast if you know it. 7th equal.

Stage 7. Moawhango (first time). Magic road, 5th fastest. I used to live on the last part (the large white letter box on the right). I drove to control showing the driver the correct lines for the final stage, then home for hot breakfast.

Special 8. I drove this as local knowledge could well pay here. It was very tight and twisty and we did an average time. The two local Rosses in a Nissan Turbo 1st, beating Mark Jennings by 2 secs in this stage around Taihape.

Stage 9. Tangiwai. Good fast stage, not known well by either of us. We managed 4th fastest time with an excellent drive by Ray.

Stage 10. Karioi Forest (car breaker). Passed Chris and Robbo here, only just, wound the trusty Lancer out to 180km/h plus on a few straights and had me nervous in a couple of spots finishing 4th.

Stage 11. The Army Camp. They missed the best side of the road this time and had us boulder hopping, consequently added quite a few ventilation holes in the floor.

Stage 12 Moawhango (second time). The first half was the same, the road great, 4th equal and a minor water pump leak was worsening. Stage 13 Pukeokahu not well enough known by me. Had heard we were in the top 10 and drove well to finish. The water leak was still pretty bad even after 2 cans of stop leak.

The final stage Spooners Hill. After waiting in the pouring rain for a non rally associated bad accident, we finished the rally cautiously to achieve 6th overall and our first ever class win 1600cc. I am sure this was greatly attributed to very consistent driving by Ray Lord, excellent support from a relatively new service crew, team spirit and help from other competitors and club members during the event and prior to it, help, advice and competitiveness of the club over the years of our rallying and last but certainly not least, wives and girlfriends who unselfishly allowed us the time to achieve this.

Mitsubishi Lancer 1600cc
MARK SPIERS (co-driver)



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Colonel: Leaps short buildings with a single bound. More powerful than a shunting engine. Is just as fast as a speeding bullet. Talks with God.

Lt Colonel: Leaps short buildings with a running start and favourable winds. Is almost as powerful as a speeding bullet. Walks on water in indoor swimming pools. Talks with God if special request is approved.

Major: Barely clears a Nissen hut. Loses a tug-o-war with a steam engine but can fire a speeding bullet and swims well. Is occasionally addressed by God.

Captain: Makes high marks when trying to leap tall buildings. Is run over by trains. Can sometimes handle a gun without inflicting self injury. Dog paddles and talks to the animals.

Lieutenant: Runs "into" tall buildings. Recognises trains two out of three times. Is not issued with ammunition. Can stay afloat if properly instructed in the use of a life jacket. Talks to walls.

2nd Lieutenant: Falls over doorsteps while trying to enter tall buildings. Says "Look at Choo-Choo". Is never issued with gun or ammunition. Plays in mud puddles and mumbles to himself.

Sgt Major: Lifts up all buildings and walks under them. Kicks steam engines off the track. Catches speeding bullets in his teeth and eats them. Freezes water with a single glance . . . He is God.!!!

The Wellington Car Club needs a new Magazine Editor

He would be happy to explain how it works and what has to be done every month to provide Club members with up to date information.

You would only be responsible for the collecting of information, photos and articles and the final paste-up of the magazine. The typesetting, printing, stapling and posting is done by experienced people.

If you are interested please contact any of the committee members or Florian (hme 837-372, wk 850-809)

HARBOUR CAPITAL CAR CLUB 1989 Wall Trophy Trial

Individual Results

| Car Driver | Navigator | Passenger/s | Club |
|--------------------|-----------------|---------------|-------|
| 1 Paul Te Punga | Katrina Wood | | FIAT |
| 2 Jonathan Liddell | Martin Lanza | | FIAT |
| 3 Ken Douglas | Marcia Douglas | | LEVIN |
| 4 Murray McGuire | Annette Miet | | WGTN |
| 5 Allan Mines | Ben Stockbridge | Nicola&Justin | WGTN |
| 6 Nigel Edger | Brian Craio | Richard&Julie | HCCC |
| 7 Martyn Robey | Stephanie Robey | | FIAT |
| 8 Vic Middleditch | Carey Richter | 6 Wilson | FIAT |
| 9 Trevor Wall | Barbara Wall | | FIAT |
| 10 Neville Webley | Raewyn Webley | | HVHC |
| 11 Wayne Gair | Dianne McDonald | Jane Dawson | WGTN |
| 12 John Crouch | Jo Ward | | WGTN |
| 13 Chris Hitch | Shona McInnes | Barth Cann | FIAT |
| 14 John Rapley | Carol Weston | Grant Weston | HCCC |
| 15 Mathew Conner | John Crombie | | HVHC |

| Car | 1 | 2 | 3 | 4 | 5 | 6 | Total | Place |
|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| 1 | 70 | 56 | 0 | 10 | 16 | 0 | 152 | 2 |
| 2 | 297 | 354 | 137 | 72 | 184 | 10 | 1054 | 13 |
| 3 | 138 | 426 | 131 | 11 | 81 | 69 | 856 | 11 |
| 4 | 37 | 18 | 1 | 5 | 0 | 12 | 73 | 1 |
| 5 | 4 | 194 | 8 | 2 | 0 | 38 | 246 | 4 |
| 6 | 120 | 632 | 368 | 117 | 191 | 174 | 1602 | 15 |
| 7 | 87 | 369 | 398 | 8 | 213 | 126 | 1201 | 14 |
| 8 | 129 | 237 | 135 | 0 | 120 | 9 | 630 | 8 |
| 9 | 128 | 362 | 127 | 15 | 6 | 13 | 651 | 9 |
| 10 | 47 | 150 | 132 | 136 | 275 | 16 | 756 | 10 |
| 11 | 7 | 305 | 45 | 71 | 28 | 8 | 464 | 6 |
| 12 | 85 | 246 | 30 | 75 | 10 | 121 | 567 | 7 |
| 13 | 129 | 250 | 217 | 6 | 309 | 70 | 981 | 12 |
| 14 | 0 | 217 | 71 | 0 | 9 | 2 | 299 | 5 |
| 15 | 8 | 141 | 5 | 1 | 10 | 3 | 166 | 3 |

Teams Results

| Club | Car | Car | Points | Total | Place |
|------|-----|-----|----------|-------|-------|
| WGTN | 4 | 11 | 73 464 | 537 | 1 |
| WGTN | 12 | 5 | 567 246 | 813 | 2 |
| FIAT | 1 | 9 | 152 651 | 803 | 3 |
| FIAT | 2 | 13 | 1054 981 | 2035 | 7 |
| FIAT | 8 | 7 | 630 1201 | 1831 | 5 |
| HVHC | 10 | 15 | 756 168 | 924 | 4 |
| HCCC | 6 | 14 | 1602 299 | 1901 | 6 |

1989 Honda Challenge Night Trial Results - Round Seven

| TEAM | POINTS | PLACE |
|------------------------|--------|-------|
| Sarc Aztec | 23 | 8 |
| Monk Team | 36 | 10 |
| Team Honda | 8 | 6 |
| Team Try-Ling | 5 | 3= |
| Team Smiley | 2 | 1 |
| Team Webley | 37 | 11 |
| C-More-Benz | 4 | 2 |
| Team Conroy | 5 | 3= |
| Team Token | 12 | 7 |
| Team Peugeotary | 5 | 3= |
| Team Starlight Express | 25 | 9 |

Organiser: Bryan Atkins

Assisted by Mari Atkins, Alan Edmonds

Checked by Murray McGuire

POINTS AFTER EIGHT EVENTS OF THE 1989 NIGHT TRIAL SERIES, towards the Night Trial Trophy for the series, and the East Trophy for 2 Man Crews.

| | 2 MAN | | O/ALL | |
|-------------------|-------|-------|-------|-------|
| | PTS | PLACE | PTS | PLACE |
| Try-ling | 124 | 1 | 122 | 1 |
| Peugotary | 86 | 5 | 188 | 2 |
| Starlight Express | 90 | 4 | 111 | 3= |
| Conroy | 113 | 2 | 111 | 3= |
| Honda | 104 | 3 | 100 | 5 |
| Disorganisation | 42 | 8 | 77 | 6 |
| Sarc-Aztec | 74 | 6 | 72 | 7 |
| Macmob | 53 | 7 | 51 | 8 |
| FAS Racing | 30 | 9 | 30 | 9 |
| Bumble Bee | 1 | 10 | 1 | 10 |

Sealed Sprint/Hillclimb Series 1989

Duncan MacKenzie Memorial Trophy

| | |
|--------------|---|
| I Taylor | 5 |
| P O'Leary | 4 |
| J Billington | 3 |
| R Brader | 2 |
| R Taylor | 1 |

Gravelsprint Series Trophies 1989

PATS Trophy

| | |
|---------------------|----|
| Wellington Car Club | 35 |
| Wairarapa Car Club | 18 |
| Har Cap Car Club | 11 |
| Hutt Valley M Club | 5 |
| MG Car Club | 1 |

Rallywoods Trophy

| | |
|-------------|----|
| T Clay | 40 |
| R Taylor | 40 |
| S Groenveld | 33 |
| B Bryce | 20 |
| R Brader | 20 |
| I Taylor | 20 |
| K George | 19 |
| R Ellingham | 19 |
| T Brooks | 19 |
| T George | 19 |
| N Edger | 19 |
| D Black | 18 |
| M Smith | 18 |
| R O'Neill | 17 |
| S Payne | 17 |
| T Dixon | 16 |
| J Crouch | 15 |
| R Stevenson | 15 |

Rallysprint Series 1989

Road and Track Accessories Trophy

| | |
|--------------|----|
| D Barrow | 56 |
| R Brader | 30 |
| R Ellingham | 28 |
| P Campbell | 28 |
| J McAndrew | 26 |
| I Taylor | 23 |
| M Sollitt | 23 |
| H Kibble | 20 |
| D Johnson | 19 |
| T Brooks | 18 |
| M Smith | 16 |
| J Billington | 15 |
| R Taylor | 12 |
| T Clay | 10 |
| S Payne | 8 |
| J Debonardo | 6 |
| T Dixon | 6 |
| B Morris | 4 |
| D Black | 2 |
| F Schmidt | 2 |
| S Groeneveld | 2 |
| S Hayman | 1 |
| R O'Neill | 1 |
| P Torrington | 1 |
| S Taylor | 1 |
| F Forsyth | 1 |
| T Hayman | 1 |
| G Toomer | 1 |
| C Clarke | 1 |
| R Taylor | 1 |
| M Galvin | 1 |
| R Goffin | 1 |
| J Crouch | 1 |

Motorkhana Series Trophies 1989

Wall Trophy

Trial Series Trophies 1989

| | |
|---------------------------|----|
| Wellington Car Club | 89 |
| Fiat Owners Club | 80 |
| Harbour Capital Car Club | 39 |
| Hutt Valley Motoring Club | 34 |

PME Datsun Challenge Cup

| | |
|------------|----|
| M McGuire | 43 |
| J Rapley | 41 |
| M Connor | 36 |
| W Gair | 28 |
| A Mines | 28 |
| J Pierson | 22 |
| P Te Punga | 22 |
| T Wall | 21 |
| B Cullen | 20 |
| J Crouch | 12 |

Victoria University Car Club Navigators Trophy

| | |
|---------------|----|
| J Crombie | 36 |
| D McDonald | 28 |
| B Stockbridge | 28 |
| M Gould | 25 |
| A Miet | 25 |
| J Pierson | 22 |
| K Wood | 22 |
| S Budd | 20 |
| H McGuire | 18 |

Kim Naylor Trophy

Autocross Series 1989

| | |
|---------------------------|----|
| Wairarapa Car Club | 27 |
| Hutt Valley Motoring Club | 19 |
| Wellington Car Club | 13 |

Stewards Trophy

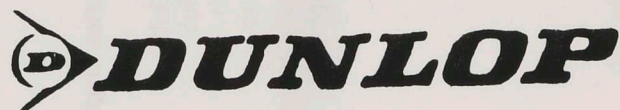
| | |
|------------------|------|
| A Mills | 34.5 |
| J Crouch | 29 |
| J Glover | 25 |
| P Te Punga | 25 |
| D Chadderton | 22 |
| A Harvie | 20 |
| K Kitchingman | 16 |
| M Wellington | 16 |
| P Taylor | 15 |
| W Gair | 14 |
| I Chapman | 12 |
| T Hefford | 9 |
| K Nielson | 8 |
| P Carson | 8 |
| C Rutherford | 8 |
| M Spiers | 7 |
| S Hellberg | 7 |
| M van Dorrestein | 6 |
| A Raynor | 6 |
| S Taylor | 4 |
| D Mattingley | 3 |
| R Stevenson | 1 |
| D Hogg | 1 |

Pierson Cup

| | |
|--------------------------|-----|
| Wellington Car Club | 35 |
| Harbour Capital Car Club | 19 |
| Fiat Owners Club | 9 |
| Levin Car Club | 7.5 |
| MG Car Club | 7 |

Vesta Battery Trophy, Final

| | Wgtn | Total |
|----------------------|------|-------|
| | 23/4 | |
| Wellington Car Club | 27 | 27 |
| Harbour Capital Club | 19 | 19 |
| Fiat Owners Club | 9 | 9 |



Report on Central Region Rally Panel Annual General Meeting held on 23 September 1989

Jane Black represented Wellington Car Club.

Dave McLean has stood down as Secretary and Jane Black is now Secretary of the Central Region Rally panel. She will be responsible for points keeping and seedings.

Cam Taylor was re-elected as Chairman.

The following Clubs will be running Central Region Rallies in 1990.

Wellington
Taumarunui
Gisborne
Hawkes Bay
Taupo
Manawatu (National)

The dates are still to be confirmed by the Rally Commission.

The main rule change is that competitors will have to register in 1990. There will be a \$10.00 registration fee to cover postage of results after each rally. Registrations must be in the hands of the Secretary before the start of an event. COMPETITORS SHOULD ALSO NOTE THAT THE SECRETARY WILL NOT BE ATTENDING EVERY CENTRAL REGION RALLY so don't expect to be able to register at scrutineering or on the start line.

The rules are going to be tidied up and a copy will be forwarded to all competitors when they register.

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- ★ ETC ETC ETC

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WANGANUI STREET SPRINT ACTION

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SHOT OF THE MONTH

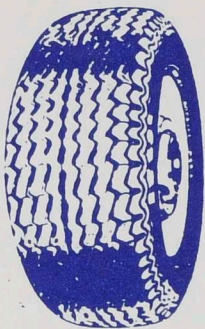
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More Drivers to use BP Corse Plus Oil

BP is preparing for a big increase in demand for its new Corse Plus semi-synthetic motor oil, after drivers using the oil dominated the NZ National Rally Championships, taking first and second places.

"Interest in Corse Plus has been building all season, but we expect it to really take off following this fantastic result," says Jeremy Leach, lubricants marketing manager for BP Oil.

Selected rally drivers were used by BP this season to put Corse Plus through demanding tests under real race conditions.

And the season ended with BP test drivers Neil Allport taking out the national championship title with his win in the final round at Tokoroa, and David Ayling finishing runner-up after leading in the early rounds.

Neil Allport believes Corse Plus definitely gave him an edge in this year's competition, improving the reliability and performance of his Mazda's turbocharged engine and curing a number of problems which beset him last year.

Many other drivers seeking a similar edge will be looking to motor oils such as Corse Plus to provide vital engine protection.

Mr Leach says he would not be surprised if a large percentage of participants in New Zealand rallying chose to run on Corse Plus next season, judging from the amount of interest already shown in the new oil.

Similar interest is also expected from participants in other forms of motorsport. During the summer Corse Plus will enjoy a high profile with Rodger Freeth in his V8-powered Toyota Starlet in the sports sedans series and other leading names have already signalled their intentions in using BP's number one oil.

Corse Plus has been developed especially with high performance cars in mind. As a semi-synthetic, it is said to combine the best properties of high tech synthetic racing oils with the ease of handling of conventional mineral oils.

And with more consumers now turning to Corse Plus BP says it can apply economies of scale with its pricing and has brought the cost back to a suggested retail of \$31.95 for a 4-litre pack. BP also aims to make Corse Plus more easily available by increasing the number of service stations and other distribution outlets which stock the oil.

Prepared by John Ellegard, Stanford James Limited.

TRIALLING TALES OF RECENT TIMES

I've enjoyed a feast of trialling in recent weeks, along with a good number of other persons.

No 1 was on Sunday 10th September, there was the Harbour Capital Wall Trophy round. Wife Heather couldn't make this one so it fell to my normal night trialling partner, Annette Miet and I to make up team Macmob. A good entry for this one with 15 competitors totalling some 38 persons.

Section one took us from the Percys Reserve start, up and over and along the Western Hutt hills. No major problems here and we were back to the start Control.

Section two was a different story with most competitors making a real meal of it. A few problems with interpretations, an incorrectly placed coded C/B and a lot of to-ing and fro-ing around Lower Hutt saw us to the Petone end of Section Control losing only 18 points on time. The next best competitor, Paul Te Punga (with Katrina Wood) had lost 56 points and everyone else was in the hundreds. Nigel Edger and crew "top scored" here with an impressive 632 points!

Section three was a cracker. 17 instructions and a left at tee over-rider with lots of traps for the unwary. At least 5 of the instructions were deleted by coded C/B's and the whole section lasted only 10 km around Petone. We even kept to time with only 1 point penalty. Paul Te Punga cleared the section (show off!).

Section four had only 2 instructions with a go left at crossroads and right at tee over-rider. A short section of about 4 km, again around Petone. Lost 5 points here - not so good!

Motorbike Series Results 1980

Section five again flowed well (for us at least) with a number of loops around the Control finding all the check boards we had seen earlier but hadn't managed to get to! 5 of the 20 instructions ended up being deleted by coded C/B's and we finally fluked a nil penalty for time on checks. Allan Mines and Ben Stockbridge (and crews) did the same. A good section for Honda drivers!

Section six took us from the Petone Control to the final Control in Newlands. A couple of problems here, including the loss of a coded C/B which certainly didn't help things.

There was some confusion at the end as the check schedule also contained a number of errors just to throw competitors completely. It was apparent to Annette and I that a lot of work had gone into thinking out the trial but that regrettably a lack of attention to detail created doubt and confusion to the competitors.

Section two was the major problem and doubtlessly a number of competitors ended up uncertain as to whether to believe the instructions or not during the rest of the trial. Thank you Harbour Capital and Bruce Maddock for organising it and Darryl and Sandra Monk for checking it. A pity no explanation of any claims allowed or C/B's deleted was given with the results. Best of it all was a win from Team Macmob. It's been a long time Annette!!

No 2 was the RATEC (Christchurch) Gold Star on Sunday 1st October. I had toyed with the idea of "doing" this one but didn't know if I could justify the time and cost. Particularly as I'm not serious about the championship and had missed the Auckland round. In the event, the week before the event, I spoke to brother Ian (a past member - well past it some would say), who resides in Christchurch, and suggested he and/or his wife and/or one or the other (or both) of his children might like to come out with me on it. Yes, came the answer. Only half an hour later the phone rang. Paul Te Punga to say that Robert Scott from Auckland was looking for someone to go with and could/would I oblige. An hour later again Allan Mines said he thought he might like to do it too.

The upshot of all this was an entry was sent off advising that I would be competing. The crew would consist of persons still to be resolved and possibly representing Auckland, Wellington and/or Christchurch - and all in a car unknown!

On the day, it ended up with myself driving, Allan Mines co-driving/navigating, Robert Scott navigating/time keeping and nephew Robert McGuire (on his first trial) eating biscuits, minties and choking on the dust in the back of a borrowed Ford Sierra Ghia Estate Automatic!! A hack crew in a hack!

What about the event you say? A cracker. 18 crews turned out, including a couple of us in borrowed vehicles due to Searail ferry problems. (ie, no sailings due to industrial action - again!)

I won't try and explain where we went because I haven't really got any accurate idea at all! I understand it was mainly north of Christchurch, around Rangiora, Amberley and up towards Hamner. I do know there were some grouse roads (for the driver anyway - I didn't ask how the crew enjoyed them!). The averages were very brisk. Too much so really. Kick down on the auto hardly had a rest all day and I won't mention the economy.....

The only really contentious area was in section two, a map reading section. The very first instruction was an "impossible" instruction, telling competitors to pass a named road that didn't appear (in that form) on the map. Neat trap we thought - proceed ahead for a delete C/B. So, off we go. A number of kilometers up the road and a named check. Great. But, what's this, no hand out? Oops. Oh well, let's keep on, we must be right. Then, an unmanned C/B, no code letters to help us. Double oops. A few more kilometers up the road and a sloping tee, what to do? Follow the line of least deviation to the right we agree. So, up the road we go to another unmanned C/B but again with no code to tell us we're right and to delete the first instruction we can't do.....

At this stage we take stock. We've travelled a good distance from the start of the section (15 kilometers give or take some), we've encountered one manned check and 2 unmanned checks without any indication that we've picked up a deliberate trap. We decided we must be blundering into the

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checks, off course, and therefore decide to go back and pretend the road quoted in the instruction is as per the map and actually do the instruction. This we did.

However, the organiser had made it a deliberate trap and if we had continued we would (eventually) have picked up 6 more check boards! In the end, after a number of competitor claims (and complaints) we were penalised two C/B's and maximum late at a manned check for not going far enough. Even at that I was unhappy and I (and most competitors) felt that it was morally quite wrong to expect competitors to travel so far, and through so many checks, without any indication as to the fact that it was the correct route.

At the time of writing, I only have my provisional result and that shows us placed 10th. However, we had been penalised for 4 checks that we definately passed so either the results team have erred or Allan didn't write down the 4 checks..... Hopefully its the former and the final results see us even better placed in the top class field that turned out on this great event.

Congratulations RATEC on a great event, and thanks Dick and Jan Gardner for the job you did as well (the map reading bit excepted!)

I should add, we all suffered from the dust. It got in everywhere and at the end of the day the car was full of dust as was clothes, hair etc. The seats had changed colour and there were pretty dust trails out of all the vents, from around all the door seals, from the door handle and window control apertures in the door boards and everywhere!

The last lingering memory of the event was how quickly some of the instructions came up with out warning. One cross road in particular comes to mind. It "popped up" on a slight crest and we had to turn at it. The first time we were running reasonably accurately to time and only overshot it by about 20 meters.... The second time, some hour or so later we were running late and I didn't recognise we were on the same road again. This time we must have gone through 30 meters or more "locked up"! Then we had to wait for the dust to settle to see where to back up. I should add that most competitors I spoke to had had the same problem at this one - even the organiser said he had!

No 3 was a really serious one! The October round of the Honda Challenge monthly night trial series. Back to the "regular" crew for this one, Annette and I comprising Team Macmob again.

I should explain that we've missed a few this year (due to business trips out of town) and so we haven't been serious. That is, until a couple of months ago when we found ourselves running near the bottom of the field in the championship. The result of this was we decided we had to get serious and improve our standing. That was the wrong decision as we ended up finishing even lower in the placings.

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write Hill Specialties, 7 Woodcote Drive, Glenfield, Auckland.

So, for October, back to a relaxed, non-competitive mood, and to Wellington Car Club clubrooms for the start after a few months running out of HVMC clubrooms in Petone. We ran out of town in the first section, via Middleton Road from Johnsonville to Tawa to the end of section in Linden.

The second section was rather unusual with street signs quoted in cryptic format. These were well thought out and good fun. A copy of the cryptic clues and the street names they relate to are (hopefully) printed elsewhere in the bulletin. This took us around Tawa and Linden as did the next tulip diagram section.

Section four had another variation of the competitor running instructions with at each intersection a choice of four quoted signs to look for and whichever one was present indicated whether a left or right turn, U-turn or proceed ahead was to be carried out. A real problem here in that if a competitor got off course there was no way of finding the correct route again. We thankfully didn't have that problem.

The final section saw us leave Tawa-Linden and return to the clubrooms. A few traps for the unwary with the "normal" sting in the tail at the end.

We were provisionally placed first in spite of driving past at least one passage check - other competitors drove past more. This indicated the C/B's were not well placed and the reflectorised tape inadequate. It is most frustrating to follow the correct route only to find you have driven past without seeing a C/B and it shouldn't happen. Organisers please take note.

Thank you Steve Budd and Barry Cullen (from Harbour Capital) for a good event.

No 4 - and finally, the last round of the 1989 Shell Gold Star Championship run by Marlborough Car Club. Thankfully the Searail Ferries were back on the run and so Allan Mines, Ben Stockbridge and I headed south on Friday 6th October's 6.40pm sailing. We had the pleasure of the company of John Rapley both ways too (he competed with Paul Te Punga).

The trial started in Blenheim at 9.00 Saturday 7th and spent the full day within a very small area of the surrounding district. We didn't fare too well but in fairness neither did the other competitors. Regretably there was a "looseness" in the regulations and instructions and a vagueness that left all competitors uneasy and uncertain all day. This, coupled with some interpretations that flew in the face of the other recent Gold Stars (and trialling generally) rather spoilt the event.

We got to the lunch break at about 3.00pm and managed to cover something around 450km all day (official distance 380km). The first car was due to finish at 5.00pm, we were car 12 and finished at 7.00pm!

The catering for lunch and dinner was excellent and the beer at the end went down well!

I won't try and explain any of the route, traps or whatever because even after the event and having seen the explanations, I still don't understand a lot of it. (So what's new you say?) We decided at the finish that we could not enter any claims but leave it to those who were chasing the Championship. Hopefully some of the problem areas we encountered will see checks and a time deleted (if appropriate) for all competitors and not simply those who claimed.

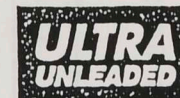
On the night (actually it was Sunday morning - early!) provisional results were posted showing Dick and Jan Gardner first (and probably winning the Championship), Paul Te Punga and crew second and if I remember correctly the Selkirk crew third. A little bit off the pace was Team Macmob in seventh place..... out of thirteen competitors and with the problems we encountered we're pleased with that.

Well, that's a brief(?) run-down on a feast of trialling over a four week period. Thanks to all the organisers, checkers, organisers assistants, and fellow competitors for helping and making it all so enjoyable. Maybe one day I'll get organised and put together a full crew and campaign to the Gold Star series seriously.....maybe.

Murray McGuire for Team Macmob. Comprising over these events Annette Miet, Allan Mines, Ben Stockbridge, Robert McGuire and Robert Scott. I must be tough on crew!



R. A. T. E. C.
THE RALLIES & TRIALS ENTHUSIASTS' CLUB (N.Z.) INC.



1989 RATEC SHELL GOLD STAR TRIAL

FINAL RESULTS

| NO | NAMES | CLUB | CAR | PLACING | POINTS |
|-----|---|-----------------|-------------------------|---------|--------|
| 1. | A Salkeld, D Reynolds F Le Roi. | RATEC | Mirage LT 7450 | 7th | 760 |
| 2. | D Hudson, J Hudson D Jones. | Otago Sports | Volvo JY 6288 | 5th | 706 |
| 3. | D Good, T Good. | RATEC | Austin A95 I A95 I | 14th | 1201 |
| 4. | P Te Punga, J Rapley C Weston, K Wood. | Harbour Capital | Honda Accord OK 538 | 2nd | 546 |
| 5. | J Pierson, J Pierson | Wellington | Triumph | 12th | 1043 |
| 6. | G Tyrrell, L Tyrrell M Thayer | Otago Sports | Ford Escort NX 3500 | 15th | 1378 |
| 7. | J Achilles, G Balani B Higham | RATEC | Chrysler JM 8745 | 4th | 702 |
| 8. | J Scott, A Wilkins D Brown | RATEC | Corolla NB 2693 | 13th | 1177 |
| 9. | P Benson, R Palmer M Sykes | Canterbury | Honda Accord MC 5854 | 3rd | 605 |
| 10. | W Smith, T Booth. | Canterbury | Austin Mini DW 5028 | DNF | |
| 11. | P Sharp, P Naylor J Gee, C Chandra. | Otago Sports | Kingswood FX 8064 | 6th | 713 |
| 12. | S Moore, A Caldow. | Canterbury | Morris Mini JW 1300 | 16th | 1546 |
| 13. | B Jordan, E Stapley M Reid | Otago Sports | Commodore NE 2739 | 17th | 2736 |
| 14. | M McGuire, R Maguire R Scott, A Mines | Wellington | Sierra | 10th | 962 |
| 15. | P Sergeant, J Kilpatrick J Sinclair, C Veen | Auckland Uni | Mazda 626 | 1st | 429 |
| 16. | N Oakley, R Oakley W Oakley, J Stodart | Otago Sports | Rover 3500 NM 78 | 11th | 1004 |
| 17. | J Kennard, B Rawstron M Kennard | Canterbury | Subaru Wagon MM 4045 | 9th | 793 |
| 18. | I Cardwell, G Matheson G Salkeld, J Chalklen | Canterbury | Triumph | 8th | 788 |

RESULTS OF THE INTERCLUB WMSA GRAVEL SPRINT RUN BY WELLINGTON CAR CLUB 24.9.89

VENUE: MILL ROAD, OHARIU VALLEY

| NO | NAME | CLUB | CAR | CC | PRACTISE | RUN 1 | RUN | O/A | CLASS |
|----|-------------------|------|----------|------|----------|---------|---------|-----|-------|
| 4 | RICK GOFFIN | WGTN | DATSUN | 1298 | 1.48.93 | 1.48.06 | 1.47.41 | 17 | 5 |
| 3 | SHANE GROENEVELD | WGTN | DATSUN | 1171 | 1.59.56 | 1.50.40 | 1.48.54 | 21 | 7 |
| 5 | MARK STEWART | WGTN | DATSUN | 1171 | 2.14.07 | 2.06.27 | 2.02.55 | 33 | 11 |
| 8 | JOHN CROUCH | WGTN | STARLET | 1300 | 1.55.95 | 1.51.58 | 1.49.72 | 23 | 8 |
| 9 | PAUL KIBBLE | WGTN | DATSUN | 1171 | 2.07.48 | 2.07.63 | 2.04.85 | 34 | 12 |
| 17 | PETER LEISHMAN | WGTN | DATSUN | 1200 | 2.00.79 | 1.55.71 | 1.53.75 | 29 | 10 |
| 25 | MARTY SMITH | WGTN | DATSUN | 1300 | 1.45.95 | 1.44.01 | 1.40.25 | 4 | 2 |
| 57 | DAVID BLACK | WGTN | STARLET | 1300 | 1.45.57 | 1.43.29 | 1.40.67 | 5 | 3 |
| 30 | BERNIE MORRIS | WGTN | STARLET | 1300 | 1.45.43 | 1.38.99 | 1.36.08 | 1 | 1 |
| 31 | PETER JENSEN | WGTN | DATSUN | 1298 | 1.51.85 | 1.49.81 | 1.47.76 | 19 | 6 |
| 34 | TED CLAY | WGTN | DATSUN | 1200 | 1.45.30 | 1.45.57 | 1.42.62 | 8 | 4 |
| 36 | QUENTIN TOEBES | WGTN | MINI | 1275 | 2.01.77 | 1.56.03 | 1.52.46 | 28 | 9 |
| 1 | KEN McGAVIN | WGTN | COROLLA | 1587 | 2.10.02 | 2.06.15 | 2.06.60 | 35 | 17 |
| 6 | FLORIAN SCHMIDT | WGTN | STARLET | 1600 | 1.53.63 | 1.50.47 | 1.51.38 | 26 | 12 |
| 7 | NIGEL EDGER | HCCC | CHEVETTE | 1597 | 1.45.28 | 1.46.79 | 1.47.24 | 16 | 7 |
| 11 | MURRAY SOLLITT | HVMC | DATSUN | 1600 | 1.50.88 | 1.47.28 | 1.45.53 | 12 | 4 |
| 16 | DOUG BREDEN | HVMC | COROLLA | 1600 | 1.50.13 | 1.48.79 | 1.49.09 | 22 | 10 |
| 18 | PHIL FOOTHEAD | WAIR | ESCORT | 1600 | 2.02.42 | 1.58.65 | 1.55.41 | 31 | 15 |
| | | | | | | | | | |
| 22 | ROGER ELLINGHAM | WGTN | GEMINI | 1598 | 1.47.07 | 1.48.15 | 1.44.60 | 11 | 3 |
| 21 | IAN BAIRD | HVMC | ESCORT | 1600 | 1.58.21 | 1.53.33 | 1.52.34 | 27 | 13 |
| 19 | RAY LORD | WGTN | LANCER | 1600 | 1.50.41 | 1.45.61 | 1.46.14 | 13 | 5 |
| 20 | MARK SPIERS | WGTN | LANCER | 1600 | 1.49.34 | 1.51.74 | 1.50.33 | 25 | 11 |
| 26 | DEAN RAINBOW | HVMC | ESCORT | 1600 | 1.56.34 | 1.51.41 | 1.48.21 | 20 | 9 |
| 27 | GRAEME TOOMER | WGTN | ESCORT | 1600 | 1.58.74 | 1.47.54 | RETIRED | 18 | 8 |
| 29 | JASON TOOMER | WGTN | ESCORT | 1600 | 2.05.16 | 1.57.40 | 1.54.51 | 30 | 14 |
| 33 | RICHARD STEVENSON | WGTN | LASER | 1498 | 2.06.67 | 2.02.52 | 2.01.38 | 32 | 16 |
| 12 | TONY DIXON | WGTN | DATSUN | 1500 | 1.54.13 | 1.48.02 | 1.44.16 | 10 | 2 |
| 14 | DAYNE BARR | WGTN | DATSUN | 1500 | 1.56.15 | 1.49.68 | 1.45.75 | 14 | 6 |
| 24 | RICHARD TAYLOR | WGTN | DATSUN | 1490 | 1.45.43 | 1.39.87 | 1.39.80 | 3 | 1 |
| 2 | TONY BARROW | WGTN | RX3 | 2292 | 1.58.38 | 1.52.32 | 1.50.30 | 24 | 6 |
| 10 | PAUL CAMPBELL | WGTN | SUNNY | 2000 | 1.45.61 | 1.40.20 | 1.38.12 | 2 | 1 |
| 15 | DAVE JOHNSON | WGTN | 200SX | 2998 | 1.46.95 | 1.45.64 | 1.44.06 | 9 | 4 |
| 23 | HARVEY KIBBLE | WGTN | ESCORT | 1997 | DNF | 1.42.88 | 1.41.24 | 6 | 2 |
| 35 | GORDON DIGGLE | WGTN | RX3 | 2062 | 1.45.47 | 1.41.65 | DNF | 7 | 3 |
| 32 | IAN TAYLOR | WGTN | ESCORT | 4600 | 1.43.12 | DNF | DNS | - | - |
| 37 | JOHN McANDREW | WGTN | RX3 | 2292 | 1.53.39 | DNF | 1.46.62 | 15 | 5 |

Classifieds

FOR SALE: Datsun 1200, Club rally car, 1500cc, \$2,200 Ph: 899-597

FOR SALE: Toyota AE82 16 valve Twin Cam Motor and Front Drive gear box. Complete brand new, \$5,000. Contact Dave Barrow 849-984 wk or (058) 33-166 home.

FOUND AFTER GRAVEL SPRINT: 1 wrist watch, gentlemens. Please phone Lisa Ellingham to collect: 288-523.

FOR SALE: 155x13 RE 43's, various conditions, various prices. Heaps available. Ph David Black 722-065 wk, 687-275 hm.

FOR SALE: Gemini Coupe Rally Car. 1600cc Isuzu motor prepared by Peter Zivkovic. 5 speed gearbox, 4.75/1 Limited slip diff. 5 link rear suspension, Bilstein shocks, rally bucket seats, quick ratio steering, 4 wheel disc brakes, adjustable bias. MANZ approved roll cage, Halda. Plenty of spares including wheels, tyres and body panels. Very reliable. Ideal beginners car. \$6,000. Phone Roger Ellingham 288-523 home, 846-328 work.

FOR SALE: Slicks, brand new, 13, 14 and 15 inch, normally \$250 now only \$60. Dave Barrow, Elizabeth Street Tyres.



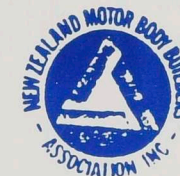
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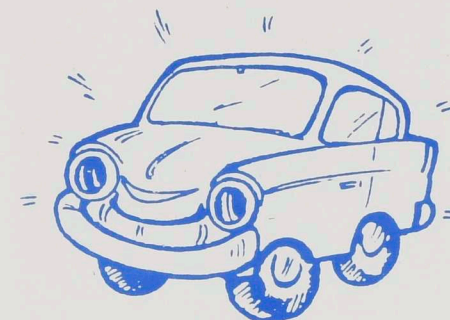


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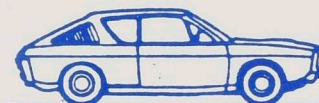


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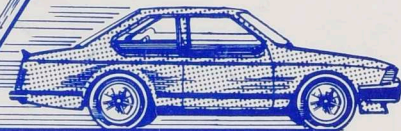
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Wellington.



MOTORING NEWS

DECEMBER

1989



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

Welcome to the following new members. Hope to see you along at Clubnight and competing in events.

| | |
|-----------------------|--|
| BRUCE CURWEN | Bruce is a Mechanic from Johnsonville. He is interested in speed events and rallies and runs an Escort Mk 1 |
| PHIL ROSEVEAR | Phil is also a Mechanic and has some experience as a navigator. He also belongs to the Wellington Stockcar Club. Phil is interested in most forms of motorsport. |
| PAUL BUTLER | Paul is an Assistant Parts Manager. He has two season's experience at Te Marua speedway and runs a Ford Escort Mk 1. He is interested in most forms of motorsport. |
| MURRAY O'NEIL | Murray lives in Eastbourne and has some experience in motorsport. He runs a Mk 1 Escort and is interested in all forms of motorsport. |
| KEVIN CUNLIFFE | Kevin is a Computer Engineer from Lower Hutt. He has a Mini Clubman, a Laser TX3 and a Commodore V8. |
| MATTHEW CONNOR | Matthew has vast experience in motorsport. He is also a member of the Hutt Valley Motoring Club and the Cortina Car Club. He runs a Mini, Morris 1100 and 2 Ford Cortinas. |



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WELLINGTON CAR CLUB (INC)

P.O. Box 4142, Wellington

Telephone 892-309

Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE

| | | | |
|---------------------|------------------|---------|----------|
| PRESIDENT | Lisa Ellingham | 288 523 | 859 085w |
| CLUB CAPTAIN | Ian Mollison | 650 262 | 650 262w |
| SECRETARY | Andrea McAndrew | 787 934 | |
| TREASURER | Jane Black | 687 275 | |
| COMMITTEE | Derek Mattingley | 780 484 | 686 195w |
| | Ian Parkinson | 379 624 | 748 999w |
| | Doug Hogg | 324 758 | 857 727w |
| | Ian Taylor | 358 119 | 378 080w |
| | Graeme Toomer | 879 121 | 882 904w |
| | Gordon Diggle | 837 559 | 897 392w |
| | Mike Galvin | 881 787 | 889 066w |
| | Mark Spiers | 722 793 | 788 127w |

SUB COMMITTEES

| | | | |
|-------------------------|------------------|---------|----------|
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| NON SPEED | | | |
| RALLY | Mike Galvin | | |
| CHIEF SCRUTINEER | Craig Fair | 327 093 | |
| | Malcolm Buchanan | | |
| POINTSKEEPER | Helen Jennings | | |
| MEMBERSHIP | Ian Parkinson | 379 624 | 748 999w |
| MAGAZINE | | | |
| CLUBROOMS | Gordon Diggle | 837 559 | 897 392w |

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 Ordinary Members and Husband/Wife

\$30.00 Members under 18 years of age

\$30.00 Country Membership

\$35.00 Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 Joining Fee for New Members

(All of the above subject to Goods and Services Tax)

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 125 Thorndon Quay, Wellington.

Coming Events

- Sunday 17 December CHRISTMAS FAMILY BBQ
Starts at the clubrooms at 3.00pm, bring your own BBQ tea and join in the annual softball match. Father Xmas will be leaving a treasure hunt so a small gift for the wee ones from parents please. See notice elsewhere.
- Tuesday 19 December CLUBNIGHT — GAMES EVENING
Usual Christmas round up, pool, table tennis, darts, whatever takes your fancy. Starts at 8pm.
- Sunday 31 December NELSON BEACH RACES REUNION
Street racing in Nelson on New Year's Eve! Starts 9.30am to 4.30pm with a suitable evening function for the occasion. Regs available from Andrea McAndrew.
- Tuesday 16 January CLUBNIGHT — VIDEO NIGHT
Bring along your favourite motorsport video. Starts at 8pm at the clubrooms.

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From the Top

Can't help but wonder how someone with two weeks notice can get as many as 140 names together to form the marshalling for the south end of the Nissan Mobil 500 track. It's got to be something we take a great deal of pride in and so THANK YOU to MARK SPIERS for an incredible effort, you've done us proud!

Along with Mark we had JULIE McRAE assisting with the organisation of this years street race marshalls (taking over from Murray McGuire and Alan Barnes who've operated since day one) and the pair, along with the telephone assistants got a willing bunch together who were keen to do their bit for the club and the sport as a whole.

This kind of effort is seldom seen in the busy world of 1989 and to those who assisted Mark and Julie over the Nissan Mobil weekend we extend our genuine THANKS TO YOU ALL.

The Alexandra Road event saw a continuation of timing equipment problems. These have been evident for several years and no matter how much one attempts to get to the bottom of it, you never seem to make head way. The Speed committee are doing their absolute best to remedy this problem but, as you can imagine, six different electronics experts have six different opinions and it's sometimes quite difficult to see light at the end of the tunnel. The club is very aware of the dollars required to totally replace the equipment however we have been advised that this is not necessary and identifying the "problem" area's one at a time would be a better approach. Easier said than done! One minute it's the start, the next it's the finish! Whatever the outcome, rest assured every attempt is being made to improve the service we are offering.

While the goose is getting fat and you're shopping away your hard earned pennies, remember old faithful . . . don't drink and drive.

Seasons greetings to you all.

LISA ELLINGHAM

Captains Call

This is going to be very very short as I'm frantic getting the Suzi ready for the Nissan Mobil weekend, so here it is —

Don't forget

— Christmas BBQ Family Day

— December Clubnight — Games Evening

— and have a cracker Christmas!

IAIN MOLLISON

Ed's Bit

Don't get all carried away and decide to gripe about the lateness of this issue. After all, being editorless is not easy at this time of year!

We've got the last of the years results for you, including a blow by blow account of the Nissan Mobil 500 Street Race, but, unfortunately no photo's for our Christmas issue.

Yip, we'd still like to hear from those who think they could lend a hand putting the magazine together and in case you're not sure of what that entails, here's a description . . .

— Collect monthly information at clubnight

— Arrange into some sort of order and deliver to our trustworthy typist

Annette

— Luckily she's wonderful and corrects all the mistakes, makes sense of the scribble and then hands it all back to you for paste up

— Get the glue, the backing cards, all the info Annette's prepared and a gin (or a Steiny) and sort out what goes on which page — before you put the glue on the back of it!

— Drop it off to the printers.

— The printer gets it to Gail (who's also wonderful) and she collates and staples it together. She also drives all the way to the post office and posts it for you.

— Have a month's break and then do it all over again.

If you think you can handle this OR are willing to give it a go, maybe your mate wants to help out as well?, then give me a call 288-523 NOW cos the next one's due out in February 1990 and I could really do with some help BEFORE then.

Good reading!

LISA ELLINGHAM

Notices

STAGE DOOR VIDEO (NZ) LTD

If you do not see anything you want in the catalogue but wish to remain on the mailing list for the next year just send \$5.00 to cover post and packaging charges. We would also like to hear from you if there is any specific areas or titles you would like to see.

Stage Door Video also has catalogues available on Steam Trains, Rugby and Children's Video and if you wish to receive the full catalogue range just send \$2.00 with covering note to P.O. Box 46-181, Herne Bay Auckland.

STAGE DOOR VIDEO PRICE LIST

Effective 1 November 1989

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| SM102 | 1988 British Open Rally Championship | \$49.99 |
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| SM901-A | The Shell History of Motor Sport — Vol 1 | 44.99 |
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|--------------------|-------------------------------------|-------|
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| SM905-B | A Hundred Years of Motoring — Vol 2 | 39.99 |
| SM905-C | A Hundred Years of Motoring — Vol 3 | 39.99 |
| *** STOP PRESS *** | | |

Just received on video THE GREAT RACE — THE 1989 TOOHEYS 1000 Mount Panorama, Bathurst, which was held on October 1 1989.

This 60 minute highlight tape from Channel 7's day long telecast records all action from the mountain. This hot action tape is a must for Christmas or your own special collection and keeps the tradition of the Great Race alive!
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NASCAR DRIVER WANTED: A search is presently being conducted to find a person with the potential to become a major star on the Nascar racing circuit.

Nastrak Pty Ltd in conjunction with Bob Janes Calder Park Thunder Dome invites written applications from anyone who feels they have the ability to be developed into a top driver.

Previous experience is not necessarily a requirement, however applicants must be prepared to undergo a series of on track tests in a Nascar at the Calder Park Thunder Dome, along with a series of interviews.

Twenty five finalists will be selected following the initial on track tests and interviews. These finalists will then be enrolled in the Thunder Domes Nascar Driving School for one week, funded by Nastrak.

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Applications will only be accepted in writing to the address below. They should detail name, address, phone, age and any previous driving experience.

The number of applicants we can track test is limited, so be quick to respond. Applications to Nastrak Pty Ltd, P.O. Box 489, Bankstown NSW 2200.

Early next year the Zephyr and Zodiac Owners Club Wellington Inc. are having our 10th Anniversary and are planning to have an "All Ford Day" at Southwards Car Museum. The prospective date is the Saturday of Wellington Anniversary Weekend.

If you wish to be included in this weekend could you please post to us a current postal address so that we can forward more information. Write to PO Box 1585, Wellington.

To celebrate the 21st anniversary of rallying in New Zealand, the Canterbury Car Club is organising a major rally for pre 1972 cars.

The route will be from Christchurch to Rotorua over 7 days, with generous breaks for rest and recreation. There will be at leastg 500km of special stages in a total route of over 2000km.

The aim is to provide a rally adventure of the type that used to be run in the late 60's and early 70's, using rally cars from that era.

A newsletter including detailed information on vehicle eligibility is now available. Write to:

The Secretary
21st Anniversary Shell Silver Fern Rally
PO Box 6138
Christchurch

Interest is high and entries are limited — don't delay - act now!

MANZ RAFFLE CLUB FUND RAISING

Very shortly (if not already) you will find a few raffle books in your letterbox and we ask that you assist the club with it's annual fund raising by selling as many tickets as you can.

Further supplies can be obtained by phoning ANDREA McANDREW 787-934

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Work mates, Family, neighbours, members of other clubs, customers, friends, — even try outside your local TAB office

Butts and money MUST be returned to the club BEFORE the closing date. Please help us in getting these back as early as possible (even if you haven't sold any) to avoid a panic at the last minute.

Your efforts are appreciated!

EXECUTIVE COMMITTEE

SPEED SKILLS

RESULTS OF THE ALEXANDRA ROAD HILLCLIMB
SPONSORED BY ARCHER & LUPP SERVICES LTD

HELD 25 NOVEMBER 1989

| | | | | | RUN 1 | RUN 2 | CLASS | O/ALL |
|-----|--------------------|----------|-----------|---|---------|---------|-------|-------|
| 1 | BLAIR ALISON | JAGUAR | 5700 JAGR | C | 58.10 | 56.94 | 14 | 26 |
| 2 | PAUL KIBBLE | MINI | 1300 WGTN | A | 1.02.91 | 1.04.79 | 9 | 46 |
| R1 | ERROL BATEMAN | MALLOCK | 1498 HVMC | B | 52.57 | 51.82 | 2 | 8 |
| R3 | BILL COTTLE | LOTUS 7 | 1600 WGTN | B | 55.62 | 55.18 | 3 | 16 |
| 5 | MIKE GALVIN | ESCORT | 1760 WGTN | C | 58.71 | 56.55 | 12 | 22 |
| 6 | MARIE BREDEEN | MINI GT | 1275 HVMC | A | 1.01.70 | 1.07.16 | 8 | 44 |
| 7 | MILES TOOMEY | RX7 | 2354 HVMC | C | 55.84 | 54.32 | 6 | 13 |
| 8 | ERIC NEUTGENS | RX7 | 2354 WGTN | C | 57.45 | 57.74 | 16 | 29 |
| 9 | PETER O'LEARY | DATSUN | 1270 WAIR | A | 50.92 | 51.60 | 1 | 5 |
| 10 | DOUG BREDEEN | COROLLA | 1600 HVMC | B | 58.71 | 58.50 | 9= | 34= |
| 11 | MARTIN OLSEN | RX3 | 2062 WGTN | C | 58.87 | 1.01.64 | 19 | 37 |
| 12 | PAUL CAMPBELL | SUNNY | 2000 WGTN | C | 53.48 | 53.13 | 4 | 11 |
| 14 | DAVE FLETCHER | ESCORT | 1998 HVMC | C | 55.84 | 55.34 | 9 | 17 |
| 15 | LINDSAY HASTINGS | ESCORT | 1600 HCCC | B | 1.03.31 | 1.02.65 | 12 | 45 |
| 16 | NIGEL HOPGEED | DATSUN | 1249 MGCC | A | 53.39 | 51.73 | 2 | 7 |
| 17 | ALISTAIR MacLENNAN | CHEVETTE | 3500 HVMC | C | 50.94 | 51.54 | 1 | 6 |
| 18 | MICHAEL DEAR | ROADSTER | 2000 WGTN | C | 58.88 | 58.95 | 20 | 38 |
| 19 | KEITH STEWART | ESCORT | 1598 MANA | B | 57.44 | 55.89 | 4 | 18 |
| 20 | GRAEME TOOMER | ESCORT | 1760 WGTN | C | 1.01.08 | 58.40 | 18 | 33 |
| 21 | VINCENT SMAAL | RX7 | 2354 HVMC | C | 56.64 | 56.10 | 10 | 20 |
| 22 | JOHN BILLINGTON | SUNNY | 2400 WGTN | C | 49.52 | 49.13 | O/A | 2 |
| 23 | ALAN HARVIE | COROLLA | 1598 WGTN | B | 56.43 | 55.98 | 5 | 19 |
| 24 | STEVE TAYLOR | VIVA | 2300 WGTN | C | 1.02.32 | 1.00.59 | 22 | 42 |
| 25 | JOE McANDREW | CHEVETTE | 3500 WGTN | C | 57.91 | 49.32 | O/A | 3 |
| 26 | DAVID BLACK | STARLET | 1298 WGTN | A | 58.81 | 58.16 | 4 | 32 |
| 27 | TONY HEFFORD | MINI | 1312 WGTN | B | 58.40 | 57.54 | 8 | 30 |
| 28 | JASON GIBLETT | MINI | 1298 HVMC | A | 1.02.76 | 58.54 | 5 | 36 |
| R10 | MURRAY O'NEILL | ESCORT | 1800 WGTN | C | 52.83 | 58.34 | 17 | 31 |
| 30 | JAMES KIRRIE | ESCORT | 2000 WGTN | C | 58.10 | 56.74 | 13 | 23 |
| 31 | RICHARD TAYLOR | DATSUN | 1500 WGTN | B | 52.27 | 50.47 | 1 | 4 |
| 32 | DAVID BRITTON | DATSUN | 1290 HVMC | A | 59.37 | 59.55 | 6 | 40 |
| 33 | HARVEY KIBBLE | MINI | 1300 WGTN | A | 57.10 | 57.04 | 3 | 27 |
| 34 | TONY DIXON | DATSUN | 1525 WGTN | B | 56.76 | 56.82 | 6 | 24 |
| 35 | GARY CROSLAND | ESCORT | 2000 WGTN | C | 1.04.50 | 1.04.24 | 23 | 48 |
| R4 | CHRIS CASTLE | FIAT 125 | 1600 WGTN | B | 1.00.00 | 59.52 | 11 | 39 |
| 37 | TERRY HAMILTON | ESCORT | 3000 WAIR | C | 52.60 | 52.80 | 3 | 10 |
| 38 | KEITH NIELSEN | ESCORT | 1600 HCCC | B | 58.78 | 56.78 | 7 | 25 |
| 39 | BILL MacPHERSON | CORTINA | 1998 WGTN | C | 56.59 | 56.19 | 11 | 21 |

| | | | | | | | | |
|----|----------------|----------|-----------|---|---------|---------|-----|-----|
| 40 | GREG BUCKLAND | ESCORT | 1998 HVMC | C | 54.70 | 56.14 | 8 | 15 |
| 41 | STEVE GASKIN | ESCORT | 5000 HVMC | C | 54.24 | 54.30 | 5 | 12 |
| 42 | STEVE PAYNE | RX7 | 2354 WGTN | C | 58.00 | 57.30 | 15 | 28 |
| 43 | DON McLEAN | 260Z | 2753 WGTN | C | 52.25 | 53.24 | 2 | 9 |
| 44 | LES STONE | MINI | 1312 MGCC | B | 1.08.17 | 1.09.64 | 14 | 49 |
| 45 | IAN TAYLOR | ESCORT | 4400 WGTN | C | 47.64 | 47.04 | O/A | 1 |
| 46 | GORDON DIGGLE | RX3 | 2026 WGTN | C | 55.12 | 54.47 | 7 | 14 |
| 47 | DAVE BARRETT | ANGLIA | 1500 LEVN | B | 1.03.55 | 1.03.55 | 13 | 47 |
| R5 | QUENTIN TOEBES | MINI VAN | 1300 WGTN | A | 1.01.49 | 1.01.40 | 7 | 43 |
| R2 | GRAEME TULLOCH | ESCORT | 3500 LEVN | C | 1.02.35 | 59.95 | 21 | 41 |
| 50 | MARK SPIERS | SENTRA | 1600 WGTN | B | 59.27 | 58.50 | 9= | 34= |
| 51 | JOHN McANDREW | RX3 | 2292 WGTN | C | DNF | DNS | - | - |

Thanks to all marshalls, timers and helpers at the recent Alexandra Road Hillclimb event.

Craig Plim
Harry Webbink
John Thomson
Trevor Crawley
Joyce Wharehoka
Doug Hogg
Brett Plim
Bryan Taylor
Paul Campbell
Andrea McAndrew
Paul Kibble

Alan Mines
Alec Wallis
Andy Mills
Peter Delaney
Bruce Curwen
Bernie Keith
Rick Goffin
Graeme Toomer
Jane Black
Malcom Buchanan
James Kibble

John Dalglish
John McDowell
Peter Torrington
Kahu Wharehoka
Doug Forrest
Iain Mollison
Brent Pullin
Mike Galvin
Rae Kersey
Harvey Kibble
Gail Toomer

MUCH APPRECIATED!

Roger Ellingham
CLERK OF COURSE

Lisa Ellingham
SECRETARY

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RESULTS OF THE WELLINGTON CAR CLUB TROPHY
SERIES SPONSORED BY ARCHER & LUPP SERVICES

RD 1 KILBIRNIE STREET SPRINT
RD 2 ALEXANDRA ROAD HILLCLIMB

| COMPETITOR | CLASS | TOTAL | CLASS | OVERALL |
|------------------|-------|---------|-------|---------|
| JASON GIBLETT | A | 1.50.24 | 3 | 22 |
| DAVID BLACK | A | 1.48.39 | 2 | 19 |
| MARIE BREDEN | A | 1.58.32 | 5 | 28 |
| PETER O'LEARY | A | 1.35.97 | O/A | 3 |
| PAUL KIBBLE | A | 1.58.79 | 6 | 30 |
| NIGEL HOPGOOD | A | 1.38.64 | 1 | 4 |
| DAVID BRITTON | A | 1.51.02 | 4 | 23 |
| ALAN HARVIE | B | 1.45.17 | 1 | 11 |
| TONY HEFFORD | B | 1.47.54 | 3 | 17 |
| LINDSAY HASTINGS | B | 1.56.28 | 5 | 27 |
| DAVE BARRETT | B | 1.58.57 | 6 | 29 |
| KEITH NIELSEN | B | 1.47.05 | 2 | 16 |
| MARK SPIERS | B | 1.49.68 | 4 | 20 |
| ERIC NEUTGENS | C | 1.46.77 | 9 | 15 |
| PAUL CAMPBELL | C | 1.41.81 | 2 | 6 |
| STEVE GASKIN | C | 1.42.67 | 3 | 7 |
| JOHN BILLINGTON | C | 1.34.73 | O/A | 2 |
| BILL MacPHERSON | C | 1.44.26 | 5 | 9 |
| STEVE TAYLOR | C | 1.53.15 | 12 | 26 |
| TERRY HAMILTON | C | 1.39.37 | 1 | 5 |
| MICHAEL DEAR | C | 1.49.97 | 11 | 21 |
| DAVE FLETCHER | C | 1.45.52 | 7 | 12 |
| IAN TAYLOR | C | 1.30.18 | O/A | 1 |
| STEVE PAYNE | C | 1.47.67 | 10 | 18 |
| GORDON DIGGLE | C | 1.43.39 | 4 | 8 |
| MILES TOOMEY | C | 1.44.71 | 6 | 10 |
| VINCENT SMAAL | C | 1.45.66 | 8 | 13 |
| TONY DIXON | - | 1.46.00 | * | 14 |
| DOUG BREDEN | - | 1.52.80 | * | 25 |
| GRAEME TOOMER | - | 1.51.14 | * | 24 |

* Not eligible for class placings as entered in different classes for each event.

Beaurepaires for tyres.

RESULTS FROM THE KIM NAYLOR WMSA INTERCLUB AUTOCROSS run by the WCC Sunday 5 November 1989

| NAME | TIME | PLACE |
|--------------------------------|---------|-------|
| Chris Taylor | 1.24.24 | 9 |
| Ian Baird | DNF | |
| Deryck Humphries | 1.22.56 | 5 |
| Roger Marchant | 1.24.40 | 10 |
| Marcel Van Dorrestein | 1.22.46 | 4 |
| Kevin Cunliffe | 1.19.67 | 1 |
| Murray Seddon | 1.23.79 | 6 |
| Fiona Carson | 1.29.55 | 12 |
| Wayne Gair | 1.24.09 | 8 |
| Diane McDonald | 1.31.43 | 13 |
| Bryan Taylor | 1.34.23 | 14 |
| Brent Thompson | 1.23.91 | 7 |
| Joe Glover | 1.20.91 | 2 |
| David Manze | 1.21.67 | 3 |
| Shane Joyce | 1.28.53 | 11 |
| Clerk of Course: Paul Campbell | | |
| Secretary: Lisa Ellingham | | |
| Scrutineer: Malcolm Buchanan | | |

RESULTS OF KIM NAYLOR AUTOCROSS RUN ON 28 OCTOBER

| | | |
|-------------------|---------|----|
| Wayne Gair | 1.50.93 | 8 |
| Peter Leishman | 1.53.83 | 11 |
| M. van Dorrestein | 1.46.70 | 1 |
| K. Cunliffe | 1.49.13 | |
| Shane Joyce | 1.56.99 | 15 |
| Diane McDonald | 1.59.43 | 16 |
| Judy Leishman | 1.54.62 | 12 |

Highlights of the 1989 Nissan Mobil 500 Street Race 1,2,3 December

Race Day Notes . . .

- Early into the race Richards in the Skyline was into the pits with newspaper stuck in the air intake
- After 19 laps, Bracatelli's Sierra (in the lead) collided with the Lambden/Kay Commodore forcing Brancatelli out of the race, the Beaurepaire's sponsored Commodore continuing
- Then Fury was in the lead after the first hours racing in his Skyline with Pirro (BMW) second and Longhurst (Sierra) third. Fury was lapping in 1.33's with a 13½ second lead at this point
- 75 minutes into the race saw 2 BMW's, 3 Sierra's and a Skyline in the first six slots
- At 3.20pm the pace car came out (part of this years rules that the track should be cleared after each incident meaning we could see the pace car quite often)
 . . . at this stage Fury had a 27 second lead with Pirro in second and Longhurst in third, who had entered the pits when the pace car came out. He made a driver change to Crichton but had to wait for the pace car line up to pass the pit exit before he could rejoin them.
 . . . Bagnall/Miedeke (Sierra) were also in the pits at this time along with Jones/Noske (Brock Sierra)
- 3.27pm the pace car left the track.
- 3.30pm Fury was into the pits for a driver change leaving his 38.3 second lead behind him.
 . . . Pirro was still out but had the advantage of requiring less pit stops during the race, this left him in first place with Johnson and Soper (BMW) in third.
- Half way mark saw Billington in 8th place.
- 3.45pm had Barrow in 13th place
- 4.00pm the pace car was out again clearing the Bate/Maher (Corolla) accident) six minutes later racing began again
- 4.12pm the Sax/Gulson BMW pranged seeing the return of the pace once more.
 . . . Johnson was leading immediately before this however Percy in the Skyline had overtaken him without the pace car realising and when it pulled in before Johnson it allowed Percy to tack on to the end of the pace car line up gaining almost a lap advantage
 . . . Drama in the pits with the Officials and the Team Leaders of the Nissan, Johnson Sierra and BMW teams. After several minutes of confusion agreement was found between all parties however the green flag had been given and racing had begun again.
- Pace car out once more and after 8 minutes race leader was in the right place on the right number of laps leaving
 . . . Percy first, Bowe (Johnson Sierra) second — both needing a pit stop.

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- ★ ETC ETC ETC

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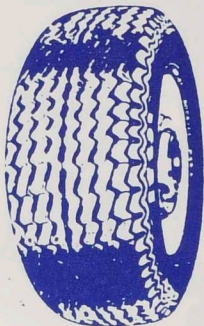


and the Winner is.....

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- Ravaglia third and Soper fourth — neither requiring a pit stop.
... Percy was lapping in 1.32's at this point and even clocked up a 1.31.78!
- 4.40pm Percy had a lead of 13 seconds and had settled to lap in 1.34's and 1.35's. Ravaglia was trying hard to take Bowe who had the advantage on the straights but was suffering on the tight spots with his mirrors full of BMW
 - 4.42 Bowe into the pits for refuelling and to tape the front of his Sierra back together after a visit with the Tsuchiya/Seki Corolla. Johnson returned to the wheel with new brake pads
 - Only 50 laps remaining and Percy had a lead of 18 seconds lapping the BMW after he returned to the track from a pit stop.
... Longhurst and Brock also pitting with Radisich taking the wheel but having trouble belting up.
 - 4.45pm sees Percy with a 26 second lead and Radisich back in the pits with a broken axle.
 - 4.55pm and Percy has increased his lead to 32 seconds, often seen on two wheels during this time
 - 4.58pm Percy prangs the Skyline at the end of the back straight with a jammed throttle — he's out of the race
... this leaves Pirro in the lead and Soper second with a 50 second gap between them. It's looking good for BMW.
 - 5.00pm another visit from the pace car to clear Percy's Skyline ... with only 45 minutes of racing remaining, Johnson gains the advantage of the returning pace car passing its entrance onto the track only seconds before — closing his gap to the Schnitzer BMW's
 - 5.12 pace car leaves the track
... Johnson passes Soper from the rear of the pace car line up gaining second place with Ravaglia in first and Soper now in third.
... Ravaglia tries to retain his lead
... De Barnardo has stopped on the track
 - 5.20pm Johnson slows to a crawl and then stops just short of the pits, he too is out of the race (battery problems)
... a first/second line up for BMW now looks promising
 - 5.30pm, Ravaglia at the wheel retaining first position, Soper in second, Longhurst is third but 2 laps down on the Schnitzer lads, Radisich is fourth — 3 laps down
 - 5.35pm the Paape brothers car has stopped on the track
... Ravaglis and Soper have decreased laps to 1.37 and 1.40 respectively
 - 5.45pm and it's all over for 1989. BMW take first and second with Longhurst's Sierra in third.

For those of you who had television assisted race viewing, we hope you noticed the coverage the Wellington Car Club gained from the well placed banner at the start/finish straight. Maybe it made up for the lack of benefit we'll gain from the race promoters (all \$300 of it) in return for 100 people over a 2 and a half day period. After all, this was an international race meeting.

- 29 cars started, 14 finished and so Charlie Lam Team Manager for the Schnitzer BMW's must be a happy man these days!

FIRST Roberto Ravaglia/Emanuelle Pirro BMW M3

SECOND Steve Soper/Fabien Giroix BMW M3

THIRD Tony Longhurst/Neville Crichton SIERRA COSWORTH

WELL DONE !
WELL DONE !
WELL DONE !

wellington car club

Executive Committee and
fellow Members extend their

CONGRATULATIONS TO THE WELLINGTON CAR CLUB TEAMS IN THE
NISSAN MOBIL 500, THE THUNDER SALOONS, THE PORSCHE AND
SALOON CAR CHAMPIONSHIP EVENTS — A GREAT SHOWING BY
EVERYONE!

GOOD ON YA !
GOOD ON YA !
GOOD ON YA !

Braille Trial 1989

Once again this very enjoyable event is on again. Having offered my availability to Eddie Conroy to drive again this year, I duly received my entry form with my navigators name and phone number attached.

The day offered a welcome break from the ongoing building program that is in progress at home, so up early and spruce up the work ute, much needed of course. Leaving home from Te Hapua Road meant a 35 minute jaunt to Titahi Bay to pick up Gavin John Smith, not John Smith as per official entry lists.

It was Gavin's first time, so he was anxious to know if I had competed in the event previously, to which I replied that I had driven in them before. On arriving at the Foundation for the blind, a welcome cup of tea was had, and into teaching Gavin all about straight line maps. It was obvious that there would be some difficulty as Gavin's hands were very stiff and he could not keep his palms on the sheet and feel with his fingers, which does not help whilst driving along.

We set off and negotiated the first four instructions without difficulty, but then missed going left into Abel Smith St. However, we bumbled our way to the first unmanned check in Karori only one minute down, "whew" what a relief. Section two went very well, arriving at the Mulgrave St check on time, although time waiting for the marshall to fill out previous competitors cards saw a precious minute go by which was pointed out and rectified. Section 3 had its moments around Oriental Bay which very nearly saw us drive all the way around the waterfront.

This was sorted out but not until some time had passed by. During this section it was noticed that one of the Conroy Clan was following us in his 120Y, so tried not to make it too obvious upon finding unmanned checks. Proceeding to the next manned check in Hataitai, we found that as car (Ute) 27 we were 5th to check in and on time as well.

Onto the next section and one that went quite wrong in Kilbirnie with jumped instructions by the navigator, wrong counted roads by the driver and miss read speeds which meant loss of "Um" average speed etc. etc., but we were very relieved after discussing the weather and very nice view at Island Bay with Bob Gray, another clean sheet on time, what luck, but still this 120Y is following us. To depart from this check was not so easy, as according to my navigator I had to avoid two on the right which meant that I would have to drive down the steps and onto Island Bay beach. As not even the 120Y that had been following us did that, some sorting out was required. Four or five minutes elapsed then off we set back to the Foundation arriving there one minute down. Having had so much luck on time we only had to hope that it lasted for the unmanned checks as one of these down usually means you're out of the running. However, as the results were announced, luck was on our side (after all these years) and we had won. Who said if you try hard enough one day you will get there, this only took 18 years.

Many thanks to the Organisers.

IAN JENSEN CAR 27

BRaille TRIAL RESULTS

| PLACE O'ALL | CAR NO | DRIVER/NAVIGATOR |
|----------------|-----------|--------------------------------------|
| 1 | 27 | Ian Jensen/John Smith |
| 2 | 40 | John Crouch/Clifford Paton |
| 3 | 44 | Anne Conroy/Ann Abley |
| 4 | 24 | Ian Hebbend/Bill Walshaw |
| 5 | 20 | Dave HercocK/Ray McKie |
| 6 | 16 | Jim Conroy/Ron Griffin |
| 7 | 43 | Colin Kitchingman/Bill Hamlin |
| 8 | 1 | Wayne Gair/Maggie Barry |
| 9 | 25 | Alan Mines/Margaret Chandler |
| 10 | 38 | John Thomson/Joan Cooper |
| 11 | 18 | Mike Galvin/Margaret Quinn |
| 12 | 28 | Don Searle/Paddy O'Neill |
| 13= | 10 | Struan Robertson/Ron Carroll |
| 13 | 33 | Bruce McPherson/Bunt Thomas |
| 13= | 8 | David Black/Mana Upu |
| 16= | 6 | Jane Black/Grace Wheeler |
| 16= | 26 | David Richards/Phyllis Krohn |
| 18 | 14 | David Conroy/Eva Conroy |
| 19 | 15 | Iain Mollison/Wanda Mulvaney |
| 20 | 5 | Sue Diggle/Kath Burns |
| 21 | 22 | Doug Hogg/Min Owen |
| 22 | 19 | Paul Conroy/Ross Eden |
| 23= | 35 | Bruce Chapman/John Doornebosch |
| 23= | 42 | Alan Harvie/Franz Veuger |
| 25 | 21 | Alan Barnes/Cyril Owen |
| 26 | 4 | Diane McDonald/Eileen Soane |
| 27 | 9 | Bernie Keith/Marion Sutherland |
| 28 | 30 | Brett Plim/Myrtle Knox |
| 29 | 45 | Greg Bott/Cath Smith |
| 30 | 3 | Paul Kent-Johnston/Owen Palamountain |
| 31 | 2 | Robin Shirer/Alan McLean |
| 32 | 12 | Ernie Leslie/Ray McKie |
| 33 | 39 | Bryan Atkins/Damon Catchpole |
| MAX LATE | 7 | Adrienne Leusi/Les Pickering |
| MAX LATE | 34 | Alan Edmonds/Linda Johnson |
| MAX LATE | 41 | Ben Stockbridge/Bernice Slatford |
| MAX LATE | 36 | Raewyn Kitchingman/Linda Paea |
| MAX LATE | 11 | Ray Lord/Gladys Wright |
| MAX LATE | 37 | Matthew Connor/Barry Jones |
| MAX LATE | 32 | Mari Atkins/Mary Becker |
| MAX LATE | 31 | Graeme Toomer/Charles Kenderdine |
| MAX LATE | 17 | DaveNanze/Sue Leslie |

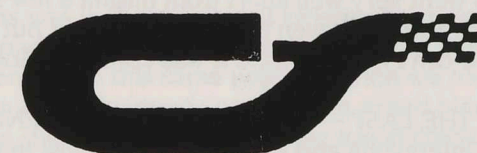
Awards: The Boyden Cup for Drivers: Ian Jensen

The Stratmore Cup for Navigators: John Smith

The Ruth MacPherson Memorial Prize for Novice Navigators: John Smith.

Rally manager: Eddie Conroy.

With special thanks to: The drivers; the sponsors, Amuri Motors Mazda; Co-organiser and Secretary: Maree Conroy; Foundation Co-ordinator: Val Burden; The marshalls: Bob Gray, peter Lundberg, Derek Falvey and Liz Falvey; helpers: Nichola Thomson, Tamsin Lakeman, Stephen Conroy, and the sticker stickers Alan Harvie and Graeme Toomer; Set up and Results: Barry Lakeman; and our guest navigator, Maggie Barry of of National Radio.



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November Night Trial — "PUGLETS REVENGE"

Now why is tonight's trial called "PUGLETS REVENGE" I asked myself while coming to grips with the overrider for section one. The cryptic answer was later to reveal itself although the overriders and underriders throughout the trial could have been called revenge in themselves. I believe though the real revenge was the "sting in the tail".

For section one, any 'road' sign that we encountered on our route containing the letters TUI in that order, we had to go right. The question which needed to be addressed here and there was — the definition of a ROAD SIGN — which signs to use or not to use, that was the question. Well team MACMOB found TUIs all over the show and even then we missed some as our definition of road signs was not all encompassing. As a result we missed one or two checkboards but generally this section went very well. And what's one or two checkboards between friends.

If that wasn't hard enough, wait until you hear what PUGLET had in store for us in section 2. More complicated. Override — For every sign you encounter on your left containing the words BUS STOP, go right. Underider — For every sign you encounter on your left containing the words KEEP CLEAR, go left. Well we decided to play his silly game. How did you guess? This section also went very well apart from missing a few signs and there being a missing checkboard even though Wayne had put heaps of nails into the lamp-post, he can't have realised it was concrete! Sorry Wayne.

Any section 3 — THE LAST — this was PUGLETS REVENGE — or PUGLETS CROQUET — an interesting and entirely original twist in the tail and certainly required different skills. Actually made the trial seem simple by comparison.

Thanks TEAM PUGLET from team MACMOB and the others for a thoroughly enjoyable, interesting and above all original trial.

Annette Miet for TEAM MACMOB



MORE TRIALLING MADNESS FROM TEAM MACMOB

Following on from the epistle that appeared in the October Motoring News Bulletin, a post script. The following was intercepted (and lifted) from a letter from a Grandson to his Grandparents. It refers to an unfortunate incident in the 1989 RATEC Gold Star Trial:-

A wee while ago, Uncle Murray was down for a car trial. There was a spare seat in the sporty Ford Sierra of his, and so was greatfully taken by a keen young man known as his nephew. Me being that nephew. I don't know if you have ever been on a car trial, but to put it plainly, it is a very

technical and crazy event, which is enjoyed by many. I have to admit that I enjoyed it immensely. The only parts which one could say hindered the enjoyment, was the incredible amount of dust that somehow managed to filter into the trusty Sierra, and subsequently into the lungs of all aboard. My comment to the question "How are your lungs Robert?", was 3 or 4 very deep and dusty coughs and a muffled answer of "Great". By the time lunch came about at Amberley it was all I could do to not cough my lungs up. The amount of liquid I consumed was nothing short of incredible in an effort to try and clear the dust from my lungs.

The highlight of the tour around Canterbury I am sorry to say, involved the death of a sprightly young chicken which was in the process of minding its own business at the wrong time.

The McGuire team came hurtling down a back road, at a great rate of knots (in order to keep in time, you understand). A gobble, or cackle, or group of chickens was in the process of crossing from the right side to the left side of the road in a very orderly fashion, one at a time. One particular chicken was in this same process, when we rudely came bearing down on him. His friends on the right urged him to abort the attempt, and the chickens on the left (being tough chickens) rallied him on. The resulting indecision left him very confused and stranded in the middle. He had just decided to try and make a run for it when we wiped him out at 120 kph. The resulting bang and flick of heads out the back window to see a fountain of feathers, brought on great chers and roars of laughter, from all quarters. The death of this chicken came as a shock to all in the car, and a moment's silence was conducted.

Then another event, this time the HVMC Wall Trophy Trial run on November 5th. In terms of fireworks (seeing it was Guy Fawkes) it was a bit of a fizzer but in terms of touring some long forgotten and interesting territory it was great.

This was Team Webley's first organising venture and they, in conjunction with checkers Darryl and Sandra Monk did the right thing and kept it simple. Unfortunately, a lack of experience saw the CRI's etc being retyped immediately prior to the event and a few typo errors, transpositions etc crept in and weren't picked up by a necessary thorough checking.

A low turn out saw only 7 (I think it was 7) entries, no doubt caused in part by the confusion of a postponement from an earlier planned date, the TV coverage early the same morning of the Rugby Test, Wales v All Blacks and Guy Fawkes day. The event started from the Upper Hutt Railway Station with a straight line section around Upper Hutt. An extra round had "appeared" on the instructions and that caused a bit of confusion, but not as much as the encountering of the ODO board without any explanation, of what the official distance was at this point! So what, we weren't serious about time keeping anyhow!

Section two took us from the Railway Station Control, north to Brown Owl and around about before heading back down the valley to traverse the Moonshine Road, to another Control at the "Haywards" end. No major dramas here, a mis-spelt sign or two and a Control sign that had fallen down

so that Allan Mines and Ben Stockbridge had driven past it without stopping. We found them some distance later looking very confused and sent them back!

Section three took us over Paekakariki Hill road to an around the houses piece at Paekak itself. A problem here with a CRI telling us to go second left instead of second RIGHT!! We worked it out without too many problems which is more than some other competitors managed to do. Back south to Pauatahanui and over Haywards trying to maintain a brisk average amongst heavy Sunday traffic, on a lovely sunny day, to "Owen St" off the Western Hutt Motorway.

Section Four took us around Naenae and Lower Hutt generally, having trouble with amissing CRI before managing to finish at HVMC clubrooms. it appears we missed seeing an 'X' board on a crossroads, that served no purpose than to make the road the CRI had told us to go down non-existent. A test of eye-sight rather than navigational skills which I believe is unnecessary.

Another problem for the organisers was an apparent early closure and departure of the "Owen St" Control before one competitor had gone by . . .

At the time of writing no final results had been sighted but a (very?) provisional set sighted at the night trial 2 nights later had Paul Te Punga 1st and Team MacMob 2nd. If this stands, well done Paul and crew.

Thanks to the organisers and checkers and on the day helpers. The route was good, the day lovely and we enjoyed ourselves in spite of the errors. We look forward to another event from you in the future.

MURRAY McGUIRE for TEAM MACMOB, which on this day comprised the writer and ANNETTE MIET

Marlborough Car Club Goldstar Trial

Final results for the Mills Toyota Goldstar Trial as of 25.10.89.

| CAR NUMBER | COMPETITOR NAMES | PLACING |
|---------------|-----------------------------|---------|
| 7 | D Gardner/J Gardner | 1 |
| 4 | Te Punga/Rapley/Wood/Weston | 2 |
| 6 | Salkeld/Reynolds/Le Roi | 3 |
| 13 | Adamson/Merriman/Vause | 4 |
| 3 | J Pierson/J Pierson | 5 |
| 10 | Saith/Booth | 6 |
| 5 | Archilles/Balani | 7 |
| 1 | J Hudson/D Hudson | 8 |
| 14 | Rabbidge/Rabbidge/Rabbidge | 9 |
| 8 | Croft/Croft/Pitt/Hart | 10 |
| 2 | D Good/T Good | 11 |
| 12 | McGuire/Mines/Stockbridge | 12 |
| 9 | Wallis/Gill/Voss/Henderson | 13 |

RESULTS OF SEPTEMBER NIGHT TRIAL

| COMPETITORS | TEAM | PLACE |
|----------------|-------------------|-------|
| 2. J. Rapley | Smiley | 2 |
| 3. A. Mines | Honda | 4= |
| 4. N. Webley | Webley | 13 |
| 5. J. Crouch | Try-ling | 4= |
| 6. M. McGuire | Mac Mob | 6= |
| 7. E. Conroy | Conroy | 11 |
| 8. K. Douglas | A-Team | 6= |
| 9. M. Connor | Token | 12 |
| 10. W. Gair | Peugotary | 10 |
| 11. J. Lau | Starlight Express | 3 |
| 12. K. Nielson | | 8 |
| 13. B. Cullen | Cream | 1 |
| 14. A. Edmonds | Sunbeam | 9 |

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Lower Hutt WN 671-734

Party
MAKERS

RESULTS OF OCTOBER NIGHT TRIAL

| | |
|------------------------------|----|
| D Monk/S Monk | 5 |
| M McGuire/A Miet | 1 |
| E Conroy/B Lakeman | 6 |
| A Edmonds/B Atkins/M Atkins | 9 |
| A Mines/B Stockbridge | 3 |
| J Rapley/C Weston/P Te Punga | 4 |
| J Lau/G Adam | 8 |
| M Connor/J Crombie | 7 |
| W Gair/D McDonald | 2 |
| N Webley/R Webley | 10 |

Organised by Team Cream

IMPORTANT NOTICE

SPECIAL MEETING - DECEMBER CLUBNIGHT

ATTENDANCE INVITED FROM ALL

- ... RALLY SERVICE CREWS
- ... TIMING TEAMS
- ... EXPERIENCED PERSONNEL
- ... INEXPERIENCED PERSONNEL

TO DISCUSS

THE 1990 WELLINGTON CAR CLUB RALLY

- * WHERE IT WILL BE HELD
- * WHAT SORT OF HELP WE NEED BEFORE THE ACTUAL EVENT
- * WHAT SORT OF HELP WE NEED DURING THE ACTUAL EVENT

WE NEED YOUR SUPPORT NOW !!

*You're invited
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CHRISTMAS PARTY & BBQ FAMILY DAY

to be held on

**SUNDAY 17th DECEMBER
at the Clubrooms
at 3pm**

- * Christmas Feast for the kids
- * Annual Softball match featuring Presidents Power Pitchers versus Club Captains Cool Catchers — everybody from 2 to 72 gets to play.
- * BYO BBQ to follow.

Parents are asked to bring, if they wish, a small gift for each child for the mighty Santa Treasure Hunt.

Join your fellow members and their families for a sociable afternoon!



Clubnight

REPORT ON NOVEMBER: Apart from catching up on all the latest gossip we were treated to a video and a chat, with Grahame McRae who's recently returned to NZ — for good! Grahame had a tape he'd made 5 years ago during a testing session which demonstrated the lengths people go to to achieve greater speeds and more power.

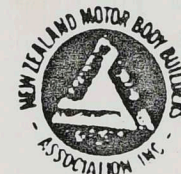
DECEMBER CLUBNIGHT: Games Evening, Pool, Darts, Cards, or whatever you feel like — we'll even set up the table tennis if you really want to see how fast you are! Sociable evening to round off the year.

JANUARY CLUBNIGHT: Video night. Bring your favourite motorsport video and catch up with friends after the holiday break.

Wishing you
a ho-ho-whole lot
of Christmas happiness!

Classifieds

FOR SALE: Gemini Coupe Rally Car. 1600cc Isuzu motor prepared by Peter Zivkovic. 5 speed gearbox, 4.75/1 Limited slip diff. 5 link rear suspension, Bilstein shocks, rally bucket seats, quick ratio steering, 4 wheel disc brakes, adjustable bias. MANZ approved roll cage, Halda. Plenty of spares including wheels, tyres and body panels. Very reliable. Ideal beginners car. \$6,000. Phone Roger Ellingham 288-523 home, 846-328 work.

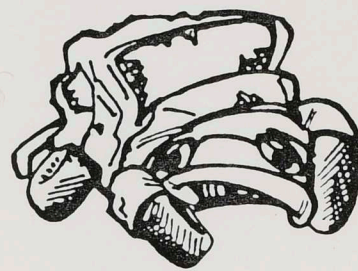


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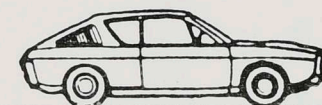
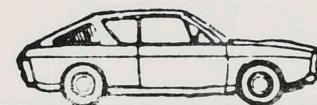
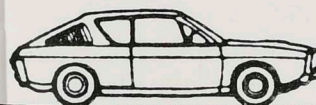
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