MOTORING MENOS FEBRUARY 1990

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

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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.

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

The following list consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

Sunday 4 February MOTORKHANA (WMSA Series)

Run by Harbour Capital Car Club

IMPORTANT: This event will count towards the 1989 series due to a lack of events held during that year. Please contact John Rapley 628-356 for more details.

Tuesday 6 February Waitangi Day **NIGHT TRIAL (WMSA Series)**

Round One of the 1990 series. Starts Hutt Valley Clubrooms, Halford Place, Petone, 7.15pm. Approx 40km/90mins long. Contact John Rapley 628-356 for

more info. — Why not give it a go????

Sunday II February GRAVELSPRINT

Run by Levin Car Club. Have no idea if this is part of the WMSA series, closed club or just an invite event.

Suggest you contact them.

Tuesday 13 February COMMITTEE MEETING

Club members are welcome to attend. 6.30pm at

Clubrooms.

Thursday 15 February WMSA PRIZEGIVING (1989 Series)

7.30pm at Hutt Valley Clubrooms, Halford Place, Petone. Come along and congratulate fellow

members on their efforts.

Sunday 18 February MOTORKHANA (WMSA Series)

Round One of the 1990 series, run by MG Car Club.

No info yet.

Tuesday 20 February CLUBNIGHT — PRIZEGIVING

Starts 7.30pm with Happy Hour — see notice elsewhere in this issue. Come along and congratulate

your peers on their efforts. Prizewinners announced

on the night.

Saturday 24 February STREET SPRINT — INVITE

Round One of the Wellington Car Club Trophy Series. Kilbirnie Street Sprint — don't miss out on an entry. limited to 50 only. Contact Lisa Ellingham 288-523hm for regs. Entries close Wednesday 14 February.

Sunday 25 February GRAVEL HILLCLIMB (WMSA Series)

Run by Wairarapa Car Club. Venue is Tea Creek, 1.8km gravel, entry \$30 (can be made on the day). Scrutineering 8-9.30am on the day at the venue.

Contact David Ragen (059) 82-367.

Sunday 4 March

STREET SPRINT - INVITE

Run by Hutt Valley Car Club. Venue is Port Road.

Tuesday 6 March

NIGHT TRIAL (WMSA Series)

Run by Hutt Valley Car Club. Starts 7.15pm at their

clubrooms.

Saturday 10 March Sunday 11 March STANDING ¼ MILE SPRINT — Invite FLYING ¼ MILE SPRINT — Invite

SPECIAL NOTE: Both above events run by Wairarapa Car Club however Wellington Car Club has a number of trophies for this type of event which are issued annually at our prizegiving. These events will be used in 1990 for our members to compete for these trophies.



From the Top

Won't be long now and we'll be back under the mountain in the centre of the Island hosting the WCC 1990 Rally. The Rally Committee has begun its enormous task with organisation for the event well under way. As we get closer to the mid April date we'll be once again asking for your assistance (in whatever form you can manage) so think about how you can contribute and enjoy a fun weekend away with fellow members.

As the Committee don't meet in January ('cos they've got to have a break sometime!) it's given me a chance to think about the tasks we currently have at hand. With the budget playing a starring role in our plans and actions in the near and not so near future, we have important items to discuss over the next few months and I'd like to remind all members that their attendance at a committee meeting is welcomed at all times.

So, if you've got any comments to make on the following list, drop us a line or come and sound us out.

Good luck for the 1990 competition year!

LISA ELLINGHAM

- consideration to the amount, if any, the club is willing to withstand to cover road maintenance charges following rally events.
- timing equipment, improvement and/or replacement of existing equipment
- rally signs, maintenance and rental charges
- fundraising
- 50th anniversary celebrations
- reconstruction of bar area in clubrooms
- administration costs and systems within the Club
- social events
- closed club events
- additions to the calendar, necessary or not
- improvements to services offered to members
- new member programmes
- rearrange clubnight activities

Ed's Bit

No this isn't amateur caligraph

Letters to the Editor

18 December 1989

Dear Editor.

As a keen and active participant in both Club and Interclub events, I have found an increasing mode of frustration developing amongst competitors due to lack of information from both WMSA and its member clubs. It would appear various matters have been addressed in the past, however, whatever action was taken at the time has obviously been to little effect.

If I am to request the assistance of the Club in obtaining a more satisfactory approach to the Interclub Series and its supporting competitors, I must ask fellow members to join with me in support of the cause.

Therefore, the following points (and explanations) shall form a PETITION to WMSA which I would wish to be presented to the Wellington Car Club Executive for their support and presentation to WMSA.

A copy of the Petition will be available at the February Clubnight for all interested competitors to sign.

Yours faithfully

ANDY MILLS

- 1. That organisers of interclub events run under the auspices of WMSA be required to:
 - a) advise invited clubs of the regulations (particularly date, venue and time) at least two months in advance of the event, to allow these details to be published in clubs magazines prior to the event.
 - b) publish results within one week of the completion of the event, including posting of these results to all competitors and any other interested parties, such as reserve entries and club pointskeepers.
- 2. That WMSA be required to advise all affected competitors and clubs of any subsequent decisions which alter these results.
- Item 1 is submitted due to the amount of chasing around that intending competitors and club secretaries need to do to find out about forthcoming events, and the lack of follow-up with several events this year.
- Item 2 is submitted due to the changes made to the Stewards Trophy 1989 Series without ensuring all affected competitors were advised.

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Wellington Car Club

ANNUAL PRIZE GIVING

to be held at the Clubrooms

TUESDAY 20 FEBRUARY

7.30-8.30 Happy Hour — light snacks will be served 8.30 Notices 8.45 Guest Speaker 9.00 Prize Giving

BUMPER RAFFLES ALL NIGHT Please join your fellow members on this special occasion and find out who the Wellington Car Club Champion is for 1989.

Prizewinners will not be announced before this date.

"Special Notice"

WORKING BEE

to be held at the Clubrooms

SUNDAY 25 MARCH

See next issue for a list of the tasks we have to achieve — so make a note on your calendar

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SHOT OF THE MONTH

IAN TAYLOR - ESCORT V8
pictured at ALEXANDRA ROAD HILLCLIMB

WELLINGTON CAR CLUB TROPHY SERIES WINNER 1989

COMPETING IN 1990

Status of Events & Competition Licences

The Motorsport Association have restructured the Licencing System for 1990 coinciding with changes to the Permit System to bring about a simple 3-Tier operation.

In short, we now have 3 types of events and 3 types of licences, these being:

Nat'onal

International

Club Events and Licences

A club event is one which caters for NO MORE than 3 clubs members competing including the organising club.

To enter a club event you need only to purchase a CLUB LICENCE FROM THE ORGANISERS OF THE EVENT. The Club Licence IS NOT issued by MANZ.

You may then enter that particular event and any other club events during the year with your Club Licence.

National Events and Licences

A National event caters for events with OVER 3 CLUBS members competing, up to national championship status.

A National Licence (either Race or Rally, depending on the event in question) is required for these events).

These Licences are issued by MANZ who can also provide you with the appropriate application form. Your form should be signed by an official of the Wellington Car Club to confirm you are a financial member of the Club.

Applications are forwarded to MANZ who in turn will issue your licence.

AT THIS LEVEL (and above) your licence fee includes a copy of the MANZ rulebook plus a years subscription to the MANZ Newsletter.

International Events and Licences

Naturally these events are for International competition purposes and competitors require an international licence (either race or rally, depending on the event in question) to enter.

Once again licences are issued by the MANZ Office with applications available through them. Applications also require the signature of an official of the Wellington Car Club to confirm you are a financial member of the Club.

Once completed applications should be forwarded to MANZ who will issue your licence.

Upgrading your Licence

At any time throughout the year you have the opportunity to upgrade your 1990 Licence to the next level.

This can be arranged by contacting a local MANZ steward (ask at MANZ office or locate contact number in the MANZ book listing).

The steward will arrange a suitable time for you to sit the appropriate examination, and once you have passed they will sign your upgrading application. This should then be sent to the MANZ office who will issue your new licence.

Purchasing a MANZ Rule Book or a subscription to the MANZ Newsletter

Both the above may be purchased through the MANZ office WITHOUT the need to purchase a competition licence.

the Rulebook (\$16.90 Incl GST) outlines all the current regulations for each type of event, the rules relating to each event and the appropriate safety measures required on all competing vehicles along with competitor requirements.

The Newsletter (\$11.25 Incl GST) keeps you up to date on pending rule changes, latest technical developments, MANZ news and general motorsport information.

LICENCE COSTS	Incl GST
Club Licence	\$11.25
National Race	\$39.40
National Rally	\$39.40
International Race	\$135.00
International Rally	\$135.00

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Although there has, in most cases, been a reduction in Licence Fees this year, this has been offset by the increase in competition levies paid by each competitor at each event.

Therefore, you will notice an increase in entry fees at all events.

You MUST have a competition licence to compete in ANY event

With the introduction of the Club licence and the phasing out of the direct membership to MANZ, it is now mandatory for anyone competing in any event to have a competition licence.

MANZ will be arranging "spot checks" and any club found to have permitted competitors in an event without a competition licence will be FINED \$500.00 (MINIMUM). Therefore, don't expect any club to be lenient on this requirement.

Where are the Motorsport Association

If you have any questions regarding the new system, please contact Motorsport Association of NZ (MANZ)
PO Box 3793, Tinakori Road
Wellington
Ph: 723-520 Fax: 711-172

What is MANZ?

MANZ ("Motorsport Association of New Zealand", also known as "Motorsport New Zealand") are the governing body of motorsport in this country.

It is made up of "member clubs" throughout the country who, once a year, elect personnel to administer the rules, regulations, activities and funding of the body.

There is an Executive Committee as well as sub committees (known as commissions) who conduct various meetings throughout the year.

As a member of Wellington Car Club you are automatically in a position to instigate communication with the various committees within MANZ.

Any matters you may wish to raise may be discussed with the Club who will be at all times willing to assist and promote a worthy suggestion from its members.

MANZ arrange all National and International competitions throughout the country.

What is WMSA?

WMSA (Wellington Motorsport Association) is a body made up of various clubs in the greater Wellington region. Its main purpose is to form a common voice for the region as well as co-ordinate interclub competition.

The majority of events held in our region are WMSA interclub events forming an annual championship for both competitors and clubs. At present, interclub competitions cater for

Trials — Wall Trophy & Honda Night Trials Series
Motorkhana — Stewards Trophy Series
Autocross — Kim Naylor Series
Gravel — Gravelsprint/Hillclimb Series
Hillclimb — (sealed) Duncan McKenzie Series
Rallysprint — Road & Track Series
Marque Track events — Inter Marque Club Challenge Series

The interclub competition year runs from 1 January to 31 December with the prizegiving held the following February.

All Wellington Car Club members are automatically invited to enter all WMSA events, in most cases these details are listed in our coming events calendar each month.

WMSA Contacts

From time to time you may be aware an event is on but not quite sure of all the details. As our magazine is published monthly it is quite possible to go to print lacking details of events within the next month. The following is a list of all WMSA Clubs and a contact for each, to assist you when trying to obtain information.

Capri Car Club	
Robin Briggs	861-831 h
Datsun Z Owners Club	
Dean Murdoch	780-942 h
Fiat Owners Club	
Martyn Robey	692-048 h
Harbour Capital Car Club	
John Rapley	628-356 h
Hutt Valley Motoring Club	
Dave Davies	267-147 h
Jaguar Drivers Club	
Barry Woolcott	881-748 h

Levin Car Club
Ken Douglas
MG Car Club
Dennis Christiansen
Sunbeam Owners Club
Daryll Monk
Wairarapa Car Club
Mike Mitchell
(069) 87-639 h
697-480 h&w
770-854 h

1990 WMSA Calendar

The following is a calendar of events for the 1990 WMSA Series. At present not all events have been listed and you will need to refer to our updates from time to time.

- January 15 WMSA Meeting HVMC Clubrooms
 - 28 Gravelsprint (Wairarapa) I (GR) Puketiro Road
- February 4 Motorkhana (Harbour Capital) (ST For 1989 Trophy Series)
 - 6 WMSA Night Trial (HT) (Harbour Capital) Ex HVMC Clubrooms
 - 11 Gravelsprint (Levin)
 - 15 WMSA Prize Giving HVMC Clubrooms
 - 18 Motorkhana (MG) (ST)
 - 24 Street Sprint (Wellington) Kilbirnie
 - 25 Gravelsprint (Wairarapa) (GR) Tea Creek
 - March 4 Street Sprint (Hutt Valley)
 - 6 WMSA Night Trial (HT) (Hutt Valley) Ex HVMC Clubrooms
 - 10 Standing ¼ Mile (Wairarapa) Francis Line
 - 11 Flying ¼ Mile (Wairarapa) Francis Line
 - 18 Sealed Sprint (Levin)
 - 19 WMSA Meeting HVMC Clubrooms
 - 25 Gravelsprint (Harbour Capital) (GR)
 - April I Rallysprint (Hutt Valley) (RS) Trentham
 - 3 WMSA Night Trial (HT)
 - 8 Street Sprint (Wairarapa)
 - 14 Rallysprint (Levin) National
 - 29 Autocross (Hutt Valley) (KN) Te Marua
 - May I WMSA Night Trial (HT)
 - 5 Clubmans (Wellington) Manfeild
 - 13 Sealed Sprint (Levin)
 - 20 Economy Run (Harbour Capital)
 - 21 WMSA Meeting HVMC Clubrooms
 - June 2/3 Nightsprint (Levin)
 - 5 WMSA Night Trial (HT)
 - 10 Motorkhana (Levin) (ST)
 - 16 Motorkhana (Sealed) (Harbour Capital) Seaview

July 1 Trial (Levin)

3 WMSA Night Trial (HT)

7 Dual Car Sprint (Wairarapa) — Manfeild

7 Hillclimb (Levin)

16 WMSA Meeting — HVMC Clubrooms

21 Standing/Flying 400m (Levin)

28 Clubmans (Hutt Valley) - Manfeild

29 Autocross (Levin)

August 5 Rallyspring (Wairarapa) (RS) — Bartons Line

7 WMSA Night Trial (HT)

18 Sprint (Capri) (IMCC) — Manfeild

25/26 Night Sprint (Wairarapa) (GR)

September 3 Nightsprint (Levin)

5 WMSA Night Trial (HT)

9 Motorkhana (Wairarapa)

16 Trial (Harbour Capital) (WT)

17 WMSA Meeting (AGM) — HVMC Clubrooms

29 Sprint (Fiat) (IMCC) - Manfeild

October 2 WMSA Night Trial (HT)

7 Sprint (Wairarapa) I (DM) Lees Road

13 Sprint (Harbour Capital)

28 Gravelsprint (Hutt Valley) (GR) — Totara Park

November 6 WMSA Night Trial (HT)

11 Hillclimb (Wairarapa) (DM) — Admiral Road

18 Motorkhana (Harbour Capital) (ST)

19 WMSA Meeting — HVMC Clubrooms

24 Clubmans (Hutt Valley) — Manfeild

24 Hillclimb (Wellington) (DM) — Alexandra Road

December 4 WMSA Night Trial (HT)

15 Autocross (Harbour Capital) (KN)

Other Notifications (No Dates Yet)

Autocross — Wairarapa, KN, Early in Year.

Hill Climb — Wairarapa, DM, June (Sunday), Rangitumau

Autocross — Hutt Valley, KN, September, Te Marua

Motorkhana — Hutt Valley, ST. December.

Autocross, Motorkhana, Trial, Gravelsprint — Wellington TBA.

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Notices

MARSHALLS REQUIRED FOR Kilbirnie Street Sprint Sat 24 February 1990 From 11am to 6pm

Contact Lisa Ellingham 288-523

MARSHALLS, TIMING CREWS & GENERAL ASSISTANCE
REQUIRED FOR
Rally 1990
Sat 7 April 1990 (Ohakune)
From — all weekend, well Saturday at least

Contact Jane Black 650-262

Clubnight

FEBRUARY 20th ANNUAL PRIZEGIVING: 7.30-8.30 Happy Hour, then the usual notices. Our guest speaker will address us for 15 minutes then onto the big event. (see notice elsewhere in this issue).



Classifieds

COMPETITION GROUP N, RACE/RALLY CAR FOR SALE: Toyota Corolla AE86 G.T. Sprinter, twin cam 16 valve, fuel injection full Group N specs, Jamie Aislabie prepared motor, homologated 1993, 100% finish record, T.R.D.-Bilistien suspension, modified computer, H.P. oil pump, ports, new roll cage F.I.A. approved, modified gear box, new side skirts, new steel brakes etc, alloy sump guard, 4 x Bridgestone RE71-S, 4 x Dunlop SP82, complete rear end (5.1), discs to discs, heaps of spares, new paint (red) \$13,000 ono. (070) 432 211.

TYRES — SLICKS: Bridgestone RF101-185/580 x 15 almost new. RALLY TYRES: Dunlop SP 71, SP82, M&S - 165 x 14 and 175 x 14, various compounds, partly worn. All priced to sell. Phone (04) 326-598.

WANTED: Rallycar, ready to compete. Escort Mk 1, Datsun 1200 or Datsun 1600. Will pay up to \$3,000. Ph: Tony Carter 858-475 work.

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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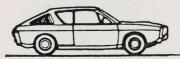
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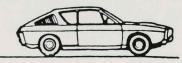


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MARCH 1990

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New Members

ANTHONY CARTER

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

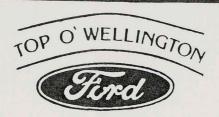
CHATER,	years experience in national/club rallying and is interested in most forms of motorsport. He would also like to buy a pre 1972 rally car.
ALEX WILSON	Alex is an upholsterer. He made the front of our bar about 15 years ago.
BARRY JACKSON	Barry is a director. He runs a Lotus Cortina and is interested in speed events.

NICHOLAS LEACH

Nicholas is a student and is a member of the 4 wheel drive club. He is interested in most forms of motorsport.

PETER FRANICEVIC Peter is a Sales Manager from Petone. He is interested in speed events and runs a Triumph 3500 Estate and a Triumph 2000.

Anthony is a company director from Chartwell He has 6



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

(Please do not phone after 9pm)

EXECUTIVE COMMITTE	E		
PRESIDENT	Lisa Ellingham	288 523	859 500w
CLUB CAPTAIN	lan Mollison	650 262	650 262w
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TREASURER	Jane Black	687 275	
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	lan Taylor	358 119	378 080w
	Graeme Toomer	879 121	882 904w
	Gordon Diggle	837 559	897 392w
	Mike Galvin	836 974	873 629w
	Mark Spiers	722 793	788 127w
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NON SPEED			
RALLY	Mike Galvin		
CLUB SCRUTINEERS	Craig Fair	327 093	
	Malcolm Buchanan		
POINTSKEEPER	Helen Rush	(063) 299 575	
MEMBERSHIP	lan 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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

Sunday 4 March GRAVEL SPRINT — INTERCLUB SERIES

Run by Hutt Valley replacing previously advertised street sprint event. Venue is Knob Ridge, Totara Park. Entry \$30 Scrut/Doc 8-9am at venue. Contact

Dave 282-398 hm.

Tuesday 6 March NIGHT TRIAL — INTERCLUB

Starts Hutt Valley clubrooms 7.15pm. Run by Hutt

Valley. Contact Matthew Connor 661-738.

Saturday 10 March Sunday 11 March

STANDING ¼ MILE SPRINT FLYING ¼ MILE SPRINT

The above events, although run by Wairarapa Car Club, will count towards Wgtn Car Club trophies specifically assigned to this type of motorsport.

Sunday 18 March SEALED SPRINT — INVITE

Run by Levin Car Club, no details as yet.

Sunday 25 March GRAVEL SPRINT — INTERCLUB

Run by Harbour Capital Car Club, no details yet.

Saturday 31 March CLUBMANS — INVITE

Run by Manawatu Car Club, no details as yet.

Sunday I April RALLYSPRINT — INTERCLUB & CENTRAL REGION

Run by Hutt Valley Car Club, venue is Trentham Park (this year a one day event only). No details as yet.

Contact Dave Davies 282-398 hm.

Tuesday 3 April NIGHT TRIAL — INTERCLUB

No details yet.

Saturday | April | RALLY — CENTRAL REGION SERIES ROUND ONE

Run by Wellington Car Club at Ohakune (Central North Island). Similar format to last years, 7 special stages. Regs avail. from Jane Black 687-275 hm.

NOTE: CLUBMANS SERIES

The club is aware there is a newly formed series for Clubmans events run by

lower half North Island clubs, however, at this point the rules are unclear, apparently no trophies or awards will be presented and it is also unclear who will be pointskeeping and under which rules or conditions. As more news comes to hand we will keep you informed, although we are aware the first round has already been run.

NOTE: RALLYSPRINT SERIES

Likewise a Central Region Rallysprint series is also on the calendar for 1990 however the currently existing WMSA Rallysprint Series covers our regions events.

From the Top

The Club was recently honoured to have Wayne Huxford present our 1989 competition winners with their trophies at our February Prizegiving. As you know, Wayne is the 1989 Sports Sedan National Champion as well as the 1989 receipient of the Jim Clark Trophy — motorsports most prestigious award. Wayne was kind enough to bring the Jim Clark Trophy along for us to admire and many members took the opportunity to do so, knowing the likelihood of seeing it again was very slim.

Following the prizegiving we congratulated members on their efforts in the 1989 WMSA Interclub Series competitions (results in this issue elsewhere) then followed by asking WMSA's President, Albert Storer, to present the Wellington Motorsport Person of the Year Trophy to the current recipient who was unable to attend the previous weeks WMSA Prizegiving — Wayne Huxford. In congratulating both Wayne and our other Wellington Car Club and WMSA Interclub Series winners, I also extend a message of luck and good sportsmanship for the coming years' events.

It would appear the Central Region area clubs (lower half North Island) are making an attempt to tie most events into a "series" of some sort. Whilst I praise the effort to encourage competition I can't help but wonder if the very same effort isn't making a club's task a misery by ensuring every single event they run must be filled with rules and regulations instead of straight out enjoyment for all. Apparently some of the reasoning behind the scenes is to encourage full fields at those events which suffer from poor attendance (I refer to the intended clubmans series, in particular those clubmans events with less than 30 competitors). Part of me is infuriated that our club (not necessarily just ours) makes a keen, well constructed effort to promote and run a successful event for others to cash in on with perhaps only a quarter of the effort.

Although we will always be pleased to promote events our members will be proud to support and enter. I couldn't say I'd blame anyone for joining a club with a lower sub, who never asks their members to help them run events and puts little effort into attracting members and meeting their needs.

Likewise, I couldn't say I'd blame any of our clubs organisers for joining another club who is less interested in promoting well run events just to get away from the hassles we insist on asking them to undertake.

Obviously the creation of a series is for the good of motorsport and its competitors — I only hope our members, organisers and competitors alike, are proud enough to stay with Wellington Car Club and support the efforts already made. A show of hands would be comforting!

Have a good month.

LISA ELLINGHAM

Ed's Bit

Thanks to those who have contacted us to provide assistance with the production of the magazine. If you members continue to provide you with the odd write up or photo — that'll be all the encouragement you'll need.

Not a bad issue this time round. Results from 1989 Wgton Car Club and WMSA Interclub competitions as well as the recently held Kilbirne Street Sprint.

Plenty of information — plenty to look forward to.

LISA ELLINGHAM

Letter to the Editor

Dear Editor,

I write in response to Andy Mills letter, published in the February Motoring News.

I (?) with Andy's sentiments entirely regarding his frustration on the current situation. Unless things have changed over the past few years, it is my understanding that what he is suggesting is already the policy re WMSA anyhow. My experience of WMSA however, is that constant efforts have to be made to ensure the policies are adhered to and if this results in an event being excluded from a championship due to failure to abide then so be it.

It is the easiest thing in the world to be critical but I am concerned at the lack of information being supplied to club members. I detail a couple of examples.

1) Change of date of HVMC Wall Trophy event last year.

2) No notification of February night trial, including start venue, until Feb bulletin, not received until after the event. Guess who went to the Wellington Club rooms initially instead of HVMC rooms.

3) Licence change requirements. Again, not to members until Feb. bulletin.

I draw these to your attention without wanting to be critical but with a request that the club executive look at the matter and continue making efforts to keep us all adequately informed of goings on.

I realise the current Bulletin editorship difficulties but suggest that even a single page of coming events is better than nothing at all.

Keep up the efforts, that from a "dozing but not quite sleeping" member!

Regards

MURRAY (McGUIRE)

PS: Who is the Wellington Car Clubs' WMSA contact?

Reply: Item 2 Tried to get Mag out before Trial but plans don't always go in your favour.

3 MANZ information dated 5 Dec on this topic — after issue of last 1989 Mag.

However, points taken and well received. Exec will have to address the balance.

ED.

Notices

RAFFLE TICKETS: To all those who made the effort to return their tickets and money to the club on time — a big thank you. And to Mark Ramsay who sold 140 tickets — WELL DONE!!!!

REMITS FOR 1990 MANZ CONFERENCE: If you've got a bee in your bonnet about a MANZ rule and you think it should be changed for the good of the sport, now's the time to prepare some notes and details so the club has time to form a remit and gain support for it from other clubs. Have a talk to a committee member.

TROPHIES: Trophies have now been engraved and are at the clubrooms for you to collect. If you are unable to collect your trophy would you please ask someone to collect it for you at the March Clubnight.

GERALD KINGSLEY FOULKES 1939-1990

Very few members of the Wellington Car Club would not be familiar at least with the name, if not the person, of Kingsley Foulkes who died suddenly on February 6, 1990. 'K', as he prefered to be known, was a member for thirty two years, having joined in November 1958.

Right from the moment he joined, K participated fully in all the Club's activities, trying all types of events. Perhaps because his "wheels" at that time were better suited to non speed events, or because he enjoyed the mental challenge of complicated navigation, K became a very able triallist, early on forming a partnership with Colin Taylor. They represented the Club with honours at events throughout the Country for over twenty years, starting during the glory days of Gold Star Trials, then moving into Stage Rallying almost as soon as that sport became established. K will perhaps be best remembered as a competitor in Rallies, having, with Colin, finished second overall and first NZ crew in the 1972 Heatway International, and runner up in the 1978 NZ Rally Championship. Still later, K built up his own Escort, and enjoyed the sport from the drivers seat.

In those early days K was invariably in attendance at the Club's Speed events, working to ensure that other members enjoyed their sport, as he did his. Secretary of the Meeting at Hill Climbs and Sprints, or Clerk of Course, running race control at the Levin circuit, he was always there.

Good, keen, men like K soon become elected officials, and he served the Club as an executive for many years: Secretary 1961-64, Committee 1964-66, President 1966-70. Those ten years were among the most important in the club's history, and K's efforts contributed more than most to the strength we enjoyed during that period. The writer was fortunate to succeed K in each of the above positions, and each time the job was made easier because of his thoroughness and dedication to the Club. He was always available to lend a hand, and pass on his knowledge. It is well known that we did not always agree, but our often quite "energetic" discussions could not prevent the development of a strong respect and friendship.

Towards the end of K's term as President the idea of running a Special Stage rally was introduced by MANZ and Shell Oil. The Wellington Car Club was chosen to organise it, mainly, I think, because those promoting the idea did not really know if it could be done, but had confidence that K could make it work, if anyone could. Again I was second in command to K, and can state quite categorically, that without his determination it would have been a disaster. He could be stubborn, to the point of bloody mindedness, but when the chips were down he made all of us fit two days work into one.

K was never one to push himself forward for recognition, and it is to be hoped that when the History of rallying is finally written, his major contribution will not be overshadowed by some of the more public figures who followed him.

Outside his involvement with our sport, K was a qualified Quantity Surveyor, but in the mid '70's purchased the Wellington Motordrome to ensure that earning a living did not interfere with his motorsport! More recently he has been proprietor of Elmers Mower Services in Cuba Street. He devoted the same energy to business as to leisure, rebuilding both from very run down states.

Beside K through virtually all this was his family, and their support made it possible for K to serve the club as he did. To Colleen, and to Gerrard, Julia and Teena and Tessa, we offer our deepest sympathy.

Mere words cannot adequately express our feelings at the loss of a good friend, whose honesty and integrity helped us all, both as individuals and as a Club. He will be missed.

Compiled by IAN PINKERTON

WELLINGTON CAR CLUB 1989 COMPETITION YEAR RESULTS

Prizegiving held Tuesday 20 February 1990

NON-SPEED TROPHIES

THORNTON TROPHY: For the member scoring most points at WCC Closed Club Motorkhanas and Stewards Trophy Interclub Motorkhanas.

ANDY MILLS and DAVE CHADDERTON

MONTHLY NIGHT TRIAL TROPHY: Highest placed individual OR team registered for the Monthly Night Trial Series.

TEAM PEUGOTARY consisting of WAYNE GAIR and DIANE McDONALD.

EAST TWO-MAN TROPHY: Highest placed two-person team registered for the Monthly Night Trial Series.

TEAM CONROY consisting of EDDIE CONROY and BARRY LAKEMAN

ROLAND CLAPPERTON TROPHY: For the member scoring most points at WCC Non-Speed events.

ALAN MINES

SPEED TROPHIES

- McMILLAN TROPHY: For the member scoring most points at Kim Naylor Interclub Autocross events. KEVIN CUNLIFFE
- GRAVEL HILLCLIMB TROPHY: For the member scoring most points at Interclub Gravel Hillclimb or Sprint Events.

 RICHARD TAYLOR
- ANDREW O'NEILL MEMORIAL TROPHY: For the Under 25 years of Age member scoring most points at WCC and Interclub Gravel Speed events.

 RICHARD TAYLOR
- SPEED TROPHY: Highest placed member for all WCC Speed events.

 JOHN BILLINGTON

ONE-OFF EVENT TROPHIES

- HOWARD TOLLEY CUP: Fastest time of the day in the 1500-3000cc class for the Standing ¼ Mile Sprint. FRANCIS FORSYTH
- GRANT TROPHY: Fastest time of the day by a Sport or Saloon car in the Flying ¼ Mile Sprint. WAYNE MOORE
- DOBBIE BROTHERS CUP: Fastest time of the day in the 1001-1500cc Class for the Standing ¼ Mile Sprint.

 DON McLEAN
- JUBILEE ROSEBOWL: Fastest time of the Year by a Saloon car on Alexandra Road.

 IAN TAYLOR
- C.P. FISHER TROPHY: Outright fastest time of the Year on Alexandra Road.
- HONEYPOT TROPHY: Highest placed member in the WCC Annual Night Trial. This year used the Wall Trophy Trial event run by WCC.

 JOHN & JENNY PIERSON
- CLUBMANS TROPHY: For the winner of the Ross Gordon Memorial Race for WCC Members only at the annual clubmans racemeeting.

 JOHN BILLINGTON
- WCC RALLY TROPHY: Highest placed member in the International Rally of New Zealand.

 MARK JENNINGS and JIM ROBB

WORKERS TROPHIES

ROSS GORDON TROPHY — MARSHALLS SHIELD: For Flag Marshalling only at WCC events.

DOUG HOGG and BRETT PLIM



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- MORGAN WORKERS TROPHY: For assisting at or running events, helping at working bees and taking part in the Braille Trial. (Committee Members not eligible).

 ANNETTE HEARFIELD
- COMMITTEE TROPHY: For the Committee member considered to have contributed most to the running of the club. JOHN CROUCH
- MARSLIN ORGANISERS TROPHY: For organisation of the most Speed events.
- IAN PARKINSON, BARRY LAKEMAN, MIKE GALVIN, PAUL CAMPBELL and ROGER ELLINGHAM

OVERALL TROPHIES

- LADIES TROPHY: For the female member gaining most points at WCC events.

 DIANE McDONALD
- ATKINSON TROPHY: Highest placed member for all Interclub events including Gravelsprints, Hillclimbs, Sealed Sprints, Motorkhanas, Autocrosses and Trials.

 PAUL CAMPBELL
- HANSEN TROPHY: WELLINGTON CAR CLUB CHAMPION: Member scoring most points at all WCC events including Speed, Non-Speed and Rally events.

 WAYNE GAIR and ALAN MINES

WORKING BEE to be held at the Clubrooms on SUNDAY 25 MARCH 9.30am onwards

Tasks in hand:-

- general clean up behind clubrooms
- refix boards below weatherboards
- reseal rear window
- repair spouting and downpipes
- re-affix security bars
- arrange metal bar to secure side doors
- clean store, kitchen & bar area
- clean fridge
- prepare new club/event rubbish bins (paint and label)
- clean lampshades
- general cleaning

You May Need:-

- -ladder
- gardening tools, clippes, weed-eater, rake, shovel, wheelbarrow
- trailer
- rubber gloves, bucket, cloths, vacuum cleaner, mop
- hammer, screwdrivers, saw.

We would appreciate any assistance given, even if you can only spare an hour this will contribute in a large way. Any queries should be directed to Gordon Diggle 837-559 hm.



WMSA News

The Club is proud to congratulate its members on the tremendous effort made during the 1989 Interclub Competitions.

Wellington Car Club successes were:

CLUB TROPHIES:

Wall Trophy — Trials Kim Naylor Trophy — Autocross Vesta Battery Trophy — Grass Motorkhanas

Rallywoods Trophy — Gravelsprints

INDIVIDUAL TROPHIES:

PME Datsun Challenge Cup — Murray McGuire for Trials

Duncan McKenzie Memorial Trophy — Ian Taylor for Sealed Sprints and Hillclimbs

Pats Trophy — Richard Taylor for Gravelsprints

Honda Challenge Trophy — Wayne Gair for Night Trials

Road & Track Accessories Trophy — Paul Campbell for Rallysprints

MOBIL MOTORSPORT PERSON OF THE YEAR went to WAYNE HUXFORD

Other Clubs' successes were:-

CLUB TROPHIES:

Stewards Trophy — Harbour Capital Car Club for motorkhanas Inter-Marque Challenge — Fiat Owners Club for Marque Track Racing

INDIVIDUAL TROPHIES:

Pierson Cup — Paul Te Punga of Harbour Capital Car Club for motorkhanas Inter-Marque Challenge — Andy Freeman of Fiat Owners Club for Marque Track Racing

Final points tables as follows:

1990 INTERCLUB SERIES - NEW TROPHY

Trialling Challenge Trophy

- awarded annually to the person gaining the most points in the Wall Trophy Trial Series.
- to be eligible, pesons must belong to a WMSA Club
- points will be awarded for
- (a) Driver, Navigator or Passenger on the same basis at laid down in the Wall Trophy Series Rules.
- or (b) Organiser, Checker, Manned Check/Control or helper on the basis of Organiser/s 20 points, other/s 15 points.
- a person may only get organiser points once per competition year.

trollo surchabaioga		To the land		
Levin 2/7 &	avelsprint Serie	HCCC 13/5	1989, FINAL. Wgtn 24/9	Total
Wair 26/11 Not		NCCC 13/3	wgth 21/3	Incar
PATS Trophy	Kull			
R Taylor	20	20	20	60
T Clay	20	20	17	57
S Groenveld	14	19	14	47
R Ellingham	19		18	37
n Smith	18		19	37
D Black	18 16		18 19	36 35
T Dixon N Edger	10	19	14	33
J Crouch	15	13	13	58
P Bruce	20			50
R Brader	50			50
1 Taylor		50		50
R Stevenson		15	5	50
B Morris			50	20
P Campbell	10		50	20
K George T Brooks	19 19			19
T George	19			19
H Kibble			19	19
E Sayer	18			18
S McLean	18			18
P Davies		18		18
K Neilson		18		18
6 Diggle			18	18
R O'Neil	17			17
W Tangney	17			17
S Payne	17	12		17
J Broadbent M Sollitt		17	17	17 17
D Johnson			17	17
M Mitchell	16			16
R Feck	16			16
G Fraser		16		16
R Goffin			16	16
R Lord			16	16
J McAndrew	2.5		16	16
A George A Trass	15 15			15
P Jensen	12		15	15 15
D Barr			15	15
T Barrow			15	15
S Hermansen	13			13
G Toomer			13	13
B Anderson	12			12
O Toebes			15	12
D Rainbow			12	12
P Leishman			11	11
D Bredan N Stewart			11	11
N Stewart N Spiers			10 10	10
P Kibble			9	10
F Schmidt			9	9
l Baird			8	8
J Toomer			7	7
P Foothead			6	6
K McGavin			4	4

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Gravelsprint Series Trophies 1989, FINAL.

Levin 2/7 &				
Wair 26/11 Not Run	Wair	HCCC	Wgtn	Total
	12/2	13/5	24/9	
Rallywoods Trophy				
Wellington Car Club	16	19	19	54
Wairarapa Car Club	18			18
Har Cap Car Club		11		11
Hutt Valley M Club		5		5
MG Car Club	1			1

Duncan MacKenzie Trophy Sealed Sprint/Hillclimb Series 1989, FINAL.

		Wair 02/7	Wair 11/11	Wgtn 25/11	Total
I	Taylor	5	5	5	15
R	Taylor	1	4	2	7
J	Billington	3		4	7
	O'Leary	4		1	5
	Brader	2	3		5
J	McAndrew		81 7	3	3
T	Hamilton		2		2
P	Campbell		1		1

Kim Naylor Trophy Autocross Series 1989, FINAL.

Hutt Valley 15/10 & Levin 4/6 Not Run	Wair 29/1	HVMC 18/6	HCCC 28/10	Wgtn 5/11	Total
Wellington Harbour Capital Wairarapa Hutt Valley	19	13 8 19	19 15	17 15	49 30 27 19
Levin				13	. 13

Inter-Marque Club Challenge Series 1989, FINAL.

	Jaguar 12/8	Capri 9/9	Fiat 30/9	Total
Club Placings				
Fiat Owners Club	143	150	805	501
Alfa Romeo Car Club	77	88	13	178
Jaguar Drivers Club	72			72
M G Car Club	12	20	35	67
Sunbeam Owners Club	25	10	8	40
Capri Car Club		24	10	34

Inter-Marque Club Challenge Series 1989, FINAL.

	Jaguar 12/8	Capri 9/9	Fiat 30/9	Total
Drivers Placings	1-	15	15	ur-
Andy Freeman	15	15	15	45
Andy Mills	12	15	15	
Vic Middleditch	10	15	15	40
Chris Hitch	10	12	15	37
Roger Dunkley	15	15	4.5	30
lan Johnson	15		15	30
Peter Beck	15	15		30
Wayne Tyler	10	15	5	30
Graham Finnie	. 7	10	12	29
Darryl Monk	10	10	8	58
Trevor Crawley	10	8	10	20
Debbie Bridge	12	15	TO MADE	27
Donal Gilliver	12		15	27
Jonathan Liddell		12	12	24
Andrew Sievwright		12	12	24
Alan Raynor		10	12	55
Ross Armstrong	Harry Trees	12	10	55
Nike Huizinga	7	8	6	21
Eric Heycoop		8	10	18
Martyn Robey	15			15
John Hamilton	15			15
Andrew Whittaker	15			15
Ken Saville	15			15
Franco Dal Din			15	15
Nick Lush	-	7	7	14
Carl Johnson	6		7,	13
Andrew Fergusson	12			12
Erica Hopkins	12			12
Suzanne Watt	12			12
Phil Jackson	12	12		12
Craig Kernowan		15		12
Richard Paterson		12	12	12
Ben Vanaerkolk	10		5	12
Martin Lanza	10	10	_	10
Simon Truebridge		10		10
Les Singh		7	3	10
John Adams		,	10	10
Robin Briggs			10	10
Chris Castle	5	4	1	10
Bruce Satterwhaite	θ	محمد ال	PART LINE	. 8
David Borlase	8			8
Graeme Hickford Don Ryder	8			8
John McLeoud			Θ	8 .
Graeme Pickett			8	8
Wallace Metcalfe	7		HIJ I	7
Bruce Pacey		7		7
Graeme McLeoud	6			6
Bruce Stewart		6		6
Gary Adlam		5		5
David Press			4	4
John Burrell		3		3
Bernard Rule		5		5
por nor a nore				

Road And Track Accessories Trophy Rallysprint Series 1989, FINAL.

Wellington 7&8/10 Not Run	Levin 26/3	HVMC 1-2/4	Wair 6/8	Total
P Campbell	30	5	23	58
D Barrow	7	30	26	56
R Ellingham	16	8	20	44
M Smith	18	1	15	34
L Scott	20	10		30
B Morris	26	4		30
R Brader T Dixon	20		30	30
D Leyton	23	1	5	29
J McAndrew	12	3	12	27
l Taylor		53		26 23
M Sollitt		14	9	53
S Payne	14	7	1	55
T Clay	10	6	4	20
H Kibble		20		50
D Johnson T Brooks		18	1	19
T Brooks S Gaskin		1.5	18	18
J Billington		16	15	16
R Taylor		12	15	15 12
S Groeneveld	8	1	1	10
N Edger	11.44	1	9	10
S Hayman	7	1		В
D Bredan	6	1	1	8
P Bryce			7	7
S McLean	5		1	6
J Debonardo D Tohill			6	6
D Tohill W Tangley	4			4
I George	3	1	3	4
D Manze	2	1	3	2
D Black	_	2		
A MacLennan		-	2	5
R Skilton		1	1	2 2 2 2
K George		1	1	5
F Schmidt		1	1	2
S Borrell		1		1
B Pullin A Short		1		1
B Dewar		1		1
V Smaal		1		1
R O'Neill		1		1
H Marshall		1		1
P Cooksley		1		i
P Torrington		1		1
K Twist		1		1
M Bredan		1		1
D Davies		1		1
S Scott I Baird		1		11000
S Taylor		1		1
f Forsyth		1		1
T Hauman		1		
P Hosie		1		1
C Hainsworth		1		1
G Toomer			1	1
M Jones			1	i
C Clarke			1	1

M	Mitchell		1	1
A	Huxford		1	1
R	Taylor		1	1
Р	O'Leary		1	1
В	Sollitt		1	1
M	Galvin		1	1
W	Forbes		1	1
R	Goffin		1	1
D	O'Reilly		1	1
P	Foothead		1	1
S	Howard		1	1
J	Crouch		1	1

Trial Series Trophies 1989, FINAL,

Trial Series Hophics 1999, France,						
	Wgtn 30/7	HCCC 10/9	HVMC 5/11	Total		
Wall Trophy Wellington Car Club Fiat Owners Club Marbour Capital Car Club Hutt Valley Motoring Club	42 32 25 16	45 50 14 18	25 22	112 104 39 34		
PME Datsun Challenge Cup If McGuire M Connor A Mines P Te Punga J Rapley K Douglas M Robey W Gair C Hitch J Pierson T Wall B Cullen N Webley J Crouch	18 16 10 25 8 14 7 22 12 20 6	25 20 18 22 16 7 4 14 6 9	22 18 20 25 14 16	65 54 48 47 41 30 28 28 28 25 22 21 20 14 12		
V Middleditch M Lanza J Liddell T Weekes	5	5		5 5 4 3		
N Edger		3				

Trial Series Trophies 1989, FINAL.

	Wgtn 30/7	HCCC 10/9	HVMC 5/11	Total
WICC Navigators Trophy	30//	10/3	3/11	
VUCC Navigators Trophy				
J Crombie	16	50	18	54
B Stockbridge	10	18	20	48
A Miet		25	25	47
K Wood		22	25	47
M Douglas	9	7	14	30
D McDonald	14	14		58
C Richter		10	16	26
S McInnes	7	6	12	25
M Gould	25			25
J Pierson	25			25

5	Budd	20		20
H	McGuire	18		18
C	Weston		16	16
R	Webley	6	8	14
	Robey	8	4	12
D	Birse	12		12
J	Ward		12	12
	Richter		10	10
B	Wall		9	9
М	Bennie	5		5
M	Lanza		5	5
	Post	4		4
B	Craig		3	3

Pierson Cup

Motorkhana Series Trophies 1989

Sun Cup

won by Paul Te Punga

Stewards Trophy

won by Harbour Capital Car Club

Vesta Battery Trophy, FINAL.

Wellington Car Club	27
Harbour Capital Car Club	19
Fiat Owners Club	9

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Rally Rumbles

Accommodation for this year's WCC Rally at Ohakune can be found with one of our sponsors:

The Hobbit Motorlodge Cnr Goldfinch & Wye Sts PO Box 139 Ohakune Phone (0658) 58-248

Features licenced restaurant, open fire, outside spa, electric blankets, televisions etc.

AC DELCO RALLY 1990 Ohakune — Raetihi April 7

Preparations for the rally is in top gear now with a lot of people working hard to make sure that it is another top Wellington Car Club event.

Rally Secretary Jane Black has been wading through a heap of paper work and phone calls while chasing permits, road closures, regs and entries.

Door knocking of the residents who live on roads used as special stages has been completed thanks to Brett Plim (who made two trips), Doug Hogg and Graeme Toomer.

Clerk of Course Barry Lakeman has the route plotting well in hand as well as rounding up all the hold hands (in the polite sense of the word Eddie) who have years of experience in the running of rallies.

Alan Harvie and I have been working on the sponsors and have secured the Hobbit, Ruapehu Motors, Ohakune Club and H.E. Webb Ltd for accommodation, scrutineering, after rally function and rally HQ. We still have 3 stages left to sell and if you know some business or person who would like to be involved don't hesitate to contact Alan or myself.

There are so many other people involved and working behind the scenes that I can't mention them all. But if you think you can help in some way please contact me and I am sure we can fit you in somewhere.

Thats all for now. Regards.

MIKE GALVIN

P.S. Entries are starting to roll in so get yours in now.

Rally Rumbles

ROTHMANS RALLY OF NEW ZEALAND — 1990

This year New Zealand will again stage a round of both the FIA World Rally Championship and the Asia Pacific Rally Championship. The World Controlling Body have rearranged the calendar dates and the Rothmans Rally of New Zealand will be two weeks earlier, starting in Auckland in Saturday 30 June and finishing back in Auckland on Tuesday 3 July.

Planning is well underway with Warwick Stichbury in the role of Route Coordinator and a preliminary checking of the route has been completed.

Changes have been made to remove some Special Stages that have become too rough over the years and to put the event more in line with the early 1980's when it was renowned as fast and smooth.

Two new stages have been added to the East Cape area between Opotiki and Gisborne making the trip up the Motu more worthwhile for both spectators and service crews.

All days include some new special stages which will provide excellent viewing for spectators. The changes have not greatly affected the balance of the rally between the fast and smooth sections and the tight and twisty roads with some stages that will suit the powerful two-wheel drive cars and some for the four-wheel drive models.

International Competitor interest has been keen with both Renault and Mazda already announcing their entries.

Renault will enter the World Group N champion, Alain Oreille, with new codriver, Gilles Thimonier driving a Renault 5 GT Turbo. This will be the first time that the Renault Factory have entered a team in New Zealand.

Mazda Rally Team Asia Pacific will again be contesting the 1990 Asia Pacific Rally Championship with last year's winner Rod Millen driving an up-graded Mazda 323 4WD for the newly formed factory team.

Because the new Mazda 323 rally car cannot be homologated before 1 July 1990, they will be entering the older model upgraded to the latest specifications, including the 6 speed transmission and factory supplied engines. This will uprate Rod's car to the same specification as the Carlsson factory entry last year.

It is rumoured that Mazda Rally Team Europe will also enter some Asia Pacific Rally Championship events,

Beaurepaires for tyres.

Mitsubishi will be keen to average their loss of the Championship last year to Mazda and will almost certainly enter a two or three car team.

Interest has also been shown by Lancia drivers contesting both Group N and Group A models.

Many enquiries have been received from overseas teams and the usual strong entry is expected from Europe and Japan. Australia have placed a round of their National Championship to be held at the same time and this may restrict their entry.

Dates for the five round Asia Pacific Championship are as follows:

Rothmans Rally of New Zealand Indonesia Speed Rally Rally Australia Rally of Malaysia Himalayan Rally June 29-July 3 August 3-5 September 20-24 October 6-8 November 4-8

New Zealand's Rally only continues to prosper because of the volunteer support so freely given by motorsport enthusiasts. Whether a competitor, spectator or official, the rally is the highlight of the New Zealand Motorsport calendar, so if you would like to join the team of officials or marshals contact Willard Martin at the Rally office:

Rally of New Zealand PO Box 62-021 Auckland Telephone: 09-2760882 Fax: 09-2760881

Home: 09-566437

Rothmans have announced their continuing support for the rally. We seek the support of all motor sport enthusiasts to strongly oppose Helen Clark's proposed legislation to ban tobacco company sponsorship of sport. This is a restriction of our rights and could have widespread repercussions across all sport including overseas tobacco company sponsored entires in both motorsport and sailing.

One reason for the proposed ban has been the vocal lobbying of a well organised minority. Now is the time for the silent majority to show their hand. I urge you to write to the Prime Minister expressing your view. Remember postage to the P.M. is free.

The Prime Minister Parliament Buildings Wellington.

I strongly oppose the proposed government restriction to the freedom of choice by banning all tobacco company sponsorship of sport.

Name:			 	
Address:			 	
Signature:	Sanger I	Som		



SMILEY'S SESQUICENTENNIAL SAUNTER

I gather that this, the first event of the 1990 trialling series earned an organiser assessment of 5 out of 5. It was well deserved!

A somewhat smaller than desirable field of competitors fronted up for the pleasure of sightseeing in the wilds of Seaview and Petone. Things looked pretty straightforward for a start and this had me a bit concerned, because it is well known that J Rapley and C Weston are a devious pair of sods. I think that was the devious part . . .

A section of instructions in the format of a flow chart had one or two crews a bit flummoxed for a start and very nearly got us as well. We gaily drive down this very interesting little road, wondered why we had done it and went back to find out. We then discovered the error of our ways and went down the RIGHT (but far less interesting) road and found a checkboard. Most of us who indulge in the trialling game start to suffer from withdrawal symptoms if we don't get our quota of checkboards.

The last section had a series of options presented (things that we had to look for) and then we had to take the appropriate action. This saw us looking all over Seaview for Giraffes, Elephants, Zebras etc... I am sure I saw a Zebra crossing... Paul Te Punga distinguished himself by missing the checkboard which was outside his parents place — his Mum was on board too!! Some of US drove right past a check we expected to see without seeing it and therefore did ourselves a disservice. However, we also managed to find a check for totally the wrong reasons, things just looked a bit wrong so we went splatter trialling again — this technique works more often that it really out to!!

This trial saw the return of some who haven't been seen much for a while — the Piersons are back — is it really 7 years??

Murray McGuire did his best to redefine what trialling in style is all about in a Rover 825 and Eddie Conroy has turned his electricians van into something approximating a bordello — go and look for yourself.

To those of you who missed it . . . a pitty because the event deserved at least 25 or 30 crews!

TEAM PEUGOTARY

SPEED SKILLS

RESULTS OF THE ARCHER & LUPP SERVICES STREET SPRINT HELD SATURDAY 24 FEB 1990

NO	NAME	CAR	CC	RUN 1	RUN 2	RUN 3	O/ALL	CLASS
1	Murray O'Neill	Escort	1740	50.33	48.13	48.18	13	4
2	Lindsay Hastings	Escort	1598	54.02	53.09	53.24	36	14
3	Marie Breden	Mini GT	1275	58.04	58.06	57.43	47	6
4	Andrew Farmer	Viva	1968	53.84	61.29	53.12	37	13
5	Tony Oliver	Corolla	1587	49.17	48.84	47.73	11	3
6	Rowland Ward	Jaguar	6500	54.04	52.83	53.55	34	5

7	Vince Henwood	Mini	998	51.61	52.83	52.41	30	3
8	Les Edwards	Datsun	1270	53.50	51.88	52.07	31	4
10	Paul Campbell	Sunny	2000	46.66	47.30	46.78	7	2
11	Gordon Diggle	RX3	2062	49.77	49.13	50.10	16=	5=
12	Brent Pullin	Corolla	1600	51.69	52.19	50.94	27	11
16	Rex Pike	Datsun	1270	47.52	48.28	47.32	8	1
17	Mike Galvin	Escort	1760	50.67	49.75	50.02	20	7
18	Alistair MacLennan	Chevette	3500	45.98	47.52	54.63	4	3
19	Martin Olsen	RX3	2062	49.17	48.71	48.27	14	4
20	Andy Mills	Uno Turbo	2200	52.09	63.87	52.65	32	12
21	Don McLean	260Z	2753	48.90	48.06	52.36	12	3
22	John Billington	Sunny	2400	45.80	45.07	45.33	2	1
23	Paul Butler	Escort	1740	49.35	47.58	47.68	9	2
24	Dave Fletcher	Escort	1998	52.73	50.35	50.06	21	8
25	Steve Gaskin	Escort	5000	48.09	47.50	46.58	6	4
26	Greg Ward	Datsun 120Y	1400	52.73	53.84	53.33	33	13
27	Stathy Boolieris	Datsun	1300	71.19	58.38	57.79	48	7
28	Keith Nielsen	Escort	1600	50.41	50.60	50.33	24	9
29	Warren Denton	Datsun	1171	63.02	60.90	DNS	49	8
31	Alex Wilson	Anglia	5700	54.42	53.05	67.97	35	6
32	Shane Wetzel	Escort	1600	61.52	54.22	53.30	39	15
33	Paul Cooksley	Escort	2000	56.24	54.94	58.07	43	15
34	lan Maskell	Datsun	1260	47.92	47.71	58.58	10	2
35	Les Stone	Mini	1312	55.01	54.78	55.47	42	16
36	Richard Taylor	Datsun	1490	46.48	46.78	46.08	5	1
37	Alan Harvie	Corolla GT	1598	48.90	49.19	48.69	15	5
39	Greg Buckland	Escort	1998	59.79	59.03	49.46	19	7
40	Joe McAndrew	Chevette	3500	45.51	45.57	45.68	3	2
41	Graeme Toomer	Escort	1760	51.25	50.91	51.31	26	10
42	Duane Rock	280Z	2800	51.02	50.38	50.80	25	10
43	Olaf Olsen	RX3	2062	51.35	49.13	55.91	16=	15=
44	Tony Stewart	RX7	2292	53.37	53.26	53.71	38	14
45	Ian Taylor	Excort	4600	42.93	49.97	43.48	1	1

46	Alan Dunnage	Tiger	4900	62.42	62.41	62.08	50	9
17	Colin Young	Chevron	2223	50.10	50.39	DNS	22	9
48	Ken McGavin	Corolla	1587	51.56	51.47	56.23	29	12
50	Bill Cottle	Lotus 7	1558	49.68	49.33	59.65	18	6
51	Peter Leishman	Datsun	1200	58.74	55.44	54.61	41	5
R1	Eric Neutgens	RX7	2210	52.90	52.89	51.30	28	11
R3	Bryan Taylor	Viva	2300	58.61	57.33	56.53	46	16
R4	Bruce Curwen	Escort	1600	51.05	51.43	50.31	23	8
R5	David Barrett	Anglia	1500	55.81	56.16	55.50	45	17
R6	Steve Hardie	Datsun SSS	1800T	54.88	59.95	53.36	40	7
R9	Bernard Carpenter	XJ6	4200	57.32	55.94	55.48	44	8

Clubnight

The Club wishes to thank the following business houses for their support of the prizegiving bumper raffle prizes.

Mall Books and Lotto Newtown New Zealand Car Parts Porirua Newlands Motors, Newlands Autolign, Newtown Upper Hutt Veterinary Hospital, Upper Hutt Normans Menswear, Kilbirnie

MARCH CLUBNIGHT: Tuesday 20th. Ian Snellgrove from MANZ will be speaking to us in a technical capacity, covering latest rules on roll cages, fire extinguishers and also covering important points for those building new competition vehicles. Starts at 8pm.

Classifieds

FOR SALE: Competitive Datsun 1200 Club-Rally car. Lots of wheels and spares. For details contact Peter Jensen Ph 788-313.

FOR TENDER: Shell Rally co-drive in a 327 Holden Monaro. Contact Mark Parsons with your tender to cover half the on-event rally expenses. Please phone (09) 435-214 Auckland.



Alan Harvie

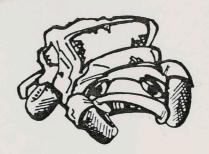
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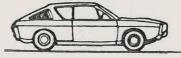
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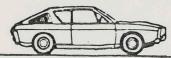


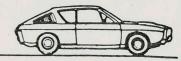


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MOTORING MENSON APRIL 1990



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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

ALISTAIR MACLENNAN	Alistair is a builder. He also belongs to the Hutt
	Valley Motoring Club and the Kapiti Car Club. He

runs a 323 Mazda and Chevette V8 and is interested in most forms of motorsport.

ALLAN DAVIDSON Allan is a Manager and lives in Tawa. He is

interested in speed events.

WAYNE SETTER Wayne is a Company Manager and runs a

Mitsubishi Sigma SE. He has rallying and trialling experience and is interested in most forms of

motorsport.

KIRK McLAREN Kirk is an ex Ashburton Car Club member and is

also an Auckland Car Club and Mazda Rotary enthusiasts club member. He is interested in most forms of motorsport. He runs a Mazda RX3.

KEITH MASON Keith is a Manager who lives in Brooklyn. He has

10 years experience in motorsport and is also a

member of the Harbour Capital Car Club.

ADAM FARMER Adam is a Mechanical Engineer and lives in

Paraparaumu. He runs a Destroked Strong Bros Mini and an Aussie Clubman GT. He is interested

in all forms of motorsport.

Beaurepaires for tyres.



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

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	Gordon Diggle	837 559	897 392w
	Mike Galvin	836 974	873 629w
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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 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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

April I RALLYSPRINT — INTERCLUB & REGIONAL

Run Hutt Valley, venue is Trentham Park. Late entries \$70.00. Contact Dave Davies 282-398.

April 3 NIGHT TRIAL — INTERCLUB

Run by Sunbeam Club, starts Hutt Valley clubrooms,

7.15pm for documentation. Contact Bryan Atkins

627-424.

April 7 RALLY — CENTRAL REGION

Run by Wellington Car Club held in Ohakune area. HELPERS STILL REQUIRED OR LATE ENTRIES STILL ACCEPTED. Please contact Jane Black

687-275.

April 8 STREET SPRINT — INVITE

Run by Wairarapa Car Club - no info at time of print.

April 14 RALLYSPRINT — INTERCLUB & REGIONAL

Run by Levin Car Club - no info at time of print.

April 14/15 NATIONAL RACE MEETING — BAY PARK

Races for: trucks, Formula Vee, Mini 7's, Formula

Ford, Thundersaloons and Supercars.

May I NIGHT TRIAL — INTERCLUB

Run by Hutt Valley, starts at their clubrooms with

documentation at 7.15pm.

May 5 CLUBMANS RACE MEETING — INVITE

ONCE AGAIN AT MIGHTY MANFEILD — usual exciting day organised by Wellington Car Club. Entries available from Lisa Ellingham 288-523.

WILL ALSO NEED MARSHALLS AND TIMEKEEPERS **BADLY** so please ask those attending with you if they can help out.

May 12 RALLY — NATIONAL

Run by Autosport Club in Christchurch. Regs

available from Andrea McAndrew.

May 13 SEALED SPRINT — INVITE

Run by Levin Car Club — no info at time of print.

From the Top

Had an interesting discussion at our last committee meeting about how other clubs (not just motorsport clubs) managed to get members interested in either helping out or organising activities. One of the major tasks facing most clubs is the shortage of funds and the extra amount of effort required to ensure "helpers" assisted in overcoming this problem.

After exhausting most of the ideas floated at our meeting, we found ourselves returning to the same answer each time — and don't be in a hurry to read any further 'cos you probably won't like it.

The obvious solution is to increase subs from \$53.00 a year to \$250.00 a year. (Told you it wasn't something you'd get excited about). It would mean that we'd be operating on similar lines to some form of leisure club whereby no-one ever asks you to "marshall", "organise", "fund raise", "attend a working bee", or any of the other mundane chores we forever fill this magazine with.

We'd probably afford such luxuries as word processor and photocopier and pay someone to make use of them — just like a real leisure club. Could probably even open up the clubrooms once a week and pay someone to serve drinks, wash the dishes and vacuum the floor. Of course this would totally change the way the committee would approach its business affairs as they could argue about how to spend the money instead of who to "overwork" to get "no money".

Hang on though, before you go rushing off to see how much the car club up the road charges for a year — have a really good talk to yourself about what "you" did in the last 12 months towards ensuring the club could exist in the

future, in a reasonable manner, then compare that with what "you're" prepared to do in the future. Would you think it'd be worth the extra \$200.00 a year to never have to worry about it?

But don't panic, we didn't do anything nasty like approve a remit to the next AGM to whack the fees up 500% — but it doesn't mean we wouldn't if we had to.

Have an interesting inexpensive month, and best of luck if you've entered our Rally!

LISA ELLINGHAM



Ed's Bit

BIG apology extended for the 2 week overdue issue last month. Weren't really adopting the attitudes of publishers with similarly named magazine — just got held up here and there and it all added up to 14 days.

A joint effort will be made over the next few months of both old and new editors so you'll have a fresh approach to look forward to.

Our new editor, Judy Leishman, comes to us with plenty of motorsport experience and plenty of enthusiasm. She'll be tackling the magazine with her own style just as soon as she's learnt the ropes, so I wish her well and hope you'll all show your support by putting pen to paper now and again.

A smaller issue this month and an updated WMSA calendar.

Good reading.

LISA ELLINGHAM JUDY LEISHMAN



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Notices

NEW MAGAZINE ON THE MARKET: "NZ Speedsport" The publishers of the magazine are offering car clubs \$6.00 for every subscription they receive from a club member, (see full page notice in this issue). Copies of the latest issue have been sent to our club as a preview of what's to come.

WELLINGTON REGIONAL SPORTS TRUST — A representative from the Committee will be attending the inaugural meeting to discuss the formation of the above Trust. The meeting is to be held early April.

LOCAL ROLL CAGE HOMOLOGATION -- MANZ: Competitors are reminded that "free concept" roll cages will need to be homologated by 1.1.91 and work should commence to ensure all necessary papers are completed *before* this date. Applications are available from our club secretary.

THE "NISSAN MOBIL GREAT CLOUSEAU CAPER": Definitely something our members will latch onto without any difficulty — see special article this issue.

RICHARD LESTER MOTORSPORT

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YES! WE'D LOVE TO PRINT YOUR LATEST MOTORSPORT PHOTO'S IN OUR SNAP-SHOT OF-THE-MONTH SECTION OF THIS MAG...

ALL YOU NEED DO IS HAVE THEM READY FOR THE EDITOR TO COLLECT AT EACH CLUBNIGHT OR POST THEM TO THE CLUB BOX NUMBER BEFORE CLUBNIGHT.

SEE YOU IN PRINT!



SHOT OF THE MONTH

SPECIAL EVENT — FEATURE

The Nissan Mobil Great Clouseau Caper of 1990!!

From September 8th to 15th 50 wildly outfitted vehicles will carry equally zany crews around the country in one of the most innovative events seen for a long time — The Nissan Mobil Great Clouseau Caper.

The Nissan Mobil Great Clouseau Caper is a fund raising event which is being organised to assist the Child Cancer Foundation. What makes the Caper different is that those taking part are expected to have fun while they part with their donation.

Clouseau is the character played by the legendary Peter Sellers in the series of Pink Panther movies — a bumbling French detective who found himself in many crazy predicaments, mostly of his own making.

As the mascot of the Child Cancer Foundation is the Pink Panther, it seemed only appropriate that an adventure of this type should be named after P.P.'s adversary.

Let's get one thing straight from the start. The Nissan Mobil Great Clouseau Caper is a mystery adventure tour, involving all sorts of situations, expected and unexpected, excitement and fun — the wackiest trip of them all!

RULES?

There are rules. These rules should more or less be observed, if you feel like it. One, however, is compulsory — that all entrants will enjoy themselves safely!

EIGHT DAYS LONG

The event takes place over 8 days, and will involve travelling through some of the most picturesque country in the top half of the North Island. While we aren't prepared to divulge the exact route at this time, we are sure that you'll never have travelled some of the roads we have in store for you — nor may you ever want to again.

CORRUPTION!

We have selected Officials of most dubious reputation. Most are very accessible characters in one way or another and will give all sorts of Consideration if the rules need to be bent or interpreted to advantage an entrant or, conversely, disadvantage a competitor.

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ENTRY DONATION

The entry fee is flexible but a minimum donation of \$7500 to the Child Cancer Foundation is required.

This will allow up to 4 crew members in a car. All amounts over \$5000 will be returned to the entrants as 'Con-Cash'. The entry fee can be raised by sponsorships (or in other legitimate ways) and sponsors names may appear on vehicles.

VEHICLE AGE SCORES POINTS

While all vehicles must be at least 25 years old, extra points will be awarded for really aged cars, for the most appropriate costumes worn by the members of the crews and for cars which have been decorated in a suitably zany manner. Bells, whistles, flashing lights, and even dancing girls will be totally acceptable on this occasion.

The Nissan Mobil Great Clouseau Caper will culminate in Auckland at a lavish Awards Dinner at a secret venue — suffice to say it will be in keeping with the other madcap incidents encountered during the previous 8 days.

NO WINNER

There will be no winner — that's not the name of the game — but awards will be given for a number of other categories to be decided at the sole discretion of the organisers!

This event is sure to be the experience of a lifetime — probably someone else's, but we look forward to your participation anyway! Remember, entry is limited to the first 50 applications received with deposit!

ENTRY APPLICATION

Entry to the Nissan Mobil Great Clouseau Caper of 1990 will be limited to the first fifty entries, and places allocated on a first come, first served basis. However, a waiting list will be maintained.

The entry donation of \$7500 can be split into instalments, however, once any instalment (after the initial deposit) has been paid and entry confirmed, refunds cannot be made.

SAFETY ASPECTS

The safety of entrants, volunteers and the general public is of prime concern to the organisers. Before starting the Caper, all vehicles will be scrutineered to ensure that they hold a current warrant of fitness, and registration, and all drivers checked to ensure they hold a MANZ drivers licence. All the rules of the road must be observed at all times, and speed limits adhered to. While entrants will be encouraged to adopt any measures they deem necessary to

gain advantage over other competitors, behaviour which is likely to impact on safety, or the general public, or property, will not be tolerated, and could lead to immediate disqualification from the event.

SPECIAL NUMBER PLATES NOW AVAILABLE

With the co-operation of Personalised Plates, we are able to offer the complete range of CAPER number plates.

These have been specially reserved and will be available only to those taking part. There will of course be a premium to pay for the privilege of owning one of this series. Pre-event prices, which include the basic entry donation can be obtained from the Caper Office.

ACCOMMODATION AND MEALS

The exact route of The Caper is a closely guarded secret, but entrants should be aware that we are planning to overnight in some pretty small centres along the way. Accommodation will be limited, so don't expect Hyatt-style accommodation! In fact entrants should plan to arm themselves with sleeping bags and tents together with whatever other accourrements they desire — just in case! We will advise participants of the overnight stops as soon as we can together with advice on what is available in the way of accommodation, but we warned — this is not an event for whimps or whingers!!!

CAPER OFFICE

Please note that the Caper office hours are 9-4 Monday to Friday. Please keep any calls within these times. The fax and phone numbers are the same (09) 767-385 and the PO Box number is 78-034, Grey Lynn, Auckland. Our staff will do their best to answer any queries you may have. A selection of the rules may be obtained from the Caper office.

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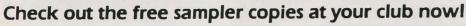
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The Battle of the "Series"

— an update on the Central Region Clubmans and Rallysprint/Rallycourse Series

The executive committee recently decided to decline participation in both the Central Region Clubmans Series and the Central Region Rallysprint/Rallycourse Series. Reasons behind the decision are quite simple although some will debate their justification.

Late 89 a meeting was held with the view to discuss the implementation of both series. Separate steering committees were set up and charged with the task of finalising rules for each series and administration procedures. The club has recently received copies of the finalised rules and discussed our clubs involvement at the March committee meeting, resulting in the decision to decline involvement from the Wellington Car Club.

Let me go back a few paces and provide you with the current status of these events.

CLUBMANS Currently the majority of clubs in the Central Region area run clubmans events with invitations extended to our members to compete and enjoy. Whoever wants to compete does so for whatever reasons — usually to enjoy track racing.

RALLYSPRINTS (now also referred to as Rallycourse if over certain distance). Currently a series exists in the WMSA Interclub Series of events and our members are invited to compete whether we as a club are running an event or not. Whoever wants to compete does so — once again for whatever reasons.

So where's the harm in Wellington Car Club becoming involved in a Central Region Series for these events?

Quite simply it lies with cost. The Clubmans steering committee wants to provide trophies for the series and is also aware that admin costs will be incurred at some stage. To date no trophies have been arranged and the current administrator is happy to cover this years costs, so at present there would be no cost to us. However, our experience (with Central Region Rally Panel) tells us that within 2 years the cost to the club could be \$200.00 a year to cover trophies and admin.

The Rallysprint Series has settled on an admin fee of around \$40.00 for this year although a prize fund figure has not been established so far. Once again our experience tells us that in two years time this will also amount to \$200.00

So this probably leaves you thinking we're being negative and perhaps holding the purse strings a bit too tightly.

Then consider this; how smart are we being in parting with \$400.00 (an estimated figure) plus the \$200.00 we already pay for the Rally Series — a total of 600.00 — for events our members can already enter?

Granted, it's nice to be part of a "series" and congratulate the final winner (probably with a plastic trophy) and encourage competition etc, etc, but ultimately the club will be paying for a priviledge its members already have and to do so will mean an increase in subs for everyone.

The value of our inclusion in the two series will not outweigh the cost the club will incur, hence our decision to decline.

That's how our position lies at present, however, our members, as usual, will always have the opportunity to ask us to reconsider. If you wish to do so I suggest you canvas fellow members to determine how many are actually interested in either or both series. Copies of current rules can be provided on request.

LISA ELLINGHAM



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Speed Skills

Results from the recent HVMC Interclub Gravel Sprint held at Knob Ridge.

Rick Goffin	3rd class B	6th overall
Steve Taylor	2nd class E	19th overall
Bryan Taylor	3rd class E	21st overall
Shane Groeneveld	4th class B	8th overall
M. Steward	8th class B	18th overall
Paul Campbell	2nd class D	2nd overall
Peter Leishman	6th class B	14th overall
Judy Leishman	9th class B	20th overall
Ted Clay	2nd class B	5th overall
Murray O'Neil	3rd class D	4th overall
Paul Butler	4th class D	7th overall

Clubnight

APRIL CLUBNIGHT: We'll have a tyre industry specialist along from the manufactures (South Pacific Tyres) to bring us up to date on the latest trends and developments. Also able to answer any questions you may have on tyre applications. See you there!



Classifieds

FOR SALE: Toyota Corolla GT. AE86 imported originally by Toyota NZ. First registeed July 1984. 67,000km. 2 owners. Factory sunroof, stereo, 16 valve EFI 1600cc. Rear wheel drive L.S.D. Phone Robert Hutton 722-890 (pvte), 859-632 (bus).

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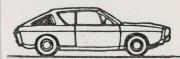
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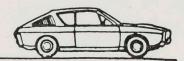


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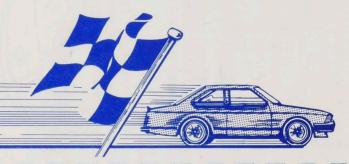


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MOTORING MAY 1990



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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

PETER LOMATH	Peter is a Mechanic and runs a modified H.C.
	Viva. He is interested in speed events and won
	first place in the Opotiki ¼ mile in 1988-89.

SIMON HARRISON	Simon is a Company Rep from Hataitai. He also
	belongs to the Wairarapa Car Club and is
	interested in most forms of motorsport.

RICHARD BUTTERS	Richard is rejoining the club. Welcome back.
	Richard is a mechanic and also belongs to the
	Martinborough Motor Cycle Club

BRENDON NEIMAN	Brendon is also a mechanic of Churton Park. He
	recently experienced the 1990 Ohakune rally.
	Brendon is interested in speed events and rallies.

STEPHEN BENNETT	Stephen is a plumber and resides in Pauatahanui.
	He runs a Datsun 1200 and is interested in most
	forms of motorsport

PETER LAND	Peter is a real estate salesman and is experienced in Clubmans racing. He is interested in speed events.





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CLUB CAPTAIN	Ian Mollison	650 262	650 262w
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MAGAZINE	Judy Leishman	287 192	738 498w
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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

May I	NIGHT TRIAL — INTERCLUB Run by Hutt Valley, starts at their clubrooms with documentation at 7.15pm. Contact is Neville or Raewyn Webley Ph 672 665.
May 5	CLUBMANS RACE MEETING — INVITE ONCE AGAIN AT MIGHTY MANFEILD — usual exciting day organised by Wellington Car Club. Entries available from Lisa Ellingham 288-523. YES YES YES YES WE NEED MARSHALLS AND TIMEKEEPERS URGENTLY. No experience needed. Please call Lisa.
May 12	RALLY — NATIONAL Run by Autosport Club in Christchurch. 12 special stages totalling 180km. Starts 8.30am finishes 10.30pm. Regs available from Andrea McAndrew.
May 13	SEALED SPRINT — INVITE Run by Levin Car Club — no info at time of print.
May 15	CLUBNIGHT Starts 8pm at Clubrooms.
May 19/20	ASHLEY FOREST RALLY SPRINT — NATIONAL Entries close May 11 with late entries accepted until May 16. 1.7km gravel sprint. Limited to 60 entries. TV will be there again. Regs available from club Secretary.
May 20	AUTOCROSS — INTERCLUB Run by Wairarapa. Venue is Solway Showgrounds. Entry \$15. Doc/scrut 9-10.30am at the venue.
May 26	RALLY — CENTRAL REGION Run by Taumarunui Car Club. 9 stages totalling 165km on cool King Country roads. Entry \$120 till

May 11 then \$160 till May 18. Doc/scrut Friday 25th

in Taumarunui. Regs available from Club Secretary.

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June 2	RALLY — NATIONAL Run by Southland Sports Car Club. 12 stages totalling 234km. Starts 9.30am finishes 9.00pm. Entry \$150 till May 21 then \$200 till May 26. Doc/scrut Friday 1 June, Invercargill. Regs available from Club Secretary.
June 2/3	NIGHT SPRINT — INVITE Run by Levin Car Club, no details at time of print.
June 5	NIGHT TRIAL — INTERCLUB Run by HVMC. Starts Hutt Valley clubrooms 7.15pm with documentation.
June 10	MOTORKHANA — INTERCLUB Run by Levin Car Club, no details at time of print.
June 16	MOTORKHANA — INVITE Run by Harbour Capital Car Club. Venue is sealed, no other details yet.
June 16	RALLY — CENTRAL REGION Run by Hawkes Bay Car Club, regs should be available from our Club Secretary by early May.

SPECIAL NOTE: Wanganui Car Club Rallysprint has been postponed (originally date set for 28.4.90) until further notice. Recent flooding has meant original venue unsuitable currently.

From the Top

Congratulations to the organisers (MIKE GALVIN, BARRY LAKEMAN and JANE BLACK), of the recent Wellington Car Club Rally held in Ohakune, for a most successful event for competitors and organisers alike. The club has received very favourable comments from many who entered on the day with the hard work and effort put in by many being rewarded by such success.

Officially we have had no comment to date on the expected road maintenance charges, however we are lead to believe these will not be imposed for the 1990 event. This being the case, we will emerge substantially better off than we did last year, our first attempt at an 'away rally' for some time.

WE HAVE AN URGENT REQUIREMENT or assistance at several other Central Region Rally events in the form of TIMING CREWS. As we have had the benefit of other crews being supplied by other clubs for our rally event, it is now our turn to thank them by reciprocating. Unfortunately easier said than done.

This will entail 7 people travelling to an event either in Taumarunui, Taupo or Palmerston North and becoming a Special Stage Timing Crew operating both the start and finish ends of one or more stages during these events. Ideally we would like to form a group of 14 odd people who will become a pool from which to draw the required 7 people for each event.

THE FIRST EVENT IS SATURDAY 26 MAY AT TAUMARUNUI and naturally we are desperate to learn who's available to help out. We will arrange billets if required and can probably arrange transport as well as there are only two vehicles required for each group.

NO EXPERIENCE IS NECESSARY (this is easier than getting a job!!) as we will instruct you on all aspects of the task before you leave.

SO ... CALL ME NOW!!!! (I'm desperate)

While we're still on rally talk I'd also like to congratulate JOE McANDREW on winning the recent rally, making it twice run in Ohakune and twice won by a Welling Car Club member (last year being Mark Jennings). Joe really showed those Aucklanders what it's all about and we wish him well in the upcoming National Rally Championship Series.

Clubnights over the next few months will be attempting to address areas of a more technical nature (the first being last months' with Ian Snellgrove speaking on the latest developments in the MANZ book) including MANZ Regulations, selecting and usage of tyres as well as general car preparation. If there are any topics you especially would like covered please contact either myself or a committee member.

The Annual General Council Meeting of the Motorsport Association of NZ is to be held in Christchurch in early June. This is the time when we are able to send our delegate along to voice the desires of our members. This year the meeting will be attended by Jane Black and Iain Mollison and we'd like you to make GOOD USE of their attendance by having a chat to them regarding any areas of the sport or MANZ itself that are of concern to you. Naturally they are unable to push everyone's individual barrow but will take your thoughts and opinions into account when VOTING or SPEAKING on our behalf. So make the most of this opportunity and give them a call. (Jane 687 275, or Ian 650 262).

Finally, at the recent Executive Committee meeting Ian Taylor tendered his resignation from the committee due to business commitments. In accepting Ian's resignation the committee wish to thank hom for his efforts towards the club and wish him well.

Have a good month!

LISA ELLINGHAM

Eds Bit

I have always looked forward to receiving my magazine each month to see what's happened and what's on. Hopefully you will too, but no doubt there are times when you've found little to interest you in the magazine. So how many of you have put pen to paper and related your experiences in motorsport to others? Some of the "rally lies" coming out at Ohakune would make good reading, and the odd overheard quote wouldn't go amiss. If your literary skills are a bit lacking, just give me a call and we can arrange something to write.

It is not easy to find material for YOUR mag unless YOU contribute, so if you see interesting articles, notices, cartoons etc that pertain to motorsport, then please pass them on to me. And if you feel your branch of the club is being neglected then let me know or better still, write an article (or 2 or 3).

The last month has been a busy time for club members, both competing and officiating, with of course the major event being the rally in Ohakune. As the rally season moves into top gear, we hope to bring you plenty of results and reports about our members antics. And now that I have a members list I might be calling on you to write about an event.

Finally, thanks heaps to Lisa for getting me started with the magazine and also thanks to those who have contributed articles and photos for this issue.

Keep out of ditches.

JUDE LEISHMAN

Letters to the Editor

Dear Everybody,

I know, I have been very lazy, I should have written long ago. But I have been so busy organising my life here in Germany that there was not much time to spend on motorsport activities. I had a great trip home, seeing most of Australia and then a couple of stop overs in Singapore and Bangkok. Most interesting was my stay at a friend's place in New Delhi. What a different world! Back home I had to survive a couple of welcome parties and then started work at my old company. After buying a small car (Renault 5) I found a neat little flat close to my work and the city, so I settled down very well.

Then in February the rally season started and I went to watch the "Sachs-Winter-Rally", first round of the German championship. There were two drivers well known in N.Z., Sepp Haider in the Works-Opel and Ingrat Carlsson in a private BMW M3. They finished first and second on this 100% tarmac event. Sadly a week after their win Sepp Haiders Co-driver Ferdi Hinterleitner died in a tragic traffic accident in Austria. Of course Haider did not compete in the second round which was won by a Lancia driver. But rumours say he will be back this month with a new navigator, Christian Geisdorfer, former partner of Walter Rohrl and Hanna Mikkola.

The other weekend I was marshalling for a small rally in my hometown. It was quite funny to see some East-German drivers with their 600cc two-stroke engined "Trabbis" competing with old GR. B Audi Quattros, Opel Marta 400 etc (which are still allowed in national events). But marshalling or spectating will be as close as I can to rallying right now, due to a lack of money. I keep my fingers crossed for Possum on the Safari and for all the Wellington guys. Best regards to everyone and maybe the "Trabbant" finds a place on the snapshot page.

Until later.

FLORIAN

Eds Note: Florians photo will be published next month.

Beaurepaires for tyres.

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Mighty Motorkhanas

THE CHEVIOT PACIFIC NEW ZEALAND MOTORKHANA CHAMPIONSHIP 1990

Having not received any information about local events by the first week in February, I arranged a business trip to the South Island from the 15 to 21 February, so as to coincide with the Motorkhana Championship. In doing so I missed a local Steward's Trophy motorkhana, the WMSA prizegiving and the Wellington Car Club Prizegiving.

I enjoy competing in motorkhanas and it is certainly only class placings that I look for at National level. However, I had won the Nissan Trophy the previous two years and was attempting three in a row.

To cut a long story short, I did not win the Nissan Trophy again, but did come home with a trophy for first in class D-my car does have a fairly long wheel base.

If there has been a trophy for first North Islander I would have won that too, as i was the only competitor not from the South Island.

The competition at the top was hot and you needed a Mini moke. Dick Cardner won his 7th title in 13 years. After 8 tests all on seal, there was only five seconds separating the first three cars. The next three cars, although down 12 seconds, had less than one second separating them.

There were 14 Minis, or Mini mokes, logical for a National Championship, so I was quite pleased to finish in 18th place.

IOHN PIERSON

P.S. I note the next Steward's Trophy Motorkhana is on the weekend of the MANZ conference and I hope that perhaps this date will be changed?



AC DELCO RALLY 1990 Ohakune — Raetihi April 7

Adventures of a Rookie Rallyer

Being married to the new editor of this mag can have its draw backs, like being nagged to death to write articles for the mag. But I guess having competed in a rally for the first time isn't a bad reason for writing a few lines.

Judy and I have owned our Datsun for a couple of years now and have been competing in the local events ie: gravel sprint series, Autocrosses, street sprints etc and with varied results. Judy has recently (at last!) entered in a couple of events which has meant that I've had to start pulling my finger out and improve my driving as she isn't too far behind me on times.

Earlier in the year we decided to enter a rally. Basically it has been my lifelong ambition and from here I will probably move on to the Kenya Safari rally. Anyway the AC Delco event was the logical choice. Nice and handy and organized by our own club. Rule No. I: Always support your club's events, even if it means going broke.

So we took the plunge and entered, then had to obtain various minor items like a Rally licence, Service crew, Zetkas, First Aid Kit, underwear and so on. Had to build an A-frame (the answer to the trailer debate) which was a good job for my second year apprentices. In the 2 weeks prior to the rally, for some unknown reason, the car suffered more panel damage than in the last 2 years. After some quick panel work and a new front guard (thanks to Richard Taylor) we headed off to the rally.

Well I don't mind admitting that I didn't sleep very well on Friday night even after passing scrutineering, (which was not bad considering half the Kibble clan was crawling over the car, and they don't miss much!). Even Dave, our service man, spent Friday night dreaming about rallies, though why we were crossing the Murray River in South Australia I'll never know!

Made the start line and we were off. A few minutes into the 1st special stage and we were reminded that this was indeed the real thing as we rounded a corner to see Pete Robinson's car angle parked on the bank. They were holding our their tow rope hoping we would stop. Rule No. 2: Never stop and help (except for the Red Cross). And anyway we had a rally to win. Well we soon gave up on that idea.

Couple of km's further on the hilly section the car started to overheat and lose its coolant. As we slowed we had to let the Murdie's go past (and YES we did pull over, unlike some tales we heard)! We didn't laugh much when we passed the Murdies' extracting their car from a fence post a km later. The overheating was something we had to put up with for the rest of the rally. Managed to nurse it till the end and didn't blow a head gasket, (unlike the unfortunate Kibble lads). Also the back brakes decided to take a vacation. This didn't help matters. I managed to overshoot 3 corners (blame the brakes) and slid off into a bank on another. But for all that we managed to make it to the finish line even if it was the third last, but hey! at least we finished and that's the main thing.

Certainly enjoyed the event and we are keen to do another this year but not until we sort out a few things with the car. Thanks must go to our service crew Dave and Andrea who did a great job without any previous motorsport experience. Also a BIG thanks to Roger and Lisa for tutoring us in the basics of Rallying which helped us a lot. Would also like to thank everyone involved in organizing the event and ensuring its smooth running. A job well done.

Next job is to find a sponsor, then a new car, and the list goes on...

Well I've said my bit, now it's time for someone elses rally lies.

PETE LEISHMAN



Rothmans Rally of N.Z. 1990

ENTRY INFORMATION

Regulations and Entry forms are available from the Rally of New Zealand; P.O. Box 62-021, Mt Wellington, Auckland. Telephone 276-0882 Fax 276-0881.



Chris Clarke/Rick Goffin



Dave Johnson



Harvey Kibble Warren Denton



John McAndrew

THE SHOT OF THE MONTH



– Rally Winner Joe McAndrew, Co-Driver Mike Wilkin

Photos Courtesy Rick O'Neill

O'NEILL'S PHOTO SERVICE LTD

FOR ALL PHOTOGRAPHIC WORK



Peter Leishman/Jude Leishman



David Black/Tony Oliver

Entry Closing Dates:

RALLY PRODUCT, PROGRAMME AND MAPS

Official Order Forms will be available in late May. Contact us at the Rally office.

CALENDAR OF EVENTS

Wednesday 27 June: Test Day at Maramarua Forest

Thursday 28 June: 7.30pm: BP Visco 2000 Rally Forum at Auckland Airport Travelodge Hotel. Tickets (\$5.00) are available from the Rally Office. Hear how the world's leading international rally drivers plus our top drivers view the rallying scene and discuss their experiences.

Friday 29 June: 10.30am: Scrutineering starts at the Auckland Airport Travelodge Hotel.

Saturday 30 June: 9.00am Parc Ferme Queen Elizabeth Square, Queen Street, Auckland City.

11.00am : Leg One starts from Queen Elizabeth Square.

2.20pm: Re-Group — Wellsford Inn

7.45pm: Leg One finishes Auckland Airport Travelodge.

Sunday I July: 9.40am: Leg Two starts Auckland Airport Travelodge.

2.25pm: Re-Group: Hamilton Lake

6.45pm: Re-Group: Leith Place, Tokoroa.

10.00pm : Leg Two finishes Rotorua Hyatt Kingsgate.

Monday 2 July 8.00am : Leg three starts Rotorua Hyatt Kingsgate.

10.30am : Re-group : Moody Place, Opotiki. 3.45pm : Re-group : Moody Place, Opotiki.

9.00pm : Leg three finishes Rotorua Hyatt Kingsgate.

Tuesday 3 July 7.00am : Leg Four starts Rotorua Hyatt Kingsgate.

11.30am : Re-group : Waitomo Hotel

8.00pm: Leg Four finishes Auckland Airport Travelodge.

Wednesday 4 July 12.30pm: Prizegiving ceremony and luncheon Auckland Airport Travelodge Hotel. Tickets are available from the Rally Office.

Rally Rumbles

The Westland Rally this year had a line up of 65 cars. Top seed, mainland champion, Robbie Hart, followed by Stuart Weeber, Simon Davies, all Subaru RX Turbos, then Lloyd Owen, Mitsubishi VR4, John Silcock Mazda RX3, Brent Buist BDA 1800, Grant Goile, Grame Coey RX Turbos, Les Harris Toyota G.T. 4 and Jeff Judd Escort RS 2000, completing the top 10. A formidable top ten in any rally. Top seed in the 1600 class was Stuart Warren (Escort) at eleven

followed by Gary Cliff (Toyota). Deane Buist was top 1300 seeding at 21st followed by Tony Morrison both piloting Toyotas.

Withdrawals from the rally before Saturday morning's 10.30 start included Robbie Hart, Simon Davies, Colin Knapp, Alec Doig and Darryn Fairhall with mechanical problems except for Simon Davies who had glandular fever.

We were seeded at 32 in our RX7.

With six special stages totalling 94 kms the first stage was the longest with 26 kms of good flowing corners and long straights, with the other 5 stages really being short sprint stages.

The Westland Car Club offered \$5,500 plus track prizes, making this the largest prize money available in the South Island, not bad from one of the country's smallest clubs. My only regret is the rally is not long enough, one flat tyre and you are out the running. But this seems to be the trend in rallying now.

First home and taking \$1.200 was Brent Buist showing BDA's still can go very quickly followed by Les Harris then John Silcock. 1600 class winner and 7th overall went to Gary Cliff, showing though the Toyota is for sale he still gave it everything.

Following him was Stuart Warren, then Mark Leonard (Escort). First in 1300 class and 10th overall was Deane Cameron (Starlet) afte starting 26th followed by Grant Paine (Datsun) then John Robb (Starlet).

We finished 20th and 9th in class having a good run but lacking horsepower running the standard carb. We were part of the winning team (Camless Wonders), with John Silcock and Tracey Mann (Mazda RX7).

To me the driver of the rally was Tracey Mann, he was seeded 17th, had problems before the start, ran in the 20s on the road and finished up 4cm overall, a great effort!

Thanks to Hugh from Shackelton Developments for getting some great tyres. Those Colways are really good value for people who cannot afford the high prices certain Buy N.Z. made companies are asking.

Once again thanks to our sponsors. Bodum and Diplomat Motel ChCh.

Till after Blenheim.

Cheers WARREN



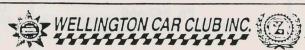
AC Delco

NATIONAL RALLY

Saturday
7 April 1990

Fos	Car	Loc	Cls	Driver	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7	Elapsed.
1	4	WL6	C	Joe McAndrew	00:18:51	00:27:15	00:08:31	00:13:32	00:17:21	00:04:33	00:11:04	01:41:07
2	2	HAM	C	Ken Adamson	00:18:38	00:27:47	00:08:25	00:13:20	00:17:32	00:04:41	00:11:26	01:41:49
3	1	HAM	C	Ross Meekings	00:19:12	00:28:18	00:08:32	00:13:36	00:17:44	00:05:19	00:11:31	01:44:12
4	15	MAN	-	Jim Stewart	00:19:21	00:28:54	00:08:55	00:14:06	00:18:37	00:04:47	00:11:58	01:46:38
5	6	WL6	C	Harvey Kibble	00:19:17	00:28:30	00:09:05	00:14:30	00:18:59	00:04:47	00:11:52	01:47:00
6	3	DAN	C	Bruce Herbert	00:20:11	00:29:00	00:09:08	00:14:00	00:18:10	00:04:53	00:11:59	01:47:21
7	10	WL6	C	Dave Johnson	00:20:07	00:29:13	00:09:06	00:14:36	00:18:53	00:04:56	00:12:10	01:49:01
8	11	MAN	C	Brian Terry	00:20:17	00:29:40	00:09:10	00:14:36	00:18:40	00:04:51	00:11:57	01:49:11
9	9	MAI	C	Roger Brader	00:19:40	00:29:53	00:09:30	00:14:35	00:18:37	00:04:57	00:12:11	01:49:23
10	14	TAR	8	Wayne Simpson	00:20:07	00:29:15	00:09:18	00:14:44	00:19:15	00:04:58	00:12:33	01:50:10
11	39	WL6	B	Ray Lord	00:19:36	00:29:41	00:09:25	00:14:25	00:19:35	00:04:57	00:12:33	01:50:12
12	25	HVY	C	Doug Breden	00:18:59	00:30:18	00:09:41	00:14:27		00:05:01	00:12:57	01:51:20
12=	12	HVY	B	Dave Leyton	00:20:24	00:29:56	00:09:30	00:14:53		00:05:05	00:12:27	01:51:20
14	17	WL6	A	David Black	00:20:29	00:29:32	00:09:39	00:14:44	00:19:38	00:04:58	00:12:39	01:51:39
15	30	MAN	8	Kin Scott	00:20:18	00:30:22	00:09:28	00:14:40		00:05:06	00:13:16	01:52:14
16	28	MNE	A	Peter Robb	60:19:57		00:12:20	00:14:28		00:05:03	00:12:25	01:52:22
17	5	HVY	C	Lewis Scott	00:18:23	00:28:40	00:08:46	00:19:37	00:20:59	00:04:43	00:12:09	01:53:17
18	33	DAN	A	Brett Anderson	00:20:26	00:31:13	00:09:54	00:15:24		00:05:11	00:12:48	01:55:56
19	24	WL6	A	Ted Clay	00:20:22		00:09:29	00:14:54		00:05:37	00:14:43	01:57:01
20	23	LEV	B	Chris Clarke	00:20:19	00:32:19	00:14:31	00:14:51				01:59:49
21	20	MAN	B	Mark Nevatt	00:21:08		00:10:00	00:15:08		00:05:14	00:13:22	02:00:25
22	13	MAN	A	Robert Murray	00:31:52	00:29:02	00:09:30	00:14:35		00:04:55	00:12:07	02:01:35
23	35	TAU	A	Alan Murdie	00:22:54			00:15:40		00:05:39		02:01:55
24	18	MNG	A	Bob Cooper	00:20:36		00:09:37	00:14:44				02:06:08
25	34	WL6	A	Peter Leishean	00:23:36	00:32:43	00:12:57	00:16:40			00:13:51	02:06:42
26	27	615	C	Pete Robinson	00:37:56		00:10:46					02:20:51
27	7	MAN	C	Keith Stewart	00:18:57	00:28:24	00:08:48	00:14:02	01:10:58	00:04:39	00:11:39	02:37:27
w/D	26			Jack Herbert								
#/D	29			Fraser Wright	00:38:50	13793						
m/D	16			John De Bernardo								
W/D	19			Gordon Diggle	00:20:00							
W/D	8			Ross Ballantyne	00:20:38	00:30:40	00:10:10					
W/D	32			Paul Kibble	00:23:10							
W/D	28			Steve Payne	00:20:12	00:32:15	00:11:24	00:14:57	00:20:37			
W/D	36			Peter Hosie	00:26:20	00:33:23	00:16:32	00:16:13	00:21:42	00:05:52	00:15:34	
Exc	22			Ian Jensen	00:20:24	00:30:30	00:09:45	i padisi				
Exc	21			John Cleary	00:26:15	00:35:04	00:09:34	00:14:23	00:19:24	100 M		
Exc	31			John McAndrew	00:21:13	00:31:37	00:09:52	00:15:10	00:22:49	00:05:16	00:14:30	
Exc	37			Steven Blackley	00:42:08	00:55:00	00:10:09	00:15:27	00:20:33			

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Speed Skills

Results for WCC members at the 25.3.90 Gravel Sprint at Tunnel Gulley run by the Harbour Capital Car Club.

Place	Nome	C N	D			Class
Place	Name	Car No	Best Time	Car & CC	Class	Place
	Ted Clay	16	1:30.56	Datsun 1270	Α	1
	Rick Goffin	6	1:34.36	Datsun 1270	Α	3
7	Shane Groeneveld	5	1:37.27	Datsun 1171	Α	4
9	Shane Wetzel	12	1:37.47	Escort 1600	В	3
10	Peter Leishman	. 11	1:38.86	Datsun 1200	Α	6
12	Kevin Cunliffe	1	1:41.06	Mini 1298	Α	7
14	Marcel Van Dorrestein	4	1:41.66	Mini 1312	В	4
15	Steve Taylor	14	1:42.86	Viva 2300	C	3
16	Kirk McLaren	17	1:46.29	Mazda RX3 1300	C	4
17	Chris Taylor	15	1:46.54	Viva 2300	C	5
18	Mark Stewart	3	1:49.31	Corolla 1298	A	9
19	Paul Kibble	7	1:49.47	Datsun 1171	Α	10
	Ist overall was	Doug Br	reden	1:28.12		

1:31.44

Results for WCC members at the 9.4.90 Street Sprint held by the Wairarapa Car Club.

3rd overall was Nigel Edger

No. Driver	Make	CC	PRACT	RUN I	RUN 2	RUN 3	FTD	C/P	O/A
8 I Maskell	Datsun	1270	56.26	54.30	57.70	55.00	54.30	1	9
20 K Cunnliffe	Mini	1298	60.66	60.23	60.13	59.53	59.53	6	33
40 S Bennett	Datsun	1299	63.17	60.36	59.29	59.02	59.02	5	30
38 B Pullin	Toyota	1600	60.64	59.36	57.97	57.06	57.06	5	20
39 K McGavin	Toyota	1587	59.81	57.94	57.57	64.38	57.57	6	23
9 A Hefford	Mini	1312	61.37	58.88	58.38	58.99	58.38	7	27
16 R Taylor	Datsun	1490	54.30	53.32	53.43	52.64	52.64	2	5
41 L Stone	Mini	1312	63.69	63.66	62.07	DNF	62.07	9	41
21 J Billington	Sunny	2400	51.88	51.23	50.83	50.11	50.11	- 1	3
2 M Olsen	RX3	2354	57.08	56.70	55.70	55.29	55.29	4	13
13 D McLean	Datsun	2800	58.31	55.50	54.81	54.35	54.35	4	11
29 I Taylor	Escort	4600	50.44	50.19	49.47	49.14	49.14	- 1	2

1st overall was Struan Robertson 47.94 in a Ralt RT4



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MANZ NEWS

FULL HARNESS SEAT BELTS

Do you own a vehicle that is fitted with three, four or six point mounting full harness seat belts and is driven on public roads?

We need your urgent advice to assist with the formation of new traffic regulations that will enable you to continue using the seat belts.

A poor response will almost certainly entail restrictive legislation which could lead to a

permanent ban of the use of these belts on public roads.

- We need to know now:
- 1. The makers name of the full harness seat belts fitted to your vehicle.
- 2. Details from any label sewn or glued to the belts that gives a design approved or standards approved number. Please quote any numbers and codes in full.
- 3. The approximate age of the belts.

Look at the details and mail the information to the Motorsport Association, P O Box 3793, Wellington.

REPORT ON THE CLUBROOMS WORKING BEE

The person I felt most sorry for was MARK SPIERS who arrived at the working bee with a 'had a hard night' headache, to see SUE DIGGLE wearing gumboots up to her neck and a weed sprayer strapped to her back. After realising we hadn't called in Ghostbusters and she wasn't half as threatening as she looked, he got stuck in with GORDON DIGGLE (who celebrated his ??th birthday this month!!) and GARY ADAMS who repaired and painted some sad woodwork, cleared the back of the clubrooms of weeds and overgrown thingamies, stacked drums and whacked in a few nails here and there.

Meanwhile the floor got a wash (it couldn't believe it!) and we chased a few spiders with the vacuum cleaner, scrubbed out the sinks and steriliser unit and ate a packet of chocolate biscuits.

A BIG THANK YOU TO THOSE WHO BOTHERED.

Gordon Diggle
Sue Diggle
Mark Diggle (who caught bugs)
Gary Adams
Mark Spiers
Lisa Ellingham

WMSA News

Following dates currently set aside for interclub competitions.

Gravel Sprints	25 & 26 Aug 23 Sept
	28 Oct
	20 000
Motorkhanas	10 June
	18 November
	25 November
Sealed Sprints	7 October
or Hillclimbs	11 November
	24 November
T. I	12.4
Trials	12 August
	16 September 13 October
	13 October
Rallysprints	5 August
Night Trials	5 June
A B B B B B	10 July
AVAICA LA CALLAND	7 August
	5 September
	2 October
	6 November
	4 December
Autocross	6 October
Autocross	6 October 4 November

Interclub Gravel Sprint Series

Points update after 4 rounds 28/1, 25/2, 04/3, 25/3.

DRIVERS POINTS	
T Clay	78
B Dewer	75
R Goffin	72
S Groeneveld	67
D Breden	57
M Stewart	52

P Leishman	44
I Taylor	40
R Brader	39
R Ellingham	38
T Dixon	38
S Taylor	37
K Neilson	37
G Diggle	36
S Wetzel	34
S Bryce	34
P Butler	32
T George	31
M Beck	31
M O'Neil	30
J Leishman	24
STILL THREE ROUNDS TO	GO

B Morris, R Taylor, P Campbell, D Davies, L Scott, N Edgar: 20 points

T Brooks, D Johnson, P Hosie, P Campbell, J Glover: 19 points

B Taylor: 18 points

M Sollitt, H Marshall, M van Dorrestein, K McLaren: 17 points

S Howard, H Kibble, A Short, G Farr, C Taylor: 16 points

S Payne, P Raymer, S Joyce: 15 points

S McLean, B Sollitt, M Rayner, T Walker, K Cunliffe: 14 points

Q Toebes: 13 points

P Kibble, S McLean: 11 points

V Majerdie: 10 points

CLUBS POINTS

Wellington Car Club	69 points
Hutt Valley Motoring Club	43 points
Wairarapa Car Club	35 points
MG Car Club	3 points

Other interclub results will be published once more than one round is completed.

Next month: Update on night trial series.

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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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Clubnight

REPORT ON APRIL CLUBNIGHT: Guests from South Pacific Tyres kept us up to date on latest trends and technology, answered all our wild and woolly questions and provided quick reference charts to help with tyre selection. 1½ hours went very quickly! Organiser: Derek Mattingley.

MAY CLUBNIGHT: Expecting confirmation from a guest speaker on fire safety both in motorsport and domestic. Starts 8pm 3rd Tuesday in May. Organiser: Gordon Diggle.



Classifieds

GARAGE SALE: — SURPLUS PARTS: LOTUS SEVEN — Sidescreens and Roof complete with rame. 4 Branch Exhaust Extractor. 2 Headrests. 5 Mag Wheels with Continental 165 SR 13 Tyres. CHEVETTE — Front Air Dam. Tinted Laminated Windscreen and Tail Lights (new). MAG WHEELS — 4 Cheviot Hotwire 13 x 7 with Goodyear Eagle Slicks 20.0 x 9.0 x 13. 4 Mags with 215/75/R14 Tyres (suit Triumph). OTHER — 2 Hella 2000 Rallye Lights (new). Holden Radiator. 2 Austin Maxi Bucket Seats. Telephone 724-815 (work) 792-805 (home).

FOR SALE: MINI CLUB/RALLY CAR. High performance 1293cc motor (few miles since total build by Terry Brain — Hastings) on Clubman GT gearbox; fully rebuilt Cooper S suspension with disc front brakes; Autosport seats (new); full harness belts; full roll cage; all lines internal; alloy sump guard; wiring/relays/switches for 4x spotlights; air horns; body shell rebuilt with fresh paint; 6x Bridgestone road tyres on Apollo mags (new), 7x knobblies on steel rims; spares including doors, boots, glass, gearbox. A good honest club car which has cost \$7000 to build from parts. New Group N rally car forces sale for \$3500 ono. Phone (067) 36674 New Plymouth, Paul Richards for further details.

WANTED TO BUY: 12 inch rally tyres. Prefer ones with edges still intact and that can be used by our *low budget* rally team. Ph 287–192 (hm) Pete Leishman



Alan Harvie

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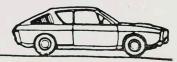


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19 HAUTONGA STREET, PETONE (NEXT TO TAIT ELECTRONICS) P.O. Box 33-038, PETONE. TEL: (04) 689-901, FAX: (04) 689-012

New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

DAVE COOPER

Dave is a Computer Operator and lives in Mt Vic. He runs a Ford Escort and is interested in most forms of motorsport.

Our President celebrated her 29th birthday on 24th May. Happy Birthday Lisa! May you have many more!!!

30th BIRTHDAY CALLS WILL BE ACCEPTED BY JUDE LEISHMAN ON 21 JUNE 1990! (DON'T FORGET NOW!)

Handy Handling Hints

OK lads, if this seems like a bit of a mystery to you then bring it along to next clubnight and we'll find someone to go over it with you.

Adjustments	TO INCREASE Understeer	TO INCREASE Oversteer
'Front tyre pressure	lower	higher
Rear tyre pressure	higher	lower
Front tyre section	smaller	larger
Rear tyre section	larger	smaller
Front wheel camber	more positive	more negative
Rear wheel camber	more negative	more positive
Front springs	stiffer	softer
Rear springs	softer	stiffer
Front anti-roll bar	thicker/stiffer	thinner/weaker
Rear anti-roll bar	thinner/weaker	thicker/stiffer
Weight distribution	more forward	more rearward



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

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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/suplifted.

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

Competition Calendar

June 10

June 16

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

June 2	RALLY — NATIONAL Run by Southland Sports Car Club. 12 stages totalling 234km. Starts 9.30am finishes 9.00pm. Entry \$150 till May 21 then \$200 till May 26. Doc/scrut Friday 1 June, Invercargill. Regs available from Club Secretary.
June 2/3	NIGHT SPRINT — INVITE Run by Levin Car Club. Organisers are gearing this towards first year eventers or novice drivers.

June 5	NIGHT TRIAL — INTERCLUB
	Run by HVMC. Starts Hutt Valley clubrooms 7.15pm
	with documentation.

MOTORKHANA
Run by Levin Car Club, no longer an interclub event
but no further details to hand.

RALLY — CENTRAL REGION — HAWKES BAY
Run by Hawke's Bay Car Club. 180km of Special
Stages in sunny Hawkes Bay. Entry fee is \$140. Regs
now available from Andrea McAndrew or PO Box
323, Hastings.

June 16	Previously advertised Harbour Capital Car Club
	motorkhana event has been postponed.

June 17	HILLCLIMB AT RANGITUMAU
	Run by Wairarapa Car Club, this is a round of the
	Duncan McKerizie Series. Entry \$25.00 on the day.
	Doc/Scrut Southey Honda, Masterton from 9-10am,
	Sunday June 17th.

June 29-July 4	ROTHMANS RALLY OF NEW ZEALAND
	Go and watch! See article later this mag.

uly I	TRIAL
	Run by Levin Car Club. No details yet.

July 7	DUAL CAR SPRINT Run by Wairarapa Car Club at Manfeild. No further details available.
July 10	NIGHT TRIAL — INTERCLUB Note: This is the SECOND TUESDAY! Run by Wellington Car Club. Starts Wellington Car Clubrooms 7.15pm with documentation.
July 21	RALLY — CENTRAL REGION — GISBORNE THE GISBORNE RALLY HAS REGRETFULLY BEEN CANCELLED.

From the Top

If you were at the Clubmans on 5 May in Manfeild you'll know we once again had a tremendous turnout as far as entries were concerned. The success of an event can often be attributed to a small number of important things, with one of these being the SPONSORS.

Our club is extremely lucky with the level of sponsorship we gain from various sources with a great deal of this coming loosely under the heading of "donation". In approaching one of our more regular sponsors on one occasion, his reply to my question 'we'd be pleased if you would again consider sponsorship of a race during our clubman's meeting' was 'yeh, I'll give you guys another donation'. Although we happily stand up and say thank you to the sponsors after a race meeting or motorsport event, do we really consider what we've just said and do we consider these people when we next want to purchase something in the motorsport line. If we don't, we should.

And, by the way, the guy who was prepared to give a 'donation' to our club and your sport prize fund is quite probably the same guy who gives you a reasonable discount if you do purchase from him. So, if he's put his hand in his pocket twice for you lately, maybe you should put your hand in your pocket for him! After all, you an only kick a dog so many times before he decides to find a new master.

The Executive Committee have been attending a series of meetings recently to discuss various areas of club life that require attention and to decide what form this attention should take. We've had some interesting suggestions and solutions to problems with some of these being adopted in the short term. The meetings have resulted in the committee, as a group, recognising the fact that so much time is spent handling the day to day running of the club at committee meetings that very little time remains to seriously consider the

more interesting and productive sides of running a club. The most positive aspect of it all must be that your committee are prepared to devote EVEN MORE TIME THAN REQUIRED to them to address matters concerning the future of our activities, membership and funding.

They must be a pretty good lot, eh?

LISA ELLINGHAM

Ed's Bit

I'm starting to get a little bit more organised with this mag stuff now and have even gone to the extent of dedicating an entire shelf in one of our cupboards to house all the bits and pieces. So hopefully I'll be able to keep track of all those wonderful articles I'm getting — thanks this month to Annette Miet, Andrew Farmer and the Murray O'Neil/Paul Butler duo, who were coerced into putting pen to paper. Good to hear from the trialists at last — have included results for Feb/March, but where are the rest? Anyway I promise not to pick on Annette, Andrew, Murray or Paul for at least another 2 months so the rest of you will have to watch out. Of course any unsolicited articles I receive will automatically put the journalist responsible into my good books!

Good report from Andrew on his experience at Manfeild, but where are all the photos? Pete and I took TWO cameras and not one photo! He forgot and I was just too busy; we were pretty short staffed in the timekeepers box. Marilyn Harvie did a great job collecting as many timekeepers as she could but perhaps we need to re-instigate the "each driver must supply a timekeeper" rule. This would certainly free up the organisers from the stopwatches so they could sort out the rabble.

As promised, we've printed Florian's photo of an East German 'trabant'. I've seen these revolting little 2-strokes in their fibreglass bodies before — can't believe they're rallying them. And speciking of promises, Iain Mollison has promised a "Captains Call" from next months mag (there were 5 witnesses too!).

Don't hold your breath!

Till next time.

JUDE LEISHMAN

Talking Trials

July night trial — please note with will be held on the SECOND Tuesday in July (i.e. 10th) not the first.

Starts Wellington Car Club Rooms, 7.15pm.

Report on the April Night Trial

The third of April and we were away on Team Sunbeams Trial.

The first section took us up the Maungaraki hill past Magnolias and their phone boxes to Miromiro Road. Once you've seen the Miromiro Road signs you don't forget them in a hurry (as Clive James would say). The instruction was: Keep left after passing "Wattle Gr" until going left at third "Miromiro Rd". The question was, do 2 Miromiro signs at the same intersection count as 1 or 2 — is it the 1st or the 2nd sign so at the next Miromiro Rd sign do you go left or wait until you see yet another sign after that! Which would be the 54th. Confused? Yes dilemma. The organisers believed each sign should be counted as good.

Well, section 2 was more straightforward. Straightline diagrams. These took us around Naenae, Tawa, Avalon area and didn't require too much interpretation.

Section 3 had another teaser, or rather other competitors were the tease. If you couldn't tell the difference between Tawa and Tama you were in big trouble. Paul Te Punga could tell the difference and thought we couldn't. We could but thought he couldn't. Talk about round and round the corner. Thank goodness I only navigate!

Thanks to Brian and Marie Atkins and Alan Edmonds for a very enjoyable trial.

ANNETTE MIET TEAM MACMOB

SMILEY'S SESQUICENTENNIAL SAUNTER February Night Trial Results

Organisers: John Rapley and Carol Weston (Harbour Capital Car Club)

No.	DRIVER AND TEAM	TOTAL	PLACE
1	Paul Te Punga, Katrina Wood	37	4
2	Eddie Conroy, Barry Lakeman	66	6
3	Neville Webley, Raewyn Webley	181	9
4	John Pierson, Jenny Pierson	35	3
5	Wayne Gair, Dianne McDonald	16	
6	Ben Stockbridge, Ruth Glover	44	5
7	Ken Douglas, Marcia Douglas	105	8
8	Matthew Connor, John Crombie	69	7
9	Craig Rutherford, Brendon Nicholson	184	10
10	Murray McGuire, Annette Miet	30	2

March Night Trial Results

Organisers: Sunbeam Car Club

	COMPETITORS	TEAM	POINTS	PLACE
1	Conroy/Philip	M/Sport P. Conroy	31	10
2	Douglas/Ken	Priority	5	2
3	Pierson/J.C.	Beaver	11	5 =
4	McGuire/Murray	Macmob	3	The state of the s
5	Wood/M.J.		plen i	5 =
6	Stockbridge/Ben	Pegasus	15	8
7	Webley/Neville	Webley	59	14
8	Te Punga/Paul		12	7
9	Lau/John	Lost & Found	19	9
10	Craig/Brian	Hopefuls	57	13
11	Hastings/S.J.	Lost	46	12
12	Conroy/Eddie	Conroy	8	4
13	Nielsen/K.H.		40	Ortificant at
14	Cullen/B	Crean	7	7

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Trailer vs Truck

From the mishaps of Murray O'Neil and Paul Butler

What lengths does one have to go, to ensure a trouble free motorsport event. After hours and hours of preparation on the race car, the trailer was the least of our worries. Sure enough half way to Admirals Road, our first event, the trailer gave a shimmer then a shudder and we ground to a halt. Three out of four studs had broken. No problem, it's a tandem trailer, we could continue on three wheels. We did but not for long. I wasn't thrilled by having to drive my race car, with its fresh engine, the remaining distance to the venue.

Admirals Road is a good venue, at least until you fall off it. It took until my third run to discover how deceptive a corner can be. With plenty of time to contemplate our situation, our attention turned to our odd looking trailer. Being unsprung, unbraked and heavy, made it no match for even the best towbar and certainly a handful for a Commodore Four. A well built, sprung, braked trailer could pink you for \$4000 plus a tow car or wear and tear on your road car, running expenses for both: it all added up to a budget blowout.

So the idea of a truck—was conceived. Designed to carry such loads, they handle well, brake better, but sadly have lower cruising speeds than the average car with trailer. On the up side however, the running costs should be lower than running a car and trailer unit. Also, considering the low miles travelled wear and tear on a truck shouln't be a problem.



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Great! So we purchased Nissan Caball truck number one. It cost \$2000, had a good flat deck and a small amount of rust. Well a small amount of rust to me is not a small amount of rust to the MOT. Hence the new fabricated front panel.

Well it all came apart on the way to Manfeild, the motor that is. We arrived blowing more smoke than we felt comfortable with. I gave Paul the honour of driving through the crowded pit area. I was busy fixing an electrical faul way under the dash:

Since then things have come together somewhat better. A second Nissan Caball was purchased, less the rust and featuring a healthy Holden Six cylinder power, plant. Fitted with the tray off truck number one plus various other useful parts it made its first appearance at May's Manfeild Clubmans. It performed well except for minor problems, like a false 2nd gear and overheating.

After all that I'm committed to making my truck work for my motorsport and feel it will pay off in years to come, when trailering laws change. The truck is also certified to tow a 2000kg trailer making it possible to transport 2 cars for the hassle of one. I'm sure Paul will take advantage of that when he owns his own car. Meanwhile there's no need to panic, there are plenty of suitable trucks around. Next time you think you're as ready as you can be for an event, take a moment to eyeball your trailer.

There's only one thing worse than not finishing an event and that's not getting to it at all!!



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Clubmans 1990

My first Wellington Car Club event was the 1989 Clubmans. That time the scrutineer scrapped my car.

This time I came fully prepared. I had a new car, and had carefully checked everything I could think of several times. It paid off too. The car passed (almost) straight away. Funny how it's always things you don't think of that fail!!

On to practice. I went out with the "fast" cars, and had a good practice. The only real problem was constantly being apped by a certain white Capri! There were several more practice groups. Drivers were then told to go to the dummy grid to find out when they were racing.

Along with a number of other drivers I went along, to discover a bit of confusion as to what was happening. The people in the timing box got things sorted out however, and things went very well from there. There were about 14 races altogether in the meeting. Several 6 lappers started off. Then there

was the Ross Gordon Memorial race (12 laps), and an 8 lapper for non WCC members. Then came the 40 lapper. After that were some more 6 lappers, and the day finished with an "allcomers" race. It was a very good day. It's a bit of a shame however, that the committee decided that it would not be part of the "Clubmans" series.

The first few races went very well for me. Previous overheating problems were largely overcome by a bigger radiator, and the car was handling well. My lap times were slowly coming down as well. I didn't win anything, but then I'm not that good (yet)!

The main highlight of the early races was the Ross Gordon race. I was going around Goodyear, with a Cortina on one side, and a Mazda on the other. However, no-one touched, so it can't have been as close as it seemed.

Then it was on to the 40 lapper. To save my slicks, I put the road tyres back on. This turned out later not to be very clever! The grid got formed up, and my main impression was of a LOT of cars. As usual I was slow off the start, but soon I got going and it was good. I did my compulsory pit stop on lap 3. After that, I decided to take things easy, and just concentrate on finishing. Only problem was the road tyres. I'd forgotten they were so slippery!! the result of this was a lot of sideways around Coca-Cola and Higgins.

I was keeping it (just) on the track when the brakes went. This was the start of some fairly major problems. First I went off the outside of Coca-Cola. The next lap I went off again, and then also on Higgins. About this time I felt it was definitely time to slow down. So I slowed down. Unfortunately I got racing someone down the front straight, and just didn't slow down enough for Higgins. The back went out, I over corrected, went round the other way, and ended up stuck in the mud on the inside. It was good fun watching the rest of the race, and seeing other people make the same mistake I had!!

After the race had finished, some very nice flag marshalls came and pushed me out of the mud. The brakes seemed Ok again, so I thought I'd get out and have another go.

Learning from past mistakes. I put the slicks back on again, and then it was out once more. This race went very well. Only problem was, the brakes went again. I seem to go faster without them. Maybe we need a series for cars with no brakes? This could be my big chance.

I got back after that and decided enough was enough. When I was changing the wheels back, I discovered one set of disc pads and one set of strange bent metal things!!! That explained the brake problems. Such is life. I now have one disc much thinner than the other.

After that it was off to the Denbeigh for the prizegiving. All in all, it was a very enjoyable meeting, and I'm looking forward to next year.

ANDREW FARMER

P.S. If anyone has some discs for a Victor or Magnum, preferably of the same thickness, I'd love to hear from you.

Castle Real Estate Results : Clubmans Race Meeting: 5 May 1990

Thanks to our sponsors:

Race | Shackleton Developments — one hour race

Race 2 General Paint & Panel — 6 lap race

Race 3 E.G. Glennie — 6 lap race

Race 3a Wgtn Car Club — 6 lap race

Race 4 NZ Car Parts — 6 lap race

Race 5 Elizabeth St Tyres: Ross Gordon Memorial Race for WCC members only — 12 lap race

Race 6 Alan Harvie Paint & Panel — 6 lap race

Race 7 Road & Track Accessories — 6 lap race

Race 8 Castle Real Estate — Feature Race — 40 lap race

Race 9 The Chequered Flag — 6 lap handicap race

Race 10 Normans Menswear - 6 lap race

Race 11 NZ Car Parts — 6 lap race

Race 12 No sponsor.

Notes to Results: Finish place shown in most cases.

N/T: No times recorded

DNF: Did not finish

Race I: Results Read. Race Place/Free Champ Place

Race 8: No. laps completed shown in place of finish place. First 6 placings were:

Ist	Robbie Kerr	17	Mustang
2nd	Don McLean	33	Datsun
3rd	Ross Thurston	45	Barina
4th	Alan Harvie	20	Corolla
5th	Dave Fletcher	38	Escort
6th	Les Edwards	6	Datsun

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Rallysprint Series 1990

	WMSA I HVMC	Levin	Points		Central Course/ HVMC	Sprint Levin	Control of the Contro
Driver's Name	1/4	14/4	Total		1/4	14/4	Total
Paul Campbell	20	30	50		24	30	54
lan Taylor	23	23	46		26	26	52
Tony Dixon	14	26	40		18	28	46
Doug Breden	16	20	36		20	24	44
Lew Scott	30		30		30		30
Joe McAndrew	26		26		28		28
Dave Leyton	7	14	21	A STATE OF	10	18	28
Steve Gaskin	18	1	19	770	22	4	26
Denis Lukies		18	18			22	22
Roger Ellingham	4	12	16	STATE OF	4	16	20
Marty Smith		16	16			20	20
Alistair MacLennan	12		12		16		16
Nigel Edger	5	7	12		6	10	16
John DeBernardo	2	10	12			14	15
Dave Johnson	10		10		14		14
John Billington	8		8		12		- 12
Kim Scott		8	8			12	12
David Black	6		6		8		8
Gregg Bott		6	6			8	8
John McAndrew		5	6			6	7
Richard Taylor	3		3		2		2
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Steve Bennett	Witn July	grand de	2		Edinida.		2
Roger Dunkley		Mary In				2	2

The following drivers all have 1 point:

Dave Davies
Robert Boniface
Ray Lord
Tim George
Bruce Dewar
Rick Goffin
Andrew Short
Hugh Marshall
Keith Pfeffer
Murray Sollitt

Peter Hosie
Gil Church
Grant Waddington
Peter Leishman
Mark Stewart
Dave Fletcher
Marie Bredan
Ken Stacey
Judy Leishman
Ken McGavin

Martin Bertelson Mark Benton Murray Sedden David Manze Ian Easton Raymond Cowie John Harrison

Rally Rumbles

Gisborne Central Region Rally (July 21st) IS NOW CANCELLED!

Our club has recently received notification from Gisborne C.C. that due to lack of experienced people with enough time to complete arrangements, their event has had to be cancelled.

1990 Rothmans Rally of New Zealand

At the close of early entries for the 1990 Rothmans Rally of New Zealand a total of 47 have been confirmed including a strong contingent from Italy.

These include Michele Rayneri from Modena in a Group 'A' Lancia Delta Integrale and Gilberto Pianezzola driving a Group 'N' Toyota Celica 4WD for Toyota Team Italy.

Other Lancia Delta Integrale entries include Group 'A' versions for 5 times Australian Champion, Greg Carr and Vivenara Anand from Hong Kong who has prviously contested the Himalayan Rally, a round of the Pacific Asia Rally Championship.

The Italian Top Run Team has a Group 'N' Lancia for Argentinian Jorge Recalde and New Zealander Wayne Pittams will contest a similar version.

The Mitsubishi marque will be well represented with Galant VR4 Group 'A' models being driven by Finn, Tommi Makin partnered by Seppo Harjanne who is well known in New Zealand for his exploits alongside Timo Salonen. Other entries are Ross Dunkerton from Western Australia and Toshiako Endo from Japan.

Group 'N' versions of the Galant will be driven by K. Inoue, Japan, Sato, Japan and former New Zealand Champion Tony Teesdale.

The Mazda 323 4WD will have a strong entry at both international and local level. Similar specification Group 'A' cars featuring the XTrac 6 speed transmission have been entered by last years winner Ingvar Carlsson and expatriate New Zealander Rod Millen.

Other Mazda pilots include S. Taquchi, Japan and leading New Zealander Neil Allport and Ray Wilson.

Louise Aitken-Walker will contest the World's Lady Cup in a GM Euro Sport Opel Kadett supported by nine service crews and the entry of another lady crew is rumoured

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HATS Sport style in Rothmans blue with rally logo.	\$10.00	l. ee	arl Duc		
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CLOTH BADGE For rally jackets or sports blazer. Show that you have	\$4.00	done th	ot.		
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PROGRAMME & MAPS includes separate Map section of where the rally go on the rally, the competitors and their cars, plus the	\$6.00 es, plus pages of 1990 World Rai	up-to-do ly Champ	ate information pionship		Harl
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THANK YOU FOR SUPPORTING RALLYING IN NEW ZEALAND

The Subaru Legacy Team will be headed by our own Possum Bourne with the second car driven by Mike Kirkland from Kenya. While their result was disappointing on the recent Safari Rally do not lose sight that Group 'A' and 'N' versions of the Legacy featured in the ten or so cars which survived to finish the event.

Renault will have one car for Alain Oreille who finished second in this years Monte Carlo Rally.

Daihatsu will have a strong team entered this year driving the well sorted Diahatsu GT ti model. It will be headed by well known New Zealander Dave Strong with Steve Cox driving a similar model. Australian Bob Nicoli who was Class Winner in both the 1988 and 1989 Western Australia Rally Championship has also entered a GT ti.

Entries for the 1990 Rothmans Rally close on Friday 7 June with the Starting List being published on Monday 11 June.

Rally enthusiasts look set to enjoy a new look BP Visa 2000 Rally Forum at the Auckland Airport Travelodge on the evening of Thursday 28 June. This year it is being organised by a Hamilton Team and it will be a happening not to be missed.

Scrutineering will be on Friday 29 June at the Auckland Airport Travelodge and the rally starts from Downtown, Queen Street at 11.05am on Saturday 30 June.

Progress results will be available from both of the Official Rally Hotels — Auckland Airport Travelodge and Rotorua Hyatt Kingsgate.

The finish on Tuesday 3 July will be at the Auckland Airport Travelodge at 8.00pm so make sure you get there in plenty of time to take part in the festivities. The Grand Prizegiving Luncheon is set for Wednesday.

If you want tickets for the functions or the official programme and map or some of the gear, contact the Rally office for full details. Contact is:

PO Box 62021 Mt Wellington Auckland. Telephone (09) 276-0882 Fax (09) 276-0881



21st Anniversary Shell Silver Fern Rally

When we heard rumours in mid '89 about a long distance rally in 1990 based on the Silver Fern Rallies of the late 60's and early 70's, we thought this could be us. When details were sent out in November stating you could enter a vehicle pre '71 or a derivative of, this was definitely us: a 1983 Roadstar Ute being a derivative of a 1971 Datsun 1200.

To make the ute eligible, a 1300 motor had to be fitted and a couple of rods taken off the rear suspension. At this point I decided that the ute needed a total rebuild including a new paint job. More than 170 hours and quite a few of those red notes later we were off to Christchurch for the big adventure. For me rallying in the South Island was a first and for six days was also pretty exciting.

On Saturday 14 April we headed off to scrutineering. We soon established that this event was going to be a low key affair. A phrase being used at the time was "all in the spirit of the event". We heard and saw it practised many times in the next six days. On Sunday they ran a prologue of three stages to establish the seedings for the event. On the first stage the temperature gauge decided to work in an area it had never seen before, causing us some concern and a radiator change. We took it easy for the next two stages thinking we had a problem, only to find we had been fooled by the local weather conditions. The hot northwesterly was blowing causing overheating for almost everybody.

Day Two saw us going from Christchurch to Dunedin. Six special stages and very different roads to what I am used to. Those South Island road builders don't play fair when it comes to brows and there are heaps of them — one in five not straight ahead makes for an interesting day. At the end of Day Two we decided it was becoming all a bit serious in our class and perhaps tomorrow we should go "rallying".

Day Three from Dunedin back to Christchurch was going to prove to be one of the most difficult but interesting day for us. The stages were varied — everything from flat out "I wish I had a V8 Monaro" country, to huge drops and "I'm glad I haven't got a Monaro". I have finally done a stage when Robbo hasn't been able to say "I have done this stage before". No he had never done Benmore Dam. There is not a log to get excited about on that stage when you realise your parachute and scuba gear is under the stairs at home. Stage 12 saw the start of our diff problems. At Duntroon we decided to pull the diff out and see why we had 6" of backlash on the axles, only to find a problem with the spider gears. Lets put the diff in that has been taken to and from every rally in the last 4 years. At the end of Stage 13 in the absolute middle of nowhere more diff problems. Pull out diff, sort out minor problem and re-fit. The service crew were getting quicker — diff out and in in 14 minutes. Back to Christchurch after a hard day on men and machine.

Day Four took us from Christchurch to Nelson. The roads were becoming more like North Island roads. Tight, twisty, steep uphill and downhill — the stuff I like. Stage 19 saw more diff problems. Three corners into a 21km stage and the axle breaks. After a brief discussion I decided the biggest occupant of the vehicle should perhaps get in the tray and put weight over the one remaining driving wheel. As luck has it the stage was 70% downhill and this was not necessary. We limped out of the stage to another diff job. Ten minutes this time. Stage 20, the first of the night stages, saw us with a suspect diff and possum hunters lights. Perhaps it's time to take things easy. At 23km we were caught by John Sergel who had much better adjusted lights and was driving quite fast so we decided to follow him for the next 7km to the end of the stage. What a buzz — not often does Robbo not say anything for 5 minutes.

The following day was set aside for getting back to the North Island, the rally to start again the following morning. That night we decided to pull the diff out once again and fix the problem once and for all. Master engineer, Ken with a bit of heat, welding, weight and banging straightened the housing and this was the end of our diff problems.

Day Five started in Palmerston North. It was good to see some friends and familiar faces. On paper it appeared to be one of the hardest days. However, for us it was one of the easiest. Excellent stages ranging from 32 to 42 to 54 kms. At this point we were third in class and 12th overall and taking things extremely seriously. The guys keeping us honest were from Rotorua — Brian Hogg and David Bang — known in our camp as "Bog and Bang". The significance of this will soon become evident.

Day Six was from Gisborne to Rotorua. Stage 29 was the notorious Motu stage, 51km. At about half way through the stage we glimpsed Hogg and Bang. This meant they were taking time off us. This was real serious. I remember saying to Robbo I don't need this pressure of the second last stage of six days of rallying. Little did I know at about this time Mr Hogg and Mr Bang were putting their into a situation where it needs a "bog and bang".

Our aim before we started the Silver Fern was a class place and top ten finish. We achieved both of these. I must thank Robbo for keeping my head together, my family for keeping my house together, my service "crew, Rick and Ken for keeping the car together (the fastest diff changes this side of Danseys), and everybody that assisted in any way.

CHRIS CLARKE



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	MG	
	18/2	Total
CTCUARRO TROPUNG		
STEWARDS TROPHY for clubs	20	20
Fiat Owners Club	29	29
Harbour Capital Car Club	10	10
MG Car Club	7	7
Hutt Valley Motoring Club	6	6
Jaguar Drivers Club	3	3
PIERSON CUP for drivers		
M J Wood	25	25
J Rapley	25	25
D Press	22	22
A Mills	22	22
P Te Punga	20	20
R Hartley	20	20
K Nielsen	18	18
K Pfeffer	18	18
I C Liddell	16	16
C Hitch	16	16
E Childs	14	14
J R Smyth	14	14
D Christiansen	12	12
P Wood	12	12
L Lawson	10	10
A Freeman	10	10
R D Hill	9	9
M Lanza	9	9
D Hector	8	8
K Wood	8	8
V Hellberg	7	7
A Wood	7	7
B Wright	6	6
B Watson	6	6
B Denize	5	5
P Watson	5	5
S Critchley	4	4
L Copp	3	3
M Rankin	2	2

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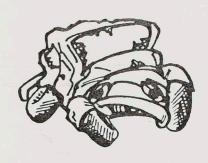
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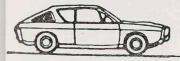
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MOTORING NEWS JULY 1990

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

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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

MARC O'CONNOR Mark is a Commputer Programmer and runs a

1980 Mitsubishi Galant. He interested in all forms of motorsport and is an experienced rally crew

member

ANDREW WYNESS

Andrew is rejoining the club and works as a plumber. He resides in Plimmerton and runs a Datsun 1200. He is also interested in all forms of motorsport.



Performance and Classic Car Services

Dynamometer Tuning

Richard Gillies/Andrew Fox.

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WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

(Disease de not	-b
iPlease do not	phone after 9pm

EXECUTIVE COMMITTEE			
PRESIDENT	Lisa Ellingham	288 523	859 500w
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
	Graeme Toomer	879 121	882 904w
	Gordon Diggle	837 559	897 392w
	Mike Galvin	836 974	873 629w
	Mark Spiers	791 810	
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CLUB SCRUTINEERS	Craig Fair	327 093	
	Malcolm Buchanan		
POINTSKEEPER	Helen Rush	(063) 299 575	
MEMBERSHIP	lan Parkinson	379 624	748 999w
MAGAZINE	Judy Leishman	287 192	280 349w
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

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

July 10 NIGHT TRIAL - INTERCLUB

> Run by Wellington Car Club. Starts Wellington Car Clubrooms Russell Tce 7.15pm with documentation.

Support your club's event!

July 15 SUNDAY TRIAL

Run by Hutt Valley M.C. No details available.

July 22 STANDING/FLYING 400m.

Run by Levin Car Club.

July 28 CLUBMANS - MANFEILD

> Part of the Clubmans Race Series. Scrutineering will be at 8.30am with racing starting at 10.30am. Includes a 40 lap race. Run by Hutt Valley M.C. For further details and entries contact Paul Hepburn

277-962 (Hm).

July 29 **AUTOCROSS**

Run by Levin Car Club. Venue is undecided at

present.

August 5 RALLYSPRINT — BARTONS LINE

Run by Wairarapa Car Club. No details to hand at

present.

August 7 NIGHT TRIAL - WMSA

Honda Night Trial Series. Organised by Darryl Monk

and run by the Sunbeam Owners Club.

Documentation 7.15. Starts 7.30pm from Wellington

Car Clubrooms. Newtown.

August 11 MARQUE SPRINT

Inter-Marque Club Challenge Series Run by the

Jaguar Drivers Club.

August 11 MOTORKHANA - SEALED

Run by Harbour Capital Car Club at Seaview.

August 12

TRIAL

Wall Trophy Series. Run by Hutt Valley M.C.

August 18

RALLY — CENTRAL REGION — MANAWATU The infamous Daybreaker Rally run by Manawatu Car Club. Held in the Manawatu Rangitikei and Waiouru areas through some exciting stages. Starts at Midnight Friday 17 August and covers 700km with 20 special stages totalling 380km. Entry fee \$200. Regs now available from Andrea McAndrew or PO Box 542, Palmerston North. Entries close August 3rd. Late entries (\$50 penalty) close

August 15.

From the Top

This month signifies the end of the financial year for the Club and whilst we have been carrying the burden of the user pays charges from the 1989 rally event we have avoided overspending to the point that we should at least be able to hold our heads up. One of the highlights of our financial year will be the 1990 rally event turning the previous years financial upset into a healthy result, and for that we will have many to thank, especially those who devoted so many of their valuable hours to labour for the club at very little or no cost at all.

This month is also the end of the membership year with our membership secretary (Ian Parkinson) preparing the renewal accounts to be sent out before the end of the month. One of the proposals from the Committee's Special Meetings (discussed in last month's column), was to take this opportunity to update member information and we have provided space on the renewal form for each of you to complete. Please assist us with your cooperation.

For those of you who haven't sampled the grapevine recently, I will be resigning as President of the Club at the end of this term (September) as I am expecting a baby late September. If nature's being reasonable to me I'll chair (or is it cheer) the AGM in September however we'll prepare a backstop measure just in case. The reason all these beans are being spilt is to ask those who are interested, to consider a term on the committee as obviously there will be gaps to be filled and your contribution to the clubs activities would be welcomed. Anyone wishing to enquire about what would be involved is most welcome to contact me at home.

Have a good month.

LISA ELLINGHAM

Eds Bit

Good to get all these rally articles, but I am wondering if this is the only form of motorsport our club is involved in!

Those of you who enjoy Bathurst may be interested in the organised tour advertised in the mag. Alternatively if you have a few weeks of annual leave owing, why not fly to Sydney for the Bathurst race, hire a car, do a bit of a tiki tour and be in Adelaide the first week of November for the Grand Prix! Could be fun!

Please, please, please bring your motorsport photos along to clubnight (or post them) for inclusion in the mag. It makes the mag more interesting to have visual content and I am convinced some of our members can't read!

Don't forget to subscribe to New Zealand Speedsport for your national motorsport information. The club gets \$6.00 for each Wellington Car Club member subscribing and it is a magazine worth reading.

That's all for this month.

Jude Leishman.

Rally Hint:

Always check the pages in the route book — at Hawkes Bay I was missing a page of instructions but thanks to Lisa's good training noticed it early and got a new book. It pays to check though!

Dear Car Club,

This article may help clarify some of the misconceptions surrounding fire extinguishers at the present time.

As stockists of Wormald Fire Extinguishers we would like to clarify the situation surrounding the use of BCF Units.

Legislation due to be passed in about a month bans the importation of ozone harmful Chlorofluorocarbons (CFC's) and HALONS as used in BCF Fire Extinguishers. In this way, the government will effectively close the door to both built-up BCF Extinguishers and the assembly of them in New Zealand.

We would advise competitors to equip new vehicles with STORED DRY POWDER (of the Wormald Foray type) and those with existing BCF Units to begin thinking about replacing them.

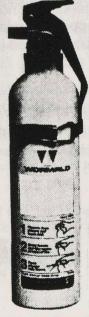
Before selecting your Dry Powder Extinguisher, consider the different capacities required by MANZ. If you can get away with .9 kilogram, Wormald have an exceptional lightweight unit of just that capacity, called the .9 FORAY DRY POWDER EXTINGUISHER, priced at \$76 including GST! That price also includes a neat vehicle bracket with quick release latch.

Wormald Dry Powder Extinguishers come in a range of 3 larger sizes; 2.5kg at \$214.90 incl GST, 4.5kg and 8kg. Vehicle brackets for these units are available at extra cost.

See the Wormald Competition range at: Schrodoco 163 Tory Street Wellington City Ph 858-475

> Lins Auto Centre 9 Villa Street Masterton Ph 82-997

> > The Toy Shop (Wgton) Ltd 6 King Street Wellington City Ph 848-867



Wormald 0.9kg Forey Dry Pewder Fire Extinguisher

Notice of Annual General Meeting

Notice is hereby given of the 48th Annual General Meeting of the Wellington Car Club (Inc) to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on

TUESDAY 18 SEPTEMBER 1990 commencing at 8.15pm

AGENDA

- 1. Confirmation of Minutes of the 47th Annual General Meeting 2. President's Report
 - 3. Approval of Accounts for the year ended 31 July 1990
 - 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 pesonally at the meeting otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed ANDREA McANDREW Secretary



How to be a good competitor or making life easy for the organisers

I saw this in the Levin Car Club mag and thought it was worthwhile to print in ours. I haven't done much in the way of organising, but have seen enough to know its frustrating when the competitors don't follow the instructions.

Thanks Levin C.C.

It seems like a good time to point out a few of the easily avoided problems that occur at documentation for events.

You will be given a form to fill in. It will have lots of places for you to write things. They are there to be filled up. Usually you will need to complete ALL of them. Check it through before handing it in, it saves having to take it back and start again. Remember if you are under 20 years you must have your parents signature on the form or have a competition licence stamped "Authorised Minor". If necessary get the form in advance from the secretary, save having to drive back to town.

You must have a competition licence and you must have it with you. Its no good at home in a drawer. If the event is on a road you must have a Civil driving licence, again its no good in the wifes car somewhere in town. Your licence is not valid until it is signed.

Have your club card with you. You cannot rely on having someone who knows you are a member doing documentation.

If the bulletin tells you the documentation is at 9.00am don't expect to be welcome if you arrive at 10.30 and expect to enter.

Make sure you have all the right equipment. Even your best mate won't let you run if the sticker on your fire extinguisher is out of date or your helmet has not got the right standard sticker.

Most of all try to remember that if someone tells you something is not right they are not 'picking' on you. They are doing a job to very clearly laid down rules and usually they are doing it for your safety.

If someone is doing a job and you don't like the way they are doing it why not offer to do that job at the next event. There are always more things to be done than there are volunteers to do them.

Enjoy your motorsport and help the officials to enjoy theirs.



- * Give Her a good Going Over at regular intervals.
- * Grease Her Nipples well.
- * When running Her in, break Her in GENTLY.
- * Her Clutch should not be too Hairy.
- * Wax Her Body all over.
- * If you should strike Her Rear End, say sorry.
- * Check Her load bearing capacity... too much weight can impede Her performance!
- * If She loses Her 'Spark' She may be suffering from high Tension troubles.
- * Never take Her too fast up the Straight, warm Her up Gently first!
- * Keep Fingertip Control at all times.
- * Her Big Ends should be kept well oiled.
- * Don't leave your Tool hanging about.
- * Give Her a Re-bore when necessary and a good Grind-In!
- * If She sags when Climbing give Her a Boost... and see if She's got any Good Points.
- * Check Her Body for Blemishes and Touch Her Up where necessary.

IF YOU CAN'T GET IT IN FIRST....
DON'T FORCE IT!



MANZ NEWS

ROLL CAGE HOMOLOGATION

MANZ remind all competitors that ALL Roll Cages MUST be homologated THROUGH MANZ by 31 DEC 1990. Any competitors without homologation papers in 1991 will NOT be able to compete.

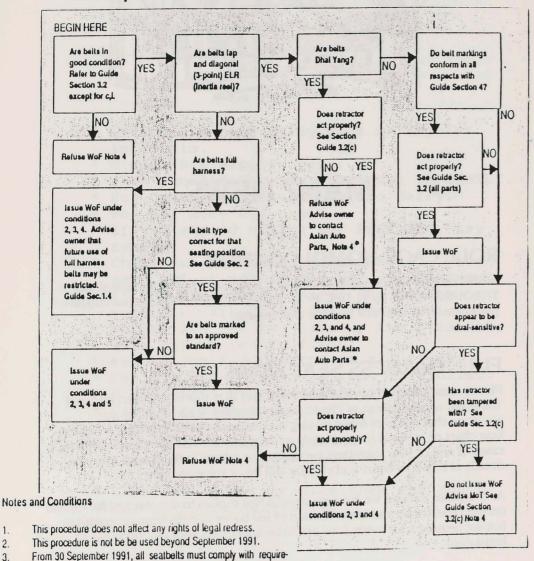
FULL HARNESS SEAT BELTS

Please view attached circular and flow chart that was distributed by Land Transport to all Warrant of Fitness issuing bodies. It has come to our attention that some of these issuing bodies have either misunderstood the flow chart or ignored it completely as Warrants are still being refused in odd cases. If any of your members encounter problems in the future, then the details of this flow chart and circular will be of value to them.

At this point in time, we have received a few replies to our request for details on the type, make and identification of full harness belts from competitors but we require a lot more if we are to be successful with amendments to legislation.

Okay everybody, grab your pen and paper, write down details of your harness and send it to MANZ — NOW!!!!!

Seatbelt Inspection Procedure — Post 1979 vehicles only.
For use with the March 1990 Seatbelt Guide. Issued by MoT, March 1990, valid to 30 September 1991.



(both copies). The agency copy must be retained for inspection by Ministry of Transport.

5. Owners to be advised of contents of Guide Section 5.2

Details of non-compliance are to be entered on WoF check sheets

ments set out in Guide.

Queries should be referred to trade association in the first instance.

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- * INSTRUMENTS AND INSTRUMENT REPAIRS
- * ELECTRIC FANS, INTERCOMS ETC.
- * NGK AND CHAMPION PLUGS.
- * SPOILERS, BOBTAILS, FLARES ETC.
- * DRIVING LAMPS FOR ROAD OR RALLY
- * HELMETS, FIRE EXTINGUISHERS ETC.
- * ETC ETC ETC

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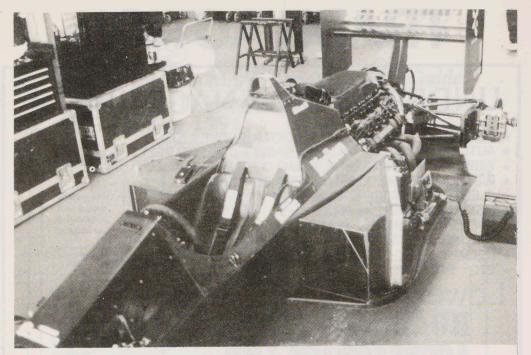


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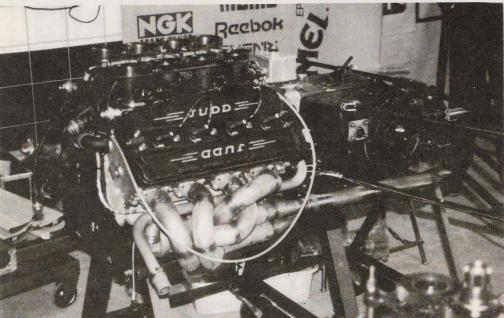
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Would you like this under your bonnet?





Decisions, decisions! This or a Gemini.

SHOT OF THE MONTH Aussie fire crew modelling plastic rubbish bags.



No-one sent us any photos to print this time, so we have included some of our own from the '89 Adelaide G.P.

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The PMB 1990/91 "Your Support Supports You" Sponsorship Competition

SPONSORSHIP COMPETITION DETAILS Competition start date, 1/7/90, final judging date 1/9/91

First Category

For Competitors in:-	\$ Prize Pool
Rallys —	\$5,000
Circuit Racing —	\$5,000
Classic, Thoroughbred, Marque, Vintage —	\$2,500

Eligibility

A) Must be a member of a participating Car Club.

B) Must have at least two Insurance contracts with the MANZ Membership Insurance Scheme for a minimum period of 12 months.

C) Participants must display 2 PMB logo stickers on their competition vehicles, size 240mm x 80m, and 1 PMB logo, size 60mm x 40mm on their overalls for the period of the sponsorship — competition.

D) Competitors will be judged for their contribution to the benefit of Motorsport in New Zealand.

E) Prizes won in the above categories will be allocated in November 1991.

Second Category

For participating Car Clubs:-	\$ Prize Pool
First Prize —	\$1,200
Second Prize —	\$800
Third Prize —	\$500

Eligibility

A) Car Clubs can enrol in this sponsorship competition by simply completing the PMB Car Club Information Request Form. Only Car Clubs enrolled and members of enrolled Car Clubs are eligible to win the sponsorship pool.

B) Car Clubs are asked to assist with the promotion of the MANZ Membership Insurance Scheme by displaying the PMB logo in Club Magazines, size 50mm x 90mm.

C) Car Club sponsorship prize pool winners will be determined by the following factors:-

1) Percentage of the enrolled Clubs membership insured through the MANZ Membership Insurance Scheme and,

2) The annual Insurance premium collected, based on the total percentage of the enrolled Club membership.

WCC will be participating in this. Contact Secretary for details.

The Nissan Mobil Great Clouseau Caper

In support of The Child Cancer Foundation

— THE WACKIEST TRIP OF THEM ALL! —
September 8th to 15th 1990

UPDATE

PLANNING

Planning for the Nissan Mobil Great Clouseau Caper is well underway, and already about half of the route has been plotted. Some very 'interesting' roads have been selected. This little jaunt will reinforce what a truely beautiful country we have. Just hope it doesn't rain!

ENTRIES COMING IN FAST!

News of the Nissan Mobil Great Clouseau Caper has spread with amazing speed. Within days of opening the Caper post box, the first request for information was received — complete with a dollar bill as a bribe to ensure that the enquirer received the first entry form. Now this shows style! We are pleased to say he has purchased his vehicle (by all accounts a Mk3 Zephyr), arranged his crew, and got the support of sponsors).

We have received indications of a number of other entries, and what a variety of vehicles! Secrecy seems to be the thing at present — not many entrants are telling the others what they have in mind for transport — The Caper will be an interesting parade of machinery!

Just remember, entries are limited to the first 50 applications received with deposit.

MATCH MAKING COLUMN

If you want to take part in The Caper in some way, but can't find a sponsor, or a car, or a crew, please let the Caper Office know. While we cannot guarantee to meet your needs, we will endeavour to put you in touch with someone who may be able to fill your needs. Likewise, if you have a car for sale that meets the Caper Specifications, or if you want to sponsor or crew a car, let us know too, so we can endeavour to match you up.

REQUEST FOR INFORMATION

We will be only too happy to keep you up with the play regarding this event — all you need to do is to complete the form below and return it to our box number as soon as possible.

If you want to enter the event, it is important that you ACT IMMEDIATELY, because places are limited, and filling fast.

Remember there is only one winner — The Child Cancer Foundation, so the event is not to be taken seriously — in fact if you do take it seriously, you will find yourself out of pocket!!!! If you are a whiner, a whimp, a complainer, a moaner, a groaner, then this event is not for you — but if you have a sense of the bizzare, of humour or just like a bit of good clean fun then this is the event for you! You don't have to be a petrol head, or a formula one driver for this Caper — it isn't a demolition derby or speed trial — just a bunch of folks out to outwit each other and the Officials who are out to outwit the entrants!

REQUEST FOR INFORMATION; The Convenor Nissan Mobil Great Clouseau Caper P.O. Box 78-034 Grey Lynn Please forward the following information: 1. Entry Form 2. Regular Newsletters 3. Press releases 4. Other: (please detail) Please post to: Name: Address: City/Town:

Beaurepaires for tyres.

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Bathurst Tour 27th Sept to 3rd Oct. 1990

THE TOOHEYS 1000
AUSTRALIA'S GREAT RACE ON THE MOUNTAIN
ALWAYS POPULAR, ALWAYS EXCITING

It's Australia's Great Race — the 1000 km over the mountain at Mt Panorama, Bathurst. The love affair with the race continues, year after year as race fans return each year on the first weekend in October to the mountain.

Our tours attract race fans, each to enjoy practice, Tooheys Top Ten, and the Tooheys 1000 itself. We have good coaches, good accommodation at nearby Orange, and tour leaders experienced with tours to the Bathurst 1000.

This year stand seats will be an optional extra allowing those who wish to watch the pit activity and race start from the prime viewing point to do so.

You may also opt to stay longer in Australia combining additional sightseeing with the Race Tour.

TOUR COSTS

Wellington: \$1669.00. Share Twin.

HOW TO BOOK

Through Shing Pacific Tours & Travel Ltd, PO Box 1846, Rotorua. Tel: (073) 470-477. Reservations: 0800-737-538.

OTHER MOTOR RACING TOURS AVAILABLE 1990 Australian F.I. Grand Prix — Adelaide, November.

NZFP Forests Rally September 1st 1990 \$1,000 Spot Prize for Tokoroa Rally

All non championship starters in the final round of the N.Z. Rally Championship series, the NZFP Forests Rally at Tokoroa on Saturday I September, will go into a draw for a \$1,000 spot prize.

The Organisers of the event, the Northern Sports Car Club, will be running all the classes used in the Woolf Mufflers Series, including pre '72 cars.

Any competitors who are not registered for the N.Z. Rally Championship will be eligible for the \$1,000 spot prize, provided they start the first special stage, the same publicity test as used last year.

This year's rally will be run over 10 stages, totalling 250 kms. Apart from the opening publicity test, there will be two tarmac stages, a gravel public road stage, and six forestry stages ranging from 15 to 68 kms in length. Most of the event will be held in daylight, with the rally finishing early on Saturday evening.

Apart from the \$1,000 spot prize for non championship competitors, prizemoney will also be paid in all six N.Z. Rally Championship classes and the five non championship classes.

For regulations and an entry form for what promises to be an exciting and lucrative event, please contact the Rally Secretary, Jean Gilbertson, at PO Box 1389, Auckland, Ph: 404-6775 (pte), 371-691 (bus).



Rally Lies from Taumarunui

It was nice not to have to scrutineer for once at the Taumarunui Rally. Only worry being wheher or not the Escort would fit over the pit, but it was okay, we kindly let another Escort try before us. After documentation, it was off to our motel unit to have a bit of a drinky and to tell some lies, all of which were true, honest — Uncle Dave tells us that UFO's do exist, so maybe we should get one homologated, then we would show them four-wheel drives a thing or two.

The next morning was a bit wet, maybe even a little cold, but we no complain; it was a good excuse for nervous shaking, not that I was or anything, I mean it was cold!

The number one car got off the start line in time, we had a 48 minute wait, which was shorter than what we would have had in the Datsun. Surprise, surprise, Greg Taylor in the ex Rod Millen RX7 won the first stage as well as a good number of the others. The second stage was a lot better for me, now that I was getting used to a new car, not that I went any faster.

I almost rear ended Steve Payne's Mazda in the middle of special stage four. When we came to a stop we noticed his co-driver leaning out of the car looking a bit green; there was a repeat performance in our camp later that night, I won't tell you who it was.

I'll never work out how Brian Terry managed to roll his Datsun, and have it facing the wrong way in S.S.4, the road was only wide enough to drive down.

Stage 5 was cancelled because of the rain so it was straight on to S.S. 6, followed by S.S. 7, funny that. Dad drove S.S. 8 to show the young fella (that's me) how it's done. We passed one Escort and a rather startled looking Alan Murdie. When asked whether I had grown wings I had to be honest and replied "Yes", just kidding. The only night stage was special stage 9, I actually caught someone and was not passed!!

Greg Taylor won the event, followed by Morrie Chandler in a VR4. Doug Breden showed everyone a trick and came fifth in his Escort.

Happy Birthday and good luck to your family.

PAUL and MARK KIBBLE

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How Not to Compete in a Rally

For the recent Hawke's Bay Rally the crew did the usual amount of engine and body maintenance to ensure reliability. After playing with valve timing for the Wellington Rally it was decided to advance the valve timing centre line. Hopefully this would give good high R.P.M. performance and a good top speed for the fast rally stages.

The excitement started on Friday afternoon with a mad rush around to find a speedo drive. This found, we then headed north via the Wairarapa. Just after passing through Eketahuna, while being passed by a Sierra stationwagon, we were stalked and damaged by a Kamakazi Doberman pup. One headlight cover, bumper and bullbars later, we pronounced the Hunter accurate and dead.

Scrutineering went well and pre rally prep began that carried on until late with the route book, servicing and lights.

The fatal day began early by needing pressure in an errant tyre, then we were off to the start line and missed 2 placed due to absences, and mixed numbers, but made up one on the touring stage when one cars' engine failed.

Special Stage I — we started off well, really honking, the tyres gripping the damp seal and gravel exceptionally well. This stage was very fast as was most of the rally, with a few tight pieces which for my first rally of the season was slightly hair raising. Then proceeded a set of fairly hard and fast gear changes up and down with the revs creeping up to the 8,000 mark.

About 5kms from the stage end, and luckily with mostly downhill, the good old Lancer finally protested. The noises did not sound healthy and we did $\frac{1}{2}$ a km before we slowed right down.

Hawke's Bay 3 years ago we blew a diff in this rally and were hoping the gearbox had not given up this time. It sounded like the clutch at first as the car kept going. We reasoned that out of the 3 gears we were cruising in, with no change in the noise, must put the problem in the clutch area, so we kept going cautiously. At the finish it sounded no worse so decided to try and make the service area. Well at least we had done 1 stage even if it turned out rather slowly, and the car behind never caught us. (His results were with the average pace).

Arriving at the service area we diagnosed 'Rough running motor and the noise fairly bad at the rear or bell housing.' So we whipped the gearbox out and the tappett cover off. All was well with both and the clutch was firm and tight. But on turning the motor over by hand the sad news became apparent, a very terminal grinding every revolution. So we withdrew, towed the car back to the motel, changed and bought a few beers for some very good spectating from banks, trees, finish and start lines. We had bets on exactly what the problem was and after levering the fly wheel back found a broken crankshaft at the rear. On dismantling the motor at home the break was at the No. 4 big end bearing a small chip in the block by the rear and most of the bearings in acceptable condition.

This was the usual place for Mitsubishi cranks to break! the first time in seven years the trusty motors had really let us down. So hopefully with a few demon strengthening repairs and mods we will be back for the Daybreaker.

The event seemed well run and on time with only 11 cars not reaching the finish flag.

MARK SPIERS

RESULTS FROM THE RECENT HAWKES BAY RALLY

1st M. Stewart, Dannervirke.

2nd G. Fraser, Hastings.

3rd B. Herbert, Dannervirke.

After the unfortunate withdrawal of Ray Lord, the Wellington Car Club flag was left for Steve Payne to carry. Competing in only his third rally, Steve came a commendable 17th. John De Bernardo completed the rally and finished 20th with a small battle between Gordon Diggle, Ted Clay, and Chris Clarke who finished 24th, 25th and 27th respectively. Peter Leishman was lying 27th before the last stage but an untimely tyre blow-out reduced this to 36th.

Notices

MANZ CONFERENCE REPORT

Jane Black and Iain Mollison recently attended the Annual General Council Meeting of the Motorsport Association in Christchurch. Once minutes of the Commission Meetings have been made available, a report will be compiled for your interest.

SUBSCRIPTIONS

Reminder to all that subs are due 31 July 1990. 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

a li	iver direct to film.
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

Clubnight

CLUBNIGHT JULY: Our members who competed in the International Rally will be speaking on their experiences. Come and hear them and bring your questions.

Classifieds

- FOR SALE: Tandem trailer, good condition, WOF, Reg. Suit smaller car. Contact Andrew Farmer Ph H 898-389 W 880-870
- FOR SALE: 1980 Avenger 1600. Competitive Club Race/Rally car: Comes complete with 10 wheels and tyres, newly rebuilt factory 4.1 ratio limited slip diff, two near new 4-speed boxes, twin 45mm Dellorto carbs on factory big bore inlet/exhaust manifold, big valve head, fully lightened and balanced bottom end, new competition bushes all round, Spax Gas Adjustables, stainless tank, new electric pump, Autosport Hi-back, harness, full steel cage, lightened & welded shell, extra suspension supplied for gravel use and a few spares also supplied for the realistic price of \$3,850 ono. Please phone Robert at (09) 479-1103 H or (09) 444-6566 W after 4pm. (Auckland).
- FOR LEASE Toyota Starlet Rally Car. We have available the above car for lease in sprints, rallies and club races. Car is ready to go. Fee's real cheap. Only have to worry about petrol, entry fee, tyre wear and accident damage. No hidden costs except for accident damage. Why own a car and maintain it. Contact Shackleton Developments Ltd. Ph 689-901 Wgtn. Fax 689-012.
- FOR SALE Datsun 1200 Rally/Club Car. Escort L.S.D. Some spares. Good rally tyres. \$3,800 ono. Tel Stathy Boolieris 872-729
- DATSUN 1200 rally car. Very competitive. Suitable for rally or club use. Spares include motor, G/box, diff, 20 tyres etc, etc. Phone Ted 664-538 (home) 693-444 (work)
- FOR SALE Rally tyres. Bridgstone RE43/46 155x13. Condition varies with price. RE61 seal tyres 175/70x13. Great for sprints. Contact David Black 711-065 (work), 687-275 (home).
- FOR SALE 1972 Datsun 1200 Club/Rally car. L.S.D., 120Y box. Strong motor. Halda. Some spares available. Excellent new boy or new girl's car. Phone Pete or Judy at home 287-192.



Alan Harvie

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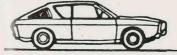
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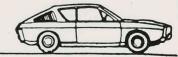


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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

DANNY BAKER

Danny is a Telecom Technician from Melrose and runs a Datsun 240Z. He helps out at Manfeild and is interested in all forms of Motorsport.

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Lisa Ellingham	288 523	859 500w
Ian Mollison	650 262	650 262w
Andrea McAndrew	787 934	
Jane Black	687 275	
Derek Mattingley	780 484	686 195w
Ian Parkinson	379 624	748 999w
Doug Hogg	324 758	857 727w
Graeme Toomer	879 121	882 904w
Gordon Diggle	837 559	897 392w
Mike Galvin	836 974	873 629w
Mark Spiers	791 810	
Graeme Toomer		
Mike Galvin		
Craig Fair	327 093	
Malcolm Buchanan		
Helen Rush	(063) 299 575	
lan Parkinson	379 624	748 999w
ludy Leishman	287 192	280 349w
Gordon Diggle	837 559	897 392w
	lan Mollison Andrea McAndrew Jane Black Derek Mattingley Ian Parkinson Doug Hogg Graeme Toomer Gordon Diggle Mike Galvin Mark Spiers Graeme Toomer Mike Galvin Craig Fair Malcolm Buchanan Helen Rush Ian Parkinson Judy Leishman	lan Mollison 650 262 Andrea McAndrew 787 934 Jane Black 687 275 Derek Mattingley 780 484 Ian Parkinson 379 624 Doug Hogg 324 758 Graeme Toomer 879 121 Gordon Diggle 837 559 Mike Galvin 836 974 Mark Spiers 791 810 Graeme Toomer Mike Galvin 327 093 Malcolm Buchanan (063) 299 575 Ian Parkinson 379 624 Judy Leishman 287 192

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 FRINT, 125 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

August 5 RALLYSPRINT - BARTONS LINE

Run by Wairarapa Car Club. Course is 7.7km. 4 timed runs, then elimination runs of the fastest 32 etc. Starts Sunday 5th August 9.00am. Scrut/Doc Saturday 4th August 5 - 8pm at AA Travel, cnr Chapel & Jackson Sts, Masterton. Late entry fee \$65.00 till 6pm August 4th.

August 5 SHELL GOLD STAR TRIAL

Run by Canterbury Car Club. Starts 9.00am at Christchurch.

August 7 NIGHT TRIAL - WMSA

Honda Night Trial Series. Organised by Darryl Monk and run by the Sunbeam Owners Club. Doc 7.15. Starts 7.30pm from Wellington Car Club rooms, Newtown.

August 11 MARQUE SPRINT

Inter-Marque Club Challenge Series run by the

Jaguar Drivers Club.

August 11 MOTORKHANA - SEALED

Run by Harbour Capital Car Club at Seaview.

August 12 TRIAL - SUNDAY

Wall Trophy Series. Run by Hutt Valley M.C.

August 18 RALLY - CENTRAL REGION - MANAWATU

The infamous Daybreaker Rally run by Manawatu Car Club. Held in the Manawatu, Rangitikei and Waiouru areas through some exciting stages. Starts at Midnight Friday 17 August and covers

700km with 20 special stages totalling 380km (plenty of roads to get into trouble on!). Entry fee \$200. Regs now available from Andrea McAndrew or P.O. Box 542, Palmerston North. Entries close August 3rd. Late entries (\$50 penalty) close August 15th.

August 25 RALLYSPRINT

Invitation from Wanganui Car Club. 7kms of gravel with 100m seal in the middle. 1 practice, 2 timed runs, then elimination run offs. Further info/regs from Andrea McAndrew.

August 25 SHELL GOLD STAR TRIAL

Second qualifying round of the series will be held by the Auckland Car Club. Enquiries to Warren Strand, Auckland CC., P.O. Box 23063, Auck 4. or phone (09) 5345201.

August 25/26 N

NIGHT SPRINT - GRAVEL

Run by Wairarapa Car Club. No details available

at this stage.

September 1 RALLY

NZFP Rally at Tokoroa. Final round of N.Z. rally championship. Entries close 17th August, \$175.00 Info/Regs from Andrea McAndrew. \$1000 prize to be won by non-championship contenders.

September 2 STREET SPRINT

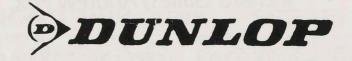
Round of the Duncan MacKenzie series. Run by

Levin CC.

September 5 NIGHT TRIAL - WMSA

Honda Night Trial Series, this time organised by

Harbour Capital CC.



September 8

RALLY - CENTRAL REGION - TAUPO

Last rally in the Central Region Series. To be held in the Taupo area with 185 km of special stages mostly on Forestry roads except for a stage on the Taupo Motor Racing Circuit. Entry fee is \$150.00, and entries close 24th August. (Late entries \$50.00 penalty until August 31st). Regs now available from Andrea McAndrew or The Secretary, Midway Motors Rally, P.O. Box 1318, Taupo.

September 9

MOTORKHANA

\$10 club licence applies. Run by Wairarapa Car

Club.

September 16

TRIAL

Wall Trophy Series. Run by Harbour Capital Car Club. Starts 1.00pm from Summit Rimutaka Range and travels 160km (approx 3 hrs) in the Wairarapa. Further info from Ben Stockbridge

783931 (h) or 720880 (w).



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From the Top

You could say we've been relatively inactive over the past few months as far as actual club motorsport events go. It would appear the same has occurred at this time of year each year for at least the last three years and alot of this has to do with the timing of the international rally. Most of the clubs in this region attempt to leave a large space in their calendar to allow the rally to come and go without interrupting interclub challenge events and although this always seems like a good idea when we're setting our event dates when we actually come to it there's a large void in local motorsport. If nothing else it gives everyone a chance to repair any minor (or major!) damage they may have inflicted on their competition car.

Wellington Car Club has a very small annual calendar of events when you consider the number of members in the club and the number of active competitors. The major reason for this is the shortage of organisers for events in each sub-committee. When (at the beginning of the calendar year) the various sub-committees are planning their calendars their main consideration is to provide a reasonable level of event as well as make sure their families aren't missing out on too much all for the sake of our club. Obviously if all three (speed, non-speed and rally) sub-committees go about it in the same way you end up with very little on the calendar. With the amount of effort a number of our members have contributed over the years I would say we've been lucky to even have 5 events each year.

Take the speed committee as an example. Their year really starts in December preparing for the Kilbirnie Sprint in February then they have afew weeks break and begin prepraing for the annual May clubmans at Manfield. Once that's over with half the year has gone and they can have a break. July arrives and they're writing to the council to get permission for the Mill Road gravel sprint and before that's even finished they'll have had to begin preparing for Alexandra Road Hillclimb. Somewhere in the middle of all that the Autocross is held and before you know where you are it's December again and the following years Kilbirnie Street Sprint planning has begun. Next thing you hear some drongo at clubnight chewing a hole in your ear about how slack the speed-committee are and why don't they run more events?

The non-speed committee aren't any better off with a night trial series to monitor and ensure continues on a monthly basis with the odd Gold Star National Trial and club motorkhana thrown in for good measure. Any the rally committee? Well, any group of bods who work away at something for about 6 months solid deserve a break for the next six months!!

So, where does this leave the future of the clubs calendar of events you might ask? The simple answer is "it's really up to how much assistance we get from YOU ALL as it's like anything else that happens in the world - the more you put into it the more you'll get out of it.

So, which section did you tick on the bottom of your subscription renewal form?

Lisa Ellingham

Eds Bit

Company restructuring seems to be a way of life these days and even we are not immune from its effects.

The more observant of you will have noticed by now that your magazine looks a little bit different this month. Restructuring has currently upset our typesetting services, which are done on a voluntary basis.

In the interim, I will be doing the typesetting using whatever I can lay my hands on just to get a magazine out to you. Hopefully the situation will improve and we will return to our usual quality magazine.

David Black's article on the international rally makes good reading whether you are a rally fan or not and those of you who were at clubnight will no doubt have enjoyed the rally tales from Joe McAndrew, Jim Robb and David Black.

Thanks for the articles and photos folks, keep them coming in.

Jude Leishman.



Carlos Sainz and Luis Moya driving their Toyota Celica GT-Four are to be congratulated on their well controlled drive to win the 1990 Rothmans Rally of New Zealand.

Last year's winner Ingvar Carlsson remained comfortably in second position in his Mazda 323 4 wheel drive and Erwin Weber scored a remarkable third for Volkswagen on the second world championship outing for the new car.

Paddy Davidson, Nissan March, retired on the Monday when his motor cried "enough" when it got to his home town Opotiki. The Motu claimed four cars, Rod Millen, Brian Stokes and Ernesto Soto all with engine problems. Washio who failed to start and Neil Allport never returned to Opotiki after a major "off". Rayneri retired after hitting cows on the Rerewhakaaitu Stage which left 48 starters for the final leg home. Greg Carr and Gary Smith left the road at the same place after the Waitomo Re-Group and Ray Wilson retired on the next stage with a blown turbo.

Wellington Car Club was represented in the rally by Joe McAndrew & Mike Wilkin, Mark Jennings & Jim Robb and David & Jane Black. Joe & Mike finished in 13th place and 7th in class, while David & Jane arrived home in 31st and picked up a 3rd in class prize. Only 2 stages from the finish, Mark's engine let him down and they failed to finish. Anyway, a good effort from all three teams -Congratulations!

Analysis of the results shows that almost all the teams picked up some sort of penalty. The majority of the penalties were for late arrival at a time control (10 seconds penalty for every minute late), though some also were penalised a full minute for arriving EARLY!! It does not pay to jump the start either maybe you will lose a few 10ths of a second, but drivers who jumped the start incurred a minutes penalty. Is it worth it????? C 1 A L -- 64 J N.A. L -- R E S U L T RESULATS DEFINITIFS OFFICIELS

Page

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ISHIP FOR DRIVERS des Rallyes pour Conducteurs Monde FIA FIA WORLD

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TOYOTA CELICA GT 4WD

STEVE MARCH MIKE WILKIN GREG HORNE

ROSS MEEKINGS MCANDREY TONY TEESDALE

WZDA 323 4ND

07:31:35

off on SS 14 landing in one of Peter Hunter's paddocks.







RESULTATS DEFINITIFS OFFICIELS

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1990 INTERNATIONAL RALLY OF NZ DIARY OF A COMPETITOR

Our preparation started months before the Rally, with pace noting - those fantastic things that some people believe we should use, and others disagree with. To be competitive in this Rally we believe they are absolutely necessary.

Our first weekend up north was between the CHCH and Invercargill Nationals when I didn't have the toy to play with. We did the Day Four stages, by checking out notes from last year and writing notes for the two new stages. We must have been doomed to have a flat tyre in the Rally, as we got two this day without the opportunity to repair the first. Luckily we were close to Whatawhata and could call on Robbo for assistance. Past Presidents are wonderful things!!! The day being Sunday, trying to buy two tyres for a reasonable price in Hamilton was impossible and we ended up calling on Gary Smith, another rally person, who had tyres for the right price at home.

The next weekend up north was pretty relaxed as we did the stages around Auckland and the Tokoroa stages on the way home.

We left Wellington the week before the Rally, on Friday night, and drove to Rotorua, leaving the faithful crew to finish the last details on the car and deliver it to Auckland on the Thursday night.

Saturday 23 June - All the forestry stages around Rotorua were written and checked. You wouldn't believe how busy forestry roads get when everyone is pacenoting (Yes, I do especially when trying to open and close gates when other people turn up!!! - CoDriver). I will add that pace noting is a very social occasion with crews stopping at the ends of stages for cuppas and rally lies.

Sunday 24 June - Long drive out to Opotiki to check five stages in the Motu area. The infamous Motu 1 and 2 same as last year (including the "long" drops - CoDriver), but the next stage was a real beauty and I was looking forward to driving it in a real car. On our way back from Opotiki we decided to



Joe McAndrew & Mike Wilkin

SHOT OF THE MONTH



Mark Jennings & Jim Robb - engine still going here.



Carlos Sainz and Luis Moya - the eventual winners.



Last years winner - Ingvar Carlsson & Per Carlsson



Rod Millen



Women CAN do anything - Louise Aitken-Walker & Tina Thorner. 11th place overall.



David and Jane Black - ecstatic finishers





Ray Wilson

recheck Waiotapu Forest (last stage Day 3) and with us turning off at Te Teko at 3pm and arriving at the forest at 4pm via Murupara we were warming up to Rally touring pace.

Monday 25 June - Checked Paradise Valley Road (last stage Day 2) and called in on John Marslin (another WCC member) to check all was under control for our night services. We then headed to Auckland via Cambridge, Morrinsville, Cambridge, Hamilton, Raglan (Yes, in that order - Crazy eh!!!) checking and rechecking more stages.

Tuesday 26 June - Holiday Time!!! Relaxation high on the list, however we checked the publicity stages round town, photocopied notes, wrote up service schedules etc etc.

Wednesday 27 June - Publicity Day at Maramarua -pouring with rain - only chance to see the top boys (and girls!!! - who is writing this!!!) in action and look over their impressive service vehicles -and I mean impressive...

Thursday 28 June - Check the rally office for bulletins etc and more relaxation - will the crew get the car to Auckland safely they always do. Rally Forum is also on Thursday night and this year Pat Norris produces something different. Photographers all over the country beforehand took slides of NZ crews preparing their cars (It was nice to see them recognised in this way) and these were interspersed with scenes of the route and tourist spots - great music too. We also had cheerleaders, a comedian, presentations to overseas drivers, flowers for the lady competitors (Yea!!), and then the forun itself, with top drivers talking of their experiences. A great evening.

Friday 29 June - "Scrutineering" - This gets easier each year as we get to know people and procedures. Every year though, we have something that gets Jane hyped up - this year the brake lights decided not to work beforehand - spent 30 mins trying to get them to go - too late - have to attend scrutineering and tell them, and will have to re-present the car later. Pulled into the tent, asked to test the lights, pushed the pedal, and they worked!!! (I don't need this - CoDriver). Apart from this and a few minor rule changes we hadn't picked up on, it was a breeze as usual. We all go our separate ways to pump fuel, sort out tyres, buy food (Supermarkets get upset when you ask for exactly 32 slices of luncheon and the same of meatloaf please), relax (not again).

Saturday 30 June - DAY ONE - Very early rise and off to Queen Street Parc Ferme for a long wait -great for spectators, sponsors etc, but much better when it used to be at the domain when we could watch the top guys first. Eventually we are away with Jane pleading with me to take it easy - we have to finish this one.

Our first "moment" doesn't take long to come -Riverhead Forest and the first gravel stage, or should I say mud. About the third corner the back end decided it wanted to beat the front end and we drove off the road into a toitoi bush (Now you wonder why I say "Take it Easy" CoDriver). We kept going only to try it again two corners later (I'm not saying anything this time - CD). I put it down to tyre choice but some would say otherwise (I-CD). It was somewhat consoling to find further into the stage that we weren't the only ones with traction problems - Paddy Davidson was down a bank. He did rejoin with many minutes lateness. The rest of the day was uneventful, and we passed Vanessa Slee who had withdrawn with alternator problems. Routine night service except for a leaking brake bias valve - better fix it.

Sunday 1 July - DAY TWO - Spongy brake pedal - not a good way to start the day. No dramas until we got to Paradise Valley Road, 10kms of fast twisty seal. Jane got lost in the notes at the start so we drove it blind (I won't do it again, I promise!! - CD). As it was the last stage after a long day I don't think we disgraced ourselves. We were now 2nd in class. Night service - fixed those brakes and left with a hard pedal. "Great", I said to the boys.

Monday 2 July - DAY THREE - Touring out of Rotorua the car started to slow down even when I put the loud pedal to the floor - front brakes were locking on - crew let some pressure off and we zoomed to the first stage of the day. It was an amazing feeling not having to brake for corners in a special stage - just lift off and plant it again. This problem stayed with us all day but seemed to get better - actually had to use the brake in places. Thoroughly enjoyed Motu 1 but Motu 2 is plain hard slog - 1st and 2nd all the way for 28kms.

New tyres on the front for the next one, that one I was looking forward to, where I hoped to pick up more time on the 1600's. 3kms into the stage, "Flat Tyre" on the front, so we have to change it. Time passes by and so do cars when you are standing still - all thumbs and no practice - who practices changing tyres in a stage?? The stage was a beaut, but 4 mins is a bit too much to lose.

It was a great advert for Beaurepaires Rotorua who had fitted up the tyres - both front tyres had torn beads and were stuffed.

The last stage of the Motu area was quite fast -5km from the end the alternator light came on -changed the alternator at the end of the stage but a bolt decided to be difficult and time was racing along. Then discovered that battery was flat so changed that. By this time the distance we had to travel to Opotiki Regroup and the time left before road penalties did not compute but we made it and only lost 30 secs penalty. (The only "stage" the CoDriver did not speak on!!!) The car was running beautifully and pulling well to maximum revs. The forest stages were great (our own notes worked!!) and we headed to night service to change the master cylinder. Now the brakes won't bleed up.

Tuesday 3 July - DAY FOUR - Out of Parc Ferme -crew ready with heaps of brake fluid - still couldn't get the brakes right - did a quick town stage because we couldn't slow down - finally get the brakes right at the next service.

Great jubilation when we come out of the stage where we stopped last year - have to finish now. Had minor problems with overheating when we put the lights on but we got back to within 2 minutes of Ross Jeffrey, who won the class, and 4 secs from Kevin Simpson who was second - finished 31st overall - Ross was 29th, Kevin was 30th - Only If!!! - But we finished, and will be back next year.

Woke up on Wednesday morning and thought "What Now". You are so hyped up for so long, that it feels like a big anticlimax. (Now I know why it would be good to do this for a living, then it doesn't stop!! - CD)

Thanks to everyone who helped up - both directly and the support along the way. We couldn't do it otherwise.

Special thanks to:

Peter Bo
Roger W Roger E
Brett David & Claire
Tony John Marslin
Barry Jackson

& Jane (CD) who makes it all possible.

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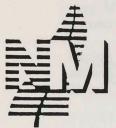
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6 July 1990

Wellington Car Club, P.O. Box 5142, WELLINGTON.

ATTENTION: LISA ELLINGHAM

This letter is to introduce ourselves and advise that Nielsen & Moller (NZ) Windscreens Ltd are established as wholesalers of windscreens which is distinctly different from the glass merchants of which you have probably been dealing with.

Nielsen & Moller (NZ) Windscreens Ltd are at present based in Khyber Pass Road, Auckland and within the next two months will be opening a second warehouse in Christchurch. Our delivery is throughout New Zealand and the Pacific Islands.

We wish to extend the invitation to your club with regards to the club purchasing windscreens on members behalf, whereby Nielsen & Moller (NZ) Windscreens will sell at wholesale rates and this in turn allows the club to make funds in the transaction.

If you are interested by this offer we have please contact us in regards to the vehicles you specify in and our team here at Nielsen & Moller (NZ) Windscreens Ltd will be only to happy to assist you with the availability of your screen and any further information you may require.

We look forward to hearing from you.

Kind Regards,

P. P What!

Gordon Hall
MANAGING DIRECTOR

MANZ CONFERENCE REPORT

REPORT ON MOTORSPORT ASSOCIATION OF NEW ZEALAND ANNUAL GENERAL COUNCIL MEETING HELD 8 - 10 JUNE 1990

THE CLUB WAS REPRESENTED BY JANE BLACK AND IAIN MOLLISON.

WE ATTENDED THE VARIOUS COMMISSION MEETINGS AND THE A.G.C.M. THE FOLLOWING REPORT BRIEFLY OUTLINES THE MAJOR POINTS FROM EACH MEETING.

1. RACING ADVISORY

Group A: Turbos for NZ Group A championship are banned. Normally aspirated cars can compete in the Nissan Mobil and points count towards the championship.

Group N/NZ: Turbo charging will be banned for the 1991/92 season. Cars will be eligible for the 1990/91 season with exhaust and weight restrictions. Maximum price restriction to be introduced - cars to cost less than \$40,000. NZIGP asked to look at running the 12 hour race in Auckland - to encourage more interest, as not much support to date.

Formula Ford: Continued support from Ford -bigger sponsorship and incentives planned to encourage young drivers from karting and schools.

Mini Seven: Class still popular. Endorsed for at least the next two years.

Beaurepaires for tyres.

Flag Marshalls: NZ Register of Flag Marshalls being formed with a manual and gradings to follow.

Racing Calendar: January International series turned around. Starts 30 Dec at Teretonga, then a week apart to Timaru, Chch, Manfeild, Baypark and finally Pukekohe.

2. RALLY ADVISORY

A full rewrite of Appendix R and the Championship Articles will be undertaken for the 1991 yearbook. The Commission will also be working with the Historic and Classic Commission to write regulations for Classic Rallying, based on English rules - for pre-72 cars.

There was much discussion on the overuse of roads in some areas by different clubs and the criteria for clubs to use areas other than their own. A remit was passed that gives are co-ordinators the responsibility for deciding how many rallies can run in their area.

First Aid Kits and Training:

The Technical department will be looking at specific placement for first aid kits in cars. Discussion on whether first aid training should be mandatory for competitors took place and it was decided that it was clubs responsibility to arrange first aid courses if desired.

lan Snellgrove brought to everyones' attention the fact that there is instances of cheating in capacity classes at regional level and organising clubs should liase with the Technical Department as there is nothing in Regional Regulations to allow for post event scrutineering or penalties.

Discussion on whether lightweight, 4WD, or turbo charged cars, not previously homologated be permitted to enter events. This is to be taken up by the Rally Commission this year.

Recommended club scrutineers check car windows to ensure competitors can remove them easily in event of an accident - some are screwed in.

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Rally Commission to look at clarification of co-drivers and navigators roles. Suggestion that a manual be brought out to assist new co-drivers.

3. SPEED ADVISORY

Rallysprints/Rallycourse - a motion to change back to 1989 rules was carried by conference.

Civil drivers licence still mandatory if events are carried out on public roads, regardless whether they are closed.

4. TRIALS ADVISORY

Discussion on Gold Star Trials, whether there is sufficient support to sustain series. Lack of organisers to organise events and level of difficulty are main problems, not level of entry. There is a need for stronger checking crews. Need to teach competitors Mapreading as this is main difficulty.

The 2nd South Island round will now be run by Auckland Car Club in the Auckland area on 25 Aug.

5. HISTORIC AND CLASSIC

Minutes and discussion papers are available for those who wish to read them.

ANNUAL GENERAL COUNCIL MEETING

1. Financial Reports and Budget

A lot of work has been done to ensure that correct accounts and budgets are presented, and are realistic for next year.

The MANZ Office in Tinakori Road is to be sold -requires substantial maintenance and property value is now high. MANZ hopes to purchase new property in conjunction with other sports bodies and share office and administration facilities.

2. Stewarding Department

MANZ Steward will be asked to reconfirm their positions this year - 141 in the country - not all are available to attend events or perform their duties.

Seminars for Clerks of Course and Technical Officers well attended.

Court of Appeal will be trying "Test Cases" to ensure the system and procedures work properly.

3. Technical Department

Roll Cage Homologations are well under way. Clubs to remind their competitors that 31 December is final for all competitors.

Considerable time is being spent with Transport people working on seat belt, towing code, vehicle design rules and investigation into fire extinguishers.

4. Amendments to Constitution

Management - Advisory Committees

d) Appointment of Additional Members and Chairperson

In addition to those members elected persuant to Paragraph 8(a) the Executive Committee may appoint additional members to Advisory Committees to act as members and chairperson. Such appointees to have knowledge and experience relevant to their appointment.

- benefits the sport by allowing extra members with experience. Allows executive members to concentrate on administration and other matters.



5. Remits

Harbour Capital and RATEC put forward remits with reference to Article 2.6 "club events".

The new permit and licensing system cuts across various interclub series previously held under "Restricted Invitation" permits. The new National Event status of these events appears to be disadvantaging "club" and "entry-level" competitors.

Resolved that the Executive and John Rapley (Harbour Capital) and Dick Gardiner (RATEC) will work together to sort out problems that have arisen from these types of events.

Motorkhanas are now included under "Clubs -other" events, in that a remit is not required for them.

6. General Business

Discussion on future conference locations and costs involved. Resolved that AGCM format continue and hosting clubs look closely at costs.

7. Office Bearers for the 1990/1991 year

President: Vice Presidents:

Executive Committee:

Morrie Chandler Steven Kennedy Graeme Robertson Dave McCahon

John Osborne

Bob Mitchell

Advisory Commissions

Historic, Classic Marque: Graeme Currie

Tony Herbert

Mike Westall

Racing:

Garry Jackson

Greg Lancaster Tony Marsh

Rally:

Jane Black

Gus McMillan Cam Taylor

Speed:

Dick Gardner

Paddy Graeme

Carl Rabbidge

Trials:

John Pierson

Rob Scott R. Spence

If any members wish to discuss further the report, or minutes from the various commission meetings, please contact Jane Black or lain Mollison.

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Clubnight

A representative from Omega Oils will be present to discuss/demonstrate their lubricant products.



Alan Harvie

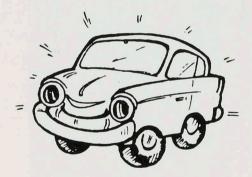
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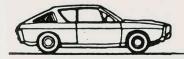
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MOTORING NEWS SEPTEMBER 1990



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

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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

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Stephen is a big fan of Imps. He has 2 and is currently building a 1600cc Imp. He is an Engineering student residing in Vogeltown.

PAUL DAJNOWSKI

From Pukerua Bay, Paul has been crewing and navigating this season. He is interested in speed events and rallies.

NEIL COOPER

Yet another Plumber has joined the club! Neil is from Miramar and is interested in speed events, rallies and trials. He doesn't say what he will be driving in these events.

MIKE HODGETTS

Mike is a Business Analyst from Ngaio and is interested in every form of motorsport except Trials.

SEFTON GIBB

Sefton has an A.C. Cobra and is interested in speed events and motorkhanas. He is also a member of the M.G. car club. Sefton is a builder.

Clubnight

Tuesday September 18th.

This month it is the AGM. Hope to see you all there.



THE CONTRACTOR

WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

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EXECUTIVE COMMITTEE	The second of th		
PRESIDENT	Lisa Ellingham	288 523	859 500w
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
COMMITTEE	lan Parkinson	379 624	748 999w
	Doug Hogg	324 758	857 727w
	Graeme Toomer	879 121	882 904w
	Gordon Diggle	837 559	897 392w
	Mike Galvin	836 974	873 629w
	Mark Spiers	791 810	
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NON SPEED			
RALLY	Mike Galvin		
CLUB SCRUTINEERS	Craig Fair	327 093	
CLOD CONCILITATION	Malcolm Buchanan		
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MEMBERSHIP	lan Parkinson	379 624	748 999w
MAGAZINE	Judy Leishman	287 192	280 349w
CLUBROOMS	Gordon Diggle	837 559	897 392w
CEODROCINIS	23.23.3.88.3		

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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

September 2

STREET SPRINT - postponed!

Levin Car Club. No definite details yet, but looks

likely to be held in October.

September 4

NIGHT TRIAL - WMSA

Honda Night Trial Series, this time organised by Harbour Capital Car Club. Leaves from Wellington

Car Club rooms, Newtown.

September 8

RALLY - CENTRAL REGION - TAUPO

Last rally in the Central Region Series. To be held in the Taupo area with 185km of special stages mostly on Forestry roads except for a stage on the Taupo Motor Racing Circuit. Entry fee is \$150.00, and entries close 24th August. (Late entries \$50.00 penalty until August 31st). Regs now available from Andrea McAndrew or The Secretary, Midway Motors Rally, P.O. Box 1318,

Taupo.

September 9

MOTORKHANA

\$10 club licence applies. Run by Wairarapa Car

Club.

September 15

MARQUE SPRINT

Organised by the Alfa Romeo Club, and to be held

at Manfeild.

September 16

TRIAL

Wall Trophy Series. Run by Harbour Capital Car Club. Starts 1.00pm from Summit Rimutaka Range and travels 160km (approx 3 hrs) in the sunny Wairarapa. Further info from Ben Stockbridge 783931(h) or 720880(w).

September 17

WMSA AGM

The Annual General Meeting of the Wellington Motorsport Association is to be held at the Hutt Valley Car Clubrooms, Halford Place, Petone. All

members are welcome to attend.

September 22/23

CLUBMANS - MANFEILD

Hawkes Bay Car Club, and Manawatu Car Club are holding two track meetings this weekend. One on Saturday and one on Sunday. Regs for these events are available from Andrea McAndrew.

September 23

GRAVEL SPRINT

Our own Mill Rd event, in Ohariu Valley out the back of Johnsonville. A round in the gravel

sprint/hillclimb series.

Scrutineering/Documentation at venue 8.30am to 9.30am. Drivers Briefing at 10.00am. Practice and 3 timed runs. Entry \$20 on the day. Further info

from Graeme Toomer, 879121.

September 29

MARQUE SPRINT

Organised by the MG Car Club and to be held at

Manfeild.

October 2

NIGHT TRIAL - WMSA

Honda Night Trial Series. Organised by Wellington Car Club, and leaves from WCC clubrooms, Russell Tce, Newtown. Doc 7pm,

starts 7.30pm.

October 6

AUTOCROSS

A round of the Kim Naylor Autocross series, this one is organised by the Harbour Capital Car Club.

No further details to hand.

October 7

SPRINT

A round of the Duncan MacKenzie sealed hillclimb series. To be held by the Wairarapa Car Club at

Lees Road. No further details yet.



October 6/7

HAWKES BAY SHINGLE SPEED WEEKEND Saturday October 6 is a twilight shingle bent sprint of 3.3km in length to be held at Hedgeley Rd. Sunday October 7 is another shingle bent sprint of 1.5km in length to be held at Blind Rd. Regs available from Kerrie Flaus, P.O. Box 323, Hastings.

October 13

TRIAL
National Gold Star and Wall Trophy Trial.
Organised by Wellington Car Club. Clubrooms will
be open following the event.

From the Top



It's not usual for me to refer to my private life in this column, but this very last time I decided I would.

You see it's about all the changes that have taken place in the Ellingham house hold over the last few months with the expectant parents knowing full well they had a long term guest arriving some time in September. There's an odd sort of attitude developed that involves realising what's about to change then sitting back and doing nothing about it. The clubmans event was to be the last event attended with every intention to concentrate on the plans for the new arrival, but some how this plan wasn't followed.

The Rally of NZ came and went and saw the master-decorator of the small persons new bedroom disappear off for a week. Then there was the disappearance of the house-hold rallycar which sort of signified the end of an era for a time . . . and then there was the appearance of someone elses car in the garage for a while, then that went too. Then another car arrived on a

Friday night and has since taken up residence in the household garage with several other cars coming and going - some for a while and some just for the day.

Whilst all this has been happening there's been very little activity in the small persons new bedroom and before I new it I'd increased the space I require on this planet and had to apply to be apprentice to the master-decorator instead of major help person. This was acknowledged as no big deal cos there was heaps of time to go anyway so maybe we'd just fit in a rallysprint one weekend and paint the next one instead.

Started to get a bit worried about then but the master-decorator said he had it all under control so no panic was required.

I finished work and said farewell to my comfortable sedan with power steer and adjustable seats only to discover that the vehicle offered with my new job had afew shortcomings. Some of these you'll find quite amusing I'm sure.

Once, in a daydream, I imagined I'd have a sort of Corolla Liftback or Hatchback type vehicle that you could open the back up and easily throw the groceries, the kids and the "what did you waste my money on that for!" purchases in without breaking your back. The master-decorator has gone one better than that and has provided what could be described as having the same sort of features but in a larger capacity. Yes you can open up the back door and throw all those things in that I wanted to be able to, in fact you can throw a horse into it if you really want to - plus it has many other features you wouldn't normally find in a run-around vehicle. You may find this hard to believe but this run-around is also capable of towing the other car sitting in the household garage plus carry lots of

things like tyres and petrol cans and mates all at the same time! With all these features (not to mention less economical for me to run out of my pocket money) it has other features, like, my ever increasing waistline touches the steering wheel. Due to this I can't manouvre the rest of my being to reverse and parallel parking has now become something everyone else can do and I only dream of! In about a week or so we'll have to install a block and tackle outside the house so I can hoist myself into "the family sedan" and probably about two weeks after that I won't be able to fit in it at all!

Meanwhile, the master-decorator has run out of events to attend (not strictly true) and as I sit here typing away he's operating what other master-decorators know as a paint brush. He does this under sufferance and consoles himself with the television turned up full bore just in case there's any motor sport about to come on.

With only afew weeks to go I've been made redundant and am now chief supplier of tea and food to the master-decorator. If the small person has any sense at all it will stay just where it is for at least another 3 weeks so the chances of taking up residence in the same house as its parents can be increased.

So, that's what's been happening in my end of the world. Once, in another daydream, I imagined 9 months would be plenty of time to prepare a household for an extra resident but I obviously forgot to include that all important motorsport factor in the calculation.

I think it will be there forever somehow.

LISA ELLINGHAM

SUBSI SUBSI SUBSI SUBSI SUBSI

ARE YOUR SUBS STILL OVERDUE?

PLEASE POST YOUR SUBSCRIPTION IN IMMEDIATELY.

Don't rely on others in the club to subsidise your membership.

SUBS! SUBS! SUBS! SUBS! SUBS!

Eds Bit

Not a lot of articles this month, but there also havn't been a lot of events lately for any of you to put pen to paper about. Hopefully as we have a few more events coming up on the calendar, some of you will be inspired (???) enough to write about your experiences for the magazine.

In last months mag was a write up from the MANZ conference. One of the subjects discussed was First Aid training, and the decision was that clubs or individuals arrange their own training. Both St Johns and Red Cross hold monthly courses with approved NZ certificates in First Aid. In March this year I attended the Red Cross course and found it very worthwhile. When I had the unpleasant experience to be first on the scene of a road accident recently (with serious injuries involved), I knew exactly what to do. Would you? Don't wait for someone else to organise a course for you, enrol in one now. Speed event drivers, navigators, marshalls, triallists you could all be involved in injury accidents, and I guess as a motorsport club the risk of accidents is a lot higher, despite all the safety equipment to protect us. While we have attendance by St John personnel at our meetings, YOU may be the first person to reach the victim. TIME AND KNOWLEDGE are of utmost importance. I hope you will all put aside the time to attend the course.

Thanks to the mystery trialist who sent in the results from the July night trial, but you forgot to put the write up in the envelope with the results! Since I don't have much to do with the trialling side of the club, it is always pleasing to get trial articles.

Have a nice month,

JUDE LEISHMAN

Talking Trials

Results from the July Night Trial.

Driver Navigator	Team Name	Total	Place	Club	N-T trophy
K.Douglas M.Douglas	PMSB	35	3	Levin	T
P.Conroy S.McNeilage	Conroy	42	6	Harbour Capital	o File
D.Monk S.Monk		39	4	Sunbeam	lab III
M.vDorresten H.Crane	22 950	92	13	Wgtn	5th
A.Mines A.Miet	Macmob	34	2	Wgtn	1st
N.Webley R.Webley	Webley	99	14	Hutt Val	nutre and the second
J.Lau G.Adams	Yous Turn	49	7	Wgtn	3rd
A.Edmonds B&M Atkins	Sunbeam	86	12	Sunbeam	or isolute
J.Rapley C.Weston	Smilie	27	1	Harbour Capital	-
W.Gair D.McDonald	Peugotary	41	5	Wgtn	2nd
J.Tennent B.Craig	being tor	83	11	Hutt Val	ini loma
P.TePunga Wood/McLear	ft to at ran	82	10	Harbour Capital	ent dub
B.Stockbridge S.Koch	CHARLES AND ADDRESS OF THE PARTY OF THE PART	9	9	Harbour Capital	
E.Conroy B.Lakeman	Conroy	56	8	Wgtn	4th

Organised by Team Beaver - John and Jenny Pierson Checked by - John Thomson Checks - John and Marie Thomson Controls - Jenny and Marylin Pierson Clerk of Course - John Pierson

Rally Rumbles

MANAWATU DAYBREAKER RALLY - FROM THE SIDELINE

A timing crew from our club was called for so Pete and I decided we should offer our services. We felt we should put something back into the sport by reciprocating the service we have had from other clubs this season.

Seven Wellington CC members volunteered (we couldn't even scrape together the minimum 8!), for a start and finish crew. We joined the start crew along with Annette Hearfield and Sue Diggle. The 4 of us arrived at our first post - special stage 1, Lees Rd, near Manfeild, in the middle of the night. A lonely spot on a dark night but before long the place would be teaming with people and cars. In our "kit" of equipment were 4 signs - a red one with a clock on it, a yellow one the same, an orange one vaguely like an open road sign, and another red one with a flag on it. We figured out the one with the flag on it was the starting point, and by process of elimination found "homes" for all the others. About now, Pete is wishing we had entered the event.

Before long we had our first "customers", as drivers and navigators started arriving at minute intervals. Many of the navigators seemed to be shivering - Nerves? Not too many dramas, except for one car that got "bogged" on the line and didn't get away again for several minutes. At that stage there were 83 cars, so it took a long time to get through them all. Time passed pretty quickly though and before long we were packing up and off to Taihape. It was about 3.00am.

Passed a few service crews and rally cars around Hunterville, as they moved between stages 3, 4, and 5, and we got to Taihape with time to stack a few Zzzz's before setting up our next stage at 6.00am. Annette,

RICHARD LESTER MOTORSPORT

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Sue and I swapped jobs, so we would be "experts" at all the jobs by the end of the day. Pete chose to continue starting the cars, cos' it didn't involve any writing and he's not too bad at counting backwards loudly!

A number of cars dropped out overnight, and we only started 60 that morning. Sue was little bit worried when Gordon failed to show up, and we wondered what had happened to some of the others too. The nice numerical starting order that we'd had on stage one was now horribly disrupted. It was nice to see the back end of the last car, followed by tail-end Charlie and a dozen other vehicles. Back to Taihape to the nearest coffee shop!!

Next stage was straight after the lunch break, also round Taihape, and by this time the sun was shining. A nice change. Once again went about the business of setting up shop. Don't know where Annette and Sue disappeared to -rumour has it that they found some spare beds at the Taihape pub, but they arrived back at the start line with plenty of time to spare. Starting to get pretty tired by now. How do the drivers cope? The adrenalin must keep them going. Less and less cars are turning up at each start point. Down to 50, and not too many from Wellington CC left. Navigators are starting to look a bit weary, and many are slow to respond when the minute is called at the check-in point. John De Bernado makes a spectacular exit from the rally. Makes it interesting for the Taihape locals who have turned out in force to watch the event.

Back to Ashhurst for the last stage. We are getting pretty fast at setting our control point up. Allport is missing from the check in time - where is he? He turns up a bit later. We get through the field in only three-quarters of an hour this time, as the numbers wear down to 40. Not a bad effort to have 40 left after 17 hours on the road! There are 2 cars waving the WCC flag - Joe McAndrew and David Black. Both doing really well.

The most exciting stage now begins. A "van" rally between Gordon in the old Army bedford, Pete in his new Econovan, and Annette in her Jap import. Over SS19 we fly, zooming over bumps and sliding through the



corners. The women have a bit of a head start, and Gordons' charging hard up Pete's exhaust pipe. Sue navigates Annette off the wrong way, so it's down to 2 with Pete blocking all Gordons' passing attempts. Pete makes it to Ashhurst narrowly ahead of Gordon (see, even timing crews can tell rally lies). Looked like it was a good stage!

That was the Daybreaker. It was off home to sleep for us, but a great experience and lots of fun. Hope to be competing next year.

And, when you all retire from driving/crewing etc, put something back into the sport by offering your services as a timing crew - I'm sure you would enjoy it.

Judy Leishman.

Footnote: For reasons I won't go into, Joe McAndrews car was disqualified, which left David Black as the only finisher from our club.



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SPEED SKILLS

Four Wellington Car Club members travelled over to the Wairarapa Car Clubs' night gravel sprint at Dorsets Rd on August 25th. This was a round of the gravel sprint series. Conditions were similar to many events lately i.e. raining with the road condition deteriorating throughout the evening. With the usual delay, racing didn't begin till 9pm and finished after midnight.

Our club members did very well with Murray O'Neil trying out his new Mazda 4WD for the first time and coming 3rd behind Roger Brader and Steve Howard (in the ex Richard Taylor rocket, which he was rapt with!). In the 1001 - 1300cc class Ted Clay came first with Rick Goffin second. Pete Leishman collected the first in class prize in the 1301 - 1600cc class.

Manfeild Autocourse Promotions



PO. Box 1959 Palmerston North New Zealand Telephone (063: 77:459 Fax: 64 63 77:244

Dear Associate Member.

I am pleased to attach our Application Form for the purchase of Seasons Tickets for the 1990/91 Motor Racing Season at Manfeild.

We start off with a low key 'fun' Meeting on the 13th/14th October, 1989. We will be running Championship Races for Formula Vee and Mini 7, as well as Races for Supercars - this Class has not run before on Manfeild. We will also be giving some of the motorcycle classes an opportunity to test their machines before the big World Superbike Meeting in November. The Meeting will be a 'no frills-no fuss' one, and should give a relaxed start of the season.

The January 'Peter Jackson' International Series will have some changes. There will be an extra Round, and the Series will start in reverse - i.e. Teretonga (Invergargill) The Levels (Timaru) Ruapuna Park (Christchurch) Manfeild (Feilding) Baypark (Mount Maunganui) & Pukekohe will see the Final.

Despite these changes, Manfeild will still run on the same weekend (i.e. Anniversary Weekend)

The February Meeting sees a new concept: It is currently being organised between the Motorsport Governing Bodies in Australia and New Zealand (CAMS & MANZ) To be called the 'Tasman Cup Shootout' it will feature Test Match Races between New Zealand Formula Pacific (Atlantic) Drivers and Australian Formula Holden Drivers. Support Races will probably feature Formula Fords (The Dan Higgins Annual Trophy) Supercars, Mini 7 & Formula Vee.

Other major Meetings run on Manfeild, but not under the Promotion of the Manfeild Organiation will be:-

15th DECEMBER, 1990 CASTROL TRUCK RACES

16th/17th MARCH, 1991 CALTEX INTERNATIONAL TRUCK RACES

Tickets for the above Meetings may be purchased from me. Details will be printed in the Newsletter I will send out with your Members Tickets.

Concession Tickets will be available for the 1990 WORLD SUPERBIKE FINAL, which will be held at Manfeild on the weekend of 17/18th NOVEMBER, 1990. This is a Weekend not to be missed - if you're not a bike fan, you will be by the end of the weekend! Tickets may be purchased from me at the all up cost of \$25.00 each. (From September onwards)

I will post out a full National Motor Racing Calendar of dates, when I post out your tickets. PLEASE DON'T LEAVE YOUR TICKET PURCHASE TOO LATE.



Affiliated to the Sparray association of N.Z. Inc.



Manfeild Associate Membership 1990/91 SEASON

THE MANFEILD BOARD OF CONTROL HAS CONFIRMED DETAILS OF NEXT SEASON'S CONCESSION TICKETS.

Three Motor Races will Qualify for Reduced Charges.

THESE WILL BE AS FOLLOWS

To: THE SECRETARY.

MANEEL DALITOCOLIRSE

13/14 OCTOBER, 1990 19/20 JANUARY, 1991 23/24 FEBRUARY, 1991

Included in the Associate Member Concession will be:

- (1) Free Car Parking in Reserved Parking Area.
- (2) Free Entry into the Pit/Paddock Area.
- (3) Seating in the Reserved Stand.
- (4) The opportunity to pre-purchase extra tickets into the Reserved stand as desired

TOTAL SINGLE SUBSCRIPTION: \$ 30.00 each
BUY 2 TICKETS FOR \$50.00 Total (Incl. GST)

APPLICATION FOR MANFEILD ASSOCIATE MEMBERSHIP 1989/90 SEASON

Address: Enclosed: \$ for Memberships.
Name:
Please send me (number) Associate Membership 'Varrant/s for Manfeild for next season, at \$ 30.00 (Incl. GST)
P.O. BOX 1959, PALMERSTON NORTH.

NOTE: Cards will be posted out from approximately September onwards, once printed.

'MANFEILD' - a combination of Manawatu and Feilding

Notice of Annual General Meeting

Notice is hereby given of the 48th Annual General Meeting of the Wellington Car Club (Inc) to be held at the Clubrooms, Russell Terrace, Newtown, Wellington on

TUESDAY 18 SEPTEMBER 1990 commencing at 8.15pm

AGENDA

- 1. Confirmation of Minutes of the 47th Annual General Meeting
 2. President's Report
 - 3. Approval of Accounts for the year ended 31 July 1990
 - 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 pesonally at the meeting otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed ANDREA McANDREW Secretary

CONSIDER YOUR CANDIDATES - YOUR VOTE COUNTS

With the clubs Annual General Meeting this month you will need to consider who will be controlling your interests over the next 12 months. Election of Office Bearers along with the Committee will take place at the AGM and involves a nomination from another member along with a seconder to that nomination. Aside from positions of Office

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there can be a minimum of 5 committee members and a maximum of 8. With all this in mind, consider those fellow members you may wish to nominate and perhaps approach people before the AGM to see if they would be willing to accept a nomination.

A brief description of what's required for each position follows.

PRESIDENT

Main function is to chair the monthly meetings of the committee and provide guidance on issues at hand. Ideally this person will have been a member of the club for at least three years and have a general understanding of the clubs involvement with interclub (ie WMSA) activities, the Motorsport Association and the clubs activities and goals, although the major requirement would be a person who is able to guide the committee with their decision making process.

CLUB CAPTAIN

Main function is at club-member level with attention to clubnight and club activities. Generally this person is known to many members and is able to relate to both novice and experienced motorsporters. Support to the President and his/her functions required from time to time.

VICE CLUB CAPTAIN

An optional position as assistant to Club Captain. This year the committee believe it would be beneficial for the club to have a Vice Club Captain to ensure all aspects of the position are covered without overloading the Club Captain.

SECRETARY

Probably one of the most important members of the committee is the Secretary as they are relied upon by many. Main duties would be correspondence and administration duties for the club, taking the minutes at committee meetings and general assistance for members. Knowledge of motorsport an advantage but not absolutely necessary. Lots of common sense and a good memory are real assets to this position.

TREASURER

Another extremely important role as the activities and planning of the club and its future rely heavily on the Treasurer. Book-keeping and finance related duties are part of this task as well as forecasting and preparation of the clubs budget. Although in the past we have had Treasurers with little or no experience in accounting, the club is now turning over a reasonable amount of money each year and careful management is required.

COMMITTEE MEMBERS

The committee members form the balance of the structure with their duties including involvement in decicion making, planning of the clubs calendar of activities, fund raising, clubnight, clubrooms etc. Several committee members maintain a permanent responsibility (ie Membership Secretary etc) with the balance taking on various tasks and projects as their time allows.

WHAT'S INVOLVED ?

The committee meet monthly for general committee meetings following a routine agenda including all aspects of the clubs business. Meetings usually last between 3 and 4 hours and although this sounds like too much time it is necessary to fully consider all the areas tabled at each meeting. Further involvement is required at monthly clubnights ensuring raffles are purchased, the bar is stocked and the guest speaker turns up.

Notices

Manawatu Daybreaker Rally.

A BIG thankyou to the club members who volunteered their help as timing crews etc for the Manawatu Daybreaker Rally. A job well done. Hope you have all recovered from the lack of sleep!

Pre-Event Scrutineering.

Our club scrutineer, Craig Fair, is more than willing to assess vehicles prior to events, especially if your vehicle is newly built or hasn't competed for some time. Obviously there are no guarantees you will pass on the day, but the assistance and advice is there if you need it. Craig's also available during work hours - Ph 766547 (w) or 327093 (h).

Rally of New Zealand (Ltd.)

A copy of the Rally of New Zealand Limited minutes of the 16th AGM are now on file for viewing if members are interested. Wellington Car Club are major "B" shareholders in this company, which is responsible for organising and running the annual Rally of New Zealand.

FOR SALE - MAZDA RX2 COUPE (1975)

13B Bridge ported motor (133HP) at wheels 5 speed gear box (rebuilt)

Full steel cage

2 x 2.3 fire extinguishers

Rally set, harnesses, rewired, internal brake and fuel lines, strut brace, Rx3 front suspension, gas shocks, heavy duty springs, sump guard, holden radiator.

2 x sets rally tyres on 7" rims (near new)

8 x standard rims

8 x used rally tyres

SPARES:

1 x 12A (single dist) motor

1 x 4 speed box (rebuilt)

Mazda 616 coupe shell (same as Rx2)

All glass, gear box, diff plus bits and pieces

Trade or Deal

\$ 4500.00 (Try building for less)

Ph Tod Brooks (059) 82166

Classifieds

FOR SALE - Datsun 1200 Rally Car. 1300 engine, 5 sp gearbox, limited slip 4.4 Escort rear axle. This competitive car has been well built and is in very tidy condition. 20 wheels, racing slicks, road and rally tyres. Plus a full range of spares.

\$5500. For details ph 788313.

SLICKS - Some slicks were stolen from a garage about a month ago. If you get offerred cheap slicks, or know of anyone who has bought shady slicks recently, the police will want to hear from you.

FOR SALE - Nissan Sentra Dec 1987. Twin Cam SR. 1600cc. 17000km. Fuel injected electronic. Full electrics. P/S. 4 wh Disc. \$18.900. Ph Mark 791810.

FOR SALE - MAZDA RX7 RALLY CAR AND PERFORMANCE PARTS FOR SALE.

1. RX7 Rally car rolling shell. Immaculately prepared, seam welded, full alloy cage, 4 wheel discs, Bilsteins all round, internal brake and fuel lines, full rally instrumentation, seats, twin fuel pumps, strengthened diff housing, adjustable

rose joint front end. \$70

2. Engine. 12A bridge ported big horsepower, 300km since complete rebuild, new carbon apex seals etc. 48 IDA. Alloy manifold, competition American "Racebeat" clutch, lightened

fly wheel. Top engine. \$3200

3. Engine. 12A bridge port - needs rebuild as it runs well but hard to start. \$600

4. Gearboxes. 1 x 4 speed C/R \$1100

2 x 5 speed standard Rx7 \$250 each.

5. New quick steer box, almost unobtainable \$1350

6. 4.9 LSD head \$1200 7. Rx7 windscreen \$300

7. Rx7 windscreen
8. 48 IDA with manifold suit 12A (as new) \$650

9. Wheels - 8 x 14" mags Rx7 \$120 each

10. 14" rally tyres - various prices from \$50 each depending on condition.

11. CF Bedford rear end - good condition Offers

12. 100's of standard Mazda Rx7 parts

Total Car and parts can be purchased for \$14000

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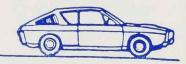


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OCTOBER 1990



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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

DAVID GUNSONDavid is a Property Investor/Builder and he owns a Cordia and a Range Rover. He is interested in

rallies. David lives in Khandallah.

MICHAEL HARTLEY Michael lives in Tawa and owns both a 1600 and

2000 Escort (both MkI). He is interested in speed

events.

ROSS BUTTERS Ross is a mechanic who lives in Linden. He is

experienced in speed events and is interested in

these and autocross.



This is the LAST magazine for those of you still with unpaid subs.
!!!!PLEASE OBLIGE!!!!



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

(Dlanca do	notahana	after 9pm)
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Mike Galvin	836 974	873 629w
lain Mollison	650 262	650 262w
Peter Leishman	287 192	275 449w
Andrea McAndrew	787 934	
lane Black	687 275	
	780 484	686 195w
lan Parkinson	379 624	748 999w
Alan Harvie	838 742	858 549w
	879 121	882 904w
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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.

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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

KURURAU HILLCLIMB October 13

> Part one of a two event weekend. Held by Taumaranui Car Club. Scrutineering is Friday night (12th) from 6-8.30pm or Sat 13th from 8-9pm (for limited entries). Event starts 9.30am. Registrations etc from Andrew McAndrew.

OTUNUI RALLYSPRINT October 14

> Run by Taumarunui Car Club. Scrutineering Friday 12th 6-8.30pm or at the venue 8-9.30am Sunday 14th. Event starts 10.30am. Good prize money. Entries \$40. Close 10th October (late fee \$50) or both days \$60 (late fee \$80). Regs from Andrea McAndrew.

SPRINT - LEES ROAD October 21

Postponed from October 7. Further information

from Wairarapa Car Club.

STREET SPRINT - LEVIN October 21

> Round of the Duncan MacKenzie series. National Ungraded licence a minimum. Entries \$50 (includes 2 meal tickets) limited to 50 cars only (late fee \$70). Scrutineering Saturday 20 October 3-7pm or Sunday 21st 6-8am. Three timed runs. Registrations available from Andrea McAndrew.

October 28 GRAVEL SPRINT - TUNNEL GULLY - replaces **TOTARA PARK**

> Run by Hutt Valley Motoring Club, this is the final round of the Gravel Sprint series. Venue is Tunnel Gully (northern end - NOT Maymorn). Travel to the end of Plateau Rd, Te Marua and into the reserve. Road is very fast with good hard base. Gravel surface approx 2.8km long. Scrutineering and documentation 8.30-9.30am at venue. Starts 10.00am. Contact Dave Davies 282-398 or 689-901. Cost probably \$25.00.

BRAILLE TRIAL - WCC October 28

> We need drivers for this very enjoyable event. This is the 19th annual event run by the Wellington Car

Club. Details later in mag.

November 3 RALLYSPRINT - DANNEVIRKE

Final round of the central region rallysprint series.

No details to hand.

HILLCLIMB - ADMIRALS ROAD, WAIRARAPA November 4

Round of the Duncan McKenzie series. No further

info available (as usual).

CLASSIC RACE MEETING - MANFEILD November 9/10

> Races for classic, marque cars, historics etc. Regs available from Andrea McAndrew. Practice: Friday

9th November.

November 10 RALLYSPRINT - LEVIN

No details available yet.

November 10 NIGHTSPRINT - KAPITI

> If you didn't wreck your car at the Levin Rallysprint, they try it out on the Paekakariki Hill! Haven't got any

details yet though.

Eds Bit



It is really pleasing to open my letter box and find your articles and photos for the magazine. It certainly makes my job a whole lot easier instead of chasing people around for some content for the mag.

Despite the fact that it may be a month or two after the event that you finally get around to writing about it, I am still happy to have your article.

This month we even have an article from a non-club member who happened to get roped into a timing crew at Taupo. Such is her enthusiasm for the sport! Thank you Sue Diggle for arranging the writing of said article.

Lots of events coming up to keep you busy and don't forget to put your pen to paper afterwards.

JUDY LEISHMAN

SNIPPET: Leicester Banfield likes his garage sooooo much, he is even sleeping in it these days! Takes all kinds. I know a bloke building a kitset (full size) Lancia Stratos in his bedroom - perhaps he and Leicester should get together!

1989/1990 Presidents Report

With the majority of the former committee returning for further service in the 1989/90 year, we were able to continue with goals set the previous year and begin to address the future of our club. We had spent 12 months evaluating existing activities and continued to stock pile finances until the path to the future was set. Now, 12 months later, our problem areas have been identified with practical, achievable solutions also identified, but before I outline these, let's look at the condition of our club and its activities.

EVENTS

Over the past 5 years we have noticed a reduction in the number of events run by our club and at present this level isn't likely to increase without a major change in attitude from trainee or possible trainee organisers. We are certainly not alone with this problem and, like many other clubs catering for a variety of sports and leisure activities, we continue to seek ways of encouraging members to put something back into their club.

The Speed section continues to hold its own at a very acceptable level with a large part of this being attributed to the sheer effort made by a willing subcommittee who continue to recognise the need for review and planning of their events. This year we return to running the Clubmans event on our own and that, along with the inclusion of our new Mill Road Gravel event saw a healthy increase in the profit level of this section. Our major tarmac events continue to attract a high calibre of entrant and we take pride in our ability to provide such events for local motorsporters.

The Non-Speed section also returned an improved profit level and this is extremely difficult to achieve within this area of the sport. A lack of convenor has left many of the 'usual' organisers to battle on alone and whilst thanking them for their efforts we must also encourage others within this sector to become more aware of what is required to maintain a Non-Speed calendar of events.

With the Rallysprint abandoned the Rally remained the only other event on the calendar for the Rally sub-committee to attend to and once again we returned to the central North Island for the event. Despite the difficulties in controlling something of this nature 3 hours drive away, the sub-committee once again produced a well run, successful event. The financial stresses from the previous year along with the burden of costs associated with the abandoned rallysprint presented a considerable hurdle for the rally event to contend with, however we are pleased to return yet another result of profit within this section of the club.

To all those who made the effort to donate of themselves and their time towards the success of our calendar of events, you are all appreciated for a job well done.

BULLETIN

1990 saw yet another change to the magazine staff with Judith Leighman taking over as Editor joining our other ladies in their monthly tasks of

writing, typsetting, collating and posting. Whilst there may be months when the copy that arrived in your letterbox only took 8 minutes to read, always remember that the magazine will be produced no matter how much or how little is provided for it and this is largely your own responsibility. With the magazine the only avenue available to reach each and every member of our club, we would encourage you all to make use of it, even if to air a few grips! A few recent hiccups have disturbed our typesetting arrangements however I believe we will return to our usual standard of presentation very shortly.

Thank you Annette, Gail and Jude for your reliability.

CLUBROOMS

Included in our programme for the future are plans for additional equipment for clubroom use as well as alterations to the bar and servery areas. Naturally this will eat into funds and we have purposely avoided spending in this area until other commitments have been met.

There is still a great deal that can be done to improve the general atmosphere of the clubrooms, however this will take time and dedication from various members who are willing to spend a few weekends there and sort through old posters and pictures that should be preserved in the right way. The committee has been very aware of the needs in this are and, rather than produce a half-hearted result they have made allowances in future plans.

EQUIPMENT

Many competitors will be pleased (and relieved) to learn that we have recently tendered for the production and supply of new timing equipment for speed events. This item has been on the agenda for at least 5 years and although various attempts have been made in the past to locate a suitable, reliable supplier this has been far more difficult than we originally envisaged. The equipment will be tested two weeks prior to the Alexandra Road event in November and funds have been set aside for its purchase.

FINANCE

It is pleasing to report a healthy profit for the last financial year and although it was our intention to reduce costs where possible, we also intended to spend some of the 'kitty' within our financial year. This did not come about and, although we enter this financial year with a strong back balance you should expect that to disappear within the next nine months. Timing Equipment, purchase of Television and Video Player along with alterations within the clubrooms will dissolve our capital as well as our income for the

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 Phone 693-444 1990/91 year reasonably quickly. For these reasons it will be essential to maintain our ability to return a profit from each section of the clubs activities as well as address our costs and subscription levels. It is our intention to provide improved services, however these all come at a price.

GENERAL

And so to the future of our club.

Many of you know the committee held a series of additional meetings throughout the year to address the problem areas of the club and provide solutions for these. The meetings were designed to identify problems in order of priority and master list read something like this:

Motivating Members
Lack of Social Contact
Lack of Funds
Lack of Public Awareness
Lack of Time for Committee to address Future of Club

The first two items have been addressed with a variety of ideas tabled as solutions. Fortunately these solutions are achievable however, as usual, unfortunately they are not achievable without either large injections of spare time or similar of funding.

The first change you would have noticed is that of the information form we asked you to complete when returning your subscription for the coming year. This was designed to tell us how many of you were interested in finding spare time and how many would prefer to either write a cheque or have someone else do it. The results were not at all surprising and suggest that the club should look to 'employ' assistance rather than ask for it.

Other changes will be implemented slowly with some of these including the introduction of a regular social gathering using the clubrooms as a meeting place without any formalities. This would include use of games equipment, the bar, perhaps light foods and use of television/video equipment with the emphasis on encouraging members to meet each other rather than somewhere to go and drink. Clubnights would then turn to a slightly more formal format with an emphasis on small group activity to assist newer members with their questions on motorsport and the club in general.

A 'New Members Kit' will be introduced over a period of time with the aim to provide as much up-to-date information as possible on the club, obtaining licences, calendar of events etc.

The more senior members of the club will be included in the changes made at clubnight with the introduction of the smaller group system as their knowledge and familiarity with others is invaluable to all.

Some of these programmes will take up to 18 months to introduce but the important aspect to consider is that your committee have recognised the need to address the clubs future and are willing to provide answers to

ensure a strong continuance of both activity and membership. I hope you will support them.

Finally, in closing I would wish to thank a variety of people who have made my task a pleasant one. Firstly, to Jane, Andrea and Iain Parkinson for ensuring the necessities of club life were catered for in a responsible way and without fuss — thank you. To the various sub-committees who attended to their functions without overloading the Executive Committee — thank you. And to the Executive Committee themselves who have managed to avoid suggesting things that require financial assistance, put in the extra hours required throughout the year, work as a team whilst respecting each others views and share the chocolate biscuits — I've enjoyed working with you all.

I wish the club every success in the future.

LISA ELLINGHAM PRESIDENT

Letter to the Editor

Dear Committee,

Hope all's going well with the Car Club. Enclosed is a cheque for \$30 for my 1990/91 subscription as a country member. I hope this is right as the 'mail-re-sender' back home (Dad) gets a bit slow at times and I haven't seen any N.Z. mail for about a month.

As a few of you know I made a brief visit back to NZ to watch the International Rally. It was great being back, watching the top drivers in action. Nice to see how its supposed to be done! Motorsport here in Fiji is practically non-existent, although sometimes a short drive on the roads here can be just as enthralling. Any road off the main road is usually pretty rough, and the local standard of driving leaves a lot to be desired.

I'm mostly enjoying my stay in Fiji. The climate's great, particularly at this time of the year, but there's not a lot to do away from the often expensive tourist areas. Work is fairly interesting; quiet at this time of the year and all go during the Hurricane season (Nov. to April).

Hope everybody is having a good motorsport year.

Regards,

JOHN CROUCH





WELLINGTON CAR CLUB (INC.)

P.O. BOX 5142

WELLINGTON, 2, N.Z.

CLUB ROOMS RUSSELL TCE

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

MINUTES OF THE 48TH ANNUAL GENERAL MEETING OF THE WELLINGTON CAR CLUB (INC) HELD ON TUESDAY 18 SEPTEMBER 1990 AT THE CLUBROOMS COMMENCING AT 8.40P.M.

EXECUTIVE

President Club Captain Secretary Treasurer Committee

Lisa Ellingham Iain Mollison Andrea McAndrew Jane Black Gordon Diggle Mike Galvin Doug Hogg Derek Mattingley

Ian Parkinson Mark Spiers Graeme Toomer

PRESENT

34

APOLOGIES

Brett Plim, Ray Lord, Derek Mattingley, Lisa & Roger Ellingham

MOVED Mark Spiers

SECONDED Alan Harvie

"THAT THE APOLOGIES TENDERED B RECEIVED"

CARRIED

MINUTES

Graham Davidson

SECONDED Graeme Toomer

"THAT THE MINUTES OF THE 47TH ANNUAL GENERAL MEETING HELD ON 19TH SEPTEMBER 1989 BE APPROVED

AS A TRUE AND CORRECT RECORD"

CARRIED

PRESIDENT'S REPORT

In the President's absence, the Executive Secretary presented the Report.

MOVED Ted Clay

SECONDED Alan Harvie

"THAT THE PRESIDENT'S REPORT AS CIRCULATED BE

RECEIVED"

CARRIED

ANNUAL ACCOUNTS The Treasurer presented the Annual Accounts for discussion.

Item "Rally" in the Income and Expenditure Account shows very little profit compared to previous years due to "road grading"charges as outlined in the Minutes of the 47th Annual General Meeting and the President's report. However, it is noted that the 1990 rally, held in Ohakune, showed a profit of \$2300.

Item "Clubnights and Social" in the Income and Expenditure Account profit is down mainly due to the reduced number of after-event functions together with the "drink driving" campaign.

There will be no MANZ Raffle this year so the Club will not be able to look forward to the \$800 profit realised last year and past financial years.

MOVED

Mark Spiers

Ian Jensen Seconded

"THAT THE ANNUAL ACCOUNTS AS CIRCULATED BY RECEIVED AND ACCEPTED"

CARRIED

SUBSCRIPTION INCREASES

SECONDED Mike Galvin PROPOSED Lester Banfield

"THAT SUBSCRIPTIONS FOR 1992 BE INCREASED BY \$5.00 + GST"

Barry Lakeman suggested during discussions that possibly Speed event entries be increased to cover timing equipment expenditure instead of all members financing it.

It was pointed out that Speed events are already profitable as shown in the Annual Accounts.

PROPOSED Jane Black

SECONDED

Mark Spiers

"THAT MEMBERSHIP SUBSCRIPTIONS BE RAISED BY \$7.50 + GST ACROSS THE BOARD FOR THE 1992 FINANCIAL YEAR"

AMENDMENT TO THE MOTION

MOVED

Ian Parkinson

SECONDED Mark Spiers

"THAT MEMBERSHIP SUBSCRIPTIONS BE RAISED BY \$7.00 + GST ACROSS THE BOARD FOR THE 1992 FINANCIAL YEAR"

CARRIED

ELECTION OF OFFICERS

The Chairman called for nominations for the positions of President, Club Captain, Vice Club Captain, Secretary and Treasurer.

President

Mike Galvin

Nominated Mark Spiers Seconded Eddie Conroy

Club Captain

Iain Mollison

Nominated Graeme Toomer Seconded Mike Galvin

Vice Club Captain

Mark Spiers

Nominated Ray Lord Seconded Ted Clay

Peter Leishman

Nominated Judy Leishman Seconded Graeme Toomer

Peter Leishman was elected after

a show of hands.

Secretary

Andrea McAndrew

Nominated Mike Galvin Seconded Ian Parkinson

Treasurer

Jane Black

Nominated Mark Spiers Seconded Alan Harvie

There being only one nomination received for the positions of President, Club Captain, Secretary and Treasurer, persons were elected unopposed.

Executive Committee

Graeme Toomer
Ian Parkinson
Gordon Diggle
Derek Mattingley
Mark Spiers
Alan Harvie
Judy Leishman
Bernie Keith

All were elected unopposed.

GENERAL BUSINESS Mike Galvin offered a vote of thanks to Lisa Ellingham for her input during the past years. Alan Harvie added that the President's Report was extremely informative.

Eddie Conroy expressed his disappointment that the Braille 'Trial has not been published in the Bulletin or the WMSA Calendar.

Ian Parkinson mentioned that at a recent WMSA meeting the date had been included.

A vote of thanks was passed to the chair.

There being no further business the Chairman closed the meeting at 9.35p.m.

Braille Trial 90

This is the 19th annual event run by the Wellington Car Club in conjunction with the Wellington Branch of the Foundation for the Blind.

DRIVERS REQUIRED SUNDAY 28th OCTOBER

The navigation is so simple even acircuit driver can handle it!

Please ring Eddie Conroy. 786-742 (day & evening)

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N.B All prices EXCLUSIVE of GST.

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Ray Lord's car after the daybreaker. (with Pat and Bruce — the crew)



Gordon Diggle





Dave Johnson

SHOT OF THE MONTH

Joe McAndrew blasts past the opposition



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Talking Trials HVMC Wall Trophy Trial 12 August 1990

The trial started from the Hutt Valley Clubrooms and the 1st section took us around Petone to Melling and straight up the hill although when we got to the top we decided we should be up the top of Korokoro Hill instead, only according to the instructions and the 'DL' board at Melling (Block Road) we couldn't be anywhere else other than where we were! So, short of Chitty Chitty Bang Bang, fly in the sky ability we had to take the long way round and try to think how the organisers might have meant us to get to — to hills over from where we were! Still luckily, time wasn't of the essence as we had not been given an average speed for the section.

Section 2 took us to Newlands where the "Keep Beasley Ave on your right" instruction dumbfounded most of us, as the street was on your left and only a straightahead in front of the car. After working the checkboard codes (DDDPPLPR) backwards Murray (I was thoroughly confused by this time) worked out where we should go.

Section 3 was a Mirror Image section and this had its share of surprises. The old main road between Churton Park and Tawa had us all backtracking because of a tree which had fallen across the road due to all the rain we had been having. Murray nearly decided to drive around it! But I didn't fancy ending up on the railway line below. So we all detoured via the main highway to Tawa.

Section 4 was a Cooks Tour of Porirua and then on to Whitby. We had one or two Claytons traps. That's a trap when it's not supposed to be a trap, or is it, not a trap when it should be a trap? Well, I'm not sure — anyway — Go left at "TITAHI BAY ELDSON" — Pass "McKILLOP ST" twice.

Neither of these instructions were traps. We were trapped though. Some ended up out at Titahi Bay for the first one. However the strength of your convictions did not pay of in these cases. But at the end of the section (the last instruction) if you didn't keep to the strength of your convictions you would have missed a check.

'Go right after crossing "ONE LANE BRIDGE" ' had everyone guessing however I didn't hear of anyone waiting till Paekakariki before turning back to the bridge at Pauatahanui.

Section five was nice and straightforward — back to the clubrooms for a good hot cup of coffee.

I've heard of favourite traps to pull but Team Webley has a real favourite. They like to trick people to turn into a sign. Anyone else notice?

Even though we were instructed to enjoy the event (section 5 instruction 20) Team MacMob did enjoy it, found it interesting, never boring and thank Team Webley for organising it especially as the weather on the day was far from pleasant for putting out checkboards etc.

ANNETTE MIET FOR TEAM MacMOB

RESULTS OF TRIAL ORGANISED BY TEAM WEBLEY Neville and Raewyn Webley

		CHECK	TIME	TOTAL	
Driver/Navigator		LOST	LOST	LOST	PLACING
	Levin	10	1	11	5th
K & M Douglas	Fiat	30	7	37	7th=
M & S Robey	HVMC	.0	7	7	4th
H Marshall & L Sergent	Harbour Capital	30	7	37	7th=
B Craig & J Tennent	WCC	0	3	3	3rd
M McGuire & A Miet		0	0	0	Ist
A Mines & B Stockbridge	WCC	0	1	1	2nd
J & J Pierson	Fiat	60	5	65	9th
J & D Matthews P Te Punga & K Wood	Harbour Capital		2	22	6th

WMSA Night Trial 7 August 1990

This trial, part of the Honda night trial series, started at the Wellington Car Club Clubrooms. At least, that's what we thought it did, until we looked at the CRI's. Imagine our disorientation when we saw that they said the ODO distance starts at a "HARBOUR BRIDGE"!! (A quick trip to Auckland?).

Allan and I threaded our way around Berhampore, almost past one of my old flats (Stanley Street). And on to Mornington. All fine until we tried carrying out the instruction 'Keep left at "CHEESMAN ST" to pass "BUTT ST". Near the "BUTT ST" sign we attempted to go straight ahead, but a sixth sense told us we weren't quite right. Maybe they meant keep left UNTIL passing "BUTT ST". So we tried that: and low and behold, it worked! (Incidentally, never mind that the "BUTT ST" sign was not clearly visible from the competitor's car along the correct line of approach. Good trap waiting for all those budding plotters . . .).

On through Brooklyn and Mitchelltown. Eventually, at CRI23 we got to the ODO check. Now this was quite clever. The actual CRI read "At MOTORWAY BEGINS" CAS to 90KMH (Plotters ODO Read 8.8km). It is doubtful whether in this case the competitor would be able to stop at the ODO check without violating Traffic Regulations. But then it didn't really matter because it wasn't really an instruction. All information in the CRI's included between brackets is for clarification only and plays no part in the actual CRI (per ASR2).

The route carried on up Ngauranga Gorge to the Control in Newlands.

Section 2 had an underriding instruction that was really an overriding instruction! This reminded me of some characters in an aeroplane disaster movie I once saw (Airplane?). The instruction was simply 'go left'. So that's what we did. Again and again. We observed the unusable instructions as we went, one of these was 'Go left at "BAYLANDS DRIVE"; that would have taken one past my present flat. Now the average speed was just 13 KMH. Our Halda was wound right off scale and then at half speed. So we had to stop for a few minutes before proceeding to the same Control as before. We had managed to complete the whole section without using any CRi's. (Who needs them?).

The third section took us out of Newlands, across the motorway and into Johnsonville. We were instructed to cross railway lines (in Fraser Avenue) and then after crossing lines to go left at "RANGOON ST". Whilst 'looking' for the second railway lines we came across a check which deleted that plus three instructions. Shortly afterwards, we were instructed to cross railway lines (in Simla Crescent) and then after crossing railway lines to go right. Whilst 'looking' for the second railway lines — again!! — we came across a check which took us around the block and back to those railway lines.

We weren't too sure about a new instruction to 'follow the centre line' down Ngaio Gorge (thinking that we would probably need to execute a U turn as the centre line petered), but we managed to get to the bottom of the gorge anyway. A 'keep right' instruction took us up School Road to get a cheeky check. After a short section on the motorway (but not the start of a Motorway) we were soon going up Riddiford Street looking for the FIRST "NEWTOWN PARK" sign. By a fresh approach via Herald Terrace we approached the finish at the Wellington Car Clubrooms. (A good and enjoyable Trial).

BEN (Navigator) and ALLAN (Driver)

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WELLINGTON MOTORSPORT ASSOCIATION HONDA CHALLENGE TROPHY SERIES 1990

RESULTS (for registered persons) after SIX rounds

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towards the
NIGHT TRIAL TROPHY for the outright winning tea
EAST TROPHY for two person crews.

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Teams registered for the ser

Any queries on (or corrections to) this list should be addressed to Eddie Conroy, Wellington Car Club.

Nissan Mobil 500

Yes, its that time again.
This year's dates are Nov 30-Dec 2, so keep this weekend free all you willing helpers.

A good line up of makes and midels with international classes, including variations of Group A & N.

Friday Nov 30	1000-1430	Scrutineering
Triday Ive	1830-1900	Untimed Practice
		(possibly also Thursday evening)
Saturday Dec	1000-1515	Qualifying
	1630	Flying Lap
Sunday Dec 2	0900-0930	Warm Up
Julian, Dec	1345-1745	The BIG Race!

Also: PUKEKOHE Dec 8-9
Further details about the race etc from:
MANZ Office or
Ian Gamble PH 09-370-800 (fax 09-392-071)

If you want to help at Wellington with Flag Marshalling please contact me — 791-810 (H).

MARK SPIERS

Taupo Car Club

Midway Motors Rally Results for WCC members

Overall		Class
Ist	Joe McAndrew/Alistair McLennan	Ist
8th	Dave Johnson/Wayne Setter	8th
10th	Harvey Kibble/Warren Denton	10th
llth	Steve Payne/Chris Lowerson	11th
17th	Pete & Judy Leishman	lst
25th	Chris Clark/Graeme Robertson	4th
26th	Paul & Jamie Kibble	17th

63 cars started, and 37 finished the day with two "fords" (deep river crossings) and numerous pine trees taking their toll on the cars.

Thanks to the contingent of Wellington Car Club members, supporters and "hangers-on" who provided timing on 2 stages. It would be difficult to enter rallies without you.

Central Region Rally Championship Final Points list for 1990 series

OVERALL		no and Sud	lellington	Taumarunui	Hawkes Bay	Manawatu 1	Tauco	Total
ANDERSON :	Brett	Dannevirka	19	15	19	17	21	9!
MURDIE	Alan	Taumarunui	16	15	14	16	19	80
COOPER	Bab	Wancanui	15	21	19	19	5	79
MURPAY	Robert	Manawatu	17	21	15	21	5	79
SCOTT	Kim	Manawatu	16	15	19	21	5	75
CTERRY	Brian	Manawatu	17	5	19	21	14	76
BREDEN	Doug	Hutt Valley	15	18	17	5	17	72
NEVATT	Mark	Manawatu	14	19	15	19	5	72
CLARKE	Chris	Levin	15	16	16	5	19	7.0
HERBERT	Bruce	Dannevirke	19	19	21	5	5	69
ROBB	Peter	Wanganui	21	19	5	18	5	69
STEWART	Keith	Manawatu	12	21	18	5	11	£?
SIMPSON	Wayne	Taranaki	19	17	14	Û	1.7	57
BRADER	Rodger	Wairarapa	16	17	14		18	45
SCOTT	Lewis	Hutt Valley	14	5			19	59
CLAY	Ted	Wellington	18	18	17		Ú	58
STEWART	Jim	Manawatu	21				5	57
FAYNE	Steve	Wellington	5	15			15	55
HERBERT	Jack	Manawatu	5			2 0	15	51
JOHNSON	Dave	Wellington	18			0	16	50
MCCGNNACHIE	Richard	Hawkes Bay	(1		19	50
MCANDREN	Joe	Wellington	21			5	21	47
WRIGHT	Fraser	6isborne		17			Û	43
DIEGLE	Gardan	Wellington		1:			5	ĄÓ
BALLANTYNE	Ross	Manawatu		1		5 5	12	40
CURTIS	Norman	Taumarunui		1		5 0	21	40
DE BERNARDO	John	Wellington		5	5 1		5	5.5
LEYTON	Dave	Hutt Valley	1		0 1		0	34
KIBBLE	Paul	Wellington	purcer! a	5 1		0 0		32
HUNT	Barry	Manawatu	PIDENT IN			1 5		adj. 31
LORD	Ray	Wellington	1	8	0	5 5	Ú	28
ROSINSON	Pete	Gisborne	1	3 1		0 0		27
CURTIS	Dean	Manawatu				2 (•	12
MARSHALL	Hugh	Hutt Valle			2	0 (
SLACKLEY	Steven	Manawatu		The second second	Û	9 5		• • •
WRIGHT	Cambell	l Taumarunui		Û	5	0 5		
JENSEN	lan	Wellington		5	Ò	0 (_
CLEARY	John	Hawkes Bay		5	0	Ú (0	5

Rally Rumbles

A First Timer

Sitting in the Cobb & Co in Taupo on the Friday night before the Rally and I asked Neil what I had to do on the Timing Crew tomorrow. He didn't have a clue but assured me that the Diggle's would be here soon and Sue would tell me all about it then. All she had said so far was that timing was more fun than servicing.

We finally tracked them down at the Motor Camp at about 10pm and all was revealed. Turns out we had stages 1 and 6. So far, so good. Then the bad news! Stage 1 started at 8.35am and we had to be at the stage at 6.45am. That meant leaving the Motor Camp at 6.15. Then the brain started working overtime, 6.15 at the motor camp meant leaving where we were staying at 6am so we had to be up at 5.30. Ever hopeful, I asked Sue if she was joking, but no such luck.

Then the truth came out. Neil had known about this for 3 days but knowing how much I hate mornings, had decided to let Sue drop the bombshell at the last minute. After a few minutes of stunned silence it was 'Hurry up and take me home, I need some sleep.'

5.30 the next morning arrived far too soon and after stumbling through the shower, I started thinking that I must be mad. No time to ponder that thought, Neil's yelling that we're going to be late. So I grab my gear, make a cup of tea and race out the door. Put the cup of tea carefully on the bonnet, load the gear into the boot, get in the car and I'm ready to go. Why is Neil laughing? My cup of tea is steaming away on the bonnet. I retrieve the tea and get back into the car, turn the radio on and some cheery voice is saying 'It's going to be a lovely day in Taupo and the temperature at the moment is I degree.' Now I know I'm mad. Oh well, time for the cup of tea.

We arrive at the motor camp in time to grab another quick cup of tea, say goodbye to the boys and then we're off. At about this timer I'm trying to figure out why this is more fun than servicing. Gordon is still in bed sleeping, the service crew are planning a leisurely breakfast and we are in a car heading for some forest out the back of beyond.

We have a map and Lester has given Annette instructions so getting there shouldn't be a problem, right? Wrong! We still manage to get lost, and there are not many people around at that hour of the morning to ask directions from. After studying the map again we manage to find a connecting road and arrive at the start of the stage only 5 mins late. Next problem, the man with the key to the forestry gate is still in Taupo. So we sit and wait. Time to take in the scenery. The man with the key arrives so its into the car again and off down the road. Before we know it we come across these white markers on the side of the road. This is it! We get given some wooden stakes, some painted boards and two plain brown envelopes. The Chief Marshall says get yourselves set up and I'll be back later to check with you.

I'm glad Sue and Annet knew what they were doing. So it's out with the hammer, in with the stakes, up with the signs and thats that. There is still an hour to go before the first car starts so we have time for a brew. Hopefully that will bring some feeling back to my feet. The next hour is spent drinking tea, studying the landscape, going through the start procedure and trying to keep the circulation going. Turns out that the white shrubs we had admired were really green ones in disguise. No wonder its so cold.

Finally the first car arrives and it's action stations. Annette and I wander off up the road a way armed with a clipboard and a clock. I'm still trying to figure out how I'm going to make my fingers hold a pen and write down the starting times. We've been through the drill and all I have to do is take the card from the navigator, write the start time on that and on my sheet and hand the card back. O.K. that sounds easy. The first car arrives and I go to the window to get the card. Hold on, what's wrong with this picture? There is a steering wheel where all those gadgets should be. Left hand drive! Swap sides and get the card, 30 seconds to go, write in the times, 15 seconds . . . quick get the card back in the window . . . stand back 5 . . . 4 . . . 3 . . . 2 . . . 1 GO!!! A lot of noise and a shower of gravel and the first one has gone. Swap sides again and get ready for the next one.

After 4 or 5 I'm starting to get the hang of it. How can these guys be so cheerful at this hour of the morning? By the time Gordon and Bernie arrive at number 35 I'm starting to warm up and think this isn't so bad after all and maybe it could be fun. 63 cars later its all over and its time to pack up and head back to the servicing area to await our instructions for stage 6.

This one starts at the civilised hour of 12.35pm so we have time for another cup of tea and a greasy hot dog and a chat with the service crew. Then its off to stage 6. More signs, stakes, hammering and sheets of paper and then we're ready. This time we have swapped jobs and I now have something that resembles a housie card. All I have to do is mark off each car's number as they pass me and go to the start line. This job is easy.

There are quite a few gaps on the card. Only 44 of the original 63 make it to the start of stage 6. The last one goes through and we all agree that 44 cars went into the stage but rally control says there should have been 45. Time to double check the paper work, still only 44 cars. So where is our last car?



Seems someone has miscounted and 44 it is. All that's left to do now is hand the paper work to Tail End Charlie, go back to the servicing area and hand in the clocks and other gear and then it's off to town for some shopping.

I've never been part of a service crew so I don't know if timing is more fun than servicing but I certainly had a good time. And would I do it again? You bet! After all, anything has to be better than staying home with 3 kids while Dad spends the weekend away Rallying with the guys.

LINDA COOPER

Servicing at Taupo

Turn up to wake the boss at 6.30 only to be told to leave him alone till 7.00. So we check a few things out on the car. 7.45 and everyone is ready to go. Except for the car! It won't start! Reason — the BOSS removed what he thought was a spare fuse, happened to be for the fuel pump. Once it was put back away we went.

Arrived at the service area and waited for the car to come out of SSI. Everything was OK. So he went into SS2. He had trouble with the fuel pump in this stage (broken wire), which was bypassed and continued on to the finish.

SS3. Service crew left to wonder what's happened when the boss didn't turn up and started having bets on where he went off. He finally came out of SS3 and asked us to repair the car. We suggest he puts the co-driver in the boot next time to hold the wires and he can drive by sight. Cannot repeat what was said. We wish him luck and wait for him to come out of SS4.

It was a long wait. He didn't come out and we were told he'd blown the motor. After a few enquiries we are told he isn't very far into the stage so we throw all the gear into the van and head in. 34 kms later we are told he was pulled out by someone else and are only 2kms from the end of the stage. We decide to carry on and meet up with him. When asked what we were up to we told him we thought we would show him what his service vehicle could do and suggested he finish the rally in that.

We hooked up the car and towed him back to Taupo. A few beers and then we headed off to see some of the rally.

The boss decided to take over as navigator and we proceeded down the road. The compliments were coming thick and fast from everyone. We all had a great time. One thing must be said for our boss and his navigator. They never lost their sense of humour. The crew's suggestion for next year is a roll cage to be put on the outside of the car thus saving on body damage etc.

Gordon, you ski better than you drive!!!!

GD's SERVICE CREW (one of them)!!

Video Order Form 1990 Rothmans Rally of New Zealand

Yes, please send me a copy of the special Rothmans
Rally of New Zealand Videotape!

I enclose my payment of just \$19.95

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Ple

Professionally edited for TVNZ — a must for motorsport enthusiasts. For every sale to club members \$5.00 will go to the club.

Clubnight

CLUBNIGHT OCTOBER 16: This should be a good one! A representative from the MOT will be along to discuss road safety and motor vehicle crashes. Starts 8pm.

Also: As a result of the towing code committee's brief from the MOT to clarify and/or establish regulations suitable for trailers, a code of practice (copies from Graeme Toomer) has now been drafted. Final public comment must be made by 31 October, so this will be discussed at clubnight.

Notices

STOLEN FROM MY WORKSHOP

6 Dunlop Racing Slicks (brand new) 200x14; Mig Welder, Autopac 150; Air compressor; Go Kart, red frame; Angle grinder, 5inch Black & Decker; Cassette Radio, etc, etc.

If you hear of any of this equipment, especially the slicks, please contact Roger Rowse. Ph 888-887.

Beaurepaires for tyres.

Classifieds

- FOR SALE: Morris Marina 1800 1976 Current WOF, Good condition, \$1500 Ph 286-189
- FOR SALE: Bosch Halogen Driving Lamps 100 watts, new worth \$215, sell for \$150 ph 286-189
- FOR SALE: Rally Seats, vinyl with cloth inserts, adjustable headrests, tidy, \$250 the pair. Ph Tony Carter 858-475(w) 797-024(h).
- FOR SALE: Nissan Sentra Dec 1987. Twin Cam SR 1600cc 17,000km. Fuel injected electronic. Full electrics. P/S 4 wh Disc. \$18,900. Ph Mark 791-810.
- FOR SALE: Magazines/Books. Collectors items. (1) Classic Car Mags from October 1973 September 1975 inclusive, plus some from 1979. (2) NZ Tasman Motor Racing Series books 1963-1971 inclusive. Ph Peter King 888-473(w) 889-583(h).



Alan Harvie

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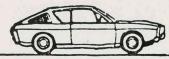
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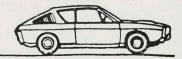


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MOTORING NOVEMBER 1990



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New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

DENNIS RODERICK	Dennis is interested in rallies and speed events.
	He will be driving in the Niccan Mobil

ANDREW COE	Andrew is an automotive parts person and is
	interested in speed events and rallies. He runs a

TOBY JOHNSTON	Toby is a speed, rally and trial enthusiast. He
	runs an Australian assembled Capri and has
	experience in drag racing pit work.

MARK KIBBLE	Another member of the Kibble clan!! As you may
	imagine Mark has experience in servicing. Mark
	runs a Mini and a Datsun 1200

BRETT McMAHON	Brett is a Company Accountant. He is interested
	in speed events, gymkhanas and trials. He runs an RX7

KEVIN WHITEMAN	Kevin is a student. By the looks of his membership card he is interested in everything
	to do with club events. He runs his mother's
	Sentra and any other car he can borrow

GRANT CONNELL	Grant is a fitter and turner and he also is
	interested in all events. He runs an Avenger.

Beaurepaires for tyres.



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 892-309
Affiliated to the Motorsport Association of New Zealand (Inc.)

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(Please d	o not p	none ar	ter 9pm)

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MAGAZINE	Judy Leishman	287 192	280 349w
CLUBROOMS	Gordon Diggle	837 559	897 392w
CLOBROOMS	2012-11-1881-		

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.

Competition Calendar

The following consists of event details received at time of print. The Club Secretary maintains a current file of all event information as it comes to hand and we suggest you contact her should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service.

Note: To alleviate work from the Club Secretary, Andrea McAndrew, event registrations will now be held by Peter Leishman. Please contact Peter for information on forthcoming events and for registration forms.

November 4 AUTOCROSS — WCC — PARAPARAUMU

> Round of the Kim Naylor Autocross Series. This is to be held at the Kapiti Autocross Track. Turn off SH1 at Southwards Car Museum, go over railway lines then turn left.

Scrut/Doc 12-1pm at the venue. \$15 entry fee. Club licence applies. Further infor available from Paul

Campbell, ph 795-274 or 853-260.

November 4 HILLCLIMB — ADMIRALS ROAD, WAIRARAPA

Round of the Duncan McKenzie series. No further

info available.

November 9/10 CLASSIC RACE MEETING — MANFEILD

> Races for classic, marque cars, historics etc. Regs available from Pete Leishman. Practice: Friday 9th

November.

November 10 NIGHTSPRINT - KAPITI

Details available from Pete Leishman.

November 18 MOTOKHANA — HCCC

Round of the Stewards Trophy. Harbour Capital will be hosting this fun event. Details available from nigel

Edger Ph 685-747 (h) or 717-848 (wk).

November 24 HILLCLIMB - WCC - ALEXANDRA RD

This is a Gold Star National Championship Series Event and round of the Duncan MacKenzie Sealed Hillclimb sprint series. Regs will automatically be sent to those who competed at Kilbirnie with further registration forms available from Pete Leishman. Limited to 50 entries only. All details regarding scrutineering/documentation etc available from the event secretary — Andrea McAndrew.

MOTORKHANA - HVCC November 25

Further round of the Stewards Trophy, but no details

to hand from Hutt Valley Car Club.

TRIAL - NIGHT TRIAL December 4

Round of the Honda Night Trial Series, organised by Wellington Car Club. Leaves WCC Clubrooms Russell

Tce at 7.30pm. Doc/Scrut from 7.00pm.

SPRINT - HCCC December 8

To be held at Manfeild. No further details.

MOTORKHANA — Wairarapa Car Club December 9

Wairarapa are holding their Christmas party and a

Motorkhana.

November Night Trial

Do NOT miss the November Night Trail, if you want to once again sample the better weather of the Porirua Basin. The nights will be a little lighter and this event is designed so that all competitors should find something to their liking.

WHERE: 2 Wright Street, Titahi Bay

to get there:

1. follow "TITAHI BAY" signs off the Porirua Motorway and proceed ahead until passing 2 Petrol Stations on your right.

2. Go left at Tee

3. Go second Right into Richard St

4. Go second Right into Wright St

WHEN: TUESDAY NOVEMBER 6TH 1990

COMMENCING AT 7.30PM

ORGANISERS: Dianne McDonald and Wayne Gair Phone 367 541 (home)

PLEASE NOTE: The Start/Finish venue is a non-smoking area, therefore, all competitors are required to observe courtesy and refrain from smoking inside the venue. The organisers in turn will agree to allow you to compete or feature in the results, a privilege which may well be withdrawn if you light up!

* * SEE YOU THERE * *

From the Top



Well, the AGm has come and gone and the new committee has had its first meeting.

The club has a full year of events ahead that will keep us all busy. By the time you read this the Gold Star trial, and the Braille Trial, will have been run and the Autocross should be about to happen (if it hasn't already happened).

Planning is underway for the Alexandra Road Gold Star Hillclimb on November 24th and again should be a top class event, hopefully run with our new timing gear. We will also be involved with marshalling at the Wellington Waterfront race and Mark Spiers is chasing people willing to help.

In the New Year we will have the Street Sprint in February, our Central Region Rally in April and Clubmans in May. As well as these traditional events we will also be hosting the MANZ AGM in June and this will keep the organising committee fully occupied.

You will probably be called on in the next year to help in some way at one of these events and ask that you consider helping as if everyone does their little bit it makes the job a lot easier and we all get more enjoyment out of our motorsport and club.

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CONGRATULATIONS to Alistair MacLennan and Tony Dixon for their performances at the Levin Street Sprint.

ALL COMPETITORS If you provide me with details of your competing in events I will include it in the mag. But I don't know if you don't tell me!!!! Most results I have are from competing ourselves. Please pass the info and photos on — thanks, Jude.

Ed's Bit

When we first joined the car club Pete and I didn't botther attending clubnights. It was a bit like the chicken and the egg situation. We didn't know anyone to talk to, yet it is really the only place to meet other club members. Living out in Upper Hutt gave us a poor excuse that it was inconvenient to attend clubnights, and we felt insular in our own little suburbia lifestyle. But when we came to think about it, there are only I I clubnights in the year to attend, just I I measly trips into town. And so we started attending clubnights. At first we only spoke with a couple of members, but that number grew and now clubnights consist of circulating amongst the masses. (Well, almost!)

So what do YOU get for your \$50 or so of membership? Do you take part in the club and go to clubnights? Do you put off attending clubnight for the paltry reasons we initially did? Or are you one of those who receives the monthly mag, glances through it, and that's your month of motorsport?

Well, it would be nice to see a few more faces at our clubnights, so if you haven't been for a while (or never) turn up on November 20th for the next one. Format is fairly informal, with a guest speaker talking for the first hour then general discussion over the odd glass of beer or two. (And how about bringing your wives/girlfriends or both occasionally!)

The photos in this months mag were taken at Barton's Line by ace photographer Lisa Ellingham. In the inclement weather and at 8 months pregnant, carrying cushion, brolly and camera, Mrs E waddled her way into this wonderful spectating corner 1.5km from the finish. Good effort on Lisa's part I'm sure you will agree! Need some more photos for future mags, so please pass them on to me. (They will be returned!)

Hope you enjoyed the MoT traffic safety talk at the October clubnight. Wonder how much the bar takings were down from normal?????

That's it for the Ed's bit this month,

JUDE LEISHMAN

Speed Skills

Mill Road Gravel Sprint 23 September 1990

A good entry of 32 cars turned out for Mill Road and included all our top Rally competitors.

A cold wind and later in the day rain made it very uncomfortable for the marshalls and time-keepers but they must all be thanked for sticking it out till the end.

After the first run it was obvious it was going to be a battle between Joe McAndrew and Mark Jennings for overall honours and Joe held a slight lead at this stage. At the end of the second run mark had pulled out the fastest time with Joe second and David Black in the mighty Starlet third fastest, but he had Harvey Kibble, Paul Campbell and Marty Smith not far behind. The third and final run saw this all change as Joe pulled out a blinder to take back first and set a new course record and Mark held on to a clear second. Paul Campbell decided on an all out effort and managed to take third fastest time complete with a spectacular roll over the finish line just to give the lady time-keepers some excitement.

Overall it was a good event that went without too many hiccups, this was mainly due to the good team of willing helpers. I would like to thank all the following people for their help:

Secretarial and Timing

Andrea McAndrew Judy Leishman Gail Toomer

Radios and Timing Gear

Eddie Conroy

Scrutineering

Harvey, Jamie and Paul Kibble Craig Fair Jason Toomer

Marshalls and Helpers

Brett Plim **Graeme Toomer** Mark Spiers Alan Harvie Tony Bird **Toby Johnston** Nathan Bishop Paul Taylor Bernie Morris **Doug Forest** Bruce Curwen Ian Smith Peter Delany Iane Black lain Parkinson Stuart Sharp Derek Mattingley RESULTS OF THE INTERCLUB WMSA GRAVEL SPRINT RUN BY WELLINGTON CAR CLUB 23 SEPTEMBER 1990 VENUE: MILL ROAD, OHARIU VALLEY

	-100	CLUB	CAR	СС	RUN 1	RUN 2	RUN 3	0/A	CLASS
NO	NAME	CLUB			1.45.42	1.43.03	1.40.88	5	2
1	IAN TAYLOR	WGTN	ESCORT				1.48.47	22	8
2	STEVE PAYNE	WGTN	RX7	2300	1.51.19		2.09.62	11	6
3	MURRAY SOLLIT	HVMC	DATSUN	2200		1.49.53	1.46.40	16	2
4	NIGEL EDGER	HCCC	CHEVETTE		1.53.00	1.53.74	1.56.23	25	5
5	HUGH MARSHALL	HVMC	STARLET	1600	1.55.45	1.44.52	1.42.18	9	4
6	ROGER BRADER	WAIR	RX3	2354	1.46.09	1.44.10	1.41.60	7	3
7	TONY DIXON	WGTN	STARLET	1297	1.46.93	2.15.78	2.14.51	32	10
8	FRANCIS FORSYTH	WGTN	ANGLIA	1599	2.24.73		1.48.45	21	8
9	BRUCE DEWAR	HVMC	STARLET	1290	1.53.23	1.51.34	1.44.26	14	3
10	ALISTAIR MACLENNAN	WGTN	CHEVETTE	3500	1.46.61	1.45.58	1.38.63	3	2
11	PAUL CAMPBELL	WGTN	SUNNY	2000	1.43.67	1.42.68	1.54.46	26	6
12	ALAN HUXFORD	HVMC	SUNNY	1598	1.59.94	1.56.41	1.40.53	4	1
14	MARTY SMITH	WGTN	SUNNY	1300	1.44.13	1.42.35		19	7
15	STEPHEN BENNETT	WGTN	DATSUN	1200	1.55.13	1.49.87	1.47.09	15	1
16	ANDREW WYNESS	WGTN	DATSUN	1400	1.51.76	1.51.76	1.46.32	17	3
17	IAN JENSEN	WGTN	ESCORT	1598	1.53.51	1.51.08	1.46.59	10	5
18	MURRAY O'NEIL	WGTN	323	2700	1.49.66	1.44.07	1.42.92		
19	PETER JENSEN	WGTN	DATSUN	1298	1.46.89	1.47.23	1.47.16	13	5
20		WGTN	STARLET	1290	1.47.70	1.46.33	1.43.98		4
21		WGTN	DATSUN	1270	1.47.53		1.43.68		
22		WGTN	DATSUN	1171	2.10.29		2.03.88		- " - "
23		WGTN	ESCORT	1997	1.49.33		1.51.76		
24		WGTN	323	2716	1.45.43				
25	10 3	WGTN	COROLL	A 1600	1.59.67				
26		WGTN	MINI	1293	2.00.46	1.58.76			
		WGTN	RX3	2700	1.48.73	DNF	1.48.2		
27		WGTN		TE 1590	1.59.39	1.56.71			
28		HVMC				1.59.52			
40		WGT	2514711		1.52.86	1.51.9			
4		WGT		2700			8 1.32.4	7	1
	4 JOE MCANDREW	WGT				3 1.41.5	5 1.41.8	19	6
	5 DAVID BLACK 6 MARK JENNINGS	WGT					1.34.5	8	2

HARBOUR CAPITAL CAR CLUB - AOTEA AUTOCROSS

THE KIM NAYLOR OF ROUND **OCTOBER** SATURDAY

PLACE	COMPETITOR	CLUB	CAR	2)	RUN 1	RUN 2	RUN 3
1st	Marcel van Dorrestein	LEVIN	Mini	1312	2.25.13	2.08.09	DNF
Snd	Kevin Cunliffe	MGTN	Mini Clubman	1298	2.11.86	2.09.61	2.10.78
3rd	Adrian Trass	WAIR	Mazda RX3	2062	2.46.66	2.11.70	2.10.66
4th	Ben Stockbridge	ЭЭЭН	Mazda 323	1300	2.19.06	2.14.85	2.11.01
5th	Barry Walker	ЭЭЭН	Datsun 160J	1800	2.22.15	2.15.22	2.12.72
6th	Brian Craig	ЭЭЭН	Mazda 323	1598	2.17.94	2.13.81	2.15.64
7th	Judy Leishman	MGTN	Isuzu Gemini	1584	2.27.28	2.16.28	2.16.55
8th	Pete Leishman	MGTN	Isuzu Gemini	1584	2.24.96	2.18.14	2.16.96
9th	Matthew Isaac	ЭЭЭН	Falcon 500	4100	2.38.10	2.20.47	2.29.44
CLERK SCRUT/	CLERK OF COURSE: Roger Marchant SCRUT/FIRST AID: Lindsay Hastings	t o	SECRETA	RY/TIME	KEEPER:	SECRETARY/TIMEKEEPER: Susan Hastings	ngs

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Barton's Line photos courtesy of Lisa Ellingham



Joe McAndrew



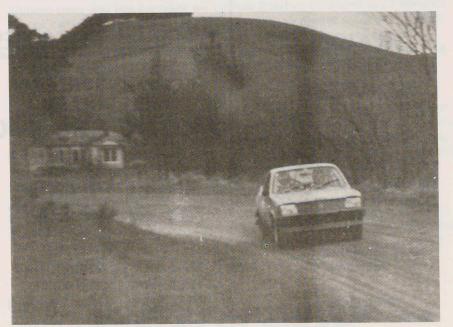
SHOT OF THE MONTH



Paul Campbell

Pete Leishman





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McAndrew Motorsport

The 1990 Rally Season has had its ups and downs — the move from Toyota to Mazda and the unknown problems we could encounter with turbo's and four wheel drive was on our minds from day one. The win at Ohakune in our OWN rally had to be a highlight. Beating Meekings and Adamson first time out boosted our confidence in the reliability of the 323.

The first National rally was held in Christchurch. We were seeded 10 and were running 3rd overall before breaking a rear suspension knuckle and retiring as there were no spares available at the time. Round 2, held in Invercargill three weeks later saw us seeded 10 again — obviously unlucky number — after running in the top 10 all day, we blew 3rd gear and put the car on the trailer just as night fell.

A lot of homework was now required before the BIG ONE! (International Raly of New Zealand). We virtually rebuilt the car; brake and suspension rebuilds and a new gear set. We also purchased a spare gearbox and rebuilt that too. Even with the amount of effort and money spent, I was still unsure of the reliability of the Mazda.

The car went grouse, not missing a beat and we finished with a super result — 13th overall, 3rd Kiwi's behind Possum and a very close 3 seconds behind Ross Meekings. We were a little off the pace for the first three days since we were unable to buy suitable tyres anywhere in New Zealand. At 1am on the morning of the last day we managed to obtain a set of good compound Dunlop tyres and this together with a new gearbox (changed in 28 minutes by our crew in the hour servicing time permitted) meant we could pressure drive the last day. We had started the day 1 minute 53 seconds behind Meekings, taking an awesome 45 seconds off him on the last stage to bring us so close to being 1st New Zealand Group N. We have now entered and finished three International rally's in a row.

Next was a win at Barton's Line Rallysprint, Wairarapa. A good warm up for the Day Breaker Rally. As the Daybreaker is the closest thing Wellingtonian's can call their "home rally", I was determined to show the guys from the top half of the Island what I could do on "mutual ground". The rally started (and ended) dramatically, with a high speed 140kph spin on the first stage, still managing to take the 3rd fastest time. We continued with top 3 and a few stage wins to finish a massive 3rd overall behind Allport and Ayling (my highest ever place in a National Rally). The after event scrutineering saw us excluded for a "non factory" vacuum pipe to the turbo. The pipe was sealed but could be used to increase the boost a couple of pounds. We could not prove that we didn't use the extra boost!



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We proved OUR car was legal at round 5 of the National Championship in Tokoroa, when we led the rally on stage 1 and had clocked up 3 stage wins after five stages. We led the rally by 17 seconds from Ayling and clearly led the Group N cars by minutes. With our standard turbo boost we wondered more than once WHY all the other Group N cars were all so far behind us when they were so close at the Daybreaker??? (Perhaps someone could come up with a more logical explanation than what I am thinking). Anyway, stage 6 saw us shear a brake airequip fitting off to lose all the brakes with 25km of the 50km stage to go. Driving very cautiously we slid off on a tight corner over a 30ft bank and spent the next half an hour scrub cutting and dodging trees and finally launching the car back onto the rally route. We were now in about 30th place and decided to withdraw, save the tyres and petrol, and head for Taupo the next weekend.

Taupo was one of the roughest and fastest rallys I have ever done. With Alistair, my main man (mechanic) seated beside me to get some driving tips, we blasted through the stages in top form to a clear win by over 2 minutes to Lewis Scott's VR4 and another minute back to Greg Taylor's RX7. An excellent finish to the rally season. We went to Mill Road sprint so my friends and family could come along and have a look or a ride. It was the first time I had been to this event. I thought the road was great and clocked up another win for 1990.

Thanks to my wife, Andrea, for handling the ups and downs, my team Alistair, Mike, Craig, Greg, Russell, Moss and my family and friends for their time, effort and believing in me. To my sponsors, Shell Oil NZ, Amuri Mazda, Petone Plumbing and Building Supplies, Phil Martin Wheel Alignment, Dunlop Tyres and Martin Evans Car Painting — much appreciated.

We are aiming for a serious attempt at the National Championship next year and to put the Wellington Car Club on the top in rallying.



Talking Trials

Trials of a Check Marshall

Having "volunteered" for the above job with little idea of what was involved I dug out my winter woollies and left Wellington on a cold, blustery supposedly spring morning. Was running a tad late but thought the trusty van will soon make that up, it won't take me long to get to Eketahuna. After a run over the Rimutaka's which left me thinking maybe I should be waring a helmet and overalls. . . it was on through the Wairarapa. Sunny Wairarapa I might add. I was roasting by now but didn't dare stop. It seemed that half of the population was on the road; cars, motorhomes, white knuckled old ladies in H.B. Vivas, a herd of goats!!?

Needless to say I was more than a little late getting to Eketahuna. Managed to find my spot then settled down to await some cars. It turns out that I'm both check I4 and 20 in the same place, all I have to do is note times on my sheet and their card — no problem. Some of the crews even ran back from their car to my checkpoint, most impressive. A quick run down to just south of Masterton where I am check 27, got there only a few minutes before the first car was due, caused a bit of a panic I think. However the cars started to arrive, a lot more urgency now, cars arriving close together, crews sprinting for my checkpoint, everyone getting more competitive, looked like fun.

Suddenly it's all over, for me anyway, last car gone through — now just a quite drive back to Wellington, up to the clubrooms to hand in my sheets. A quick beer with the team waiting there and away home to go out for dinner, just a tad late!

G.T.

WELLINGTON CAR CLUB TRIAL RESULTS

W.4.5 A

OCTUBER NUME TRIAL

EVENT

SAKIBS

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Rally Rumbles

Taupo Rally

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Final Round Central Region

Sixty four entries were received for this event held on Saturday 8
September. Top seeds for the event were 1. Greg & Mandy Taylor RX7; 2. Joe McAndrew & Alistair McLennan, Mazda 4WD; 3. Peter Grimmer Mazda 4WD; 4. Lewis Scott & Hugh Marshall, Galant VR4; and 5. Chris Barnes, Renault R5. Harvey Kibble and Warren Denton were debuting their new Mazda 323 4WD at 10, Doug and Marie Breden in the Escort were at 11 and Dave Johnson & Wayne Setter in the Nissan Silvio at 13.

The rally kicked off in Taupo at 8.15 am with a couple of 20km stages that saw Chris Barnes undershoot an acute right and end up in a ditch. Most of the first four stages were very fast but rough (recent bad weather leaving many washouts). Keith Stewart in the ex Stoker Sierra RX4x4 was the next top contender to exit, sliding off the road on a fast left hander.

A central service area was used for the first 4 stages which made life easy. By the end of Stage 3, there seemed to be considerable carnage about, with many of the lower order cars showing panel damage (including 3 that had obviously been on their roofs). Stage 4 incorporated the first of 2 very, very deep fords. Bruce Herbert's Lancer Turbo took on a load of water, damaging a motor. (When water comes in via the eye level dash air vents, you know the ford is deep!!) Joe McAndrew was flying at this stage, and a high mounted air intake ensured no problems at the ford.

Stage 5 was 5 laps round the Taupo circuit. Roger Brader put on a great display (well, it looked good from 5 metres behind!) in the Mazda RX3 using the grass verges more than the track. Down at the back of the field Paul & Jamie Kibble in Harvey's old Escort had climbed from 69 to 42 in the start orders!

After the circuit, it was back to the forest for 4 more stages including a 34km last stage (with the second ford). Dave Johnson in the Nissan was putting up some good times; the rougher the stages ere, the better the Silvia liked it. The casualty level continued to grow, less than 40 competitors were destined to finish this event. The speed averages for each stage showed afterwards that top competitors were averaging between 93 and 105km on each stage!

As expected the second ford caused further havoc with Turbo boost cutoff valves working overtime to save motors. The tow crew at the ford were working overtime pulling cars out.

By 3.30 the leading cars were back in Taupo and finished. Joe McAndrew was a well deserving winner with Doug Breden, Dave Johnson and Harvey Kibble all finishing in the top 10.

At the prizegiving Cam Taylor (Chairman, Central Region Rally Committee) had some harsh words to say about the way many competitors had treated event marshalls during the season. Judging by the behaviour exhibited by one top crew on this event at one or two stage time controls, the criticism was well deserved; and I hope for the various organisers sakes, Cam's words were noted by all "offenders".

Well, that's the end of another rally season. See you all in 1991. Meantime there's another summer of seal to look forward to.

WARREN DENTON

The International Welfen-Rallye in Brannschweig

A round of the Dutch Rally Championship and the German Rally Trophy

Here I was, being used to a 75bhp Toyota Starlet and those nice winding smooth gravel roads of New Zealand, and I was to compete in my first international rally with a navigator I've only met two weeks ago and a Toyota Corolla, twice as strong as the old Starlet. Other than the car and Kirsten, my female navigator, there were a couple of new things for me, like rallying on 95% sealed stages, using pace notes and international regulations. I was rather surprised to pass scrutineering without problems. They make a big fuss about the place you stick your numbers and sponsor stickers, about the height of the letters you use for the drivers names and so on. But can you believe that other than in Gr.A you can compete in jeans and T-Shirt!!! Anyway I was wearing the good old kiwi-made Flamecrusher, a rather exclusive piece of racewear in Europe.

Thee were 125 entries, 35 from Holland with two of their top drivers, Jan van der Marel and Erwin Doctor not showing up because of European Championship commitments. Nevertheless thee was a strong field of Ford Cosworth, Lancias and so on. It's really hard to compete against so many good cars. There were, for example, 27 Opel Kadett GSI 15r's! Around 20 drivers were competing in the Suzuki Swift Cup and some Skodas came from the CSFR.

On the Friday night there was a prologue on a big open exhibition area in the middle of town. Each competitor had to do five laps and that made for exciting racing especially on a small piece of gravel. A wall of dust was building up there and you had to switch off the lights to see anything at all.



We had a slow time on that prologue, due to a couple of small driving errors, and had to start down the order on the next day. On Saturday it was raining all day long and it was very slippery indeed. We had a couple of frightening moments in the rain. The stages here are usually quite short and have very narrow corners. But sometimes you have long straights and use fifth gear a lot. That's when you just cross your fingers that there won't be too much water when you try to slow down for the next 90 degree corner.

We survived everything without damage, only a flat tyre and a bent wheel; cost us around a minute.

Only 83 cars finished, we were 75th and sixth in class. The winner was Coen Vick from Holland with a Mitsubishi Galant, but everyone who reached the finish was awarded a small trophy.

I have to go and visit a rally school in winter, because I have to admit there is a lot for me to learn. Also I was not really satisfied with my driving and the result though I did enjoy the experience and I'm quite sure I'll do some more internationals next year.

With the best wishes for all the club's activities and the best regards to everyone.

FLORIAN

Clubnight

CLUBNIGHT NOVEMBER 20: Topic for this clubnight is "The Changing Shape of the Car Body Repair and Paint Industry". This will be presented by Alan Harvie and will be of interest to all of us in the motorsport field. Alan has 28(?) years experience in the panel trade. Starts 8pm.

Classifieds

FOR SALE: 240 RS Diff, 4.6 ratio LSD, 4 link arms, 4 pot calipers, springs etc., Ph Andrew Green (064) 32-266

FOR SALE: Datsun 1200 Rally Car: 1300 engine, 5sp G/Box, 4.4 Escort L.S.D. rear axle. Competitive car, well built and in tidy cond. 24 wheels, racing slicks, road & rally tyres, plus spares \$5,000. Ph Peter on 788-313.

FOR SALE: Transit Van, 4.1 CNG, Goes well but no clutch. Offers around \$1800. Also Toyota 5 speed G/Box \$200. Toyota 18RG Camshafts \$100. See Andrew Farmer Ph 898-389.

To All Competitors

After Mill Road the Scrutineers brought to my attention the fact that they were not happy with the presentation of some cars.

BE WARNED!! We will not accept cars that are not up to standard in future. Not only does it reflect on the competitor but on motorsport itself when the general public see these cars being driven around.

So, please take a good look at your car, and if it is looking a bit scruffy give it a birthday and bring it up to scratch. If you are unsure about anything the Club Scrutineer Craig Fair is willing to do pre-event checks on cars by arrangement, and while this doesn't guarantee you will pass, he can point out things that might need attention prior to the event and save you a knockback on the day.

Let's have an effort to improve the standard of our cars and keep the scrutineers happy.

MIKE GALVIN

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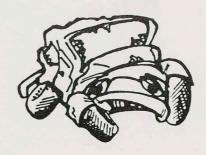
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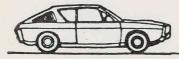
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(Please do not phone after 9pm)

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	Ian Parkinson	379 624 748 999w
	Alan Harvie	838 742 858 549w
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	Bernie Keith	837 468 859 392w
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NON SPEED		
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	Malcolm Buchanan	
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MEMBERSHIP	lan Parkinson	379 624 748 999w
MAGAZINE	Judy Leishman	287 192 280 349w
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.

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Competition Calendar

I attended the WMSA meeting on 19/11/90 where the 1991 calendar was discussed. As some club delegates were missing and certain date clashes were identified, the following information may change in the future. Most events should stay the same, but occasionally one may shift a week forward or backward. Please keep this in mind as you write these dates into your diary.

diary.	
January 9-17	MG RALLY. This is for pre 56 MG's and to be held in the South Island. Contact Ross Armstrong of the MG Club if interested. Ph: 324-175 home or 718-469 work.
January 19-20	National Meeting at Manfield.
January 21	WMSA meeting Starts 7.30pm HVMC clubrooms.
January 27	GRAVEL SPRINT — WAIRARAPA First round of the 1991 gravel sprint series — be in to get your points! This will be held at Puketiro Rd. Contact Antonia George, event secretary on Carterton (0593) 7488 work or 8644 home.
February 10	AUTOCROSS — WAIRARAPA First round of the Kim Naylor Auto-X series. Contac Mike Mitchell (059) 82-325 home or 86-354 work.
February 10	HILLCLIMB — MG CLUB Closed event for MG club members only to be held at Mt Crawford. Could be good for spectating through.
February 23-24	Proposed Meeting at Manfield. Formula Pacifics, Vees, Fords, Mini 7s, Group N & possible Trans Tasman clash with Formula Holden.
February 23	STREET SPRINT — WELLINGTON First round of the Duncan MacKenzie series to be held in Kilbirnie. Watch for a possible date change due to clash with Manfield. Details should be available from Pete Leishman towards the end of January.
February 24	GRAVEL SPRINT — WAIRARAPA

Good picnic day in the sunny Wairarapa for the

second round of the gravel sprint series at Tea Creek. Organiser is John Scott ph 059 84-723. As above, there may be a possible date change. March 3

MOTORKHANA - WELLINGTON

Yes, we have booked this date for a motorkhana and may possibly include it as a round of the Stewards Trophy. We hope to also have another motorkhana early in the year as a closed club event. Keep an eye open for details.

CONTACT NUMBERS

Harbour Capital Car Club	
John Rapley	628 356h 725 639w
Nigel Edger	646 125h 717 848w
	(events co-ordinator)
Hutt Valley Motoring Club	
Dave Davies	282 398h 689 901w
Paul Hepburn	277 962h 673 135w
Vaniti Car Club	
Kapiti Car Club	861 339h
Barry Lakeman	
Eddie Conroy	786 742h&w
Levin Car Club	
Ken Douglas	069-87 639h069-86 684w
Proceedings of the Process of the Pr	SOUTH METERS AND
Wairarapa Car Club	050 02 2254 050 07 254
Mike Mitchell	059-82 325h059-86-354w

Eds Bit

There will be no magazine in January. The next magazine should reach you early February with a more finalised calendar from the WMSA meeting on January 21.

In the meantime keep in touch with club officials or ring Pete for event details AFTER January 21 when we will have updated information from WMSA.

Have a Merry Christmas and a Happy New Year. Check your insurance policies as even one glass of alcoholic beverage can invalidate your policy!!! Stick to orange juice if you plan to drive.

JUDE

From the Top



Just a short note this month as I am busy trying to help set up Alexander Road Hillclimb and to get my car going so I can compete. Judy Leishman threatened me with all sorts of things if I didn't write something.

The competition calendar for next year has been set and the committee has decided to run a couple of closed club events during the year to help get some of the younger and newer members competing in a low key fun type of event. We think this is an area that has been neglected over the last couple of years as most of our events have tended to be higher profile and this may have put some people off having a go. So when they come around we hope everyone will join in and make them a success.

As this is the last bulletin of the year I want to wish all the members a Merry Christmas and a Happy New Year and if you are going away over this period remember BE CAREFUL OUT THERE! You might know what you're doing but there are a lot of people who have no idea what they're doing.

MIKE GALVIN

New Members

The club extends a warm welcome to the following newcomers. Come along to our next clubnight (informal) where we'll update the motorsport calendar and answer any questions you may have.

MICHAEL & PENELOPE SEDDON	A husband and wife team who are interested in speed events, gymkhanas and trials.
RICCARDO (RICKY) SMITH	Ricky is a spray painter. He is interested in all forms of motorsport except trials. He runs a Telstar.
CRAIG MARTIN	Craig is an apprentice mechanic. He runs a Ford Cortina.
CARL McINTYRE	Carl, if your surname is spelt wrong. I apologise, I couldn't read your handwriting. Carl is a Company Director. He has experience in kart racing and motorcross.

MANZ NEWS

TO: All Competition Licence Holders SUBJECT: Twelve month licence system. Renewal of your competition licence

Commencing from 1 December 1990 holders of national competition licences will have their licences renewed to expire on the last day of their birth month. All new licence applications will be renewable on a 12 month cycle.

If your birthday falls in the January to June period you have the choice of renewing your licence to your 1991 birth month for the full fee of \$39.40 OR to your 1992 birth month for a small additional fee.

If your birthday falls in the July to December period you will be able to renew your licence to your 1991 birth month for a proportional fee.

INTERNATIONAL LICENCES

Unfortunately this system does not apply to international grade licences as we are bound by the FIA to issue these for the calendar year only.

UPGRADE FROM NATIONAL TO INTERNATIONAL GRADE
Because of the requirement that international licences must expire 31
December each year competitors upgrading from a national to an international licence may do so for the normal fee of \$95.40.

MOTORSPORT MANUALS

The 1991 Motorsport Manual will be issued at time of renewal.

Further information can be obtained from Miss R Shepherd, Administration Manager, MANZ Ph (04) 723-520.



HELD 24 NOVEMBER 1990

COMPETITOR	CLASS	ROUND 1	ROUND 2	TOTAL	CLASS	OVERALL	
REX PIKE	Α	47.32	51.09	1.38.41	1	7	
IAN MASKELL	A	47.71	55.73	1.43.44	2	12	
LES EDWARDS	A	51.88	54.57	1.46.45	3	15	
VINCE HENWOOD	A	51.61	56.83	1.48.44	4	21	
STATHY BOOLIERIS	A	57.79	63.38	2.01.17	5	25	
WARREN DENTON	A	60.90	61.61	2.02.51	6	26	
ALAN HARVIE	В	48.69	55.30	1.43.99	1	13	
BRUCE CURWAN	В	50.31	56.50	1.46.81	2	16	
KEN MCGAVIN	В	51.47	56.15	1.47.62	3	17	
GRAEME TOOMER	В	50.91	57.05	1.47.96	4	18	
BRENT PULLIN	В	50.94	57.24	1.48.18	5	19	
MIKE GALVIN	В	49.75	58.44	1.48.19	6	20	
DAVE BARRETT	В	55.50	62.74	1.58.24	7	24	
JOHN BILLINGTON	С	45.07	48.78	1.33.85	1	3	
PAUL CAMPBELL	C	46.66	51.30	1.37.96	2	6	
DON MCLEAN	C	48.06	50.62	1.38.68	3	8	
MARTY OLSEN	C	48.27	54.00	1.42.27	4	9	
GORDON DIGGLE	С	49.13	53.42	1.42.55	5	10	
OLAF OLSEN	С	49.13	53.78	1.42.91	6	11	
IAN TAYLOR	D	42.93	46.99	1.29.92	-1	1	
JOE MCANDREW	D	45.51	48.29	1.33.80	2	2	
ALISTAIR MACLENNA	AN D	45.98	48.98	1.34.96	3	4	
STEVE GASKIN	D	46.58	50.94	1.37.52	4	5	
STEVE HARDIE	D	53.36	53.64	1.46.00	5	14	
ALEX WILSON	D	53.05	57.00	1.50.05	6	22	
ROWLAND WARD	D	52.83	58.62	1.51.45	7	23	
ALAN DUNNAGE	D	62.08	71.07	2.13.15	8	27	
GOLDIE CARPENTER	D	55.48	80.36	2.15.84	9	28	

The Speed Committee wishes to thank the following helpers from Alexander Rd:

David Black, Brett Plim, Alan Mines, Alec Wallis, Mark Spiers, Peter Delany, John Thomson, Bernie Keith, Toby Johnston, Danny Baker, Michael Hartley, Stephen Chadwick, Sue Thorpe, Kevin Whiteman, Frances Forsyth, Jane Black, Andrea McAndrew, Jude Leishman, Eddie Conroy, Roger Ellingham, Mike Hodgetts, Mike Galvin, Graeme Toomer, Malcolm Buchanan, Jason Toomer, "Team Kibble" - Mark, Paul, James and Harvey, Chris Dalgleish, Gail Toomer, Janette Marslin and the Clerk of Course lain Mollison.

Thank You Everyone!

NO	NAME	CAR	CC	CLUB	CLASS	RUN 1	RUN 2	RUN 3	CLASS	O/ALL
1	IAN TAYLOR	ESCORT	4600	WGTN	D	48.56	47.33	46.99	1	1
2	BRUCE CURWAN	ESCORT	1600	WGTN	В	57.03	56.50	55.76	6	26
3	BRENT PULLIN	COROLLA	1600	WGTN	В	58.73	57.67	57.24	8	33
4	WAYNE MOORE	RX7 T	4002	WGTN	D	53.11	54.16	52.59	6	10
5	ALAN HARVIE	COROLLA	1598	WGTN	В	56.17	55.50	55.30	3	21
6	SIMON HARRISON	DATSUN	1298	WGTN	A	1.06.45	DNS	DNS	14	53
7	MIKE GALVIN	ESCORT	1760	WGTN	В	58.44	DNS	DNS	10	36
8	STEVE HARDIE	DATSUN T	3060	WGTN	D	58.15	53.64	54.29	7	12
9	ALEX WILSON	V8 ANGLIA	5700	WGTN	D	57.00	57.57	57.50	12	30
10	DAVE BARRETT	ANGLIA	1500	LEVN	В	1.02.82	1.03.15	1.02.74	14	48
11	JOHN BILLINGTON	SUNNY	2400	WGTN	С	50.97	49.50	48.78	1	3
12	TONY STEWART	SIERRA	3389	WAIR	D	57.61	56.74	56.83	11	27
14	ALISTAIR MACLENNAN	CHEVETTE	3500	WGTN	D	50.31	49.61	48.98	3	4
	STEVE GASKIN	ESCORT	5000	HVMC	D	51.37	51.68	50.94	4	6
16	REX PIKE	DATSUN	1288	WAIR	A	51.09	52.53	51.09	1	7
17	MARTY OLSEN	RX3	2453	WGTN	Ċ	54.72	54.51	54.00	6	15
18	BRYAN TAYLOR	DATSUN	1298	WGTN	A	1.01.56	1.01.54	1.00.20	9	44
	STATHY BOOLIERIS	DATSUN	1300	WGTN	A	1.05.75	1.03.40	1.03.38	11	49
	COLDIE CARPENTER	XJ6 JAG	4200	JAGR	D	1.20.36	DNS	DNS	16	55
	ALAN DUNNAGE	TIGER	4900	MANA	D	1.11.07	1.15.36	1.14.40	15	54
	LES STONE	MINI	1298	MGCC	A	1.04.76	1.05.30	1.04.32	12	51
23	WARREN DENTON	DATSUN	1171	WGTN	A	1.02.34	1.01.65	1.01.61	10	47
	DON MCLEAN	260Z	2753	WGTN	C	51.65	50.62	50.69	2	5
	DUANE ROCK	280ZX	5000	HVMC	D	54.02	54.68	54.35	8	16
27	KEN MCGAVIN	COROLLA	1587	WGTN	В	57.50	57.29	56.15	4	24
28	ROWLAND WARD	JAG XJS	6300	HVMC	D	59.67	58.62	58.71	13	39
	BRYAN MORRIS	COROLLA	1600	WGTN	В	59.29	57.90	58.28	9	35
	IAN MASKELL	DATSUN	1270	WGTN	A	56.78	55.73	1.02.95	3	22
	MIKE HOORIGAN	JAG XJS		JAGR	D	52.35	51.27	51.56	5	8
	GRAY HUGHSON	CORTINA		WGTN	В	1.01.29	1.00.60	59.59	12	42
34	JAMES KIBBLE	MINI		WGTN	A	57.29	57.23	57.12	5	32
	ROUNDY ROWSE	DATSUN		HVMC	С	DNF	DNS	DNS	11	56
	JOHN MARSLIN	TORANA XUI	3048		D	55.90	55.30	54.48	9	18
•	GRAEME TOOMER	ESCORT		WGTN	В	57.05	DNS	DNS	7	31
	PAUL CAMPBELL	SUNNY		WGTN	c	51.80	51.99	51.30	3	9
	MARK KIBBLE	DATSUN		WGTN	A	1.08.05	1.05.33	1.05.75	13	52
-	MICHAEL DEAR	ROADSTER		WGTN	C	1.00.36	1.00.29	1.00.83	10	45

	41 PETER TORRINGTON	TORANA	5700	WGIN	D	1.05.37	55.21	58.44	10	20
	42 STEVE TAYLOR	COROLLA	1600	WGTN	В	1.01.40	1.00.09	DNS	13	46
	43 CHRIS TAYLOR	AVENCER	1600	WGTN	В	1.05.56	1.03.71	1.04.28	15	50
	44 JOE MCANDREW	CHEVETTE	3500	WGTN	D	48.29	49.61	48.47	2	2
	45 GORDON DIGGLE	RX3	2062	WGTN	C	55.46	54.22	53.42	4	11
	46 PAUL KIBBLE	ESCORT	1998	WGTN	C	59.86	58.45	57.24	9	33
	47 OLAF OLSEN	PX3	2354	HVMC	C	53.78	53.90	53.90	5	14
	48 JUSTIN WRIGHT	MINI	1425	WVMC	B	56.48	57.10	56.26	5	25
	49 ALAN HUXFORD	SUNNY	1598	HVMC	В	55.91	54.93	54.42	2	17
	50 PETER LEISHMAN	GEMINI	1584	WGTN	B	1.00.09	58.51	59.18	11	38
	51 LES EDWARDS	DATSUN	1270	WGTN	A	56.19	55.11	54.57	2	19
	RO VINCE HENWOOD	BLMC	998	WAIR	A	59.99	58.19	56.83	4	28
	R1 JOHN MORGAN	DATSUN	1200	WVMC	A	100.99	1.00.47	58.50	6	37
	R2 BEVAN LONG	DATSUN	1200	HVMC	A	1.02.54	1.00.73	59.61	8	43
	R5 ANDREW FOX	PORSCHE 911	2700	MGCC	C	56.24	57.18	56.11	7	23
	R6 DAVID BRITTON	DATSUN	1200	WVMC	A	59.08	59.44	58.72	7	40
	R9 MARK MCINTYRE	CORTINA	3528	HVMC	D	1.00.51	59.50	1.00.56	14	41
R	10 ANDREW WYNESS	DATSUN	1400	WGTN	В	54.54	54.06	53.71	1	13
R	11 GRAEME MCCLELLAN	ESCORT	2000	HVMC	C	58.46	57.74	56.98	8	29



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Speed Skills

1990 Gravel Sprint Series

The 1990 WMSA Gravel Sprint Series began in January at Puketiro Road in the Wairarapa. This is a magnificent piece of road with some uphill and some downhill, a little over 1km long. The day was beautifully fine and the road was in good order, although it had been recently graded and had a lot of loose gravel on the surface. Some of last year's deep holes on the edge of the road had gone. Wellington Car Club was well represented with our members having a field day breaking records; Bernie Morris set a new 1300cc class record, Richard taylor a 1600cc class record and father lan, an outright record. I managed 2nd in Class. Pointed are awarded equally in each Class in this Series so all competitors have an excellent chance of a good Series result.

Tea Creek was the next event, run in February. This is a hillclimb on another really good Wairarapa road. All the spoils went to WCC Members. Ian Taylor won and created yet another overall record, Tony Dixon won the 1600cc class, Paul Campbell 1601-2500cc class, and I managed 1st in the 1300cc class, although archrival Bruce Dewar was very close behind. Roger Brader had a nasty roll at the finish but fortunately he was not hurt.

March 4 was HVMC venue at Knob Ridge above Totara Park. A challenging piece of road with a bit of uphill and downhill; the only problem being the trees — not many years ago, cars broke trees, now it's the other way around! As it happened, everyone stayed on the road, Doug Breden won with Paul Campbell 2nd. I managed 2nd in class behind Bruce Dewar.

Also in March was Harbour Capital's event at Tunnel Gully. Another good turnout with 21 competitors trying their hardest. Doug Breden won, Nigel Edgar won the 16500cc class and I managed a class win and 2nd overall. Steve Taylor managed a roll as did Rick Goffin and others. By now Series Points were looking good with myself just in front of Bruce Dewar and Rick Goffin. It was very close.

It was about now that the faithful old Datsun was sold and a younger Starlet had arrived on the scene. Unfortunately it suffered differential failure during the Daybreaker Rally and the correct ratio replacement was not immediately available, however, an old Corolla Van diff was installed temporarily.

Next event was the Night Hillclimb at Dorsets Road, near Mauriceville. The Starlet ran well although I had to use 1st gear most of the way. Roger Brader won, Steve Howard in the ex Richard Taylor Datsun won the 1600cc class and I won the 1300cc class, all in the pouring rain.

Our own Gravel Sprint at Mill Road was a great event, as it was last year. 32 competitors turned up, this was the classiest field of the Series. I managed

only 5th in Class, beaten by better drivers on the day; one of these was Rick Goffin, who, in my opinion is the most improved driver of the year!

The last Sprint in the series was another HVMC event at Tunnel Gully, this time at the northern end of the road. By now I had the new diff. fitted and was keen to see how well we could go. Some thought Mill Road was challenging, with not much room for error, but this road was something else! It was very fast, very narrow and quite scary, with a hump and narrow bridges. Lewis Scott was fastest (and furthest airborne), Tony Dixon won the 1300cc class, and another of this years big improvers, Peter Leishman won the 1600cc class. A few drivers had some damage to repair, otherwise an enjoyable day. I managed 2nd in class and was very pleased with 4th overall, and unofficially, the Series.

This is an excellent series and is very competitive; I recommend it for anyone who wants to improve their skills on gravel!

TED CLAY

NISSAN MOBIL 500

Congratulations to the Wellington Car Club drivers who took part in the race, especially Mark Jennings, Tony Oliver and Dennis Roderick who produced excellent drives! Marvellous result. Provisional Results were: 137 laps Mark Jennings & John Sorensen 5th 132 laps Tony Oliver & Dennis Roderick 7th 114 laps John Billington & Dave Barrow 18th Murray O'Neil & Paul Butler 22nd 97 laps John DeBernado & David Glasson 70 laps 23rd 51 laps Joe McAndrew & Marty Roestenburg 24th Dilaps Oops - Berne Morris 2151

ALSO: Wayne Huxford - 3rd in Tranzam race 1, and 1st in the second Tranzam race.

Also to the many car club members who were their pit crews etc and some of whom I know didn't get a lot of sleep over the weekend, well done for your effort.

To Mark Spiers - congratulations for your organisation of the flag marshalls at the southern end of the track, and to all the WCC members who officiated at the track in one way or another A HUGE BIG THANKYOU FOR VOLUNTEERING YOUR TIME, (even if the race organisers don't seem to appreciate it!).

Hope to have some good photos of the race on display and available for order/purchase at the December clubnight. See you and your other half there.

Rallusprint Series 1990

ROAD and TRACK ACCESSORIES TROPHY

CCCCCOOKTED TKOTHI					
Tenential of Marie 1	1527	HVMC	Levn	Wair	
Driver's Name	Club	01/4	14/4	05/8	Total
Paul Campbell	WGIN	50	30	56	76
Doug Bredan	HVMC	16	50	23	59
Joe McAndrew	WGIN	26		30	56
Tony Dixon	WGIN	14	56	14	54
Ian Taylor	WGTN	53	23	1	47
Dave Leyton	HVMC	7	14	20	41
Lew Scott	HVMC	30			30
John Billington	WGTN	8		18	26
Steve Gaskin	HVMC	18	1		19
Denis Lukies	LEVN		18		18
Murray Sollitt	HVMC	1		1.6	17
Roger Ellingham	WGTN	4	12		16
Marty Smith	WGTN		16		16
Nigel Edger	HCCC	5	7	1	13
John DeBernardo	WGTN	. 2	10	1	13
Alistair MacLennan	HVMC	12			12
Tod Brooks	WAIR			12	12
Dave Johnson	WGIN	10			10
John Bouzaid	STCC			10	10
Kim Scott	LEVN		8		В
Ted Clay	WGTN			8	8
Adrian Trass	WAIR			7	7
David Black	WGTN	6			6
Gregg Bott	LEVN		6		6
Andrew Wyness	WGTN		All of the last	6	6
John McAndrew	WGTN	1	5		6
Peter Leishman	WGIN	1		5	6
Gordon Diggle	WGTN			4	4
Tim George	WAIR	1		2.5	3.5
			-		
Steve Bennett	WGIN	1	1	1	3
Richard Taylor	WGTN	3			3
Dave Barrow	WGTN		1-1132	2.5	2.5 2 2 2
Shane Groeneveld	WGTN	1	1 1		5
Shane Wetzel	HVMC	1	1		5
Rick Goffin	WGIN	1		1	5
					and the second second

ROAD AND TRACK ACCESSORIES TROPHY

To following drivers at have I port:

Roger Dunkley, Dave Davies, Robert Boniface, Ray Lord, Bruce Dewar, Andrew Short, Hugh Marshall, Keith Pfeffer, John Harrison, Peter Hosie, Gil Church, Grant Waddington, mark Stewart, Dave Fletcher, Marie Bredan, Ken Stacey, Judy Leishman, Ken McGavin, Martin Bertelson, Mark Benton, Murray Sedden, David Manze, Ian Easton, Raymond Cowie, jeff McLean, martin Trass, Matthew Beck, Bryan Schlup, Mike Mitchell, mark Stewart, Rick O'Neill, Tony Thorn, Roger Brader, Bruce Sollitt

Autocross	Series	1990.

KIM NAYLOR TROPHY	HCCC 06/10	Total
Wellington Car Club	13	13
Harbour Capital Car Club	13	13
Levin Car Club	10	10
Wairarapa Car Club	8	В

Rallysprint Series 1990

COURSE/SPRINT SERI	ES					
Defending the street of the second		HVMC	Levn	Wair		
Driver's Name	Club	01/4	14/4	05/8	Total	
	200	317	Take No.	03/0	10081	
Paul Campbell	WGIN	24	30	28	82	1
Doug Bredan	HVMC	20	24	26	70	2
Tony Dixon	WGIN	18	28	18	64	3
Joe McAndrew	WGTN	28		30	58	4
Ian Taylor	WGIN	26	26	1	53	5
Dave Leyton	HVMC	10	18	24	52	6
John Billington	WGIN	12		55	34	7
Lew Scott	HVMC	30			30	é
Steve Gaskin	HVMC	22	4		26	9
Denis Lukies	LEVN		22		55	10
Murray Sollitt	HVMC	1		20	21	11
Roger Ellingham	WGTN	4	16		50	12-
Marty Smith	WGTN		20		50	12=
Nigel Edger	HCCC	6	10	1	17	14
Alistair MacLennan	HVMC	16			16	15-
John DeBernardo	WGTN	1	14	1	16	15=
Tod Brooks	WAIR			16	16	15-
Dave Johnson	WGTN	14			14	13
John Bouzaid	STCC			14	14	
Kim Scott	LEVN		12		12	
Ted Clay	WGIN			12	12	
Adrian Trass	WAIR			10	10	
David Black	WGIN	8			8	
Gregg Bott	LEVN		8		8	
Andrew Wyness	WGIN			В	8	
John McAndrew	WGIN	1	6		7	
Peter Leishman	WGIN	1		6	7	
Gordon Diggle	WGIN			4	4	
Steve Bennett	WGIN	1	1	1	3	
Tim George	WAIR	1		1.5	2.5	
Richard Taylor	WGTN	2				
Shane Groeneveld	WGIN	1	1		2	
Shane Wetzel	HVMC	1	1		2 2 2 2 2	
Rick Goffin	WGIN	1		1	2	
Roger Dunkley	LEVN		5		5	
Dave Barrow	WGIN			1.5	1.5	

Rallysprint Series 1990 Central Region Rally Course/Sprint Series

CENTRAL REGION RALLY

The following drivers all have I point:

Dave Davies, Robert Boniface, Ray Lord, Bruce Dewar, Andrew Short, Hugh Marshall, Keith Pfeffer, John Harrison, Peter Hosie, Gil Church, Grant Waddington, Mark Stewart, Dave Fletcher, Marie Bredan, Ken Stacey, Judy Leishman, Ken McGavin, Martin Bertelson, Mark Benton, Murray Sedden, David Manze, Ian Easton, Raymond Cowie, Jeff McLean, Martin Trass, Matthew Beck, Bryan Schlup, Mike Mitchell, Mark Stewart, Rick O'Neill, Tony Thorn, Roger Brader, Bruce Sollitt.

Gravelsprint Series 1990, Continued.

PATS Trophy M Van Dorreste K McLaren A Short G Farr C Taylor S Schlup S Gaskin P Kaymer S Joyce W Huxford P Jensen S Blake B Sollitt M Raymer T Walker K Cunliffe J McAndrew (Jo J Morgan Q Toebes L Kibble	15 14 14	Wair 25/2	16 HVMC 04/3	HCCC 25/3 17 17 16 16 16 15	Wair 25/8	Wgtn 23/9 15 15	16 15	Total 17 16 16 16 16 15 15 15 15 11 14 14 14 14 14 14 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18
J Morgan				10		12	14 12 12	13
	C.		-1	-1 10	00			

Gravelsprint Series 1990

Wair	Wair	HVMC	HCCC	Wair	Wgtn	HVMC	Total
Rallywoods Trophy28/1	25/2	04/3	25/3	25/8	23/9	28/10	
Wellington C. Club 19	19	16	15	15	19	16	119
Hutt Valley M. C. 1	7	18	17			16	59
Wairarapa Car Club 14	8		13	19	2	8	50
MG Car Club			3				3
Levin Car Club				1			1

Trial Series Trophies 1990, PME Datsun Challenge Cup.

		HVMC	HCCC	
Driver's Name	Club	12/8	16/9	Total
John Pierson	WGTN	55	50	42
Murray McGuire	WGTN	50	18	38
Paul Te Punga	HCCC	14	16	30
Ken Douglas	LEVIN	16	12	28
Alan Mines	WGTN	25		25
Wayne Gair	WGIN		25	25
John Rapley	HCCC		22	55
Hugh Marshall	HVMC	18		18
Mark Jennings	WGTN		14	14
Martyn Robey	FOCNZ	11		11
Brian Craig	HCCC	11	9	50
Matthew Connor	LEVIN		10	10
Jill Matthews	FOCNZ	9		9
Keith Neilson	HCCC		8	8
Gavin Legge	HCCC		7	7

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Gravelspr	int Se	eries	1990,
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P.F	AIS Trophy	Wair 28/1	Wair 25/2	HVMC 61/3	HCCC 25/3	Wair 25/8	Wgtn 23/9	HVMC 28/10	Total
R B	Clay Goffin Dewar	19 18 17	20 18 19	19 18 20 15	20 18 19 15	20 19 18 19	16 17 13 17	19 18 17 20	133 126 123 100
R	Leishman Brader Dixon	20 18	14 19 20	17		20	17 18 16	19 20 19	95 76 69
5 M	Marshall Groeneveld O'Neil	16	17 12 20	17 18	17	50	16 19	10980TL	67 66 59
I P D	Taylor Campbell Bredan	50	20 17	19	20		19	IOMUNTOS.	5 8 57 53
m	Diggle Stewart Sollitt	18 12 17	18	13	12	10	16	17	52 51 43
G		14	11	20	20	18 17	12	14 20	43 40 39
R T	Edger Ellingham Brooks	19 19	19		11	19	12	15	38 38 38
S	Kibble Taylor Neilson	15		19 18	18	20	1.		37 37 36
D S	Howard Black Wetzel	16	18	16	18	20	19	16	35 34 34
В	Bryce Morris Kibble	50	16	17			14 18		34 34 32
	Beck	17 15	14 16	yiil		18	13		31 31 31
S B	Mitchell Payne Schlup Bennett	15		AA		17	13	11 13	28 28 27
J	Leishman Kibble Taylor	20	12	12			11	10	24 21 20
D V	Davies Henwood Smith	ÖAN		20		20	20		50 50 50
A	Wyness McAndrew (Joe) Jennings						50 50 50		50 50 50
D ^a	Johnson Hosie Glover	19		19	19				19 19 19
G B	Henwood Taylor MacLennan			18		19	18		19 18 18
I							18	Continue	d/

Irial Ser	orI est	esido	1990	"Ir	ialing Challenge Cup".
Person's Name	Club	12/8		1CCC	Mild Company
Ben Stockbridge	WGTN	25			Total
Jenny Pierson	WGIN	55		50 0	.5
John Pierson	WGIN	55		50 N	
Alan Mines	WGIN	25		50 D	
Annette Miet	WGTN	50		15 H	
Murray McGuire	WGIN	50		18 N	30
Katrina Wood	HCCC			18 D	30
Paul Te Punga	HCCC	14		16 N	30
Marcia Douglas	LEVIN	14		16 D	30
Ken Douglas	LEVIN	16		12 N	20
Dianne McDonald	WGIN	16		12 D	20
Waune Gair	The state of the s			25 N	
Matthew Connor	WGIN	LINIA		25 D	
Carol Weston	HVMC/L	VINTS I		10 D	
	HCCC			55 N	25
John Rapley	HCCC	a Direction		55 D	55
Raewyn Webley	HVMC	50 (20
Neville Webley	HVMC	50 (20
Marilyn Pierson	WGIN			50 b	20
Brian Craig	HCCC	11 I		9 D	20
Lesley Sergent	HVMC	18 1			18
Hugh Marshall	HVMC	18 [)		18
Ross McLean	HCCC	-1.0		16 P	16
Don Gandy	HVMC	15 H			15
Warwick Law	HVMC	15 H			15
Cathy Wright	HVMC	15 H			15
Norman Stead	HVMC	15 }			15
Iain Campbell	HVMC	15 H	{		15
Ruth Glover	HCCC			15 H	15
Joe Glover	HCCC		The same	15 H	15
Bruce Maddock	HCCC			15 H	15
Dianne Stockbridge	HCCC			15 H	15
Dave Jennings	WGIN			14 N	14
Mark Jennings	WGIN		de la	14 D	14
Sam Jennings	WGTN			14 P	14
Stephanie Robey	FOCNZ	11 N	1		11
Martyn Robey	FOCNZ	11 [)		11
John Tennent	HCCC .	11 N			11
John Crombie	HVMC/L	VN	1	O N	10
Jill Matthews	FOCNZ	9 D			9
Duncan Matthews	FOCNZ	9 N			9
John Tennent	HCCC			9 N	9
Chris Bant	HCCC			9 P	9
Julia Blathwayt	HCCC			BN	В
Keith Neilson	HCCC			8 D	8
Callan McKelvie	HCCC			7 N	7
Gavin Legge	HCCC			7 D	7
Selena Smeaton	HCCC			7 P	7
D - Driver, N- Nav	igator,	0 - 0	rgani	ser,	H - Helper, P - Passenger
******	*****	****	****		***********

Trial Series Trophies 1990, Wall Trophy.

	TALL	TILL	
Club	12/8	16/9	Total
Wellington Car Club	25	45	70
Harbour Capital Car Club	55	38	60
Fiat Owners Club	50		20
Levin Car Club		18	18

Trial Series Trophies 1990, VUCC Navigators Trophu. HUMC HCCC

		11411		T-4-1
Navigator's Na	ame · Club	12/8	16/9	Total
Jenny Pierson		55	20	42
	WGTN	20	18	38
Annette Miet	HCCC	14	16	30
Katrina Wood		16	12	28
Marcia Dougla			IL .	25
Ben Stockbrid	ge WGTN	25	25	25
Dianne McDona	ld WGTN		25	55
Carol Weston	HCCC		55	
Lesley Sergen	t HVMC	18		18
Dave Jennings			14	14
		11		11
Stephanie Rob	HCCC	11		11
John Tennent			10	10
John Crombie	LEVIN	0	10	9
Duncan Matthe	ws FOCNZ	9	A CALLED VALUE	9
John Tennent	HCCC		9	8
Julia Blathwa	ut HCCC		8	
Callan McKelv	ie HCCC		7	7
******	**********	*****	****	************

	Motorkhai	na Series	Trophies	1990. Total
		MG 18/2		Incar
Steward's Troph				
Fiat Owners Clu	b	29		29
Harbour Capital	Car Club	10		10
MG Car Club		7		7
Hutt Valley Mot	oring Club	6		6
Jaguar Drivers	Club	3		-
Di Cum	Club			
Pierson Cup M.J. Wood	HCCC	25		25
D Press	FIAT	25		25
J Rapley	HCCC	55		55
R Hartley	MGCC	22		55
K Nielsen	HCCC	50		50
A Mills	FIAT	50		20
P Te Punga	FIAT	18		18
C Hitch	FIAT	18		16
E Childs	HVMC	16		16
K Pfeffer	HVMC	16		14
J.C. Liddell	FIAT	14 14		14
D Christiansen	MGCC	12		12
J.R. Smyth	JAGUAR MGCC	12		12
L Lawson	HCCC	10		10
P Wood	MGCC	10		10
R.D. Mill A Freeman	FIAT	9		9
A Freeman D Hector	MGCC	9		9
M Lanza	FIAT	В		8
V Hellberg	MGCC	8		8
K Wood	FIAT	7		7
B Wright	JAGUAR	7		7
A Wood	HCCC	6		6
B Denize	MGCC	6		5
B Watson	FIAT	5		5
S Critchley	FIAT	5		4
P Watson	FIAT	4		4
L Copp	MGCC	4		3
M Rankin	JAGUAR	3		

1990 SHELL GOLD STAR TRIALS SERIES

A brief look at the four rounds held this year from a competitors point of view.

Round One: Promoted by Canterbury Car Club. Organiser Michael Sykes. About 350 kilometres of very complex car trialling which was 98% accurate. The top five placings all had four person crews, the next three placings all had three person crews. Our two person crew was only 10th.

The main cause of our trouble was getting the traps half right, which was worse than getting them completely wrong, because our way we even failed to follow the "mugs" route and so were lost a great deal of the time. However, it was an enjoyable event despite our dismal placing.

This event was won by Paul Te Punga, Harbour Capital Car Club.

Round Two: Promoted by Auckland Car Club. Organiser Rosemary Allen. About 300 kilometres. Another well organised event, 95% accurate, with two or three major traps which sorted out the top placings.

Paul Te Punga won again with last year's champion, Dick Gardner second and Jenny Pierson third. This year the entrant gets the points and Jenny, as navigator - who is more important on a trial than the driver - was our entrant.

Round Three: Promoted by Northern Sports Car Club. Organisers, John and Sherry Sinclair.

About 430 kilometres of accurate trialling. A well organised event with several touring/timekeeping sections. One very quick hill section had the timing deleted due to the late arrival of one of the marshalls - it was the first day of daylight saving - much to the delight of most competitors, who were late. Paul Te Punga won this event as well, his third in a row, with Dick Gardner second and Jenny Pierson third.

Round Four: Promoted by Wellington Car Club. Organiser Stewart Sharp. About 450 kilometres of 1960's style trialling which was 95% accurate. A reasonably well organised event with timekeeping sections in the morning followed by a complex map reading section in the afternoon. Unfortunately several instructions were open to interpretation and the top competitors put in several claims to the disappointment of the organiser, however, a National Championship was at stake.

In our case we had a chance of a third placing overall for the first time in four years and took a four person crew for this event to help us gain it. On provisional results Alan Mines and Ben Stockbridge were the winners, the consistent Gardners second, followed by Paul Te Punga third, Jenny Pierson fourth and Murray McGuire in fifth place. The four entrants from the Wellington area all finishing in the top five places.

Overall Championship: Paul Te Punga and his crew, John Rapley, Katrina Wood, and Rob Scott of Auckland, took out the Championship with three wins and a third. Last years champions from Christchurch, Dick, Jan and their daughter Tina Gardner were runners-up, and John and Jenny Pierson of Wellington were third. Warren Strand and crew from Auckland took out fourth place and John Gee and crew of Dunedin, who only competed in three rounds, were fifth.

All in all a very interesting series with a variety of events. Our near the top finishes netted us \$510 in prize money for the series, a big help towards the expenses, thanks to the sponsorship of Shell Oil NZ Ltd.

John Pierson.

BRAILLE TRIAL - 28 OCTOBER 1990 - RESULTS

Promoted by the Wellington Car Club in association with the Royal NZ Foundation for the Blind.

			TOTAL	11	P L	ACE			TOTAL
	ACE		POINTS				Icar	No/Driver/Navigator	POINTS
O'all	Novice	Car No /Driver/Navigator	LOST	11		1	1		LOST
- 1			1 5021	11					1
- 1		21 David Concov / Eva Conco	1 3	11	22		1 22	Helen Gordon / Gavin Smith	: 65
1		Zi pavid comey		ii	23	i	1 1	Anne Conroy / Steve Parr	66
2		26 Dave Hercock / Sue Leslie	1	11	24	1 9		Andrea McAndrew / David Payne	69
3	1	33 Dave Jennings / Ivan McLennar		11	25	1 10		Mike Galvin / Lillian Withers	
4 1		39 Ian Jensen / Norma Whiti		11		1		Kay Poynton / Myrtle Knox	
5		30 Dianne McDonald / Les Pickering	16	11	26			Bernie Keith / Franz Veuger	
6 1	2	28 Struan Robertson/Dorothy Hoggard	1 17	11	27			Linda Cooper/Owen Palamountai	
7	3	32 Phil Moreton / Sonia Richardson	17	11	28	1			
8 1	4	35 Wayne Gair / Gerald Ashton	18	11	29	1	1	5011 51511111	
9 1		40 Sandra Monk / Linda Johnson	1 24	11	30	1		men september	
10	5	38 Bruce McPherson/ Elizabeth Brown	n 25	11	31	1		Sue Diggle / Kath Burns	
11		24 David Manze / Ray McKi		11	32	1		Darryn Young / Nell Trembath	
12		25 Leicester Banfield/Clifford Pat	on 27	11	M LATE	E M Late	18	Ernie Leslie / George Canham	41
		34 Ray Duffell / Bill Hamli		11	M LATE	E M Late		Allan Mines/ Jessamine Winton	
13		31 Matthew Connor / Bill Walsha	The same	- 11	H LATI	E	1 7	Colin Boyd / John Doornebosch	
14		6 Iain Mollison / Clive Ashto		ii	M LATI	El	1 4	Robyn Putt / Eileen Soane	90
15	6			ii	H LAT	El	1 12	Mari Atkins / Bunt Thomas	95
16		15 Dougal Stevenson/Damon Catchpol		11	H LAT		1 1	Paul Taylor / Paddy O'Neil	1 115
17				ii	M LAT			Neil Garton / Frank Thackeray	
18		45 John Pierson / Min Owe		11	H LAT	•		Andrew Archer / Harry Leckie	
19	7	23 Alan Harvie / Edith Goodge		11	H LAT			5 Tony Costley / Mana Up	
20	8	14 Brett Plim / Douglas Morri		- ::				7 Tony Conroy / Kevin War	
21		27 Don Searle / Cyril Owe	n 54	11	H LAT	El	1 '	Tony com of the mean man	1

Awards:

Boyden Cup for the winning driver:

Stratmore Cup for the winning navigator:

Ruth McPherson Memorial Prize for the highest placed novice navigator:

DAVID CONROY
EVA CONROY

Rally Manager: Eddie Conroy.

With special thanks to:

The drivers.

The sponsors, Amuri Mazda.

Co-Organiser and Secretary: Maree Conroy.

Foundation Co-Ordinators: Val Burden and Robyn Thomas.

The marshalls: Bob Gray, Peter Lundberg, Derek Falvey, Stephen Conroy and Christine Duncan.

Helpers: Nicola Thomson, Tamsin Lakeman, and the sticker sticker Graeme Toomer.

Set up and Results: Barry Lakeman.

and our guest navigator: Steve Parr of "Sale of the Century".

Braille Trial

When I lived in Dunedin I remember a signwritten van owned by Luxaflex Industries which bore the words:

"BLIND MAN DRIVING". I was reminded of this when told that several people saw a certain scruffy silver Peugeot 104 recently with a "blind" driver. So what's new, you say — anybody with a 104 would HAVE to be blind ... shaddup!

Anyway, I had a thoroughly good time driving around the course in the recent Braille Trial in my left hand drive car, upsetting the locals, including one officer of the law who did a couple of double takes and then had the grace to look sheepish.

The intrepid fellow who came with me and did all the real work was Gerald Ashton from Upper Hutt. He was a bloody good navigator and we had a great run only marred by a stupid driver who drove past Check 'ODO' and then later on did not recognise an intersection on the Terrace. Both of these mistakes on my part cost us penalties which put paid to the top placings. Dianne and Navigator Les Pickering did better, with a fifth placing on the day, despite the fact that I had the Halda!!

The route took us from the central city out along the Hutt Road to a couple of very well engineer traps at the bottom of the Ngauranga Gorge which seemed to catch a few, including the quest navigator. We then travelled through Newlands, Johnsonville (how many ways can you use a roundabout) and back to town via Khandallah and the Ngaio Gorge. Some reputedly went to Seatoun.

The sponsorship for this event from Amuri Motors has become a bit of a tradition and this year they supplied one of those very attractive Mazda MX5 Sportscars. Apparently the room inside was a little cramped for the instructions and paraphenalia, but it is a most appealing package even to a Peugeot owner. It is really good to see the support given to this event by Amuri Motors.

It seems as if the competition in the Braille Trial is beginning to tell on the Conroy family, with various attempts being made to handicap those who might do well. I gather that the security precautions taken before the event rival those of the Pentagon and that Eddie is due to be employed soon as a security advisor somewhere in the Middle East as a result of his vast experience.

Once again, a great event which had a very professional approach to the organisation and gave us the opportunity to meet more interesting people and catch up again on others. If you have never competed before, put it in your diary NOW for 1991.

WAYNE GAIR

NOVEMBER NIGHT TRIAL 1990 - PUGLETS REVENGE II

RESULTS

NO	CREW	SEC 1	SEC 2	SEC 3	TOTAL	PLACE
8	Team Honda: A Mines (Wgtn C C) B Stockbridge	3	5	10	18	1
6	Team Beaver: J Pierson (Wgtn C C) J Pierson	3	21	3	27	2
10	Team Cream: B Cullen (Harb Cap) S Budd	13	24	5	42	3=
5	Team Priority Motorsport Be (Levin C C) C Rutherford	nefits:	K Doug.	las/M Do	ouglas 42	3=
12	Team Conroy: E Conroy (Wgtn C C) B Lakeman	16	25	8	49	5
1	P Te Punga/K Wood (Harb Cap)	41	3	7	51	6
3	J Tennent/B Craig/C Bant (Harb Cap)	32	27	7	66	7
	- 1 de Motorsport	. P Con	roy/S M	cNeilla	ae	
2	Team Pl Conroy Motorsport (Harb Cap)	47	21	5	73	8
11	J Lau/G Adams (Wgtn C C)	47	23	7	77	9
7	P Todd/P Taylor (Wgtn C C)	53	31	10	94	10
9	B Atkins/M Atkins (Sunbeam Owners C)	69	67	10	146	11
4	L Skilton/D Lukies/M Seddon (Levin C C)	n/F Seddo 78	on DNF	DNS	DNE	12

Organisers comments: Some rotten sod STOLE our dazzle markers from the entrance track to the beach at Browns Bay - any inconvenience caused is regretted. Most people seem to have enjoyed Section 3 -- photographs may be available for a suitable fee

Mr Budd seems a little surprised at the use of his car for a check and this just shows that you don't necessarily know what to expect!

See you in December at WELLINGTON CAR CLUB CLUBROOMS for the Team Conroy Trial DON'T MISS IT.

Dianne McDonald and Wayne Gair (Team Peugotary)



November Night Trial

I was told that the organisers should justify their actions on the night of November 6th

Here is my answer...

It is about time that some of the motorsport fraternity were "encouraged" into enjoying themselves we said to each other. How do we do that?

Well, the trial itself was fairly straightforward, even if I made the utterly stupid decision to set it in Whitby. Believe me, wiring Checks up to those concrete poles takes one hell of a lot of time, compared to using a couple of nails. Still, the trial organiser's bane did not strike too badly and we only lost two dazzle markers to unknown agencies.

We organised a surprise for Steve Budd who did not know that Cathy (partner) was doing a Check for us outside his new house. He wondered what all the cars were doing outside until he saw a Check sign on HIS car! Gottim!

Section 3 was a "novelty" section involving wheelbarrow, croquet mallet, road cones and a lot of laughter. Every crew had to compete and the results counted toward the overall result... There was a suitable section organised for indoors if the weather was # **!**# lousy. No, it is a secret, 'cos we might be able to use it next year!

It was fun to organise, the competitors seemed to enjoy and therefore was all worthwhile.

DIANNE McDONALD AND WAYNE GAIR (Team Peugotary)

WMSA Night Trial 2 October 1990

This trial, a round of the Honda night trial series, started again at the Wellington Car Club Clubrooms. This trial started at the end of the fence at the top of the driveway, not at a "HARBOUR BRIDGE".

From the start Ben and I headed off, going left at Herald Street, right at crossroads, left at fourth set of traffic lights (into Adelaide Road). Then a counting exercise — Go 13th Right — but hang on! 13th is not a valid abbreviation. So we had down Adelaide Road and The parade where we

came across a "CHECK" and a Blackboard Instruction — 'on other side of road'. One could ask, what is on the other side of the road, but one does not. Over to the other side of road I go and receive a handout saying that we are deemed to have completed up to and including CRI8. (I heard that some competitors did ask that question and went off towards the south).

From the Check we proceeded to the top of Owhiro Bay. After passing second 'Dart Cres' kept right until "CHECK". This took us down the hill and up the Happy Valley Road to a U-turn and up the landfill road to a check at the gate then a delete check at the bottom of the hill. Form here the trial took us back through Island Bay, avoided some angry cross roads, then on through Berhampore and on to the clubrooms to end Section One.

Start of Section Two — Sub-Section One, took us out to Kilbirnie and on to the industrial area of Rongotai. Passing through a manned check several times and receiving handouts we managed to navigate our way around the area.

Sub-section Two took us back to Kilbirnie after finding a CRI on the back of the page — cheeky — through some traffic lights and over Crawford Road with a left into Owen Street and a lower case 'c' in a CRI we finally arrived back at the clubrooms for coffee and bikkies.

A very good and enjoyable trial.

Thank you Team MacMob (Murray and Annette) with helpers.

TEAM HONDA (Allan and Ben)

Talking Trials

Honda Challenge Night Trial Series October 2nd 1990 Night Trial

An Organisers Perspective

Time for Team MacMob to organise another round of the series.

First step, where to go? Decide on South Wellington, ie. Island and Lyall Bay area.

Second step, plot the route. Start with a simple route to clear the 5.0km odometer check distance but "complicate" it with an illegal abbreviation, (ie. go 13th right) with the "Odo" board just before the 13th. (Four crews obeyed the illegal instruction and went right). A check to be located further on (straight ahead) with a delete, go right

etc handout, at Island Bay. Up to the top of the hill (towards Owhiro Valley) and to a deadend in Frobisher Street. The deadend may be "open" on the night so resolve the place an "X" board with a second C/B suitably hidden behind an electricity power box to check competitors all go to the end of the road before U-turning (some didn't). Down the hill to Owhiro Valley and up past the tip looking for "CHECK". U-turn at "CHECK YES-U" and see how many think this is the "CHECK" (several do and as a result miss the check up the rubbish tip road).

Now around the south coast to Island Bay with an around the block piece utilising a coded board (first visit only they're to follow the code instructions, according to the ASR's) and so to a manned check. Then, a straight run to the clubrooms, except for an "angry" cross roads to trap the unwary (one competitor) and the end of section one.

Section two starts with a straight run through south Newtown, past the Zoo and over the hill to Lyall Bay, then on to the "industrial" area at the eastern end of the parade next to the airport. It's here the fun starts (or is intended to) with a series of hand-outs, unmanned check codes, arrow, X board etc, all put together for the competitors to compare their abilities at applying the various priorities. The manned check will earn his keep here with competitors calling through a planned four times, three times with hand-outs to be given out. A quiet drive back to the clubrooms final controll follows with two traps for the unwary. One the inclusion of a CRI on the back of the page (this caught out one or two) and finally a small 'c' quote on a sign.

Well, that was the planning and intentions. In the event, at the first manned check, some of the competitors didn't like the thought of calling in to see someone in a car on the other side of the road from the CHECK sign. In hindsight I can appreciate their reluctance, but the lengths they went to to avoid calling does surprise me. The use of first-time assistants at this check (used twice) unfortunately resulted in instances of a hand-out being given out incorrectly and the wrong clock being used. All time penalties were

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 dub.

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23 Railway Ave. Lower Hutt Phone 693-444 scrapped as a result of this but unfortunately a few competitors ended up a little bit tentative as to what to believe later in the event. The only other difficulty experienced was incorrect readings for two of the clocks in section two. One a minute early and one a minute late. Don't know how this came about as all the calculations were right, it must have been in the settings. Anyhow, these errors were rectified and competitors times amended accordingly.

I guess all the above just proves (again) that we never stop learning at trialling and what is simple and straight-forward to an organiser can be complicated and confusing to a competitor!

Special thanks to Dave Humphreys for checking the event, Douglas and Andrew McGuire, Alec Farnfield and Charles Folkema for manned check duties and my team mate Annette Miet for the typing and organising assistance.

Thanks also to the competitors, hope you enjoyed it in spite of the glitches in the first section. Sorry to see no competitors from some of the WMSA clubs including HVMC and Sunbeam. Where were you all?

MURRAY McGUIRE Team MacMob

Why is your magazine sometimes late?

I've had a few comments lately about the date your mag appears in your letterbox, so I thought I'd point out the processes involved in getting it to you.

Firstly, you are supposed to get your magazine in the first week of the month. The sequence of events is such that sometimes this is near impossible.

The deadline for copy is on clubnight. As this is the 3rd Tuesday of any month, the date can be as early as the 15th, or, as late as the 21st. These 6 days are quite important to the time schedule. If all the copy was ready there at clubnight it would certainly help, but frequently I get calls 2 or 3 nights later "Can I fit an advert in this month?" and so on (often I have to chase articles up). Generally that's not a problem as it takes me a day or two to collate all the copy and mark it (correct mistakes and even rewrite stuff so it's legible for our typesetter). I have my own social life too, so if I'm out those nights I might not get to the mag till the weekend! (I don't get paid to do this).

The copy goes to the typesetter. She types it up in her SPARE time, and if she is busy at work, then the mag gets a very low priority. If we had to pay

for this it would cost us a fortune, so we are quite happy to accept any delays. She doesn't get paid to do the mag either.

When the copy is all finished I pick it up again and the next night or two Pete and I will paste it up. The mag again gets to go for a ride in the car, this time to the printer. We actually pay for this, and Snap Print do a very good job of our mag. I give them the raw photos (if club members have given me some!), and they will then screen, crop, reduce, lighten, and/or darken the photos as required then paste them in with the captions provided. He rarely receives a mag that is totally ready to print from! Again this takes a few days.

When the printing is done, the 100's of pages of mag are taken to another club member, who in her SPARE time, puts the pages in order, staples your mag, sticks an address label on and posts them. Again this is unpaid. AND of course we all know how long NZ Post takes!

We all try out hardest to get your mag to you, so you no complain eh! Or you may end up doing my job!

JUDY

Classifieds

FOR SALE: Transit Van, 4.1 CNG, Goes well but no clutch. Offers around \$1800. Also Toyota 5 speed G/Box \$200. Toyota 18RG Camshafts \$100. See Andrew Farmer Ph 898-389.

The Government Printer have just published the book ON THE ROAD — The History of the Car in New Zealand.

The book traces the history of the car, from the very first car right through to the Mazda MX5 of today with lots of photographs and copies of early automotive advertisements. An asset to any automotive enthusiasts library and an excellent Christmas present.

Normal Retail Price is \$49.95. CLUB MEMBER PRICE is \$39.95.

Available for order from: Vital Books Ltd P.O. Box 8601 Symonds Street Auckland Ph (09) 795-006

Clubnight

CLUBNIGHT DECEMBER 18: A social night with a few Xmas drinkies. Women especially are encouraged to attend.

Classifieds

FOR SALE: Toyota 4-AGE — complete fuel injection unit. Sell complete or split. Offers Ph. Ken 859-669w or 325-791h.

TODD RALLY TEAM NOW OFFERS FOR SALE: Mini Rally Car,

lightweight/strengthened, fully seam welded, full roll cage, 1300cc motor. Features — double valve spring head, S crank & polished S rods, full floating pistons with Teflon buttons, new rings, bearings, gaskets etc. Bottom end has been fully balanced. Standard gearbox, diff, etc. Minifins. This has to be one of the mintist shells around and has never been rallied, motor needs assembling to finish. Heaps of spares. \$1500 Ph (071) 467311 Martin Todd

Mazda RX3 4DR Rally Car, fully seam welded, steel roll cage, very strong car, 4 wheel discs, hydraulic handbrake, locked diff, autosports, harnesses, extinguishers, ADJ Koni shocks. Lovells heavy duty springs, urathane bushes, 5 speed box. Will sell with fresh 12A stage 2 with modified carb or can organise motor to be built to own specs. Too many spares to list. Complete car minus motor only \$3000. With 12A or 13B ready to rally \$4000 Ph (071) 467311 Martin Todd. — both cars are in immaculate condition and are both reluctant sales.

FOR SALE: 5x1990 Van Diemen RF90 Formula Fords for sale immediately after Global Sports Series (Delivery 4th February). 8 Scholar FF1600 engines. All associated pit equipment and tools imported from England for the series. Huge collection of spares including suspension, wheels, noses, body parts, complete gear ratio sets, brakes and tyres. Anticipated price of \$32,000 for car, engine and extensive spares package. Contact Graham Lorimer on 025 956396.

FOR SALE: Datsun 1200 Rally Car. 1300 engine, just rebuilt, five link, 4 wheel disc brakes, 18 wheels, 1 spare car. \$4,300. Also — 1500cc Datsun Motor. \$1,800. Ph 339-649.

FOR SALE — Datsun 1200 (4 door) track/hillclimb car. Quick and reliable. Never been rallied. Very tidy. Car has only just been completed — only 2 meetings on new motor. 1270cc. Top linked diff. Konis. Full cage. Slicks, intermediates and lots of spares. \$5,500. Ph Simon 862-092 (h) or 710-455 (w)



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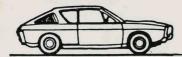
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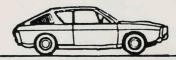




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