JANUARY 1993



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

WELLINGTON CAR CLUB INC.

P.O. BOX 5142 WELLINGTON

PM WELLINGTON

Contact: Andrew Farmer

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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.

JODY SEABRIGHT	Jody is an Architectural Draughtsman from Hataitai and drives a Ford Telstar TX5. Jody is keen on all forms of Motorsport especially Speed Events and Rallies and is a past member of Hamilton Radio Control Car Club.
BEDE HARRIS	Bede is an ex-Motorcycle racer from Johnsonville and is interested in Speed Events, Motorkhanas and Autocross. He is a Territory Manager and drives a Ford Falcon XP (pre 65).
TODD MOFFAT	Todd comes from Upper Hutt and has been involved with Speedway for 7 years. He has a Super Saloon 90 Corvette and works as a Spray Painter. He is mainly interested in our Speed Events.
GRANT MOFFAT	Grant lives in Lower Hutt and has 10 years of Speedway Racing experience. He is an Advertising Consultant and is interested in Speed Events.
PETER SWAIN	Peter is interested in all forms of Motorsport and drives a Mitubishi Galant. He is a Communications Consultant and lives in Whitby.

HELP HELP HELPERS REQUIRED!!

Can you spare a few hours on Sunday 21st February and/or Sunday 21st March to assist/marshall at either the Kilbirnie Street Sprint or Boomrock Rd gravel sprint.

Please phone Brett 565 0925, or Tony Oliver 233 1264, ASAP for a fun day watching motorsport.

THANKS!



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309 Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE			
PRESIDENT	Jane Black	568 7275	
IMMEDIATE PAST PRESIDENT	■ Mike Galvin	383 6974	387 3629w
CLUB CAPTAIN	Brett Plim	565 0925	301 3027#
VICE CLUB CAPTAIN	lain Mollison	565 0262	565 0262w
SECRETARY	Andrea McAndrew	478 7934	>0> 0202 W
TREASURER	Mike Hodgetts	476 3450	472 7666w
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	lan Parkinson	237 9624	576 6999w
	Alan Harvie	383 8742	385 8549w
	Cathy Arrowsmith	239 9132	472 7595w
	Bernie Keith	383 7468	385 9392w
	Judy Leishman	528 7192	528 0349w
	Tony Oliver	233 1264	
	Richard Stevenson	388 6833	385 8549
SUB COMMITTEES			
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NON SPEED	Ian Parkinson	237 9624	576 6999w
RALLY	Brett Plim	565 0925	
CLUB SCRUTINEERS	Craig Fair	476 2572	476 6547w
A DE HARBANE EN ANTON DE	Malcolm Buchanan	388 1617	388 1617w
MEMBERSHIP	lan Parkinson	237 9624	576 6999w
MAGAZINE & POINTS	Judy Leishman	528 7192	528 0349w
CLUBROOMS & EQUIPMENT	Bernie Keith	383 7468	385 9392w
BAR	Derek Mattingley	478 0484	568 6195w
SOCIAL	Richard Stevenson	388 6833	385 8549w
WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

Sat Feb 6

Sun Feb 7

Thu Feb 18

Sun Feb 21

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Tue Feb 2 Night Trial - Wellington CC
Meet at Wellington Car Club clubrooms at
7.30pm. Further details available from
Matthew Connor 566 1738.

Gravel Sprint - Wairarapa CC
Round of the PATS trophy gravelsprint
series. Puketiro Rd, near Carterton.
1.3km gravel. Entry \$40 closes 9.30am on
the day. Drivers brief at the start line
9.45am. Scrut/Doc at the venue from
8.00am. Prize money of \$150 first
overall! C/C Shane Schlup 06-3774608.

Gravel Sprint - Wairarapa CC
Round of the PATS trophy gravelsprint
series. Tea Creek, west of Carterton.
1.8km gravel. Entry \$30 closes 9.30am on
the day. Drivers brief at the start line
9.45am. Scrut/doc at the venue from
8.00am. C/C Murray Jones 06-3789108.

Sun Feb 14 Autocross - Hutt Valley MC
Kim Naylor Series. No further details
available.

WMSA Prizegiving
Trophies for all WMSA series will be
awarded. This is to be held at the Hutt
Valley Motoring Club rooms, Halford Pl,
Petone at 7.30pm. All welcome.

Street Sprint - Wellington CC
First round of the Elizabeth Street Tyre
Service Series. At Kingsford-Smith St,
Lyall Bay.
Entries close February 10th.
Cost \$50. Regs avail from Pete Leishman.
C/C Brett Plim 565-0925 hm.

Family Trial - Wellington CC
This trial is aimed at those wishing to get into trialling. The first half will consist of instructions plus their explanations, second half drivers and navigators will be on their own. There will be a BYO BBQ at the clubrooms after the event. Starts 3pm - expected length 1h30m. Organiser is John Pierson ph 477 0455. Also, if you are a driver without a navigator, or wish to navigate but don't want to drive contact Pete or Judy Leishman 5287192 and we'll try to team you up with someone else.

Sun Feb 28

Street Sprint - Kapiti CC
Round of the Duncan MacKenzie series. At
Te Roto Dr, Paraparaumu. Practice starts
9.00am.
Entries close February 24th, limit to 40.
Cost \$45. Pete Leishman has regs.
Organiser - Mark Wood ph 04 2983171.

Sun Feb 28 Trial - Rotor Motor Club No further details to hand.

Sat Feb 27

Tue Mar 2

Night Trial Round of the Honda Night Trial Series.
No further details - contact Matthew
Connor ph 5661738.

Sat Mar 6
Sun Mar 7
Saturdays event is 1.2km sealed and
Sundays is 3.5km gravel. Cost \$100.
Entries close 26th Feb. Pete Leishman has
regs, or ph 07 856 6642 for details.

Sat Mar 6
Sun Mar 7
Standing 1/4 Mile Sprint - Wairarapa CC
Flying 1/4 Mile Sprint - Wairarapa CC
Venue is Francis Line, Wairarapa. Will
have more details available soon.

N.B. A full list of the proposed WMSA dates for 1993 is produced elsewhere in this magazine.

From the Top



HAPPY NEW YEAR!

I hope 1993 will be a successful and productive year for everyone.

We have some major events coming up that I'm sure you won't want to miss. First is our annual prizegiving clubnight on February 16th where we honour our members who have won various club trophies for 1992. Come along and see what you could win.

Next is Kilbirnie Street Sprint, always a great event. If you are not competing come and help out, and get to watch from the best spots.

Also the planning for our Rally is well underway and Bernie Keith and his team will be calling for helpers. It is a great weekend away and a good way to get involved in club activities.

See you there,

JANE BLACK

Eds Bit

Doesn't seem like two months since the last mag was put together, my how time flies! Hope you've all enjoyed the Xmas break despite the fickle weather.

Cut-off night for bulletin articles etc has always been clubnight, but with the odd bending of rules, the deadline is sometimes extended due to someone promising an article but not producing it at clubnight. Consequently your bulletin delivery dates have been fairly spasmodic. This year (resolution!!) I will be adhering to the clubnight deadline, and hope to have most of the bulletins ready and typed before clubnight so only articles presented on the night are required to be worked on. Then hopefully it will get to the printer and your letter boxes a bit earlier.

While on the subject of letter boxes, I'll take this opportunity to thank Gayle Clay, who staples and sticks your magazine together. When our printer rings Gayle with news that the magazine is ready, she drops everything and runs, so the mag can be in the post the next day to you. Many of you know Ted (and Gayles father who assists Ted at events) but Gayle rarely appears at Motorsport events so is difficult to thank in person. Thanks for the job you do Gayle.

Also in the "thanks" mode - John DeBernardo and John Pierson for sending me results of various events held last year. I hope your competition efforts reward you with trophies too!

An interesting article by Steve Taylor this month, and some talk from MANZ regarding the Noise problems. If you've followed the Teretonga Results, you'll know that Craig Baird was Black Flagged for excessive noise. The officials are serious about the noise problem, so get to it on your car with the cotton wool and don't moan to me if you get Black Flagged this year.

Some of you may wonder why I reprint articles verbatim from the MANZ newsletter. Firstly, only MANZ licence holders and interested subscribers get the MANZ newsletter, so to get the message to those rebuilding cars etc, I feel it is important to distribute some of the information via our magazine. Secondly, re-typing the articles does take valuable time - it is far less work to photocopy them and then there is no possibility of changing the meaning/emphasis by abridging the articles.

See you at the Family Trial Day (Feb 27th) if not before!

Judy.

Letters to the Editor

Dear Judy,

GOLDEN JUBILEE

I must take this opportunity to record my appreciation of the planning and work put into the 50 years celebrations.

A common saying with us geriatrics is that it is not like or as good as the old days. This series of events proved us wrong. From the opening warm-up on the Friday night at the clubrooms to the farewell "cup of tea" after the Motorkhana, it was Absolutely Positively Fantastic.

For those who could not make it - I am very sorry. For those who could not be bothered - tough!

I must thank those people headed by Mike Galvin whose hard work was rewarded by a smooth and hiccup free weekend. There was nothing that was overlooked. The variety of functions catered for all the past and present members.

Heartiest congratulations and many thanks.

Eddie Conroy - a Lifer.

Brett Plim Club Captain Wellington Car Club Inc., PO Box 5142, Wellington

Dear Brett.

Reference: December Motoring News Magazine
Query re fastest time up Alexandra Road.

Unfortunately, over the years, due to problems with the various Hospital Groups located on the sides of Alexandra Road, there have been several changes to the start line used for the Hillclimb (ie the original event back in the 60/70's was over an even longer course than currently in use, whilst in the late70'/80's the start lines was moved much further up the hill.

I have always assummed that Tom Donovan's run of 42.27 secs in 1984 in the March 77B was over the shorter course, but looking at other times from that year, it does appear that it may have been the current course. If so, then the current class and outright records (based on current classes) would appear to be:

Outright Record 42.27 secs 1984 Tom Donovan March 77b 49.73 secs 1987 0 - 1300 ccs John Billington Datsun 1200 Richard Taylor Datsun 1200 50.47 secs 1989 1301 - 1600 ccs 1601 - 3000 ccs John Billington Nissan Sunny 48 14 secs 3001 ccs + Joe McAndrew Legacy 45.74 secs 1992

March 77b

(unless there were any faster times in 1986, the year that I do not have any results for)

Tom Donovan

Hope this assists,

Single Seaters

Warren Denton

Beaurepaires for tyres.

Captains Call

With Christmas over it is straight into another year of Motorsport.

First up is the Kilbirnie Street Sprint, on Sunday 21st February and then it is on to the Boomrock Rd Gravelsprint on Sunday 21st March. This event has had a change of date for a couple of reasons. Firstly to try and keep the residents of the road happy by coinciding with the Councils' grading of the road. And secondly in the hope that we might get some better weather!!

The Rally organisation is well under way, with a number of changes for this years rally. If you can help in any way with the rally please contact Bernie Keith on 383-7468.

The Christmas Motorkhana was a bit of a disappointment. Unfortunately with the magazine not coming out on time, (nothing to do with the Editor), the event did not get receive the publicity it should have. For those who did turn up it was a great day, particularly for 1 van driver. The day was finished off by a relaxing afternoon watching the second round of the NM500 series, at a race track further up the Island somewhere. Thanks to Irene and Peter Torrington for the use of their farm and house for the after event.

Here's to a great year in Motorsport,

Till next month,

Brett.

1984

42 27 secs

RESULTS FOR WELLINGTON CAR CLUB MEMBERS
PAEKAKARIKI HILLCLIMB, 14-15.11.92, KAPITI.

1	Joe McAndrew
4	John DeBernardo
5	James Kibble
7	Bryan Morris
18	Craig Martin

There were 23 competitors at the event.

Notices

TURNERS CAR AUCTIONS

Turners Car Auctions will be holding a specialised auction for Vintage, Veteran and Classic Cars. This will be held at Auckland on Sunday May 2nd at 2.00pm. If anyone is interested in further details, please contact Turners.

EARLY AMERICAN CAR CLUB - SWAP MEET

A Swap Meet will be held at Hutt Park Raceway on March 27/28 for people to sell cars, car parts and other surplus items for these cars.

There will also be a display on Sunday, \$3, of Early American Cars. Anyone requiring further details please phone Carmela Massa (04) 477 3116 evenings.

WALL TROPHY TRIALS

All organisers for the Wall Trophy series are requested to contact John Pierson ph 477 0455 evenings.

From MANZ newsletter - Motorsport News

From MANZ newsletter - Motorsport News

TELECOM CLASSIC MOTORFEST

17 - 18 APRIL 24 - 25 APRIL HAMILTON MANFEILD

Hamilton will have the Classic and Historic cars racing over a 2.2km street circuit surrounding the Founders Theatre. Details of vehicle eligibility and/or accommodation for these events can be gained from: The Secretary, Telecom Classic Motorfest, Box 12240, HAMILTON, or phone Don Short (07) 849 2376.

Late entries accepted up till 28th February.

HONDA NIGHT TRIAL SERIES

Organisers for the Night Trial Series for 1993 are urgently required. Are you a "retired" triallist who could spare a bit of time to organise one trial for this years competitors?

Please contact Matthew Connor NOW to arrange dates etc ph 566 1738.

TRADE ACTION



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Barrow/McIntyre



Joe McAndrew



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Shot of the month



Jones/Billington

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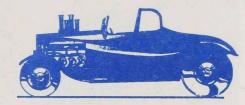
Chris Clarke ph (04) 384 7660

12" & 13" \$20

14" & 15" \$30



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MANZ NEWS

MEMORANDUM

REF:

14U/2116

DATE:

20 November 1992

TO:

All Clubs

FROM:

Ian Snellgrove

SUBJECT:

ENVIRONMENTAL NOISE POLLUTION

All will be aware that with local bodies considering the requirements of the Environment Resource Management Act, the question of noise pollution has been receiving a high degree of attention.

Already three permanent circuits have had to spend vast sums of money in preparing reports, engaging noise experts and legal people to ensure their very existence is allowed to continue.

The Motorsport Association Executive are very conscious of the fact that if we do not act together on this matter, then Government agencies will move in and do it for us, as has happened in the majority of Australian states.

We earnestly request your members close attention to the new provisions of Schedule A.

4.4.1 Maximum Permitted Noise Level

- a. The Clerk of Course shall have the powers of Judge of Fact in this matter. As a general guide to competitors this noise level should not exceed that specified for races. There is no right of protest between competitors in relation to noise levels.
- b. Races:

No vehicle may exceed 95 dB(A). The measurement to be taken 30 metres at right angle from the track at a point where the vehicle is at maximum power. No variance is allowed to compensate for differing climate conditions.



- c All Other Events:

 Vehicles must be fitted with an effective silencer designed to reduce noise emission to an environmentally acceptable level.
- d. For the 1992/93 Race Season only Formula Atlantic and Tranzam Championship Races will be allowed a maximum decibel level of 100 dB(A). It is foreshadowed that this will be reduced to 95 dB(A) for the 93/94 season.

It could very well be that some circuits are required to impose even stricter noise constraints for private testing and clubmans race meetings. As in preparing their management plans in conjunction with the local bodies, they have been forced to provide a variation in upper noise limits for different times.

A typical plan could be:

Circuit "A" being allowed to have 20 days per annum where the maximum noise permitted does not exceed "X" dB(A).

Then a further 30 days at the lower level of "Y" dB(A).

For all other days noise to be no higher than "W" dB(A).

We have investigated many ways of measuring noise both statically and moving.

Motorcycles use a static test with the throttle held at a calculated number of rpm dependant on engine type and capacity. Having investigated this we regretfully find it will not work successfully for us given the diversity of engines and type plus levels of performance.

Our circuits very existence is threatened by this problem, some circuits have yet to experience the full effect but there is no room for complacency.

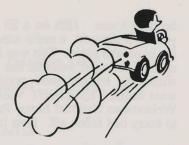
We must all act now, even if your vehicle is below the current maximum you are urged to check to ensure the muffling system employed is efficient and well maintained as the problem effects all of us.

It will not go away. We must all work within the new constraints.

I W Snellgrove
GENERAL MANAGER



Speed Skills



Saturday 31st October. Official practise day for the Taupo Car Club National Race Meeting. There were Formula Vees, Mini 7's, RX7's, HQ Holdens, Pre 65's, Classics, Chevrons, SCANZ sports cars and a couple of Clubmans classes. My two events were SS2000 and Clubmans A.

This was my first experience of Motorsport outside of local club events. My initial reaction upon arrival was "what have I got myself into this time"? You would have had a hard time convincing anyone there was a recession whilst walking through the pits. For example, the only people I knew were Tony Oliver (real quick Datsun), Ian Maskell (another real quick Datsun) and Dave Knox - of the Mazda Bap Bap Club. Ian and Tony were in the SS2000 and Dave was in RX7's. We had all entered Clubmans A though.

Got through scrutineering OK and we were off on the first SS2000 practise. The track is magic. It's like a huge sprint, unlike Manfields long straights, there no chance for a breather. It's all go from start to stop. I spent most of my time looking in my mirrors, trying to keep out of everyones way as all sorts of exotic machinery shot past. I almost succeeded except for poor old Tony Oliver. I had a Corolla steaming past my right and I looked left to see a cloud of dirt fly past that turned out to be Tony's Datsun. (Oops). Just before the finish I broke my exhaust. LOUD?!

I was pleased to find I wasn't slowest, although 11 seconds off the fastest car. I missed the first Clubmans A practise getting my exhaust re-welded, so it was off on the second SS2000 one next.

Apart from Ian Maskell blowing an engine the practise went really well. I cared less for the sods overtaking me and cut 3.5 seconds off my time. But, it was hot. Damn hot. 22 odd degrees hot, with little wind. It was bloody uncomfortable standing in overalls with long-johns underneath and wearing a helmet, let alone after 10 minutes of flat out racing in a stinking hot car. My super soft tyres were useless after a few laps, just melting away.

I was late getting ready for the second Clubmans A practise and it was embarrassing having them open the gate to let me onto the track only to open it again to let me off without even completing the lap! My tyres had had enough and one of them protested by puncturing. AT the end of the day I had a 50% finish rate. Oh well - tomorrow's race day.

So here I was. 18th on a 20 car grid. There were cheer girls guiding you onto the grid, a radio announcer on the PA system, a huge crowd the hype was great. This was it. The moment I'd been waiting for. The spunky cheergirl waddled out with the 30 second board, the crowd was silent, the engines were revving, THE LIGHT WENT RED, my car went burrr, THE LIGHT WENT GREEN and everyone ELSE was off! Welcome to National Motor Racing. The bloody H/T lead from the coil to dizzy had fallen off. Hate it when that happens.

Next up - Clubmans A. The cars in this were incredible. What wasn't a V8 was the likes of Tony and Dave. Even a couple of Tranzams showed up. I was unashamedly last on the grid which was OK by me. I had my first real opportunity to get used to the course. I didn't fall too far back from the cars in front of me and towards the end even started pegging them back, coming oh so close to breaking 50 secs. Oh - and did I mention it was HOT? Forget yesterday, today was awesome. It was a case of straight off the track into the Coca-cola. On my way off the track I must have run my melting tyres over a sharp stone resulting in my

second puncture. Fortunately there was heaps of time before the next race so there was no rush.

Within a lap of the second SS2000 race I fouled a spark plug and spluttered back to the pits. At this stage I'd finished 3 out of 7 events that weekend. I was kicking tyres, trees and anything else unfortunate enough to be within kicking distance. First round of the SS2000 and I hadn't finished a race!!

I went out for the second Clubmans A race determined at least to get a 50% finish rate. Well, what a race. It was worth travelling up for in itself. It was a handicapped race and I was second off the grid behind a "chevenger" with a 3 second penalty. Soon enough I had cars attempt to suck my doors off as they went past and I noticed Dave Knox having a monstrous battle with a Mach 1 Mustang. Dave wasn't quite close enough but I let him through going into the hairpin anyway. The Mustang was so close behind me going through the esses I could just about see his brakelights. Dave had no more trouble with the Mustang and I hardly had to buy a beer all night! Slowly but surely I was pegging back the Chevenger until I was right on his tail heading through the sweeper. I moved to overtake my first and only car that weekend when the Chequered Flag appeared. Oh well, I was happy to finish and break 50 secs, officially doing 49.2

I would like to officially thank Dad, Mum, Bryan, the Tape Car Club and SS2000 organisers for what, all in all, was a top weekend. Also, congratulations Dave and Lee-Ann Knox, who are expecting a baby. We reckon it will come out wearing a crash helmet or be going "bap bap bap"

Cheerio

Steve Taylor.

WELLINGTON MOTORSPORT ASSOCIATION CALENDAR 1993

Jan	9	sprint & race	Manfeild	c	L
	17	motorkhana		c	HV
	17	autocross		C	WA
	18	WMSA meeting			
	24	international race	Manfeild		
	31	autocross		C	K
Feb	2	night trial		HT	
	6	gravel sprint	Puketiro Rd	GR	WA
	7	gravel sprint	Tea Creek	GR	WA
	14	autocross		KN	HV
	20	novelty trial		C	HC
	21	street sprint	Kilbirnie	n	WN
	28	street sprint	Te Roto Dr	DM	K
Mar	2	night trial			
Mai	6/7	sprint & rallycros	a Maura	HT	
	6/7	s & f 1/4 sprint		C	L
	7	national race	Francis Line Manfeild	n	WA
	14	sealed sprint	Manifelia	611	177.7
	14	autocross & motork	hana (couples)	C	HV
	15	WMSA meeting	mana (Couples)	C	HC
	21	gravel sprint	Boomrock Rd	GR	WN
	27	autocross	DOOMLOCK NO	KN	L
	28	motorkhana		C	HV
	28	gravel sprint	Pekapeka	GR	K
			· · · · · · · · · · · · · · · · · · ·	0.1	•
Apr	3/4	rally	Ohakune	CR	WN
	4	truck race	Manfeild		
	6	night trial		HT	
	10	motorkhana (nation	al champs)	n	HV
	11	rallysprint		RS	L
	17	autocross & motork	hana	KN	HC
	24	walking trial		-	HC
	24	classic race	Manfeild		
	25	gravel sprint	Totara Park	GR	HV
	30-2	MANZ conference	Christchurch		
	2				
May	2	gravel sprint	Mangaone Rd	n	K
	4	night trial		HT	
	8	circuit sprint	Manfeild	IM	T
	15 16	sealed sprint		n	L
	16	sealed sprint		DM	L
	17	economy run WMSA meeting		C	HC
		3 clubmans race	Manfalla		****
		rally	Manfeild	n	MN
	30	gravel sprint	Manawatu	CR	- v
	55	Argaer Shiring	Riwai St	С	K
Jun	1	night trial		нт	
20.1	5/6	national race	Manfeild	n.	
	6	sealed sprint	HOHIETTU	c	HV
	38				

	7	sprint & race	Manfeild	С	L
	13	trial		C	HC
	27	autocross		KN	K
Jul	3	circuit sprint	Manfeild	IM	J
		night trial		HT	<i>iddie</i>
	10	gravel sprint		C	L
	11	sealed motorkhana		С	
	10/1	7 rally	Hawkes Bay	CR	
	19	.8 night sprint WMSA meeting	QE2 Park	С	K
	24		Manfalld		HV
	2.4	Clubillatis lace	Manfeild	n	nv
Aug	1	gravel sprint	Waterfall Rd	GR	K o
	3	night trial	Material Na	HT	. 50m-P
	4-8	international rally		•••	
	7	circuit sprint	Manfeild	IM	F
	8	trial		WT	HV
	14	rally wirela		CR	WA
1		1 Gold Star trials			
	21	autocross		C	HC
	22	motorkhana		ST	WN
	28		Manfeild	IM	A
	29	motorkhana		ST	K
Con	4	trial			• • • • • • • • • • • • • • • • • • • •
Sep	5	sprint & race	Manfalla	WT	WN
		night trial	Manfeild	C	L
	10/1	1 rally	Taupo	CR	
	12	sealed sprint	Taupo	C	нс
	19	autocross		KN	HV
	20	WMSA meeting and AGM	1	141	***
	26	autocross		KN	WN
Oct	2	circuit sprint	Manfeild	IM	MG
	3	trial		WT	L
		night trial		HT	
1		6 Gold Star trials			
	24	gravel sprint	Totara Park	GR	HV
	25	trial		WT	HC
	31	braille trial		-	MN
Nov	2	ndebb bodel			
NOV	6/7	night trial night hillclimb	Desireles	HT	The whole
	13		Paekakariki	DM	K
	14	motorkhana	Manfeild	n ST	MG HC
	15	WMSA meeting		51	nC .
			Alexandra Rd	DM	WN
	20		Manfeild	n	L
	21	motorkhana		ST	HV
		The second secon			
Dec	7	night trial		HT	wage Cin
	12	motorkhana		ST	L
	18	circuit sprint	Manfeild	С	HC

Classifieds	
FOR SALE	4 x 175/530 13" Slicks - used \$50 each. Oil Cooler, hoses, adaptor plate - \$70 2 x 13" x 6" mags. Fit Falcon \$30 each. Contact Andrew Farmer ph 3898389 hm or 025-446803 mobile.
FOR SALE	Fourteen 12" rims and tyres - used. Any offer considered. Ph Neil or Cathy 2399132 hm.
FOR SALE	Eight 13" x 6" mags, 100mm PCD, fit Chevette etc. Offers. Also Eight used A-2 tyres, 13". Ph Dave Glasson 232 8097hm.
RACE & RALLY PARTS	Complete Dry-Break Refuelling System including 40L Alloy Churns, ATL Male and Female Dry Break Couplings, Tank Plates and 20L Vent Bottle F.I.A. spec \$2000.
	TRD Road/Rally Springs suit Corolla AE86, Levin etc. Standard diameter \$100 pair.
	Repco Super 644 solid state Engine Analyser with scope. All functions testing. Trolley mounted. Operator manuals \$450.
	Ph (04) 232 6598.
NAVIGATOR WANTED!	Navigator Required for Central Region Series (5 rallies) and International. Anyone interested please phone Gordon Diggle 383 7559 evenings.
FOR SALE	Weber 34 ICH carb - unused. Offers to Peter Swain

	Ph (04) 232 6598.
NAVIGATOR WANTED!	Navigator Required for Central Region Series (5 rallies) and International. Anyone interested please phone Gordon Diggle 383 7559 evenings.
FOR SALE	Weber 34 ICH carb - unused. Offers to Peter Swain 234 7620.
FOR SALE	Mini 1979 1000cc. New paint and panel, very straight and quite tidy. Canvas "fun top" / sunroof.

	\$2500 ono ph 3856331
FOR SALE	Mitsubishi Sigma GLX S/W. CNG plumbed, tank not fitted. Average condition but high km's. \$3850 ono ph 3856331

	not fitted. Average condition but high km's. \$3850 ono ph 3856331
FOR SALE	HQ Holden parts - 202 motor, gearbox, carb, manifold, recond starter, water pump (new), radiator hoses (new), clutch base (new), Gregory Service manual, set of 5 factory manuals; Plus a 1 ton Morris chain hoist.
	Offers - ph Richard Stevenson 388 6833.

Clubnight

Wellington Car Club

ANNUAL PRIZEGIVING

to be held at the Clubrooms

TUESDAY 16TH FEBRUARY

7.30 - 8.30 Happy Hour 8.30 Notices 9.00 Prize Giving

Please join your fellow members on this special occasion and find out who the Wellington Car Club champion is.

Prizewinners will not be announced before this date.

EARN DOLLARS FOR YOUR CLUB!

Every club member 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) commission to the club.

CALLAY CARS LIMITED

23 Railway Avenue, Lower Hutt Phone 569-3444



Alan Harvie

FOR ALL YOUR
PANELBEATING AND SPRAYPAINTING
ALL INSURANCE AND PRIVATE WORK

Ltd.

WE CAN STRAIGHTEN YOUR CAR'S
CHASSIS BACK TO THE MANUFACTURERS
EXACT SPECIFICATIONS, WITH OUR NEW
CAR-O-LINER CHASSIS ALIGNMENT
SYSTEM.

ACCURATE MATCHING OF ALL STRAIGHT AND METALIC COLOURS. ALL LATEST SPRAYPAINTING TECHNIQUES AVAILABLE

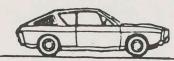


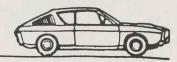


21 Vivian Street P.O. Box 9203

Wellington
Telephone 3858-549











Postage Paid Permit No. 355 Wellington.



MARCH 1993



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

WELLINGION CAR CLUB INC

P.O. BOX 5142 WELLINGTON



GET MORE PUNCH FOR YOUR ADVERTISING DOLLAR!!!!!!!!

THIS SPACE IS FOR LEASE-PHONE JUDY NOW!

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.

REECE DENNISON

Reece comes to Wellington from Southland where he has been a keen competitor in rallies and sprints. He drives a Datsun 1600, lives in Island Bay, and is a Sales Representative.

STEWART DOHERTY

Stewart drives a Mini and is interested in Speed Events, Motorkhanas and Autocrosses. He is a Mechanic and lives in Linden.



"le it me, or are the jumps more severe this time?



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309 Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE			
PRESIDENT	Jane Black	568 7275	
IMMEDIATE PAST PRESIDENT	r Mike Galvin	383 6974	387 3629w
CLUB CAPTAIN	Brett Plim	565 0925	
VICE CLUB CAPTAIN	lain Mollison	565 0262	565 0262w
SECRETARY	Andrea McAndrew	478 7934	
TREASURER	Mike Hodgetts	476 3450	472 7666w
COMMITTEE	Derek Mattingley	478 0484	
	lan Parkinson	237 9624	576 6999w
	Alan Harvie	383 8742	385 8549w
	Cathy Arrowsmith	239 9132	472 7595w
	Bernie Keith	383 7468	385 9392w
	Judy Leishman	528 7192	528 0349w
	Tony Oliver	233 1264	025 435594w
	Richard Stevenson	388 6833	
SUB COMMITTEES			
SPEED	Tony Oliver	233 1264	025 435594w
NON SPEED	lan Parkinson	237 9624	576 6999w
RALLY	Brett Plim	565 0925	
CLUB SCRUTINEERS	Craig Fair	476 2572	476 6547w
	Malcolm Buchanan	388 1617	388 1617w
MEMBERSHIP	lan Parkinson	237 9624	576 6999w
MAGAZINE & POINTS	Judy Leishman	528 7192	528 0349w
CLUBROOMS & EQUIPMENT	Bernie Keith	383 7468	385 9392w
BAR	Derek Mattingley	478 0484	
SOCIAL	Richard Stevenson	388 6833	
WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Sat Mar 6
Sun Mar 7
Saturdays event is 1.2km sealed and Sundays is 3.5km gravel. Cost \$100.
Entries close 26th Feb. Pete Leishman has regs.

Sat Mar 6
Sun Mar 7
Sun Mar 8
Standing 1/4 mile Sprint - Wairarapa CC
Venue is Francis Line, Carterton. Scrut
10.30am Saturday, 9.00am Sunday at the
venue. Cost \$25 one day or \$40 both days.
Pete Leishman has regs.
NB: We have club trophies for these

NB: We have club trophies for events.

Sun Mar 14

Autocross and Motorkhana - Harbour Cap CC
Kim Naylor Autocross. Venue Kapiti
Autocross Track, behind Southwards Car
Museum. Auto-X scrut 10am, start 11am;
Motorkhana starts approx 1pm (after
Auto-X). Cost \$10 one event, \$15 both.
Individual or Team (1 male, 1 female)
entries. Enquiries to John Tennent ph

4759619.

Mon Mar 15 WMSA Meeting
Anyone welcome. HVMC rooms

Anyone welcome. HVMC rooms, Halford Pl, Petone at 7.30pm

Sun Mar 21

Gravelsprint - Wellington
Round 3 of the PATS trophy series.
Venue is Boomrock Rd, Johnsonville. Cost
\$30. Entry on the day. Scrut/doc 8.30am9.30am. Starts 10.00am. Further details
from Judy Leishman 5287192.

Sat Mar 27

Autocross - Levin

Kim Naylor - No further details to hand.

Sat Mar 27 Clubmans - Wanganui Pete L has regs.

Sun Mar 28

Gravelsprint - Kapiti
Round 4 of the PATS trophy series.
Venue is Peka Peka. No further details to hand.

Rally - Wellington CC - Ohakune
Central Region Rally Series. Starts
Friday night with a stage up the Mountain
Rd, then all day Saturday. Regs available
soon from Pete L. Don't forget to
register for Central Region series with
Jane Black.

Tues Apr 6

Night Trial - Honda Trophy
Starts 7.30pm from Hutt Valley Motoring
Club, Halford Pl, Petone. Doc at 7.15pm,
organisers - B & M Atkins, Sunbeam CC.

Sat Apr 10

Motorkhana - Hutt Valley CC
NZ MOTORKHANA CHAMPIONSHIP 1993
Venue: Lower Hutt City Riverbank Carpark.
Max 60 entries, cost \$50. Regs now
available from Pete L.

Sat Apr 11 Rallysprint - Levin CC
No further details

Auto Upholstery Centre Leather Recolouring Service

Specialists in Classic Vehicle Restoration, Leather Upholstery, Jaguar Fabrics, all domestic commercial upholstery. Shed No 7, Tyers Rd, Ngauranga Gorge Ph 472-5004 or (025) 442-846



From the Top

Great to see such a mixture of trophy winners at the Annual Prizegiving. Not only were there some very experienced competitors who deservedly won trophies, but a lot of newer members who tried different areas of the sport won too. As some of them proved, you don't have to "win" the events to win a trophy, consistency and attendance also help.

I hope you will make an effort to come and meet members of the M.A.N.Z Executive on Tuesday 9th March. They are visiting regions in response to requests by clubs and we are hosting the WMSA area. Now is your chance to meet the people who work on your behalf to administer the sport.

Look forward to seeing you at the Wellington Safari Rally. I've checked out the route with Bernie Keith and it's got something for everyone (competitors and helpers). Do come - it's one of the last "Great Adventures" and heaps of fun.

Jane Black.

Letters to the Editor

From: Harry Midgley 45 High Street Island Bay

Phone: 383 6754

Dear Sir/Madam:

EXCELLENT OFFORTUNITY FOR ENTHUSIAST

MY 79-YEAR-OLD FATHER-IN-LAW BOUGHT HIS AUSTIN ALLEGRO 1300 BRAND NEW IN MAY 1978 AND HAS LAVISHED CARE AND ATTENTION ON IT EVER SINCE. COLOURED YELLOW, IT STILL HAS ITS ORIGINAL FAINT WORK WHICH IS IN LOVELY CONDITION, AS IS THE WHOLE CAR.

RECENTLY HE UNEXPECTEDLY ACQUIRED A NEW CAR AND AS HE FINDS IT A BIT MUCH TO COPE WITH TWO VEHICLES HE HAS RELUCTANTLY DECIDED HE SHOULD PART WITH THE ALLEGRO. HE IS VERY MUCH ATTACHED TO IT AND IS ANXIOUS IT SHOULD FIND A GOOD NEW HOME.

IT IS REGISTERED TO NOVEMBER 1993. TILL VERY RECENTLY IT WAS IN DAILY USE; IS STILL FREQUENTLY USED; AND HAS A CURRENT WARRANT OF FITNESS. IT IS IN EXCELLENT RUNNING ORDER AND IS VERY DEPENDABLE.

THE ALLEGRO HAS NOW COVERED 182,534 Km SINCE NEW. IT DOES 30 MPG IN TOWN AND 40 MPG ON LONGER TRIPS.

HE IS A CAREFUL AND CONSCIENTIOUS DRIVER, AND HIS CAR HAS BEEN HIS PRIDE AND JOY. HE HAS GIVEN IT PAINSTAKING AND AFFECTIONATE CARE AND MAINTENANCE. HE HAS A DETAILED RECORD OF ANYTHING THAT HAS BEEN REPLACED OR REPAIRED ON THE CAR AND ANY PROSPECTIVE PURCHASER CAN INSPECT THIS. FULL INFORMATION AS TO THE HISTORY AND PERFORMANCE OF THE CAR WILL BE GLADLY GIVEN.

IN ADDITION TO THE USUAL CAR OWNER'S MANUAL, A COMPREHENSIVE REPAIR MANUAL FOR THIS MODEL IS AVAILABLE.

HIS ASKING FRICE FOR THE CAR IS \$1,800, BUT HE WOULD PROBABLY CONSIDER NEAR OFFERS FROM A PURCHASER WHO WOULD BE LIKELY TO CONTINUE TO GIVE IT THE LOVING CARE TO WHICH IT IS ACCUSTOMED.

FOR FURTHER INFORMATION AND TO ARRANGE TO VIEW, CONTACT THE OWNER:-

MR. WILSON CROFT
45 AWAMUTA GROVE
LOWER HUTT.
FHONE: 569 5515.

Yours sincerely.

Harry Midgley



MANZ NEWS

This month we have 3 circulars from the Motorsport Office regarding various changes to Regulations and or Information regarding our sport. As they are rather large documents, the contents are briefly summarised as follows. Those people who are directly affected and wish to peruse the documents in full are requested to contact the MANZ office for a copy.

1. Ref 12D/2290, dated 26 January 1993 re: **FISA REGULATIONS**

As from 1.1.94 the regulations of FISA Appendix J Art. 253 Article 8 is changed dramatically. This is in relation to roll cages for Group A or N vehicles.

The MANZ office has a four sheet article detailing the new requirements, dimensions etc and interested persons can send \$5 to MANZ for a copy. Our club secretary will also be holding a copy.

2. Ref. 6A/2243, Dated 22 December 1992 **NATIONAL SPORTING CODE - ARTICLE 11.5.1.1** TECHNICAL ELIGIBILITY

> With immediate effect a new clause has been added to this Article regarding the use of fuels not conforming to the applicable regulations.

Penalties for tampering with fuel will now apply. This is a very serious matter.

3. Ref. 6B/2207, Dated 17 December 1992 1993 EDITION NO. 24 MOTORSPORT MANUAL

> This Memo concerns omissions/errors to the latest Motorsport Manual. In brief they concern:

Pg 29 - Registered Promoters
Pg 43 - The Bruce McLaren Championship
Pg 99 - Schedule A - Article 2.1 Protective Helmets (can be impounded during events).

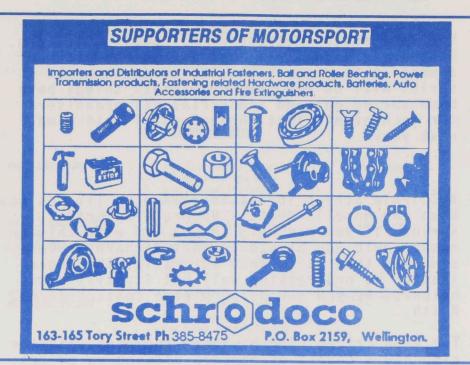
Pg 103 - Schedule A - Article 2.4.2 New paragraph concerning purpose built vehicles required to have roll cages for speed events.

Pg 171 - Formula Ford Championship - Dunlop Challenge prizemoney - competitors eligible for overall prize money.

For detailed wording to update your MANZ book, please contact the MANZ office.

Beaurepaires for tyres.

TRADE ACTION





PARUMOANA STREET, PORIRUA. FAX: 237 6204 WELLINGTON'S LEADING IMPORTERS

LOW KM JAPANESE ENGINES AND TRANSMISSIONS AND TOP QUALITY PANELS AND PARTS **ALL GUARANTEED**

DON'T BUY JUNK - SEE US 237-4617 or 237-4425

Captains Call

The last months motorsport has been a bit lean. February's night Trial was canned in favour of a meeting to discuss who, where and how the series will be run this year. Most things have been sorted out and the series has organisers for each event right through until this time next year.

Kilbirnie Street Sprint is coming up (it has now been and gone!). Next is Boomrock Rd Gravel-sprint. If you can help in any way with this event could you please contact Richard Stevenson. And then it is onto our rally. The organisation is progressing well but it still needs helpers. If you can help, please contact Bernie Keith.

The WMSA Prizegiving has been and gone with the club and a couple of members picking up prizes. The most notable being Joe McAndrew who picked up the Wellington Motorsport Person of the Year award. Congratulations Joe, and hopefully this year will be even better. I understand only about a dozen people turned up for this Prizegiving, compared to about 40 who turned up for ours, 2 days beforehand. This is pretty pathetic considering the number of Clubs and Competitors who compete for WMSA trophies.

On our own Prizegiving, congratulations to those people who won Trophies. And congratulations to Jenny Pierson, who seemed to pick up most of the prizes, on becoming Wellington Car Club Champion.

Til next month,

Brett.

Wellington Car Club Prizegiving

RESULTS

Prizegiving held Tuesday

16 February 1993

SPEED TROPHIES

	ALC RESIDENCE	
McMILLAN TROPHY	For the member scoring Jamie Kibble the most points at Kim Naylor Interclub Autocross events.	
GRAVEL HILLCLIMB TROPHY (AUTOFLEET SERVICES)	For the member scoring Bryan Morris the most points at Interclub Gravel Hill-climb or Gravel Sprint events.	
ANDREW O'NEILL MEMORIAL TROPHY	For the Under 25 years Rick Goffin of age member scoring most points at Wellington Car Club and Interclub Gravel Speed Events.	
SPEED TROPHY	Highest placed member Joe McAndrew for all Wellington Car Club Speed events.	
0 - 1300cc TROPHY	For the fastest 0 - 1300cc Deborah Kibble competitor at Sealed Hillclimbs WORKERS TROPHIES	
	Transfer of the second	
MORGAN WORKERS TROPHY	For assisting at or running events, helping at working bees and taking part in the Braille Trial (Committee members not eligible)	
ROSS GORDON TROPHY MARSHALLS SHIELD	For Marshalling only at Alan Mines Wellington Car Club events.	
MARSLIN ORGANISERS TROPHY	For organisation of the Iain Mollison most Speed Events	
COMMITTEE TROPHY	Presented to Committee Andrea McAndrew & Member considered to Mike Galvin have contributed the	

most to the running of

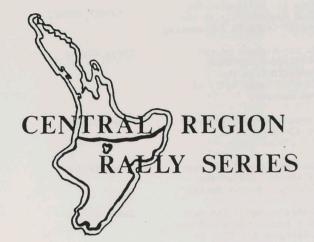
the Club.

OVERALL TROPHIES

LADIES TROPHY	For the female member gaining most points at Wellington Car Club events.	Jenny Pierson	
ATKINSON TROPHY	Highest placed member for all Interclub events including Gravel sprints Hillclimbs, Sealed Sprints Motorkhanas, autocrosses and Trials.	Joe McAndrew & Bryan Morris	
HANSEN TROPHY	WELLINGTON CAR CLUB CHAMPION	Jenny Pierson	
	For the member scoring the most points at all Wellington Car Club events including Speed, Non-Speed and Rally events.		W W
PRIORITY MOTORSPORT BENEFITS TROPHY	For a Wellington Car Club member. an "In House Jim Clark Trophy" for a member who has competed in motorsporting events with some distinction given their time to the club involved in organisation etc.	Alan Mines .	
	ONE-OFF EVENT TROPHIES		
HOWARD TOLLEY CUP	Fastest time of the day in the standing $\frac{1}{4}$ Mile Sprint 1500cc - 3000cc	Chris Taylor	
GRANT TROPHY	Fastest time of the day by a sport or saloon car in the flying $\frac{1}{4}$ Mile Sprint	Matt Gibbons	
DOBBIE BROTHERS CUP	Fastest time of the day in the standing \(\frac{1}{4} \) Mile Sprint 1001cc - 1500cc	No one eligible	
JUBILEE ROSE BOWL	Fastest time of the year by a saloon car up Alexandra Road.	Joe McAndrew	
D.P. FISHER TROPHY	Outright fastest time of the year (any class, vehicle, type) up Alexandra Road	Joe McAndrew	
FRIENDLY CAR SALES TROPHY	Fastest time of the year at Alexandra Road for the 1301 - 1800cc class	Andrew Wyness	

CLUBMANS TROPHY	For the winner of the Ross Gordon Memorial Race for Wellington Car Club Members only at the annual Clubmans Racemeeting.	Tony Oliver
WELLINGTON CAR CLUB RALLY TROPHY	To the highest placed Wellington Car Club competitor in the International Rally of New Zealand.	Chris Clarke
NU TREAD TROPHY	Fastest time of the year at Alexandra Road 0 - 1300cc class.	Tony Oliver
GIBBONS TROPHY	Fastest time of the year by any vehicle at the Kilbirnie Street Sprint	Ian Taylor
THE SHERIDAN CUP	Fastest time of the year by a junior member of the Wellington Car Club at Kilbirnie street Sprint	Jamie Kibble
	NON-SPEED TROPHIES	
THORNTON TROPHY	For the member scoring the most points in Wellington Car Club Closed Club Motorkhanas and Stewards trophy Interclub Motorkhanas	Tony Pepperell
HONEYPOT TROPHY	For the highest placed member on the Wellington Car club's Honeypot Trial	John & Jenny Pierson
HOLLIS NIGHT TRIAL TROPHY	For the highest placed member on the Wellington Car Club's Annual Night Trial	Not awarded
ROLAND CLAPPERTON TROPHY	For the member scoring the most points at Wellington Car Club non-speed events.	Jenny Pierson
NOVICE TRIALLIST TROPHY	Awarded to the most improved triallist over the year.	Brett Plim
MONTHLY NIGHT TRIAL TROPHY	Highest placed individual OR Team registered for the Monthly Night Trial Series.	Jenny Pierson
EAST TWO MAN TROPHY	Highest placed two-person team registered for the Monthly Night Trial Series	Team Peugotary Wayne Gair/ Diane McDonald

Rally Rumbles



P.O. Box 2896 WELLINGTON

PHONE: (04)5687-275

1 February 1993

DEAR COMPETITORS AND CLUBS

Welcome to another year of Motorsport. Hope most of you are returning to compete again in the Series, and hello to all you new competitors. We have five great rallies lined up for 1993. Taumarunui has decided to have a well earned rest and Wairarapa Car Club is running a rally for the first time in 5 years.

We have kept the Registration Fee to \$10.00 for this year and this covers the points updates and the cost of your Competitor Badges. Don't forget to register in plenty of time for the first rally - NO REGISTRATION = NO POINTS

As you will see from the rules we have included a Club Trophy for 1993 and the bonus system of points for drivers and navigators.

Those of you who are having a rest in 1993 should consider assisting the organising club in your area with their rally. Your experience as a competitor will be invaluable and may ensure the continuation of that event in future years.

Yours in Motorsport

Jane Black Secretary





POSTAL ADDRESS PO Box 62-021, Auckland New Zealand TELEPHONE (64-9) 276-0882

(64-9) 276-0881



1993 ROTHMANS RALLY OF NEW ZEALAND AUGUST 04 - 08

Eighth Round World Rally Championship Manufacturers' and Drivers'

We need your help and assistance to make the New Zealand Round of the World Rally Championship an even greater success than last year.

We have opportunities in many areas - examples being:
 administration office at Auckland Airport Travelodge and Rotorua;
 dedicated spectator points with supporting commentary;
 more field result distribution points;
 additional marshals at known or identified "busy" areas etc;
 Special Stage Marshals,
 Interpreters - French, Italian, Japanese?;
 Computer input operators - Auckland

If you would like to be part of New Zealands only World Championship event please complete and return this form.

P O Box Mt Wellir Telephor	s Rally of New Zealand 6 62 021 ngton, Auckland ne: 09 276 0882 : 09 276 0881		
Name:			1631
Address:			PAR.
The Miles		N.C. 150 50 368 O 9	
Telephone:		no pos en l'espejantel	
I would be interested	d in helping with		
Previous experience	- if applicable	PATE THE LAND	
(If you are new to the	he Sport, we still want yo	ou)	



The Tasman Cup for New Zealand and Australian competition will also again be contested.

The Route for 1993 has been confirmed and will make the rally far more accessible for spectators on the Saturday and Sunday.

1993 EVENT PROGRAMME (Provisional)

Monday	29 March		Regulations Issued & Entries Open
Friday	02 July	17.00	Entries at discounted fee close
Monday	05 _. July		Road Book issued to competitors
Friday	16 July	17.00	Entries close
Monday	19 July	09.00	Entries and Start Order published
Monday	19 July		Rally Headquarters open at HQ Hotel
Friday	23 July		Reconnaissance Starts
Monday	02 August	09.00	Media Centre opens
Tuesday	03 August	18.30-20.30	Test Day
Tuesday	03 August		Official Welcome Cocktail Party
Wednesday	04 August	11.00-21.00	Scrutineering and Documentation
Wednesday	04 August	23.00	Start List Published
Thursday	05 August	10.00-20.45	Rally Start: Leg One: Auckland - Rotorua
Friday	06 August	07.00-22.00	Leg Two: Rotorua - Gisborne - Rotorua
Saturday	07 August	08.00-20.00	Leg Three: Rotorua - Auckland
Sunday	08 August	09.00-14.00	Leg Four: Auckland - Auckland
Sunday	08 August	17.30	Provisional Results Published
Sunday	08 August	21.00	Prizegiving
Monday	09 August	09.00	Media Centre closes
Monday	09 August	12.00	Rally Headquarters closes

Further information on the rally is available from:

Rothmans Rally of New Zealand

P O Box 62 021

Mt Wellington, Auckland Telephone: 09 276 0882 Fax: 09 276 0881

Rothmans Rally of N.Z.

EARN DOLLARS FOR YOUR CLUB!

Every club member 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) commission to the club.

CALLAY CARS LIMITED

23 Railway Avenue, Lower Hutt Phone 569-3444

WELLINGTON CAR CLUB RALLY

DATES: FRIDAY APRIL 2ND AND SATURDAY APRIL 3RD

VICINITY: OHAKUNE AND SUPROUNDING REGIONS.

The 1993 Wellington Car Club Safari Rally will see a slightly different format to previous years that the Rally has run in the Ohakune Regions.

Scrutineering for the event will be at Goddards behind the Ohakune New World from 5 - 8pm on Friday April 2nd. Then the first cars will leave from the Ohakune New World carpark for a short touring stage to Old Station Rd.

The first special stage leaves from Old Station Rd, past the Powderhorn, under the rail bridge and on up the Turoa Mountain Rd to the top. The hill will be ablaze with the lights of rally cars! There will be good spectating from the Powderhorn, which will be open especially for the occasion. This stage is due to start at 9pm and finish approximately 10.45pm.

Saturdays rally starts from the Ohakune New World and heads out to Karioi forest for the first 2 stages of the day. There is little opportunity for spectating in the forest.

Stage 4 at Ratamaire Rd, off SH49, offers good spectating from the start line and starts aroung 11.30am.

Spectators can expect good viewpoints at the Fields Track end of Oruakukuru Rd, which is the finish line of this stage.

There is not a lot of spectating vantage points on Fields Track, but the Pakihi - Lakes Rd between Ohakune & Raetihi offers some exciting viewing, especially at the finish. This stage is expected to be run around 3pm.

Stage 8 is a reversal of Ratamaire Rd (Stage 4), and this time the spectating will be best at the finish.

The penultimate stage is a 63km stage back in Karioi forest, with little viewing. However the last stage has been designed with the spectators in mind and should prove to be a lot of fun. It is a short 5km stage on the West side of Ohakune, known as Old Mangawera Rd (aka Mangahone Rd) and contains a yump which should get a few cars airborne, just prior to a small

bridge/ford. This should start approx 5.30pm. It will be interesting to see how many cars are left in the rally at this point!

As you can see, planning for the rally is well advanced but there is still a requirement for more volunteers and/or sponsorship. The Club is haveing to foot a very large grading bill for the use of the forestry stages \$1000+, but without the stages the rally would not be able to offer the same variety of roads. If anyone is able to help, please phone Bernie Keith on 383 7468 home ASAP.

FREE FREE FREE FREE FREE

HEADLIGHT/SPOTLIGHT CHECK for Rally Cars competing in the Wellington Car Club Safari Rally.

The settings of your lights can be easily checked and adjusted at our workshop.

Please phone now for your appointment:

Glen

NEWTOWN AUTO ELECTRICAL

PH 389-8413

Eds Bit

Every mag we seem to be pleading for Helpers. And it is no different this time. But time after time we see the same faces at the Marshalls posts and the same committee members at all the events.

Seems there are a lot of people around who aren't too busy to compete, but look the other way when asked for a day out of their weekend. Some of you run businesses, work 6 days etc and are genuinely unavailable to help on the day. However, if you can see your way to making a donation towards the running of the event then this could help with the expenses of the many volunteers who do turn out. This is especially pertinent to the Rally, where our helpers have to find funds for gas and accommodation, and are often put off hleping due to the expense they will incur.

Don't forget, without them you competitors won't be turnign your ignition keys, so please think about how you can help - time or money!

Happy reading, and I hope to see some feedback in the letterbox regarding Bryan Morris's gravelsprint series proposals - do you agree or disagree?

JUDY.



Talking Trials

A meeting of Wellington Trial competitors was held on Tuesday February 2nd, instead of the usual night trial.

This year the Honda Challenge Night Trial Series will be administered by WMSA; a change from previous years when the series was run by the Wellington Car Club. Point scoring will also be done by WMSA.

The concept of trialling in the Wellington region was discussed, and it was emphasised that the night trial series should cater for, and not discourage, beginners. Trials should therefore be relatively short (about 90 minutes) and simple.

Organisers were found for all the Night trials this year, as well as for the first two events of 1994. A list of organisers and night trial venues will be sent out to all WMSA clubs shortly. An updateed organisers guideline and beginner triallers guideline is to be made up, based on guidelines from earlier years.

In addition the Wall Trophy series was discussed and it was agreed that this level of trialling should cater for a level between the night trial series and the Gold Star series. These trials should also include some mapreading. 5 Wall trophy trials have been proposed for 1993 and the dates are likely to be:

19th March 8th August

25th October

Kapiti CC Hutt Valley MC

4th September 3rd October Levin CC

Wellington CC

Harbour Capital CC

About 20 people attended the meeting.

John Crouch.

WAVIGATORS/RALLY DRIVERS and anyone just wanting to listen to the fireth and street to the fireth and this session are particularly and listen hally are and are antering the Wellington Rally of Navigating who are antering the Wellington Rally points of Navigating who are antering the printers time! in 3 weeks time! Arrowsmith. in 3 weeks time!

NEW ZEALAND MOTORKHANA CHAMPIONSHIPS 10 th APRIL 1993

The Hutt Valley Motoring Club is holding the N.Z. Motorkhana Championships on Easter Saturday this year.

For all those interested in entering, regs are available from your club secretary or write to:

HVMC

P.O. BOX 38-874

TE PUNI



WAIRARAPA CAR CLUB: RESULT SHEET

Event: TEA CREEK GRAVEL HILLCLIMB

Date: 7/2/93 Result. 00

4.37 7.2.93

cc Pract Race 1 Race 2 Race 3 Race 4 Race 5 Race 6 Place Place No Driver Club | Car 10-1090 FTD 10c1 - 13c-C 27 H.V CCRULA DUS DUS DUS HAYDEN KING PHIL SIMPLE 144 610012 4377 SIMPLET 1297. HV 1 14 45 19 104 80 100 19 (19.7) 4972 DERCRAH KIBRE Drisen 124d. WITN 145 12 106 52 MI (97 79) 91 79 JAMIE KIBBLE DA Bur 12id. Mb 11 111.84 5melet 1296 45 46 44 54 (12 77) 9371 TED WAY WAI 108-15 19249 9890 9890 17 boie fecterible Main 1286 19 BRYAN SCHLUP 10290 (46 81) (48 34) WAI MBN 99 16 (17 90 96:03) 9603 2. NEIL RICE Milin Misha 1200 10311 BU - 1600 25 14 74 He 65 (17 96) 117.96 GCGRT 1598 BRY MULA BECKETT WAT 133-15 14-72 109 VI MI (104-17) 104-17 1599 112.18 ELWYN PRIDAY escoli 104 59102 36 (42.13) 141.13 BRENT DNES Escai 1500 1075 DANH 10 26 49 81 (18.85) 98.15 1593 GORDON DIGILE WGIN ceur 1000 99.52 97.59 (53) 6 EZYAN MORZES LEONA 1587 104.7 95 37 DNS 106 25 104 34 14 84 23 323 10946 RICK ONEILL 100 00 94 90 91 8) 9783 412 Nyin POTER WISHMAN 1584 \$4.55 GEMINI 103 47 103 42 (18 64) 98:46 Ecroun 1586 11736 SIEVE PLROCY 16x61-7 2500 15 13 101 42 100 31 (1823) 98.23 WAI 23 BRIANTI RONG GERT 1993 109 27 103 57 (100 70 20 TONY FRIZGERAD Aggnm 20.63 11474 MAI 2. 9166 93 61 95 24 9166 majora 2354. GRAHAM MURAN WAI 103.06 91 80 94 41 (1309 93.¢9 2000 PAUL CAMIBELL SUNNY 18 17 98 67 (4137 91.37 Drisen MURRAY SCLLIFT 2000 111.16 104 17 100 90 99 55 98.55 1993 MACK KIBBLE ESCERT 166 12 105 85 105 F 10579 RXJ. 2462. 114 22 WAINE STEVENS 26 1993. 43 39 139.84 132 65 131 72 Backi SHIPLEN & LARSON 45 45 (412 MT (45 39) 93.39 To Too Blecks 2462 2500 -87.38 91.41 88:44 87.88 H.V 18 DOUG BRENEN 5 ZANO-V 98 17 (9621) 9676 9621 2. HIGH SCHUY SCHOO 104-19 21 RICK GEFEIN

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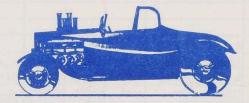
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14" & 15" \$30



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Event: PUKETIRO ROAD BENT SPRINT

Dale: 6/2/93



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Gravelsprint Series

PATS TROPHY - ROUNDS 1 & 2

Round 1 - Pukitiro Road - February 6th

Twenty five cars lined up for this event - yet there were no 4WD vehicles and only Rick Goffin in the 2500cc + class.

Most vehicles and drivers had been seen in last year's competition with Graham Moran, an ex BDA pilot, driving for the first time competitively since 1988, being a notable exception in Roger Brader's RX3, lent to him for the weekend.

The day was fine, the road fast and during practice - slippery. Comments on the hill were that Ian Taylor's Escorts road sweeping action would be missed. Practice was uneventful, with the road like ice to begin with - but with drivers like Tod Brooks quickly exposing the fast base for later runs.

First official run saw Tod Brooks setting the early pace with Ted Clay, Harvey Kibble and Graham Moran close behind. Unfortunately it also saw the demise of Peter Langdon (Datsun 1200) showing what not to do, hitting the bank hard at the top "s" bend, a corner that claimed two cars last year.

Second official run was notable for the drive of Ted Clay (Starlet 1300), smashing Bernie Morris' record drive of 1990, posting a time of 82.21 seconds, which is also quicker than Richard Taylor 1300-1600cc class record - a time that gave Ted 1st overall for the event.

3rd official run saw everyone trying hard - the road now fast saw Rick Goffin flying, posting a time just 0.1 second behind Ted to take second overall. Harvey Kibble, lying just behind eventual third placed Graham Moran and fourth placed Tod Brooks also flew but was miss timed. On his rerun, with a class win secured, he literally flew and at the same corner as Peter Langdon, Harvey had his first roll for 14 years.

For the deserved win, Ted received \$150.00 prizemoney - posted by the Wairarapa Car Club to entice competitors over for the weekend.

Round 2 - Tea Creek - February 7th

Sunday saw the return of most competitors from Saturday plus the arrival of eight new competitors, including Doug Breden (Subaru) and Paul Campbell (Nissan Sunny).

Again the weather was fine, the road slippery but unlike Puketiro Road never becoming super fast. Pace was set by 4WD pilot Doug Breden - 4 seconds quicker than anyone else - a margin he maintained all event to take overall honours.

The competition for second was between Ted Clay driving at the limit, Paul Campbell showing the Nissan which is up for sale still goes quick, ex BDA pilot Graham Moran and Tod Brooks with all four swapping times each run, often within $\frac{1}{2}$ second of one another.

Graham, on his third run, managed to gain a one second margin over Ted Clay who impressed everyone with a drive that appeared at the limit. Ted's drive for 3rd gave him a 3/4 second over 4th placed Paul Campbell.

After two rounds of the Pats Trophy Series, points are as follows:

Graham Moran	20	20	40
Ted Clay	20	20	40
Bryan Morris	19	20	39
Rick Goffin	20	19	39
Tod Brooks	19	18	37
Peter Leishman	18	19	37
Bryan Schlup	19	18	37

PATS TROPHY - A TIME FOR A CHANGE?

Having competed in the WMSA Gravel Sprint Series for the last two years I would like to voice my opinion for discussion for changes to the Pats Trophy format for the 1994 season.

The reason why I believe a change is necessary is to entice competitors, especially those in 2500cc plus class and 4WD vehicles, back into the competition. Many of these drivers believe they have no change of winning the Series

so no longer compete.

As rules presently stand, I could drive a standard mini 850cc, come last in every event and probably win the WMSA Series.

1. Changes to classes -

Classes should be	0 - 1300cc			
	1300 - 1600cc			
	1600 - 2500cc			
	2500cc +			
	4WD			

Points in class shall remain the same, i.e. lst = 20 points, 2nd = 19 points etc., except if there is less than 5 cars in a class, any car in a lower class is entitled to take points off the higher class car with the maximum loss of two points.

I.e. If in the 4WD class there is only one entry, then if he/she is beaten by a car of a lower class then the 4WD car shall only receive 19 points. If the car was beaten by two lower classed cars the 4WD car shall receive 18 points. If the car was beaten by three lower classed cars the 4WD car shall still receive 18 points.

- 3. Overall placings from first to fifth shall each receive one bonus point.
- 4. To ensure that all competitors know that events are on, competitors shall be registered, however, unlike Central Region all competitors on the day will receive points. Registration is only to ensure competitors who wish to enter all events are kept informed.

ries -		al E	Points ed	Under Proposed Scheme		
Graham Moran Ted Clay Rick Goffin Tod Brooks	20 20 20 19	20 20 19 18	40 40 39 37	21 21 20 20 19	21 21 17 19 20	42 42 37 39 39
Bryan Morris Peter Leishman	19 18	20 19	39 37	19	18	37

What the proposal is trying to do is ensure competitive cars, that finish well, shall be rewarded.

Your thoughts!

Articles and Proposal submitted by Bryan Morris

Classifieds

OHAKUNE RALLY

Accommodation available in central Ohakune for the weekend of 3rd/4th April. 3 rooms in private ski lodge, up to 6 berths per room. Full kitchen facilities, 5 showers, huge lounge with T.V., open fires, bulk firewood, hot water and parking. \$15 a night per head. Ph. (04)389-5275 evenings.

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Alan Harvie

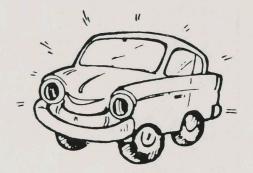
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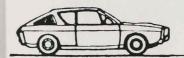


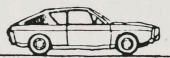


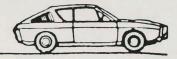
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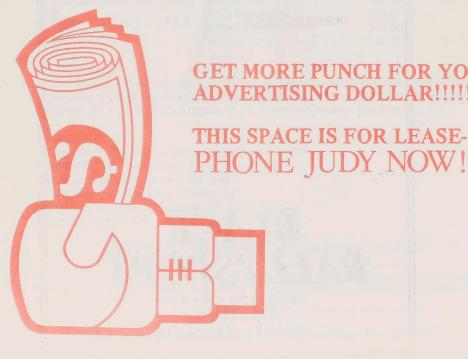


MOTORING APRIL 1993



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

P.O. BOX 5142 WELLINGTON



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.

MURRAY AITKEN

Murray is a Marketing Associate from Berhampore. He doesn't list any cars he drives, but is interested in Speed Events and Motorkhanas.

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P.O. Box 5142, Wellington Telephone 389-2309 Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

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	Tony Oliver	233 1264	025 435594w
	Richard Stevenson	388 6833	
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WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Tues Apr 6	Night Trial - Honda Trophy
	Strats 7.30pm from Hutt Valley
	Motoring Club, Halford Pl,
	Petone. Doc at 7.15pm; organisers
	B & M Atkins, Sunbeam CC.

- Sat Apr 10 Motorkhana Hutt Valley CC NZ Motorkhana Championships Venue: Lower Hutt City Riverbank Carpark. Max 60 entries, cost \$50. Regs avail from Pete L.
- Sun Apr 11

 Rallysprint Levin CC

 Venue Mangahoe Dam access road

 Shannon. 10km. First car starts
 at 10.00am. Entries close 5th

 April, or late entries till 8am
 11th April. \$50. Pete L has regs.

APR 17/18 WANGANUI CAR CLUB GRAVEL SPEED W/E

- Sat Apr 17 Autocross & Motorkhana HCCC Kim Naylor Autocross, and a club Motorkhana, but no further details have been sent to us.
- Sun Apr 25 Gravelsprint Hutt Valley MC Venue is Totara Park. Round of the PATS trophy gravelsprint series. Times and cost TBA.
- Sun May 2 Gravelsprint Kapiti CC National Status to be held at Mangaone Rd.

Tues May 4

Night Trial - Honda Trophy
Starts 7.30pm from Hutt Valley
Motoring Club, Halford Pl, Petone.
Doc 7.15pm. Organisers Ben
Stockbridge & Keith Heginbotham,
HCCC.



From the Top

I'm writing this sitting in the sun at Boomrock Rd Gravelsprint where it's good to see so many newer competitors having a go.

By the time this magazine reaches you, the Wellington Safari Rally will have been run, hopefully a success as in previous years. A big thankyou must go to Bernie Keith who took up the challenge of organising the rally and to his hardworking committee. The rally and our clubmans race meeting in May are our two biggest events and credit is due to all our members who put so much effort into organising and running them. The clubmans weekend is a great social event too, so if you are not competing, come and help out.

At the end of April is the MANZ AGCM and our delegates are Iain Mollison and David Black. If you want to know anything about remits, or wish to have them bring up issues, please give them a ring.

Jane Black.

Eds Bit

Seems to have been nothing but cars and car club ruling my life lately, with 3 WCC events in the past month (Kilbirnie, Beginners Trial, and Boomrock Rd) and the rally and clubmans looming.

Thanks to John and Jenny Pierson for putting together the Beginners Trial which was very well done. Just enough tricks and traps to have you wondering about where to go, but not lost!

The bulletin is currently lacking a sponsor for our front cover, so please contact me ASAP if you'd like the prime position. Our magazine is distributed to other car clubs, throughout the country so get your business advertised nationwide for just a small sum!

Also, the committee are always looking for ideas or speakers for clubnights. Contact us with your thoughts for a successful clubnight.

Judy Leishman.

Bulletin Advertising Rates (per issue)		
Front Cover - colour	1/2 page	\$42 + gst
Inside Front/Rear cover - bl/wh	full pg	\$31.50 + gst
Within magazine	1/3 page	\$ 7.87 + gst
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	full page	\$26.25 + gst
Trade action	1/4 page	\$10.50 + gst
	1/2 page	\$21.00 + gst

Phone Jude 528 7192, for your advertising requirements.

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Elizabeth Street Tyre Service -Kilbirnie Street Sprint Report.

The day dawned find and calm and I was hoping it would stay that way. It did! Scrutineering ran without too many problems. The main one being a number of competitors forgetting to bring essential equipment to scrutineering. My set up crew did a wonderful job of setting up the Venue.

When I arrived at the start line for Drivers Briefing everything was set up and ready to go. With Drivers Briefing over it was straight into Practice. No problems here, the only thing new being that you had to start in numerical order. This was a request from our sponsor Dave Barrow, at Elizabeth Street Tyres. It is amazing the number of people who can't read or count!

Things improved when we got to the official runs. The only real problems of the day occured near the end of the first official run. Firstly our sponsors' son, Peter Barrow, had an off as he came out of George Bolt St onto Tirangi Rd. He hit the kerb, went across the footpath and hit a small retaining wall side



THIS MONTH



HOW MANY CLUBS?

In my view, there are far too many Motoring Groups in the greater Wellington/Hutt Valley area.

This situation has mainly arisen over the past 10 years as we have seen more and more specialist type Clubs starting up. I believe that it would be far better for everyone if there were only two main Clubs in this area. At present we have affiliated to MANZ in this area a total of eleven individual Clubs. In addition there are numerous other "marque" Clubs, not affiliated to MANZ, and Sub Groups of Clubs based in other centres. (ie 'Z" Club)

The more Clubs you have, the more people are needed to run them. I believe that there are only so many people around that are

(a) interested in Motoring, and(b) prepared to be on a Committee running or assisting to run a Motoring Club.

The more Clubs there are, the wider spread round those people end up, making it harder for each individual Club to find "good" people (volunteers) to be on their Committee's, and to run their events / activities.

However it would be fair to say that Clubs such as our own, or Hutt Valley do not cover the interests of say Clubs like MG Car Club or the Constructors Club, due to their specialised interests in particular areas of Motoring. If we were to have fewer Clubs in the area we would have to take this factor

into account and structure our new Club(s) accordingly.

Firstly, I believe that the new Club structure should be built round the two main Clubs that have their own Clubrooms (namely Wellington & Hutt Valley) These Clubs also give a relatively even geographical coverage to the area (although it may be desirable to have a Porirua based third Club). Within these Clubs, there would be Sub Groups running events or activities for its specialised areas.

Wellington Car Club
Executive Committee

Sub-Groups

Speed Events Trials/Gymkhanas Rallies Constructors RotorSport MG Marque

Members would belong to the Main Club (in this example, Wellington), and would all pay the same Subscription, receive a common magazine covering the activities of all areas, and be eligible to enter the activities of any Sub Group. The Sub Groups would each have one representative on the Executive Committee. The Executive would have little or no involvement in the running of the Sub Groups, once they are set up. Their task is to look after the common interests ie. finance, membership, WMSA, advertising, socials, clubrooms, magazine, etc., and to co ordinate an overall calendar of activities as proposed by the Sub Groups.

The overall man power required to run the Committee/Sub Groups would be reduced on that currently required by the individual Clubs, as duplicate functions would disappear. Each Sub Group could hold it's own Club Nights if required, and this could allow Clubrooms to be open one or two nights a week. Overall we would hopefully see a stronger Motoring Base in the area, yet the specialist Groups could maintain their identity and enjoy the benefits of a larger overall organisation.

The Average Bloke

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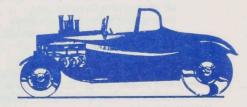
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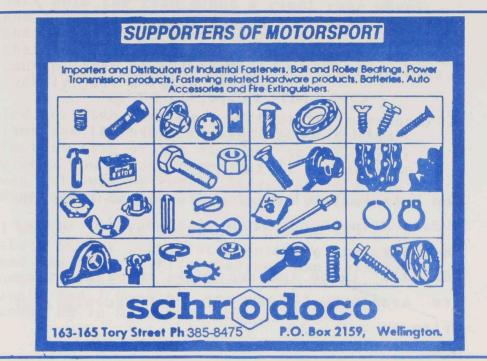


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Kilbirnie Street Sprint Photos, Courtesy of Rick O'Neill







lan Taylor - new course record.





Bruce Curwen





Shot of the month

ELIZABETH ST TYRE SERVICE

KILBIRNIE STREET SPRINT 1993

29.03.93

Final Results

Name	Club	Car Type	CC	Class	Run 1	Run 2	Run 3	Over All	Plac
I Taylor		Escort	4960		0.41.15	0.41.41	0.41.22	1	1
5 Law		Van Dieman			0.42.41	0.42.48	0.42.48	2	1
) Britton		Chevete V8			0.42.88	0.42.90	0.42.50	3	2
1 Seddon		VanDieman	1600		0.42.97	0.43.14	0.42.51	4	2
Oliver	-	Datsun	1270		0.42.90	0.42.76	0.42.89	5	3
Taylor	_	Nissan	3009		0.44.01	0.44.27	0.43.35	7	4
J Billington		Mitsi VR4	3380		0.44.44	0.44.88	0.45.16	8	5
Robinson		Escort V8	4400		DNF	0.44.83	0.44.75	9	1
Knox		Mazda RX7	2354 2354		0.44.77	0.45.22	0.44.79	10	2
Kibble Maskell	-	Sunny Datsun	1270		0.45.70	DNF	0.45.01	11	2
Campbell	-	Datsun	3400		0.46.07	0.45.14	0.45.66	12	6
Olsen	_	Mazda Rx3	2354		0.46.10	0.46.24	0.45.28	13	3
Galvin		Escort	1800		0.45.93	0.45.97	0.45.61	14	3
Huxford	_	Sunny	1997		0.45.75	0.46.36	0.46.04	15	4
Olsen		Mazda Rx3	2354		0.45.95	0.46.67	0.45.89	16	5
Van Schooten			2063		0.46.93	0.47.33	0.45.95	17	6
Wyness		Datsun	1400		0.46.03	0.56.94	0.46.01	18	4
Glasson	-	Chevette	2300		0.46.37	0.46.58	DNS	19	7
Toomer	See	Escort	1760		0.53.51	0.47.36	0.46.41	20	5
Harvie		Mazda	3118		0.47.31	0.47.02	0.46.78	21	7
Diggle		Corolla	1598		0.48.79	0.46.99	0.47.04	22	6
Small		Starlet	1297		0.47.55	0.48.13	0.47.06	23	3
Young		Chevron	2354		0.47.06	0.49.65	0.47.38	24	8
McGavin	_	Corolla	1587		0.47.71	0.47.18	0.47.45	25	7
Cunliffe		Mini				0.47.83	DNS	26	8
Edwards		Datsun	1500		0.47.77	0.48.12	0.48.44	27	9
Wilson		Anglia V8	5700		0.48.16	0.48.91	0.47.99	28	8
Wilson		Fiat	2000	C	0.49.14	0.48.88	0.48.35	29	9
Kingston	Wgtn	Mini	1293	A	0.48.47	0.50.59	0.49.31	30	4
Taylor		Avenger	1600	В	0.49.15	0.52.36	0.48.52	31	1.0
Stewart	Wair	Mazda RX7	2062	C	0.51.05	0.49.63	0.48.56	32	10
Morris	Wgtn	Corolla	1587	В	0.49.04	0.56.76	0.48.58	33	11
Taylor	Wgtn	Datsun	1298	A	0.50.19	0.48.58	1.07.10	34	5
Butters	Wgtn	Escort	1700	В	0.48.60		0.49.24	35	12
Hefford	Wgtn	Mini	1312	В	DNF	0.49.26	0.48.75	36	13
Stewart	Wair	Mazda Rx7		C	0.51.15	0.48.81	0.50.06	37	11
Curwen		Mazda RX3	2060	C	0.49.11	0.58.49		38	12
Toomer		Escort	1600		0.49.84	0.49.55		39	14
Rice	_	Datsun	1298		0.49.18	0.50.46			6
Whitelaw		Vauxhall	2279		0.49.22	0.49.18			13
Kirkcaldie		Barina	1298		0.50.31	0.50.36			7
Webley		Escort	2000		0.51.94	0.51.79		43	14
Taylor	Wgtn	Mini	1293		0.49.80	0.51.37	DNS	44	8
Kitching		Datsun	1171		0.50.13	0.52.49		45	
Curtis		Mini	1293		0.50.40	0.51.31			10
Gooding	Roto		2354		0.51.15	0.50.53		47	15
Kibble		Datsun	1200		0.50.58	0.52.09		48	1:
Warring	HVMC	Escort	1993		0.50.67	0.50.64		49	16
Rowse	E7 ~ +	Datsun	2354		0.52.19	0.50.71			17
Kingston	-	Mini	1275		0.51.51	0.52.23		51	12
Short	-	Corolla	1598		0.51.37	0.51.15	0.50.86	52	15
Martin		Corolla	1587		0.51.36	0.51.42	0.50.89	53	16
Tunley	BMW		2002		0.51.77	0.52.55		54	18
Singleton	the state of the s	Mini GT	1275		0.51.25	0.53.00		55	13
Stevenson	Wgtn	Laser	1490		0.52.27	0.52.54	1.01.15	56	17
Doherty		Riley	1300		0.52.89	0.52.68	0.53.65	57	14
A Dunnage	Man		4900		0.56.71	0.57.54	0.57.41	58	9
Barrow	TIT ~ +	Escort	1997		DNF	DNS	DNS	59	19

NEW ZEALAND MOTORKHANA CHAMPIONSHIPS 10th APRIL 1993

The Hutt Valley Motoring Club is holding the N.Z. Motorkhana Championships on Easter Saturday this year.

all those interested in entering, regs available from your club secretary or write to:

HVMC

P.O. BOX 38-874 TE PUNI



on. He ran along this for a little way then back onto the road minus a right rear wheel and a very bent car. The second incident, with one car still to complete the first run, was that the Fire Brigade needed access to the course. This held things up for about 10 mins, luckily just a false alarm.

The next two runs went without too many problems and the event finished about 4.30pm. Fastest time of the day went to Ian Taylor with a new course record of 41.15 secs. He was followed by rookie Steve Law in a Van Dieman and Dave Britton in his V8 Chevette.

I would like to thank Dave Barrow and Elizabeth Street Tyres for sponsoring the event and the series. Also everyone who helped me organise and run the event. Thanks once again and I hope to see you all at Alexander Rd in November.

Thanks.



COLIN G. TAYLOR

MANAGING DIRECTOR

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Competed in an Event?

Don't forget to send a copy of the results to the Pointskeeper! (11a Islington St, Trentham).

KILBIRNIE STREET SPRINT HELPERS, 1993.

Brett Plim Ian Parkinson Andrea McAndrew Tracey Buchanan Richard Stevenson Judy Leishman Cathy Arrowsmith Bernie Keith John Dalgleish Derek Mattingley Michelle Galvin Melanie Galvin

Clerk of Course Asst. Clerk of Course Secretary Asst. Secretary Chief Marshall Results Timing Start Line Start Line Bar Catering Catering

Scrutineers: Jamie Kibble Mark Kibble Jason Toomer Malcolm Buchanan

Marshalls: John Crouch Dave Richards Alan Mines Scott Humphreys Jody Seabright Danny Baker

Paul Butler Susan Richards Peter Delaney Mike Hodgetts Jamie Bone **Neil Whiting**

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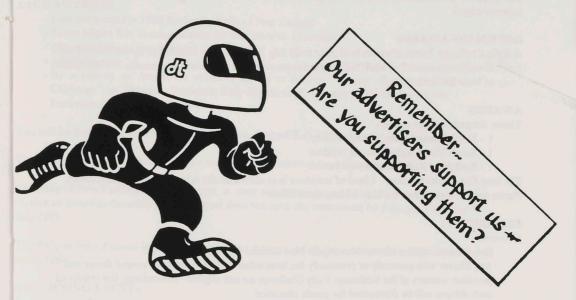
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CLUBNIGHT

April 20th at 8pm.

Come along and find out what this months topic is.





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1993 ROTHMANS RALLY CHALLENGE incorporating the ROTHMANS RALLY SCHOLARSHIP AWARD

The support of Rothmans of Pall Mall (N Z) Limited for the following Awards is gratefully acknowledged.

ROTHMANS AWARDS

A Rally Challenge Series of events held prior to 03 July 1993 has been established by the Rally of New ... and and Rothmans of Pall Mall (NZ) Limited to provide three supported entries in the 1993 Rothmans and yof New Zealand.

AWARDS

Three Awards will be made -

- 1 North Island highest placed resident
- 1 South Island highest placed resident
- 1 Rothmans Rally Scholarship Award

The best five results to count. Island of residence is as shown on the drivers Competition Licence. Points will be awarded to the No. 1 Nominated Driver.

ELIGIBILITY:

Drivers:

Drivers must hold a current Motorsport New Zealand Competition Licence.

Any Driver who presently or previously has been either a FISA or MANZ seeded driver and previous winners of the Rothmans Rally Challenge are not eligible. Accordingly the results of such drivers will be discounted for points allocation.

Rothmans Rally Scholarship Award:

Only No 1 Nominated Drivers 30 years of age or under at 30 June 1993, who, before 1 January 1993 have not scored points in a round of the N Z Rally Championship during the past three years and who have never competed in a Rally of New Zealand are eligible for points in the Rothmans Rally Scholarship Award.

Cars:

Any car complying with the Motorsport New Zealand Rally eligibility rules will be eligible.



IDENTIFICATION

All cars will carry a sign supplied by the Organisers 400mm x 100mm on each side of the car on the front wings.

OUALIFYING EVENTS

No registration is necessary. All eligible competitors in qualifying events will be allocated points in accordance with the Points Structure for Division One and Division Two events.

POINTS STRUCTURE

Division One Events:

Points will be allocated - 20, 18, 16, 14, 12, 10, 8, 6, 4, 2

Division Two Events:

Points will be allocated - 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

EACH AWARD IS

- Free entry into the 1993 Rothmans Rally of New Zealand
- Seven Nights free accommodation for four persons (2 rooms)
- 400 litres of fuel (Super Grade)
- \$7000.00 cash
- By accepting an Award the recipient agrees to display "Winner Rothmans Rally Challenge" or "Winner Rothmans Rally Scholarship" Banners on his car during the Rothmans Rally of New Zealand.

Ties will be determined as provided for in the New Zealand Rally Championship Articles.

The Awards are not transferable and are available to the winning No 1 Nominated Drivers only.

The Rally of New Zealand reserve the right, at their sole discretion, to designate a nominee to receive an award in the event that the winner does not uplift the entitlement by 5.00 pm Thursday 08 July 1993.

The Rally of New Zealand is the sole arbiter of the Awards and all decisions made by them are not contestable.

QUALIFYING EVENTS

Div One	Div Two	Date	Event	Status
S		27 March	Westland Car Club	Nat
	N	2-3 April	Wellington Car Club	Nat
	S	17 April	Marlborough Car Club	Nat
	N	24 April	Northland Car Club	Nat
N		14-15 May	Northern Sports Car Club	Nat/Champ
N		28 May	Manawatu Car Club	Nat/Champ
N		06 June	Hamilton Car Club	Nat
S		18-19 June	Southland Sports Car Club	Nat/Champ
	N	25-26 June	Rotorua Car Club	Nat
S		02-03 July	Autosport Club	Nat/Champ

CLASSIFIEDS

FOR SALE

Used Rally Tyres:

Dunlop SP61, SP71, SP82 -

All 165/80 x 14"

* Falken RX015A 175/65 x 14"

Used Race Tyres:

* Wets - Dunlop 175/550 x 14

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1971 Fiat 124 Coupe Modified 1600, LSD, Rose jointed suspension,

adjustable shocks, full roll cage. Great club car, slicks and wets on mag knock on rims, ex

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1970 Corolla Coupe

1300cc, Lights, 16+ tyres and

wheels. All ready for 1993

season. \$4000 ono.

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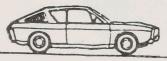


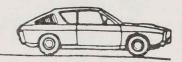


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MAY 1993



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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.

RICHARD STANFORD

Richard lives in Wadestown,

works as an Administration Clerk and drives a Vauxhall Chevanne. He is interested in all

events.

PAUL GUTHRIE

Paul is an Aircraft Engineer

from Whitby. He is interested in Speed

Events, Rallies and Autocrosses. He doesn't

currently run a car.

GLEN STEVENS & SHARON HUGO

Glen and Sharon have a 69

Mustang Fastback and have been

involved in Circuit Racing and Motorkhanas

mainly in Christchurch. They live in Maungaraki and Glen manages Fastway

Couriers.

CLUBMANS HELPERS

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WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309 Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE			
PRESIDENT	Jane Black	568 7275	
IMMEDIATE PAST PRESIDENT	r Mike Galvin	383 6974	387 3629w
CLUB CAPTAIN	Brett Plim	565 0925	
VICE CLUB CAPTAIN	lain Mollison	565 0262	565 0262w
SECRETARY	Andrea McAndrew	478 7934	
TREASURER	Mike Hodgetts	476 3450	472 7666w
COMMITTEE	Derek Mattingley	478 0484	
	lan Parkinson	237 9624	576 6999w
	Alan Harvie	383 8742	385 8549w
	Cathy Arrowsmith	239 9132	472 7595w
	Bernie Keith	383 7468	385 9392w
	Judy Leishman	528 7192	528 0349w
	Tony Oliver	233 1264	025 435594w
	Richard Stevenson	388 6833	
SUB COMMITTEES			
SPEED	Tony Oliver	233 1264	025 435594w
NON SPEED	lan Parkinson	237 9624	576 6999w
RALLY	Brett Plim	565 0925	
CLUB SCRUTINEERS	Craig Fair Craig Fair	476 2572	476 6547w
	Malcolm Buchanan	388 1617	388 1617w
MEMBERSHIP	Ian Parkinson	237 9624	576 6999w
MAGAZINE & POINTS	Judy Leishman	528 7192	528 0349w
CLUBROOMS & EQUIPMENT	Bernie Keith	383 7468	385 9392w
BAR	Derek Mattingley	478 0484	
SOCIAL	Richard Stevenson	388 6833	
WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Sun May 2nd

Auto-X, Kapiti CC. Kim Naylor event, Doc Scrut at the venue, Kapiti Track by Southwards Museum, Otaihanga, at 9.30am. \$10 Further details from Peter Parker ph 297 0569hm.

N.B. The Mangaone Rd gravelsprint originally planned for this date will be held June 27th.

Tues May 4th

Night Trial, HCCC.
Doc at HVMC, Halford Pl, Petone at 7.15pm. Leaves at 7.30pm. Come along and give it a go, you don't need any special equipment.

Sat May 15th Sun May 16th

2 Sealed Sprints - Levin Supposed to be Duncan Mackenzie & a national sprint, but we have not received any regs yet. Ph Ken Douglas at Levin 06 3687639hm.

Sat May 22nd

Clubmans Meeting - Manfeild.
WCC event. If you're not competing please lend a hand. Regs now available from Pete Leishman. \$55 till 14th May, then \$65. Racing in all classes. Scrut 8am - 10am. Drivers briefing at 10.30am.



Fri May 28th
Sat May 29th
Round of the National and Central
Region Championships. Cost \$230,
entires close 10th May. 303km of
Special Stages and 405km touring.
Traverses from Palmerston North
to Waiouru and back. Regs now
available from Pete Leishman.

Sun May 30th Autocross - Kapiti.
2nd round of Kapiti CC Road and
Race series. To be held at the
Kapiti Track, Otaihanga. Contact
David Hercock 2984058.

Tues June 1st Night Trial - HVMC.

Doc at HVMC, Halford Pl, Petone at 7.15pm. Starts 7.30pm. Organised by C & M Reid, HVMC.

Mon June 7th Masterton Street Sprint - Wairarapa 1.2km sealed event. Cost \$45.
Entires close 28th May. Scrut/Doc 7.30 - 9.15am at Braders Car Court.
Regs avail from Peter Leishman.
Round of the Duncan MacKenzie.





From the Top

Now that the rally is over we can all hibernate for the next week or so, (in my case figure out how to pay for Davids' flying lessons in the rally car), until our clubmans race meeting. This promises to be bigger and better than last year and hope you can all make it for the weekend.

The club is traditionally quiet over the winter months, however many of our members are involved in rallying. If you wish to help out at any rallies contact me and I'll put you on to the organisers.

We are organising a First Aid course aimed specifically at Motorsport members for later in the year. I need to know who would be interested in attending and whether a Saturday or Sunday would be more preferable. Please ring me so I can put you on the list.

Jane Black.

NOTICES

FIRE EXTINGUISHERS

FIRESTOP 2000, 95 Cook St, Auckland, Box 47077, Ponsonby sell the latest and greatest in fire extinguishers including durable light-weight aluminium cylinders. They will courier anywhere in NZ in 48 hours, and also sell second-hand reconditioned BCF items. Full servicing and modification to extinguisher systems. Competitive pricing.

SCRUTINEERING SEMINAR

This is a "must" for all club level scrutineers and will be held on Saturday 26th June in Palmerston North.

Topics will be:

Gain an understanding of the Road Transport regulations regarding safety/harness inspections, vehicle certification, low volume vehicle regulations.
Gain an understanding of Motorsport Schedules A and AA.
Homologation of Roll Cages.

The club secretary, Andrea McAndrew is currently taking names of interested persons. Please advise her by June 1st if you intend attending.

MANZ NEWS

FLAG MARSHALLS HANDBOOKS

These are available free from the MANZ office - just phone them for a copy. Contains the "How To's" of Flag Marshalling.

MANZ CIRCULARS

This month we have 3 circulars from the Motorsport Office regarding various changes to Regulations and or Information regarding our sport. As they are rather large documents, the contents are briefly summarised as follows. Those people who are directly affected and wish to peruse the documents in full are requested to contact the MANZ office for a copy.

Ref 6A/2453 - Rule Amendments - National Sporting Code:

Art 7.11A, Art 9.5B, Art 10.3, Art 10.4 which refer to decisions of enquiries at championship meetings.

Art 11.4 and 11.5.1 - delegated Assistant Clerk of Course becomes licenced Assistant Clerk of Course.

Ref 6B/2488 - Correction to Edition 24 Motorsport Manual

Sched A. Art 2.4 referring to Group A and N roll cage specifications. Suggest those affected contact one of the club scrutineers or MANZ for further in depth details.

Ref 15E/2438 - Rally Regulations - Appendix R.

Art 3.3 Vehicle Advertising - note that Rothmans Rally challenge will be using the reserved advertising areas.

Art 5.1e Delete the sentence:
"This will result in a penalty of 10 seconds for every minute of lateness added to overall time."

For detailed wording to update your MANZ book, please contact the MANZ office.



BATHURST - Sept 29th to Oct 3rd 1993.

Sports Abroad Ltd of Box 99499 Newmarket, ph 09 5292072 have a 5 day trip to Mt Panorama at \$1155. More details on club notice board.

LETTERS TO THE EDITOR

ALASTAIR CALDWELL 30 May Street Hamilton NEW ZEALAND

4 March 1993

Wellington Car Club PO Box 5142 WELLINGTON

Dear Sir,

I am a historic rally enthusiast based in the United Kingdom who used to live in New Zealand. I am in New Zealand visiting my parents and getting one of my daughters married here.

I would like to enlist your help in trying to locate old rally instruments for use in historic rallying.

I have located enough for my own use but am a member of the Historic Rally Car Club in the United Kingdom and my fellow members love to have these instruments to use so their cars look completely original. In some rallies it is compulsory to use the old instruments.

I would like all Heuer mechanical clocks, stopwatches and Halda tripmaster, twinmaster, speed pilots. I will pay good prices for these items and pass them onto fellow club members. I am not a dealer and am not doing this for profit.

I am shortly returning to the United Kingdom but my parents, Mr & Mrs D.W. CALDWELL, will take any replies at either Russell (09) 403 7721 or Hamilton (07) 856 9563.

Yours sincerely

ALASTAIR CALDWELL

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Rally Rumbles

WELLINGTON CAR CLUB OHAKUNE RALLY

Thanks to the following who worked with Shirley and my timing crews: Sam, Murray, Josie, Jamie, Danny, Francis, Paul and the taping crew who filled in, up the Mountain Friday night. It was a nice night but at 1200m cold!

Special thanks to all the navigators who are always so nice to us, - wonder why?

I'm sure Bernie will thank everyone else - other timing crews, taping crew, arrowing cars, lead car, tail car, radio operators, recovery vehicles, headquarters staff, Ass Clerk of Courses', results, First Aid etc. We tried to work out how many people were required to run a rally (on the day, not the setting up) and we came up with approximately 1.25 people per car for a field of 51 cars! Makes you think about all these volunteers doesn't it. Remember when the volunteers stop volunteering, the racing/rallying will stop.

Any help will be appreciated in any event. Thanks to all those who do help.

Sue Diggle.

SAFARI RALLY

"Whos that navigating for car 26?"

"Barry Lakeman - he's competed in over 30 rallies with 7 different drivers."

"But that was 14 years ago!!!!"

I jumped at the chance to go navigating again, with Dennis Lukies in his Toyota Sprinter - a "one off" to see what the real world is like now. I had a great time and decided that organising is for people who can't cope with the real world. I felt quite safe with Dennis, in spite of the fact that 150km/h on gravel in a 1600cc car is not the safest place on earth (I've been at 135mph in a BDA, but it seemed to have a reserve of power somehow), and he spun twice on the 30km seal stage (I've never been taken 360 degrees on seal before, without a pause, though I've done it myself on a track). I definitely felt safer than with Dave Daley, with his "which way do you reckon it goes over the brow?" guessing games, flat out in 5th in the BDA.

The rally started with an 18km sealed stage at 9.00pm up the Ohakune Mountain Road to a freezing cold Turoa. I felt sorry for the marshals, outside in the wind coming off the snow. Well, just for a second - the retaurant was warm. We were 30th out of 47 - Dennis was not pleased. Overnight we repaired the lead to the starter solenoid which had become so short over its chequered life that the mild movement of the engine was pulling the terminal off.

It was into the forest around 10.00am on Saturday for a 25km stage, followed by a 35km stage. We were 13th on the first of these, despite having to overtake twice on the shitty little roads that they put into forests these days (are trucks getting narrower?). Three abreast through a clearing is a fun experience: you watch the little track on the other side getting closer and closer and wait for the person who thinks they are going to hit the trees to back off first. It wasn't Dennis.

The second of the forest stages was a disaster for us. We thumped a rock which dented the door sill and bashed its way out the back of the car along the left hand side. The subsequent grinding noises from the left rear encouraged us to stop and go into tyre change mode. But there was nothing wrong with the tyre. Dennis climbed underneath and could find nothing wrong, decided it was a stone in the rear caliper, leapt back into the car and drove backwards and forwards for a while to no avail. He resumed his position under the car. I suggested that we take the wheel off anyway (with 20km to go we couldn't afford to experiment by just driving off.) Back into wheel change mode. This took some time: the gas struts on the hatch don't work and the jack is a standard narrow based thing that sinks into soft soil. When we got the wheel off, we found that the rim had split, the broken part curling around behind the wheel, the better to bash the brake lines etc. to pieces. All this cost us 13 minutes by my reckoning (based on stage placings from the previous stage), and gave us last place for the stage (now out of 37 cars).

Next was Ratamaire Road, a track that someone had used with a bullock cart just before, judging by the surface and the depth of the ruts. 22nd place. Two public road stages next: 22km gravel and 30km seal. 24th on both. There were one or two horrendous skid marks on the seal stage, David Black dropping off "over 50 metres" into a stream. Apparently he had time to close and open his eyes three times on the way down. Then Ratamaire Road was run the other way: 15th place.

The final stage was the two forest stages added together: 60km. 10th fastest. Final placing 20th and 5th in class out of 28 finishers. Had we not stopped in stage 3, we would have been 12th and 3rd in class. But we've all got "might have been" stories.

An unexpected addition to the field was Shane Murland, navigated by Dennis Roderick, two names that will be familiar to other old lags. Apparently they had a terrible day, which started with the theft of their licences, and continued through such horrors as losing their way on the first touring, running out of petrol on stage 1, damaging the navigator's door and losing their time cards in the river on stage 2, and retiring on stage 3 due to mechanical problems.

Our very own Joe McAndrew won, as expected. For once he didn't have it all his own way: although he was fastest on 6 out of 9 stages, the lead swapped between him, Geof Argyle (who was eventually 2nd) and Bruce Herbert (3rd).

My wife, Marjorie, and our children, Tamsin and Christopher, spectated at various places around the event (5 stages altogether): as the rally was run in a series of spirals from Ohakune, it was easy to see quite a lot of it. Apparently they had a great time: I hope that the family budget doesn't have to stretch to buying two more rally cars now.

I will continue to support Dennis as his Team Manager for the rest of the Central Region Series this year.

Thanks to Bernie Keith and his 50 or so helpers who made the event happen. The first Wellington Car Club rally was held in 1969. So that makes 24 years (though not every year) of rally perfection.

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WELLINGTON RALLY BRIEF - LEISHMAN MOTORSPORT

Rally brief is an ideal title as it was a very brief Rally for us. In fact we didn't get any further than about 2.5kms into the 3rd stage where some wacker stuck a sharp right hand corner in the middle of nowhere. Damned inconsiderate especially as I was going like a bat out of hell trying to make up time and win the rally on one stage. I can tell you now it doesn't work and we let Joe off the hook so he was able to win his fourth consecutive Wellington rally, but not by much mind you! We obviously did enough to give him a scare because on the Sunday night he hopped on a plane to London to visit Prodrive in search of a 6 speed Gemini killer gearbox. But that's okay I've got one on order too. I can't afford a Hollinger so I'm getting a mayonnaise one instead.

Anyway back to the event in question. For us it was a cluster #@\$% from just after we started stage one. When we got to the corner by the Powderkeg the car tried to go straight ahead. Lucky we didn't mount the bank and park it. So off we went up the hill and then it started. The engine began to lose power and got slower all the way to the top resulting in quite a slow time. Mind you not that slow because the ex Joe McAndrew Mazda 323 4WD Turbo seeded right behind us took until 17km to catch us and unlike a certain individual the next day we pulled over, even indicated and didn't flick rocks up and break windscreens like someone else I could mention (but we won't go into that!).

Back at our own personal Parc Ferme we couldn't find anything wrong with the engine and in the morning we took the car for an early morning run up a hilly section in the area and it didn't miss a beat. We believe the altitude and cold affected the mixture/running of the Engine Management system (hi-tech Gemini this one!).

Off we went to Stage 2 knowing that we were 1.5 mins behind our fellow class competitors. So had a bit of work to do. Basically I "went for it" and gave it death. Got slowed by the Ford (not Yeti's, but the water one) and sucked in some H2O (must remember to keep my mouth shut next time) and the car spat the dummy a bit but quickly regained its' composure. We proceeded on at a Legacy frightening pace and passed a couple of cars, one stationary and the other moving but with only 1 forward gear (4th - he finished the rally tho!). Then we caught a sniff of dust in the air and we caught up with a little Red rear engined car that was handling very badly. We unfortunately caught them on a narrow winding track and this vehicle was doing a better job than a Tractor and Plough. Eventually it dislodged a Scud missile that pierced our Armour plated front screen and a headlight. And that's the way we finished the stage. I guess the boot was on the other foot this time as we broke Doug Bredens screen last year on a sealed touring stage and he was still 200 meters behind. Just shows you the power of the Gemini, it can flick rocks up off tar seal. [Plus I remember upsetting Chris Joblin - he's one of those National Type competitors, on the Daybreaker last year when on a Special Stage he finally caught us near the end of a stage - last km, and because I didn't actually pull over, stop and get out to wave him through even though the road was 4 lanes wide, he got a tad upset].

After a frantic service stop where we cleared out glass, removed the rear screen (just like Bathurst), petrol, fixed sump guard, and changed front wheels - puncture, and found some sort of Eye Protection, we were off to the next stage. The rest is history. Suffice to say that we ended up 20 metres off road where we were unable to dislodge ourselves and went over time and had to withdraw. The tail car towed us out and we drove home.

We viewed the rest of the rally from the side of the road. Walked in to the finish line of the last stage. This was very interesting as the front running cars

were travelling extremely fast over the line. I'd say Joe was hitting over 200kmh here and threw it sideways over the line as the road curved round to the right. Yes, quite awesome.

Our direction is now focused on a possible entry for the Daybreaker in a leased vehicle (in your dreams says Jude), so more likely it will be in the old family faithful. Will give a couple of those twin cam paddy field ploughers a shake up I reckon.

Thanks to Graham, Phil, Tim, Jude and Niki,

Till next time,

Pete Leishman.

Why Would Anyone Organise A Car Rally?

I was but one small player in the running of the Wellington Car Club rally at Ohakune on 2nd and 3rd April. However, the minimal exposure I had to the management of the event opened my eyes and mind. What a collossal job. Organising a route, producing road books and service guides, timing crews, arrowing crews, emergency rescue, vehicle recovery, communications, scrutineers, results, computers, prizes and a doo.

It reads like bugger all, but each facet entails an enormous amount of planning and co-ordination, all done by unpaid volunteers. Unpaid, in fact most paying their own expenses for travel and accommodation.

All so some people with noisey cars can enjoy a skid among the tress. Granted, it is a two way street - organisers need competitors so the event makes a profit, and competitors need to have events organised.

It was disappointing to observe the attitude of some competitors. They arrive ill prepared - cars fail scrutineering, documents are incorrect or missing, a total lack of understanding the rules of the event and MANZ, and then they have a go at the official who has informed them of their shortcomings.

If you are a competitor and feel like criticising an event, firstly consider "can I and am I prepared to do a better job?".. If you are, I am sure the organising committee would welcome you with open arms next year. If not, then shut up.

Similarily, if you as a clubmember were not involved in the event in any way, please consider your availability next year. It may not be the most exciting job in your life, but there is pleasure in being involved in a well run event.

Finally, on behalf of the silent majority of clubmembers, congratulations to the organising committee of the rally. Under Bernie Keiths direction they ran a top rate event. I only hope that the organisers got as much pleasure from running the event as the competitors did in competing.

A.N. Onymous

Rally Rumbles

										un a				
					SPEC	IAL S	TAGE	TIMES					Piac	inc
Car	Cl.	Driver/Co-Driver	1	2	3	4	5	6	7	8	9	Elansed		
1	D	Joe McAndrew/Bob Haldane	9:55	16:06	17:29	6:36	12:34	15:51	3:41	6:19	31:49	2:00:20	1	1
2	D	Bruce Herbert/Bernard Teal	10:32	15:53	17:50	6:11	12:39	15:50	3:41	6:20	33:00	2:01:56	3	3
3	D	Paddy Davidson/whoy . I	10:23	15:20	18:07	6:45	13:03	16:19	3:49	6:38	32:58	2:03:22	4	4
4	D	Lewis Scott/Gil Church	10:17	15:32	17:55	6:20	13:06	16:04	3:52	13:33	45:00	2:21:39	17	10
5	D	Geof Argyle/Greg Davis	10:35	14:55	18:06	6:21	12:36	16:13	3:41	6:19	32:30	2:01:16	2	2
6	D	John Billington/Graeme Toomer	10:42	16:27	19:34	7:01	19:31	16:30	3:46	7:09	35:39	2:16:19	10	7
7	D	Peter Day/Robert Ryan	10:55	16:03	19:09	6:35	13:12	16:23	3:47	6:42	35:18	2:08:04	5	5
8	D	Campbell Wright/Mike Gibbs .	10:52									Withdrew		
9	B	Shane Murland/Dennie Reclinich	32:44	73:25	20:43							(wi therew		
10	C	Rob Brown/Darrin Brown	11:07	20:58	24:07	6:54	13:33	17:31	4:05	7:02		Withdrew	-	
11	D	Brian Green/Barney Williams	11:21	18:12	20:27	6:55	15:53					(Mi thorew		
12	B	David Black/Conrad Smith	11:16	16:26	19:09	6:32	13:18					Withdrew		•
13	C	Roger Brader/Barry Swanerton	11:35	16:22	19:36	11:40	13:48	17:05	4:02	7:09		(Withdrew		
14	D	John DeBernardo/Paul Dajnowski	10:36	24:06	19:14	6:45	13:29	16:21	3:50	6:58	38:13	2:19:32	15	9
15	C	Kevin Blackley/Rodney Christens	10:59	16:40	20:09	6:48	13:23	18:27	4:07	7:01	36:48	2:16:22	11	2
16	C	Alistair Maclennan/Steven Payne	10:52	20:50	20:33	7:06	13:52	16:31	3:52	7:16	36:58	2:17:50	12	3
17	B	Chris Ransey / Relact Sug	11:15	32:01	20:18	6:51	16:50	18:59	4:19	7:54	44:39	2:43:06	27	9
18	B	Jin Stewart / Hamish Mc Indias.	12:10									(Withdrew	: Stage	02)
19	B	John Bouzaid brate Belie	17:14	18:54								(Withdrew		
20	A	Ross Thurston/Stuart Jenkinson	10:54	17:39	20:01							(Withdrew		
21	B	Keith Stewart/Malcolm Bichan	37:37	21:50	24:12	6:34	13:56	18:17	4:16	6:48	45:24	2:58:54	28	10
. 22	B	Bryan Morris / Steve Punky .	11:03	17:02	19:40	6:36	13:45	16:59	3:57	6:47	37:22	2:13:11	6	1
24	C	Lee Dudley/Debbie Locke	11:20	20:37	20:28	6:52	13:38	- 17:30	4:08	7:01		(Withdrew		
25	C	Murray Sollitt/Guy Bach	11:45	17:27	19:43	6:41	13:42	18:13	4:00	7:48	36:52	2:16:11	9	1
26	B	Dennis Lukies/Barry Lakeman	12:00	17:23	32:46	6:56	14:14	18:19	4:08	7:03	37:02	2:29:51	20	5
27	В	Peter Leishman/Graham Osborne	12:26	17:38							127	(Withdrew	Stage	03)
28	D	Ross Martin/Shart Risetan.	11:15	20:38	22:32	6:27	13:27	17:15	4:01	6:43	36:55	2:19:13	14	В
29	B	Michael Heatherwick/Kane Seymou	11:04	17:29	19:38	6:42	13:34	16:55	3:59	6:58	39:29	2:15:48	В	2
30	9	Keith Warwick/Pete Worsnop	11:47	18:37	21:48	6:57	13:58	17:41	4:04	7:07	40:55	2:22:54	18	3
31	A	Grant Brodie /Thomas Rigers	12:18									(Witharew		(02)
32	A	Neil Rice/Cathy Arrowsaith	12:23	17:43	20:39	6:45	14:02	17:37	4:18	7:04	40:10	2:20:41	16	1
22	C	Chris Clarke/Graeme Robertson	12:46	17:27	21:24	7:10	14:21	18:19	4:22	7:54		Withdrew	Stage	09)
34	9	Bordon Diggle / Lan Creus	11:34	21:21	21:19	7:00	13:57	17:28	4:15	7:22	52:06	2:36:22	23	7
35	C	Don Locke/Dwen Keep	12:00	17:44	20:52	6:51	13:42	17:10	4:00	7:06	3a: 44	2:18:15	13	4
36	D	Robert Leicester/Chris Cobham	10:44	16:49	19:49	6:29	13:37	17:28	3:58	6:39	37:55	2:13:28	7	6
37	C	Greg Sandilands/Harvie Edocombe	11:10									Witheren	Stage	02)
38	C	Robert Fergusson/Warren Clealan										(Wi thdrew	Stage	01)
39	B	Jonathon Olsen/Brendan Olsen	12:03	18:32	21:30	7:19	14:55	18:44	4:22	7:34	40:50	2:25:49	19	4
40	A	Brent Kennard Sue Kennard	12:04	18:19								(Wi tharew:	Stage	03)
41	В	Geoff Newton/Russell Dixon	11:42	18:59	21:54	7:18						(Withdrew:	End S	tage 04)
42	8	Peter Hosie / langly Alevenull.	13:08	18:43	21:55	7:53	14:40	18:37	4:22	7:35	43:34	2:30:27	21	6
43	C	David Rome Krain Bernangton	11:43									(Withcrew:	Stage	02)
44	B	Craig Martin/Scott Martin	12:21	20:58	20:59	8:18	20:41	22:49	4:18	7:49	40:10	2:38:23	26	8
45	B	Dave Cooper/Paul Trupshaw										Withdrew	Stage	01)
47	A	Phil Small/Ken McGavin	12:06	19:34	29:15	7:19	15:08	17:42	4:17	7:44	43:52	2:36:57	25	4
48	A	Malcolm Chamberlain/Michelle Ch	14:15									Witharen	Stage	02)
49	A	John Taylor/David Taylor	12:39	19:18	22:29	7:10	14:56	19:46	4:29	7:23	42:32	2:30:42	22	2
50	A	Shane Schlup / Justa Visco	12:21	18:55	22:28	9:03	16:02	19:32	4:45	8:32	45:08	2:36:46	24	3
51	A	Andrew Grant / Kenny Harry	11:39									(Ni tharen:	Stage	(2)

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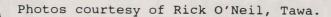
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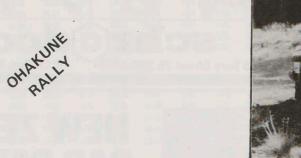




Joe McAndrew



Alister MacLennan





Pete Leishman



David Black

John Billington

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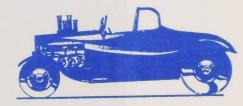
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BOOMROCK RD, MARCH 21ST

Sunday turned out to be fine with a gentle breeze blowing (a bit chilly at times for out of towners)! After a small delay in setting up all of the gear (radio problems, not, for a change, the timing gear), we finally got underway with an untimed practice run at 30sec intervals. This was followed by two incident free timed runs.

The third run was marred by the last car nudging the bank and blocking the road. After removing his front guard he was on his way back. It was a great days racing had by all, and like myself, it was good to see some new faces involved in all aspects of the event.

I would like to thank everyone who sat out in the slightly chilly breeze to marshall and time.

Thankyou,

Richard Stevenson, Clerk of Course.

THANK YOU TO ALL THE BOOMROCK RD HELPERS:

Eddie Conroy
Graham?
Scott Humphreys
Brett Plim
Tony Oliver
Alan Harvie
John Crouch
Cathy Bobbett
Cathy Arrowsmith
Jude Leishman
Steve Hardie
Bruce Curwen
Sue Diggle

Shirley McNabb John Rapley Kevin Whiteman
Chris Angel
Alan Mines
Alex Wilson
Dave Richards
Susan Richards
Mike Gall
Mike Lee
Jamie Bone
Paul Taylor

Chris Wood

Paul Taylor Melanie Turner Julian McMullan

Brendan Wood Ian Parker

If I have missed anyone out, I apologize.

Thanks once again.

WELLINGTON CAR CLUB

BOOMROCK RD GRAVELSPRINT

21.03.93

Final Results

Car	Driver	Opposite and Higgs in	Club	Car	cc	Cl	Run 1	Run	2	Run	3	O/A	Cla
1	David	Black	WCC	Corolla	1600	B	1:39:97	1 . 38	.16	1.36	. 48	1	1
16	Doug	Breden	HVMC	Subaru	3029	-	1:38:96					2	1
3	John	DeBernado	WCC	Mazda	3127	100	1:40:59					3	2
22	Ted	Clay	WCC	Starlet			1:42:71	1 : 41	.90	1.40	.76	4	1
17	Rick	Goffin	WCC	Sunny	3000		1:44:93				. , 0	5	3
10	Stephen	Bennett	HVMC	Starlet			1:44:71				. 58	6	3
14	Pete	Leishman	WCC	Gemini			1:44:53					7	3
18	Bruce	Curwen	WCC	Mazda	2060	-	1:47:00					8	4
119	Neil	Rice	WCC	Datsun	1200		1:44:54					9	2
4	David	Manze	KAPITI	Corolla	1600	B	1:45:82					10	Ā
12	Gordon	Diggle	WCC	Corolla		1000	1:44:97						5 .
6	Phil	Small	HVMC	Starlet	1297	A	1:47:90	1:45	:60	1:44	:70	12	3
2	Michael	Heatherwick	KAPITI	Corolla	1600	B	1:46:77						6
11	Deborah	Kibble	WCC	Datsun	1200	A	1:47:07						A
15	Mark	Kibble	WCC	Escort	1993	C	1:48:28						5
. 9	Craig	Martin	WCC	Corolla	1587	B	1:48:32						7
8	Steve	Purdey	HVMC	Corolla	1586	B	1:51:95					17	8
7	Vaughan	Majendie	HCCC	Datsun	1200	A	1:55:58						5
5	John	Power	WCC	Starlet	1600	B	1:58:55						9

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THIS MONTH



A DISAPPEARING CLASS?

Over the 70's and the 80's it has been the noise and glamour of the Big Bangers that has bought crowds to their feet at circuits all over NZ.

However, now in the 90's the Class appears to be fading away to become only a shadow of it's former self. The "Mr Big" sponsored series at the Nissan Mobil 500 meeting last December showed how little support there is now for this Class from the Competitors themselves. Of a field of some 30 plus cars, only 5 could truly be classified as Tranzams, with the balance merely quick Club Cars. Whilst there was some good close racing amongst the Club competitors, it did little for the reputation of the Tranzam class to see such a poor entry of the big V8's.

There were many rumours in the pits re the lack of Tranzam cars. One suggested that many competitors weren't prepared to race against a the American imports, another said that it was due to drivers being scared of the damage they would incur should they hit the solid street circuit walls, whilst a third indicated lack of sponsorship was keeping competitive cars in their work shops.

I would have to agree that in current times of recession, there is only limited money about for building cars and providing sponsorship. Whilst there are several classes available in Motor racing for the Competitor lacking sponsorship to compete at a reasonable cost (ie. Mini 7, Formula V, Holden HQ's, etc.) there also appears to be too many classes looking for competitors with bottomless

pockets. The cost of being competitive in Formula Atlantic, Tranzam, and the NZ Touring Cars is extremely high, and this could explain why large numbers now racing in the cheaper Nissan GT and Formula Ford ranks.

Whilst it would be very easy to get rid of the Tranzams and concentrate on other classes, this could reflect badly on crowd attendances. The NZ v Australia "Tests" last summer and the NZ v USA "Tests" this summer went some way towards boosting numbers and providing closer racing. Judging from the number of Sports Sedans competing in the support races at the Surfers Indy meeting, Australia is having more success in keeping the class going. With many outdated Group A Saloons now around in NZ/Australia (most of which seem to be capable of faster lap times than the average Tranzam), maybe some way needs to be found to get these cars up and running in our NZ Tranzam Races. Top off the fields with Australian Sports Sedans for the International Meetings (if the money can be found to entice them across the Tasman), and maybe the Class will live on for a few more years yet. (However, those who felt that the noise of the bellowing V8 was the best part of Big Banger racing, will be disappointed once the new noise restrictions come into force at Manfeild.)

Maybe to encourage cheaper racing, closer competition, and more action for the Spectator paying at the gate, we have to ban space frames, limit tyre types, and use more weight handicapping. (turbo's' are already banned after this season I seem to recall).

Often when I arrived in the office on a Monday morning after a Manfeild Meeting and the talk turned to Motor racing, it was the Mini 7, Formula V or Formula Ford races that were the main topic of conversation. These Classes seem to have provided, in recent years, the close racing, frequent lead changes, three wide into the corner exciting racing that the average spectator enjoyed. Yet when asked what they really wanted to see at these meetings, they replied "Big Bangers". No logic here, is there!

The Average Bloke

Speed Skills

A DAY AT THE RACES

SEGA EUROPEAN GRAND PRIX, DONNINGTON, 11 APRIL 1993

Greetings from the Misty Isles, or as a literal translation to Maori might have it "The land of the long grey cloud".

While Donnington is'nt quite Ascot, it is the second oldest motor racing circuit (Brand's Hatch is the oldest) in the UK and the only privately owned circuit to hold a Formula one Grand Prix race. Also this was the first Grand Prix to be held at Donnington in over 50 years, so the event was billed as rather historic.

To get to this event involved firstly a small increase to our house mortgage, £55- for a basic gate ticket (£120- if you wanted a grandstand), £5- for a program, £4- to look at the museum of old racecars, 80p (NZ\$2.40) just for a cup of coffee. Easter Sunday morning we got out of bed at 5 o'clock. We'd been advised to be at the circuit by 7:30, if you were'nt already inside by 8 o'clock you could be stuck in traffic till lunchtime. Having experienced a British traffic jam the previous weekend (2 hours to travel 3 miles on the M1) I had no desire of a repeat.

Anyway as it turned out the mornings support races, with the exception of the Formula One practise, were pretty pedestrian. There was also a display run around the circuit of classic race cars, a representative selection from around the time of the last Grand Prix at Donnington.

By the time the main race started the weather had deteriorated, but couldn't make up its mind. It rained and dried out again countless times. Bridgestone had expected the Formula One cars to do the whole race without needing a tyre change, the weather had other ideas. It was dry enough to start on slicks, but within 5 laps almost everyone was in for wets. Five more laps and they were all back on slicks. The showers came and went throughout the race and the pitstops were so frequent it became impossible to know who was up to where.

Senna was brilliant in the wet and pulled out to lead by a full lap seemingly without even trying. Even in the showers he was averaging something like 102mph (165kph) by my rough timing. We watched from Redgate Corner at the end of the Start/Finish straight. From here we could see all the way down the hill to the Old Hairpin and up the other side through Starkeys Bridge. Time and again Senna out braked all the others and seemed to move through the slower traffic so easily, always slithering a little so you held your breath in case he didn't make it. Others didn't. Schmacher came off in front of us, Michael Andretti didn't even complete the first lap (for the third time running).

Only Damon Hill put up a serious challenge to Senna. When he unlapped himself in the closing stages you'd have thought he had just taken the lead from the crowd response. He had to do this twice as Senna relapped him during a pitstop. Hill put on an impressive charge and had the crowd yelling itself hoarse for the last 1/4 hour. In the end, though he was closing on Senna all the time, it was'nt enough.

Senna finished first with Damon Hill second, the only other competitor on the same lap. Prost was third after a bad pitstop. Actually the pitstop itself was OK, its just that he stalled the car on the way out. Easy enough mistake to make I guess even if you are being paid millions not to stall your car.

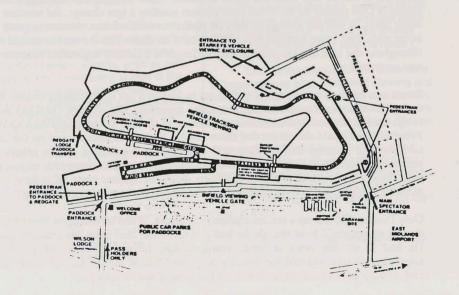
After the main race many people went home. Understandable since at that stage we'd all been standing in the rain and ankle deep mud for about 8 hours. The security relaxed a lot too. We took the opportunity to find a spot in the covered grandstands. Just in time too. The weather decided now was the time to make up for not having rained at all during January, February or March, all in the next 60 minutes.

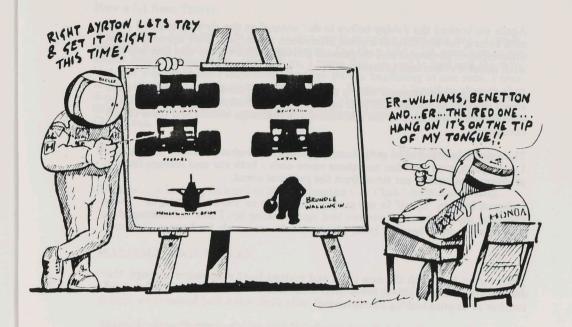
The final support race was a round of the British Touring Car Championship, run in torrential rain. You could only see the front half of each car, the rest was spray. One of the BMWs had no working wiper and was completely steamed up the whole race, absolutely crazy!

Steve Soper lead most of the race in a BMW 318i but could'nt hold onto it. Tim Harvey, last years British Touring Car Champion eventually won in a Renault 19 16v with his team-mate, Alain Menu second, and Steve Soper third. It was an exciting battle with several races within the main race and often four different manufacturers products in the top 5 places.

Anyway in all a great days racing, possibly a once in a lifetime experience, worth every bit of the second mortgage necessary to get through the gates.

Tony & Katherine Pepperell WCC Roving Reporters Doncaster, UK





WANGANUI CLUBMANS - SATURDAY 27 MARCH 1993

The weekend of 27th March saw the Buchanan family plus Cortina and support car heading for Manfield.

It had been nearly a year since Tracey and I have competed in a race meeting and in that time many changes and modifications have been done to both car and drivers.

Firstly, some may remember that I blamed old tyres for my many spins at the Wellington Clubmans. A chance remark to Club member Dave Glasson brought forth a very generous offer to sell a set of COMP TA R1 tyres. Barely worn plus one unused, these were snapped up (again thanks Dave). I then built another set of "minilite" steel replica wheels to mount them on and took them to Alan Harvie to paint. I suggested that I would like them green to match the side flash on the Cortina!! After the laughing and derision had died down, I was told they would be painted iridescent silver grey like they should be (Alan was right of course!).

I have been using the car for the road and an engine strip down prior to Christmas revealed a scored bore and worn rings. So a bore, pistons, rings and bearings were in order. K.E. Parnells in Paraparaumu carried out the machining and balancing and Mr Nissan - Chris Clarke - built the engine up.

A test run heading North up the Coast one evening proved that yet again, Chris had built me a magic motor.

We selected Wanganui Clubmans to be our next event. Tracey and I had turns driving the Cortina to Fielding with Delwyn following in the Sigma carrying tools, fuel, jack, wheels etc etc.

Again we booked the Friday before to do "testing" at the circuit, and as I have said before, for \$40.00 it is a great afternoons value, just drive around, trying different tyre pressures and suspension settings. This Friday was fine but cool with about a dozen cars present.

Saturday dawned overcast with a quick shower of rain but cleared before the event started, to remain dull and windy all day. Scrutineering passed without a hitch and it was back to the cow bale sheds to change wheels and tyres to soft race rubber.

The event appeared to be quite casual but was well run regardless. Tracey and I each got a good practice and three races each - both car and drivers had no problems, improving our times from the previous event.

I almost had an "upset" in my second race while on the back straight. I was checking my gauges and mirrors and upon looking up, I saw but managed to just avoid a mini bonnet, lying on the track - so much for bonnet pins and straps!!

I can report that with the new tyres and revised front suspension settings, the car was a dream to drive, not a hint of the rear end looseness of before and neither of us once looking like spinning.

The weather remained dull and windy all day which stopped many drivers getting enough heat into tyres so times were a little down for most.

The event finished at about 4.45 p.m. and as it had been a long day we headed for our motel for a well earned "cuppa" and a meal.

I was pleased with the way the Cortina performed, as it was driven from Wellington to Palmerston North, to and from the circuit, on the circuit and back to Wellington again, using no oil or water, only requiring petrol to keep it going. An excellent recommendation to the skills of Chris Clarke's engine rebuilding.

I was pleased with my best time of 1-32-1 when considering that the car is still close to standard weight and still under 1600cc.

Lastly a list of observations and thoughts in no particular order.

- A pleasure for me was talking to Kenny Smith who was there for the Formula Ford Race and asking him about the F1 demonstration at the Christmas meeting. He is very approachable and friendly and took the time to talk to this [novice].
- The unusual but very consistent starting technique of the Clerk of Course, who had to place the cars on the grid, check belts and helmets and start the race. As I was at the back of the grid in all my races, I was already moving as the flag dropped making up a few places, only to lose them again by the first corner. Note: Need more power, less weight!
- Noise with the new noise levels at 95db, it is pleasing to see all
 competitors have made the changes necessary and that it is no longer the
 "big deal" we all thought, just another change required like seat belts,
 fire extinguisher, rollcages etc that are necessary to carry motor racing
 into the future.

Now a bit from Tracey:

Well, I don't have much to add! It was another really good day out. I must admit, I wasn't very happy with my times. I've been told a bit more agression might help! As far as my placings go, I came last, second to last and third to last - so you could say I improved steadily! At the beginning of one race, I was told to change my grid position which I did. However, I forgot to change the direction of my wheels and went pedal to the metal straight for the wall! Stopped in time thank goodness! Looking forward to the Wellington Clubmans.

P.S. Again I was the only female competitor. C'mon ladies, I need some support!

We are now looking forward to the Wellington Car Club Clubmans in May.

See you there.

MALCOLM AND TRACEY

Below is a list of WCC drivers and their best times draw from the result sheet, which we received just a few days after the event:

_		
5	Andrew Whittaker	1-13.73
7	Dave Glasson	1-22.45
11	Alistair Barry	1-31.49
12	Carl Northcott	1-30.10
16	Mark McIntyre	1-23.11
19	Ken McGavin	1-27.20
21	Allan Huxford	1-23.50
23	Scott Humphreys	1-31.17
23	Steve Hardie	1-27.32
32	Malcolm Buchanan	1-32.16
32A	Tracey Buchanan	1-38.73
35	Andrew Curtis	1-33.18
36	Roger Rowse	1-30.21
37	Stuart Kingston	1-33.68
37A	Craig Taylor	1-35.33
39	Bill Whitelaw	1-30.34
42	Marvin Turton	1-29.86
48	Justin Wright	1-28.07
62	Jamie Kibble	1-21.78
68	Glen Robinson	1-23.00
144	Martin Olsen	1-22.96
233	Ian McLeman	1-32.88

TIMING CREWS REQUIRED!

CREWS ARE REQUIRED FOR THE DAYBREAKER RALLY ON MAY 29TH. WE NEED TO PROVIDE START AND FINISH TEAMS, WITH AT LEAST FOUR PEOPLE PER TEAM. THIS IS AN INTERESTING EXPERIENCE AND BEATS WATCHING T.V! IF YOU'D LIKE TO GIVE IT A GO, PHONE LESTER HEARFIELD 564 6151hm ASAP, NO EXPERIENCE REQUIRED.

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CREW	BRETT PLIM MAREE CONROY	12 -	JOHN PIERSON JENNY PIERSON		JOHN RAPLEY CAROL WESTON	JOHN TENNENT BRIAN CRAIG		EDDIE CONROY BARRY LAKEMAN	WAYNE GAIR	BEN & NICOLA STOCKBRIDGE KEITH & LIBBY HEGINBOTHAM
DLACE	6	7=	-	0	4	2=	7=	2=	9	N

ORGANISED BY: DARRYL & SANDRA MONK, PAUL TE PUNGA CHECKED BY: PAUL TE PUNGA

RESULTS - PEKAPEKA HILLCLIMB - 28/3/93 KAPITI CAR CLUB.

and the second						
Car	Driver	Practice	Run 1	Run 2	Run 3	Place
1	D. Johnson	3.10:51	3.06:95	3.04:31	2.59:04*	4
2	J. Billington	3.00:55	2.53:79	2.50:22	2.47:97*	1
3	P. Leishman	3.20:54	3.11:28	3.13:17	3.02:44*	8
4	J. de Bernardo	3.01:03	2.56:89	2.53:00	2.51:10*	
5	A. Bould	3.29:41	3.23:18	3.20:73	3.16:04*	
6	D. Kibble	3.21:54	3.23:50	3.08:63	3.06:16*	
7	P. Kibble	3.25:04	3.15:93	3.26:67	3.05:74*	10
8	H. Kibble	3.21:74	3.08:08	3.05:37	3.00:26*	
9	T. Dixon	M.T.	3.09:63	3.05:25	3.04:77*	8
10	R. Goffin	3.25:84	3.16:20	3.11:47*	D.N.S.	14
11	A. MacLennan	3.21:54	3.11:34	3.05:67*	D.N.S.	9
12	S. Purdy	3.33:15	3.37:64	3.22:71	3.11:78*	15
13	V. Majendie	3.36:22	3.47:20	3.30:39	3.29:90*	18
14	D. Manze	3.24:78	3.18:06	3.09:62*	3.11:48	12
15	A. Rowden	M.T.	3.32:05	3.21:15*	3.26:38	17
16	D. Breden	M.T.	2.59:11*	M.T.	D.N.F	5
17	M. Kibble	3.21 26	3.15:45	3.09:83*	D.N.F.	13
18	T. Clay	3.11:12	3.08:37	2.56:69	2.54:77*	3
20	N. Rice	3.22:23	3.07:17	3.01:48*	3.02:35	7

1st Overall J Billington Mitsubishi VR4 2nd Overall J deBernardo Mazda 323 GTX 3rd Overall T Clay Toyota Starlet

Results calculated by taking the fastest time (official timed runs) for each driver.

Beaurepaires for tyres.

CLASSIFIEDS

FOR SALE

Used Rally Tyres:

Dunlop SP61, SP71, SP82 - All 165/80 x 14"Falken RX015A 175/65 x 14" Used Race Tyres: Wets -Dunlop 175/550 x 14. Condition from 2 stages to many. Priced accordingly. Ph David Black 5687275

WANTED

Auto Sport Seats:

1 or 2 high back seats. Ph Mark 3856331 hm;

3844285 wk.

FOR SALE

1986 Honda City.

Bright Red, Excellent condition, only 54,000km.

\$8400 ONO. ph 385 6331 hm.

Datsun 1200 Rally Club Car

1300 motor, Big valve head, oil cooler, close ratio 4 speed, Escort LSD, Newish rally tyres, 2 sets mag wheels, full rally trim, heaps of spares (gearbox, struts etc) \$3500 ONO. Ph 385 6331 hm.

FOR SALE

1964 ANGLIA 105E

Known as SCORTANG. 1.6 MkII Cortina engine. Escort front suspension. 2 x 45mm DCOE Webers. Full roll cage. M & S and Sherpa tyres. Low volume documentation complete. \$2500 Ph Frances 472

4932.

FOR SALE

Escort MKII Rally Car

Fully modified 2 litre Cortina engine, rocket gearbox, atlas diff, Bilsteins, adjustable pedalbox, body turretted and seam welded, World Cup crossmember, factory strut brace, 24 volt starting, Autosport seats, Halda, extinguishers, everything certified Cosmic and Rostyle mags with rally tyres. Car has successful and reliable history including finishing 2nd to Joe McAndrew in the 1988 Manawatu Daybreaker Rally. Car with various spares for \$6500 ONO or with excellent 2 wheeled, single axle trailer (with Durotorques) for \$7500

ONO. Ph 385 6331hm or 389 3067wk.

WANTED

Racing overalls, large or XL.

Phone Reece Dennison 384 3809wk or 383

8304hm.

CLUBNIGHT

Tuesday May 18th: Malcolm Buchanan will be talking about some of the Technical Regulations for our cars. Come along with your questions etc for Malcolm to answer. Organiser is Derek Mattingley.

Fds Bit

Thanks to everyone who has contributed to this months magazine. Should be plenty of reading for most members in the coverage.

If any of the newer/younger members want an interesting weekend away, I thoroughly recommend being part of a timing crew for the Daybreaker Rally. Pete and I did this a couple of years ago when we were just getting into rallying and wanted to see just what the Daybreaker was all about. You don't need any experience, as all the details will be explained. It's dead easy but a load of fun. You will go places you didn't even know existed in the Manawatu, and meet top NZ rally navigators (the drivers don't get out of their precious cars!). Generally you will be part of either a 4 person start or finish crew. If you can get together a couple of friends to go along even better. All you need is a load of warm/waterproof type clothing and lots of hot coffee as you will be awake for about 36 hours (the rally runs from midnight Friday to 6pm Saturday). So if you didn't get your holiday to Bali booked, then this is the weekend away for you!

Just call Lester Hearfield 5646151 hm, for more details or to register your interest. Please give it a thought.

Don't forget to support our Car Club sponsors and Bulletin advertisers or they'll take their business elsewhere.

Judy.

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CENTRAL CITY LOCATION
21 Vivian St

WN 385 8549

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.

PHILIP COLLINS

Philip lives in Brooklyn,

works as a Mechanic and is interested in Rallies. He has previously competed in

National 4X4 Rallies.

CLINTON ANDERSON

Clinton lives in Lower Hutt,

and drives for a living. He doesn't state what

he drives or what areas of the club he is

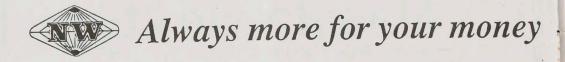
interested in.

ALAN MURDIE

Alan has been accepted as an

Honorary Member because of the huge effort he puts into our club for the Ohakune Rally each year. We are happy to have you on

board Alan!



REMINDER NOTICE - MEMBERSHIP EXPIRY

Don't forget your membership expires on July 31st. Anyone competing early August can renew their club membership from now onwards. Just contact Ian Parkinson or come along to clubnight to update your membership.



WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309 Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

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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 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Sat June 19thAUTOCROSS - Wellington CC.

At Kapiti Auto Track for TVNZ special. If wet, will be held on Sun 20th contact 10.00am at the track behind Southwards Museum. Contact Cathy Arrowsmith or Jane Black for further details.

Sat June 26thDual Car Sprint - Wairarapa CC

At Manfeild, but run by Wairarapa. Pete Leishman has further details for anyone interested.

Sun June 27th

Gravel Sprint - Kapiti CC
This is the Mangaone Rd event, but we still haven't had any details on times, costs etc. Contact Peter Parker 04 297-0569.

Sat/Sun 26/27

Rally - Rotorua CC

Entries \$175 close on 14th June. 125kms of Special Stages, 247 of touring based around Rotorua city.

Regs available from Pete Leishman.

Sat July 3rd Inter-Marque Sprint - Jaguar CC
At Manfeild. Further details from
Don Ryder 4791367.

Tues July 6th Night Trial Series - HVMC Starts 7.30pm from HVMC, Halford Pl Petone. Doc at 7.15pm.

Sat July 10th Gravelsprint - Levin CC No further details to hand. ALL MEMBER CLUBS ARE APPILIATED TO THE MOTOR SPORT ASSOCIATIO OF NEW ZEALAND INC. (MANZ)

Wellington Motor Sport Association Inc. (WMSA)

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WMSA Calendar 1993
         16 Autocross (Levin)
         16 Economy Run (Harbour Capital) Club
         17 WMSA Meeting
         22/23 Clubmans Race Meeting (Wellington) National - Manfeild
         28/29 Rally (Manawatu) CRRS **
         28/29 Race Meeting (Rotor Motorsport) Club - Manfeild
         30 Autocross (Kapiti) Club
JUNE
         01 Night Trial HT - Ex Wgtn Clubrooms - E Conroy &
                                                    B Lakeman (Wgtn)
        05/06 National Race Meeting - Manfeild **
         06 Sealed Sprint (Hutt Valley, Club
        07 Sprint & Race Meeting (Levin) Club - Manfeild
        07 Street Sprint (Wairarapa) DM
        13 Trial (Harbour Capital) Club
        26 Dual Car Sprint (Wairarapa)
      27 Gravelsprint (Kapiti) - Mangaone Road
        03 Inter-Marque Sprint (Jaguar) IMCCS - Manfeild
       →06 Night Trial HT - Ex HVMC Clubrooms - C & M Reid (HVMC)
        10 Gravelsprint (Levin) Club
        11 Sealed Motorkhana (Harbour Capital) Club
      - 16/17 Rally (Hawkes Bay) CRRS **
      > 17/18 Night Sprint (Kapiti) Club - QEII Park
   719 WMSA Meeting
        24 Clubmans Race Meeting (Hutt Valley) National - Manfeild
AUGUST 701 Gravelsprint (Kapiti) GR - Waterfall Road
       03 Night Trial HT - Ex Wgtn Clubrooms - J & J Pierson (Wgtn)
       304/08 International Rally of New Zealand **
        07 Inter-Marque Sprint (Fiat) IMCCS - Manfeild
      308 Trial (Hutt Valley) WT. Matthew Connor, Ex HVMC Clubrooms
         14 Rally (Wairarapa) CRRS
        15 Gold Star Trial - National ** (North Island)
        21 Gold Star Trial - National ** (North Island)
        21 Autocross (Harbour Capital) Club
        22 Motorkhana (Wellington) ST
        28 Inter-Marque Sprint (Alfa Romeo) IMCCS - Manfeild
       $29 Motorkhana (Kapiti) ST
SEPTEMBER 204 Trial (Wellingtion) WT. Organisers - John & Jenny Pierson.
        05 Sprint & Race Meeting (Levin) Club - Manfeild
       🛪 07 Night Trial HT - Ex Aero Clubrooms, Kapiti - D Hercock
                                                             (Kapiti)
        10/11 Rally (Taupo) CRRS **
        12 Sealed Sprint (Harbour Capital) Club
        19 Autocross (Hutt Valley) KN
       20 WMSA AGM & Meeting
        26 Autocross (Wellington) KN
     27 Motorkhana (Kapiti)
```

Wellington Motor Sport Association Inc. (WMSA)

WMSA Contacts	May 1	993
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Treasurer. Mike Dempsey		
Secretary. Matthew Connor		<u>WELLINGTON.</u> **=-+=*=+==*=+==*=
)562-8764h	1322. P/North or 4 Rona Street. Eastbourne.
)358-5954h (06	
		2. Wellington.
	479-3594h	472-7787w
Karyn Dobson	419-3594n	412-1101W
Fiat Owners Club,	P O Box 11217	Wellington.
Duncan Matthews	475-9891h	476-7551w
Paul Te Punga	566-0689h	576-5555w
Harbour Capital Car Club.	P.Q. Box 4102.	
Neil Roots	233-8714h (02	
Brian Craig	239-9542h	471-7746w
Hutt Valley Motoring Club.		Te Puni, Petone. Ph. 568-4457.
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Paul Hepburn	527-7962h	567-3135w
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Don Ryder	479-1367h&w	wellington.
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Kapiti Car Club.	P.O. Box 220.	Paraparaumu.
)478-6742h&w	
)297-0569h (04)384-6269w
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MG Car Club.	P.O. Box 3135.	Wellington.
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Tony Broad	476-7094h	474-4460w
Rotor Motorsport,		ld Lane, Newlands, Wellington.
Darryl Monk	477-0854h	382-6882w
Malacanell weens A. nately a grant	maria arii Jan	LONG LANGE COURT DESCRIPTION OF THE PARTY OF
Sunbeam Owners Club,		ld Lane, Newlands, Wellington.
Darryl Monk	477-0854h	382-6882w
Bryan Atkins	562-7424h	566-3319w
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	378-2388h	
	377-3132h	Mary No. of the Control of the Contr
Wellington Car Club,		Wellington. Ph. 389-2309.
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Ian Parkinson	237-9624h	576-6999w
Peter or Judy Leishman	528-7192h	528-0349w (Judy)

From the Top

Another month has whizzed by and it has been extremely busy.

I survived another MANZ Conference with Iain Mollison and David Black representing the club and chaperoning me. I managed to get re-elected to the Motorsport Executive, along with John Osborne, and Paul Te Punga is the newest member of the team. Iain missed out on the speed commission by 2 votes, so he's in a good position to have another go next year. The conference was one of the best I have attended and lain's report is elsewhere in this magazine.

If you want to know more about some of the decisions/future plans affecting our sport please talk.

I now get to sit in the car on the Daybreaker and enjoy being a competitor.

See you on the Stages.

Jane Black.



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THIS MONTH



SAFETY MUST COME FIRST

Event Organisers will need to take the Issue of Crowd safety far more seriously, If they want to ensure there are no fatalities at their events.

We have already had one speed event in the region this year where spectators have been hit by a competing vehicle, and should there be others, then I am sure that local Councils will look seriously at whether they will allow road closures for Club Hillclimbs and Sprints.

The problem seems to fall mainly with the relatively new event of "Street Sprints". This is probably due to the fact that they are usually held within city confines where the flat streets and close by commercial buildings allow little room for spectators to stand and view, or move round the course, without being in danger of being hit by an out of control car.

I believe that the Clubs in the region are all very well aware that they have to be extremely careful when laying out their circuits, that areas where danger clearly exists, are made off limits to everyone but officials. By the use of barriers or tape, the main danger areas are clearly marked at most events, but there is still the risk of accident at the less obvious spots. Take Kilbirnie, for example. Metal & Wire Barriers at the main intersections are well back from the circuit and provide a reasonable barrier between track and spectator. However spectators are allowed to stand across the escape road after the finish line, and also allowed to walk beside the road between the various corners. Whilst the average young bloke may be able to get out of the road of a spinning vehicle, a mother and young child would not be so mobile, and we need to ensure these people are not allowed in a position of possible danger.

Whilst most events now seem to have plenty of flag marshals (or crowd control marshals), I notice that many of them are not prepared to act when it comes to preventing people from placing themselves in hazardous positions. It must seem daunting to young crowd control marshals, faced with a group of beer swilling yobbos standing in a stupid position, to be expected to ask them to move to a more safe place. However, moved they must be and I can only suggest that in such cases the marshals radios the Clerk of Course for assistance if need be (the event can always be stopped if necessary).

It is also disappointing to note that often the worst offenders at standing in stupid and dangerous places, are Car Club members (and their families), and / or Competitors. You people should be more aware than "Jo Public" of the correct places to view from, and set a better example, that the general public can follow.

The competitors need to be able to concentrate on getting that last ounce of performance out of themselves and their vehicles and not to have to worry about people straying into areas near their line through corners.

Clubs may find it preferable to limit their publicity of events to those where crowds can be easily controlled (ie venues with banks or hill where spectators can stand in safety). The Levin Car Club in past years at their Street Sprint, used rows of Truck Trailers parked along side the road as a platform for spectators giving them a good view out of harms way, as well as acting as a solid barrier between car and moving spectators. It is this sort of level of safety measure that will need to be bought into place by Clubs, if they wish to continue running their events within city limits.

The Average Bloke

LETTERS TO THE EDITOR

I'm writing to introduce a documentary called Wild Wheels, directed by Harrod Blank, which will screen at the Auckland and Wellington Film Festivals this year.

I'm sure that anybody, anywhere who is interested in, even passionate about, cars, will love this "wacky" film, which is entertaining, funny, and touching. I have enclosed some information about Wild Wheels, and would be grateful for any assistance you may be able to give us in promoting the film amongst your membership - particularly via a newsletter or your monthly meetings. This film is potentially a great night out for members of your club!

I will supply you with programming information, when finalised, and 1993 film festival brochures. In the meantime, if you require any further information, or assistance, please do not hesitate to contact me.

Thank you in advance, for any help you may be able to give us. The dates of the 1993 festivals are mentioned below.

Yours sincerely

Julie Connal
Film Festival Publicity

A fun ride on the wild side



Larry Fuente in his "Mad Cad," one of several zany cars featured in Harrod Blank's "Wild Wheels."

'Wheels' Turns Up Wacky Cars

By Joel Davis
The Times-Standard

ARCATA — America's love affair with the automobile is taken to the extreme in "Wild Wheels," an independent film that could very well be titled "Those Wonderful Flakes and Their Driving Machines."

Directed by Harrod Blank (son of famed independent film maker Les Blank), this 64-minute documentary is odd, humorous and touching — and a lot more entertaining than most of the bigbudget commercial fare currently in release.

In "Wheels," Blank has scoured the nation, tracking down eccentrics who've created works of art on wheels. We're not talking shiny souped-up show cars here: Think of everything you've ever seen at a flea market glued to a car and you get the idea.

Among the more memorable contraptions are "Chicken Car." a giant chicken head on wheels that helps promote a rural Louisiana fried chicken take-out: "Lightmobile," a Volkswagen Beetle (VW's seem to be the car of choice of car artists) covered with 1,400 flashing lights that boldy cruises the streets of New York; "Grass Car," something of a mobile Chia Pet; and "5:04 P.M." a dent-mobile squashed by bricks in the 1989 San Francisco earthquake that still runs. For true oddball appeal.

By Edward Guthmann Chronicle Staff Critic

One man converted his '71 Mustang into a urinating, copperplated "Hippomobile." Another fashioned beaded swans from his Cadillac Coupe de Ville fins. And one happy fool's growing an entire bed of grass on his car chassis.

These are some of the 37 car artists in "Wild Wheels," a delightful new film by Harrod Blank, the Berkeley-based son of documentary film veteran Les Blank. It plays tonight only at the Roxie Cinema.

Suffused with goofy charm and a big regard for hands-on creativity, "Wild Wheels" is one of the most joyous movie experiences I've had in some time. I saw it at the UC Theater in Berkeley Tuesday night, and the audience ate it

Blank, 28, crossed the country to make "Wild Wheels," and his gallery includes everyone from writer/Merry Prankster Ken Kesey and his converted school bus ("Further") to a Louislana friedchicken dealer who delivers takeout orders in a giant "Chicken Car."

Film Review

- WHAT: "Wild Wheels" (unrated).
 WHERE: Minor Theatre, Arcata
- (Starts tonight).

 GRADE: A-

however, it's hard to top "Ultimate Taxi" and "Cowasaki." "Ultimate Taxi" is a cab-cum-cocktail lounge — miniature strobe light and all — that cruises the streets of Aspen, Colo., while its driver croons "Me and Julio Down by the Schoolyard." tinkles an electric keyboard and blows a plastic saxophone. "Cowasaki" is a giant cow on wheels — truly an incredible sight — that has reached speeds of 80 MPH — but whose owner assures us can go 100 MPH.

The owners of these vehicles are fascinating, slightly off-center folk whom you start admiring for taking on such unusual, costly and complex projects just for the hell of it. When asked why they decided to fashion such cars, most do not have a logical reason. Indeed, the frivolity of it all is key to this film's appeal.

That's not to say there aren't some touching cases.

"Jewel Box" is a Corvair decorated with expensive gems that is a mobile memorial to the artist's wife, a beautiful, talented woman who died in a traffic accident in the prime of life. An Austin,
Texas, fellow who tearfully tells of
a tortured childhood has crafted a
car festooned with cheery toys
that bring joy to children on his
street. And the film just wouldn't
be complete without a few
"Jesusmobiles" (there are three),
one sporting a giant cross saying
"Jesus Saves, Hell is Hot."

Blank has shrewdly crafted a watchable, entertaining documentary. Deceptively simple, it is a patchwork of American life, with a lively soundtrack and nimble camera work. It's sort of like a Charles Kurralt "On the Road" special gone beserk.

And lest anyone take all this car stuff too seriously, there are these words of wisdom from a man who has plastered his pickup truck with tacky postcards: "Most people think a car is a godlike thing that can't be scratched or smoked in. Come on people, it's just a car!"

Greenhouse Effect

But my favorite is the Kansas City fellow and his "Grass Car." This is for real: The guy sprays on a coat of industrial adhesive, sprinkles grass seed, covers it with a makeshift greenhouse and then waters his "portable environment" until he's ready to display it on the streets of Kansas City. Too much!

I also loved the self-proclaimed "Button King," a grinning South Carolina imp who covers his car—not to mention his clothes, his mailbox, his guitar, even the coffin he poses in — with thousands of buttons.

There's a few sad notes, too: one gentleman pines for the wife he lost in a car accident, and decorates his car in gems and stones, he says, to keep her memory close. Another says he never felt loved until he made people smile with his junk-laden car.

Blank discovered kinetic sculpture 10 years ago when he bought a '65 VW bug for \$600, named it "Oh My God!," and gradually festooned it with spinning daisles, Barble dolls, a globe, a rooftop TV set, an American flag and a Garden of Eden of plants and animals.

Attention-Getter

The real problem, Blank says, is the way his vehicle magnetizes uptight traffic cops. He's been cited more than 50 times for various infractions — everything from "carrying an unsafe load" to "impeding the flow of traffic." Still, he says, "this is the best way I know of expressing myself."

水六次

No big deal. "Wild Wheels" is lots of fun — an auspicious debut for Harrod Blank and a zany ode to offbeat, homegrown American art. In an age of institutionalized blandness, it's soothing to spend time with Blank and his cheerfully nonconformist, car-fetishist pals.

Rally Rumbles

WELLINGTON CAR CLUB OHAKUNE RALLY

Well, despite all the inherent hassles of running a rally, this years went pretty smoothly, thanks to my great team of helpers. We started with 51 entries (after a lot of late entry panic phone calls) which became 49 entries on the road.

Our first stage was the Turoa Mountain Road, which is one of the most unique stages in the country. Luckily we only lost two cars in this stage (due to minor mechanical failure). The second and third stages run on Saturday morning took quite a toll on the under-prepared cars.

The rest of the day rolled on fairly smoothly, the only hiccup being a mildly misplaced ambulance and a certain club member who forgot the bungy cord and went fishing in the river bed.

With 25 finishers, the rally was fairly hard on cars, but being the first of the season, it also showed the basic lack of preparation by many competitors.

I must pay tribute to my helpers, especially Barry Lakeman (for the Route and Speed schedules etc. Without Barry's help and advice the event wouldn't have flowed the way it did.) Jody Seabright, Brian (our printer), Karin (for her patience and tolerance), Tony and Lee Hefford, El Presidente (for the route book), Dave Hayward/Alan Murrell, Mike Hodgetts, Sue, Shirley, Reece, Cathy and Richard for the pre-event work.

Thanks also to my H.Q. Crew: Eddie, Chris, Charlotte, Dave Hercock and Family and the AREC team. The Control Groups, who braved the cold of Turoa on Friday night and then basked in the Sun all Saturday, and the 4WD club who Block-marshalled and recovered the broken cars. Thanks to all the others who helped in one way or another.

Sorry about the late report but pressure of work has kept me tied down since the rally.

Any volunteers for next years organising committee, as this needs to be set up as soon as possible.

Regards,

Bernie Keith

Don't forget I need a full list of the helpers for Pointskeeping please Bernie - ta, Jude.

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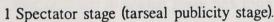
Rally of Rotorua

26-27 June 1993. Round 5 Woolf Mufflers Series. Promoted by The Rotorua Car Club Inc.

Day 1: 4 Seal stages & 2 gravel stages (night).

Overnight Parc Ferme.





3 Stages on smooth seal roads.

7 Stages on international class gravel roads. Total of 8 public road stages & 3 forestry. Total special stage km's approx. 135km.





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Eds Bit

Somehow this month has passed by quite quickly. It's a week after clubnight and I've only just finished typing Molly's Conference report - has taken me two nights and my back is aching from perching on a stool to do the typing as the desk is too high for the chair, or the chair is too low for the desk. Anyway, so much for ergonomics!

Had the clubmans over the weekend and the weather was perfect!! It's been a while since I've seen Manfeild have such a good day. From where I was in the timing box the day progressed pretty smoothly, with only a couple of minor glitches and no sheep on the infield (although Cathy may have been taken for one!). I want to personally say a big thankyou to Ian Parkinson and Barry Lakeman and Chris for their work in the timing, grids and results. We should hopefully have a full report and results in the next magazine!

Now for a bit of a gripe - sorry.

On the way to the clubmans we were caught in a line of slow moving traffic near Otaki. At the front was a club member towing a trailer/race car, followed far too closely (there wasn't any room for a faster car to zip in between, and stopping in a hurry would've produced some interesting sights - a jack-knifed trailer no doubt) by another club member also towing a trailer/race car. Now two combinations isn't too bad, but behind nameless club member No. 2 was yet another Car/Trailer combo, this time one of the Single Seater crowd, so probably not from our club. The three were then followed by 2 large slow trucks, then several cars (at least 6) of which we were one. We were party to this snail crawling snake for several kilometers till at last a passing lane appeared! Overtaking prior to that was impossible due to the oncoming traffic heading South and the number of cars/trailers to be passed. Now folks, we've all cursed the Horse Trailers and Caravans and the "Joe Publics" in the queue on Saturday were no doubt cursing the "Petrol Heads". Please remember to tow with consideration for those behind you, and if you're second or third in line and can't pass No. 1, then drop back a bit so those who aren't encumbered with a trailer can nip in between you!

Don't forget wherever we go as Motorsport enthusiasts, we are ambassadors for our sport and our sport has to dispel some of the quite negative views from some sectors of the public.

Judy.

Captains Call

Since I last wrote my column a lot of things have happened. First of all we had our Boomrock Rd Garvelsprint organised by Richard Stevenson. I wasn't able to be there but I understand it went very well, with a reasonable turnout of Cars. The event was won by David Black. Just proves a well driven 2 wheel drive car can still beat the 4 wheel drives.

Next up was our Rally. Well what can I say? For someone who has never organised an event of this seze Bernie Keith did a brilliant job. If you were not there you missed a great weekend and some even better rallying. Well done Bernie. The event was won by OUR man, Joe McAndrew, for the 4th year running. He was followed home by two ill-tempered, bad mannered drivers from up the line. Congratulations also to Joe for his win in the first round of the National Championship. He came home over 2 minutes in front of the rest of the field. Keep it up Joe and good luck (sorry, break a drive shaft) for the rest of the Championship.

By the time you read this we will have run another successful Clubmans RAce Meeting at Manfeild. I hope you all had an enjoyable weekend and that you return for next years event to make it even bigger and better. Also the Daybreaker RAlly will have been run again.

Congratulations to all who made it to the finish. Another big contingent of Wellington Car Club helpers, competitors and supporters will no doubt have helped to make it a great event.

Don't forget the Monthly Night Trial series. The next one starts from the Wellington Car Club rooms, so no excuse for not turning up and having a go. The current score between Marie and I versus Eddie and Barry in the series is 3 - 0 in their favour, but we ARE catching up so watch out!

That's it for this month.

Brett.

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Promoted by Northern Sports Car Club Inc

Contact: John Coker, 65 Aviemore Drive, Highland Park, Auckland

Phone (09) 537 2561

Sponsors: Prestige Tyres, Manukau City

Round Two:

MANAWATU TOYOTA DAYBREAKER: 28 - 29 MAY

Promoted by Manawatu Car Club

Contact: Cam Taylor, PO Box 2015, Palmerston North

Phone: (06) 356 9963

Sponsors: Manawatu Toyota LMVD

Round Three:

MAINFREIGHT SOUTHLAND RALLY: 18 - 19 JUNE

Promoted by Southland Sports Car Club

Contact: Ray Galt, C/- POBox 459, Invercargill

Phone/Fax: (03) 218 2403 Sponsors: Mainfreight Transport

Round Four:

MAINFREIGHT RALLY: 2 - 3 JULY

Promoted by Autosport Club

Contact: Dave McCahon, 232 Clyde Road, Fendalton, Christchurch

Phone/Fax: (03) 366 9169 Sponsors: Mainfreight Transport

Round Five:

ROTHMANS RALLY OF NEW ZEALAND: 5-8 AUGUST

Promoted by Rally of New Zealand Limited

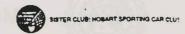
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ROUND THREE

17th March 1993

Re: Mainfreight Southland Rally.

This year's event will take place on the 19th June 1993 and is expected to be better than ever. Not only have we located some interesting new roads for the Rally Crews, but we have provided more in the way of "value for money" for our sponsors.

Radio and newspaper advertising, a Publicity Day on the preceeding Saturday for the sponsors to participate as a Co-driver, a Sponsors' Informative night out just prior to the Rally.

The Rally itself:
This year we total 530 km of which 250 km are Special Stages. In all we have 12 stages, a mixture of public and private roads, 3 of which will be held in the dark. The first car will leave our "Novel" start ramp at 08.00 hours and is due to finish at approximately 20.10 hours. Rally Headquarters is based in a central city hotel which provides excellent accommodation and hospitality to the Rally Crews at very reasonable rates.

We have ordered snow for this year's event but we may have to settle for a good hard frost with plenty of sunshine to follow. We look forward to seeing everybody and hope you all enjoy our event.

Richard Conroy Rally Media Liaison.



NEW ZEALAND RALLY CHAMPIONSHIP



AUTOSPORT CLUB

AUTOSPORT CLUB (INC)

P.O. BOX 13008 ARMAGH

CHRISTCHURCH N.Z

ROUND FOUR

MAINFREIGHT RALLY

CHRISTCHURCH

Date: 3 July 1993.

Sponsor: Mainfreight Transport Ltd.

Promoters: Autosport Club, P.O. Box 13008, Armagh, Christchurch.

Organiser: Dave McCahon, 232 Clyde Rd, Fendalton, Christchurch, 5. Ph & fax (03) 3669-169 business, (03) 3516-434 home.

Itinerary: Christchurch city - Darfield - Rakeia - Lake Lyndon - Oxford - Mt Thomas - Ashley Forest - Rangiora - Waimakiriri - Christchurch.

Special Stages: 12, including Super Special at public venue in city on the Friday evening, and 11 on the Saturday.

Surface: All gravel.

Distance: 520 km, including 200 km of specials.

General: This years' event will use some roads which haven't seen a rally car since the 1980 Motogard Rally, and some new roads too. The Super Special is planned along the lines of the Rally of Australia's popular one, and will be held in the central city with plenty of publicity.

RALLY OF NEW ZEALAND

- A Brief History -

Rallying in New Zealand has a relatively short history in comparison with the northern hemisphere, where some of the European events are celebrating more than 40 years existence. In it's first 24 years New Zealand has lifted rallying here from very much a colonial backwater into the international limelight as a fully fledged participant on the World Rally Championship calendar. The event organisers and workers have put many hours into ensuring that this international rally continues to justify its inclusion as part of the world championship scene.

There are many facets that make up the whole picture of a successful rally. The route chosen must provide competitors with conditions conducive to the demands of high speed driving within the limitation set down by the FISA. New Zealand has become accepted by many competitors as having some of the best rallying roads in the world.

One of the main concerns of organisers is that competitors and spectators have the opportunity to participate in an event that has been prepared in a safe as well as challenging way.

The organisers have shown the professional attitude and performance that justifies the event's continued inclusion on the WRC calendar. The recognition the rally continues to attract is clear evidence that both the event and its organisers have earned this professional mantle.

Rothmans re-entered rallying in New Zealand six years ago and follow such major sponsors as AWA Clarion (1985 - 1987); Sanyo (1983 & 1984); Motogard (1978 - 1982); Radio New Zealand (1977) and the first sponsor of international rallying in New Zealand, Heatway Industries (1971 - 1976).

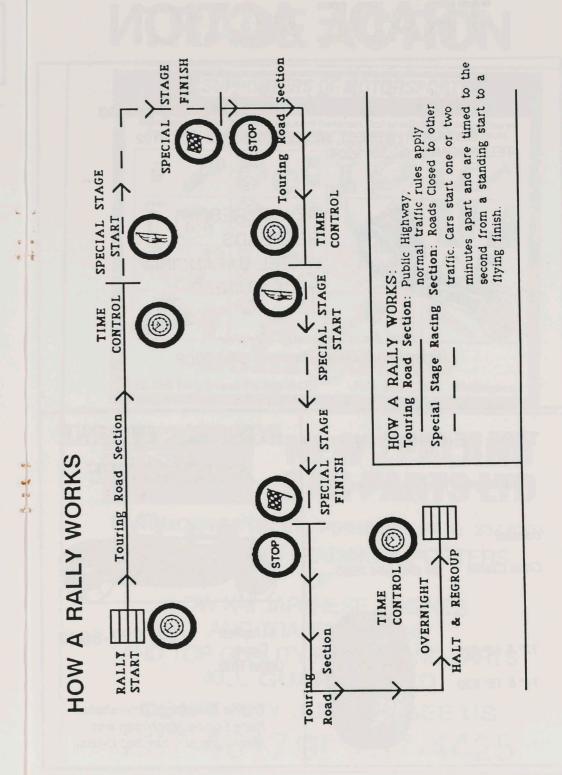
Since the first international event, the Shell Silver Fern Rally organised by the Wellington Car Club in 1969, the standard of organisation has kept pace with the incredible advances made in the evolution of competing cars. The first New Zealand international rally was won by Grady Thompson and co-driver, Rick Rimmer in a V8 powered Holden Monaro. Of the 33 starters in Taupo, 22 were classed as finishers.

In 1970 the Silver Fern Rally was organised by the Canterbury Car Club and run in the South Island with a total of 67 entries.

The Heatway International Rally in 1971 attracted 67 entries. Out of these 67, 15 were entries from outside New Zealand. There was franchise support from such manufacturers as the New Zealand Motor Corporation, Todd Motors and the New Zealand Motor Lines. For the first time an overseas team, Australia's Bruce Hodgson and co-driver, Mike Mitchell, scored a narrow victory in their Lotus Cortina from the Holden Torana GTR XU1 of New Zealand's Ralph Emson and co-driver, Wayne Jones.

There have been 23 international rallies held in New Zealand, excluding 1974 when motorsport was abandoned because of the fuel crisis. This country's event has become known as the "friendly rally" after many comments from international drivers who have found the hospitality and support not only beneficial, but a welcome change from other events.

Carlos Sainz is the only driver to win the Rally three times and three drivers have won the event twice, Finland's Hannu Mikkola (1973 & 1979), his countryman, Timo Salonen (1980 & 1985) and the internationally known Scotsman, Andrew Cowan (1972 & 1976). And there are three co-drivers, who have had more than one presentation of the winner's laurels. The first is New Zealander, Jim Scott, who is renowned as a competitor and administrator. Seppo Harjanne and Luis Moya each won with the same drivers - Scott with Cowan, Harjanne with Salonen, and Moya with Sainz.



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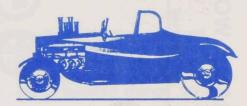
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ROTHMANS RALLY NEWS

The TV3 SPONSORED NEW ZEALAND RALLY CHAMPIONSHIP

Television 3 are to be congratulated for picking up the sponsorship of the 3 Sport New Zealand Rally Championship. In one of the boldest moves for years, Television 3 have negotiated an on-going sponsorship arrangement with the Motorsport Association which will ensure a vastly improved exposure for rally sport. The first four rounds of the Championship will be featured on the Friday Night Mobil Sport Programme followed by a three and a half hour coverage of the 1993 Rothmans Rally of New Zealand which is also the final round of the 3 Sport New Zealand Rally Championship.

The television coverage for the Rothmans Rally includes five half hour programmes of scrutineering and the four days of the rally, followed by a one hour wrap-up the following week.

This first class exposure by Television 3 will lift the profile of the rallying which in turn will provide increased opportunities for competitors to gain sponsorship.

Agreement has also been reached for TV3 to screen 20 minutes of highlights of all the rounds of this years World Rally Championship.

Rothmans Rally Challenge and Scholarship Points Update:

With four rounds of the Championship now complete current points standings are : Scholarship

1st, Richard Atkinson, Greymouth, 26 points; 2nd, Glenn Buist, Christchurch, 20; 3rd, Chris West, Timaru, 18; 4th, Graeme Fraser, Invercargill, 16; 5th, Bruce McArthur, Christchurch, 15; 6th, Jason Boddy, Greymouth, 14; 7th, Greg Breach, Christchurch, 13; 8th, Chris Ramsey, Hamilton, 11; 9th= Robert Leicester, Feilding, John Nelson, Christchurch, Barry Armiger, Whangarei, 10; 12th=Michael Heatherwick, Paraparaumu, Mike Barltrop, Christchurch, Kevin Holmes, Waiuku, 9; 15th=Scott Smith, Christchurch, Keith Warwick, Napier, 8; 17th=John Taylor, Palmerston North, Jeff Hill, Auckland, 7; 19th=Shane Schlup, Masterton, Wayne Rae, Hamilton, 6; 21st=, Phil Small, Wellington, Michael Price, Christchurch, Justin Glavish, Auckland, 5; 24th=Robert Forward, Christchurch, Craig Martin, Wellington, John Butt, Invercargill, Scott Melville, Auckland, 4; 28th, Kingsley Jones, Auckland, 3; 29th=, Fred Merkin, Kaiapoi, Brad Trusler, Auckland, 2; 31st, Stephen Johns, 1.

North Island

1st, Paddy Davidson, Opotiki, 16; 2nd=, Geoff Argyle, Palmerston North, Greg Todd, Papakura, 10; 4th=, Bruce Herbert, Dannevirke, Graeme Fraser, Tauranga, 9; 6th=, Peter Day, Palmerston North Barry Armiger, Whangarei, 7; 8th=, Bryan Morris, Lower Hutt, David Ralph, Pukekohe, 6; 10th=, Robert Leicester, Feilding, Kevin Holmes, Waiuku, 5; 12th=, Michael Heatherwick, Paraparaumu, John Billington, Wellington, Michael Dixon, Pukekohe, 4; 15th=, Murray Sollitt, Lower Hutt, Graham Hoyland, Dargaville, 3; 17th, Tim Ouwehand, Auckland, 2; 18th=, Kevin Blackley, Palmerston North, Neil Johns, Whangarei, 1.

South Island

1st, Jeff Judd, Christchurch, 22; 2nd=, Gavin Sendall, Nelson, Ross McKay, Winton, 21; 4th, John Silcock, Rangiora, 20; 5th, Stuart Warren, Rangiora, 17; 6th, Glenn Buist, Christchurch, 14; 7th, Dean Bond, Balclutha, 11; 8th, Ashton Wood, Upper Moutere, 10; 9th, Dave Ollis, Rangiora, 9; 10th, Garry Cliff, Christchurch, 8; 11th=, Mark MacDonald, Christchurch, 4; John Nelson, Christchurch, 4; 13th, Trevor Crowe, Christchurch, 2.

Rothmans Rally Update:

Confirmation has been received from the following team nominated drivers -

Toyota - Didier Auriol and François Chatriot

Subaru - Colin McRae, Ari Vatanen and Possum Bourne

Ford - Miki Biasion and François Delecour

At the time of going to press confirmation of the Lancia entry for Sainz and Aghini is expected at any time.

Lada have confirmed a four car factory team which has only been equalled in 1981 when Mercedes had their three 500 SLCs and one 280 CE entered.

The route has been finalised and everything promises for this to be one of the best years ever experienced by New Zealand motorsport, so remember to keep from the 04 - 08 August clear to be able to watch this international spectacle.

Marshals, Officials and Service Crews:

A couple of local magazines have featured articles offering the opportunity for rally enthusiasts to become involved in helping with this years Rothmans Rally of New Zealand. This has generated a tremendous number of offers of support which is most heartening. There are still one or two opportunities available. If you think that you can help in any way whatsoever please contact the Rally Office: Telephone 09-276 0882. Fax: 09-276 0881 or post a note to P O Box 62 021, Auckland. We would welcome your interest.

Tasman Cup:

The Tasman Cup New Zealand/Australia Rally Challenge Championship which was inaugurated last year will continue this year. Competition is over three rounds, two in Australia and one in New Zealand. These are:

Rothmans Rally of New Zealand	August	05 - 08
Telecom Rally Australia	September	18 - 20
Esanda Rally of Canberra	November	20 - 21

Last years winner was Craig Stallard in a Mitsubishi VR4. Copies of the regulations are available from the Rally Office and this is an excellent opportunity for competitors seeking additional sponsorship to fund attendance of the Australian rounds.

Rally of Indonesia 01 - 04 July 1993

Garuda Indonesia Airlines are offering a series of very attractive travel packages for both competitors and spectators wishing to attend their round of the Asia Pacific Championship. Brief details are:

- Airfare Auckland Jakarta Auckland NZ\$935.00
 Airfare Jakarta Medan Jakarta NZ\$549.00
- 2. Cargo Rates:

This is based on one pallet one car - Auckland - Jakarta - NZ\$2852.00 - one way

Jakarta - Medan - NZ\$1569.00 - one way

Full details are available from the Rally of New Zealand Office or contact Alan Wilcock, Garuda Indonesia - Sales Manager at Auckland 366 1855.

Sponsorship costs:

The rights for overseas events makes interesting reading. The following are examples from the IEG Sponsorship report.

Nutrasweet Co US\$3,000,000 for title to the London Marathon 1993-94

Speedo US\$1,200,000 for involvement with US swimming 1992-96

Dollar Rent a Car Systems US850,000 for the official car rental company to the NBA

GAN Insurance US\$10,500,000 for Title to Greg LeMond's cycle team 1993-95

Intrum Justitia (Debt Collection Company) US\$4,600,000 for involvement in a team

Whitbread Round The World Yacht Race

Kodak Canada US\$1,200,000 for involvement in the 1994 Commonwealth Games

Molson Breweries US\$1,800,000 for title to an IndyCar Team

Northern Telecom Europe US\$1,200,000 for title to Arts Europe 1993-95

General Motors Opel US\$3,400,000 for involvement with the Bayern Munich Soccer Club

IBM US \$4,500,000 for title for the Fiesta Bowl 1993-95

The new Formula 2 for Rallying

There is a growing move world wide to adopt "Formula 2" which is a front wheel drive normally aspirated car with maximum engine capacity of 2 litres. Formula 2 is an alternative to Group N in that it is agreed to be generally cheaper for privateers as the base car is already less expensive. A privateer driver can put a competiton car on the road for around half the cost of a supercar. FISA have also taken F2 on board with the World Council recently confirming that it will be granted full championship status in 1995. One concern is that the majority of manufacturers with competitive F2 cars are all European based and include: Citroen, Ford, Peugeot, Renault, Rover, Skoda, Vauxhall and Volkswagen. Honda's only suitable car is a 1596cc Civic. Hyundai is currently developing the 1800cc Lantra by Hyundai Australia. Nissan has the front drive 1998cc Sunny GTi and Gregoire De Mevius is expected to drive one of these models later this season. Toyota's offering is the 1587cc Corolla which is pushed for power. While the formula is hailed for success in Europe it may take some time for it to be adopted locally.

Who's Who at Ford Motorsport:

Colin Dobinson - Director of European Motorsports; Melvyn Hodgson - Operations Manager, John Wheeler - Chief Engineer, Motorsport; Phillip Dunabin - Rally Engineer, Trevor Godden - Rally Coordinator, John Millington - Rally Co-ordinator and Tyre Controller, John Taylor - Training Consultant and Transport Co-ordinator; John Griffiths - Engine and Homologation Engineer, Terry Bradley - Group N and Contract Team Liaison Engineer, Steve Ridgers - Escort Development Engineer, Ahmed Bayjoo - Electronics Consultant; Mike Summerfield - Radio & Communications Technician; Robin Vokins - Workshop Foreman; Stuart McCrudden - Press & Promotions; Andy Pope - Press Liaison; Chris Witty - Commercial Affairs; Dr Mark Porter - Team Doctor, Charlie Meade - Manager Motorsport Sales.

BONUS OFFI

AUSTRALIAN RALLYSPORT NEWS, Australia's rallying newspaper, is offering New Zealand car club members an unbeatable subscription offer.

As the leading authority on rallying for almost 4 years, AUSTRALIAN RALLYSPORT NEWS has built up a reputation for providing up-to-date information on all levels of rallying, from club events to world championship level, providing the most in-depth and informative reports available in Australia.

Together with our team of first class photographers, AUSTRALIAN RALLYSPORT NEWS has always been great value, now with this bonus subscription offer it's even better value for money.

AUSTRALIAN RALLYSPORT NEWS' columnist John Coker provides Kiwis with full details of forthcoming events on the New Zealand scene and who's doing what in the land of the long white cloud. Our celebrity columnists make reading even more enjoyable, with multiple Australian Rally Champions ROSS DUNKERTON and GREG CARR, and one of Australia's leading co-drivers, HARRY MANSSON, giving their views on the sport at the top level.

All in all it makes for informative and value-for-money reading.

SUBSCRIBE NOW AND GET YOUR COPY BEFORE IT HITS THE NEWSTANDS!!

Great value at only



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PLEASE DEBIT MY DEANKCARD DEANKCARD VISA

IF USING A CHARGE CARD,
WE MUST HAVE
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Drink and Drive?

DRINK / DRIVE PENALTIES

You may think the NZ Laws are harsh in this respect. It is interesting to study those of some other countries.

WEST GERMANY: Automatic 3 month suspension of your licence with a maximum of a year in prison for 0.8 ml per litre. You can also be fined.

USSR: 6 months suspension of your licence for the first offence.

TURKEY: The Police escort you 20 miles from town and force march you back. Much tougher than it sounds. (The people have no money and the jails are overcrowded.)

INDIA: 6 months prison and/or a fine of NZ\$112. (Very high compared to the National average income).

NORWAY: A first offender loses their licence for 1 year. 0.5 ml results in 3 weeks in jail plus a possible fine. Second offenders within 5 years lose their licence for life.

UNITED KINGDOM: First offence is automatic suspension for 1 year with the possibility of 6 months in jail, up to NZ\$3,600 fine and mandatory community service.

ISRAEL: Automatic 2 years in jail for any drunk driver. (Offences are very rare).

SOUTH KOREA: If arrested it's automatically 2 months suspension. If convicted it's jail for up to one year plus a NZ\$1,400 fine.

JAPAN: First offenders get up to 4 months in jail plus NZ\$400 fine plus 'reeducation'. Licence is suspended for one year and re-issued only after a strict test.

FINLAND & SWEDEN: Automatic 1 years jail for first offence.

CHILE: 2 months minimum, 18 months maximum for any offence.

SOUTH AFRICA: 10 years in prison and/or \$10,000 fine.

MALAYSIA: Jail for the driver. If married the spouse is jailed also.

BULGARIA: The first offence penalty is decided by the court. The second penalty is automatic execution.

EL SALVADOR: They do not have a re-offending problem here. The first offenders are executed by firing squad.

Talking Trials

Dates for specialist Wellington Car Club Trophy Trials are:

Honeypot Trial Hollis Trophy

September 4th August 3rd

RESULTS FROM APRIL NIGHT TRIAL

1. Ben Stockbridge and Keith Heginbottom	7	
2. John Rapley and Carol Weston		9
3. Allan Mines and Annette Miet		10
4. Brian Craig and John Tennent	18	
5. Eddie Conroy and Barry Lakeman		22
6. Brett Plim and Maree Conroy	36	
7. Shaun Ryan and Marc O'Connor		45
8. Alister Burns and Mike Todd	92	
9. Nigel Stent and Graham Penhey		95

CONGRATULATIONS TO:

John Pierson and Jane Black on their election to MANZ positions. Well done - good to have "voices" in the club!



Auto Upholstery Centre

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HARDOUR CAPITAL CAR CLUB INC MISA HONDA CHALLENCE NIGHT TRIAL SERIES JOHN BEASLEY/HONDA CHALLENGE TROPHY NIGHT TRIAL

FINAL RESULTS

Car I Cres

	Overall Place:	1st	2nd	3rd	1	4th	5th	1	6th		7th	8th	9th	10	th	11th		2th 2nd
	John Beasley Place: Car Number: Driver: Brief Explanation		Car 1 Darryl Monk	Car 5		Car 8 John Crouch	Car Cath Reid	ny	Car 1 Eddie Conro	Α	ar 2 llan lines	Car 3 Brett Plim		Car John Tenn	1	Car 9 Dave Kent	Gr	r 6 aeme nhey
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ON	Passage											10						
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BAD	Highway shields										10	10		,	10	1	0	10
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DUNE	Not capitals										10				-			
SUS	Passage				10	10		10		10	10	1	1	0	10		10	10
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DIMBLY	Passage																	10
TEDDY	Road misspelt							9 L		5 E	7	1	E	6 E	8	E	6 E	29 L
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DRL	Sign • intersection					10		10 1 E		2 E				2 E		E	8 L	30 MC
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BOOK	Correct crossroads												1	0				10
DUPPL	Not a sign																	10
BEG	Passage												1	0				10
DLPPPLPR	Traffic misspelt						_			0	2	E		5 E	2	E	2 E	3 E
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1 Darryl Monk	Sandra Monk	Arthur Nattrass	HCCC Nissan Sentra SGS

2 Allan Mines Annette Miet 3 Brett Plim Maree Conroy Top Guns 4 Dave Smithson Mike Caton 5 John Pierson Jenny Pierson Team Beaver 6 Graeme Penhey Paul Layt Katherine Shailer HCCC Holden 1 Ton HQ 7 Cathy Reid Mike Reid Not a Problem

8 John Crouch Richard Blows 9 Dave Kent Brian Craig David Clark 10 Shaun Ryan Paul Te Punga Marc Oconner

11 John Tennent Chris Bant 12 Eddie Conroy Barry Lakeman Team Conroy WCC Honda Civic WCC Toyota Sprinter

HCCC Nissan Bluebird

WCC Ford Econovan

HCCC Mitsubishi Mirage

Club Car

Ben Stockbridge Clerk of the Course Secretary of the Meeting Keith Heginbotham KCC Mazda 323

Dianne Stockbridge Nicola Stockbridge WC Nissan Sentra O Justin Stockbridge HVMC Alpha Romeo Mathew Connor WCC Ford Sierra HCCC Mitsubishi Galant L/B Checker/Marshall Wayne Gair

Organisers and Officials

Keith Findlay

AUTOCROSS - TV

We have chosen 2 dates to hold an Auto-X at the Kapiti Track which will be Televised as part of the Smoke free Programme.

The event will be held on the first fine day of our 2 chosen dates - hopefully out of 2 attempts we will be able to have one fine day!

The dates are:

Saturday June 19th, but if wet, then -Sunday June 20th!!

Cancellations will be over 2ZB.

Come out and have a go in your ordinary car - this is not an event for the Pros to enter.

Scrutineering/Documentation at 10.00am at the venue, which is the Kapiti Track behind Southwards Car Museum. Further details can be obtained from Cathy Arrowsmith or Jane Black.

Manfeild Promotions

P.O. BOX 1959 PALMERSTON NORTH, NEW ZEALAND TELEPHONE (06) 357-7459 FAX: (06) 357-7244

MANFEILD BOOKINGS 1993

JUNE:

5th 6th 7th	LONG DISTANCE RACE MEETING - HQ FINAL LONG DISTANCE RACE MEETING - HQ FINAL LEVIN CAR CLUB (Sprint)
12th 13th	MANAWATU-ORION MOTORCYCLE CLUB
19th 20th	VICTORIA MOTORCYCLE CLUB
26th 27th	WAIRARAPA CAR CLUB (Sprint)

JULY:

3rd 4th	JAGUAR DRIVERS CLUB (Inter-Marque)
10th 11th	VICTORIA MOTORCYCLE CLUB
17th 18th	MANAWATU-ORION MOTORCYCLE CLUB INSTITUTE OF ADVANCED MOTORISTS
24th 25th	HUTT VALLEY MOTORING CLUB CLUBMANS
31st	VICTORIA MOTORCYCLE CLUB

AUGUST:

1st	
7th	FIAT OWNERS CLUB (Inter-Marque)
8th	
14th	
15th	
	MANAWATU CAR CLUB CLUBMANS
21st	MANAWATU CAR CLUB CLUBWANS
22nd	
	ALFA ROMEO OWNERS CLUB (Inter-Marque)
28th	ALFA KUMEU UWNERS CLUB (IIIIei-Maique)
29th	

AVAILABLE TRACK DATES FOR 1993:

SATURDAY 14th AUGUST:

SATURDAY 16th OCTOBER:

Contact the Manfeild Office if you require one of these dates

MANZ 46TH ANNUAL GENERAL MEETING REPORT

This years AGM was held in Christchurch at the Airport Travelodge.

I arrived in Christchurch Thursday morning to do some work and met up with David and Jane and others Thursday night.

The commission meetings got under way on Friday with speed first up. Chaired by our beloved Jane.

SPEED

Jane tabled her report which featured:

- 1. The organisers hand book which had been drafted by Jane with the assistance of Bob White (Auckland) and myself.
- 2 The problems being experienced with the Goldstar Hillclimb Championship and the Motorkhana Championship.
- 3 The possible introduction of a speed weekend to find an overall speed champion.

Two remits were tabled, both concerning Motorkhanas, The first regarding licencing proposed by Northland CC, which although passed was taken care of by a new licence structure put forward by the Exec at the main meeting.

The second remit proposed by Hutt Valley CC to open up the eligibility rules for the National Championships was also passed. You can now run a road registered and warranted motor car in the National Motorkhana Championships.

EARN DOLLARS FOR YOUR CLUB!

Every club member 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) commission to the club.

CALLAY CARS LIMITED

23 Railway Avenue, Lower Hutt Phone 569-3444

GENERAL BUSINESS - SPEED

General business opened with a discussion on the organisers hand book. I was disappointed at the level of discussion that this important publication created. It appeared to me that the only club delegates to have read the draft were those from Taumarunui, Hamilton and Auckland or maybe these delegates were the only ones able to read, or possibly Jane, with a little critical help from Bob and I did such a brilliant job no further input was required. Well done Jane!

The second discussion was the proposed speed champion. This discussion paper was prepared at the <u>request of the executive</u> by Jane, Dave Davies and myself. The concept is quite simple, ie:

THAT THE STAND ALONE EVENTS GOLD STAR HILLCLIMB AND NATIONAL MOTORKHANA CHAMPS BE INCORPORATED INTO A SPEED WEEKEND WITH EVENTS TO INCLUDE:

- 1 A Motorkhana +
- 2. An Autocross +
- 3. A Sprint/Hillclimb

which would result in a NATIONAL SPEED CHAMPION.

Recognition to be given to all individual champions.

Obviously the working out of the finer points could not be done in 5 minutes which some delegates seemed to think that they should do. A large number of other delegates could not or would not consider this proposed concept.

The future of the existing Gold Star Hillclimbs has been discussed at the last 5 AGMs. What do we do? Wait until it dies completely and then think about something else or do we try something else now - try being the operative word.

The meeting finished with a lot for the incoming commission to think about. Jane, I hope you get more input from the new speed commission than the old, if you chair this commission this year.

RACE

Next up was RACE COMMISSION chaired by Rob Lester.

Rob tabled a lengthy report which indicated considerable problems. Problems such as lines of communication between various parties, eligibility, the amount of money being spent on so called Budget Formulas and Barrow Pushing.

On the positive side a number of formulas look good. Fords, Vees, Mini 7s, Nissan GT and Porsche all had good seasons with few hassles.

Considerable work has been done effectively on:

1. Circuit facilities and safety.

- 2. Technical, Stewards and Clerks of Course Training. Improving overall competence of these key people
- 3. Club level competitor levels rising.

The remits tabled were of a very minor nature of which two were withdrawn, one carried and one lost.

GENERAL BUSINESS - RACE

Rob gave a brief report on a race organisers meeting held earlier which David attended. As a small portion of what was planned was discussed Rob suggested a longer Annual meeting be held for this area.

The fees received by organising clubs for International meetings are lagging behind real costs and are deceptive. It was suggested that the entry fees for International meetings be increased and printed to show the GST and Levy content.

Noise again came under discussion not as heatedly as other years. It was stated that most competitors had complied however a few competitors were not co-operating. Noise Hogs Beware! As Dick Gardner reported while noise monitoring at Wigram without exception the quick cars were the quiet cars.

I finally got a break while David went off to Rally and Jane attended a Disciplinary Hearing.

HISTORIC, CLASSIC AND MARQUE

My next meeting was Historic, Classic and Marque. This was chaired by John Osborne (aka Oso).

As more and more of our club members are looking at this area of racing we felt that it was necessary to attend this meeting.



John tabled his report which again revealed a number of problems The main areas of concern are:

1. The number of meetings being run.

2. The number of competitors.

3. The use of 1993 Technology to improve performance.

4. Temporary Street Circuits safety

requirements.

5. The reluctance to use rollover protection.

6. Look-a-likes.

Only 3 remits were proposed.

This first a small tidy up of the roll over protection rule which was passed.

The second a Barrow Push for Datsun Z's to allow later models to run which was lost.

And finally a remit to allow Brake modifications. Sorry Guys, you can't fit 4 pot calipers to your MGs but you can fit air ducts.

GENERAL BUSINESS - H, C & MARQUE

A lengthy discussion on roll over protection. The discussion was very similar to the one a couple of years ago with Race and Speed. It appears we have found another group of Motor Sport people who don't value their necks. There was also a discussion on the use of Methanol Fuel. Oso stated that the year book covered the use of these fuels.

Time for a drink, or maybe a few more before the Social get together!

GOSSIP...

On entering the get-together we found 3 very well presented Ford Escorts. The first a Mark I Mexico. Then a Mark II BDA, both in excellent rally condition. Finally a 1993 Cosworth - only in road trim but an interesting motor car.

The evening progressed with the usual electioneering and lies which obviously increased as the orange juice took control.

As there was not a Karaoke machine present Jane couldn't show us her entertainment skills as she did last year. However a Wellington Car Club member was seen sound asleep in a totally deserted bar at around 2.30am. Jane and I were in bed (separate rooms!) so I guess the only one left was the flying David Wright....sorry I mean Black! ZZzzzz!

THE AGM

Saturday morning saw the start of the AGM proper. With the tabling of the Executive and Presidents reports (for those who don't know is Morrie Chandler).

The main points were:

1. Sale of Tinakori Rd facility

2. Purchase of Commercial Investment Property

3. Increased Training Programs

4. The involvement of the Hillary Commission

5. The gaining of a seat on FISA World Rally Commission.

6. Prodrive

7. Negotiations with Government Depts on Temporary Imports of Cars, Importation of Tyres and Specialised Equipment and Sponsorship.

8. Rally of NZ prospects.

9. The setting up of Motor Race NZ Ltd which has experienced some problems. 10. The disbanding of Motor Race Board.

FINANCE

Although a deficit of \$46,000 was posted two major points need to be made: Firstly, a deficit of \$62,000 was budgeted for and Secondly a grant from the Hillary Commission which was budgeted on had not been announced. Needless to say not received!

Apart from this deficit the MotorSport association is in good financial heart.

This brings us to the 1993 Budget which shows a very small deficit of \$5,200 Taken into this is a grant for \$35,000 from the Hillary Commission. The special mention of the Hillary Commission will become clear shortly.

The 1994 Budget looks good - \$55,000 surplus. The next on the Agenda were the reports on Stewarding and Technical Departments. Both areas have had increased training and better lines of communication opened up. These programs are to be extended.

REMITS

1. NEW CONSTITUTION CLAUSE:

To suspend all competition of a competitor if he/she or any part of hiw/her team feels it necessary to commence legal action against the Motor Sport Association or club. This suspension would be in place until action was finalised.

CARRIED.

2. CHANGE TO LICENCE PERMIT STRUTURE:

To be called Regional which would slove all the problems of having to have a National Licence to do an Interclub Series.

CARRIED.

3. NEW CAPITATION MEMBERSHIP STRUCTURE:

To simplify the system for clubs and MANZ. CARRIED.

4. OFFICIAL LICENCES:

Officials that have passed grading exams for Stewarding, Flag Marshalling, Clerks of Course etc to be issued with Official Licences. CARRIED.

5. OFFICIAL LICENCE FEE:

To charge a fee to clubs for licenced officials. CARRIED.

6. THREE YEAR ELECTION POST:

Proposal that an elected member to an Advisory Commission may only stand for 3 years.

CARRIED.

7. WEARING OF SEATBELTS:

Proposal that the wearing of setabelts be compulsory at ALL MANZ permitted events. This was drawn, at the vote, so Status Quo. I believe that this should have been passed and maybe we should bring this into our own Club Rules.

There were a number of other minor remits that either lapsed or were lost.

ELECTIONS

Following the remits we heard from those standing for various elected positions. As there were no other nomination for President or Vice President the sitting members were returned for another year.

Wellington Area had two people standing for Executive positions. Those being Jane Black and Paul Te Punga. Wellington Area was also represented for the following commissions:

Historic Classic and Marque Eugene Childs,

Speed Iain Mollison, Trials John Pierson.

As I have started this part I may as well finish. The election results were as follows:

President Morrie Chandler
Vice Presidents Rob Lester and Steve Kennedy

Exec Committee Jane Black (59)

John Osborne (57) Paul Te Punga (45)

(4 nominations - didn't Wgtn do

well!).

H & C Marque Tony Herbert (42)

Mike Westall (44) Graeme Currie (33)

(5 noms - Eugene was 4th (27))

Race Tony Marsh (53)
Garry Pederson (56)

Garry Pederson (56) Brian Westoby (44)

(4 noms)

Rally Neil Allport (36)

Ron Blakemore (36) Chris Joblin (25)

(8 noms)

Speed Bob White (43)

Ken Douglas (36) Dick Gardner (28)

(6 noms - Iain M was 4th (26))

Trials Jan Gardner

Rob Scott John Pierson

(Elected unopposed)

PRIZEGIVING DINNER

Following the election lies we adjourned to drinks before dinner and prize giving. As I can't remember all the prize winners I won't start. I will say our Joe McAndrew received one of the Rally Trophys - joint Class 4 Group A winner and Jim Robb received the Navigators Trophy.

GENERAL BUSINESS

1. 1994 AGM.
The 1994 AGM will be held in Wellington organised jointly by Wellington and Hutt Valley Clubs.

2. Technical Problems.
As technical problems are on the increase a paid Technical Officer may be employed.

3. Prodrive.
Oso has this project under his wing again and has already gained sponsorship from Shell, Car Haulaways and Toyota. He is also negotiating with three other companies. We will hear more on this as Oso progresses with his plan

4. Best till Last

The meeting was privileged to have Mr Hamish Grey of the Hillary Commission present an address to the clubs delegates on what the commission was all about both Nationally and Regionally. He also covered the criteria of how to apply and what they expect if you are one of the lucky clubs to receive a grant. He gave us the good news within his address that the grant to MANZ was \$46,000. He went on to say that next years grant would be a similar amount. Needless to say he received a generous round of applause.

Iain Mollison.



CLUBNIGHT

Tuesday June 15th: A club night with a difference. This time the "Guest" will ask the questions and you provide the answers at a Quiz night! A good fun evening to bring the other half to with no technical under-the-bonnet bits. See you there for an 8.15pm start. Organiser is Judy Leishman.

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CARPENTER REQUIRED

Small job at the clubrooms requires someone with time and carpentry experience. Can you help us? Please contact the Club Captain, Brett Plim.



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MOTORING NEWS



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

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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.

JOHN BERBEN

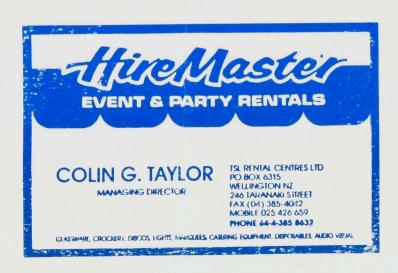
John lives in Khandallah and drives a Ford Escort. He is a Mechanic and is interested in Speed Events & Trials.

BRENDAN NIEMAN

Brendan is also a Mechanic, also drives an Escort and is also interested in Speed Evnts and Trials. He lives in Johnsonville.

PAUL LIMACHER

Paul is a rejoining member and drives a Mazda RX7. He is mainly interested in Speed Events and Motorkhanas. He lives in Mt Cook and is a manager.





WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309
Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE			
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WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

NIGHT TRIAL SERIES - HVMC Tues July 6th Starts 7.30pm from HVMC, Halford Pl, Petone. Doc at 7.15pm. Organisers C & M Reid, HVMC.

CENTRAL REGION RALLY - HAWKES BAY Sat 17th July Consists of 9 special stages of 200kms plus 258 touring. Entries \$190 close 3rd July (late \$215 till July 12). Pete L has regs.

Mon 19th July WMSA MEETING A fairly informal meeting with representatives from all the Wellington Region clubs to discuss items such as the calendar. Feel free to attend and discuss your concerns. Starts 7.30pm, HVMC, Halford Pl. Petone.

CLUBMANS MEETING - HVMC Sat 24th July Organised by Hutt Valley at Manfeild. Ph Dave Davies 5282398 for regs.

Sat 31st July WALL TROPHY TRIAL - HVMC Doc 12.30pm at Hutt Valley MC. Halford Pl, Petone. Starts 1.00. \$10 entry. Approx duration 3½ hrs. Includes Straight Line Map, Mirror Section and Sealed timepiece trial. Sponsored by Guthrie Bowron, Thorndon (yes prizes!). Organiser is Matthew Connor.

Sat 31st July WCC MEMBERSHIP EXPIRES.

Sun 1st Aug GRAVELSPRINT SERIES - KAPITI Waterfall Rd. No further details available yet.

Tues 3rd Aug NIGHT TRIAL SERIES - WCC Starts 7.30pm from Wellington CC Russell Tce, Newtown. Doc at 7.15 Organisers are John & Jenny Pierson.

Aug 4th - 8th INTERNATIONAL RALLY OF NZ.

Pete 1

Sat 14th Aug CENTRAL REGION RALLY - WAIRARAPA New rally organised by Wair CC. They will need helpers from the Wellington Region, so please volunteer now! Regs will be available from

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From the Top

Welcome to winter! It has certainly turned into real rally weather and I can't wait to get back into the car for the International.

Our Clubmans was very successful and a big Thankyou to Tony Oliver and his team for running this major event.

A big Thankyou also to Cathy Arrowsmith and Pave Davies (Hutt Valley Motoring Club) for co-ordinating the smokefree Auto-X at Kapiti Track. We had an excellent turnout of new competitors and it should reach your screens Sunday Grandstand TV1 on July 11th. We will try and organise more Auto-X's and Motorkhanas in future for our newer club members. If you can help, please give Cathy Arrowsmith a ring.

Also coming up are various training courses and seminars for different aspects of the sport. If you are interested in learning more about Scrutineering, Competitor Liaison, Club and Event Administration etc, please give me a ring. We will publish details of the various courses as they come up on the calendar.

Have a great month,

Jane Black.

Beaurepaires for tyres.

Eds Bit

Thanks to all the contributors, especially "The Average Bloke" (now I know who you are!). Great material - makes my job a lot easier.

I will admit that my enthusiasm for the Bulletin has waned slightly - I've been doing it for over $3\frac{1}{2}$ years now or about 40 bulletins! So I (& others) feel it is time to pass on the typewriter, glue and envelope full of cartoons to the next Editor whoever he or she may be! I have a few ideas still and plenty of time to share Editorship till the new Editor comes up to speed and is comfortable with taking the reins. If anyone would like to help with a view to fulltime Editor, then please give me a call. The typewriter goes with the job, so if you know the alphabet then you don't have an excuse.

Don't delay, call me now,

Judy.

CLUBMANS

WELLINGTON CLUBMANS MEETING.

MAY 22ND 1993.

Right now I can't remember if I volunteered to organise the Clubmans Meeting or if I got the "Short Straw", but I can tell you I survived it and hey, I even enjoyed it!

The weather on Race Day was the best Manfeild has ever put on for a race meeting, and when you consider the conditions at the 3 hour Race meeting 2 weeks later we sure had lady luck with us!!

Because of the good conditions we were able to ensure that races got going in quick succession so that all entrants got plenty of good racing, which made for a really great race meeting.

We had 124 entries, which means this is a very big event, so many, many, thanks to all those club members, family and friends who helped before the day, on the day and after the day to make it all possible.

I was unable to attend the Prizegiving and Social get together after the event, but I hear it was a great evening with food and refreshments available at the Manawatu Car Club Rooms.

Apologies for the mix up with some results, which have now been corrected (It's the putting right that counts!). Apart from this hiccough the day ran smoothly. I think it was a great success and I survived it!! (I could even be talked into doing it again).

Many thanks to the following sponsors who donated prizes so that race winners and place getters could pick up a prize at the end of the day:

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TONY OLIVER DIGGER & TRUCK HIRE

Also, thank you to the following list of helpers. If anyone has been missed, sincere apologies (don't forget to give your name to Jude L for helpers points).

Thanks everyone.

Tony Oliver.

Clubmans Helpers:

Jamie Bone & friend Jody Seabright Neil Rice Mike Hodgetts Susan Richards Karen Lum Neil Cruickshanks Chris Parker & friends Wendy Oliver Mike Galvin Bernie Keith Iain Mollison

Wendy Mattingley & kids Jenny Pierson Jude Leishman Jenni Smith Jamie Kibble Mark Kibble Steve Hardie Robbie Cruickshank Plus, Alastair and Nicholas from Japanese

scrutineering.

Chris Wood John Crouch Cathy Arrowsmith Murray Aitken Dave Richards Murray Lum Barry Lakeman Andrea McAndrew Graeme Toomer David Black Pete Leishman Derek Mattingley

John Pierson Ian Parkinson Malcolm Buchanan Amanda Kibble Paul Kibble Deborah Kibble Jason Toomer Richard Stevenson Vehicle Specialist for the Thursday night



CLUBMANS RESULTS:

RACE 1: FORMULA VEE

1st George Houghton 2nd Bernie Gillon 3rd Mike Hutchins

RACE 2: ELIZABETH STREET TYRES SINGLE SEATERS

1st Kenny Smith 2nd Rhys McKay 3rd Grant Campbell

RACE 3: ALAN HARVIE PANEL & PAINT SALOONS

1st John McIntyre 2nd Dave Knox 3rd Allan Huxford

RACE 4: NORMANS MENSWEAR SALOONS

1st Tony Oliver 2nd Michael Hourigan 3rd Alan Montgomery

RACE 5: AUTO RESTORATIONS ROTORUA SALOONS

1st Paul Butler 2nd Jamie Kibble 3rd Carl Northcott

RACE 6: RICHARD LESTER MOTORSPORT SINGLE SEATER

1st Kenny Smith 2nd Brady Kennett 3rd Grant Campbell

RACE 7: NZ CAR PARTS ROSS GORDON MEMORIAL RACE (Wellington Car Club Members Only)

1st Tony Oliver 2nd David Glasson 3rd Jamie Kibble RACE 8: PIT STOP EXHAUSTS POR IRUA SALOONS

1st Ray Hartley 2nd Carl Northcott 3rd Robert Fowler

RACE 9: RICHMOND BUSINESS SERVICES SALOONS

1st John McIntyre 2nd Michael Hourigan 3rd Dave Knox

RACE 10: TONY OLIVER DIGGER AND TRUCK HIRE SINGLE SEATERS

1st Kenny Smith 2nd Grant Campbell 3rd Brady Kennett

RACE 11: GENERAL PANEL & PAINT SALOONS

1st Chris Cammish 2nd Warren Leslie 3rd Tracey Buchanan

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1st Andrew Whittaker 2nd Dave Knox 3rd Michael Hourigan

REMINDER NOTICE - MEMBERSHIP EXPIRY

Don't forget your club membership expires on July 31st!

If you are intending to compete in August please contact Ian Parkinson to arrange your membership renewal.

Or come along to our July clubnight!





LENDING A HELPING HAND

You may find it hard to believe, but there was a period in the Club's history, where people were waitlisted up to 18 months to get onto to a Club Sub Committee

Yes, back in the early/mid 1970's, the Club went through a period when there were more candidates for the Executive Committee and volunteers for the Club Sub Committee positions, than there were vacancies. Take 1975 for example. There was an Executive Committee of 12 people, A Speed Sub Committee of 12 people, a Rally Sub Committee of 8 people, and a Non Speed Sub Committee of 9 people. Our total membership that year was 391.

As a result of having such interest in running the Club and it's activities, the Coming Events Calendar saw the Club running over a twelve month period,

11 Monthly Night Trials,

1 Funkhana, 4 Gymkhana's,

1 Standing & Flying 1/4 mile,

2 Novelty Trials, 1 Ladies Trial,

3 Autocrosses, 1 Braille Trial,

2 Invite Trials, 3 Sealed Hillclimbs,

2 Gravel Sprints. 1 Levin Clubmans.

1 Levin Dual Car Sprint,

1 Trolley Derby, 1 Feature Film Night,

11 Club Nights, 2 Home Movies Nights,

1 Economy Run, 2 Working Bee's,

2 Socials and a Xmas Party (Childrens),

3 Trialling Seminars, and a Mud Plug.

Entries for events averaged 20 to 30 for Non Speed Events and 30 to 40 for Speed Events (60 plus for the Clubmans).

With the level of interest in both Non Speed and Speed events being high, the Non Speed Competitors used to assist at Speed events by flag marshalling / time keeping, and the Speed Competitors would act as check points on Invitation and Night Trials.

Now, in 1993 the Club is getting fields of 60 plus for the Kilbirnie Sprint and Alexandra Rd Hillclimb. This seems to indicate that the interest is still there for well run speed events, and that there may be a need for the Club to run more events. Events can only be held if there are people there to run them. If we want a return to the level of events held in the 1970's then it is up to the individual Club Members to come forward and offer to assist. It would be nice to see the formation again of a Speed Committee of 8 or 9 people that could take the pressure off the same little group of three or four people that seen to run all our Events these days.

It would also be good to see more events suitable for the newer/younger Club member who doesn't have a dedicated competition vehicle, and wants to "have a play" in his/her road vehicle. In the 70's most new members made their competition debut in the Night Trial series, but with these events not so popular in the 90's, maybe more Gymkhanas (on Grass preferably), Autocrosses, Novelty Trials and Mud Plugs can cater to members needs. These sort of "grass root" events may also see more of our Lady members prepared to have a go.

It is also a very thankless job being the Bulletin Editor, if Club Members do not provide sufficient articles to fill the pages each month. It used to be traditional for the highest placed Club member at each event to write a short article for the Bulletin, or for the Speed event organiser to request a member to do a brief write up. It would be good to see this tradition resume in the 90's....

The Average Bloke

NOT ICES

NEW RALLY COMPETITORS:

Thinking about competing in a rally, but you haven't a clue what it entails?

There are plenty of experienced ex-rally and current rally competitors on the committee who are only to happy to point you in the right directions and give you tips on rallying so you don't get lost on the first touring stage.

PLEASE JUST ASK! Someone will help you! This is especially important for novice navigators.

MANZ AGM CONFERENCE

Anyone who wishes to see the full conference minutes can obtain these from Jane Black.



ATTENTION: TRIALS CONVENORS

The following is a complete list of changes that were made to the Trial Section for Edition 24 of the manual. We regret that in the printing process the margin side bar was omitted.

It would be appreciated if you could bring these to the attention of all your club's trialists so they may mark their manuals accordingly.

GOLD STAR TRIALS ORGANISING CONDITIONS (page 269)

- 3. Alter to read "maximum duration of six hours, excluding breaks".
- 4. Add paragraph three "The convenors comments must be conveyed to the checking crew prior to the checking run".

Alter paragraph two to read "six weeks" not "one month".

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APPENDIX T

13.2	(p 274)	The words "mechanical and automatic" were deleted.
17.1	(p 275)	The last sentence was removed.
21.10c	(p 277)	The words "as may be laid down in the ASR or CRI or" were deleted.
24.2	(p 277)	First sentence replace "CRI" with "the appropriate instruction".
25.1(7)	(p 280)	Existing wording removed and replaced with "The space between the numbers and the letters km of a quoted distance, eg. 16 km or 16km".
29.4	(p 282)	Add to end of first sentence "the following types of instruction or a combination thereof".
		Add to beginning of 29.4(a) "instructions involving".
35.6	(p 285)	"carriage" replaced by "the use of".

The following changes were made to correct existing errors:

Gold Star Article 4 (p 270) last word, first paragraph changed from "Series" to "Championship".

18.8	(p 275)	"over-riding" changed to "overriding", twice.
26.7(b)	(p 282)	Hyphen removed from "N" sign.
28.1	(p 282)	"at" changed to "as" on third line.

We thank you for your co-operation in this manner.

San Snellion

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DAYBREAKER RALLY 1993

"Why is Barry Lakeman getting into a service vehicle? He's supposed to be in Rally Base with Eddie Conroy isn't he?"

"Oh no, Bernie Keith has taken his place - and Eddie Conroy can't be here this year."

"Closing Post Offices, selling Telecom, the Health Service told to make a profit, and now this!!!!"

For Dennis Lukies's second rally of the season, I vacated the navigator's seat in favour of Dennis's regular navigator, Bruce Cooksley, and took on the job of Team Manager. On a long event like this (scrutineering ends at 9.00 pm Friday, with the rally itself running from midnight to 8.00 pm Saturday), everyone makes silly mistakes (and gets tetchy with one another) as they get tireder. As a mechanical dyslexic, I ended up with all the maps, and had lots of cash, coffee, orange juice, food and window cleaner to dispense.

This was an experience - watching a rally from the other side of the fence, with time to think about what was happening. What follows is a few comments.

Service Crew Road Book: I thought that this was excellent, but some people found it confusing and even told me that our Ohakune one was better: although I like to hear that, I can't see how. But I'm sure that the instructions to get to "after stage 8" were wrong: a misquoted sign at the turnoff from SHI, with an extra intersection somewhere. I don't know that it was wrong - just that there were a group of us in radio contact, all half asleep, me saying "Is this right?" and Peter Martin of Team Trunky saying "Don't worry, I think we went here last year".

Service Areas: Its always nice to have specific, consistent, areas, but that's only practical for a "roundy" rally like Ohakune, not a "snake" like the Daybreaker. We had no problem finding places to service (though I tended towards civilised sealed areas like Taihape, Waiouru, Rangiawea, Fordell etc). The only mishmashes that I can remember were between stages 2 and 3 (where everyone ignored the organiser's advice and tried to set up in the first 100m - we didn't, and found a very nice place, well off the road, only 2km from the junction with the finish of 2) and after Peep O'Day and Ridge Road North, where we only just complied with the rule to keep clear of the carriageway.

A "NO SERVICE" AREA!: What a great idea. We had a break: watched a special stage, even...

From my point of view, I'd like to see more of these! Its great to blame the organisers that you can't drive 100 km just to tip some gas in, clean the windscreen, and then drive back again!

However, its probably not a good idea in principle: the more there are, the more people will cheat by having unregistered service vehicles - it'll be like the International, with hired cars with tyres under blankets in the back seat and spanners up the jumpers all over the countryside....

Public Road behaviour: SERVICE CREWS: It was very good. The odd Service Crew Police car was cruising round (I think that I saw it twice) and that was enough to keep everyone fairly honest. It was a new experience for me to travel for so long at 100km/h, but that was an adequate speed to get everywhere on time. I had an incentive: the longer that I could stay in the car with the heater on, the better!

Public Road behaviour: Rally Cars: I found no rally cars to be inconsiderate or were driven in a manner that I considered to be dangerous. I was surprised at how patient most were. I was never "tailgated" or squeezed off the road. I put my "service" doorflash on the rear window and fully expected to be "beeped" or "flashed" when a rally car wanted to pass, and would have been as helpful as possible to let them past, but these ancient practices of chivalry on the road appear to have died out - most treated me as they would normal traffic, waiting patiently for a

clear overtaking opportunity. Perhaps if service crews were issued with little rear window flashes and the rally drivers got the hang of it, we could all be more co-operative towards one another during hours of darkness.

Waiouru: There was much confusion after the cancellation of stage 7. We heard, just after Joe McAndrew had got there, that the stage had been cancelled. I told Dennis that they would have to check in on their minute as usual, but instead of doing the stage they would be told to follow the next touring route with the same target time, so we would have tons of time for another breakfast. However, the competitors were held at the start for ages. Also, there was an error there with start orders: Dennis was effectively reseeded 14 or so start orders later. Apparently, people who arrived early got higher start orders than usual, while those that arrived on time were dealt with in order and slipped back. Once a mistake like that has been made, its difficult to see that the organisers can do about it.

Bloody clocks (aqain): I know that it doesn't make any difference relatively speaking, but its really annoying when clocks aren't synchronised between stage ends. This has happened at least once on every event that I have been involved in, and I always explain that it is the same for all competitors and leave it at that. However, now I see that it is important to check times: why does every codriver use a watch if not for that purpose? You'd think that all that the organisers need to do is to ensure that the clocks are synchronised before they are issued to the marshals. In this case, the ROANZ clocks were synchronised on Thursday night, but were far enough out of sync to produce stupid times. I understand that Manawatu are considering buying their own and hiring them to other clubs.... Perhaps the CRRP could help here.

Well, how did you GET ON?: In spite of starting out with just the two worn sets of tyres from Ohakune, Dennis came 1st in class and 18th. And in spite of a disappointing placing at Ohakune, he's now 5th overall and 1st in class in the Central Regional Rally Championship. Roll on the Hawkes Bay rally next month!

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FROM OUR PAST

JULY 1983

10 YEARS

Subscriptions in 1983 were \$25 plus Levy of \$3 00. (No GST in those days). The Bulletin was edited by Jenny Maidens and the July issue totalled 36 pages. • The Monthly Night Trial was organised by Paul Te Punga and attracted 12 entries. Winners were Team Moggy (Marie and John Thomson). • The Gymkhana at Broken Hill. had to be postponed due to inclement weather. • Ian Jensen ran another successful. Sealed Sprint at South Makara Road, south of the Golf course. The 12 entrants had five runs plus practice. Andrew Short rolled his Mini in practice. Winner was Ian Taylor in the Escort V8 (41.70 secs - a new outright record.) with Mike Galvin and Leicester Banfield (both in Mazda RX2's.) second & third respectively. • The Winter 100 Trial was organised by the Thomson's, Ian Laming and Dave Hanson and attracted 11 entries. Winner was Wayne Gair and the Dawson's. Part of the Trial had to be deleted due to an Armed Offenders Alert on the day disrupting part of the route. • A Rally Car Preparation seminar was run by Malcolm Buchanan.

JULY 1978

5 YEARS

Subscriptions in 1978 were \$15 including the MANZ Levy. • The Monthly Night Trial was organised by Ricky Berg and held mainly in the Karori area. • Eddie Conroy once again organised the annual Braille Trial, won this year by Mr Todd (driven by Murray McGuire). Twenty five Club members gave up their time to take blind navigators out on this enjoyable event. • Prizegiving time and the Pierson's took most of the Non Speed/Trialling Trophies, whilst Mark Jennings and Tony Street shared the Speed Trophies. The Rally Trophy went to Alan Brough and Mike Galvin. • The Club organised and won the Stewards Trophy Gymkhana held at the top of Wrights Hill, Karori. Bruce Richards and Ian Jensen placing 1st & 6th respectively made up the winning Team. • Club Captain John Marslin warned Speed Competitors the Club would not run any more events for them if they were not going to turn up and support these events.

JULY 1968

5 YEARS

Eddie Conroy organised the Monthly Night Trial (and he's still competing in 1993) which went to Porirua via Newlands and Tawa... Winner was John Reid & Crew in a Morgan. • John Gladhill departed NZ for the beginning of a lengthy trip through Europe .(funny, I believe he is away on another one this year again, and may be bringing back a Turbo Diesel Puegeot 405 - Wayne Gair, stand in line...). • Guest speaker at Club Night was Major Stanley from the Wellington Free Ambulance. • Only 7 entries turned out for the Gymkhana at Wrights Hill, won by Ian Foster in a Fiat 500, and organised by John Reid. The battle for the minor money was between Alan Brough in a Zephyr 4 and Ross Dollimore in a A35.

Report on June Clubnight:

About 50 people turned up for the June Clubnight - General Knowledge Quiz night! There were 10 teams varying in size from 2 to the Kibble Clan - always a large mob.

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Questions were asked in 5 sets of 10 questions and ranged from fairly easy eg: "What number do the opposite sides of a dice always add up to?" to the odd trick question eg: "What is the Jolly Swagman's first name?" (Answer: Andy - "And he sang as he watched etc)!

The best answers for the night, most of them unprintable, came for the question "What do Gorillas do when they get nervous?"

Most of the question were set with the help of the Trivial Pursuits Book, including the 10 motorsport ones, with trick questions courtesy of Jude.

Team TWO MAN thought that 1AD was followed by 0BC; Team MULTIGUESS had Gary Linneker as the most highly valued Soccor player in the world; Team KIBBLE have yet to discover the Melbourne Cup is run at Flemington; Team CRAFT thought that Charles Babbage invented wine, not the computer; The STUDENTS & BUMS Team thought that the Divine Miss M referred to Jenny Shipley; Team OFF (referring to their Daybreaker Driving Skills) have Martin Crowes' wifes name as "Blondie", however they were the only team to score a perfect 10 on any of the question sets; Team KNOWONENOSE lucked out on the Motorsport section with Jacky Ickx hailing from Wales not Belgium; Team CLINTON have the Kookaburra replacing the Emu on the Australian Coat of Arms; Team NO NAME, reluctant starters for the quiz night, had Stanley discovering the Victoria Falls, not David Livingstone; Team RAIPT place Quasimodo the Bellringer in Japan, not the Notre Dame.

At the end of the fourth set of questions there were several teams poised for the possibility of a win, but with a good score in the Motorsport section David Black's NO NAME team took away the prize bag of Peanut Slabs, despite their hesitancy to take part in the quiz. (Incidentally David also won the raffle - must have been his lucky night).

The feedback from those that attended was that it was an enjoyable and light-hearted evening and I'd like to thank our guest S/Sgt Garry Holmes for being the quiz master for the evening.

JUDY.

QUIZ RESULTS:

SET	A	В	C	D	E	TOTAL
Multiguess	7	8	6	7	9	37
Two Man	7	9	5	7	8	36
Kibble	7	7	7	8	5.5	34.5
Craft	8	7	8	9	7	39
Students/Bums	7	7	4	6	4.5	28.5
Off	6	10	6	8	8	38
Knowonenose	6	5	3	7	4.5	25.5
Clinton	3	5	4	4	5.5	21.5
No Name	8	8	7	8.5	9	40.5
Raipt	8	6	6	6	7.5	33.5

Wairarapa Street Sprint

Monday 7 June 1993

After three wet, miserable days of Queens Birthday weekend in Wellington, it was wonderful to get over the hill into Featherston and see blue sky and sunshine. I grant you, the sun didn't stay out all day, and there was the odd spot of moisture in the air at one stage during the afternoon, but Masterton did its best for the 40 plus competitors at the annual Street Sprint sponsored by Roger Brader's caryard/autocourt, and a local FM radio station.

Interesting to see **Struan Robertson** back at the wheel of a Formula Pacific, rather than the usual leased Formula Ford. However this car did not reach it's potential, as there was a constant splutter in the motor department all day.

lan Taylor's day was over before it really started. This year the Organisers had put a chicane on the straight just before the last left hander. This meant competitors had to move over to the right hand side of the road, turn fairly hard

left through the chicane, then flick right to get out wide as possible to get a good line for the 90 degree left hander. I wasn't there to see the incident, but the black rubber marks indicated that lan may have locked up, coming out the chicane, ending up going straight ahead over the kerb and attacking the brick frontage of the Colour Centre shop. Looking at the Escort on its trailer, there seemed to be some panel damage/buckled wheels, and the left rear wheel assembly had been torn right off. No doubt there was other non superficial damage.

The only other damage causing incident, during the official runs, was a Chevron that slid wide on the straight to the finish line, peeling corrugated iron off the front fence of the Tennis and Bowling Clubs.

Amongst the saloons that were percolating well, were Dave Britton in the Chevette V8, Richard Taylor in the Bluebird Turbo, Jamie Kibble in the Sunny 13B Rotary, Doug Breden in the Suburu 4WD, and Harvey Kibble in the ex Richard Taylor Datsun 1200 (repainted and repaired after Harvey tipped it over earlier this year at Puketiro Road)

The reasonable sized crowd was kept amused with several spins, some large understeers, and some demon late braking. Practice, and the three official runs were completed by approx 3.30 pm, allowing those of us that hadn't got up at 5.00 am to watch the Indy Car race live on Sky, time to get home to Wellington in time to watch the replay at 5.00 pm.

Warren Denton

Talking Trials

CAR TRIALS

The Wellington Motorsport Association Inc. administers the Honda Challenge Trophy Night Trial Series. On the first Tuesday night of each month (except January) a Wellington area car club promotes a round of the Series. Each of these events also counts for points towards the following Wellington Car Club trophies:

Monthly Night Trial Trophy
East Two Person Trophy
Novice Trialist Trophy
Roland Clapperton Trophy - for all non-speed events.
Hansen Trophy - all events (Club Championship).
Morgan Worker's Trophy - organisers and helpers.
Hollis Night Trial Trophy - highest placed Wellington
Car Club member on the August night trial.

The Wellington Motorsport Association also administers an Interclub Trials Series for the following WMSA trophies:

Wall Trophy - club competition, points for 2 car teams PME Datsun Challenge Cup - for drivers.

VUCC Navigator's Trophy - for navigators.

All Round Trialing Cup - for competitors and organisors and helpers.

WMSA WALL TROPHY 1993

July 31 - Hutt Valley	Matthew Connor
Sept. 4 - Wellington Car C	lub John Pierson
Oct. 3 - Levin Car Club	Ken Douglas
Oct. 25 - Harbour Capital	Car Club ?

Wellington Car Club members get points towards the WCC Atkinson Trophy and, on the 4th of September event promoted by WCC, the highest placed WCC member will receive the Honeypot Trophy.

SHELL GOLD STAR TRIALS CHAMPIONSHIP

Dates:

Aug.	15	-	Fiat Waikato	Waikato area
Aug.	21	-	Auckland University	Bay of Plenty
Oct.	10	-	Otago Sports C.C.	Otago
Oct.	16	-	RATEC Christchurch	Canterbury

More details available from John Pierson. Telephone 477 0455.

HELPERS REQUIRED:- A chance to earn points towards the workers trophy. Check point marshalls on Car Trials, no experience required.

3 AUGUST for about one hour, between 7.30 & 9.30 pm.

4 SEPTEMBER 2-3 hours between 1.30 & 4.30 pm Contact John or Jenny Pierson phone 4770455

Notes for coming events:-

Tuesday 3 August. Night trial series. Wgtn Car Club.

Documentation 7.15pm

Wellington Car Club Clubrooms
about 50 kms about 2 hours
HOLLIS NIGHT TRIAL TROPHY for first
Wellington Car Club member

			Wair	Wair	Wgtn	Kpti	Tota	. 1
	DATE To be	G1 1	06/02	07/02	21/03	28/03		
	PATS Trophy.	Club	20	20	20	20	80	
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	Mark Kibble	Wgtn	20	17			7.5	
	Peter Leishman	Wgtn	18	19	18	20		
	Neil Rice	Wgtn	17	19	19	19	68	
	Rick Goffin	Wgtn .	20	17	18	13	65	
	Steve Purdy	HVMC	16	18	13	18	6:	
	Deborah Kibble	Wgtn	14	14	17	18	5	
	Doug Bredan	HVMC		20	20	17		
	Gordon Diggle	Wgtn	17	17	16		5	
	Philip Small	HVMC	16	15	18		4	
	Bryan Morris	Wgtn	19	20			of the set	
	Graham Moran	Wair	19	19			3	
ē.	John De Bernado	Wgtn			19	19	3	
	Bryan Schlup	Wair	19	18			3	
	Bryant Rowe	Wair	19	18			3	
	Tod Brooks	Wair	18	18			3	
•	Harvey Kibble	Wgtn	20			16		ti
	David Manze	Kpti			17	19		6
	Jamie Kibble	Wgtn	18	17				5
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JUNE NIGHT TRIAL OF THE HONDA CHALLENGE SERIES: 1 JUNE 1993
Promoted by the WELLINGTON CAR CLUB (INC)

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CLUBNIGHT

Tuesday July 20th: Tony Oliver will be speaking bout his race career to date in Group A, etc and offering some advice and tips to club members. Organiser is Richard Stevenson.

These results differ from those announced on the night. CHECK MA has been DELETED out, and that CHECK FUNICHECK YETI and GO/EDDIE count as half points.

CLASSIFIEDS

FOR SALE

Used Rally Tyres:
Dunlop SP61, SP71, SP82 - All 165/80 x 14"Falken
RX015A 175/65 x 14" Used Race Tyres: Wets Dunlop 175/550 x 14. Condition from 2 stages to
many. Priced accordingly. Ph David Black 5687275
hm.

For Sale

Parts

2 Oscar Driving lights with covers, \$30 pair. 2 widened steel 12' wheels, \$10 pair. 1 Autex X & K Band, behind grille Radar Detector, with manual, \$50. 1 Halda Speed Pilot, brand new, still in box, \$90. 1 x 88-91 Mitsubishi Lancer towbar/ball, \$90. 1 x 86-91 Nissan Sentra Sportswagon towbar/ball, I \$75. 1 Full Harness seatbelt, \$40. 1 Lucas circular Reverse/Fog light, \$15. Sentra Headlight protectors, \$15 pair.

Contact:

Warren Denton

(04) 477 4114

Datsun 1200 Club Car - 4 door saloon.

GX Head, twin Dellorto's; Kelford 29 cam; Ford LSD; competition gas inserts & shocks; lowered; fibreglass front guards, flares, and front airdam; Luke Harness; MANZ approved Buchanan rollcage; Autosport seat; BCF fire extinguisher; 205/60's Continentals on 13' minilite style rims; A-frame; complete with Low Volume Code certificate. \$3400 ono.

Contact:

Warren Denton

(04) 477 4114

Swap

Rally Competitors Still Using Halda Twinmasters

I currently maintain a small selection of used 'X' and 'Y' calibration gears, and would welcome any surplus gears you may have lying round. Competitors need to recalibrate their Haldas can then swap their current gears for no charge (141/32 standard gears excepted)

Contact:

Warren Denton

(04) 477 4114

Broadmeadows

Part worn 15" Rally Tyres: Falken RX-015A, RX-01C 185/65 - soft/med compounds. Michelin 14/62-L3/L4 compounds. Priced from \$50.

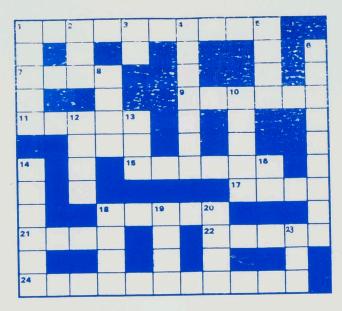
Fibreglass lighting pods to suit Hella pod beams or use your existing spot/driving lights. From \$300.

Pod light conversions – kit converts your existing driving/spot light inserts to pod mounting. \$25 each.

Roof ventilators - Safari type roof ventilators. Fit any saloon car. Adjustable latch and positive closure.

Alcon Brake calipers and ventilated discs - Group A, Race/Rally, Sportscars, etc. Tilton pedal box brake balancers, bias valves, etc.

Phone John DeBernardo 232-6598.



MOTORING

NEWS

CROSSWORD

NO. 1

DW/D

ACROSS

- 1 NZ Motoring publication.
- 7 Alternative Father Christmas.
- 9 Tyre brand used by Chris Joblin.
- 1 Motorsport sponsor when the chips are down.
- 14 More serious than the common cold
- 15 It emerges as a car gets older.
- 17 365 days and nights.
- 18 Driving light manufacturer.
- 21 After signing an autograph you feel 10 like you are a 12
- 22 Comes after day.
- 24 Ashley Forest Rallysprint sponsor in 1993.

The Answers can be found in next Months magazine...

DOWN

- 1 Surname of top F1 driver.
- 2 Female sheep.
- (Also 12 & 13 Down) World Rally Championship Round. (4,2,5)
- 4 Nickname "Peter
- 5 Need to do this to get to good rally viewing spots in middle of nowhere.
- 6 Australian BMW driver.
- 8 Sailing term.
- 0 Sweet.
- 12 See 3 Down
- 13 See 3 Down
- 14 Comprehend
- 6 Abbreviation for "early end"
- 18 Slang for hooligan
- 19 Where a fox lives.
- 20 Opposed to.
- 23 You feel this way wearing three layer overalls.



WELLINGTON CAR CLUB INC



Postage Paid Permit No. 355 Wellington.





MOTORING NEWS AUGUST 1993



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

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P.O. Box 5142. Wellington Telephone 389-2309
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(Please do not phone after 9pm)

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WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Aug 7	Inter Marque Sprint Manfield.
Aug 14	Rally - Central Region Wairarapa Entries have now closed, but good event to go over the hill and spectate at. For route details, you can phone Pete L.
Aug 15	Gold Star Trial - National, North Island.
Aug 21	Gold Star Trial - National, North Island.
Aug 22	Motorkhana - Wellington CC. Round of the Stewards Trophy. Organiser is Scott Humphreys. More details at clubnight on where and what time etc, but if you don't make it to clubnight phone Pete Leishman.
Aug 28	Inter-Marque Sprint Manfeild.
Aug 29	Motorkhana - Kapiti Stewards Trophy - No further details available.
Sep 05	AUTOCROSS - Wellington Car Club Low key event for newer competitors. At the Kapiti Track, behind Southwards Car museum. Cheap entry. Organiser is Cathy Arrowsmith. Scrutineering from 9.00am.
Sep 07	Night Trial - Honda Trophy Organiser is Dave Hercock from Kapiti. Starts 7.30pm from the Aero Clubrooms,

Doc at 7.15pm.

Sep 10/11

Rally - Taupo. Round of the Central Region Series. Regs available from Pete Leishman.

EARN DOLLARS FOR YOUR CLUB!

Every club member 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) commission to the club.

CALLAY CARS LIMITED

23 Railway Avenue, Lower Hutt Phone 569-3444



From the Top

Another year has rolled around and we are looking for a number of new committee persons for the next year. If you feel you have something to offer the club either on the committee or a sub-committee, please contact me. We are looking for fresh ideas, enthusiasm and a measure of committment. It's lots of fun too, and you meet heaps more people.

An event to look forward to is the clubs first social night in many years. It's about time we all had a knees up. I hope you will support the club, put your overalls away, grab your dancing shoes and have a great night out.

Another item on next years calendar that I hope you will all give a thought to is a First Aid Course aimed specifically at Motorsport competitors, especially rally competitors. This will be run by NZ Red Cross and we need a minimum of 12 people to make this happen. Please let me know if you are interested, so we can plan it.

Jane Black.

Eds Bit

The pet gripe for this month is certificates, prizes and prizegivings.

It would appear there are a few clubs in the WMSA group who have forgotten the social side of the sport or that some recognition for effort is appreciated by competitors. What is the cost of a few certificates for overall and class placings? And the odd bottle of wine doesn't exactly break the bank. Afterall, competitors have paid \$30 or \$40 for three 2-3 minute runs, and it would be nice to see something in return for the effort of preparing the car and expense involved.

Additionally, many competitors enjoy attending a small after event function for the inevitable Post-Mortem of the runs. A four-course meal is not called for, just somewhere to sit and relax, gossip and sip an ale or two before toddling off home. Ideally, clubrooms are used, but if unavailable or impractical, then a local family type self-service restaurant or pizza place might suffice.

Results too, are very spasmodic from some clubs. Without exception everyone wants to know how they fared and compare their times with the others. There should be no excuse for clubs not to send every competitor their own copy of the results.

As competitors, you are the people forking out the money and you have to make it known to the organising club that you expect certain conditions to be met for your \$\$. Raise your hand at Drivers Briefing and ask about the after event, results and certificates. The more you hassle the other the clubs, the quicker they'll get the message and respond to your needs. Don't sit back, speak up.

That's it for now, see you at clubnight,

Judy.

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Notice of Annual General Meeting

Notice is hereby given of the 51st Annual General Meeting of the Wellington Car Club (inc) to be held at the Clubrooms,
Russell Terrace, Newtown, Wellington on

TUESDAY 21 SEPTEMBER 1993

commencing at 8.15pm.

AGENDA

- 1. Confirmation of Minutes of the 50th Annual General Meeting
 - 2. President's Report
 - 3. Approval of Accounts for the year ended 31 July 1993
 - 4. Subscriptions
 - 5. Election of Office Bearers
 - 6. General Business.

Members unable to attend the Annual General Meeting may make written nominations of members for election as officers of the Club. The member nominated must accept the nomination either in writing or personally at the meeting otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed
ANDREA McANDREW
Secretary

SPEED SKILLS

TV1 AUTOCROSS IN CONJUNCTION WITH WCC AND HVMC

Well my turn for a word or tow on the events that took place at the Autocross held out at the Kapiti Track on Saturday 19th June.

Believe it or not but the weather held for the day besides one quick downpour at drivers briefing! The track however was pretty muddy and slippery from previous rain so it proved to be quite a spectacular day!

This event was specifically aimed at our new or younger members of the club who don't normally get the opportunity to compete in motorsport because of the expenses involved. With a \$5 entry fee and no special requirements except overall, and a helmet theycould enter their standard cars and go for a blast getting heaps of runs, some of them becoming famous as they were interviewed by TV1. (I didn't actually find myself staring down a camera lens but my overalls I hear will be famous shortly!)

We had an excellent turn out of guys and GIRLS who I believe had an excellent day with a BBQ thrown in as well! I hope that we will be able to run events like these on a more regular basis.

Thanks must go to Dave Davies from the Hutt Club for his help in organising it, Jane Black for kicking it off, Paul Cooksley (scrutineering), Karen Lum who patiently marshalled for the day, Jennie Smith, Denise? (HVMC) and Peter Hosie for their timing (great job)!

A special thanks must go to Peter Hosie for lending his Ford Laser to any Tom, Dick or Harriet (including me) and to his daughter Roanne who helped me take 6 seconds off my time.

Also thanks for giving us a good laugh Chris Wood as you managed to miss the timing crew, their vehicle and the timing apparatus as you went over the finish line in your Cortina Ute MkII (goodness only knows how you did it)!

Hope to see you at the next one on September 5th.

Cathy Arrowsmith

N.B. If anyone would like to volunteer to help at future events please don't hesitate in contacting me.

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WAIRARAPA SEALED SPRINT Sunday 4 July 1993

A fine and cool overcast day greeted those who ventured over the hill to try out the Wairarapa Car Club's newest sealed venue. The event was held over a 2.6 km length of what was formerly SH2, but is now just a farm access road, since the National Roads Board finished a new deviation; some 3 kilometres north of the Mount Bruce Wildlife Sanctuary (or 30 km north of Masterton). Poor pre event publicity meant that only those regulars at Wairarapa Sealed events (they were posted advice of the event) or those who heard about it by word of mouth, knew it was on, and this was reflected by the small entry of approximately 15 cars.

Initially (on the practice run), it was the Ford Telstar TX5i of **George Norris**, that set fastest time, but then on the first official run **Jamie Kibble** in the Sunny Rotary was mistimed, and bought straight back to the start line for a re run. With warm tyres, he posted 65.55 secs for an average speed of 142.80 km/h (or 88.7 mph).

Alex Wilson found very little grip for the tyres on the Anglia V8 off the start line, and had the tail break away going into the first right hander. The car finished up facing the start line off the edge of the road in a shallow ditch, but was able to be driven out under it's own steam with no damage at all. Sean Singleton was sharing the car for the day, and on his run the accelerator cable broke just a 100 metres from the start line. Deborah Kibble (sharing the Sunny Rotary) had difficulty finding third gear off the start straight but still managed to improve on her earlier times.

Second fastest on the first run was **Dave Britton** in the Chevette V8 (67.98 secs), closely followed by **George Norris** in the Telstar (69.57 secs), **Roland Ward** in the Jaguar XJS (70.47 secs), **Harvey Kibble** in the Datsun 1200 (70.11 secs), and **Tony Hefford** in the Mini (71.90 secs). Several competitors found that they were reaching speeds well over 180 km/h on the straights and that their gearing was far too high for an event of this nature, and that they were pulling maximum revs in top gear. Those who had alternative wheels/tyres (higher profile, etc.) immediately put them on to try and improve the situation.

On the next two runs, **Jamie Kibble** was unable to improve on his earlier time, whilst **Dave Britton** posted a 64.56 secs to take over the lead. **Harvie Kibble** switched from slicks to Jamie's backup set of 'wets' (Rally tyres!), and moved up into third overall on 66.48 secs. **George Norris** pushed the TX5 very hard on the third run for a time of 67.78 secs, to retain fourth spot.

Alex Wilson's Anglia almost had it's third misfortune for the day. Sitting on the line waiting for a run, it was suggested the way their day was going they should check they still had petrol. (and the event was consequently held up for a couple of minutes as Alex hurriedly refuelled the Anglia which was down to the dregs in the bottom of the tank....) The third official run was all over by 2.30 pm, and most of the top competitors had started to load their cars on their trailers by then, not happy with the speed of the course (or their ability to go any faster in safety). If there were no further official runs then Dave Britton would have been the victor from Jamie and Harvie Kibble

Warren Denton

PALMER HEAD SEALED HILLCLIMB 1959 - 1984

PART ONE - THE BEGINNING

With the loss of Hillclimb venues such as Paekakariki Hill and Plimmerton during the late 1950's, the Wellington Car Club was forced to look closer to home for new venues. Two venues were eventually found; Houghton Bay Road (the venue for Gold Star events for many years), and Alexandra Road, and then the Steering Wheel Club (formed by ex members of the old 500 Club, plus some 'rebels' from the Wellington Car Club) gained use of Palmer Head in 1959 and held their first event there, in pouring rain, in September 1959.

This first event was won by Bob Gibbons in the XK150. Next were are pair of TR2's driven by Jack Lust and Duncan McKenzie.

Whilst the other two venues had the advantage of being public roads and thus received normal Council maintenance and thus attracted the bigger events, **Palmer Head** had a magic all of it's own, and the advantage of always being available at short notice if a back up venue was required.

For a period over some 21 years, Palmer Head provided an exciting venue for sealed hillclimbs in the Wellington area. Whilst the majority of the events held at Palmer Head were run by the Wellington Car Club, other Clubs such as MG Car Club (Wellington Centre), Hutt Valley Motoring Club, the Steering Wheel Club (which only existed for a couple of years in the late 1950's) and the Ixion Motorcycle Club have also run events at Palmer Head. In the early 1970's (during the fuel crisis) Hillclimbs ceased for a short period and Club Trolley Derby's took over, and near the end when the road got too rough near the bottom, Up & Down Sprints were run in an effort to still utilise what good surface remained.

Unfortunately, once the area was fenced off, and maintenance left solely to those groups who wished to use it, the road surface gradually began to decline, and once trail bikes got into the area, road edges began to break away and the winter rains did the rest. Palmer Head was a good hill in that it offered a challenge in respect of its variety of corners, despite its shortness of length, and the long drop off the right hander three quarters of the way up the hill was feared by all.

HISTORY - The Sixties (courtesy Dave McKinney October 1969)

Probably the greatest event ever held at Palmer Head was promoted by the Steering Wheel Club on 12 March 1960. This event was held the week before the Houghton Bay Road Gold Star Hillclimb, and a number of the countries leading drivers left their

cars in Wellington during the week in order to compete at both events.

A look at the entry list shows how times have changed - 9 racing cars (Hoare's Ferrari, Jensen's Cooper, McBeath's Normac, Rutherford's R.A. Special amongst them), 15 Sports Cars and 6 Saloons. At that event Syd Jensen set an outright hill record of 39.00 seconds.

On 14 August 1960, Duncan McKenzie took the 1100 cc single cam Cooper up in 48 secs to record FTD and was closely pressed by Peter Lawson in the 100S Healey. Bruce Cook's Porsche edged Alistair McLeod's Mays-Zephyr out of first saloon placing. Dick Butter's Mini was the fastest "tiddler". Living up to his reputation, Andy Buchanan smote his A40 rather solidly on a piece of scenery.

At the **Steering Wheel Club's** Gold Star event in March 1961, FTD went to **David Evan's** ex-Jensen Cooper. Following placings went to **Alan Freeman's** Lago-Talbot, and **Doug Jensen's** bob-tail Cooper Sports. **Graham McRae's** newly completed Masserarri was also prominent.

At the next event held on 23 June 1962, **Rex Flowers** had the Lotus Six running sweetly, and recorded FTD at 43 seconds. Fastest saloons were the 3.8 Jaguars of **Hamish Buchanan** and **Tim Beetham**. **Dick Butters** only managed two runs in his light weight Special due to the clutch catching fire.

June 1963 saw Bruce Abernethy at the helm of an old single cam Cooper and Neil Whittaker piloting a 2.0 litre machine. Bruce recorded FTD. Peter Slocombe was third fastest in his immaculate Mk 9 Cooper. A remarkable fourth fastest was Peter Bennett who whistled the ex Murray Charles A40 up in 48 secs. Spectacle was added to the scene by Keith Ward's 1935 Chev Coupe

41 cars arrived for the March 1964 event. Peter Slocombe recorded FTD in the Lotus 18, with Bruce Abernethy close behind. Amongst the top saloons was Bill McPherson's Humber 80. The Masserarri now owned by Lance Crawford recorded fastest sports car time. Graham McRae entered his MGA, recording 51 secs.

July 1964 saw Peter Slocombe triumphant, closely pursued by Dick Butters in Peter's old Mk 9 Cooper. Ian Pinkerton's "Alice" was the fastest of the little 'uns and Graham Cowie cleaned up his class with his 1122 cc Mini Cooper. Neil Hawker's immaculate Cortina was considerably faster than the 3.8 Jaguars of Beetham and McLeod.

Neil Whittaker came very close to Syd Jensen's outright hill record at the event held during March 1965 recording 39.76. John Mines and Peter Ransom closely disputed the sports car class whilst Warren Arthur's ex Grady Thomson Zephyr dominated the saloons. A new member named Angus Cameron gave a spirited display with a Valiant. Frank Hamlin, Alan Paul, and Hamish McLeod disputed the 1100 - 1500 cc class.

To be continued

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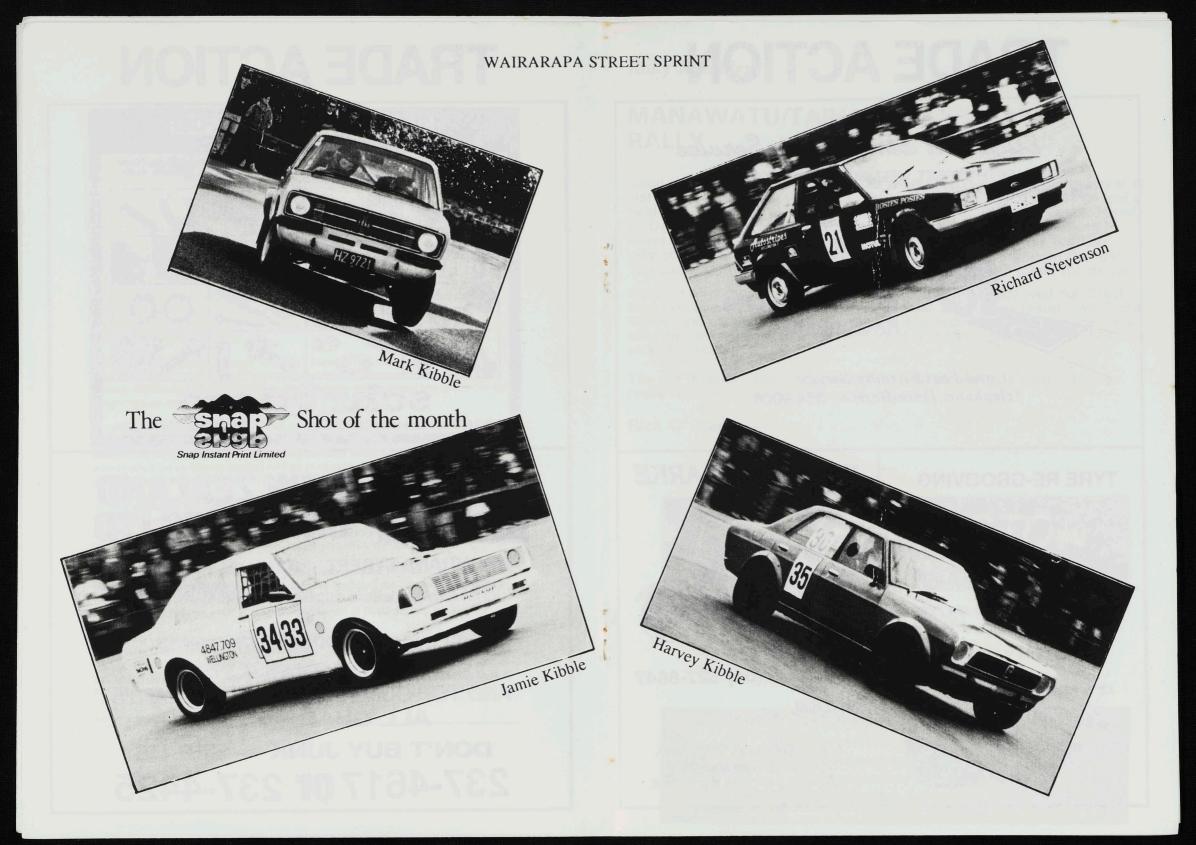


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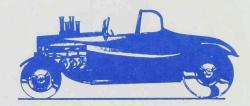
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MANAWATU/TAIHAPE DAYBREAKER RALLY

Good weather finally arrived for this years Daybreaker Rally in contrast to last years snow, sleet and wind. The roads were in great condition and a field of 95 cars started from Palmerston North at midnight. Unfortunately by Daybreak 20+ had withdrawn either with mechanical problems or driver problems (straight ahead at Tee!). We were delighted with our rally, starting at No. 72 and by mid morning we were 32nd on the road. The car was much quicker this year, having "Stage 1" tuned the motor

(running on Super instead of unleaded petrol!). We improved our Stage times on every stage compared to last year 3 1/2 mins faster over Gentle Annie, and over 4 mins quicker on the 48k last stage. The service crew only opened the bonnet once, remarked that the motor was still there and closed it again!!

The car (Mazda 1600 4WD) is still for sale so anybody who wants a really reliable 4 WD car give me a ring.

Rick O' Neill.

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HAWKES BAY RALLY 1993

"What are Barry Lakeman and Bob Gray doing here? They never come to the Hawkes Bay Rally "
"They're tied up with Dennis Lukies' rally team: Dennis is leading his class in the Championship at
present. He's number 15."

present. Fies number 13.
"15! Well that's the highest number that those two have ever been associated with, that's for sure."

For Dennis's third rally of the season, I continued as Team Manager, accompanied by my driver from the Marlboro/Pall Mall Championship days, Bob Gray. The team now has a proper service van, with LPG and shelves and comfy seats: its all getting real professional!

SCRUTINEERING: The usual shambles: everyone wants you to scrutineer first and document afterwards, but few people provide anywhere to put the rally car while you're getting the paperwork sorted out! My old friend David Hercock was there, co-driving for our class rival Mike Heatherwick: a late and temporary change from Kane Seymour. No trouble at scrutineering, except that the underwear had been left out of the rally car. The service crew route book was like a rally road book: total mileage/intermediate mileage/tulip/sign, etc. We discovered later in the weekend that not everyone is familiar with the concept, though, and that when they only read the tulip column they go in the right direction but a km or two too early.

THE START: 5.30 am is a time to come home and fall into bed, not a time to get up and start breakfast! Thank goodness for women who like to cook (in this case, Lee Skilton) and 24 hour TV (the English music awards) to keep us awake until the start. I have to admit it guys: I've only got lost on a rally once in my life, but I did it again at Napier. "Follow me to the start, I know where we're going". I didn't need to follow the map supplied by the organisers..... We just got there in time to start in the right place. Rule number 1: If you're going to be still asleep when you have to get somewhere in the early dawn and mist, drive the route the night before so you know where you're going.

SERVICING IN THE WILD: The regulations for the event had said that it was hard to get to the service areas after both stages 1 and 2. They were right: you can't do a 25 km tour in a van in the same time that a rally car does a 12 km special. I wonder if many people remembered? We decided to put the proper service crew at the end of the first (25 km) stage and me, the mechanical dyslexic, at the end of the second with 20 litres of fuel, a small toolkit and a tyre. In the confusion at the start and the subsequent rush to get into place, we forgot to collect a filler. Thank goodness for Peter Martin of Team Trunky: "Borrow one of our cans that has a built in pourer. Fill the rally car and then tip your tin into the can before you go". Everything went according to plan, except for the last bit. It's still not safe to drop a cigarette butt at the northern end of Glengarry Road. We tried everything, even a plastic bag with a hole in the bottom, but we could not get one can to pour into the other. At it, yes. Eventually a proper service crew came by and kindly lent us their filler. Rule Number 1: get proper cans.

SPECTATING: I was discouraged with the poor start, so we went watching in disgust. Bruce Herbert went really well, using all the road and no more. Dennis spun in front of us to liven things up. Shane Murland was back after his disastrous Ohakune event, and looking really quick. Further north along Highway 2 we watched the Old Mohaka Coach Road from a Rest Area: 20 km of the stage was visible. Rule Number 1: bring binoculars.

WAIROA: Wairoa! Only Raetihi is more exciting. The mid-point of the rally. I compared times with other drivers and eventually found some results on display (up to the end of stage 3, which was pretty fast going). Dennis was 4th in class behind Shane, Bryan Morris and Keith Stewart, and 24th overall. Not bad: he'd had a coil lead leap off as he changed to second at the

start of stage 1 and had lost a minute. All the same, Dennis had to pull something out of the bag if he was going to hold his series class place. When I got back to the service point after getting the results, lunch had been packed away and everyone was ready to go. Rule Number 1: eat first and ask questions afterwards.

THE LONG DRAG BACK: I don't think that I've ever been so tired, even when being involved in internationals (when they were real tests. I mean, with 18 hour divisions and 6 hour halts, not the "gentlemen's hours" events that they run nowadays). It must be the getting up early. It can't be because I'm getting older, can it? The problem was the long drag of touring mileage. The special stages were great: except for the 7 km publicity stage in Wairoa, the 8 remaining stages averaged 25km. Although the special touring ratio of 210:275 wasn't bad on paper, Highway 2 between Napier and Wairoa and return is fairly taxing. But keeping service crews entertained is not what it's about, is it? The exercise was enlivened by the rugby: we gave progress reports by radio to our service crew and co-driver. The radio aerial on my car had broken so it only worked at the top of hills "....hubble to the All Blacks. And he's kicked it, it's going over, that makes the score griddle..." A Suzuki service vehicle pulled up at one point with a portable TV and enormous yagi aerial that they waved about for ages until they got an excellent picture. Then their car arrived, so we watched it. Mike Heatherwick took time out to tell me how to make a filler from the Hitre plastic bottles that lie around rally service vehicles. No, it's not what you think. Pay attention chaps: lay the bottle on its side and cut a rectangle out of the middle of what is now face up. You now have a filler that fits cars with horizontal fillers, that is virtually windproof. Overfilling it? Just tip it backwards, and back into the can. Rule number 1: rookies have bloody good ideas.

AFTERWARDS: I hate "after match" functions. I don't care what Average Blokes say, even the black tie do after the 1977 Radio NZ/Heatway International was a rabble. I didn't go. The rest of the team found the do to be so civilised that it was boring, and came home early. (Maybe it would have been my kind of do after all!) Shane had withdrawn on stage 8, and Dennis had come 3rd equal in class with Keith Stewart, behind Michael Heatherwick and Bryan Morris. These four were 11th to 13th= overall, Mike taking 2h26m32s, with Dennis around 1m23s behind. Close? The winner's margin (Geof Argyle over Gregg Taylor) was 1m41s. In his speech, Taylor said that he had noticed dazzle paint consistently along the route and suggested that some pace-noting had gone on. Mike put his winnings on the bar at the motel. Naturally, I joined him. It's a pity that such a fine event lost its gloss at the end. David showed me his certificate for first co-driver in class: "To Kane Seymour..." The final results arrived on Tuesday. There are hand amendments: four to co-drivers names, a class, a time correction, and with the class and overall placings hand-written down the side.

LAKEMANagement Ltd

had nothing to do with the Results System used in the HAWKES BAY RALLY 1993

Barry Lakeman: (04) 3861339 or (025) 433680 Associate: Chris Parker: (04) 3836707

General Management

Project Management

nent Systems Consultancy
Systems Analysis

Data Modelling

GRAVELSPRINT SERIES

MANGAONE ROAD, JUNE 27TH

This event was run by Kapiti Car Club in their typical laid back style. As usual there were no regs or details produced in time to be published in our magazine, despite the fact that this event was known about well in advance (same story for Waterfall Rd too). So if the number of competitors was less than they expected then they only have themselves to blame for lack of publicity!

As it was there were 16 competitors for this round of the gravelsprint series with Wellington Car Club providing 8 of them.

Ted Clay, who was leading the gravel sprint series by just 4 points from Mark Kibble, uncharacteristically rolled his car on the Practice Run. This would have left Ted without any points from this event, and since all rounds contribute to the championship, would have virtually wiped Ted's chances of winning the Gravelsprint series yet again. Neil Rice very generously allowed Ted to drive (as opposed to race) Neil's car for an official timed run, giving Ted good points to maintain his series lead.

Personally, I feel if you crash that's it - same as in a rally, and maybe we should allow a "worst" round to be dropped from the series, so if someone has to miss a round their chances in the series aren't completely dashed. This would hold the interest in the series, and possibly result in more competitors turning up to the latter rounds because they would still have a chance for the series even if they had missed one event. With the WMSA AGM coming up on September 20th, if anyone has any ideas about re-vamping the points system, then this is the time and place to submit your proposals. A question to ask yourselves is whether the gravel sprint champion should be the fastest driver (classes or no-classes??) or the most consistent one who finishes every event?? If anyone would like to talk about this, please give me a call. Don't forget the system proposed should be relatively easy to follow and not a Pointskeeping nightmare.

Now, on to the results:

1st	John DeBernardo	2:01:03
2nd	Bryan Morris	2:04:77
3rd	Neil Rice	2:05:96
5th	Peter Leishman	2:10:11
6th	Mark Kibble	2:12:97
7th	Reece Dennison	2:13:39
15th	John Power	2:31:92
15th 16th	Ted Clay	2:59:58

Judy Leishman

FROM OUR PAST

AUGUST 1983

O YEARS

Louise Aitken became the first woman to win a National Rally in the UK. (Driving an Escort 1800 BDA). • The Bulletin featured a Obituary recording the sad passing of the Club's Annual Dinner & Prizegiving due to lack of support from members. • Clubnight featured two new Toyota films, including coverage of the 1982 NZ. Motogard Rally. • A Photographic Trial was run by Rick O'Neill, and involved correctly identifying 18 locations from their photos, then driving to each location and answering the relevant question. All items photographed were within 2 kilometres of the Basin Reserve and were mainly of bits of buildings, clocks, etc. Winners were John Gladhill and Peter Hughes. • The Monthly Night Trial was organised by Robert West and attracted 12 entries. Winner was Paul Te Punga and Wendy Southon. • A Questionnaire appeared in the Bulletin seeking members views on what they wanted from the club.

AUGUST 1978

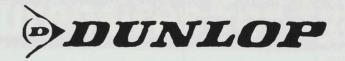
5 YEARS

John Marslin organised an Up & Down Gravel Sprint on the lower road at Rallywoods. In practice Wayne McEwen hit a bank in his Mazda RX2, whilst on the second timed run, Tom Donovan, competing on his first gravel event, rolled the Odlins Ford powered A40 Farina 10-12 times 150 feet down a bank. Whilst the car was a write off, Tom emerged with only minor scratches. On the final run lain Mollison rolled his Mini over a bank by the finish line. Victory went to Tony Street in the Escort RS2000, with Harvey Kibble second. • The Monthly Night Trial organised by Barry Lakeman and Bob Gray also counted as the Annual Nite Trial. Team Macmob (Murray & Heather Maguire) lead the 22 car field home. • Club President in 1978 was Bill King, with Bill Pitt secretary and Ruth Shepherd treasurer. John Marslin and Wayne Moore were Club Captain and Vice Club Captain.

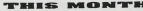
AUGUST 1968

5 YEARS

Sergeant Murie of the Police Driving School was guest speaker at Clubnight. • The Club held its Annual Dinner at the Beefeaters Arms restaurant on The Terrace. with some 43 members attending. • Club subscriptions remain at \$5.00 meantime. New members included Alan Harvie (MG1100), Warren Denton (Mini), John Thomson (FE Holden). • Nine competitors turned up for the Mudplug held on Cottles Farm, organised by Mike Reid. Overall winner was lan Drummond in the Hillman Imp. • President in 1968 was 'K' Foulkes, with lan Pinkerton acting-secretary and Peter Martin treasurer. Colin Taylor and Ted Brough were Club Captain/Vice Club Captain.









MOTORSPORT ON TV

If you are one of the approx 80,000 plus New Zealanders that has access to Sky in addition to TV1/2/3, then the amount of Motorsport able to be seen is fantastic...

However we should not forget how badly Motorsport was covered back before TV3 and Sky came into to being. NZ action was limited to coverage of the Formula Pacific series some years, the odd Rallycross at Mystery Creek, plus news coverage of the International Rally. From overseas, we saw Formula 1 (in latter years) and maybe 30 secs of races like the Indy 500 on the news.

When TV1 began to show the Ashley Forest Rallysprints over two days, giving live coverage, we were amazed (and were urged to write in and congratulate TV1 for giving us this coverage.) It was the screening of Ashley Forest Rallysprint recently on TV1 (after a break of several years) that made me reflect on the coverage we now have of Motorsport in NZ.

TV3 gives us Bathurst and the Wellington Street Race live, sponsors the National Rally Series (giving us 15 min highlight packages of each round) and action from each of the World Championship Rally Rounds, shows us highlights of the Australian Touring Car and the German Touring Car Championships on Mobil Sport, (then provides the full race on the one hour Motorsport program on Sunday afternoons.).

Sky provides us with live Formula 1, Nascar, IMSA Sports Cars, and Indycar World Series, as well as coverage of Toyota Atlantic, Indylights, NHR Drag Racing, Off Road Racing, Toyota Celebrity Racing, ARCA Stockcar Racing, Saab Pro Series, etc., etc.

You can tell those with Sky. They are the ones bleary eyed at their desks, regularly on Monday mornings, having got up to watch the latest live coverage. The fact that Sky replays the event again that evening at 5.00 pm (or they could video it and watch it at their convenience) is shaken off with the words "it ain't the same if you don't watch it live ... '. Yet these repeat showings provided by Sky give you the whole race, (less those latter laps run under the yellow flags behind the Pace Car - when nothing is occurring anyway) at a time when your eyes are open enough to appreciate what is happening.

Unfortunately neither TV3 or Sky are presently showing the 1993 British Touring Car Championship. (Sky did show them last year, some 4 - 6 months after they were held). This is a pity as Overseas Motorsport magazines seem to indicate that the racing amongst the new 2 litre cars (that we will see in Wellington in December?) is fast and furious, and not limited to one or two car brands.

TV3 and Sky could sit back on their laurels and say that they are providing too much Motorsport .(and TV3 will, if viewer support is not there, as they have to compete with TV1/2 for advertising), I would suggest that you all get out your pens, paper and envelopes and write to TV3 thanking them for the coverage they are now providing, and asking them whether they can also provide coverage of the British Touring Car Championship. So get writing......

The Average Bloke

NOTICES

MODEL TOY AND CAR MUSEUM

This museum exhibits Toys and Cars from bygone eras.

On the 8th August at 2pm, we will hold a Classic and Vintage Car Parts and Car auction. Anyone having a classic or vintage car or car parts for sale should contact us at 5279716 or 5282397 a/h.

The museum is next door to Pizza Hutt in Upper Hutt.

BULLETIN SUB-COMMITTEE

Three or four people are required to form this working group to produce our monthly bulletins.

Tasks involve:

- * liaising with committee on events/notices etc;
- * receiving/collating and sometimes typing of articles and adverts (eg: For Sales);
- having a phone and a letterbox for members to send their articles to you:
- * playing "jigsaws" one evening deciding what article should go where in the next mag
- * pasting up said "jigsaw"
- dropping off the mag to the printer, then sitting back and waiting for the next month!

How would "Magazine Editor" enhance your CV?

Full training given, free of charge!

Only 2-3 nights per month required (and that's with only 1 person on the job)!

Please consider how you can help the club in this small way, and give Jude a call now on 5287192. (By the way, I hardly knew anyone in the club when I started this job, and have since met a lot of very nice people - you can too)!

Beaurepaires for tyres.

Congratulations to Iain Mollison on gaining a position on the Speed Advisory commission. Iain polled 4th highest and when another person resigned, was elected to the slot. With Jane, Iain and John Pierson, our club has all bases covered!

1993/94 NZ GOLDSTAR HILLCLIMB CHAMPIONSHIP

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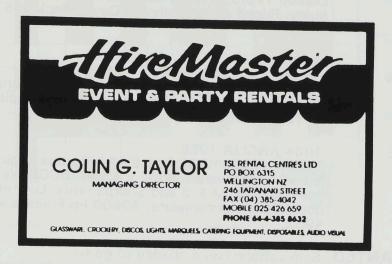
Sharyn Cameron PO Box 571 BLENHEIM

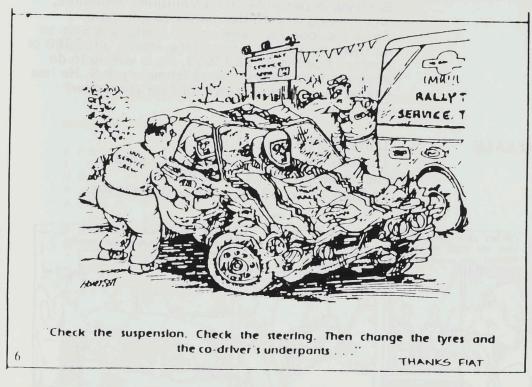
Phone: 03 578 9606 (Home) 03 578 0920 (Work)

Assistance provided for North Island Competitors

CLUBNIGHT

Tuesday August 17th: Lots of rally lies and stories after our members have competed in the International Rally. Come and hear how they got on, and where they finished. Starts 8.30pm. Organiser is Brett Plim.





CLASSIFIEDS

FOR SALE

Used Rally Tyres:

Dunlop SP61, SP71, SP82 - All 165/80 x 14"Falken RX015A 175/65 x 14" Used Race Tyres: Wets - Dunlop 175/550 x 14. Condition from 2 stages to many. Priced accordingly. Ph David Black 5687275 hm.

FOR SALE

Pentax 35mm ME.

Super Camera with Standard Lens, plus Tokina 100-300 zoom lens \$495 the lot! All in new condition.

ph Ted 5664538 A/H

FOR SALE

1964 ANGLIA 105E

Known as SCORTANG. 1.6 MkII Cortina engine. Escort front suspension. 2 x 45mm DCOE Webers. Full roll cage. M & S and Sherpa tyres. Low volume documentation complete. \$2500 Ph Frances 472 4932.

WORK WANTED Sam Labone has a chance to go to

Brisbane in December on a Venturers Jamboree, and it trying to earn the money to get there. So all the jobs you have put off doing, get Sam to do them for you, at a good rate, Phone 3898360 or contact Sue Diggle 3837559. He is willing to do anything from babysitting to labouring. P.S. He has helped us on timing crews for two years now! - Sue.

FOR SALE

Datsun 1200 Coupe

Ex Shell Sport Saloon. Ideal for Clubmans

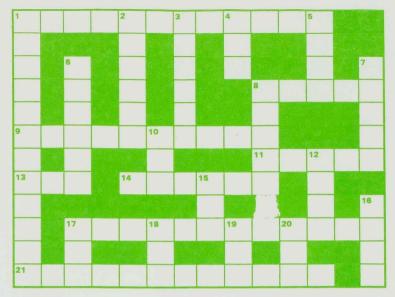
and Sprints. SIMPLY THE BEST!

Ph Tony Oliver 233 1264hm or 025 435594.









- 1 NZ Rally Driver currently competing in Australia. (6,6)
- 8 Adds horsepower to an engine.
- 9 Aryton Senna's rival.
- 11 Manufacturer of twinmasters.
- 13 Given, instead of money.
- 14 East African

ACROSS

- 17 Renault's new Formula 2 rally car.
- 21 Has been winning/competing in our Club's speed events for over 25 years! (6,6)

Answers to Crossword No. 1

S	P	E	E	D	S	P	0	R	T		
E		W		E		E			R		L
N	0	E	L			R			E		0
N						F	A	L	K	E	N
A	Z	T	E	C		E		0		N	G
		0		0		C		L			H
F	L	U		R	A	T	T	L	E		U
A		R		S				Y	E	A	R
T			H	E	L	L	A				S
H	E	R	0		A		N	1	G	H	T
0			0		1		T			0	
M	A	1	N	F	R	E	1	G	H	T	

DOWN

1 New Zealander hired to race Ford Mondeo's in the UK. (4.6)

MOTORING

NEWS

CROSS

WORD

NO. 2

- 2 Old race circuits get this way
- 3 There are two of these on most cars.
- 4 Country where most Indy car races are held.
- 5 Ruler
- 6 Joe's favorite car at present.
- 7 AC
- 8 Surname of the 1993 London to Sydney Marathon winner.
- 10 Found in a pod.
- 12 Entered 4 cars in Rally of NZ.
- 15 First name well known Finland driver.
- 16 Second han
- 17 Glossy NZ motoring magazine.
- 18 Welders slang for a gas.
- 19 Tennis stroke
- 20 Sick



WELLINGTON CAR CLUB INC



Postage Paid Permit No. 355 Wellington.



MOTORING SEPTEMBER 1993



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

P.O. BOX 5142 WELLINGTON



CONGRATULATIONS JOE MCANDREW - WINNER NZ NATIONAL RALLY CHAMPIONSHIP 1993!

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.

IAN	HAMMOND	Ian lives in Upper Hutt

works as an Engineer and drives a Tranzam.

He is interested in Speed Events, Motorkhanas and Trials and has been

involved in Gymkhanas and Dragracing in the past. Ian is a member of the Moonshine Rod

and Custom Club.

AMANDA KIBBLE The last of the Kibble family!

Amanda is a student and lives in Brooklyn. She has listed a Toyota Corolla and Escort Rally car but we all know there are plenty of cars in the Kibble stable. Amanda has competed in Motorkhanas and recently navigated for Harvey in the Wairarapa Rally.

BRUCE HALT

Bruce drives a Datsun 1200 and is interested in Speed Events,

Motorkhanas, Autocrosses and Trials. He is

an Aluminium Joiner from Porirua.

IAIN PARKER lain is a student from Upper

Hutt and is interested in Speed Events, Rallies and Autocrosses. He drives a 79 Mitsubishi Lancer and a 78 Toyota SR Coupe. Iain has already competed in

Autocrosses.

ANNETTE MIET

WELCOME BACK - trust you will be Trialling again!





VECUTIVE COLUMN

WELLINGTON CAR CLUB (INC)

P.O. Box 5142, Wellington Telephone 389-2309
Affiliated to the Motorsport Association of New Zealand (Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE			
PRESIDENT	Jane Black	568 7275	
IMMEDIATE PAST PRESIDENT	ſ Mike Galvin	383 6974	387 3629w
CLUB CAPTAIN	Brett Plim	565 0925	
VICE CLUB CAPTAIN	Iain Mollison	565 0262	565 0262w
SECRETARY	Andrea McAndrew	478 7934	
TREASURER	Mike Hodgetts	476 3450	472 7666w
COMMITTEE	Derek Mattingley	478 0484	
	Ian Parkinson	237 9624	576 6999w
	Alan Harvie	383 8742	385 8549w
	Cathy Arrowsmith	239 9132	472 7595w
	Bernie Keith	383 7468	385 9392w
	Judy Leishman	528 7192	528 0349w
	Tony Oliver	233 1264	025 435594w
	Richard Stevenson	388 6006	
SUB COMMITTEES			
SPEED	Tony Oliver	233 1264	025 435594w
NON SPEED	Ian Parkinson	237 9624	576 6999w
RALLY	Brett Plim	565 0925	
CLUB SCRUTINEERS	Craig Fair	476 2572	476 6547w
	Malcolm Buchanan	388 1617	388 1617w
MEMBERSHIP	lan Parkinson	237 9624	576 6999w
MAGAZINE & POINTS	Judy Leishman	528 7192	528 0349w
CLUBROOMS & EQUIPMENT	Bernie Keith	383 7468	385 9392w
BAR	Derek Mattingley	478 0484	
SOCIAL	Richard Stevenson	388 6006	
WMSA	Peter Leishman	528 7192	527 5449w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining Fee for New Members

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, 89 Thorndon Quay, Wellington.

Competition Calendar

The following consists of event details received at time of print. Peter Leishman maintains a current file of all event information as it comes to hand. Please contact him for copies of regulations, event details, etc. Phone 528-7192 home, or 527-5449 work.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone CancelTELL 0900 45454

Sat Sept 11th RALLY - CENTRAL REGION, TAUPO CC

Last round of the central region series at Taupo.

Entries now closed.

Sat Sept 18th Clubmans - Hawkes Bay Car Club

At Manfeild, entries cost \$60, close 14th

September. Max 100 competitors. Regs available

from Peter Leishman.

Sun Sept 19th Autocross - Hutt Valley MC

Round of the Kim Naylor trophy. No further details

known.

Mon Sept 20th **WMSA AGM**

Starts 7.30pm at HVMC clubrooms at Halford Pl

Petone. All welcome.

Sat Sept 25th NZ Goldstar Hillclimb Champs Sun Sept 26th

Run by Marlborough Car Club

Event comprises a gravel hillclimb on Saturday and a sealed hillclumb on Sunday, both venues close to Picton. Entries close 15th September and cost \$50 (presumably per event??). Further info and regs

available from Peter Leishman.

Sat Sept 25th Autocross Wellington CC

Round of the Kim Naylor Trophy. Pete L has regs for

Motorkhana - Wellington CC Sun Sept 26th

Part of the "Go Motorsport" promotion, this will be open to the public to Have a Go. Come and lend your support and make the new competitors welcome. Starts 10.00am at Careys Gully, Happy

Valley. Organiser is Mike Hodgetts.

Sat Oct 2nd Inter-Marque Srpint - MGCC At Manfeild.

Sun Oct 3rd Trial - Levin CC Round of the Wall Trophy Series. Organiser is Ken Douglas.

Oct 5th Night Trial - Honda Trophy Starts Wellington Car Club, Russell Tce, Newtown at 7.30pm. Doc at 7.15pm. Organised by D & S Monk, Sunbeam Car Club.

SUN Oct 10th

Motorkhana - Wellington CC Stewards Trophy. Starts 10.00am Top caroark Mellington Show Bldgs, Further details from Scott Humphrey 3886202.





Would you like to have some fun, and at the same time improve your driving skills?

YOU ARE INVITED TO A MOTORKHANA ORGANISED BY THE WELLINGTON CAR CLUB.

DATE: 26th September 1993

TIME: 10:00 am

VENUE: Carey's Gully, Happy Valley (Old Landfill)

WHAT IS A MOTORKHANA?

DEFINITION: An event held wholly on private ground and in which no test is determined solely by

the speed of the competing vehicle, or by the skill of the driver in controlling the

vehicle.

FORM: These take the form of one car at a time having to traverse a series of cones which are

laid out to form garages and slalom courses. Driver skill is in covering the course

without hitting the cones, in the shortest possible time.

BENEFITS: Participants learn in a positive manner, good car control, and find it is an art to cover

the courses set in a smooth yet quick style.





From the Top

Firstly a big congratulations to Joe McAndrew and Bob Haldane! Our very first National Rally Champion Driver. Those members who attended our August Clubnight will have heard Joe's hairraising story of his International Rally along with the other members of the club who competed. On behalf of all our competitors, a big THANKYOU to those members who assisted on crews, came and watched and supported us all. This event will be remembered for many years to come.

Next month is our AGM and I'd like to thank the committee and subcommittee members who have worked hard during the past year. I hope you will attend and give your support for the next year. We have had a lot of fun through the year and can pride ourselves on running top quality events. If you are a new member and not too sure how to get involved in the clubs activities, please talk to any committee member as there are all sorts of areas of our sport that could use your talents and ideas.

Thats it for this month,

Jane Black.

Eds Bit

The bulletin committee is starting to form up, but we'd still like to see a couple more faces in the team to share the load. So give me a call if you are considering helping.

As this is probably the last mag I'll be doing alone, and as I won't be standing for the committee next year due to family expectations (expanding again!!) and a probable job relocation for Pete, I'll take this opportunity to thank a few people for their help and support over the last 3 1/2 years.

Firstly, to all of you for being understanding when the magazine doesn't reach you quite on time! Usually it is a combination of either me getting it to the printers a bit late or the printers taking longer than a week to print it (like last month); or even both scenarios. Never ever has Gail Clay held the magazine up at her end with the collating and posting, and I owe a big THANKYOU to Ted and Gail for the work they do putting the magazine together.

Also, to all the contributors over the years, whether it be one article you have

managed to pen or a few months worth. They are all worthwhile and received welcomely by me. Especially thanks to the Average Bloke for the ongoing articles, crosswords and From Our Pasts etc, that will make the job of the incoming bulletin work party a lot easier as they get to grips with things.

Don't forget to use your bulletin for your private adverts - these are free, and need only be phoned to the Editor or handed over on a slip of paper at Clubnight. Let the Editor know if you want them repeated for a following month too!

Thanks for the photos - especially Rick O'Neill who always supplies a good selection of professional photos of our club members from the events he attends. Not everyone can be everywhere with their cameras, so your shots may be just the right ones! It is also a good way to get your car pictured in the mag, and show off your sponsors name!

To the other car clubs and their Editors - thanks for the ideas and articles. I enjoy reading your mags, some are very good indeed. Keep up the good work.

And lastly to our current committee and others I have served with. Thanks for your support, constructive criticism, ideas and FRIENDSHIP! The club is lucky to have such a dedicated and capable bunch of workers. I have no doubts that next years committee will be equally as capable as the old hands teach the new hands the ropes!

See you all round (you'll see me getting rounder!)

Judy.

NOTICES

SOCIAL * SOCIAL * SOCIAL 18TH SEPTEMBER

This Social evening has been organised in a way that everyone will enjoy!

The club will not be making any money from this which is why we can keep the price so reasonable!

Whatever you, as members put in to it by buying tickets will determine how the event runs. So get in and buy your tickets early so that you don't miss out.

Bring your wife or girlfriends along for a great enjoyable evening, and remember that life-savers will receive free non-alcoholic drinks.

Tickets at \$10 each are available from committee members, or contact Richard Stevenson.

LAP SCORING SYSTEM FOR RACING

JAST Technologies has recently launched FAST/LAP, an advanced software system designed for lap timing and performance analysis. FAST/LAP runs on any IBM compatible personal computer, and is of interest to club members involved in motorsport.

It has been developed and extensively tested at the race track, is easy to use and allows recording of up to fifty lap times for ten competitors in a single event. Reports provide detailed lap by lap statistics for all competitors.

For further details see the notice on our club bulletin board or contact:

Stephen Robb, JAST Technologies, P.O. Box 105-402, Auckland Central. Ph 025 980552.

MANZ NEWS

AMENDMENTS TO NATIONAL SPORTING CODE

Rule Amendment National Sporting Code Art. 11.10 - Time Limit for Payment of Fines

Delete last paragraph and replace with:

"Any delay in payment will entail a 25% penalty being added to the fine plus licence suspension whilst the fine remains unpaid and the suspension will continue after full payment of the fine and 25% penalty, for a period equal to the period of the delay"

INTERISLAND CONCESSIONS

We have now completed with the Interisland concessions for travel for the coming season for all National Championship events and listed are details.

If you are only travelling for a weekend then it is possible that the Weekend Saver offered direct may be cheaper.

Concessions are only available through MANZ, bookings cannot be made through travel agents.

MOTORSPORT ASSOCIATION OF NEW ZEALAND RATES

valid to 30 June 1994

STANDARD TARIFF

22 December 1993 - 23 February 1994 30 March 1994 - 6 April 1994 4 May 1994 - 25 May 1994

Adults (15 years & over)	\$ 32.30
Children (4 - 14 years)	\$ 16.15
Infants (under 4 years)	FREE

Table A - Cars, Vans, Trailers (up to 2000kg Gross Laden Weight)

Small (up to 4.000m) \$ 96.90

Large (4.001m - 6.000m) \$127.50

Extra charge for each 500mm or part there of in excess of 6000mm \$ 13.60

Table B - Lightweight Utilities, Trucks, Vans and trailers (2001kg - 3500kg gross laden weight)

Small (up to 4000mm) \$199.75

Large (4001mm - 6000mm) \$297.50

Extra charge for each 500mm or part

there of in excess of 6000mm \$ 32.30

OFF PEAK TARIFF

1 October 1993 - 21 December 1993 24 February 1994 - 29 March 1994 7 April 1994 - 3 May 1994 26 May 1994 - 30 June 1994

Adults (15 years & over) \$ 25.50 Children (4 - 14 years) \$ 12.75 Infants (under 4 years) FREE

Table A - Cars, Vans, Trailers (up to 2000kg Gross Laden Weight)

Small (up to 4.000m) \$ 78.20

Large (4.001m - 6.000m) \$ 96.90

Extra charge for each 500mm or part there of in excess of 6000mm \$ 11.05

Table B - Lightweight Utilities, Trucks, Vans and trailers (2001kg - 3500kg gross laden weight)

Small (up to 4000mm) \$199.75

Large (4001mm - 6000mm) \$297.50

Extra charge for each 500mm or part there of in excess of 6000mm \$ 32.30

N Passenger Group

MOTORSPORT ASSOCATION OF NEW ZEALAND CONCESSION

PROCEDURES

LIGHTWEIGHT VEHICLES AND PASSENGERS up to 3500kgs

- Apply to MANZ for a Special Concession Form for the particular event you are competing in.
- Make bookings on 0800 658 999 stating that you are part of the MANZ concession. You will be asked your concession number (on Special Concession Form, top right hand corner).
- © Outward and return travel must be within 10 days prior to the start of the event and within 10 days of the end of the event.
- © One form will be required for each Vehicle/Trailer or Vehicle combination for each return.
- © DO NOT go to a Travel Agent to arrange your bookings, as they are not authorised to handle ticketing.
- A booking must be made by the member before sending in this form.
- © Fill in Special Concession Form with travelling details.
- © Forms must be sent in at least 7 days before ticket pick up date.
- Send Cheque or Credit Card details with form to address shown at the Bottom of the form for processing. No ticketing will be allowed at the Interislander Terminals.

IS YOUR CAR MODIFIED????

IF THE ANSWER IS YES IT IS <u>ESSENTIAL</u> THAT YOU READ THIS MANZ BULLETIN AND ATTEND MALCOLM'S SEMINAR ON OCTOBER 17TH.

IF YOU DON'T YOU WILL NOT BE ABLE TO A WARRANT OF FITNESS.

SUBJECT:

MODIFIED VEHICLES AND MINISTRY OF TRANSPORT REQUIREMENTS

FOR THE ATTENTION OF ALL CLUB MEMBERS!!

If you own a vehicle that has been or is about to be modified, then the Vehicle Standards which commenced introduction in November 1990 will almost certainly effect you.

Our Association along with other motoring groups, have been given the responsibility of working with Land Transport to ensure the new Standards' requirements are introduced with the minimal amount of fuss and bother.

It was recognised by Land Transport that in some cases it would be virtually impossible for user groups such as ourselves to meet the incoming Standards entirely, ie. destruction testing of components, hence the introduction of the Low Volume Vehicle Code which is managed by The Low Volume Vehicle Technical Association Inc. This body meets approximately six times per annum to address the many and varied problems and also is responsible for all certification under the code.

For vehicles built or modified before 1/1/92, a <u>Declaration</u> of non-compliance was established. The majority of our members will remember this project and it enables a Warrant of Fitness to continue to be issued by presentation of this declaration form.

Members, who for whatever reason did not take advantage of the declaration programme, can still arrange for one to be issued by contacting one of the people listed on the signatories list enclosed. Remember it only applies to vehicles first built or modified before 1/1/92 and you will be required to provide documented proof that the modifications were made before 1/1/92.

Vehicles modified (either new or additional modifications), after these dates will be required to go through the <u>Certification</u> programme prior to being able to be first registered or issued with a Warrant of Fitness. This entails close liaison with one of the signatories who will carry out a full inspection of the vehicle including a comprehensive road test to evaluate handling and braking requirements.

Examples of some items effected by the Vehicle Standards are:

Repowers - either plus or minus performance;

Modified engines;

Changes to original braking systems;

Chassis, steering or suspension modifications;

Wheels and tyres - modifications away from original;

Lights;

Glazing;

Interior impact - steering wheels, switches, roll protection, dashboards, instruments;

Door locks and hinges;

Seatbelts and anchorages:

Seats and anchorages.

The Sports Car Club of New Zealand and the Hot Rod Association have set up certification programmes and a network of signatories throughout the country to assist all effected groups. This involved a high level of costs for these groups and in a study of the market it was agreed that we should not set up our own programme but utilise the existing ones. A deal has been reached whereby any of the signatories will handle Motorsport members vehicles and also provide advise on the requirements.

The Low Volume Vehicle Technical Association is currently investigating ways of integrating the systems to make them more user friendly. We will keep you advised.

Land Transport Vehicle Standards Division have progressively been tightening up on Warrant Issuing Authorities to ensure the Warrants issued are legally correct. Therefore just because it was alright last time, it may not be taken as an indication that it will in the future. Currently issuing authorities are having their licences to issue revoked at a rate of approximately one a week for ignoring the Vehicle Standards.

The majority of Car Club Scrutineers have recently attended training and were given an overview of these regulations. Please do not hesitate to utilise their knowledge.

In summary the Vehicle Standards are here to stay. Any modifications to a vehicle that effects one of these standards means your ability to obtain a warrant of fitness has been denied until the integrity of the modifications has been checked. This is either by Declaration or Certification procedures. Do not hesitate to liaise with your Club Scrutineer and then one of the listed signatories.

AN OUTLINE OF MINISTRY OF TRANSPORT REQUIREMENTS FOR MODIFIED AND ONE-OFF VEHICLES.

Do you wish to build, modify, assemble or rebuild a roadgoing vehicle? If so, you will need to consider the following information to make it road legal. If you have already started we strongly advise that you contact us immediately.

In November 1990 the Ministry of Transport began introducing Vehicle Standards aimed at bringing N.Z. into line with most overseas nations. By January 1992 the bulk of these Standards had been introduced and now cover most aspects of construction and modification for all roadgoing vehicles, except trucks weighing 3.5 tonnes or more and passenger service vehicles. These types of vehicle are covered by the MOT Certificate of Fitness system.

We, along with other groups have been given the responsibility of carrying out the certification work for vehicles modified or built after these dates, which includes checking their design, construction, assembly and roadworthiness.

Vehicles built before 1/11/90 or modified before 1/1/92 are required to have a Declaration of Non-Compliance which can also be issued by an SCCNZ Signatory.

Examples of things that have been affected by the new Vehicle Standards are; Re-powers, modified engines, braking systems, chassis, steering, suspension, wheels and tyres, lights, glazing, interior impact (steering wheels, switches, rollcages, dashboards, instruments etc), windscreen wipe and wash, rear view mirrors, plus door locks and hinges, seatbelts, seats, steering columns and their anchorages.

Light to moderately modified vehicles can be handled directly by the Signatories. Heavily modified, oneoff and low volume production vehicles are also handled via the Signatories, but with backup from our overseeing engineers based in Auckland.

For further details contact the Signatory of your choice from the list below. They can advise you and certify your vehicle at very favourable rates.

Steve Willis Graham Barrett Craig Fair

MASTERTON

PARAPARAUMU

WELLINGTON

LEVIN

Levin. Greytown. Wellington.

BOB WILTON

ROBIN SILK

DARRYL REEVE

ANDREW SMITH

GRAHAME BERRY

DAVE BULLOT

DARYL GATES

136 DIXON ST
I PRAGNELL ST
OXFORD ST SERVICE LANE
9 MANCHESTER ST
5B JUPITER GROVE
4 MORRISON GROVE
78A PASA ADENA CRES

Phone (06) 368-0979/ 368-0523 A/hr Phone (06) 304-9969/ 304-9969 A/hr Phone (04) 476-6547/ 476-2572 A/hr

MASTERTON 06 37 / 38
MASTERTON 06 37 8 87
LEVIN 06 37 8 87
UPPER HUTT 04 52 6 87
STOKES VALL 04 5C 1 79
TOTARA PARK 04 520 82

SCRUTINEERING SEMINAR SUNDAY 17 OCTOBER 1993 WELLINGTON CAR CLUBROOMS

Presented by Craig Fair / Malcolm Buchanan

If you currently drive a vehicle in Motorsport, drive a modified vehicle on the road or in competition, or are intending to do so in the near future, you <u>should</u> attend this seminar.

Subjects to be discussed are as follows:

- Schedule "A"
- Low volume vehicle code
- Seat harness authority
- Roll cage homologation
- Noise levels
- Safety equipment

The format will be as follows:

10.00 am - 12.00	Formal presentation of subjects followed by question and answer time
12.00 - 12.30	Tea and coffee break
12.30 - 2.30	Practical demonstration on selected vehicles of subjects discussed in the mornings seminar
2.30 - 5.00	Informal discussions with questions and answers. B.B.Q and bar open

You <u>must</u> register for this seminar by ringing either Craig, 476 6547, or Malcolm, 388 1617, so we can know how much printing is required and how many to cater for.

Sponsored by:

- · Wellington Car Club
- Karori Auto Services
- Buchanan Engineering
- · Strathmore Meat Mart

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163-165 Tory Street Ph 385-8475

P.O. Box 2159, Wellington.



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AND TRANSMISSIONS
AND TOP QUALITY PANELS AND PARTS
ALL GUARANTEED

DON'T BUY JUNK — SEE US 237-4617 OT 237-4425

Joe receives some legal assistance from Molli, GT, Alan Harvie and Mike Galvin.





Nice legs Molli!



Florian Schmidt



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Elizabeth Street Tyre Service

8 ELIZABETH STREET, WELLINGTON. P.O. BOX 9192 TELEPHONES: 04-384 9908

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RETREADS
WHEEL BALANCING
RACE RUBBER

and Fast Friendly Service
Telephone: Dave Barrow, 384-9908

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For all your tyre re-grooving

contact

Chris Clarke ph (04) 384 7660

12" & 13" \$20

14" & 15" \$30



RUSSELL CLARKE AUTOMOTIVE



5 Jupiter Grove, Upper Hutt. (04) 527-8647

Engine Balancing, Driveshafts, Race Engine Machining and Machining of Disks and Drums.

MOTOR RACE NZ LTD - ADDITIONAL LEVIES

The new fee levy system to raise funding necessary to meet the Motor Race New Zealand Limited debts, came into effect on 1st August 1993. The new fees are outlined below.

The additional fees will cease immediately sufficient funds have been recovered to meet the debt repayment necessary.

In the terms of the loan to Motor Race New Zealand Limited, that company is required to refund to the Motorsport Association of New Zealand such monies as have been advanced and at that time it will be determined how best these funds could be used for the benefit of those sections of our sport that provided the funds in the first instance.

COMPETITION LICENCE FEES

Please amend Appendix B, Schedule of Fees and Charges on page 288 of Edition No. 24 Motorsport Manual.

International Race Category One \$180 + \$50 = \$230 + \$28.75 (GST) = \$258.75 International Race Category Two \$120 + \$50 = \$170 + \$21.25 (GST) = \$191.25 International Historic H1 \$90 + \$50 = \$140 + \$17.50 (GST) = \$157.50 National Race Grade \$50 + \$25 = \$75 + \$9.38 (GST) = \$84.38 National Other \$50 + \$6.25 (GST) = \$56.25

Upgrades:

National other (ie. ungraded or Rally) to National Race \$25 + \$3.13 (GST) = \$28.13 National other to International Historic H1 \$90 + \$11.25 (GST) = \$101.25 National other to International Race Category Two \$120 + \$15.00 (GST) = \$135.00 National Race to International Historic H1 \$65 + \$82.12 (GST) = \$73.12National Race to International Race Category Two \$95 + \$11.87 (GST) = \$106.87 International Race Category Two to International Race Category One

All other fee structures in this section remain status quo.

= \$67.50

\$60 + \$7.50

Notice of Annual General Meeting

Notice is hereby given of the 51st Annual General Meeting of the Wellington Car Club (inc) to be held at the Clubrooms,
Russell Terrace, Newtown, Wellington on

TUESDAY 21 SEPTEMBER 1993 commencing at 8.15pm.

AGENDA

- 1. Confirmation of Minutes of the 50th Annual General Meeting
 2. President's Report
 - 3. Approval of Accounts for the year ended 31 July 1993
 - 4. Subscriptions
 - 5. Election of Office Bearers
 - 6. General Business.

Members unable to attend the Annual General Meeting may make written nominations of members for election as officers of the Club. The member nominated must accept the nomination either in writing or personally at the meeting otherwise the nomination will not be accepted. A member unable to attend may appoint a proxy to vote for him/her. Written appointments must be received by the Secretary three days prior to the date of the meeting.

Signed
ANDREA McANDREW
Secretary

Wellington Social Evening Where: Wellington Car Chub Clubrooms When: Saturday 18 September, 8 pri PLUS * Good, fun, Entertaining D.J * Supper And Spot Prizes Only \$10.00 Life Savers Receive free Non-Acholic CONTACT Drinks Richard Stevenson Ph. 388-6006 THERE

FROM OUR PAST

SEPTEMBER 1983

Team 1600 (Lloyd Evans and Noel Williams) organised the monthly Night Trial. Scuderia Tigerius (John Gladhill, Warren Denton and Peter Hughes) led the 14 entries home. • Lloyd Rance not only ran the Gymkhana in September, but also finished second overall. He was pipped at the post by Alan Harvie. Twelve competitors completed the eight Tests in dry dusty conditions. • Results of a Club Questionnaire were published. (only 11 members responded) . Speed events, followed by Trials and rallies were the most popular events. Suggestions included encourage newer members by running Closed Club events, and run more informal get togethers and social events. • Winner of the National Rally Championship was Malcolm Stewart of Dannevirke in a Ford Escort RS2000. Highest placed Club member was Mark Jennings in a Ford Escort RS1800. • The Club ran a Rally in Waimihia Forest, off the Taupo-Napier Road. The Bulletin featured a photo of Rick O'Neill's Civic on it's roof in Special Stage 6.

SEPTEMBER 1978

The Monthly Night Trial was held a week later than usual due to the Motogard international Rally. Jenny Nidd was the organiser, there were 17 entries, and Scuderia Tigerius (John Gladhill & Warren Denton) were the winners. • Tony Street & Tom Adams finished highest place (8th overall) Club members on the Motogard International Rally. • Alan Barnes was running a motor accessories shop in conjunction with Jeff Irons, called the Autobarn, located in Featherston Street (Jeff of course is at Speed Equipment these days). • Ronnie Peterson died during the running of the Italian Grand Prix at the Monza circuit. • Club members had a bad run at Wanganui Rally; Peter & Ian Jensen rolled their Escort 1300, Mark & Dave Jennings flew off the road into a pond, leaving only the roof above the waterline, and John Gladhill & Peter Hughes blew a gearbox. Tony Street & Harvey Kibble finished 6th and 7th respectively, with Kevin Smith & Jim Robb 10th in the Datsun 1200.

SEPTEMBER 1968

The Monthly Night Trial attracted a larger field than usual with 13 entries. The route took competitors through Brooklyn round to Kilbirnie and Lyall Bay, up Palmer Head Hillclimb, and down to the gravel track beside the airport. The Broughs (Alan, Ted and Leonie) emerged the victors. • Goodyear Tyre & Rubber Co. provided the films on Indianapolis Darlington screened at Clubnight. • Denny Hume and Bruce McLaren finished 1st and 2nd in the McLaren M8A's at Elkhart Lake, in the Can-Am Series, whilst Formula 1 points had Graham Hill leading from Denny Hume and Jackie Stewart.

Beaurepaires for tyres.

PALMER HEAD SEALED HILLCLIMB 1959 - 1984

PART TWO - THE HISTORY (Continued)

The Bagnall-Jaguar took top honours at the July 1965 meeting after a splendid battle with Basil Jone's Holden-Cougar. Bob Gibbon's new 1275 Cooper S took the under 1500 cc class from Murray Charle's Minor-Ford. Bill McPherson frightened the locals by pushing the black FJ Holden up the hill in 50 secs during his duel with Trevor Eve's Anglia.

Neil Whittaker got down to within 0.37 secs of the outright record at the February 1966 event. Amongst the sports cars were Basil Jone's Cougar, Jack Oakley's U2 and Ian Pinkerton's ex Kerry Grant Spitfire. Club Captain Colin Taylor's Mini Cooper cleaned up the under 1000 cc saloons.

At the June 1966 event, Neil Whittaker was once again fastest. "Big Rev" Bill Bryce piloted his 1293 cc Mini Cooper to fastest saloon time. Come October 1966 and the cars were on the hill again, with Alex Wilson's Anglia V8 fastest and Dick Butter's 1200 cc Anglia second. Bruce Cook's Porsche-Corvair recorded a very good 47 secs.

May 1967 saw Dick Sellens set a new under 1000 cc saloon record of 47.75 secs. Very impressive was Paul Barnard's 1500 cc Anglia which set a new record of 46.37 secs. Jack Lust returned to the fray with an MGBGT after an absence of several years. FTD went to John Alderson in the Lotus 7.

HISTORY - The late Sixties/Seventies (Warren Denton)

The first Wellington Car Club event I ever attended was the September 1967 Palmer Head. Being still at College, and not owning a car I persuaded a more fortunate friend that we should check out what this "hillclimbing" was all about. Only two single seaters were present, the F/Vee's of Barry Munro & Digby Taylor (the latter missed the event after hitting another competitor in the area after the finish line on his practice run. The under 1000cc class was dominated by A40 Farina's, with Harvey Kibble fastest at 49.29 secs. Phil Housley's "Flower Power" Anglia achieved a class and the outright win (47.28 secs), despite only being 1200 ccs. The larger capacity Saloons were dominated by Dave Johansen's Humber 80 (51.96 secs) and Bruce Cook in the 2.7 litre Porsche won the sport cars class.

Harvey Kibble drove the Autofleet 1293 cc Cooper under the watchful eye of Dave Brocklehurst, and took the Group 5 car up the hill in 43.11 secs at the 5 July 1969 event for a new saloon record. Malcolm Coffey had the ex-Ravenscroft 1275 cc A40 humming for second place whilst Mike Galvin turned up late in the day to take third

overall in the 1340 cc Anglia van (with owner-to-be Warwick Kay watching nervously). Gary Lang led the "tiddlers" home (49.69) with Clive Parkin in the 1498 cc Mistral winning the large class (53.62 secs)

There was an amazing number of production sports cars at the August 1969 event, all BLMC products. FTD went to the most immaculate of these, the 1293 cc Sprite of Jon Warring (44.25 secs). Brian Taylor's Imp came very close to the under 1000 cc class record. Tom Donovan in the "allcomer" 1098 cc Sprite demonstrated some new manoeuvres at the top bend whilst Gary Lang's A40 became gorsebound.

Wairarapa's Wayne Fuller in a twin cam Anglia posted FTD and equalled the saloon record held by Harvey Kibble, at the May 1970 event. Angus Cameron broke the long standing over 2000 cc record (previously held by Alex Wilson's Anglia) by recording 44.20 in the Monaro. Trevor Eve, with the Anglia motor now out to 1200 ccs, won the small class (47.46) with Gary Huxford in the 1475 cc Anglia just pipping Peter Parnell's Fiat-VW for the 1600-200 cc class (46.42) In the sports class P.Maxwell in a Midget 1275 cc recorded 47.23 secs.

As at June 1970, the published records for the hill were: *

Saloons:	Under 1000 cc	Dick Sellens	Mini Cooper	1967	47.75
	1001 - 1300 cc	Harvey Kibble	Mini Cooper	1970	43.11
	1301 - 2000 cc	Wayne Fuller	Anglia	1970	43.11
	2001 - 3000 cc	Bill McPherson	Holden	1966	47.38
	Over 3000 cc	Angus Cameron	Monaro	1970	44.20
Sports	Under 1500 cc 1501 - 3000 cc Over 3000 cc	Doug Lawrence Basil Jones Brian Watson	Cooper-Climax Cougar Bagnall-Jaguar	1966	42.80 43.48 44.92
Racing	Under 1500 cc	Graham McRae	Brabham	1968	38.37
	Over 1500 cc	Syd Jensen	Cooper Climax	1960	39.05

* Missing was the time recorded by **Graham McRae** at the May 1968 event (believed to have been a new record - but no results from the event have since been traced...) plus times recorded at most MG and HVMC events are not included.

In the early 1970's the surface at Palmer Head started to deteriorate badly and many competitors gave events at this venue a miss. The largening potholes especially affected the low slung racing & sports cars, and only a few entered in forthcoming years.

To be continued



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Rally Rumbles

THE INTERNATIONAL!

The team left for Auckland on the Tuesday morning - truck towing car at 4.00am; Gordon and John Crouch in the Holden at lunchtime. Finally arrived at 7pm and it was off to the Welcome Cocktail party. What an atmosphere! All these famous people everywhere you looked. The Kiwis were easy to spot though, as they were the ones who'd forgotten to pack the suits!

Next day was spent on last minute tasks on the car like signwriting and numbers, then off to scrutineering at 2.15pm. After getting the Baby weighed and its birth certificate checked, we were told to change the lighting system, and remove the stickers from the rear and side windows (they let us keep our Absolutely Positively Wellington ones). Then it was outside to check out the rest of the competition! The crew noticed a very nice Commodore with fancy mags. When one of them looked to see what compound the tyres were, he set the alarm off and spent the next few minutes looking for a large hole to crawl in to. A quick tally of the value of the cars involved rapidly reached \$3 million and then we gave up counting and went back to the hotel to go over the servicing requirements again.

Thursday morning - Rally Start! Had an early morning photo session then it was down to the start line to be told that the mudflaps were too long, and had to be changed by SS2. I went and found a hardware shop, bought some tin snips and set up at the end of SS1 to wait and watch the other 49 cars before Gordon and John arrived. Jacked the car up, trimmed the offending rubber and mounted the video camera then they left for SS2.

The truck had driven straight there. The car arrived on time, started and suddenly lost power! Gordon realised it had dropped a valve in a big way. The truck was sent back to Auckland to collect the trailer and that was that!

Towed the car to Rotten-rua and spent the next couple of days watching fast cars driving dangerously in forests.

In the pre-rally check the motor was one of the few things that hadn't been stripped down and checked.

We may not have finished but taking part in a World Rally was a great experience and the atmosphere was unbelievable.

A very special thanks to Craig, Dave, Elsdon, Shane and Wayne who put in something like 160 hours plus in the two weeks before the rally.

Thanks to everyone who helped us before, during and after the rally, and we have had offers of another motor cheap, so with luck we will be competing at the Wairarapa Rally on Saturday 14th August. (Eds note - They did and finished 24th, 4th in class out of a field of 80 cars!)

SUE AND GORDON DIGGLE.

Captains Call

It has been a long time since I last wrote a column, so I thought I had better make an effort this month seeing as it is my last one as Club Captain.

Well, he has done it! Joe McAndrew has become the N.Z. National Rally Champion. Congratulations Joe!

After a controlled drive (apart from one major indiscretion) on the International to finish 9th overall he has taken out the Championship. And as if that wasn't enough he celebrated in style, a week later, by winning the Wairarapa Rally. Well done Joe. Lets hope its onward and upward to better things in the future.

Talking of the International, what an event. It was all go from the first stage to the last. In the end 3 drivers were in with a chance of winning but no-one was going to deny Colin McRae his first World Championship Rally win in his Sue-Bar-Roo! If you did not get to see this event you missed the best International Rally in years. The driving and car control was absolutely amazing. If you did miss it this year, I urge you not to miss it next year.

As I said before I am standing down from the committee at the AGM in September and we are looking for a number of new committee members. If you are interested in being on the committee please contact one of the current members and we will tell you more about it.

That's it from me. Thanks for your support over the year.

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Letters to the Editor

Greetings Wellingtonians!

It's already a year ago that I last visited New Zealand. Doesn't time fly? Despite having bad luck in the Rothmans Rally I enjoyed my stay very much and I hope I can return next year to give it another try.

Just after returning from NZ last year preparations started for the Tour d'Europe. A long distance rally through Europe from Germany to Morocco in Northern Africa and back. 10,000km in 10 days!! A lot of night driving, tarmac circuits in Luxembourg and France, some WRC gravel stages in Portugal and Spain, up to 60km long tarmac stages in the mountains of Morocco North and some classic "San Remo" stages in Italy.

Reliability counted as much as speed and it was the hardest event you can imagine in Europe. Especially Service Crews were suffering from tiredness - there was a rest hold in hotels only every second night! We had major electric trouble but struggled on with 18 battery changes to finish 3rd in class, 32nd overall. Winners: the ever popular Lada works team!

This year I'm competing in the "German Rally Trophy" a sort of second league, compared to the International Open Championship. Our rallies are usually shorter but of full International standard and open only for group A and N cars. I'm using a Group N Suzuki Swift GTi, we built it up from a road car early this year. After 5 of 8 rounds we are 15th in the trophy amongst some great Cosworth machinery.

Good luck to all car club members competing in this years Rothmans Rally. My budget is too small to come over every year, but I'm sure I will try it again sometime in the future.

Cheers

FLORIAN.

WELLINGTON CAR CLUB IHIAL HESULIS

EVENT: NIGHT TRIAL DATE: 3 AUGUST 1993 WELL INLION MOTOR SPORT ASSOCIATION IN HONDA CHALLENGE NIGHT TRIAL SERIES

AND WELLINGTEN CAR CLUB - HOLLIS NIGHT TRIME TROPHY

PAGEL

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NOTE COPIES OF THESE RESULTS SHOULD BE FORWARDED ASAP TO

- 1. The Wellington Car Club Pointskeeper, C/- P.O. Box 5142, Wellington.
- 2. For interclub Events, results must also be sent to.

 The WMSA Paintsteaser, C/- PO Bes 318974, Wellington Mail Center,
 ANI) all other WMSA Clubs whether members from their cleb composed or
 not
- 3 The Wallington Car Club Bullatin Editor, C/- P.O. Box 5142, Wallington
- 4 Att Compositors

COMMENTS: HOLLIS NIGHT TRIM TROAMY EDDIE CONROY & BARRY LAYEMAN ORGANISING CLUB WELLINGTON CAR CLUB CHECKED BY PINIL MAD KATRINA TE PUNGA ASSISTED BY JOHN THOMSON - MARILYN PIERSO ORGANISER JOHN MAID JENNY PIERSON

WELLINGTON CAR CLUB TRIAL RESULTS

EVENT: NIGHT TRIAL DATE: 3 AUGUST 1993

PAGE 2.

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- For Interclub Events, results must also be sent to

 The WMSA Pointshooper, C/- P.O. Box 31874, Wallington Mail Centre;

 AND all other WMSA Clubs whether members from their club compated or CAR & LTDIE CONROY
- 3 The Wallington Car Club Bulletin Filter, C/- PO Box 5147, Wallington CAR4 TRACH BUCHNIN
- 4. All Compositors

COMMENTS:

WATN CARCLUB OVERML

BARRY LAWOMAN

SCOTT HUMPIAREYS

2 2

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PLACE

ORGANISING CLUB CHECKED BY ASSISTED BY

ORGANISER

CLUBNIGHT

Tuesday September 21st: THE AGM! Come and see who the winners and losers are and vote for the people you would like to see running your club.

CLASSIFIEDS

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1500cc engine prepared by Reg Cook. Further details from Andrew Wyness ph 2347586.

WORK WANTED Sam Labone has a chance to go to Brisbane in December on a Venturers Jamboree, and it trying to earn the money to get there. So all the jobs you have put off doing, get Sam to do them for you, at a good rate, Phone 3898360 or contact Sue Diggle 3837559. He is willing to do anything from babysitting to labouring. P.S. He has helped us on timing crews for two years now! -Sue.

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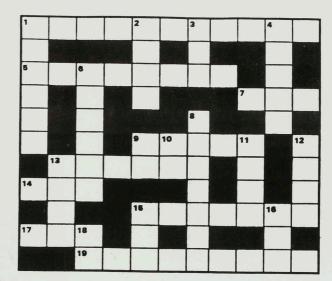
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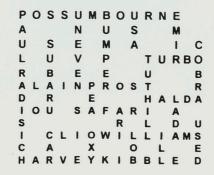
NO. 3

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ACROSS

- Brand tyre used in Porsche series.
- 5 City running an Internation Street race in 1994.
- (and 9 across) NZ Racing Drivers elder statesman. (3,5)
- See 7 across
- F1 car entered by Swiss team.
- Women often think your car is only a
- F1 team with strong NZ connection.
- Winter pastime.
- Well known International BMW team.

Answers to Crossword No. 2



DOWN

- Rally meter brand
- 2 Game rugby players all seem to play on their days off.
- Damon is Graham's
- Protective cloth.
- Tyre brand.
- Another brand of tyre.
- Abbreviation for "Stoney Beach".
- It's I.
- Le Mans counts 24 of these.
- Tyres become dangerous when they get very
- Drench or immerse.
- Miles Per hour.
- There's one at least behind the shades.
- Present tense of "was".



WELLINGTON CAR CLUB INC.

P.O. BOX 5142 WELLINGTON



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MOTORING NEWS OCTOBER 1993

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.

DAVID GRAHAM

Welcome to the club David! Hopefully we'll find out what you drive and what aspects of the club you want to be involved in soon.

JOY HUDSON

Welcome to the club Joy! I apologise for the lack of details regarding your interests cars. Hope to see you along at some of the events and clubnights.

RUSSELL COOKE

Russell is a Computer Programmer from Whitby. He is interested in Motorkhanas and drives a Mitsubishi Tredia.

PM WELLINGTON

Contact: Andrew Farmer Ph 1025) 446 803

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SUB COMMITTEES SPEED NON SPEED RALLY CLUB SCRUTINEERS MEMBERSHIP MAGAZINE POINTSKEEPING CLUBROOMS & EQUIPMENT BAR SOCIAL WMSA REP	Iain Mollison Ian Parkinson Bernie Keith Craig Fair Malcolm Buchanan Ian Parkinson Richard Stevenson Karen Ruddick Bernie Keith Jody Seabright Richard Stevenson	565.0262 237 9624 383 7468 476 2572 388 1617 237 9624 388 6006 383 7468 383 7468 478 3782 388 6006	576 6999w 385 9392w 476 6547w 388 1617w 576 6999w 385 9392w 473 7577w

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy) \$10.00 plus GST Joining fee for New Members

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 89 Thorndon Quay, Wellington

Competition Calendar

The following consists of event details received at time of print. The Vice Club Captain maintains a current file of all event information as it comes to hand and we suggest you contact him 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, or phone CancelTELL 0900 45454 (65c per minute).

SAT	OCT 2nd	Inter Marque MGCC Manfeild
SUN	OCT 3rd	Levin CC Round of the wall Trophy Series Organiser Ken Douglas
TUE	OCT 5th	Night Trail - Honda Trophy Starts WCC Russell Tce, Newtown at 7:30pm. Documentation at 7:15pm. Organisers D&S Monk, Sunbeam CC
Sat	9th/10th 9th 10th	Taumaranui CC Kururau Hillclimb 4Km gravel Otunui Rally Sprint 10Km Regs PO Box 254 Taumarunui or phone Mike Gibbs, (07) 896 6070
SUN	OCT 10th	Motorkhana - WCC Stewards Trophy. Starts 10am Top car park Wellington Show Buildings Further details Scott Humphrey Ph 388 6202
SUN	OCT 17th	Wanganui CC Gravel H ill climb Tokomaru
SUN:	OCT 17th	Scrutineering Seminar - Wellington Car Clubrooms Presented by Craig/Malcolm Buchanan If you currently drive a vehicle in motor sport, drive a modified vehicle on the road, or in competition, or intend to in the future, you should attend this seminar. You must regis- ter by ringing either Craig 476 6547 or Malcolm 388 1617.

SAT OCT 23rd/ Bay Park
SUN OCT 24th Rothmans national car and truck race
meeting. Regs contact Richard
Stevenson ph 388 6006

SUN OCT 24th Gravel Sprint - Totara Park
Round of Gravel Sprint Series
Scrutineering 8:30-9:30am, at
Tacoma Drive, Totara Park (U HUTT)
Contact Marie Breden ph 383 8637

MON OCT 25th Trial
Wall Trophy Trial - Harbour CCC
Documentation 1:30pm Lidlam St
Featherston. Contact Ben Stockbridge
Ph 478 3931

SUN OCT 31st Braille Trial - postponed until Feb.

TUES NOV 2nd Night Trial - Honda Trophy Starts 7:30pm from WCCrooms, Documentation 7:15pm Organiser John Crouch WCC

SAT NOV6th/ Night Hill Climb - Kapiti CC Paekakariki Hill, part of Duncan MacKenzie series Contact Peter Paker (04) 297 0569

SUN NOV 7th Trial - Wall Trophy Organisers John and Jenny Pierson Ph 477 0455 More details to follow

SAT NOV 13th Manfield Classics

Sun NOV 14th Motorkhana Stewards Trophy - HCCC

MON NOV 15th WMSA Meeting Hutt Valley CC rooms Halford Place, Petone. Starts 7:30pm



From the Top

First I would like to welcome out new committee. We have a great bunch of enthusiastic people and it's good to see so many younger members actively involved.

We will be concentrating on provideing more low key club events to cater for all members whether they are new or just wanting a play without too much hype.

Our next big event is Alexander Rd, which is always popular, so I hope you can come and take part, help out or watch.

We are also planning more social events as the recent club social was so successful, and will hold a Xmas family BBQ.

If any member can assist on sub committees please contact me as we will be putting together the 1994 calendar this month.

Jane Black.

Eds Bit

Hello from the new Bulletin Committee of Paul and Daryl Taylor, Karen Keith and myself. We had our first get-together with Jude to find out how to produce the magazine as professionally as it has been done in the past. When the pizza and scones arrived on the table I could see all these thoughts going through these new minds of "Hey, this is'nt going to be as bad as it seems afterall." The next one was "Oh God, It's my turn next month!"

We would like to say a great big thank-you to Jude and wish both Jude and Pete good luck with their expansions.

If anyone wants to help out with the bulletin or has any articles for the magazine, do not hesitate to contact any one of us.

Richard.

LETTERS TO THE EDITOR

Murray McGuire 21 Serrita Avenue Pakuranga 1706 Auckland 5 September 1993

Talking Trials

Hi! To everyone at the Wellington Car Club from one of your out-of-town members.

Here in the never never [north of the Bombay Hills], life continues on at its normal frantic pace with the only pause occurring once a month, coinciding with the arrival of the Motoring News! Yes, we out of towners may not burst into communication very often but this one at least enjoys reading the latest motoring news from the club. Keep up the good work all who are involved, your efforts are appreciated.

What has prompted this break into print you may ask? Well, after a bit over 25 years of competition with motor sport [mainly non-speed events admittedly], my ability to complete each event has failed me and I've incurred a DNF........

Here is the story of that DNF

A couple of months ago I received a letter from Allan Mines advising that he and Annette Miet were planning to compete on the two North Island rounds of the Shell Gold Star Trial series for 1993. As the two rounds were to be a week apart they thought they might venture north of the Bombays [such bravery!] and stay with the McGuire's for the week between, if that was convenient. Allan also invited me to take part in the events with them, round one out of Te Awamutu on 15 August and round two out of Tauranga [or somewhere in that area] on 21 August.

In line with my normal efficient communication skills, a reply to Allan's letter is still waiting to be written. Telecom was put to good use though and so it eventuated that I drove down to Te Awamutu on Saturday night [the 14th] to meet up with Allan ready for the Sunday morning start. Unfortunately Annette had had to pull out so it was going to be a two man effort. We didn't see this as a problem though as I had done two trials since moving the family to Auckland in January 1991; one the Hamilton Gold Star in 1991 with Paul Te Punga [which we won] and the other the Car Club Jubilee Trial with Annette Miet in 1992 {which we came in 3rd place on]. With this recent (?) intense exposure to competition on my part it was as well that Allan had been doing a few trials in Wellington........

So, Sunday morning saw us successfully negotiate our way to the start point and through documentation. Then we got into the trial itself....

Those that have ever navigated on a trial in strange territory will understand me when I say that I really don't have a lot of comprehension of the territory we traversed in the course of the event. Essentially it was in an area between and around Te Awamutu and Hamilton. It was certainly good country to explore although in fact we didn't do very much exploring in the morning session, managing to keep reasonably well to the route the organiser intended. At least that is the impression we gained from talking to a few of the other competitors at the lunch break who HAD managed to do some exploring........

The afternoon started off for us in much the same way and we were really enjoying the challenge set us by the organisers when something went a bit haywire and we got lost. Not lost lost, it was just that we weren't seeing any competitors, or Check boards or Check cars like we

should have been. We decided to keep on on the route we had worked out, until we had covered the 10 kms maximum between checks, just in case the organiser was being really devious. Having done that and still not finding a check meant we had to turn around and retrace our steps to a "known" point from where we could try again.

However, it was not to be

Here we were, peacefully travelling down the main road from Te Awamutu towards Hamilton, discussing where the organiser might have got it wrong [ever the optimist], - I mean it couldn't have been us could it? - when I looked up from the instructions to see an approaching car drifting across the centre line towards. My immediate thought was, "what are you doing you silly beggar, get back on your side of the road". The next thought was to yell a warning to Allan. This I did, politely suggesting he might like to try turning left to avoid the head on or something similar..... However, at a closing speed of 200 kph or thereabouts [we were doing 100 and my guess the other car was doing at least the same], there was not a lot of time for me to yell or Allan to react. As a result there was a big bang and a sensation of the world revolving, followed by a silence broken by a bit of a moan from Allan and then him asking what had happened.

I quickly surveyed the remains of the inside of the car, myself and Allan [whose face was covered in blood] in roughly that order and then decided that I was fit to get out and check where we had ended up and make sure that the car was safe where it sat with Allan in it. This was done and by the time I had got back to Allan confident that the car wasn't going to explode or anything someone else had arrived on the scene and was seeing to him.

At this stage I was able to take in the camage down the road. After the impact [right front headlamp to right front headlamp], we had spun around at least 180 degrees and possibly 540 to end up in a shallow ditch facing the way we had come. Thankfully it was not a bigger overlap of the cars when they hit.

The car that had been immediately behind us ended up in the ditch too with a very minor scrape [from the car that hit us] a flat tyre and three very shaken occupants. Not so fortunate was the car behind them which got hit hard in the front guard and door region. It ended up off the road in the ditch too.

The car that had created all the mayhem ended up in the fence further down again. Four cars involved and all ending up on the same side of the road and clear of it.

It transpired we were only a kilometre or two north of Te Awamutu and so the emergency services were very quickly on the scene. Five, including Allan were taken to hospital immediately and it was about ninety minutes later that they managed to cut the driver of the car that hit us out and take him to hospital. He had been trapped in the leg region. I reported in to the hospital later and was checked out too.

We were all very fortunate with, I understand, only the other driver suffering anything broken. Allan had a face peppered with safety glass [thank goodness he had sun glasses on that kept the bits from his eyes], hence all the blood mentioned above, and some good deep bruising. He was admitted for the night for observation as there was some concern as to possible kidney damage. I had broken skin just below the knee and lots of leg bruising as well as good deep bruising like Allan.

I know that I'm still feeling my rib area and leg three weeks later and I guess Allan is the same. At least we ARE feeling the effects. It could easily have been so different...... Thank goodness for seat belts.

The trial was over for us and it was only at 10 the next morning when sorting through the remains of the stuff I had picked up from the car and surroundings that I found our drivers card and handed it in...... Hopefully the organisers will process our performance for the trial we did before we were forced into the DNF stakes...... If they do it may even show that we had been doing pretty well for a couple of old hacks!!!

Regrettably we did not get to round two. Maybe we'll get to do them next year.

In closing this tale of woe, I must say a public thank you on both Allan's and my behalf for all the concern and offers of assistance we received from officials and organisers. Thank you.

That's it for now, hopefully I can make it for another 25 years before I again incur a DNF!!!

I enclose a photo of the remains of Allan's car which hopefully can be printed in the magazine, if only to encourage all members, their friends and families to wear their seat belts all the time. They work.

Murray McGuire TEAM MACMOB



IS YOUR CAR MODIFIED????

IF THE ANSWER IS YES IT IS ESSENTIAL THAT YOU READ THIS MANZ BULLETIN AND ATTEND MALCOLM'S SEMINAR ON OCTOBER 17TH.

IF YOU DON'T YOU WILL NOT BE ABLE TO GET A WARRANT OF FITNESS.

BRAILLE TRIAL

The 1993 Braille scheduled for the 31st October 1993 is now postponed.

The Wellington Branch of the Royal Foundation for the blind do not want it to be run on or near Braille week. They have many other promotional activities at that time and feel that they can give the trial more attention of it is run in January or February.

The new date is 13th February 1994.

It is disappointing to us all that our annual braille afternoon tea will be missed.

E V Conroy

The 1993 Braille Trial scheduled for the 31st October 1993 is now postponed.

SCRUTINEERING SEMINAR SUNDAY 17 OCTOBER 1993 WELLINGTON CAR CLUBROOMS

Presented by Craig Fair / Malcolm Buchanan

If you currently drive a vehicle in Motorsport, drive a modified vehicle on the road or in competition, or are intending to do so in the near future, you <u>should</u> attend this seminar.

Subjects to be discussed are as follows:

- Schedule "A"
- Low volume vehicle code
- Seat harness authority
- Roll cage homologation
- Noise levels
- Safety equipment

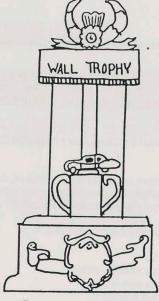
The format will be as follows:

10.00 am - 12.00	Formal presentation of subjects followed by question and answer time
12.00 - 12.30	Tea and coffee break
12.30 - 2.30	Practical demonstration on selected vehicles of subjects discussed in the mornings seminar
2.30 - 5.00	Informal discussions with questions and answers. B.B.Q and bar open

You <u>must</u> register for this seminar by ringing either Craig, 476 6547, or Malcolm, 388 1617, so we can know how much printing is required and how many to cater for.

Sponsored by:

- Wellington Car Club
- Karori Auto Services
- Buchanan Engineering
- Strathmore Meat Mart



Wall Trophy Trial

Monday 25 October 1993 Labour Day

Promoted by Harbour Capital Car Club Inc.

Documentation 1:30 pm at Control located in Ludlam Street, Featherston township. (Least deviation from State Highway 2 when travelling north from Rimutakas.)

Duration approx 3 hours, 130 km.

Starts, wends and finishes in the Wairarapa.

Essential Map: NZMS 260 S27 Lake Wairarapa, Edition 1, 1980

Sealed clock or watch.

Entry fee: \$10 per car

More information from Ben Stockbridge Tel (04) 478 3931

1992/93 PRESIDENT'S REPORT

I am proud to present the 51st Annual Report to the Wellington Car Club. Despite the economic times our club is still one of the biggest in the country. This past year we have continued to run the high profile, hig quality events that we are renowned for and encouraged more members to take an active part in them.

EVENTS

Speed events continue to be our most popular activity. We have encouraged some of our newer and younger members to run events that are not daunting or high profile and this has met with great success. The recent televised autocros for the Smokefree Series was an example of this type of activity.

The speed committee has also been looking for new venues, especially as the club will be running the inaugural National Speed Championship next Easter. Thanks to Iain Mollison, Tony Oliver, Alan Harvie and Richard Stevenson for making these events so successful.

Non-Speed is an area that we must work on. These event cost little to run and compete in and are one area where we can encourage young people to take part and learn better driving skills. The forthcoming "Go Motorsport" day is something we need to run more often, along with novelty trials and closed club motorkhanas. Thanks to John Pierson's team of dedicated triallists and Mike Hodgetts for working hard to get these events going.

The Rally had a good shake up this year with new forest roads and a good field. Although the event ran at a loss it is still one of the better Central Region Rallies and Bernie Keith, Sue Diggle and the team deserve a big thankyou for their efforts.

The 50th Jubilee Reunion was a roaring success and it was especially nice to see old members attending, some of whom were foundation members in the war years. Mike Galvin must be thanked for his efforts in coordinating the events, researching history and finding people.

BULLETIN

The bulletin is still the most important form of communication with our members, especially these days, with so many communications from MANZ that need to be advised to all on a regular basis. It is with regret that Judy and Pete Leishman, and Gail Clay are standing down after so many years hard work. However, we have a new bulletin team in the wings and can look forward to another successful year. This past year we have managed to keep costs down, even though our advertisers have dropped off considerably.

CLUBROOMS

Our refit was completed in time for the reunion, and as per usual cost more than budgeted for. However, it was long overdue and the benefits to all members with improved bar, kitchen and entraneway facilities certainly make the clubrooms more attractive.

EQUIPMENT

The club's equipment is now up to date and in good repair. Thanks to Brett Plim, Bernie Keith and Eddie Conroy for their efforts in this area.

FINANCE

The club's financial position is still very healthy. Considering that we spent a large amount or our reserves on the refit, and events such as the rally and the reunion made substantial losses, I believe we have provided the best possible activities for our members and are already on the way to improving our reserves with the planned activities and events for 1994. A big thanks to Mike Hodgetts who has coped extremely well in his first year as treasurer.

MEMBERSHIP

Our membership has remained steady throughout the year and is now starting to grow, especially younger members. It is important that those of us who are active within the club make the effort to welcome these people and encourage them to take part. They are the future of the club. Ian Parkinson has continued his good work as membership secretary and we thank him for his efforts in this area.

GENERAL

Lastly I would like to thank all the members of the committee, some of whom I have worked with for many years, for their tremendous efforts over the last year. We have had a lot of fun and it is rewarding to see new faces coming forward offering their services to both the committee and sub-committees. A special thanks to Andrea McAndrew who is standing down from Secretary, Brett Plim who is standing down from Club Captain, Mattingley, Alan Harvie and Judy Leishman. They have all worked long and hard and deserve a rest.

JANE BLACK PRESIDENT

EARN DOLLARS FOR YOUR CLUB!

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SERIES PRIZEWINNERS - 1993

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<u>0 - 1300cc</u>	1ST	JOHN TAYLOR
	2ND	MALCOLM CHAMBERLAIN
	3RD	NEIL RICE
		enant is all the city of the second
1301 - 1600cc	1ST	DENNIS LUKIES
	2ND	GORDON DIGGLE
	3RD	JONATHAN OLSEN
of the 75 companions		
1601 AND OVER	lsT	KEVIN BLACKLEY
	2ND	DON LOCKE
	3RD	LEE DUDLEY
4WD	15T	PETER DAY
	2ND	BRUCE HERBERT
	3RD	GEOF ARGYLE
OVERALL	1ST	KEVIN BLACKLEY
	2ND	PETER DAY
	3RD	BRUCE HERBERT
ROOKIE		ROBERT LEICESTER
NAVIGATOR		ROB RYAN
CLUB TEAM TROPHY		MANAWATU CAR CLUB

TO: ALL MEMBER CLUBS

The Annual General Meeting of the Panel will be held at the Manawatu Car Club Rooms, Manfeild, Feilding at 10.00am on SUNDAY 10 OCTOBER 1993.

A Representative of all member clubs is expected to be present.

AGENDA

- Apologies
- Minutes of last meeting
- Matters arising from Minutes
- Finance and Balance Sheet
- Election of Officers
- Recap of 1993 Series
 - 1. Wellington
 - 2. Manawatu
 - 3. Hawkes Bay
 - 4. Wairarapa
 - 5. Taupo
- Rule Revisions
- Discussion Regarding the 1994 Series
- General Business

Discussion is invited on the following topics:

- Cloth Badges viability
- Promotion of the Series
- Prizegiving Format
- Medallions Are they still the best trophy
- 10. A light lunch will be available for which there will be a small charge MRS JANE BLACK SECRETARY
- P.S. I realise that the date may not suit everyone, but I am sure you appreciate the difficulties finding dates on the very busy Motorsport Calendar.







4 - 8 AUGUST



New Zealand enthusiasts knew this would be the rally in a lifetime but many did not expect it to include Colin McRae's victory, both for himself and Subaru. This means the series is now more exciting than ever and the Manufacturers have the best fight in history on their hands.

With five factory teams contesting it, the 1993 Rothmans Rally of New Zealand was the best and closest ever staged in this country.

The close competition right until the finish meant enormous crowds followed every thrilling stage with the highest spectators turnout ever enjoyed in New Zealand.

Possum Bourne in the second Subaru Legacy must be congratulated for his sixth place overall and first New Zealander home. After his win in Indonesia we must wish Possum well for the rest of the season.

All of the 75 competitors enjoyed the rally and almost every night screeds of "Bart" (Bharat Dave) jokes appeared. He may have finished last but his crew certainly enjoyed themselves and would have been a sponsors delight.

To the many Car Clubs, officials and other helpers we must commend you for your efforts. The success of the rally, both for motorsport and New Zealand is only made possible by you. Much of the time many of you do not receive the thanks and recognition that you deserve.

Remember without sponsors we would not be able to have a rally. Rothmans are to be commended for their continuing support for motorsport and will be continuing as the event sponsor for 1994 and 1995.













PROJEX

The support from associate sponsors including BP Oil New Zealand, Subaru of New Zealand, Projex Equipment Hire, Eagle Technology Group, Fuji Xerox New Zealand and the Auckland Airport Travelodge is essential to fund the New Zealand round of the world rally championship.

This year we further expanded our philosophy by charging spectators and overall this was very well accepted. At the charge points spectators received Rothmans goodies, information sheets and a commentary which was great value for money. This source of income must be continued if New Zealand is to retain its position in the world rally championship and will assist in providing some support for the voluntary officials.

In a more serious vein those spectators who insist in acting in a drunken and disorderly manner can only bring disrepute to our sport. It is unfortunate that their actions when viewed by the general public is taken to be how all the sport behaves. In a couple of incidents it also put both spectators and competitors at risk. To all Car Club Members - please act responsibly next year and be a credit to our sport!

For 1994 the Rally of New Zealand has been confirmed as both a Manufacturers' and Drivers' Round in the revamped Ten Round World Rally Championship. The 1994 World Rally Championship Calendar - subject to confirmation:

Monte Carlo	MC	22/19 January
Portugal	Р	01/06 March
Safari	EAK	31 March/04 April
Corsica	F	04/08 May
Acropolis	GR	28 May/01 June
Argentine	RA	30 June/04 July
New Zealand	NZ	30 July/02 August
1000 Lakes	SF	25/28 August
SanRemo	and the land	09/13 October
RAC	GB	19/23 November

The Rally of New Zealand office have just received copies of the book "Rally Codriving" written by Phil Short who is the Manager for Toyota Team Europe. The 224 pages including many diagrams and photographs showing all aspects of the sport. This is a must for people entering rallying. Copies are available from the Rally of New Zealand Office, Northern Sports Car Club, Mt Richmond Domain, Otahuhu, P O Box 62 021, Mt Wellington, Auckland. The cost is \$65.00 plus \$5.00 post and packaging. Credit Cards welcome.

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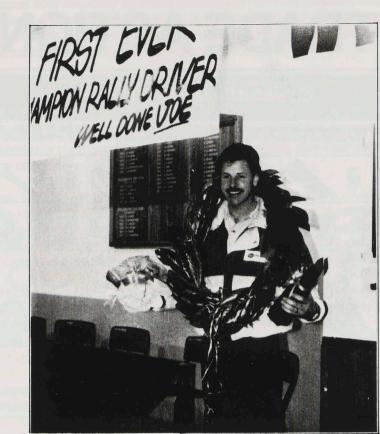


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Well....umm...



Hey Mum! Look at all the Rally people!



WHO SAID TRIALS WERE 'NT DANGEROUS!! It pays to wear a seatbelt at all times.



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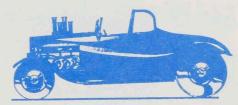
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Rothmans

NATIONAL CAR & TRUCK RACE MEETING Labour Weekend - 23/24 October 1993 Baypark Raceways - Mount Maunganui

> PROVISIONAL NOTICE No 1 OCTOBER 1993

ADVANCE MEETING NOTICE

The "Rothmans National Car & Truck Race Meeting" will take place as follows:

Unofficial Testing Sessions Official Practice Day Sessions Documentation and Scrutineering

Friday 22 October 1993 Saturday 23 October 1993 Saturday 23 October 1993 Sunday 24 October 1993

An Official Time Schedule for the above days will be included with the "Acceptance of Entries" (Sup. Regs. No. 2).

All events are promoted by the Bay of Plenty Motor Racing Association Inc.

CLASSES COMPETING

Race Day

Race Trucks, Mini 7, Formula Vee, Holden HQ, Mazda RX-7, Sports Sedans, MANZ GTR Tranzams, Sports Cars, Porsche Series, MANZ GTR Tranzams and Sports sedans will be run together.

Any further meeting enquiries, additional entry forms, and the return of all entry forms, ticket applications etc., should be directed to:

> Baypark Promotions PO Box 2197 Tauranga

Ph 07-578-3020 Fax 07-578-3020

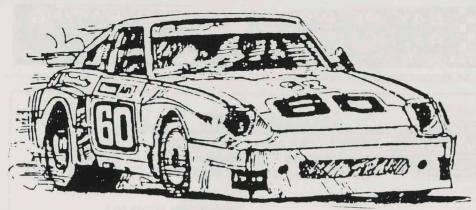
NOTE: The special discount ticket purchase form is available to all car club members and competitors, with no limit on purchase numbers.

Your support is appreciated.



Baypark Raceways





NOTICES

MANFEILD PROMOTIONS

Details have now been received regarding the Manfeild Supporters club for the 1993/1994 Motor Racing Season. (See Manfeild for list of events).

There are two different supporters options at \$60 or \$100 for the season, with various benefits available to subscribers.

Those wanting full details or application forms can contact Wendy Lester at Manfeild Promotions, Box 1959, Palmerston North; ph 06 3577459, fax 06 3577244.

NISSAN MOBIL 1993

Hi! Its that Nissan Mobil 500 time again and we are looking for people to assist with Flag Marshalling of the event.

Dates are December 3rd, 4th and 5th 1993.

Media publicity is probably close to the truth, with the format most likely to be consisting of 1 race as part of the Asia Pacific Round (top level event) including Australian V8's, Northern Hemisphere 2 litres and usuals from the past. There will be compulsory pit stops with new track in reverse direction.

If you can help, please contact:

Mark Spiers ph 4791810 hm (day/night)

Paul Taylor ph 4780952 hm 3848029 wk

Warwick Law ph 4788304 hm 3859966 (Parts)w

Errol Faulkner ph 5671902 hm (day/night)

Scrutineering is all about safety

RAY HARTLEY, Club scrutineer and competitor, raises some important questions in this recent letter and the following commentary.

Sir,

I would like to bring to your attention the poor attitude a lot of people have about scrutineering. It seems to be a big problem for club officials at all levels of competition and for the Motorsport Association.

To me as a club scrutineer and a competitor, I feel safety is my number one priority and the rules are clearly written in the MANZ manual.

This leads to the questions:

- 1) Should every car competing have a log book?
 - Should we really be checking cars before a race meeting? Should there be any difference in standards between low key meetings and a national meeting? Why raise the question?
 - An Italian car failed at two different Intermarque Sprint rounds for the same problem. The third Intermarque meeting it passed and the owner went racing without any repairs being carried out on the defect.
 - A car failed due to being structurally unsafe (rust) and shouldn't have even had a W.O.F. Driver's comment: "It has passed the last two meetings and has a W.O.F. so what's your problem?"
 - I failed a helmet due to not meeting M.A.N.Z. approval list. Another helmet was produced and passed. She was later seen racing around the track with the first helmet which did not meet safety standards.

- 2) Should the drivers themselves have a log book?
- 3) Both driver and car have a log book?
- 4) Should the MANZ steward of the day play a more active role in observing driver's attitude?
- 5) Should drivers be fined or suspended for their behaviour more often?
- 6) Is more education required for officials and drivers?

It is hard and frustrating to observe the rules to find other scrutineers are too soft, or lack experience to check the car properly. This ends up causing a situation later when the car fails, the driver gets upset, argumentative or even abusive.

The following observations by scrutineers highlight the problems scrutineers face from time to time:

- A new, late model car was passed and was found on the dummy grid with smooth, bald tyres, and it was raining that day. Reason: "Don't want to wear my road tyres out".
- By pure chance I spotted a car on the dummy grid at a clubmans with the road tyres in the back seat not even tied down. Driver with seat belt and helmet all ready to go out racing. Comment: "I am not leaving my road tyres unattended for someone to steal".
- My favourite excuses:
 "I can't afford it"
 "I passed last time"
 "It's only a clubmans"
 "Where does it say that
 in the MANZ book?"
 "It's my risk, my life"
 "She'll be right, I'll fix it
 next time"
 "I haven't had time to
 fix it yet"
 "I don't go that fast"

Scrutineering is all about SAFETY.
Think about it.

If you've ever been tempted to leave off your fire protection . . . don't be

IF you've ever thought about leaving your fire proof gear off, this tale from Peter Fergusson, a clubman racer from Victoria, Australia, should make you think again.

At a recent race meeting at Winton (Sunday, March 18) I had the misfortune to have my car catch fire.

As I sit at home recovering from my burns, it seems an opportune time to make some observations on this incident that, I hope, may be of use to other drivers.

My car went "off song" at the beginning of the back straight and all but went out, then restarted, at the same time giving off a faint petrol smell. For some reason I opted to try and make the inner pit area rather than go back to the car park, this action almost certainly saving myself, other people, and the car a lot of extra damage. Had the fire happened around a lot of people and other cars and nowhere near fire marshals, the result could have been very serious.

As I stopped the car in the pit area, there was an immediate explosion, the bonnet flew off, the entire engine bay and passenger area of the car was engulfed in flame — it felt pretty warm at this stope!

My only thought was to leave the car. I punched the seat belt release and tried to get up, only to find the right-hand leg strap of the seat belt was jamming in the D ring on my right hip. Panicking, I tried pushing up harder a number of times until I somehow realised the only way to get out of the belt was to sit back down (into the flames), pull the belt out by hand and then to climb out. I recall thinking at the time, to try not to breathe as the flames were around my helmet.

Once out of the car, I was able to check my injuries and watch the fire marshals have difficulty extinguishing the fire.

Some relevant points have to alight from this, many of which apply to other cars and drivers:

1. The fire was caused by spilt fuel igniting. The fuel was spilt from the banjo fitting to the front Weber coming loose and allowing fuel to be pumped into the engine bay and passenger footwell.

This connection had not been undone since last October and I always make certain they are done up fairly tight. It was possible that the connection had been "cracked" loose in scrutineering and had undone itself from there. If this was the case, I certainly attach no blame to the scrutineers.

I suggest that it is worth looking at your own car and con-

sider either lockwiring or pre-race checking these connections, as they do appear to come undone fairly easily.

2. In my naste to leave the car, I gave no thought whatever to turning off the ignition and fuel pump or battery master switch, all of which were at the centre of the dashboard. The fire marshals were therefore trying to put out a fire that was still being fed raw fuel.

On my old car, I had a punch type stop button mounted on the right hand side of the dashboard at a position where, by swivelling my wrist, I could punch it whilst still holding the steering wheel.

I installed this switch as an insurance against a jammed throttle, but perhaps I may have had the presence of mind to use it on this occasion had it been in this car. It certainly would have been easier to get to by either myself or the fire marshals.

Incidentially, this switch was wired so that all electrics were cut out except for the operation of the starter motor solenoid, so that if I needed to (and I did on this occasion). I could crank the car off the track in gear.

3. The Liston does not have a firewall between the area occupied by the extractors and the passenger footwell. There is a firewall to the engine and also one below the carburettors, although the fuel can still leak through this plate.

The result of this is that the fuel was able to leak into two areas: 1 - the area occupied by the engine, and 2 - directly into the passenger area.

The passenger area is further disadvantaged in that it has a flat internal floor, i.e., no chassis members obstruct the flow of petrol so that when the fuel ignited, the flames were right beside me straight away.

4. The Liston also has (HAD!) an aluminium cover over much of the passenger area (which was questionable as far as our rules go) and this cover had two effects in this incident: 1—as the flames could not go directly up, they were deflected sideways towards me, and 2—the cover made it extremely difficult for the fire marshals to work out where the seat of the fire was and so it kept re-igniting. As far as 1 am aware, it took three full size extinguishers to put the fire out.

5. The car's own fire extinguisher was mounted on the backrest of the passenger area and exploded in the fire. Because of the problems with the cover and firewall, it never had a hope of being used — imagine what the result would have been if this incident had happened on a private practice with no fire crew about!

6. When I purchased my race gear, I probably didn't put enough value on my life, and purchased an "economy" suit. In the fire my overalls burnt right through on the side and top of my left leg, the top of my right leg and the side of my left arm. Surprisingly, the underwear was unmarked and undoubtably

aved" me.

The flames came up into my helmet and melted the bottom edge of the helmet as well as re-shaping the visor. My face mask has burn marks around the mouth area where my breathing has sucked the flame through. This is borne out by a very singed moustache and nasal hairs! The flame also reached both eyes, eyelashes, eyebrows and the left hand side of my nose.

7. I recall some years ago being told by Albie Middleton, that rings, watches, etc, should not be worn during a race, as in case of a fire they can melt into the skin. Obviously, I was silly enough

to be wearing both a ring and a watch on my left arm, but fortunately my gloves were undamaged and so I did not have problems in this area, but it COULD have been very different.

8. My normal practice when arriving in the pit area has always been to take off my gloves, helmet and face mask and then to get out of the car. Had the fuel not ignited immediately, I may have done so on this occasion — imagine the facial injuries that would have resulted. In future, I will leave the car first, then take off my gear once out!

9. The seat belt in the car is a good brand but made of very "stiff" material that does not slide through its fittings well. On reflection, I have had the same part of the belt jam on me when getting out of the car before, but had foolishly believed (if I had thought about it much at all!) that in an emergency, a sticking piece of webbing was not about to stop me leaving the car—WRONG!

I urge other competitors to have a look at their own cars and check if any of the above points might also apply to them — if they do, please fix them quickly, burns are not very pleasant.

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TOP QUALITY NZ MADE RACEWEAR

NZ has a reputation for great racing drivers, excellent team crews, superb mechanics and excellent motorsport accessories. Adding to this is a new venture based in Tauranga that is making a range of top quality protective racewear. The business has been established by a long time motorsport enthusiast Maurice O'Reilly. Maurice has chosen Vanessa Dooley who has extensive production experience to manage the venture. Their brand is known as 'CHICANE'. While their emphasis is on providing top quality, distinctive suits for serious competitors, they also have a budget range of single layer garments for entry level drivers marketed under the RUSSO lable.

CHICANE principally make 2 styles of suits. The first is a MODERN Double or Triple layer suit in the latest styles to compliment all classes of racing, rallying, dragsters and other motorsports. These may be customized to compliment most sponsors or team colours with various stripes and panels. The other is a double layer CLASSIC copy of the early 1960's suits worn by greats such as Sterling Moss. This second suit will be welcomed by the Historic, Pre 65 & Classic racers who are currently a fast growing group. These competitors can now have a suit that will compliment their chosen class of motorsport.

All CHICANE suits are made from the very best and latest NOMEX I fabrics. Some of the materials used in the range have never been seen in NZ before and add to the protection and durability that these suits provide.

The range also includes the latest styles and designs in Karting gear. All Kart suits are made of abrasion resistant material and lined with a comfortable inner absorbant. A wide range of colours including 'fluro' is available.

Ancillary products to the CHICANE range are childrens 'Look Like Dad' suits in 100% washable cotton suitable for 3 - 11 year olds. Other members of the team have not been forgotten. Complimentary Mechanics Overalls, Jackets, Aprons, Shirts, etc are all made to give motorsport teams a one-stop-manufacturer for coordinated motorsport and promotional clothing.

CHICANE Clothing are appointing retail agents throughout the country to ensure there is adequate customer liaison and help when making decisions about styles, colours, sizes etc. The manufacturers are setting very high standards and expect both their agents and customers to do the same.

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P O Box 354 235 Fraser St Tauranga Tele (07) 578 6480 Fax (07) 578 6326

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The sport at large is now well aware that Motor Race (NZ) Limited suffered a very large loss in promoting the 1992/93 Peter Jackson Series and it is only through -

- The MANZ advancing very substantial funds to the company.
- The shareholders Injecting a further \$50,000 in capital and accepting repayment of the monies due to them from last season being deferred.
- The forbearance of creditors that the company has been able to survive and a 1993/94 series to be promoted.

Motor Race (NZ) Limited has been restructured and the Board now comprises of two Directors appointed by MANZ who are Maurie Chandler and the writer, two representatives appointed by the shareholders who are Rob Lester and John Osborne, one further Director appointed by the shareholders as a commercial appointee and that is David Rhodes, a Chartered Accountant practising in Christchurch and a Director nominated by the Sponsors and Manufacturers Council who is Mr Garry Jackson, Marketing Director, Ford Motor Company. The new Board is charged with repaying the very significant debts owed by it and re-storing the company to a financially sound condition from which it can then operate for the benefit of the sport to ensure that in so far as is possible, any profits available from the sport can be ploughed back into the sport rather than being taken out of the sport by private commercial promoters.

There is much to be done and unfortunately the first thing that has to be done is for the major users of the sport, i.e. we the competitors, to face the harsh reality that the users must pay, so there will be across the board increases in entry fees for the coming summer and significant reductions in prize monies. Rest assured that in the time available to us, the best advantage is, in our view, being taken of every available opportunity.

Your company will be drawing up a long-term plan, but this is not something that can be done in the space of a month or two, and in the meantime, will be focusing its energies on raising the profile of this summer's series, doing its damndest to promote the evolutionary nature of the series with two of our major classes, i.e. Formula Atlantic and Tranzam going through a transitionary season. We will also be promoting a two round long distance show room stock series at the end of our summer season which, together with other events and promotions yet to be developed, are planned to have recovered half of the losses made last season by mid 1994 and hopefully have erased these totally by mid 1995 so that the company is in a stronger position to really put together some super events in 1996. This may seem a long way away, but we see little alternative.

Now for an update on the profile of the 1993/94 Peter Jackson Series. It is intended that the Series will be contested over the six traditional rounds running from Baypark on 2 January, through Timaru, Teretonga, Wigram, Manfield and Pukekohe. Whilst the programmes for these events will be similar to last year, it will be supplemented with trucks at Teretonga and a supplementary twilight meeting we hope to run at Ruapuna in the week before the Wigram meeting.



MOTOR RACE NEW ZEALAND LTD

PO BOX 100-911, NORTH SHORE MAIL CENTRE 1330, AUCKLAND, NEW ZEALAND TEL: 64-9-444 1128 FAX: 64-9-443 0075

We are negotiating to run bikes at Wigram, Manfield and Pukekohe and these three meetings will also be given a higher profile than in the other rounds of the Peter Jackson Series.

We are contemplating opening up the Formula Atlantic class to Formula Brabham, Formula 3 and YBM engines and the older Atlantics, we are confident of seeing larger fields. Changes to the Tranzam regulations have been enthusiastically received and we will certainly see new cars, bigger fields and closer racing there. The news that BMW will run a two car team of 325 Coupes in the touring car championship is certainly going to add some spice to that series.

We take the opportunity also at this early stage to say a big thank you to all our sponsors who not only are staying with us convinced of the future of the company, but in most cases, increasing their sponsorship over that provided last season.

GREG LANCASTER

Chairman Motor Race New Zealand Limited





Motorsport Association of New Zealand Inc.

PO Box 3793 Wellington New Zealand Telephone 0064-4-472-3520 Facsimile 0064-4-471-1172

CIRCULAR

REF:

3B, 3D(i)/3069

DATE:

16 September 1993

TO:

All Clubs

SUBJECT:

REVISED LICENCE AND PERMIT STRUCTURE

Further to the announcement at conference we are pleased to advise that with effect from 1 October 1993, the licencing structure and permit structure has been amended to allow for competition at club level to occur with no competition licence requirement and permits at no charge.

A new Regional licence and permit structure is introduced to cater for inter club competition and provide a greater degree of competitive activities at lower costs.

SCHEDULE B

Obviously this involves a large number of changes to the National Sporting Code and to Appendix B Schedule of Fees. Enclosed is the revised fee structure which incorporates the new permits and licences.

The Inland Revenue GST Department have confirmed that the Motor Race New Zealand Limited Special Loan Levies do not attract GST therefore the fees have been amended accordingly. You should destroy our previous circular 3B/2879 of 2 August.

NATIONAL SPORTING CODE

To incorporate the regional structure involved a variety of amendments to the current code. The modified text is enclosed. All changes are either shown in different type and/or with bars in the side column of the paragraphs. Further copies can be obtained from this office.

CLUB PERMIT

A revised permit book is being issued to Permit Issuing Stewards, a copy of the draft is attached for your information. Please note the area participants.

To enable the Association to develop its statistical records and fulfil our obligations to the Hillary Commission, it is essential that the event organiser/secretary completes this panel then returns the white copy to the Permit Issuing Steward within 21 days of the event. Failure to supply this information will jeopardise the statistical records accuracy and as a consequence Permit Issuing Stewards have been instructed to defer from issuing further permits until any overdue returns are made.

Representatives for Automobile Sport in New Zealand of The Federation Internationale De L'Automobile (Pari Patron: Her Excellency the Governor-General of New Zealand

REGIONAL LICENCE GRADES

We refer you to the revisions to NSC Art. 4.7 with the amendments to the competition licence and grades, you will observe that there are three levels of regional licences and these involve examinations for race and rally participants. As a result of these new grades, the complete licence examination process has been revised to enable the examinations to be graded - Regional level, National level and International level. The regional examination will cover the basics of either rallying or racing, ie. in the case of rallies the information that a competitor would need to know to get the vehicle onto the rally stage, through the rally stage and to the finish, all basic information.

The national grade examination will cover the same information as in regional but in addition will cover items in relation to the National Sporting Code.

The international grade examination will cover all of the previous and in addition will cover items relating to International Sporting Code and in particular where this code differs from the National Sporting Code.

Licence Examiners will be issued with small booklets that competitors can borrow to acquaint themselves with the FIA Sporting Code prior to completing the international licence examination.

FORMS

These changes have made it necessary to replace the following forms:

A001 Licence Application Form

A004 Organising Permit Application Form

A010 Competition Levy Declaration

A copy of the revised forms are enclosed. Please order your requirements on A015 (Stationery Order Form) and forward to Delwyn Frederikson at the Motorsport Office.

DESTROY ALL PREVIOUSLY ISSUED COPIES

OF THESE FORMS!

I W Snellgrove
GENERAL MANAGER



For those born before 1945

We are the survivors!!!! Consider the changes we have witnessed!!!!

We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees, and the pill. We were born before radar, credit cards and laser beams and ball point pens. Before pantihose, dishwashers, clothes dryers, electric blankets, air conditioners, drip dry clothes and before man walked on the moon.

We got married first and then lived together. How quaint can you be? In our time closets were for clothes, not for "coming out of". Bunnies were small rabbits, and rabbits were not Volkswagens. Designer jeans were scheming girls called Jean, and having a meaningful relationship meant getting along with our cousins.

We thought fast food was what you are during lent, and outer space was the back of the Regent picture theatre. We were before house husbands, gay rights, computer dating, dual careers and commuter marriages. We were before day care centres, group therapy and nursing homes. We never heard of FM radio, tape decks, electronic typewriters, artificial hearts, word processors, yoghurt and guys wearing earrings. For us, time sharing meant togetherness.... not computers or condominiums. A chip meant a piece of wood, hardware meant hardware and software wasn't even a word.

Back then "Made in Japan" meant junk and the term "making out" referred to how you did in your exam. Pizzas, McDonalds and instant coffees were unheard of. Adam Bruce or Tip Top sold ice cream cones for a penny or threepence. For one sixpence you could ride a trolley bus, make a phone call, buy a Pepsi or enough stamps to mail one letter and two postcards. You could buy a Chevyy coupe for \$600.... but who could afford one? A pity too, because gas was 8 cents a litre.

In our day grass was mowed, coke was a cold drink, and pot was something you cooked in. Rock music was grandma's lullaby and AIDS were helpers in the principal's office. We were certainly not before the difference between the sexes was discovered, but we surely before the sex change. We made do with what we had. And we were the last generation that was so dumb as to think you needed a husband to have a baby.

No wonder we were so confused and there is such a generation gap today. But, WE SURVIVED!!! What better reason to celebrate?

PS. The editor is not one of this select band.

FROM OUR PAST

OCTOBER 1983

Archer & Lupp sponsored the annual Alexandra Road Hillclimb. Entries totalled 44, and included G.Selwood in a Go Kart I Tom Donovan in his Formula Pacific fitted with an 1786 cc motor took overall honours with a time of 42.63 secs, whilst Phil Workman in an 1800 pushrod Escort just pipped Mark Jennings in his BDA Escort for second overall and fastest saloon (52.32 and 52.56 secs respectively) The Go Kart only made un official runs but recorded a best time of 52.68 secs.... • lan Laming and David Hanson organised the Monthly Night trial, which ran out to Petone and back. Winner was Team Macmob (Murray Maguire) and there were 13 entries. • Top selling car in August 1983 was the Ford Laser (640 sold in the month). Highest polling Toyota's were the Corona and Corolla back in 8th equal place with 245 units sold. • The Annual Braille Trial saw some 32 plus Blind Foundation members plus their drivers take to the streets of Wellington to do battle. Organiser was Murray Maguire, and winners were Jan Rutherford (driven by John Marslin.) • Dave Humpries organised a Stewards Trophy Gymkhana which attracted 27 entries. Alan Harvie took out overall victory, closely followed by lain Mollison and Peter Lundberg.

OCTOBER 1978

Bill King had a difficult night when he organised the Monthly Night Trial, as a few gremlins crept into the instructions. Team Firespark Dave Gaskin & Bob Gardiner coped well and won with a minimal loss of points. • The Bulletin outlined the current course records at all of our regular speed event venues. Interesting to note how many of them are no longer in use or able to be used - Palmer Head (road gone), Mount Albert Road (volume of traffic/sports stadiums make road closure unlikely), South Makara (?), Rallywoods (landowners nearby), Airlie Road (since sealed). • John Marslin takes over the roll of President of the Club from Bill King. • Mark Jennings won the Gravel Hillclimb at Rallywoods. The 24 entrants had 6 official runs by 3 pm before adjourning for a BBQ at the top of the hill. • Class winners in the Central Region Rally series were Gibbes/Drummond, Murland/Murland and Jones/Tullitt.

OCTOBER 1968

The Monthly Night trial, organised by the Broughs, attracted 16 competitors and was won by Dave Money in a Triumph 1300. • A Picnic Gymkhana, organised by Ed Conroy, was held at Queen Elizabeth Park. John Reid (Cooper S) won the engine over driving wheels class from Alan Brough (Mini), John Marslin (Mini) and Terry Hivid (Fiat 500), whilst Bruce Nelson (Viva) beat Alan Cole (MGB) in the conventional drive class. • McLaren won the Can-Am Series for the second year in a row, and Firestone decided to pull out of Formula 1.

PALMER HEAD SEALED HILLCLIMB 1959 - 1984

PART THREE - THE HISTORY (Continued)

surface.

June 1972 saw the next recorded event run by the Club, with Harvey Kibble in the Cooper S winning class & overall saloon honours (44.72 secs). Mick Boyle in a Monaro won the large class with a time of 45.65 secs. Whilst FTD went to Jon Warring (40.44) in the Terrapin, it was Tom Donovan (Sprite) who broke the under 1500 sports car record set in 1961 with a time of 41.05. The over 3000 cc sports car class record was also broken by R.Elwin's Falcon engined Tri-Ford special (42.40). Among the other entries was Robin Curtis in the Minisprint.

Danie Lupp won the Sports/Racing combined class and took the class and overall hill record in the immaculate Rorstan (?) with a time of 36.76 secs, on 25 October 1972. Two other records also fell. Mick Boyle in the Monaro broke Angus Cameron's record to set a new large saloon mark of 44.13 secs. And Gareth Williams set a new under 1000 cc record in the Mini at 46.26 secs. One of the days highlights was the battle between Roger Brader's new 202 cu.in. Holden Torana XU1 and Richard Tippett's ex Errol Inwood older XU1.

On 25 August 1973, Harvey Kibble took FTD (42.84) and took back his class record from Ross Gordon, in the 1293 Mini. Second and third were Murray Ravenscroft in a similar car (44.97) and B.Buchanan in an 1800 cc Anglia (45.06). Ross Gordon was leaving 100 foot long trails of rubber off the start line in the 327 cu.in Monaro to record 45.18 secs. Ted Godfrey had problems getting off the line in the 1600 cc Minor, whilst Bill McPherson and Stu Penman shared Stu's 1725 cc Hillman Husky Van and battled all day. Prior to the event, several Club members poured some 2 M3 of concrete into the worst of the potholes in an effort to improve the

Lester Reader bought the tidy LJR Ford sport car along to the event on 24 November 1973, and took out FTD (42.26 secs). Class winners were Harvey Kibble - 1293 Mini (44.37), Alex Wilson - 1598 cc Anglia (44.39), and Ross Gordon - Monaro (44.86 secs). Chris James made a new firebreak out of the hairpin through the gorse in the 1293 cc Mini, and on later runs Peter Torrington (Anglia) and Ted Godfrey (Minor) ended up in the same spot.

1973/74 saw the world fuel shortage scare, and NZ bought in fuel saving measures such as carless days, etc. In order to avoid Government restrictions, MANZ advised all Clubs to avoid running any Speed events near public areas. This resulted in a group of frustrated "speed freaks' getting together and organising Trolley Derby's down Palmer Head. (or " Motorless Vehicle Gravitational Timed Runs " as they preferred them to be

called. With times in the low 50's some of these trolleys didn't hang around

But in September 1974, the crisis was over and Palmer Head returned to life. Troubles with the timing gear led to a stopwatch and the radios being used. FTD went to Harvey Kibble from Ross Gordon (both in 1293 cc Mini's), and John Gladhill in the Holden Torana XUI. Alex Wilson took the other Class win in a 1598 cc Anglia. Les Edwards won the battle of the Mazda RX3's from Warren Denton. Large potholes and loose surface gravel caused the used difficulties, but there were no major mishaps.

A large entry fronted on 23 August 1975 to do battle. Alex Wilson took FTD with 43.2 secs, whilst saloon class wins went to Paul Higgins (Mini 850) 49.7 secs., Ross Gordon (1293 cc Mini) 43.3 secs, Graeme Tulloch (1588 cc Anglia) 45.1 , Peter Torrington (5980 cc Valiant Charger) 45.63, and the sports class to P.Hodges (TR6) 47.9 secs. Gordon Tucker found the MGB a mite unstable, visiting the gorse on at least one occasion, whilst John Marslin's Falcon GT cried enough after 2 runs.

Just two months later, and Palmer Head was used again. Gordon Tucker had purchased the ex Alex Wilson 1760 Anglia in the interval, and used it to good avail to secure a class win and second overall. But it was Ross Gordon in the 1293 Mini who once again pipped Harvey Kibble out of a class win and these two took first and third overall. Steve Gardner in a1525 cc Anglia (49.35), Mark Jennings in a Holden Torana (45.86) and P.Hodges in the TR6 (46.85) took out class wins.

February 1976 saw Ted Godfrey in a 2600 cc Anglia set a new Class record for the hill (42.87 secs) and also take FTD on the day (despite at least one excursion into the gorse). John McLellan found the surface too rough for his F/Ford (47.28) despite winning the combined racing/sports class. Other class winners were Harvey Kibble in the 1295 Mini (43.08), happy that Ross Gordon had sold the Mini and moved up to a larger capacity class, Francis Pointon - Escort twin cam (46.10), and Ross Gordon -1760 cc Anglia (43.22) Peter Torrington mounted the bank at the hairpin, with a box full of neutrals.

MG Car Club used the hill in July 1976, and four members competed. Ted Godfrey once again took FTD (44.56 secs), with Peter Torrington the Valiant Charger 2nd overall. Wayne Moore and Warren Denton in their Mazda RX's both had difficulties with the corner on the finishing line.

A Duncan McKenzie Trophy round was held on 11 December 1976, and it was Gordon Tucker who finally tasted victory with FTD (43.34). Ross Gordon was back in a 1293 cc Mini for the day and despite finishing only one official run, took class and second overall placings (45.45). The other class was won by Francis Pointon - Escort twin cam (46.09).

To be continued

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Used Rally Tyres: FOR SALE

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1993 Daybreaker	18	1
1993 Hawkes Bay	13	3
1993 Wairarapa	20	3

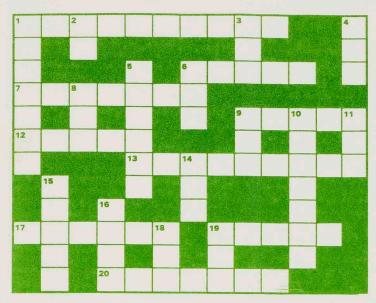
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Trade action	1/4 page 1/2 page	\$10.50 + gst \$21.00 + gst



MOTORING NEWS CROSSWORD

NO. 4

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ACROSS

- 1 German Formula 1 driver's surname.
- 6 Oil Company
- 7 Round 7 of the FIA Asia/Pacific Touring Car Champs to be held here.
- 9 Street circuit near Hong Kong.
- # Visual.
- 13 Lancia Delta
- 17 Ford model that became a GP. A Touring Car winner.
- # Small Suburu rally car.
- # 1992 GP. N NZ Rally Champion.

Answers to Crossword No. 3

B	R	1	D	G	E	S	T	0	N	E
R				0		U			0	
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		5	C	H	N	1	1	7	E	

DOWN

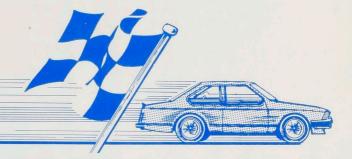
- 1 Brand of helmet
- 2 One Model Holden class
- 3 Adam & ...
- 4 First rotary Mazda imported
- 5 Greg Taylor now rallies one.
- 6 Speak or utter.
- 8 Small child.
- 9 Type of Russian fighter plane
- # Term covering older car racing.
- # Chris Clarke rallies one of these.
- # Get one in the summer.
- # Used to lift cars in a garage.
- 16 Hard to see the road on rallies over one of these.
- 18 Tool.
- 19 Car instrument brand.



WELLINGTON CAR CLUB INC



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NOVEMBER 1993



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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.

) JEFFREY WARD.

JEFFREY IS A STUDENT FROM WILTON AND HE DRIVES A FORD ESCORT. HE HAS CREWED FOR JOHN BILLINGTONS RALLY TEAM.

SHAYNE MORGAN.

SHAYNE IS A SHEETMETAL ENGINEER FROM UPPER HUTT.HE DRIVES A V8 AUSTIN 7 AND A CORTINA. SHAYNE IS EXPERIENCED IN DRAG RACING.

JETESH MISTRY.

JETESH IS A STUDENT FROM KINGSTON.HE DRIVES A BARINA AND IS INTERESTED IN RALLIES.

PETER REYNOLDS.

PETER IS FROM UPPER HUTT AND IS A DRIVER. HE HAS A ROVER POWERED MITSI GTO.PETER HAS ALSO COMPETED WITH MOTOBIKES.

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IMMEDIATE PAST PRESIDENT	Mike Galvin	383 6974	387 3629w
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	Ian Parkinson	237 9624	576 6999w
	Bernie Keith	383 7468	385 9392w
	Paul Taylor	478 0952	384 8029w
	Scott Humphreys	388 6202	025440447w
	Jennie Smith	383 6385	389 7015w
	Jody Seabright	478 3782	473 7577w
	Tony Pepperell	475 8995	498 2217w
SUB COMMITTEES			470 2217W
SPEED	Iain Mollison	565.0262	
NON SPEED	Ian Parkinson	237 9624	576 6999w
RALLY	Bernie Keith	383 7468	385 9392w
CLUB SCRUTINEERS	Craig Fair	476 2572	476 6547w
	Malcolm Buchanan	388 1617	388 1617w
MEMBERSHIP	Ian Parkinson	237 9624	576 6999w
MAGAZINE	Richard Stevenson	388 6006	370 0333W
POINTSKEEPING	Karen Ruddick	383 7468	
CLUBROOMS & EQUIPMENT	Bernie Keith	383 7468	296 0262
BAR	Jody Seabright	478 3782	385 9392w
SOCIAL	Richard Stevenson	388 6006	473 7577w
WMSA REP		388 0000	

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife \$30.00 plus GST Members under 18 years of age \$30.00 plus GST Country Membership \$35.00 plus GST Associate Membership (All of the above include Motorsport Capitation Levy) \$10.00 plus GST Joining fee for New Members

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 89 Thorndon Quay, Wellington

Competition Calendar

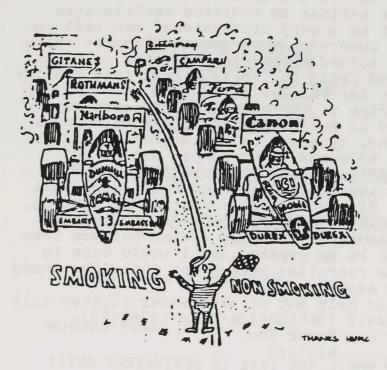
The following consists of event details received at time of print. The Vice Club Captain maintains a current file of all event information as it comes to hand and we suggest you contact him should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone Cancellation 545454 (65c per minute).

SAT 6 NOV	Night hill climb , Kapiti CC
SUN 7 NOV	Paekakariki hill, part of Duncan
	MacKenzie series.
	Contact Peter Parker 04 2970569.
SUN 7 NOV	Trial, wall trophy
	Organisers John and Jenny Pterson
	PH 4770455.
SAT 13 NOV	Ahiaruhe road hill climb.
	Regsfrom Richard Stevenson.
Sat 13 NOV	Menfeild Clasics.
SUN 14 NOV	Stewards and Vester battery trophy
	motokhana.regs from Richard S.
MON 15 NOV	WMSA meeting hutt valley CC
	Halford place 7.30 pm.
SAT 20 NOV	Alexandra rd hill climb.
	Regs from Richard S.
SUN 21 NOV	Stewards trophy motokhana HVCC.
SUN 28 NOV	Levin street sprint.
	Regs from Richard S.
TUES 7 DEC	Night trial . Honda trophy
	Starts from Hutt valley CC rooms
	organisers. K and P TePunga , HVCC.
SUN 12 DEC	Stewards thophy motokhana. Levin.

CONGRATULATIONS

Well done IAN MACLEMAN and STEVEN LAW on making the final eight finalists for the Shell Ultra Challenge scholarship. Good luck guys.



14

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To those of you who didnt make it to Malchom and Craigs seminar on modified vehicles, you missed out on a very professional and well run event. It covered a vast range of topics which everybody soaked up. A big thank you to Malchom and Craig for their effort into providing a very imformative day.

My one gripe is, Why are so many people not interested in helping out with events, such as marshelling. It seems to be turning into a nightmare to round up 20 people out of 250 to help out for a day. Im sure that the old faithfuls are getting sick of being asked all the time. If you are not competing or working, and can give up a day, then come and help at an event. Remember if there are no helpers then there will be no events, and i would hate to see events cancelled because of this. (ive heard some good excuses too.)

If you can help out at alexrander rd, Then call either myself (3886006) or Mike (4763450).

Thank You. Richard

THE NISSAN MOBIL 500 1993 IS DEFINATELY ON!!!

And there has been some drastic changes since last year!

The track is reversed, with the cars racing in the opposite direction. It follows the sea-front where shed 26 was, then meets the old track at the chicane. There is a new hairpin by Shell service station, then back onto the wharf at the Southern end by the Maritime Museum, rejoining old track by last years pit entrance. The pits this year are on Jervois Quay.

If you are interested in being a flag marshall and having a great weekend, please contact one of the following:

Paul	478	0952	hm			
Errol	567	1902	hm			
Mark	479	1810	hm			
Gary	528	3710	hm			
Brett	236	7894	hm	496	7555	(shifts
Warrick	478	8304	hm			



WELLINGTON STREET RACE

3 / 4 / 5 DECEMBER 1993

I am interested in assisting with race organisation.

PREFERRED POSITION			
AVAILABILITY		SAT	SUN
EXPERIENCE/QUALIFICATION	ONS		
NAME			
ADDRESS			
TELEPHONE		(H)	(B)
		(M?)	(F?)
Signature			
Date			

Please return to :- S. Macaskill, P.O. Box 11-129, Ellerslie, Auckland

SS2000

SS2000 is a saloon car championship for modified saloons with engines of up to 2 litre in capacity. Within the overall championship we have trophies for three classes being 0-1300, 1300-1600 and 1600-2000. This enables many competitors to share in the glory of winning whether it be in the overall championship or their respective class. This also applies to race days where achievements certificates are issued.

SS2000 was formed during the winter of 1990 by a group of small car enthusiasts, who had competed in clubman's events in the upper North Island, with a view to bridging the enormous gap between clubman's and Tranzam saloons.

Other objectives were to make the racing interesting, competitive, and provide good spectator appeal, keep the type of cars used affordable and to take the friendly social atmosphere of clubman racing to the higher levels.

After three seasons of competition, all these goals have been well and truly achieved with the class membership and number of competitors growing all the time.

SS2000 rules are very simple in that while they are similar to the old Shellsport formula, they have been opened up to be similar to Sports Sedan / Tranzam.

Briefly, the class is open to any four seater saloon car. You may use any make and/or type of engine so long as it is under 2000cc in capacity, however we have a 4% tolerance on that to allow for rebores and keep costs down. The engine may be moved 12 inches from its original position, but must remain in the original end of the car. Internal engine modifications are naturally free.

Gearboxes and number of gears are free, but transaxles may only be used in cars that have them as standard equipment.

11 11 7

Number of carburettors, fuel injection and computers are all allowed but turbo's, supercharges and rotary's are banned. Tyres, suspension and brakes are free with wheels being limited to 15 inches in diameter.

The chassis must retain its original floor pan and inner guard's and from the outside it must be recognisable for what it is.

The equalising factor in SS2000 is our weight formula which states that a car's weight is directly related to its engines cubic capacity. This includes rebores, stroking, etc and also negates any need to modify an engine to a class limit. The equation for a 2 valve engine is capacity x 35% + 100kg and for multi valve engines is capacity x 1.4 x 35% ie 2000 2 valve = 800kg, 1600 4 valve = 784kg, 1300 2 valve = 555kg.

Another novel aspect of the class is that we have set lap times for each track that if exceeded, during practice, means the car has to carry penalty weight for that weekends racing. This is proportional to the car's capacity and applies to that weekend only.

This has the affect of preventing one car from disappearing into the distance and so limits the effect of 'cheque book racing'. If these 'magic' times are bettered by three or more cars, then the time is adjusted as we do not want to prevent the natural evolution of the class.

The types of cars SS2000 has competing are many and varied including various Datsuns, 1600 and 2000 Escorts, 2valve and 4 valve Corollas, Starlets, Capris, Avengers, with Datsun 1200s being the most popular model. Some of these are ex Shellsport and for those people with long memories were driven by such people as Reg Cook, Tony Marsh, Grant Aiken, Wayne Murdock, John Billington, Warren Steel, Phil Henley, Steve Emson, Rex Findlay, Brian Hartley, the late Glen Jones etc. Others of interest would be a 1.3 litre16 valve Mini, 2 litre 16 valve Cosworth Capri, 2 litre V6 Sylvia and a rear engined Hillman Imp powered by a 1.3 litre Nissan.

It can be seen from the broad spectrum of options that our rules allow, and from the type of cars competing that a car can be built cheaply by implanting a late model engine into a proven chassis. Also Group A cars who's homologation has possibly expired, and/or no longer has a series to compete in, would be eligible for SS2000. This would also apply for rally competitors who would like to try their hand at circuit racing over the summer months.

This season SS2000's championship will consist of five rounds to be contested at the four North Island circuits. All races are scratch races between 6 and 8 laps. The first round this year will be at Taupo on the 30/31 October with round 2 on the 20/21 November will be at Manfield. Subsequent rounds are after Christmas.

Monies received from our series sponsor are distributed in the form of an appearance money and so is shared equally amongst competitors.

Our points system also recognises commitment to the series with 15 points being awarded to competitors who enter and complete scrutineering. For overall/class placing's the MANZ point system is utilised in SS2000, this being 30 points for a win decreasing to 1 point for 20th place.

As you can see we have a smorgasbord of ideas, some old and some new and when moulded together make for a very interesting, very exciting and most of all affordable and competitive series.

So if there is anyone out there who is interested in competing in this series or would like to be kept informed of SS2000's progress and requires more information, please contact President, Stephen Gillard (09) 534 1736, Secretary, Don Tanner (09)576 6759 or Technical Officer, Ian McKeown (09) 537 2343.



WHOSE CAR IS THIS?

Ring Richard on 388-6006 TO cast your vote.

Results in next months Mag.



Motorsport Association of New Zealand Inc.

PO Box 3793 Wellington New Zealand Telephone 0064-4-472-3520 Facsimile 0064-4-471-1172

MEMORANDUM

REF:

6A, 12E/3040

DATE:

13 September 1993

TO:

All Clubs

FROM:

lan Snellgrove

SUBJECT:

APPENDIX H, ITEM 4 PACE CAR

We confirm that the designation Pace Car has now been changed to Safety Car in line with the FIA requirements.

Therefore it would be appreciated if you could amend the text on page 219 as follows:

Item 4 - Amend to read Safety Car, then throughout the text of paragraphs a, b, c, d, e, f, g, h, i, j, and k please substitute the word Pace Car for Safety Car. Further in paragraph (f) add a new sentence at the completion of the existing text:

At circuits where more than one safety car is brought into action at the same time, the overtaking of the Safety Car by the cars behind it will not be authorised.

FIRE EXTINGUISHERS

As you will recall the Motorsport Association has been working closely with Government agencies in ensuring that wherever practical we comply with the Montreal protocol in relation to fire extinguishants. It was agreed by the Government agencies that until such time as suitable alternatives became a commercial reality in New Zealand, we could continue under stringent controls to maintain the use of BCF Halons.

The FISA have also been working very closely with Fire Prevention Agencies throughout the world and have undertaken to fast-track any clearances for new products as and when they become available.

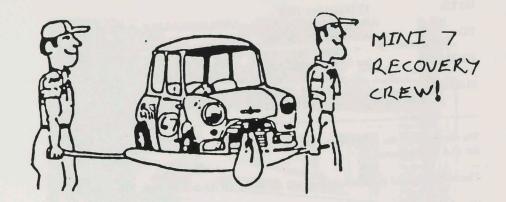
We confirm that advise has just come to hand from the FIA that FM100, NAF Sill, NA P and ZERO 2000 have been approved for Motorsport use in addition to the BCF Halons.

It must be stressed that not all of these products meet the full requirements of the Montreal protocol and as such not all of these products are in readily commercial available quantities. Therefore in the interim BCF is still the preferred product.

We will keep you informed as to any further progress in this matter.

Jan Snelfon

I W Snellgrove
GENERAL MANAGER



RALLY POSTERS

A limited number of full colour posters (450mm x320mm) from the 1993 International Rally of NZ will soon be available.

The four different posters are of:
Didier Auriol
Francois Delacour
Carlos Sainz
& Possum Bourne and the late Rodger Freeth.

For prices and order forms write to:
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PO BOX 12302
PENROSE
AUCKLAND.

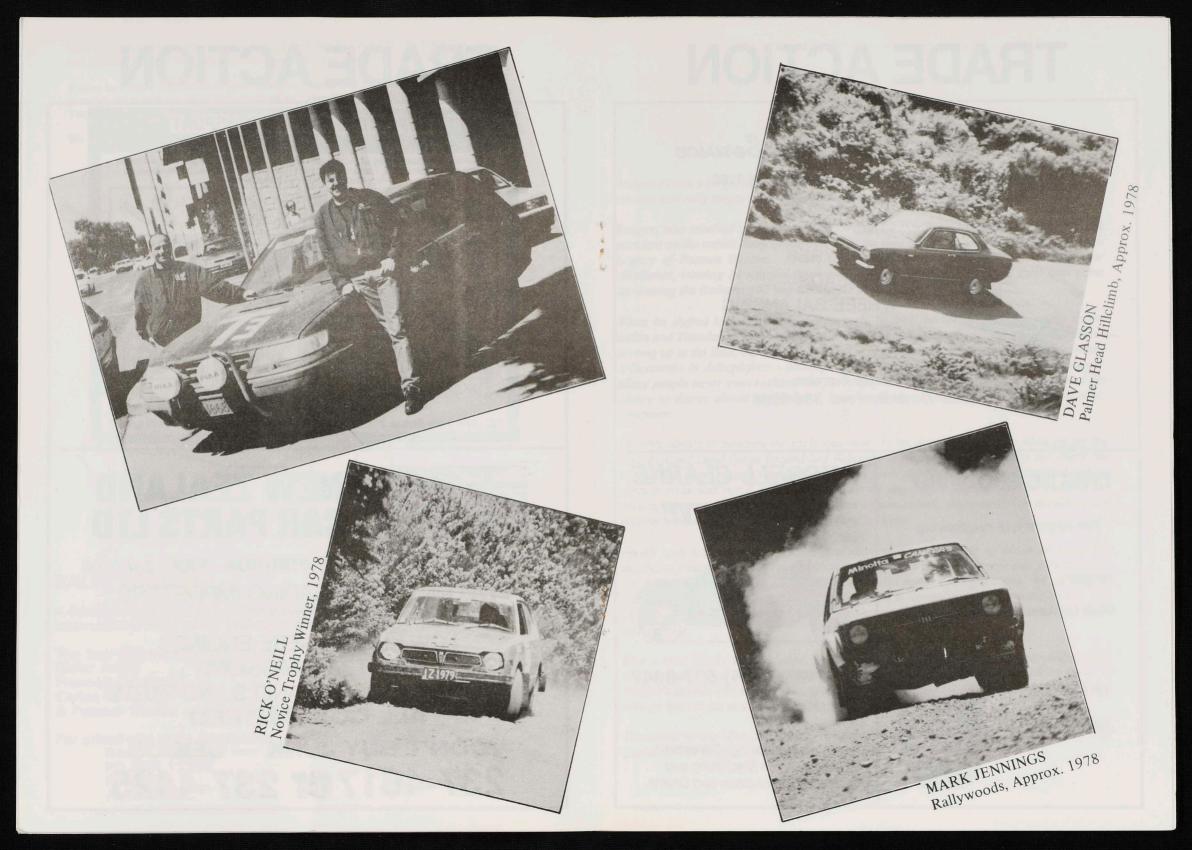
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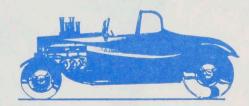
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Rodger Freeth

Rodger Freeth's larger than life character will be greatly missed around the motor racing circuits and rally stages of New Zealand and beyond.

Rodger, who excelled in all forms of motorsport he turned his hand to, died after a freak accident on the recent Rally of Australia. At the time he was co-driving the works Subaru Legacy of Possum Bourne. Freeth came to prominence as a motorcycle racer par excellence, winning 14 national titles and cleaning up the Australians at their own game by winning the Bathurst 500 kms endurance event twice.

When he shifted his attention to four wheels he was just as successful winning sports sedan and Thundersaloon titles. Freeth had a reputation for always measuring the odds-driving up to the limit, but not over it. That was a reflection of his academic background-a Doctorate in Astrophysics - although he never flaunted his intellect in his motorsport. Many people never even realised the fun loving "Flying Doctor" or "Super Frog" had the ability to discus almost any subject, knowledgeably, or even design and build a minicomputer.

Freeth's ability to measure the odds was never better demonstrated than when he set the New Zealand Land Speed Record last February at over 194 mph. He did not crack the magic 200 mph, recognising that conditions were not ideal, so he decided that taking greater risks was not a sensible option on the day. It is ironical that he lost his life participating on one of the safest branches of motorsport, where although accidents are relatively common, injuries, let alone a fatality is not.

Freeth took his motorsport seriously, always seeking new goals to which he made the maximum commitment. Always approachable around the pits, Freeth was able to stand aloof from the various factions that develop within motor racing at times. In rallying he was quite content to be outside the lime light that is inevitably focused on the driver. Yet Freeth developed a rapport with a wide range of people over his more than 20 years in motorsport.

Now a trust has been established for the education of his two sons, 15 year old Hayden and Stefan, who is 2. It is being supported by Subaru and administered by three of Rodger's friends and long time supporters, Murray Walbran, John Free and Garth Hogan who go back to his motorcycle racing days.

Donations to the "Freeth Family Trust" can be made at any branch of the Bank of New Zealand. For further information please contact John Coker at (09) 537-2561.

THE FREETH FAMILY TRUST.

On Saturday September 18 1993, Dr. Rodger Freeth was tragically killed in a Rallying accident in Australia. This has come as a shock and brought great sadness to the New Zealand motoring world and all of us who knew Rodger.

Rodger is survived by his wife, Bev, and his two sons Hayden(15) and Stefan(2).

With the family in mind, a trust has been established to provide security for the boys future.

The trustees are:

- Murray Walbran, General Manager, CRC Industries (NZ) Ltd.
- John Free, General Manager, Champion Spark Plug (NZ) Ltd.
- Garth Hogan, Managing Director, Pioneer Auto Parts Ltd.

Donations to this trust can be sent directly to any of the trustees or can be deposited at any branch of the Bank of New Zealand.

All cheques should be made out to: The Freeth Family Trust

We look forward to your generous contribution towards securing this young family's peace of mind for the future, after the painful loss of their Father.

Murray Walbran.

John Free.

Garth Hogan.



Motorsport Association of New Zealand Inc.

PO Box 3793 Wellington New Zealand Telephone 0064-4-472-3520 Facsimile 0064-4-471-1172

CIRCULAR

REF:

6A/3087

DATE:

24 September 1993

TO:

Clubs

Stewards

Tech Officers

Clerks of Course

SUBJECT:

AMENDMENTS TO NATIONAL SPORTING CODE, NOTES FOR

GUIDANCE OF OFFICIALS AND SCHEDULE A *

Please make the following alterations to the appropriate texts in Edition No. 24 Motorsport Manual.

NATIONAL SPORTING CODE

Art. 7.5 Necessary Officials - Page 70 Delete the existing article and replace with:

"THERE SHALL BE AT LEAST TWO STEWARDS OF THE MEETING APPOINTED TO ALL NATIONAL RACE MEETINGS AND ALL NATIONAL RALLIES.

THERE SHALL BE AT LEAST ONE STEWARD OF THE MEETING APPOINTED TO ALL REGIONAL RACE MEETINGS, REGIONAL RALLIES, GOLDSTAR TRIALS AND TO ALL SPEED EVENTS EXCEPT REGIONAL AND CLUB STATUS MOTORKHANAS, STRAIGHT SPRINTS AND AUTOCROSSES.

AT OTHER MEETINGS A STEWARD OF THE MEETING OR SAFETY OFFICER MAY BE APPOINTED IF DEEMED NECESSARY BY THE ASSOCIATION OR IF REQUESTED BY THE PROMOTER.

THERE SHALL BE A CLERK OF COURSE APPOINTED FOR EVERY MEETING.

IN ALL OTHER COMPETITIONS DECIDED WHOLLY OR PARTLY BY TIME THERE SHALL BE ONE OR MORE TIMEKEEPERS."

Art. 7.10 Duties of the Stewards of the Meeting - Page 71 Amend paragraph D, first sentence to read:

"AT THE END OF THE EVENT OR MEETING WHERE A LICENCED CLERK OF COURSE WAS REQUIRED BY THE STATUS OF THE EVENT OR MEETING, TO BE RESPONSIBLE FOR THE CONDUCT OF THE EVENT OR MEETING THE ASSOCIATION STEWARDS OF THE MEETING MUST REPORT TO THE ASSOCIATION SUCH MATTERS AS THE ASSOCIATION REQUIRES, ETC."

Art. 11.6 Reprimand - Page 79

Amend'to read:

"A REPRIMAND MAY BE INFLICTED ON ANY COMPETITOR BY THE STEWARDS OF THE MEETING, OR BY THE CLERK OF THE COURSE, OR BY A COURT SET UP BY THE ASSOCIATION, FOR THOSE OFFENSES WHICH ARE NOT CONSIDERED SERIOUS ENOUGH TO WARRANT A FINE OR HIGHER PENALTY."

Art. 11.12 Endorsement of Licence - Page 79

Amend the first sentence to read:

"A DRIVER MAY HAVE HIS/HER LICENCE ENDORSED BY THE STEWARDS OF THE MEETING, OR BY THE CLERK OF COURSE. OR BY THE ASSOCIATION, OR ANY HEARING SET UP UNDER THIS CODE, AS A DISCIPLINARY PENALTY IN ITSELF OR TO RECORD ANOTHER PENALTY IMPOSED."

Amend the last paragraph to read:

"IF AN ENDORSEMENT IS ENTERED DURING THE CURRENCY OF AN EARLIER ENDORSEMENT, THE LICENCE WILL BE AUTOMATICALLY SUSPENDED AND SHALL BE IMMEDIATELY RETAINED BY THE STEWARDS TO BE FORWARDED TO THE MOTORSPORT ASSOCIATION."

NOTES FOR GUIDANCE OF OFFICIALS

Item 7 Licence Endorsement - Page 91

Amend the final paragraph to read:

"AUTOMATICALLY SUSPENDED AND SHALL IMMEDIATELY BE RETAINED BY THE STEWARDS TO BE FORWARDED TO THE MOTORSPORT ASSOCIATION".

SCHEDULE A

Art. 3.4 Windows - Page 105

Delete the sentence:

"DRIVERS WINDOWS MUST BE CLOSED DURING COMPETITION OR SAFETY NET FITTED."

I W Snellgrove

GENERAL MANAGER





CAUTION! UMBRELLA FACTORY ON LEFT TEAM SUMO

As predicted this year was going to be a learning curve for the V6 Nissan Truck. The first Central Region round was the Wellington event at Ohakune. Everything went quite well during the event considering the major modifications that had taken place to the Ute in 92/93. However in the last stage it stopped for no obvious reason. It would have been obvious if it had have been carbs, points etc. But looking at a computer means as much to me as looking into a bucket of water.

Round Two was the mighty Daybreaker. There was still some doubt in my mind about the computer because the real fault was never identified. That's computers for ya. About half way through the rally I was really getting to grips with the beast when I notice a strange vibration coming through the ute and the handling was deteriorating. We discovered a broken rear rod end. Replaced this. No more problems until the end of the last stage. (Yes, the 200m board was in sight). Then bang. No drive. I knew what it was immediately. The rear link rod ends had broken and sheared the drive shaft off. This is not an-on-the-side-of-the-road repair. Number 2 DNF for 93.

Round three was Hawkes Bay. This is one of my favourite events. Everything was going fine until the last stage when I notice from the top of a hill a "Joe Public" driving on the stage. The vehicle appeared to be about 3 km away. It's amazing what can go through your mind in 3 km. Is this the only vehicle on the stage? Is he going in the same direction as the stage? Am I on the right road? So down to a dawdle and finally passed this thrill seeker about 1 km from the end.

Round Four was Wairarapa. This is also one of my favourite events. Although it hasn't been used for a few years, I remember big open roads. The truck loves these kinds of stages. Everything was going fine until, you guessed it, the last stage. Around a left hander and we are having an accident. "Look at this Robbo, no steering" and we were into the bank on the left

side. The first comment from Robbo "Why always my side?" My reply, "Because there is a 200 foot drop on my side." There is only one thing worse than breaking down in the last stage - when it is as far away from Masterton as you can get. The wind chill factor was -7 at about 25 knots. It is 5pm and you need the trailer which is back in Masterton. Some service crew have no sense of humour.....

Round Five is known to us as "Bloody Taupo". I could write a book about this event, everything from blown motors to near rollovers in touring stages. However this year was going to be different. We had all our bad luck for the season. It was going to be a good clean run looking only for a finish. After crashing our way over some of the roughest roads I have ever seen. About 7 km from the end of the last stage, you guessed it, what's that rubbing, grinding, banging noise coming from the front suspension. As I recall Robbo and I looked at each other and burst out laughing. Looking back on it now, we should have burst our crying. Don't worry folks, it was only a branch caught up in the front wheel, and we had finished Taupo. The only other concern at Taupo was that my wife just about had a coronary arrest while watching us do the Taupo Circuit stage. Felt perfectly normal from where I was sitting. (Depends on your definition of normal. Ed)

Just to briefly touch on the International. This year I again went with Taguchi in a Mitsubishi Lancer. Had a great ride. Three fastest stage times in Group N including fastest and night overall through Motu and then you guessed it, transfer case broke. Another DNF. First DNF in seven internationals. "I not complain".

Well as you can see 93 hasn't been without its problems. However on a more positive note we finished 99% of the special stage kms, didn't have any major repair bills, and had an awful lot of fun. Roll on 94.

Our thanks must go to Ken, John, Pete, Helen, Dick, Karl, Dave and the families.

Chris and Robbo TEAM SUMO

FROM OUR PAST

NOVEMBER 1983

0 YEARS

The Annual Honeypot Trial was organised by Graeme Robertson and attracted a large entry from the Wellington/Hutt Valley area Clubs. Starting in Paekakariki, the event covered the Gold Coast up as far as Otaki, before finishing in the Otaihanga Domain. John and Jenny Pierson were highest place Wellington competitor (and overall winners) followed by John Gladhill/Warren Denton 5th and Murray McGuire 6th. There were 10 entrants in total from our Club. • A Public Gymkhana was held in Mercer Street to attract new members. The Evening Post gave the event plenty of advance publicity as did the three main commercial radio stations. • Ian laming & Marilyn Pierson won the Monthly Night Trial run by Dave Humpries and Phil Moreton.

NOVEMBER 1978

5 YEARS

A Photographic Novelty Trial was organised by Rick O'Neill and won by Bob & Pauline Gardiner. • The Winter 100 Trial became the Summer 100 this year, organised by Warren Denton & John Pierson. Ray Mackie & crew from VUCC won narrowly from Murray & Heather Maguire. • Six members represented the Club at the Interclub Gymkhana held by the Wairarapa Car Club, but missed out on the top placing's, ending up 4th behind MG, Wairarapa and VUCC. • Team Macmob (the Maguires) Monthly Night Trial used the Eastern Suburbs to find a winner. Team Beaver (the Piersons) were the narrow winners. • Tony Street and Jim Robb won the Wairarapa's Closed Club Rally. • Life member, Graham McRae won the Australian Grand Prix in a GM4.

NOVEMBER 1968

Clubnight was shifted to the Martin Luckie Park parvilion as the Clubrooms was being shifted from down by Mount Albert Road to the site it still occupies today. Guest speaker at Clubnight was Mr Holder from Repco NZ Ltd. • Graham McRae's McLaren M10A had it's first victory at the Gold Star race at Bay Park in November. • Shocking weather conditions forced the cancellation of the Alexandra Road Hillclimb, much to the disappointment of the 34 entrants. • There were 19 entries for the Honeypot Trial, Wellington's contribution to the Wall Trophy series, organised by Graeme East, Kim Naylor and John Ahradsen. HVMC crews filled the first two places, with the best Wellington crew being lan & Neil Crighton who finished 10th. • Only 12 crews entered the Novelty Trial organised by John Reid. The event was won by Ed Conroy, and a BBQ was held on a Glenside farm at the conclusion. • Ecurie Triad (Peter Martin & Ian Shepherd - if my memory is correct) won the Monthly Night Trial organised by Ed Conroy. There were 18 entries.

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PALMER HEAD SEALED HILLCLIMB 1959 - 1984

PART FOUR - THE HISTORY (Conclusion)

The March 1977 event was spit into two. 10 drivers competing in a Gold Star Championship round, whilst the other 12 competed in a separate Closed Club event. Kevin Ingram in the KBI Terrapin took the Gold Star section (38.82) from Paul Barnard - Begg (39.77) and Darryl Seymour - Terrapin (43.15), with Gordon Tucker in the 1760 Escort fastest saloon (43.55). The Closed Club section was won by John Tindall in a Escort RS2000 (45.89), from Struan Robertson in a Datsun 1200 (47.15) Joe McAndrew wasn't far behind in the 1600 cc Anglia Van (49.26)

John Tindall was back again on 20 August 1977 in the Escort RS2000 to once again take FTD and a class win and a new class record (42.66). Ian Snalam in the Motoraction Lotus 1600 was second overall and fastest sports car (45.53), whilst the other class winners were Tom Doyle in a Datsun 1600SSS (51.09), Iain Mollison in a 1298 Mini (49.95) and Dick Butters in a 863 cc Mini (46.63). A smaller than usual entry and a lack of incidents allowed practice and seven official runs to be held.

Over 40 entries fronted on 23 September 1978 for what was to be part 1 of a Motorsport Weekend. There were 12 new drivers who had never competed before, and TVNZ was present to video the action. Mark Jennings took FTD in the Escort (44.43 secs), from Tony Street and Alan Harvie, whilst Class winners were Ian Matthews - Mini (51.92), Iain Mollison - Mini Clubman (50.44) equal with Tony Williams - Datsun 1200 (50.44), Simon Curry 1600 Escort (49.77). Alan Harvie took the TVNZ camera for a run up the hill in the SLR5000, for some good shots...

Tony Street entered his Escort BDA rally car in the March 1979 event, and took FTD (43.64), whilst class wins went to Struan Robertson - Mini (47.08), Peter Jensen - 1475 cc ex Jim Algie Anglia (47.09) and Alan Harvie - SLR5000 (45.26) Peter James and Martin Olsen shared a Mazda RX3 and battled all day to finish third and fourth overall respectively.

There were many new faces at the April 1980 event. A good battle between Pete Zivkovic in the 1293 Mini (44.6) and Alan Harvie - Torana SLR5000 (45.7), saw them fill the top overall placings, with Dave Glasson (47.8) and Vern Lill (48.0), both in Escort RS2000's, close behind. On and off showers, together with oil on the road, kept the times up.

In September 1980, the first Up & Down Sprint was held on Palmer Head. By starting (finishing) a little further up the hill than usual, and going past the old finish line and

into the pits area to make the u-turn, a reasonable length course was created.

Mark Jenning in the Escort RS2000 took first overall from Pete Zivkovic (1275 Mini) and Joe Me Apprex (Escort RS2000?).

But it was back to a normal hillclimb on 12 April 1981. Pete Zivkovic in the Mini (43.05) took FtD from Alan Harvie in the Torana SLR5000 (44.10). Malcolm Buchanan (DVA Imp) 47.87 taking out the other class place, and fifth overall. Tony Paroli - Mazda RX3 (45.80) and Don McLean in a smoky Datsun 1200 (46.20) slipped in between for third & fourth overall.

Another two Up & Down Sprints were held in late 1981/early 1982, but the Club decided to once again fill in the potholes (with the assistance of the Victoria University Motorcycle Club) and attempt to run a hillclimb on 21 August 1982. Unfortunately no results of this event were ever published in the Bulletin, but in view of the state of the road, I suspect no records fell. Bulletin photos showed Pete Zivkovic, lain Mollison (Toyota Levin), Peter Lundberg (Capri) and Don McLean (Datsun 1200) as having competed. However this was to be the last true Hillclimb held up Palmer Head as the road had deteriorated so badly at the bottom, it was almost impossible for competing cars to turn round to go back to the start line, so it is very disappointing that results were never published in the bulletin.

In February 1983 another Up & Down event was held. Mike Galvin was the winner this time in a Mazda RX2, from Mike Welsby (Anglia Rotary) and Warren Mueller in a 4400 cc Sigma I A further hillclimb was advertised for September 1983, but never held.

However on 17 November 1984, probably the last event to be held on Palmer Head was run. It was once again an Up & Down Sprint, and victory went to Peter Lundberg in the immaculate black Ford Capri, chased by lain Mollison (Toyota Levin) and Alan Harvie (Ford Laser Sport). Bernie Haynen provided plenty excitement in an Austin Healey.

A further event was scheduled for 1985, but an inspection of the road showed that it was no longer suitable for any sort of event, and sadly the decision to no longer use Palmer Head was made. New venues such as Hawkins Hill and South Makara, along with the old faithfuls of Alexandra Road and Houghton Bay Road, ensured that the Club still had a good choice of sealed hillclimb venues.

The final course records for the Hill would appear to be;

Saloons:	Under 1000 cc	Gareth Williams	Mini	1972	46.26
	1001 - 1300 cc	Harvey Kibble	Mini Cooper	S 1973	42.84
	1301 - 2000 cc	John Tindall	Escort 2000	1977	42.66
	2001 - 3000 cc	Ted Godfrey	Anglia	1976	42.87
	Over 3000 cc	Mick Boyle	Monaro		44.13

Beaurepaires for tyres.

Sports	Under 1500 cc	Tom Donovan	Sprite	1972	41.05
	1501 - 3000 cc	Danie Lupp	Rorstan	1972	36.76
	Over 3000 cc	R.Elwin	Tri-Ford	1972	42.40
Racing	Under 1500 cc	Graham McRae	Brabham	1968	38.37
	Over 1500 cc	Syd Jensen	Cooper Climax	1960	39.05

^{*} Still missing is the time recorded by Graham McRae at the May 1968 event (believed to have been a new record - but no results from the event have since been traced...) plus times recorded at most MG and HVMC events are not included.

The End



4AGE ESCORT MKII RALLY/CLUB CAR

Running 1600cc Toyota 4AGE 16 valve engine and 5 speed gearbox.

Professional and tidy conversion. Twin Dellortos, big exhaust, electric fan, big radiator, 3 link strengthened Atlas LSD, turreted, Bilsteins all round, big brakes, adjustable pedal box, quick rack, fuel tank over axle, internal lines, plastic windows, fibreglass bonnet, Halda twinmaster, rally seats, extinguisher, 12 point cage, etc. MANZ and MOT certified.

Very competitive on gravel and tarmac. Cheap to maintain. In top condition, ready to rally.

Corolla performance at an Escort price. \$6500 with various spares including Atlas diff housing, axles, suspension and brake parts, wheels, tyres, etc. Further spares also available, neg.

Phone/Fax Dave Leyten (04) 5266832 anytime, or Phone Steve Bain (04) 5266521 home.

1 E		2 19			3 E		4 E			5-R			
U		L			T		R			19			6
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ACROSS

- 1 Multiple winner of the Nissan Mobil Wellington Street Race (8, 5)
- Must be fitted in all rally cars in NZ.
- 10 and buried.
- # Meet your debts.
- # Area off Moonshine, used for many Motorsport events over the years.
- 18 Hang above.
- # Japanese Formula 1 engine provider.
- # Indicates male gender of french words.
- # To ... , first you must finish.

Answers to Crossword No. 4

S	С	Н	U	M	Α	С	Н	Ε	R			R	
1		Q						٧				X	
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	S		0		W		D			C			
	T		W	1	L	L	0	R	R				

ACROSS (Continued)

- 21 International Rally sponsor.
- 23 Pacific series.

DOWN

- NZ petrol brand now gone.
- You can not build your rollcage with this material.
- 3 Estimated Time of Arrival.
- A Abbreviation for "End Riots Early".
- 5 Replaced by the stereo in cars.
- 6 Given by bookmakers.
- 8 He gets your Toyota handling right. (5, 4)
- 9 Tom Doyle won one of these in Trialling.
- 13 Red, white, or sparkling.
- 14 8 Down helped Manfeild circuit.
- 15 A famous British marque.
- 17 The top few.
- 22 Automobile Association.

MOTORING NEWS CROSSWORD

NO. 5

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DECEMBER 1993



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

WELLINGTON CAR CLUB INC.

P.O. BOX 5142 WELLINGTON

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CHASSIS ALIGNMENT
SEETAL SPRAYBAKE OVEN

"We can spray all makes of cars to the correct factory specifications"

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CENTRAL CITY LOCATION 21 Vivian St

WN 385 8549

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.

Chris Holmes

Chris is a student from Wainuiomata. He drives a Mk1 Escort 2000 and a Corolla GL. Even though Chris has not raced before he helps on Joe McAndrew's service crew.

Martin Fothergill

Martin is a photolithographer. He lives in Newlands. He has not raced before but is interested in speed events and trials.

Alex Wilson **Upholsterer**

All Auto, Marine, Domestic repairs and recovering work undertaken quickly and efficiently.

Free quotes given.

Enquiries - 31 Rex Street Miramar. Phone - 3881926



WELLINGTON CAR CLUB(INC)

Telephone 389-2309 P.O. Box 5142, Wellington Affiliated to the Motorsport Association of New Zealand ((Inc.)

(Please do not phone after 9pm)

EXECUTIVE COMMITTEE		4/0 2224	
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VICE CLUB CAPTAIN	Richard Stevenson	388 6006	
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TREASURER	Mike Hodgetts	476 3450	472 7666w
COMMITTEE	Andrea McAndrew	478 7934	
COMMITTEE	lan Parkinson	237 9624	576 6999w
	Bernie Keith	383 7468	385 9392w
	Paul Taylor	478 0952	384 8029w
	Scott Humphreys	388 6202	025440447w
	Jennie Smith	383 6385	389 7015w
	Jody Seabright	478 3782	473 7577w
	Tony Pepperell	475 8995	498 2217w
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CLUBROOMS & EQUIPMENT	Jody Seabright	478 3782	473 7577w
BAR	Richard Stevenson	388 6006	
SOCIAL	MCINING DESCRIPTION	300 0030	11 11 1
WMSA REP			ON'T TAKE

CLUBROOMS

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

SUBSCRIPTIONS

\$45.00 plus GST Ordinary Members and Husband/Wife

\$30.00 plus GST Members under 18 years of age

\$30.00 plus GST Country Membership

\$35.00 plus GST Associate Membership

(All of the above include Motorsport Capitation Levy)

\$10.00 plus GST Joining fee for New Members

DEADLINE FOR COPY OF MOTORING NEWS IS CLUBNIGHT

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

Motoring News is printed by SNAP PRINT, 89 Thorndon Quay, Wellington

Competition Calendar

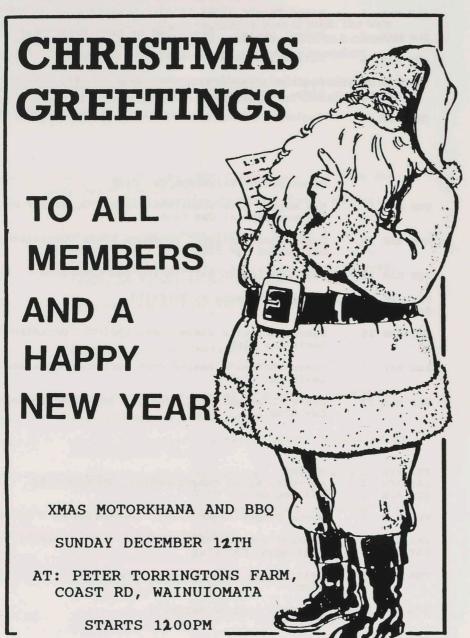
The following consists of event details received at time of print. The Vice Club Captain maintains a current file of all event information as it comes to hand and we suggest you contact him should you require an update.

Cancellation notices for Wellington Car Club events will be notified on Radio 2ZB as part of their usual cancellation service, or phone Cancellation 525 45454 (65c per minute).

ECEM	BER	12	Night Trial HT - Ex HVMC Clubrooms - K & P Te Punga Motorkhana (Levin) ST Circuit Sprint (Harbour Capital) Club - Manfeild
SAT	JAN	15	Regional sealed bent sprint, Old SH 2. Organised by Wairarapa Car Club
SUN	JAN	16	Duncan McKenzie sealed hillclimb, Admiral Road. Organised by Wairarapa Car Club
MON	JAN	17	WMSA meeting at Hutt Valley Car Clubrooms.
SUN	JAN	23	Autocross
SUN	JAN	30	Manfeild International Race
TUE	FEB	1	Honda Trophy night trial. Organised by W Gair.
SAT	FEB	5	Midnight Wander. Rotorsport.
SAT	FEB	5	Gravel bent sprint, Puketiro Road. Organised by Wairarapa Car Club
SUN	FEB	6	Gravel hillclimb, Tea Creek. Organised by Wairarapa Car Club
SUN	FEB	13	Braille trial. Organised by Wellington Car Club.
WED	FEB	16	Classic race at Manfeild
THU	FEB	17	WMSA prizegiving at Hutt Valley Car Clubrooms.
SAT	FEB	19	Kim Naylor Autocross/Motorkhana. Organised by Hutt Valley Car Club
SUN	FEB	20	Regional Kilburnie Street sprint. Organised by Wellington Car Club
SUN	FEB	27	Autocross at Kapiti autocross track. \$10 entry fee, BBQ. Scrutineering at 11:30am. Organised by Cathy Arrowsmith.

	Honda Trophy night trial. Organised by J Tennent
TUE MAR 1	
SUN MAR 6	Gravel sprint. Organised by Hutt Valley Car Club
SUN MAR 6	National race at Manfeild
SAT MAR 12	Regional standing quarter mile sprint, Francis Line. Organised by Wairarapa Car Club
SUN MAR 13	Regional flying quarter mile sprint, Francis Line.
	Organised by Wairarapa Car Club
SUN MAR 19	Kim Naylor Motorkhana/autocross. Organised by Harbour Capital Car Club
MON MAR 20	Gravel bent sprint, Boomrock Road. Organised by Wellington Car Club
TUE MAR 21	WMSA meeting at Hutt Valley Car Clubrooms
FRI MAR 26 SAT MAR 27	Rotorsport Mazda at Manfeild
SAT MAR 26	Duncan McKenzie sealed bent sprint. Organised by Levin Car Club
SUN MAR 27	Duncan McKenzie sealed bent sprint. Organised by Levin Car Club
SUN MAR 27	Gravel bent sprint, Pekapeka. Organised by Kapiti Car Club
	210000
FRI APR 1 SAT APR 2	National speed championships. Organised by
SUN APR 3	Wellington Car Club
TUE APR 5	Honda Trophy night trial. Organised by P Te Punga
FRI APR 8 SAT APR 9	Central region rally, Ohakune. Organised by Wellington Car Club
TUE APR 15	Wall Trophy night trial. Organised by Kapiti Car Club
SUN APR 24	National race at Manfeild
FRI APR 29)	
SAT APR 30)	MANZ conference, Wellington
SUN MAY 1)	minu consecutor, norsangeen

CHRISTMAS PARTY & BBQ FAMILY DAY



BYO FOOD AND REFRESHMENTS

AUTOCROSS FUN DAY

27th February 1994

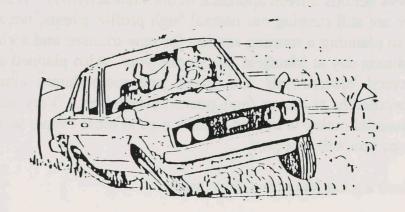
Kapiti Autocross Track
(behind Southwards Car Musuem)

Entry fee \$10

Scrutineering 11:30am

Come along to this low key fun day and have a good time without feeling threatened by the "Big Boys". There will be a Bar-B-Que weather permitting.

Organised by Cathy Arrowsmith



CONGRATULATIONS

Steve Law: Winner of the Shell Ultra Challenge Scholarship. A two year scholarship worth \$150 000.00.

Ian Macleman: Finalist of the Shell Ultra Challenge Scholarship.

Good luck guys with your scholarships and your future careers in motorsport.

FROM THE TOP

Xmas is fast approaching and as usual the club has a busy calendar, helping out the Nissan Mobil and working towards the Xmas Motorkhana and BBQ. We hope you will come along and bring the family. There will be things to do for everyone.

1994 heralds a fresh approach to our club activities. Whilst we are still running our normal 'high profile' events, we are also planning a training session for new trialists, and a club training day at Manfield later in the year. Also planned are several 'closed club' autocrosses and motorkhanas aimed specifically at newer (and poorer!!) members. Very little financial outlay is needed to have a go at these events so we hope you will take part.

Have a great Xmas and drive safely.

Jane Black

Motorsport Association of New Isaland Inc.

CIRCULAR

OF 26 OCTOBER AND REPLACE WITH THIS ISSUE. WE REGRET ANY INCONVENIENCE All Clubs DATE:

THE FULL, TEXT OF THE SUPPLEMENTARY REGULATIONS IS ATTACHED FOR YOUR INFORMATION. AMENDALENTS TO EDITION 24 MOTORSPORT MANUAL SUPPLEMENTARY REGULATIONS PART ONE Page 151
Applicable to all races. Stewards Clerks of Course Technical Officers 10:

Hem 2.6 Cancellation of Bace Amend the final bracketed sente

Scrutineering will be in accordance with Formula schedule for the car . . . Item 3.1 Scrutineering Amend the text to read:

Hem 3.4 Amend the first sentence to read:

Item 3.4 (c) 2 Amend to read:

7:8.1 Grid Starts - Starts by Flag:
The Starter will mount the days and raise aloft the starting flag and hold it utterly motionless for:
Not less than 4 seconds and not more than 7 seconds.

Between 4 and 7 seconds the Starters will drop the flag to start the race.

Ord Starts - Starts by Lights:
The Starter will mount the dats and will switch on the red light for:
Not less and 4 seconds and not more than 7 seconds.

Between 4 and 7 seconds the Starter will switch on the green light to start the

Note: Where starting lights are employed, should an amber light be switched on after the red light is shown, then the 'start delayed' procedure will apply.

7:8.3 Rolling Start:
Procedure - Cars will assemble on the Storting Grid. prior to the start, a warm-up lap will be undertaken: 20 seconds or less after the first car returns to the Starting Grid, the field will be flagged away for the 'Rolling Start Lap' behind the 'Safety Car'.

Drivers must maintain their grid positions until the starting signal is given, driver in position on the grid bia mable to take part in the start shall indicate or predicament by raising an arm vertically out of the window. The marier will

7:10 False Start: Any car which has crossed u's grid line before the starting signal has been given or which is moving forward when the starting signal is given, shall be deemed to have made a folse start and shall be penalised.
7:11 Starts from Pits: 2 Minutes before starting time, the pit exit will be closed. Any car

7:11 Starts from Pits: which is still in the pus can start from the pits, but only under the direction of the Marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is after the start line: Cars will join the race when the whole field has passed the pit exit on it's first racing lap.

Where the pit exit is before the start line: Cars will join the race as soon as the whole field has crossed the line after the start has been signalled.

Start procedures which by virtue of Circuit construction do not fit into this Rule, must be set out separately and clearly in Supplementary Regulations Part 2 issued by the Circuit.

7:12 Multi-Part Events: To be eligible to start in the second or subsequent part of a multi-part event, a driver (in that ear) must have come under Starter's Orders in each of the preceding part(s), unless otherwise stated.

Evacuation of Signalling Bay during Races: Where a Signalling Bay is adjacent to the starting grid. It must be evacuated of all personnel immediately prior to the start of each race. Once the race has started and the cars have left the starting grid, up to two persons per cartleam whom shall wear some clear form of identification, will be permitted to re-enter the signalling bay area.

7:14 Drivers Briefing may contain amplification of the elements of starting procedure to be

Item 11.3 Delete the words ". . . . at the end of the set time." from the last line of this text.

Item 11.5 Delete existing text, replace with:

"To be classified as a finisher, a car must cross the finishing line under its own power within four minutes after the signalling of the finish of the race and have covered at least 80% of the distance achieved by the appropriate class winner."

Page 157

Safety Cars: A safety car will be brought into operation to neutralise the race should the Clerk of Course so decide. The Safety Car Regulations printed in Appendix II Safety Cars will be deemed to be part of these regulations.

To update the existing text to coincide with Appendix P Portfolio and to clarify items as requested by the event organisers.

GENERAL PRESCRIPTIONS APPLICABLE TO ALL MOTORSPORT ASSOCIATION RACING CHAMPIONSHIPS Page 159

THE FULL TEXT OF THE GENERAL PRESCRIPTIONS IS ATTACHED FOR YOUR

The title is amended by the addition of the words "or series" or the end of the title.

Preamble

*These General Prescriptions are to be read in conjunction with the Supplementary Regulations and the respective Championship or Series Articles and Regulations.

A Series in the context of these prescriptions is defined as any series which has received the Motorsport Associations official sanctions in accordance with the National Sporting Code Articles 2.21 and 2.52.

Art. 1 Mufflers

Delete the second sentence and replace with:

The only exception to this being Formula Atlantic/Brahham which is 100/B(A).

All other text in this article remains.

Art 2.1 Fuel
Amend the first line to read *Unleaded 91RON

Arnend to read. Unless otherwise provided a numinum of eight banafide entries lodged with the organiser shall be deemed to constitute a championship or series race.

National Sponsorship Amend the first puragraph to read:

The Motorsport Association retains the right to negotiate and/or approve national sponsorship of any championship or series on such conditions that may be appropriate, and further, amend the articles of any championship or series accordingly.

Pace Car Control Amend to read.

Safety Car Control The organisers reserve the right to introduce the safety car into any race whenever deemed necessary by the Clerk of the Course."

Championship/Series Points Leader Identification Delete this article entirely.

Replace with new Article:

It is contrary to these Prescriptions to use any devices intended to heat (warm) tyres throughout the Meeting. The use of any product (liquid or otherwise) designed to soften or after in any way the tyre compound is BANNED.

To clarify the purpose of the General Prescriptions and incorporate decisions taken.

APPENDIX B SCHEDULE OF FEES AND CHARGES

From item 8 Administration Fees, Annual Subscription, delete the line "Club - per member \$1.00 0.13 1.13."

		GST	Total
- 0-50 members	50.00	0.25	50.25
- 51-100 members	100,00	12.50	112.50
	150.00	18.75	168.75
- 101-200 members	300.00	37.50	337.50
- 201-400 members	450.00	56.25	506.25
- 401-600 members	750.00	93.75	843.75

Reason for amendment. To incorporate a decision taken at the 1993 Annual Council Meeting and simplify the process.

We enclose an updated copy of the Schedule of Fees and Charges for your Secretary/Treasurers use.

GENERAL COMMENTS

have immediate effect. Please make the changes to your copy of Edition 24 Motorsport Manual.

We remind all that in keeping with the policy of cost efficiency the next Edition of the Motorsport Manual will not be published until construct stocks of Edition 23 are fully depleted, the anticipated date of the next Edition is currently forecast as March/April 1994. We regret any inconvenience to clubs and members these amendments cause.

I W Snellgrove GENERAL MANAGER

capt call

well alexrander rd has been and gone. what a great success eh. many thanks must go to iain mollison for organising another well run event. also a big thank you to all the marshalls who gave up their time to marshall in less than wonderful weather. there was a fair bit of action to see though. dont forget about the christmas bbq and motokhana at peter torringtons farm on the 12 dec. it will be great fun. see the ad later in this mag. have a great christmas and new year and if your drinking dont drive. see you next year.

SUPPLEMENTARY REGULATIONS PART 1 Applicable to all Races

PREAMBLE

PREANIBLE:
Race: A competition where two or more cars are started simultaneously from the same starting line and over the same course, and in which the winner is the competitor who first completes a specified distance including any handicap credit or who completed the greatest distance in a specified time.

1. ADMINISTRATION:
1.1 All Race Medinies in New 7-2480.

1. ADMINISTRATION:
121 All Race Meetings in New Zealand are held under the provisions of the National Sporting Code of the Motorsport Association and any relevant regulations, prescriptions or specifications relating

These are to be read in conjunction with Appendix P

(Portiono).

1:2 Regulations: Common Regulations apply to all Race Alectings regardless of status and are deemed to be Part. Lof the Supplementary Regulations for all Meetings

For non-Championship Events an Addendum to Part 1 will be those Regulations issued by individual

Organisers which contain

Entry fee and closing date of entries

Prize monies (where applicable)

Part 2 of the Supplementary Regulations in the car

of Motorsport Racing Championship events is the

'Acceptance of Entry', and will contain the followin

Officials of the Meeting

Officials of the Meeting
Time & venue of Scrutineering & Documentatio
Schedule of practise both unofficial and official
Race Day Schedule
Location and time of Drivers Briefing
Organisers have the option of merging as appropria
the information to be contained in the Addendunian

part 2.
3. Officials of the Meeting: The Addendum or part 2 Supplementary Regulations shall contain the names of Stewards, Clerk of Course, Assistant Clerks of Course, Julyes, Competition Liasson officer, Chief Scrutineer and other Officials, as

Competition Licence Requirements: Persons participating must be holders of the appropriate Motorsport Association licences. For National Races the nunimum is a National Grade

ompetition licence

For International Races competitors must present

a) Competitors (entrants) Licence
b) International Grade competition licence
Additionally for International events entered on the FIA calenda

Jical Certificate

c) Medical Certificate
d) Overseas drivert must present a Visa to compete
from their parent Association
1:5 Abandoninent or Cancellation of the
Meeting: The Organisers reserve the right to

postpone or abandon any or all of the events in consultation with the Motorsport Association and/or ards of the Even

2. ENTRIES:
2:1 Entries, Dates & Fees: Entries shall be acceptable only if made on the official forms fully completed, accompanied by the relevant fees and be lodged at the specified office of the Organisers between the date of publication of these Regulations and the closing date of entries as detailed in the addlerndum or Pari 2 hereof.

Late entries may be received after closing date at the

discretion of the Organisers as set out in the Addendum or Part 2 Supplementary Regulations.

2. Number of Entries: Each Organiser reserves the right to stipulate the maximum number of entries for each event, subject to the requirements of the

Miniursport Association.

2:3 Cruss Entries: A driver may drive only one car and not more than one driver may drive the same car in one race unless supplementary. Regulations

Dial Driver Entries: Unless otherwise specified in Supplementary Regulations for each Meeting, only one driver per ear may be nominated except where a car is entered in more than one

except where a car is entered in assire than one category or formula of competition.

25. Conditional Acceptance: In the event of the number of entries exceeding the maximum number of staiters, the Organisers reserve the right to accept entries conditional. Organisers may accept entries on such conditional organisers may accept entries on such conditions as the Organisers, at their sole discretion, impose

2:6. Caincellation of Race: The Organisers reserve the right to cancel any race should less than ten entries be received by the closing date (for races forming part of a Motorsport Championship or Son timed Series refer to Goncial Prescriptions applicable to all Motorsport Association Racing Championships or Series)

2:7. Refund of Entry Fees: If a withdrawal is made before the Meeting and officially nortified to the

Refund of Entry Fees. If a windirawal is made before the Meeting and officially notified to the Raile Secretary, and such withdrawal is accompanied by unused gate tickets, a refund will be paid at the discretion of the Organising Committee. These will be no refund once a car has officially practised. the no retund once a car has tribularly presented unless in special circumstances and such decision will be made at the discretion of the Organising Committee. All applications for refunds must be in Committee. All applications for refunds must be in the hands of the Race Secretary no later than 28 days

SCRUTINEERING & DOCUMENTATION:

Scrutiny: Scrutineering will be in accordance Schedule A and/or where applicable Schedule the Formula schedule for the car and unless

specified otherwise all cars must be submutted to the scrutineers before practise and thereafter where and when required including post-race scrutiny 3/2 - 400-cumentation: All competition licences appropriate too the event and Club membership card

appropriate too the event and must be produced for inspection. An approved vehicle log book must be produced at

An approved venicle log dook and be proved as scrulinecting.

3:3 Cars to be Complete: The onus is on the individual competitor to present his/her vehicle for scrutiny, at the appropriate times, in a complete and finished state, in 'ready to race' condition, and with competition numbers and all intended advertising in

place.

3:4 Competition Numbers: Competition numbers will be allocated to each car.

Competition numbers should only consist of two digits unless by prior agreement in writing with the Misoraport Association General Manager, P. O Ilox 3793, Wellington.

3793. Wellington
a) The figures of the competition numbers shall be black on a white background or white on a black background unless otherwise specified in Class Regulations.
b) The figures shall be of the classic type shown better.

1 2 3 4 5 6 7 8 9 0 c) On Single Scarers:

On Single Senters:

1) The minimum height of the figure shall be 23cm wide with a stroke of 4cm wide.

11) The background shall be at least 40cm wide.

and 31cm high.

i) The minimum height of the figures shall be 28cm with a stroke of 5cm wide.

ii) The background shall be at least 50cm wide.

and 38cm high.

e) Numbers shall be displayed.

On the front doors or alongside the cockpit on both sides of the car. With Formula Atlantic

both sides of the car. With Furmula Atlantic cars, the numbers may be displayed on the side plates of the rear wing.

ii) On the nose of the car, legible from the front. In the event that a car does not conform to the above rules, the Organisers.

1. Will not accept any responsibility to furmish lap times:

2. Will not accept any responsibility for the currect placing of a car in the official results. Should either of the above stipulations prove unacceptable to a prospective entrant, then the entry will not be accepted by the Organisers.

No Protest may be lodged or accepted on the conformity or otherwise of competition numbers voice.

Note:
Pernanent racing numbers for all Champiouslip and
Series calegories are allicated by Mrs. W. Lester,
P.O. Box 1959, Palmerston North. Applications for
perimanent racing numbers must be received by 31st
August each year. A \$5 foe should accompany each

Advertising: Any requirements concerning

advertising on competing cars will be contained in the Supplementary Regulations or Appendix P and/or the appropriate Championship Articles. The Organisers have the right to disallow any unsuitable advertising. It is recommended that entrants in any likely problems, before race day. The location of advertising on whicles will be subject to the approval of the Chief Scrutineer at acrutineering. Entrants are advised to ensure that advertisements are well clear of the whicle's racing numbers wherever they are placed. The Promoters reserve the right to place one or more decals on each whicle advertising the Meeting or the Series Spusins. The space requirements for any such decals will be specified in the Championship Atticles, Supplementary Regulations or Appendix P. Failure to carry these decals will cause the competitor concerned to further any punits accord at that Romal.

In Motorsport Association Championship events, the rights are reserved to place two additional logos or

In Motorspoit Association Championship events, the tights are reserved to place two additional logics on all competing cars.

3.6 Examination for Eligibility: Should the Clerk of Course and/or the Technical Officers at any time suspect that the car does not comply with the Regulations, they may so advise the Entrant and/or Pit Manager and/or Driver thereof, and failing receipt of an adequate capitanation which they, in their solic the retion, consider satisfactors, they may require the car to be dismantled sufficiently to be examined on the points in question.

3.7 Accidents and Serutineering: Any body damage incurred during practice or racing may necessitate the car being black-flagered and returned to the principle of the pits forthwith for examination by the Serutineers.

Following rectification (if any) such car may rejoin the race at the discretion of the Clerk of Course upon advice from the Chief Serutineer.

Cars writhdrawn from practice or race due to accident damage are required to be returned to the scrutineering bay for examination by scrutineers. They will not be released to competitions other than upon the direction of the Chief Scrutineer.

4. BRIEFING
4:1 Drivers' Briefing: The Clerk of Course or his nominee only may brief drivers on important points or to amplify instress regarding the conduct of the Meeting. In the event that, after practise, the Clerk aree wishes in brief drivers further. meeting may be called at the time and place will be notified to drivers.

If he notified to drivers impetitors who fail to attend these brictines may be nalised. The time, place and method of briefing is ntained in Supplementary Regulations part 2.

PRACTICE

Setutiny is Compulsory; No vehicle will be initied to practice without first having been ported by the Setutineers. Practice Times: Practice sessions times will

be advised in Supplementary Regulations Part 2.

be advised in Supplementary Regulations Part 2.

5:3 Practice is Compulsory:

a) Unless specifically permitted by the Clerk of Casme, all drivers shall complete a minimum number of timed practice laps.

b) A diver may qualify one car only but has the right to drive several cars in practice provided that they are entered by the same Entrant; and they are passed scrutineering.

c) in the case of drivers who fail to appear for practice or do not practice and have raced on the circuit previously, permission to race on race day may be given, but only at the discretion of this Stewards of the Meeting. If granted, such drivers will start from the rear of the grid.

and Stotoroppid Assistation Championship events will start from the rear of the grid.

b) The minimum length of practice periods for Motorsport Assistano may be allowed to start from the rear of the grid.

c) The minimum length of practice periods for Motorsport Assiciation Championship events appear in the Championship Association. Racing Championships.

Championships
Discretionary Practice: The Clerk of Course
may, at his discretion and in exceptional
circumstances, permit further untimed practice

STARTING POSITIONS

6. STARTING POSITIONS:
6.1 Starting Positions will be determined by:
a) Practice times, or previous race, or
b) Handicap, or
c) Finishing order in a preceding race, or
d) Lap times achieved in practice or race, fastest
cars being to the front, or
e) Current positions in a Championship.
f) Seeding based on performance.
6.2 Unless otherwise stated in Supplementary.
Regulations Part 2 Art.:1 (d) will apply.
6.3 When starting positions are determined by
practice times:

6:3. When starting positions are determined by practice times:

a) Only those times established by a driver in a careligible, and which they intend driving in the race, will be recorded.

b) All cars in an event must be given the opportunity to practice with cars of the same Class of 4 When identical times are recorded by more than one driver in the official practice session for that race, the driver first achieving such a time will receive the superior starting position.

6:5. A decision as to the number of warm up laps will be made by the Clark of Course and drivers will be most field accordingly before the leave the paddock.

6:6. Display of starting positions at the office of the Race Secretary and/or Chief Paddock Official will be considered notification to all drivers.

6:7. Starting positions shall be notified at least half

an hour before the start, except when the finishing order in one event affects the starting positions in a subsequent event scheduled to start less than half an hour after the finish of the first event. In such instance, the starting positions shall be notified as soon as practicable.

6.8. Cars will form up on the (Dummy Grid) Assembly Area under the directions of the Grid Marshals.

Marshals

6:9 When the order is given, ears will be moved
from the Assembly Area to the Starting Grid. The
ears may be pushed or drive.
It is not required that the circuit be "closed". Should
the cars be driven to the Grid, a Control Car may be

the cars be driven to the Orio, could be lead the conviy.

6:10. Fach car will be allocated it's pie determined position on a starting grid. It will be the responsibility of the driver to ascertain that position, and to place his car in the current position not less than two minutes before the start, unless instructed not to do so by an official specifically appointed to

control the start.
6:11—It is not permitted to change tyres between leaving the assembly area and the start of the race, except in the case of force majeure (puncture, obvious damage) or if the Clerk of Course continus that the track is not completely dry. No artificial fleating devices, including special covers to retain the lieat may be used during this period.

7. STARTS: Cars will be called to the Dunimy Grid mediately following the release of the preceding

race field onto the circuit
7:2 Car shall assemble Car shall assemble on the Dummy Grid in

Interorder.

Drivers shall be seated in their cars by the end
the last lap of the preceding race. The Grid
fetal will give notice of this.

When the last car in the preceding race has
seed the Finish Line, the Grid Official will give

crossed the Finish Line, the Ori Orlicia and get-the signal in start engines.

7:5 The Grid Official will release the cars onto the Circuit behind the Control Car for the warning lap. Grid positions shall be maintained during this lap.

7:6 The cars will follow the control car around the Circuit, and stop in their allocated positions on the

7:7 Immed

starting grid.

7:7 Immediately the pole car is in position, the 30 second board will be shown to signal the start is

miniment.
7:8. The signal to start will be given by green light or flag drop (Sec 7.9 and 7.10).
7:8.1. Grid Starts - Starts by Flag: The Starter will mount the dats and raise aloft the starting flag and hold it utterly motionless for: Not less than 4 seconds and not more than 7 seconds. Between 4 and 7 seconds the Starters will drop the flag to start the race.

flag to start the race.

7:8.2 Grid Starts - Starts by Lights: The Starter will mount the dats and will switch on the red light

Not less and 4 seconds and not more than 7 seconds. Between 4 and 7 seconds the Starter will switch on the green light to start the race.

Note: Where starting lights are employed, thould an amber light be switched on after the red light is standard, then the start delayed procedure will apply.

7:8.3 Kolling Start: Procedure Cars will assemble on the Starting Grid, prior to the start, a warm-up lap will be undertaken. 20 seconds or less after the first car returns to the Starting Grid, the field will be flagged away for the 'Rolling Start Lap' behind the 'Safety Car'.

Divers must maintain their grid positions until the starting signal is given.

7:9 Any driver in position on the grid but unable to take part in the start shall indicate his/her prelicanism by tassing an arm vertically out of the window. The starter will then take the appropriate action.

predicament by raising an arm vertically out of the window. The statier will then take the appropriate section.

7:10 Enles Start: Any car which has crossed it's grid line before the starting signal has been given or which is moving toroxid when the starting signal is given, shall be deemed to have made a false start and shall be penalised.

7:11 Starts from Pits: 2 Minutes before starting signal is given, shall be deemed to have made a false start and shall be penalised.

7:11 Starts from Pits: 2 Minutes before sharting signal is still in the pits can start from the pits, but only under the direction of the Marshals. It may be moved to the pit exit only with the direct in position.

Where the pit exit is offer the start line. Cars will join the race when the whole field has passed the pit exit of start has been signalled. Start procedures which by virtue of Circuit communition do not fit into this Rule, myst be set out separately and clearly in Supplementary Regulations Part 2 issued by the Circuit.

7:12 Multi-Part Events: To be eligible to start in the second or subsequent part of a multi-part event, a driver (in that car) must have come under Starter's Orden in each of the proceding part(s), unless otherwise stated.

7:13 Executation of Signalling Buy thining Races: Where a Segnaling Bay is adjacent to the starting.

7:13 Evacuation of Signalling Bay thating Races: 7:13 Evacuation of Signalling Bay thiring Rares: Where a Signalling Bay is adjacent to the stating grid. it must be evacuated of all personnel immediately prior to the start of each free. Once the race has started and the cars have left the starting grid, up to two persons per car/fearn whom shall wear some clear form of identification, will be permitted to re-enter the signalling bay area.
7:14. Drivers literaling may contain amplification of the elements of stating procedure to be used including all time signals.

R. PIT REGULATIONS
8.1 Drivers may receive assistance only:
a) At the pits or paddock
b) From officials
R.2 Refuelling and work upon the cars, other than
by a driver or officials may be carried out only at the

nits or in the paddock unless otherwise specified in the appropriate Articles or Regulations for that type

of car.

8.3 Any driver intending to leave the course, or to enter the pit pr paddock area, shall signal their intention in good time and shall satisfy themself that

intention in good time and shall sairisty increase. That it is safe to do so.

8:4. During the practice sessions and the race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be exclusion from the race, or the relevant practice session. This would not preclude any such other penalty as the Stewards may apply. When approaching or leaving the pits, cais must do so between the pits and the yellow line painted on the track and are not to cross this linguistic reponning the circuit. On feaving or entering the pits after a crossing the yellow line him see, crossing the yellow line will much penalties.

the yellow line will incur penalties.

8.5 A pit exit shall be controlled by red/green lights during practice. For racing, a flashing yellow light shall be at the track exit from the pits.

9. TRACK REGULATIONS

9. TRACK REGULATIONS
9:1 Except while on the track, no competing carsulal be driven at speed exceeding 15kp/h without the specific permission of the Clerk of Course, 9:2. Any while which shall have left the track with all four wheels shall rejoin the track at the nearest point to ear from it, compatible with safety 9.3. Should a driver be competited to stop the carsten involuntarily or for any other reason, the carsten involuntarily or for any other reason, the cars.

9.3. Should a direct be compelled to stop the car, when its long the rate when involuntally or tor any other reason, the car shall be moved off the track as six in as practical so that it's presence does not constitute a danger, the direct miss retire to a safe position. If the direct is not able to move the car out of the officials to assist in that case if the direct succeeds in retaining the car without any other external below in retaining the car without any other external below of the regulations and without gaining an advantage time. and rejoins the race willing committing any breach of the regulations and without gaining an advantage from the preceding movement of the car to a safer place, they will not be excluded from the race. 9:4. No vehicle able to pracerd under it's own power shall be stopped either on the course or the verges of the track, but shall proceed to the pits or midded.

verges of the track, but shall proceed to the pick of paiddick.

9:5. No competine vehicle shall be diven in the reverse direction except for the minimum distance to improve it from an unexpected situation and then only under official supervision.

9:6. The pushing of a car by the driver or by another competing car along the track or pushing it a cross the furthing line is not allowed and will entail minimilate reachings of the car to cause concerned wave as provided in 9.3.

9:7. All races will be run in the direction specified on the track become.

9:8. The finish line must be marked on the track lines of the regulations provide otherwise, it will not extend beyond the actual track edges and thus will not include the pit lane.

9:9. A driver shall, at all times, drive in a manner

compatible with general safety and any penalty incurred under these Regulations shall not prevent any appropriate action in respect of careless of

reckless driving.

10: FLAG SIGNALS:
10: Officials' signals will be conveyed in drivers by the Indiowing flag signals.

1) National flag or red/green lights: Start

b) Blue flag - Stationary: Another competitor is following you close by.

c) Blue flag - Waved: A faster car behind you is trong to or is about to overtake.

d) White flag - A service car or slow moving car is on the circuit. The white flag should be waved to indicate the sector of the track that the slow moving vehicle is in, and should be held stationary which the vehicle is in the next sector.

C) Vellow flag - Stationary: Oninger, NO OVERTAKING and prepare in slow down be prepared to stop if necessary. NO OVERTAKING.

be prepared to stop if necessary. NO OVERTAKING

g) Yellow flag with Red Stripes - Stationary:

Slippery surface ahead
h) Yellow flag with Red Stripes - Waved: Slippery

h) Yellow hag with Red Stripes - Waved: Slippery surface imminent.

Green Flag - All clear, at the end of a danger area controlled by vellow flags. It can also be used to signal the same of a nonround lap.

J) Red flag - The race has been simpled limited included with maximum caution to pits a start line, obeying Masshal's instructions, and be prepared to stop should the track be blocked.

k) Black flag with Orange Disc displayed with White Number: A warning of apparent mechanical failure or of a five which might not be obvious to the driver. The car concerned must call at it's pur for repous on the next lap.

obvious to the driver. The car concerned must call at it's pit for repairs on the new lap.

1) Black and White Rectangular flag spit diagonally and displayed with a White Number: A worning to the driver of the car bearing the number, that their behandour is suspect and that they be Blackflagged on further repairs.

m) Black Flag display with White Number: The driver must stop at their pit within one lap of receiving the signal and repair to the Clerk of Course. A penalty of exclusion may be enforced by removing a car from the race by display of the Black Flag.

n) Black and White Chequered Flag: End of Race or Finish.

10:2 If these flag signals are replaced by signal ights, the lights must be approved and detailed in supplementary Regulations 0:3. At an incident where the track is obstructed, or

Marshals are working at the trackside, the following signals should be used:

a) A STATIONARY Yellow at the post before a

b) A WAVED Yellow at the post immediately

receding the incident.
STATIONARY Green at the post immediately

after the incident.

(i) If the incident is well off the track and Marshals are not working at the trackside, the incident may be indicated by a stationary yellow, followed by

Mathematy green.

Overtaking is an offence from who Vellow Flans are displayed until the Green Flag is

DETERMINATION OF THE FINISH

The finish signal will determine

11:1 The finish agnal will determine the conclusion of a competition.
11:2 In the case of a race over a set distance, the winner shall be the competitor who covers the distance in the least time and the end of race storal will be displayed when the first competitor completes

distance in the least time and the end or race scene-will be displayed when the first competitor completes the sad distance.

11:3 In the case of a tace for a set time, the symmetric will be the competitor who crivers the greatest distance in that time, and the end of race signal will be displayed to the leading car.

11:4 After receiving the end of race or practice signal, cars will maintain station and proceed at a reduced speed for a complete lap, unless the Supplementary Regulations Part 2 specify that only port of a lap shall be covered.

11:5 To be classified as a l'inisher, a car must cross the funchment line under it so was posses within the four munites after the signalling of the linish of the tare and have covered at least 80%-of the distance achieved by the appropriate class sinner.

11:6 Should the end of the race signal inadvertently or otherwise be displayed before the leading vehicle completed the scheduled number of laps on before the prescribed race time has been completed - the race will nevertheless be deemed to end at the moment the signal is given. Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct number and the competitor will be classified accordingly.

accordingly. 11:7 Dead Heats: For any classification, dead 11:7 Dead Heats: For any classification, dead-heats will result in points gained or awards shared equally. Thus, if third and fourth places cannot be separated their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth. 11:8. This in Championships, Cups, Trophics or Series:

Series: the Regulations provide otherwise, the classification in a Championship or Series which has resulted in a tie, will be determined by taking into account, firstly, the number of first placings obtained and progressing down the finishing positions in all the events counting for the Championship or Series until the tie is broken.

It an equal result is still obtained, the Motorsport Association shall, after taking into account such consideration as they doen to be desirable anil/or

convenient, either declare a winner OR declare two or more drivers (as may be appropriate) to be equal winners of the Champtonthip 11:9 Provisional Results: In accordance with the National Sporting Code, the Provisional Results will be posted as soon as possible after each race and in the absence of any Protest, will become final after the appreciation of 10 mounts. o of 30 minutes

the expiration of 30 minutes.

12: "CODE OF DRIVING CONDUCT:
12:1 During the race, a car alone on the track may use the full width of the track. However, as ason as it is caught up on a straight line by a car which is either temporarily or constantly faster, the driver shall given the other vehicle the right of way by pulling to one side in order to allow five passing on the other side.

12:2. Any driver appearing not to be making adequate use of the car's rear view mirror, or driving in a manner which even if unintentimally appears consistently to hinder or discourage another driver weeking to pass, may be halted by display of the black flag or otherwise penalised.

12:3. Curves, as well as the approach and exit zone thereof, may be negotiated by the drivers any way they wish, within the limits of the track. Overtaking, according to the circumstances prevailing, may be done either on the right or on the left. A driver will be considered to have prior claim to the normal line through a corner unless in the cruirse of a mirinal approach to a corner another competition has manneal to overtake to the point of getting the rear wheels of their car level with the driver heing overtaken. However, mannetwies liable to hinder other drivers such as premature direction, changes, deliberate crowding of cars towards the inside or the outside of the curve or any other shootmal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences.

offences.

12:4 Any obstructive manageuric carried out by one or several drivers, with or without common interests, is prohibited. The persistent driving abreast of several whicles, as well as fine-shaped arrangement, is authorised only if there is not another car trying to

is authorised only if there is not another car trying to overtake.

12:5 The blue flag will also be shown to the drivers who obstruct part of the track and the penalty inflicted for ignoring the flag shall be more severe in the case of systematic obstruction. The same-principles apply in drivers who awing firm one wide of the track to the other in order to prevent other competitors from overtakine.

12:6 The driver of any car leaving the race shall signal the intention in good time and is responsible for ensuring that the manocurie is carried out salely and as near as possible to the point of exit.

12:7. Whilst practising or competing, cars shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify.

STOPPING AND RESTARTS:

13. STOPPING AND RESTARTS:
13:1 Stopping the Race or Practice.
Should it become necessary to stop the race or practise because the circuit is blocked by an accident or because weather or other conditions make it impossible to continue, the Clerk of Course shall order a red flag to be shown at the start line. Simultaneously, red flags will be shown at all Marshal Posts. The decision to stop the race or practices can only be taken by the Clerk of Course (or an his unavoidable absence, his Deputy) under the authority of the Stewards of the Meeting. When the establishment to stop it is considered to the meeting.

authority of the stewards of the meeting. When the signal is given to stop:
(i) During practice, all cars shall immediately reduce speed and proceed slowly back to their respective

(ii) During ractice, and call summediately speed and proceed slowly back to their respective pits.

(ii) During a race, all cars shall immediately reduce speed and proceed slowly to the starting grid where they will remain in Parc Ferine conditions.

No intervention of any nature, is authorised on the cars either in the pits or on the starting grid until specific direction is given to competitors. Unless stready specified in Clampionship, Articles or additional Supplementary Regulations, the Clerk of Course may direct that:

Repairs on cars may start and where.

Tyres may be changed in the pits or on the track.

No work may start as ful until after the restart.

If refuelling is permitted and if sin, where.

How and if cars in the pits can on to the grid.

Wrather rain tyres must be hitful for the restart.

Otherwise as directed.

If no direction is given, the cars must stay in the condition which they finished the first part.

3:2 Restarting the Race or Practice:

Unless the Regulations indicate otherwise, the following conditions will apply to races which have been stopped prior to their scheduled completion.

a) If less than two laps have been completed by the leader, the race shall be restarted.

All starters in the original start may compete again.

No reserve entries will be admitted. The race

egain. No reserve entiries will be admitted. The race will be considered a new race and the full time or distance covered. More than two laps have been completed by less than 75% of the scheduled distance or time.

— The race shall be deemed to be in two distinct.

parts.

The finishing order and position shall be that as at the end of the lap preceding the showing

as at the end of the lap preceding the showing of the red flav.

The distance or time of the second half will be that irrquired to complete the schoduled distance or time.

A new starting order will be established by the timekeepers taking the above into account. Only those still competing at the end of the first part of the event and who arrive at the starting grid under their rown power and tissue an authorised route, will be allowed to compete in the second part. No reserve

vehicles will be permitted.

c) 75 % of the scheduled distance or time has been completed: The event will be concluded and there will be no restart. Classification will occur as pn@iled for elsewhere in these Regulations.

d) If it is impossible, in the opinion of the Steward of the Meeting, to restart the event, then the Stewards shall declare the event finished and classification made as provided elsewhere in these Menulations. Regulations.

14. FUEL:

14:1 Refuelling arrangements and equipment will be impected to ensure that there is no undue risk of fire and any faulty equipment will be condenined. No fuel will be allowed in pits and all refuelling will be carried out in the refuelling bay provided, unless the Supplementary Regulations provide (therenise. The fuel to be used in unlessed 91RON, Prenium 96/RON or AVGAS when specific Regulations permit it's use. The addition of any additive is Individual, except to rotary engines where oil may be added to the fuel.

15. DANGEROUS OR UNSUITABLE DRIVERS AND CARS:
The Promoters reserve the right to exclude either before or during the Meeting any car or driver which they consider to be unsuitable or unsafe.

16. INJURY TO DRIVERS DURING THE MEETING
Drivers involved in a collision and/or accident during racing or practice must obtain a clearance from the Chief Medical Officer and Clerk of Course:

a) Before competing further in the Meeting.
b) Before leaving the circuit property.

17. PROTESTS:
All Protests must be made in accordance with the National Sporting code.

JUDGES: may be appointed in accordance with the

Judges may be appointed in accordance.

National Sporting Code.

18:1 Judge of Fact. Noise Emission: No schicle may exceed the maximum quoted in Schodule A. The Clerk of Course shall have the powers of a Judge of Fact in this matter.

18:2 Judge of Fact. Starts & Finish: In accordance with Nation Sporting Code Art 7.18 A &

19. GENERAL:
19:1 Smoking: Smoking or any naked flame is prohibited in the pit area and on the pit appross at any time during practice or racing.
19:2 Alcoholic Liquor/Illegal Drugs: The consumption of alcoholic Injuor/Illegal drugs by drivers or pit crews before the end of their conjugation on the day is forbiblen. The consumption of alcoholic liquor within the pit or paddock area is prohibited at all times prior to the

conclusion of the Meeting.

19:3 Compliance: Entrants are reminded they or any of their drivers or pit crew not complying with any of the requirements of the National Sporting code, these Regulations and/or Instructions to Entrants and/or Drivers will be liable to:

nix and/or Drivers will be liable to:
necturing during racing, any breach may
volve the comjeting car being blackflaged and
tion being taken as provided herein, or
other times such action as provided in the
stional Sporting Code and/or Supplementary
volutions.

b) At other times such action as provided in the National Sporting Code and/or Supplementary Regulations.
19:4 Prohibited Area: Only such persons and vehicles as may be in the opinion of the Organisers, increasily or essential for the conduct of the Meeting shall be permitted outside the safety lended area. Access to such area by any person other than those for whose use passes are specifically issued or misuses of such passes are specifically issued or misuses of specific passes are specifically issued or misuses of specific passes are considered in the circuit during the Meeting & Promotionis Activity.
19:5 Circuit Advertising & Promotionis Activity: The circuit during the Meeting by competitors/entrants or their Spousors is not permitted without the prior approval of the Organises.
19:6 Safety Cars: A Safety Car will be frought into operation to neutralise the race should the Clerk of Course so decide. The Safety Car Regulations printed in Appendix H. Safety Cars's will be deemed to be part of these Regulations.
19:7 Official Notice Boards: These skill be incated at the office of the Ruse Secretary and/or Chief Paddocchical.

Chief Paddock official.

19:8 Official Time of Day: The official time will be displayed near the paddock assembly area/dunimy

20: RACE PROGRAMME: The race programme will be in accordance with the Supplementary Regulations Part 2. General Prescriptions

APPLICABLE TO ALL MOTORSPORT ASSOCIATION RACING CHAMPIONSHIPS OR SERIES

Preamote:
These General Prescriptions are to be read conjunction with the Supplementary Regulations and respective Championship or Series Articles

A series in the context of these prescriptions is defined as any series, which has received the Motorsp Association's official sanctions in accordance with National Sporting Code Articles 2.21 and 2.52.

ART 1: Mufflers:

ART 1: Mufflers: Under the provision of the Resource Management Act all whiches must have an efficient and effective muffler designed to reduce noise emission below 054B(A). The only exception to this being Formula Atlantic/flrshbam, which is 100B(A). Not withstanding this, individual circuits have the power to insist on lower maximum levels during testing days. At all Race Meetings, the Clerk of Course shall have the powers of a Judge of Field in this matter.

/ KT 2: Fuel: 2 1 Unleaded 91RON or Premium 96RON 2.1. Unleaded 91RON or Premium 36RON may be used in all Championships or Series. AVGAS is permitted for Formula Atlantic, TraNZari and Touring Cars Championships. NO additive may be added to the feel nor may a blend of few or more tests be used. In the case of rotary engines the addition of oil to the fuel is deemed acceptable.

2.2. All entirals in a Championship or Series shall, by and upon entering, be decined to avere to the taking oil samples of the fuel in their automobiles for testing and to accept the results of such tests without demur.

2.3. Refuelling is banned in pit lane dinner official practice sessions without prior approval from the Technical Officer/Scrutineer on duty.

ART 3: Competition Minimum Weight Restrictions: where a vehicle's minimum weight is specified in the Championship or Senes Articles respective, and or Regulations, the following restrictions apply:

(a) Vehicle Weight is the minimum permissible weight of the complete vehicle in running order with it's normal quantity of Unbreants and coolants but without any fuel or driver aboard.

(b) Racing Weight is the minimum weight of the complete vehicle including driver which may be measured at any time during the competition.

including practice. The racing weight will be calculated by adding the vehicle weight (Para (a) above) to an operating weight allowance for words to be a superating weight allowance for which will be used to discover and fuel of 80 kilograms. Where the sum of the vehicle weight and the driver and fuel of not exceed the racing weight then ballist safety fixed (tolded or fueld) to the substantial stricture of the car will be required to meet the racing weight Regulation.

ART 4: Minimum Number of Starters: Unless otherwise provided a minimum of eight bona fide entries lodged with the Organiser shall be deemed to constitute a Championship or Series Race.

ART 5: Selection of Entrants: Selection of entries for the qualifying faces will be at the discretion of the Organisers concerned. The Motorsport Association of New Zealand for, can into way be held responsible for the relusal of an entry by the organisers of a Meeting included in the Championship or Series, but reasons for any returning the communicated to the Motorsport Association by the Promoter at the earliest possible time and prior to the race taking place.

ART 6: Relief Drivers Not Eligible for Points: A driver shall be eligible to be awarded points provided that he/she has driven the one same car throughout the whole relevant race, or division of a race, and shall not receive points otherwise

ART 7: Change of Cars: Competitors may change cars during the season and will competitors may change care during the veason and will be allowed in accumulate prints gained in different cas. However, if a change of car also entails a competitor moving from one Chainpionship or Series Class in another, points scored in one Class will not be transferred to another Class.

ART 5: National Sponsorship:
The Motorsport Association retains the right to negotiate audior approve. National Sponsorship of any Championship or Series on such conditions that may be appropriate, and further, amend the Articles of any Championship or Series scordingly. No process shall be between competitors on the absence of or the prequiative of wearing, placement or jointing.

of, or the irregularity of wearing, placement or position of Sponsor's decals on vehicles of elsewhere as

contained in these Articles. Any such irregularities by drivers or competitors will be subject to discipline by the Pronkler of the Meeting concerned and/or by the Moiorsport Association Executive Committee.

Persons competing, organising, or in any other way becoming associated with a Championship or Series, are enquiries through the Motorsport Association Office

enquiries through the Motorsport Association Office.

ART 9: Conditions of Grant of Championship Status to Races:
At a prerequisite to the granting of Championship status to any race, the promoter applying for such status shall—
I have been preceded by the successful promotion (by the applicant Club) of at least one event of comparable status and size on the same venue at least one month prior to the proposed event. The Motorsport Association Executive Committee wildly through a specially appointed. Sub-Committee shall determine whether or not at was not comparable size and status. And further the granting of Championship status shall be subject to:

The Meeting being granted either a National or International Permit by the Motorsport Association Inc.

Provide at least the minimum prize insing specified in the Championship Articles.

Charge no more than the instrumine entry fees specified in the Championship Articles.

Unless specified otherwise, shall provide two specified in the Championship Articles.

Unless specified otherwise, shall provide two practice essions for each Championship formula of not leas than 15 minutes duration each.

Provide adequate facilities* and service for competitors, specifieds and officials including.

- A printed programme for the Meeting of quality suitable for the inclusion of Sponsor advertising. A public address system. A pre-and-post race Scrutineering area meeting.

- Motorsport Association Technical requirements
- A room or caravan for the exclusive use of Siewards and Technical officers suitable for
- Stewards and Technical officers suitable for hearing Protests, preparation of discurients and handling enquiries.

 A dossier containing all relevant meeting documents to be supplied to the appointed Stewards and Technical Officers preferably prior to the Meeting.

 Supply to all Motorsport Association Officials and nonunated personnel, admission teckers and passes in sufficient time before the Meeting.

 The Motorsport Association Executive Committee solely shall determine what facilities shall be accepted as 'adequate'.

ART 10:Subsidiary Sponsorship & Race Titles: Individual Promoters have the right to negotiate with non-conflicting sponsors for appropriating at race level of

rounds of any Championship under the following

- conditions:

 (a) The Promister must apply to the Motorsport Association for the use of a subsidiary Sponsor at least one month before the scheduled date of the Meeting at which the Race is to be held.
- (h) Approval will be granted to (a) above, provided

 - that:
 i) The subsidiary Sponsor's name is given less prominence than that of the Motorsport Association's approved National Sponsor.
 ii) The subsidiary Sponsor, if faking the name of the facer or division, shall have his name appear as the second fittle of such race or division in all regulations or programmes.
 iii) The subsidiary Sponsorship is not in conflict and not in competition with the Motorsport Associations' approved National Sponsific in contrary to it's interest.

ART 11:Safety Car Control: The Organistis reserve the right to introduce the Safety Car into any race whenever deemed necessary by the Clerk of Course.

ART 12-Tyre Warmers & Tyre Treatment: It is contany to these Prescription, to use any devices intended to heat (warm) tyres throughout the Meeting. The use of any product (hoping) or otherwise; described to soften or after in any way the tyre compound is producted. BANNED

APPENDIX B

SCHEDULE OF FEES AND CHARGES

	Fee	GST	MIRNZ	Total
Competition Licence Fees			Levy	
- International Category One				
· International Race Grade C	180,00	22.50	50.00	252
- International Historic III	120,00	15.00	50.00	185.0
· International Rally	90,0x)	11.25	50.00	151.7
- National Race	120,(x)	15.(x)		135.0
- National Rally	50.00	6.25	25.00	81.7
- National Ungraded	50.00	6.25		56.3
- Regional (all grades)	50.00	6.25		56.7
· Upgrades	25.00	3.13		28.1
· Entrants		ler Note 5		20.1
- Competition Licence Declaration	50.00	6.25		56.2
- Priority Fee	25.00	3.13		28.1
- Replacement Licence Fee		er Note 1		20.1
- International Visa Certificate	5.00	.63		5.6
· Verification Fee	40.00	5.00		45.0
The state of the s	Ret	er Note 2		45.0
Permits, Championship Titles, Records &	Calendar,			
recs and Bonds (Refer Note 3)				
Organising Permit Fees	Fre	GST	71	
- International Events	Ret	er Note 4	Total	
- National Events	Ne.	i indie 4		
- Race	500.00	62.50		
- Truck Race	1,000.00		562.50	
- Rally	200.00	125.00	1,125 (x)	
- Speed	\$0.00	25.(x)	225,(x)	
- Trials	25.00	6.25	56.25	
- Regional Events	2.00	3.13	28.13	
- Race/Rally	200.00			
- Speed	25.00	25.00	225.00	
- Other		3.13	28.13	
- Club Events	15.00	1.88	16.88	
- Speed/Trial/Moiorkhana				
Championship Fees - each per meeting	Nil			
- Race/Rally				
- Specd/Trials	100.00	12.50	112.50	
Title Fees	25.00	3 13	28 13	
- FIA Championship Title				
Regional International Change	3,000 (*)	375.(x)	3,375.00	
Motorsport New Zealand Title	2,500.00	312 50	2,812.50	
Record Fee	1,500.00	187.50	1.687.50	
Collendar Late Entry/Cancellation/Postponer	1,000 00	125.00	1.125.00	
National National				
Championship Events	150% of Per			
londs	250% of Per	mit Fee		
	Keler	Note 6		

		Fee	GST	MRNZ	Total
3.	Competition Levies (per entry)			Levy	
	- International Race	25.00	3.13	20.00	18.
	- International Rally	25.00	3.13		2.8.
	- National Race	15.00	3.13	10.00	28.
	- National Rally	15.00	1.88		16.1
	- National Other	5.00	61		5 (
	- Regional Race	5.00	.61	5.00	10.0
	- Regional Rally	5.00	63		5.0
	- Regional Other	Nil	Nil		
	- Club Events	ish	Nil		
4.	Fines, Protests and Appeals	Free	GST	Total	
	Fines				
	· Late notification of results				
	(Refer Note 7)	75.00	9.38	8-1 38	
	Protest Fees				
	- International Events unless				
	otherwise stated	500.00	62.50	562.50	
	- National Events	200.00 ,	25.00	225 00	
	- Club Events	50.00	6.25	56.25	
	- Technical Deposit to be lodged on				
	eligibility profests (per item				
	protested, refer Note 8)	345.00	43.13	388.13	
	Appeal Fees				
	- to National Court of Appeal	1,500.00	187 50	1,687.50	
5.	Technical Services				
	Lugbook	10 (10	1.25	11.75	
	Homologation Papers ex stock	30.00	1.75	31.75	
	Homologation Papers special request	60.00	7.50	67.50	
	Homologation Paper updates	10.00	1.25	11.25	
	Homologation Rollbar/cage	30 (a)	1.75	11.75	
	Rollover Protection App K. Sch T&C	18.00	2.25	20.25	
	C. Marie A. Mariella				
	Seathelt Authorities			-	
	- Original Application	17.51	2.19	19.70	
	- Renewal	10.00	1.25	11.25	
6.	Motorsport Manual	25.00	3.13	28.13	
7.	Motorsport News (annual subscription)	17.78	2.22	20.00	
8.	Administration Fees				
	Club Affiliation on joining	50.00	6.25	56.25	
	Annual Subscriptions		00		
	- 0-50 members	50 (0)	6.25	56.25	
	- 51-100 members	100.00	17.50	112.50	
	- 101-200 members	150.00	18.75	168.75	
	- 201-400 members	300.00	37.50	137.50	
	- 401-600 members	450.00	56.25	506.25	
	- 601 and over members	750.00	91.75	841.75	
	- Registered Promoter	50.00	6.25	56.25	

		.).		
2.	Truck Licences			
	- International uncludes FISA trienmal			
	inspection - refer Note 9)	1.(xx) (x)	S(A) (A)	4,500 00
	- National (includes Motorsport annual			
	inspection of permanent venues)	1,(410.00	125.00	1.125.00
	· Temporary Circuits in addition to			
	above - refer Note 3	2,000,00	250.00	7,750,00
	- New track fee (refer Note 10)	1,500.00	187 50	1.687.50
11.	Travel Expenses (refunds for all Motorsport A	ssociation officials)		
	- Travel:			
	- Mileage claimable	U	to 25 cents per	r kin max.
	- Intenstand Ferry/Air Fares		At cost	
	- Accommodation and Meals:			
	· International Events		At cost	
	- All other		Up to \$100/1	nght max

Notes:

48.13 28.13 28.13 16.88 5.63 10.63 5.63

- Priority fee: For less than 3 day service 50% of relevant licence fee in addition to licence fee. Verification fee: To apply when competitor requires international verification, etc. - Double
- visa ice.

 The Executive Committee may determine the fees or charges payable for any particular event irrespective of the fees notated in Appendix B.
- All international events are subject to FISA fees, which are charged to organisations at cost plus 10% in addition to any fees or charges contained in this appendix or assessed by the Motorsport Association. If an organiser anticipates promoting an international event an assessment of these fees should be obtained from the Motorsport Association.

 Licence Upgrade Fee: This is the difference between your new licence grade and your current licence. The
- licence. You are required to pay this figure when upgrading any existing current licence. The Competition Licence Application Form has a chart to assist in calculating this fee. The Executive Committee at its absolute discretion may require a bond to be placed against payment of fees and/or prize-money and against performance of organisers to meet their obligations. 6.
- Refer also to National Sporting Code, Chapter 2.
- If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit:

 a) of \$400.00 plus GST if the protest involves a clearly defined part of the car (engine,
 - transmission, steering, braking system, electrical installation, bodywork, etc.)
 b) of \$800.00 plus GST if the protest involves the whole vehicle.
- Subject to confirmation at time of publication
- In addition to the fee a bond is required. Refer National Sporting Code Chapter 6.

Things men can't do...

A wry look at the foibles and idiosyncracies of the "stronger" sex

By JANELLE FINCH















Wellington Mo	otor S	port	Asso	ociat	tion	Nigh	nt Ti	rial	Serie	es, 19	93.	
						HVM				WGTN		Total
Name	Club			4/5						2/11	7/12	
Ben Stockbridge	HCCC	11	20	20	20	13	20	20	15	11		150
Nicola Stockbridge		11	20	3	20	13	20	20	15	11		133
Darryl Monk	RM/S	20	20	17	14	20	17	17	12	15		132
Keith Heginbotham		11	20	20	20	13	20		12	11		127
John Pierson	WGTN	20		15	17	17	20	5	13	17		124
Sandra Monk	RM/S	20		17	14	20		17	12	1.5		115
Barry Lakeman	WGTN	16	11	10	20	5	13	15	10	13		113
Eddie Conroy	WGTN	16	11	10	20		13	15	10	13		108
Jenny Pierson	WGTN	20		15	17		20	5	13	17		107
Paul Te Punga	HCCC	20		21)	11	17	12	PH		20		100
Shaun Ryan	HCCC	8.5	9	20	10	9		20	11	9		98.5
John Tennent	HCCC	16	13	6	8	11	15	9	9	6		93
Mike Reid	HVMC	8.5		11	9	20	11	13	20			92.5
Cathy Reid	HVMC	8.5		11	9	20	11	13	20			92.5
Brian Craig	HCCC	16	13	5	8	11	15	9	9	6		92
	HCCC	11	20	3	20	13	7		15			8.9
Karen Reid	HVMC	8.5			9	20	11	13	20			81.5
Marc O'Conner	HCCC	8.5	9	20	1 ()	9			11	9		76.5
Wayne Gair	WGTN	1 ()	12	12		10	10	12		8		7.1
Alan Mines	WGTN		15	9	1 4	7		20				65
Chris Bant	HCCC			6		1 1	15	9	9	6		56
Dianne McDonald	WGTN	10	12			10	10	12				54
Martin Baker	RM/S		-5 fr				17	17	20			5.1
John Rapley	HCCC	13	17			15				8		5 3
Maree Conroy	WGT.N	7	10	8	7		4		7	7		50
Sue Gandy	HAMC					6	9	6	17	10		48
Gordon Gandy	HVAC					6	9	6	17	10		4.8
Stuart Gandy	HAMC					6	9	6	17	10		48
Brett Plim	HGTN	ī	1 ()	H	7				7	7		4 (:
Graeme Penhey	HCCC		7	- 1	5	3	6	10	6	5		46
Carol Weston	HCCC	13	17			15						4 5.
Annette Miet	KGT.N		15	9	1 +	7						4.5
Katrina Te Punga	HCCC				11		12			20		43
Hilary Gandy	HAMC					6	9	6	17			38
	S/BM	6	20			3	8					.37
Mari Atkins	S/BM	- 6	20			.3	×					37
Paul Layt	HCCC			-1	ถิ		6	11)	ti	5.		31,
Katherine Shailer				-1		3	6	10	6	.5		.1 :
John Crouch	WGT.			1.;			1 12			20		.113
Levin Saviker	HCCC						7	8:	Ж	-i		27
Alistair Youldon	HCCC				4	3	5	7	5			1 -1
have Wilce	HCCC.				1	3	.5	7	5			21
Lynda Saviker	HCCC						7	Н	8			2.5
Matthew Connor	HANC					12	8					20
Arthur Nattrass	HCCC			17					3			20
David Hercock	KPTI							20				2.0
Jenny Bercock	LPT i							20				÷ (
Louise Saviker	HUCCU							3	10 10	1		2:)
Richard Bloks	KGTN			1.33								1
Dave Smithson	KF11			î	:5							. ;
Mike Caton	KPTI			ī	1.			X I				
Keith Findlay	HCCC.	1		12								12
Dennis Eteveneaux	?:							i 1				1
Wendy Benseman								1.1				1.
Alister Burns	***		:3									¥
Tike Burns			7,									
Len Dougins	1.1.1.7					5						1-1

Wellington Motor Sport Association Night Trial Series, 1993, Continued.

Points for a single event.

Marcia Douglas LVIN 8, Belinda Harris LVIN 8, Nigel Stent HCCC?? 7,

Sue Heginbotham HCCC 7, Wayne Scothern HVMC 6, Dave Kent HCCC 5, David

Clark HCCC 5, Marjorie McKee WGTN 5, Calum Walker HCCC 5, Grant

Simpson HVMC 4, Gill Church HVMC 4, Sue Church HVMC 4, Josh Church

HVMC 4, Leon Carrol KPTI 4, Peter Parker KPTI 4, Paul Duncan KPTI 4,

Dianne Stockbridge HCCC 3, Justin Stockbridge HCCC 3, Bernie Keith

WGTN 3, Bob Grav WGTN 3, Ian Laming WGTN 3, Louise ??? WGTN 3, Jamie

Bone WGTN 3, John Thomson WGTN 3, Marilyn Pierson WGTN 3, Tracey

Buchanan WGTN 3, Scott Humphreys WGTN 3, Bill Morgans ?? 3, Lyn

Morgans ?? 3, Cheryl Howells ?? 3, Nant Jones ?? 3, Jeff Vickers ?? 3,

Fiona Youlden ?? 3, Niki Hammond ?? 3, Phil Soal ?? 3, Sarah Hercock

KPTI 3, Tony Pepperill WGTN 3,

==*==+==*==+=					
Wellington Motor	Sport As			phy Trial Series,	
		Kapiti	HVMC	HCCC Wgtn	Total
Wall Trophy.			31/07	07/11	
Harbour Capital Car	· Club	22	25	67	111
Kapiti Car Club		45			4.5
PME Datsun Challeng	Le Cup				
Ben Stockbridge	HCCC	22	18	14	5.4
John Tenent	HCCC		22	20	12
Dave Hercock	KPTI	2.5		20	25
John Pierson	WGTN	2.,	25		25
Paul Te Punga	HCCC		2.7	25	2.5
havne Gair	HCCC			22	22
D Beckoff	KPTI	20			20
Huch Marshall	HVMC	- 0	20		2)
M Caton	KPT I	18	21/		18
Sue Gandy	HVMC	10		18	18
G Bott	KPTI	16		A CALL OF THE PARTY OF THE PART	1-6
John Rapley	HCCC	,		16	16
Brian Craig	HCCC	1.4		10	1.4
B Miller	KPTI	12			12
Sue Hezinbotham	HCCC	1 2		12	12
C Rutherford	LVIN	1			
CRUCHELLOLD	LVIN				to the l
VUCC Navigators' Tr	ophy.				
Brian Crais	HCCC		22	20	12
Nicola Stockbridge	HCCC		1 %	1;	3.2
Jonny Pierson	WGTN		2.5		1.5
Snaun Ryan	HCCC			25	2.7
Barry Sterhenson	HCCC			2"	22
Tesley Marshall	HVMC		20		2
Gordon Gand:	HVMC			18	18
Discrete McDonald	Heere			16	· G

Wellington Motor Sport Association Autocross Series, 1993.

Keith Heginbotham

			Total and the second se
	Heart	1 + - V 1 11	
Kim Naylor Trophy.	11/03	27/13	
Butt Valley Motoring Club	17	1 1	
Harbour Capital Car Club	16.		
Levin Car Club			
Lagiti Car Clab			

·20.11.93 P

Final Results Alexandra Rd

	a	

Car Na	me	Club	Car Type	сс	Cl	Fastest	O/A Place	Class Pl
	rtis	Wgtn	Mini	1275	A	0.57:25	43	5
	ngston	Wgtn	Hini	1293	A	0.57:05	42	1
	ngston	Wgtn	Mini Coopr		٨	DNS	56	9
	Lean	Wgtn	Barina	1298	A	0.54:94	27	1
	ngleton	Wgtn	Mini GT	1275	A	0.58:84	50	8
	ith	HCCC	Mazda 323	1300	A	0.57:75	45	6
	rkcaldie	Wytn	Barina GT1	1298	A	0.58:15	46	7
	ylor	Wgtn	Datsun	1298	A	DNS	58	10
	all	HVHC	Starlet	1297	A	0.56:86	41	3
	ylor	Wgtn	Mini	1293	. A	0.56:66	40	2
	teman	HVMC	Mallock	1498	В	DNS	55	13
	oksley	HVMC	Escort	.1600	В	0.59:85	51	11
	ack	Wgtn	Corolla GT		В	0.55:06	30	7
	itland	Levin	Flat 125	1600	В	1.01:92	53	12
10 K C	inliffe	Levin	Mini	1380	В	0.55:03	29	6
13 G D	lggle	Wgtn	Toyota	1597	B	0.55:27	3.2	8
15 L Ec	lvards	Wgtn	batsun	1500	В	0.54:79	2.5	4
21 H K	bble	Wgtn	Datsun	1560	В	0.53:55	19	2
	lvin	Wgtn	Escort	1790	В	0.53:06	17	1
30 T H	efford	Wgtn	Hini	1312	В	0.56:61	39	9
33 D G	raham	Wgtn	Datsun	1400	В	DNS	57	14
56 G T	oomer	Wgtn	Escort	1760	В	0.54:00	23	3
58 8 W	etzel	HVHC	Tyta Levin	1598	В	0.58:76	49	10
60 P K	ibble	Wgtn	Datsun	1560	B	0.54:90	26	5
9 M T	oomey w	HVHC	Mazda RX7	2063	C	0.50:77	9	3
18 D G	lasson	Wgtn	Chevette	2300	C	0.49:86	6	1
19 H K	ibble	Wgtn	Escort	1993	C	0.54:53	21	9
20 J W	ilson	Wgtn	Fiat	1998	C	0.55:83	36	12
22 D K	ibble	Wgtn	Escort	1997	C	0.58:66	47	15
23 J K	ibble .	Wgtn	Sunny	2354	C	0.52:45	14	6
24 0 0	lsen	HVMC	Hazda Rx3	2354	C	0.53:01	. 16	7
31 A H	uxford .	HVMC	Sunny	1997	C	0.50:66	В	2
32 D K	nox	Rotor	Mazda RX7	2354	C	0.52:00	12	5
38 B V	an Schooten	HVHC	Escort	2063	C	0.50:90	11	4
39 B W	hitelay.	Man	- Vauxhall	2279	C	0.54:96	28	10
	lsen :	Watn	Mazda Hx3	2354	C	0.51:65	21	8
	tewart .	Walr	Mazda RX7	2062	C	0.56:22	37	13
49 R R	ovse !	HVMC	Datsun	2354	C	0.55:46	34	11
54 A W	allis	Wqtn	Bmv	1990	C	DNS	59	16
55 I M	acLeman	Wgtn	Capri	3000	. C	0.57:26	44	14
1 I T	aylor'	Wgtn	Nissan	3009	D	0.49:50	5	5
	astings .	HCCC	Torana XU		D	0.55:46	33	14
	ritton	HVMC	Chevete V		D	0.49:11	4	4
	reden	HVMC	Subaru The		- D	0.52:88	15	9
	ebernardo '	Wgtn	Mazda GTX	3127	D	0.50:81	10	7
	unnage	Man	Tiger	4900	D	1.05:89	5.4	19
	othergill	Watn	Commodore	5700	D	1.00:65	5.2	10
	arvie	Wgtn	Hazda	3118	D	0.53:61	20	11
	ammish'	Wgtn	Capri	3100	D	0.58:67	48	17
	illington	Wgtn	Hitsi VR4	3380	. D	0.48:30	2	2
	elman	Wgtn	Escort	5700	. D	0.55:70	35	15
	eynolds	Wgtn	Hitsi GTO	3500	D			16
					D			6
45	oblineon	HVMC	Escort V8	3009				3
	aylor .	' Wgtn	Nissan		D			
	cott	HVHC	Hitsi VR4	3400	D			10
	Sparkes	HCCC	Commodore	5700	D			13
	stevart	Walr	Sierra Ca		~-D			
20 0	CANDROV	Wgtn	Legacy 4W	D 3300	D	0.46:36	1	1

20.11.93			. 9 3		Final Results Alexandra Rd								
	Car		Name	Club	Car Type	CC	CI	Fastest	O/A Place	Class Pl			
	E 0		W11	W-b-	1 1 - 110	F 7 0 0	-	0 53.03					







HELPERS AND MARSHALLS

ALEXANDRA RD HILLCLIMB

20TH NOVEMBER 1993

Many thanks to the following for giving up their spare time, especially those that had to endure the wet and windy conditions without the comforts of vans etc to sit in.

MARSHALLS:

Richard Stevenson
Sue Diggle
Shirley McNabb
Mike Hodgetts
Pauline Clay
Jetesh Mystry
Ross Lake
Steve Taylor
Stu Walker

Jane Black
Danny Baker
Frances Forsyth
Kevin Whiteman
Richard STanford
Peter Delaney
Mike Lee
Dean Natrass

SCRUTINEERS:

Jason Toomer Harvey Kibble Mark Kibble

Malcolm Buchanan Jamie Kibble

CATERING:

Melanie Galvin

Michelle Galvin

TIMING, START LINE ETC:

Cathy Arrowsmith Tony Pepperell Bernie Keith

Jennie Smith Jody Seabright Judy Leishman

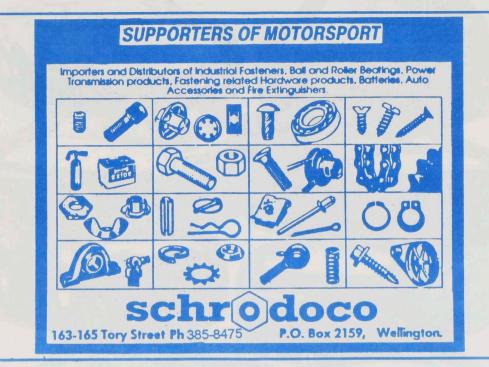
SECRETARY:

Andrea McAndrew

CLERK OF COURSE:

Iain Mollison.

TRADE ACTION



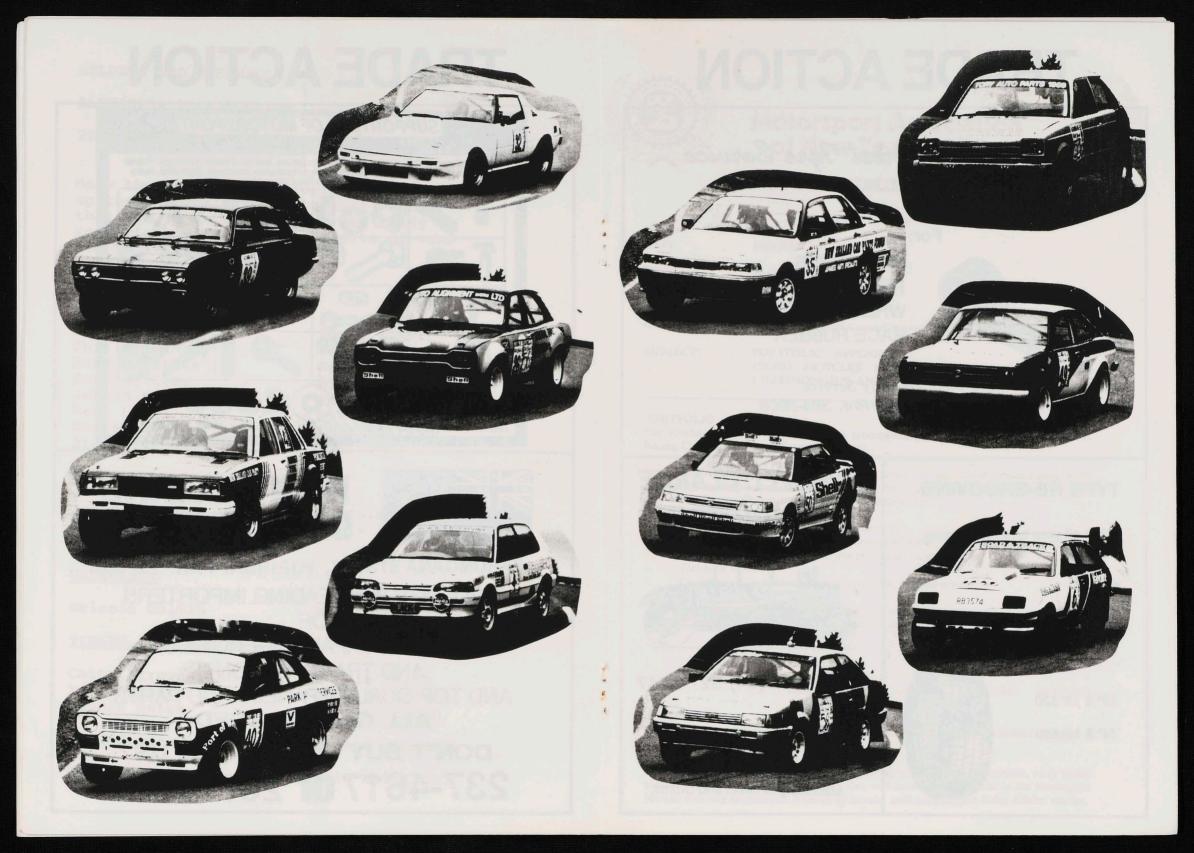


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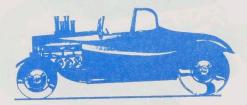
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Motorsport Association of New Zealand Inc.

PO Box 3793 Wellington New Zealand Telephone 0064-4-472-3520 Facsimile 0064-4-471-1172

CIRCULAR

REF:

14D/3214

DATE:

26 October 1993

TO:

All Clubs

CC:

Stewards/Clerks of Course/Technical Officers

SUBJECT:

PORTFOLIO - APPENDIX P

1993/93 ARTICLES AND REGULATIONS FOR RACING

CHAMPIONSHIPS AND SERIES

PORTFOLIO

The Portfolio is issued annually by the promoters/organisers of Motorsport Association Racing Championships and Sanctioned Series.

It contains event entry forms, basic entry details, and in its Appendix P section a copy of the Supplementary Regulations Part 1 and General Prescriptions Applicable to all Motorsport Association Racing Championships and Sanctioned Series.

The 1993/94 Portfolio has been dispatched direct to:

- All circuit owning clubs promoting rounds of Racing Championships or Series.
- All competitors who hold a current permanent racing number.
- Technical Officers.
- Chairman of Stewards appointed to officiate at these events.

Should you have other competitors in your club intending to enter one of these events in either a Championship or Series then they should contact the compiler of the Portfolio:

> Mrs W Lester P O Box 1959 Palmerston North

Facsimile: 0-6-357-74244

Telephone: 0-6-357-7459

APPENDIX P

We remind that Appendix P forms part of the event regulations for the classes running as a Championship or Sanctioned Series.

For all other classes event organisers will continue to issue event information, entry forms and the Supplementary Regulations Part One will be those as published in the Motorsport Manual with any amendments covered by circular and/or Motorsport News official advises.

1993/94 ARTICLES AND REGULATIONS FOR RACING CHAMPIONSHIPS AND SERIES

Due to the fact that the current Edition No. 24 Motorsport Manual will not be reprinted prior to the current season the Association's administration staff have produced eight A5 booklets as follows:

Booklet No.	Articles and Regulations	Vehicle Type
1	Peter Jackson Gold Star	Formula Atlantic/Brabham
2	Motorcraft Formula Ford	Schedule F
3	Dunlop Daytona Formula Vee	Schedule D
4	AZTEC Touring Cars	Schedule S
5	NZ Tranzam	Schedule SS
6	NZ Trucks	Schedule TR
7	Mini Seven Championship and Series	Schedule H
8	GM/Kumho Tyres HQ Series	Schedule HQ

THE DETAILS CONTAINED IN THESE BOOKLETS SUPERSEDES THAT COVERED IN THE APPROPRIATE TEXT OF EDITION 24 MOTORSPORT MANUAL.

The booklets have been despatched to:

- Competitors who hold permanent numbers in the particular classes.
- Technical Officers.
- Chairman of Stewards appointed to officiate at these events.

We request that you advise racing members of your club of the availability of these booklets and should they require a booklet for one of the classes/categories listed above, these can be obtained by contacting:

> Nanette Lowe Motorsport Association P O Box 3793 Wellington

Facsimile:

0-4-471-1172

Telephone: 0-4-472-3520

I W Snellgrove GENERAL MANAGER



COLIN G. TAYLOR

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Pukekohe Grand Prix Circuit 8 & 9 January 1994

■ ENQUIRIES to:

- Ken White Phone (09) 294 7115
 - Fax (09) 294 8003
- Tony Herbert Phone (09) 478 5287

■ REGISTRATION:

Fill out the attached registration form and forward to:

TACCOC

P.O. Box 35 249

Browns Bay

Auckland

- Club Plot \$100 deposit on booking.
 - This is fully refundable at the Festival when set up is complete.
 - Each club will receive 6 free adult ground admission tickets for the weekend with 6 free car parking tickets for both Saturday and Sunday
- Swap meet Stalls will be available at no extra cost . 3m x 3m (one per person)
- Trade Stands \$100 plus GST
- Adult Ground Admission for the weekend \$15.00. Children under 12 are free.
- Car parking \$3 a day

Club:	
Address:	
The state of the s	SAIGHTONS =
Contact Name:	S Patifilities), a
Contact Phone:	neitari yabi _ r
Contact Fax:	
■ Club Details	
 Number of members 	
 Number of members to atter 	nd
Number of display cars	

SIX CAR TRIALS IN SIX WEEKS

Some people think we must be crazy, but we aren't, just enthusiastic. Well, that's our opinion!

October Night Trial - night driving is not my favourite pastime now, especially when we don't see a couple of signs and get lost, not to mention the first instruction being wrong. It was organised by Sandra and Darryl Monk and Matrin Baker and we found parts of it quite difficult. When results came out we were most surprised to find ourselves in fourth place, others must have had trouble as well!

November Night Trial - at least it was in the suburbs and not in the middle of Wellington city. Well organised by John Crouch, this was a trial with a difference and kept us busy most of the time. Somehow we managed to lose only two points on time but missed two checks (we drove past one) and we finished in second place.

October Gold Star Trials - one in Dunedin and one in Christchurch. After our dismal performances in the first two rounds in August at Te Awamutu and Mt Maunganui we had not intended to go south but I just happened to have a business trip in the area. An excellent event was organised in Dunedin and a reasonable fourth place was not as important as thoroughly enjoying the event. The Christchurch trial had a lot of gravel roads and for a two person crew that meant the driver enjoyed travelling at the legal speed limit but the navigator had a fairly torrid day. We made a lots of mistakes and were surprised to be placed fifth.

After being back in Wellington for four days we then competed in the Harbour Capital Car Club Wall Trophy event on Labour Day. An excellent event organised by Ben Stockbridge in the lower Wairarapa, but unfortunately only five crews turned up and no one else from Wellington so we could not enter a team for the interclub trophy. We only missed two checks, one we drove past (again) and the other one may be deleted when we get the results. We are probably first or second.

Finally, on November 7th, we were the organisers of the Wellington Car Club Wall Trophy Trial, which was also for the Honeypot Trials Trophy for the first Wellington Car Club crew. There were seven entries, but NONE from the Wellington Car Club. The event was held in the Waikanae-Otaki area and the competitors appeared to enjoy it. Thanks to John and Marie Thomson for helping. It was won by Paul Te Punga and crew.

Next year, if any club members want to give trialing a go by competing in the Night Trial Series, first Tuesday in each month, Jenny and/or myself are prepared to go along as passengers to help teach the basics. Just give us a ring on 477 0455.

John Pierson, for Team Beaver.







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- 8 AUGUST

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We are holding stocks of both curr	rent and	past issues for en	thusiasts to complete their	seis.
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	10	1987-88	\$60.00	a Jon
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Pirelli World Rallying	13	1991-92	\$60.00	
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Pirelli World Rallying	13	1992-93	minted and stocks will be	available late
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4 - 8 AUGUST

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ROTHMANS RALLY OF NEW ZEALAND 29 - 31 JULY 1994

The FIA have confirmed that the 1994 Rothmans Rally of New Zealand will be the seventh of the Ten Round World Rally Championship for Manufacturers' and Drivers'.

The 1993 Rothmans Rally received an excellent report from the FIA Observer and high praise from competitors, service crews and spectators alike.

Plans are well underway for the 1994 Rothmans Rally which will start in Auckland on Friday 29 July travelling to overnight at Rotorua. Saturday is from Rotorua to Gisborne and back to Rotorua before returning to Auckland on Sunday 31 July. Sunday will include a number of excellent spectator stages in the Auckland area before the Rally Finish and Prizegiving at the Auckland Airport Travelodge.

From enquiries to date, Subaru, Ford and Toyota will all be competing and entries are also expected from Mitsubishi and Lancia.

The Proposed 1994 World Rally Championship is:

Monte Carlo January 22 - 29 Portugal February 28 - March 5 Safari March 31 - April 4 Tour de Course May 4 - 8 Acropolis May 28 - June 1 Argentina June 29 - July 3 New Zealand July 28 - 31 1000 Lakes August 25 - 28 San Remo October 9 - 13 RAC November 19 - 23

For New Zealand to retain its high position on the World Rally Championship, there is always a need for more official volunteers. If you or anyone you know would like to help on the Rally, please contact the Rothmans Rally of New Zealand Office, P O Box 62 021, Auckland, Fax 9-276 0881, Phone 0-276 0882. Positions are available for officials in all areas of the organisation.



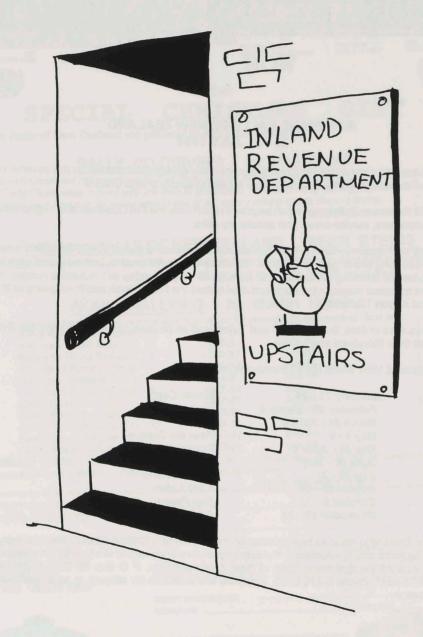












WELLINGTON MOTORSPORT ASSOCIATION INC.

Wall Trophy Trial - 7 November 1993 - Promoted by Wellington Car Club Inc.

HONEYPOT CAR TRIAL

Car No.	<u>Crew</u> Driver Navigator Timekeeper Passenger	Club Team No.	<u>Points</u> <u>Lost</u>	<u>Place</u>	Team Place
1	Sue Gandy Gordon Gandy Hilary Gandy Stuart Gandy	HVMC	305	4	
2	Paul Te Punga Shaun Ryan Katrina Te Punga	HCCC 1	80	1	3
3	Wayne Gair Barry Stephenson Fiona Stephenson Jo Ward	HCCC 2	211	2	1
4	John Rapley Dianne McDonald Leith Ward	HCCC 2	319	5	1
5	John Tennant Brian Craig Chris Bant	HCCC 3	235	3	2
6	Sue Heginbotham Keith Heginbotham Elizabeth Heninbotham	HCCC 1	635	7	3
7	Ben Stockbridge Nicola Stockbridge	HCCC 3	437	6	2

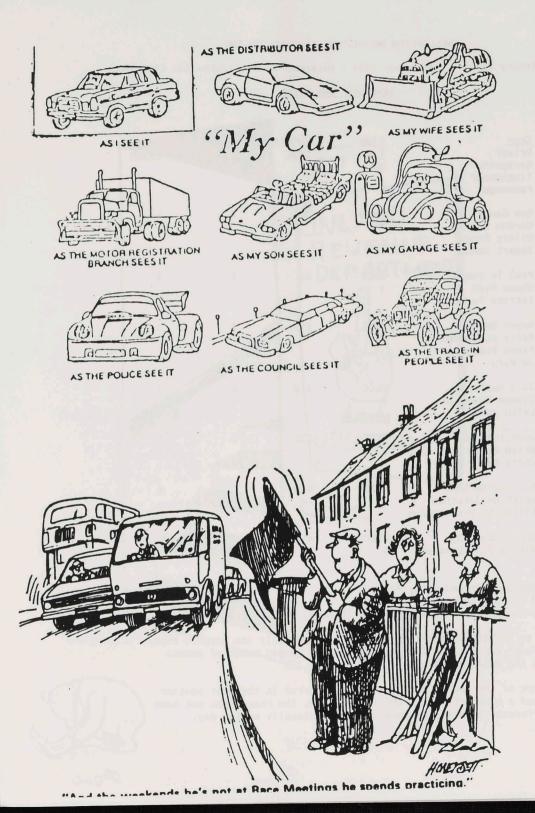
Organised by John and Jenny Pierson Checked by John Thomson Workers on the day - John and Marie Thomson, John and Jenny Pierson.

Thanks to all the competitors for coming especially the support from the Harbour Capital Car Club who deservedly gained heaps of points towards the WMSA Wall Trophy

The clerk of the course apologises for an error in the last section which had a minor effect on the timekeeping. The change has not made any difference to placings announced provisionally on the day.



Pool



WAIRARAPA CAR CLUB: RESULT SHEET

Event: AHLABUHE READ HILLGERALS

Date: 11/1/23



Vo	Driver *	Club	1 (30		10-					LINGIL.	ICIAL		15:
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_	1301 - 1600cg												
5	KEVIN THICKETT	WAL-	CORDUA	1600	57.48	57.41	57.82	5.5.47		56.62			
1	GLEN THICKETT	WAL.	COROLLA				63.08			61.13			
5	MICHAEL MEXICHSEL	WAL.	PROLLA	1587	54.74	53.67	52.29	50.76		51.59			
-	KERRY HARE	MAI.	ESCURT	1600			54.52			51.09		3	
7	JON'I HELLOWO	WETH.	MINI	1312			45.27				1	2	
8	GREG GRAISH	WAL.	ESCOLT	1600	54.10	51.13	52.53	52.05	aly	50.23		W 13 15	
11	TON'I BLATCHTORD	LUAL	MINI	1396	52.29	DNF	DNS.	DNS.					
7	HARLEY KIBALE	WATN	DATEUN	15.90	50.67	46.88	47.40	45.70	RECERD			1	3
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2	WAYNE LIEVENS	WAL.	PXZ	2062	MI	51.25	47.84	48.32		48.65		1	
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-	+2501 cc												
1	ALAN FIELD	WAL.	[ALCON	5700	59.61	52.80	51.80	50.25		47.80		3	
1	BAVID RRITIUN	HVHC	CHEVETE	3500	47.19	14.92	44.50	44.22				1	1
14	RECER HEWISE	WAL.	313	2550	56.73	53.44	52:74.	51.70		51.74			
6.8	GLEN ROBINSON	HVAC	EXERT	44.00	4.8.14	46.72	13.85	44.72				2	2
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ERRY CHRISTMAS!



1993 NOVEMBER NIGHT TRIAL RESULTS

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ì	2	COMPETITORS	Monk	Serso	Sank	2	Sandy	1 5a	Graeme Penhey. K Shailer	Shaun Ryan Ware O'Conner	Eddie Conray	Brett Plim Varee Contra	Ben Stackbridge. K.	John Tennant	Shan Chaig, Cibant Kathne Te Punga Paul Te Punga
	T.	C	Darry Work	John Pierson	Kevin Saviker	Wayne Gair	Sue Gandy	Stuart Gandy, Gorden Gardy	Grae	Shar	10 E	V. B.	8 5	25	T. C.
		5					COLUMN TO SERVICE				6	SUD	Sus		
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ORGANISER: John Crouch

ASSISTED BY: Tony Pepper

Wellington Motor Sport Association Wall Trophy Trial Series, 1993. Kapiti HVMC HCCC Wgtn Total All Round Trialing Cup. 31/07 07/11 Brian Craig HCCC 14 22 20 56 Ben Stockbridge HCCC 22 18 14 54 Jenny Pierson WGTN 25 20 45 John Pierson WGTN 25 20 45 John Tenent HCCC 22 42 Chris Bant HCCC 22 42 Paul Te Punga HCCC 40 Nicola Stockbridge HCCC Dave Hercock MITI 25 Alan Mines WGTN 25 Shaun Ryan HCCC 25 hatrina Te Punga HCCC 25 D Beckoff KPTI 20 20 Barry Stephenson HCCC 22 Wayne Gair HCCC 22 Fiona Stephenson HCCC Fiona Stephenson HCCC Jo Ward HVMC Hugh Marshall HVMC Matthew Connor HVMC Mike Reid HVMC Cathy Reid HVMC M Caton KPTI Sue Gandy HVMC Gordon Gandy HVMC Stuart Gandy HVMC Hilary Gandy HVMC G Hott KPTI Dianne McDonald HCCC John Rapley HCCC Leith Ward HCCC Cathy Wright HVMC John Thomson WGTN Marie Thomson WGTN 8 Miller KPTI HCCC Sue Heginbotham Keith Heginbotham HCCC Elizabeth HeginbothamHCCC C Rutherford

Wellington Motor Sport Association Autocross Series, HCCC Levin HCCC Drivers' Trophy. 11,03 27/03 Dave Davies HVMC 10 Graeme McLellan HVMC HCCC Baden Smith Paul Cooksley HVMC HYMC Peter Hosia hen Dong: as Levin Andrew Carmienael HCCC Craig Ritherford Levin Ameres Bennett HUCCI James Wallinshaw Levin Will houses HCCC Le-Ann McClellan HVMC Levin Gary Fraser MCCC 1, Andrew Bould Espita 1.

Wellington Motor Sport Association Gravelsprint Series, 1993.

		Wair	Wair	Wgtn	Kpti	Kpti	Kpti	HAWC .	Total
		06/02			28/03	27/06	01/08	24/10	
Rallywoods Troph	y .	19	15	18	19	19	15	16	121
Wellington Car C	lub		11	14	6	7	19	18	7.5
Hutt Valley Moto	ring Club	1.5	15	14	· ·				30
Wairarapa Car Cl	ub	15	13	1		6	7	6	20
Kapiti Car Club				1		3			3
Levin Car Club	1					1			1
Harbour Capital	Car Club								
PATS Trophy.	Club		1.7	20	19	20	20	19	135
Mark Kibble	WGTN	20	17		20	14	20	20	131
Ted Clay	WGTN	20	20	20	20	18	16	19	128
Peter Leishman	WGTN	18	19	18		20	10	19	113
Neil Rice	WGTN	17	19	19	19		14		98
Steve Purdy	HVMC	16	18	13	18	19	19	20	96
Doug Bredan	HVMC		20	20	17		17	20	7.6
Bryan Morris	WGTN	19	20			20	1 (68
Rick Goffin	WGTN	20	17	18	13		1.0		68
Philip Small	HVMC	16	15	18			19		6.3
Deborah Kibble	WGTN	1.1	14	17	18				58
John De Bernado	WGTN			19	19	20		18	54
David Manze	KPTI			17	19			16	51
John Power	WGTN/HVMC	la le		12		15	8	10	50
Gordon Diggle	WGTN	17	17	16				1.0	19
Brent Miller	KPTI					16	17	16	
Brent Miller	KPTI				16	17	15		18
Aaron Rowden	HCCC					16	11	14	41
Graeme Penhey	KPTI						19	20	3.9
David Hercock	WAIR	19	19						38
Graham Moran	KAIR	19	18						3.7
Bryan Schlup		19	18						37
Bryant Rowe	WAIR	18	18						3 (.
Tod Brooks	WAIR	20	10		; 6				36
Harvey Kibble	FGT.	ر) ن				18	18		3.6
Phil Peale	LVIN		17						35
Jamie Kibble	WOTN	18	1 /	15			2:)		35
Mike Heatherwic	k KPTI			16	17				3.3
Vanghan Malendi	e HCCC			10	1				32
Kayne Stevens	WATE	17	15						3.1
Eddic Fellerhof	E WATE	15	16						::1
Elsyn Priday	WAIR	1.5	16				1.3	17	30
Faul Cocksley	HVMC					1.5			2:3
Ernie Firk	1.7/15					1.1	1.3	. 4	27
Hayden sing	HVMC						1.0	. 1	<u>.</u> (,
Paul Layt	HCCC					17		j	22
Nick Butland	1.V13						·	10	
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Points for a single eyent:
Paul Campbell (kGTN) 20. 9a id Black (kGTN) 20, Jeln B. Hington (kGTN)
20, Faul Kibble (kGTN) 20. Graham Anderson (HVMc) 10, Date Davies
20, Faul Kibble (kGTN) 20. Graham Anderson (HVMc) 10, Date Davies
(HVMc) 20, Murray Sollitt (RVMc) 19. Stephen Bennett in(Mc) 19, k
Morgans (kETI) 16, Dennis Lulies (kPHI) 19. chris Clarke (kGTV) 19, .
Johnson (kGTN) 18, Kicharat Laylor (kGfv) 18, Shane ketzel (dvMc) 12,
John Cooke (kGTN) 18, Levin Whiteman (kGfv) 18, Benso Curven (kGfv) 17,
John Cooke (kGTN) 18, Levin Whiteman (kGfv) 18, Benso Curven (kGfv) 17,
A Bould (kFTI) 17, Ray Cooke (LVIN) 17, Jeft Ward (kGfv) 17, Shacia
A Bould (kFTI) 17, Shirlene Larsen (kAis) 16, Yony 14tzgerard (kVIn) 16
John Barrow (LVIN) 16, Bruce Pink (LVIV) 16, kick of Sell (kofv) 16
John Barrow (LVIN) 16, Bruce Pink (LVIV) 16, kick of Sell (kofv) 16
John Ryan (LVIV) 17, Fault Bestett (kAIR) 14, Crarz Jarlin (kofv) 15,
A Muclemann (kGIN) 14, Darryl Alker (kFII) 12, Seett Limpureys (keTv)

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DECEMBER 1983

O YEARS

lan Taylor with 73 points led the top point scorers in the Gold Star Hillclimb Region 4 events who qualified for the Final to be held in Marlborough in early 1984. Other Club qualifiers were Tom Donovan and Mark Jennings. • The Monthly Night Trial was organised by Joanne Stewart & Annette Miet, and won by Jenny Maidens & crew. There were 14 entries. • The Ladies Trial, organised by Murray Maguire, only attracted 7 entries, despite being run in conjunction with the Childrens Xmas Party. Jenny Maidens had her second victory for the month, this time with Lyn Dewhurst navigating. • The Bulletin featured a profile on Michele Mouton, the "darling of the World Rally Championship scene".

DECEMBER 1978

15 YEARS

Rain & wind affected the latter runs at the TSL South Makara Road Sealed Sprint, organised by lan Jensen. The 14 entries had practice and 5 official runs by 3.30 pm before heading off to a prize giving at an unoccupied house in Karori I. Class winners were Struan Robertson, Mark Jennings, John Debernardo, and John Wilson, with Mark Jennings taking overall victory. • The Bulletin reported that the Executive Committee had voted to sell the land at Haywards for a minimum of \$80,000. • The Monthly Night Trial, organised by John Gladhill and Warren Denton, sought out new territory in using the power pylon gravel road between Stokes Valley and Whitemans Valley. John & Marie Thomson were the winners, despite the need for an exhaust rebuild after the gravel section. • Victoria University won the Wall Trophy Invitation Trials series for 1978 with 131 points. Wellington was 3rd (74 points) behind Wainuiomata Car Club with 79 points.

DECEMBER 1968

25 YEARS

A Christmas Social was held on 6 December. The Xmas Hamper raffle was won by Colin Taylor. • After an absence of several years, Wallaceville Hill was again used for a sealed hillclimb by HVMC. John Mines recorded fastest saloon time in Colin Roberts (For Sale) 1293 cc Mini Cooper, whilst Lester Reader won overall in the L J R Ford Sports car. To finish off the day John Tonks rolled the exeverybody supercharged Plastibond Anglia. • Team 86 (Alan Smart, Murray Maguire and John Ahradsen) included a blast through the Makara Gorge to liven up the Monthly Night Trial. There were 21 competitors, and winners were The Rovers. • The Bulletin Classifieds included a Alfa Romeo Guilia Sprint GT, late 1966 model, 20,000 miles, Twin overhead cam, 1575 ccs with twin 40 DCOE Webers and a 5 speed gear box, for \$5,000...



Elizabeth Street Tyres

JANUARY/FEBRUARY 1984

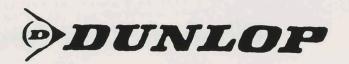
A beach BBQ was held after the conclusion of the annual Funkhana at QEP, Paekakariki. Dave Humpries won the 6 test event from Lloyd Rance. • The Central Rally Panel announced that there would be eight Rallies making up the Central Region series in 1984. • Those that went up to Ohakea and competed in the Wings and Wheels event said it was a terrific day. There was a rumour that Danie Lupp was trying to prove that 3.8 Mk II Jaguars are stronger than Mercedes (whilst the Mercedes owner wanted to prove that Mercedes drivers are better at fisticuffs than owners of English cars... • Dave Jennings on his first attempt at running a Monthly Night Trial, proved an enjoyable event for the 17 entries. Winners was Team Moggy (John & Marie Thomson) and Team Peugeot (Wayne Gair & Jane Dawson)

JANUARY/FEBRUARY 1979

Barry Lakeman & Ed Conroy sent 12 competitors off on a Family Economy Run of some 100 km. Tony Williams and Julie Savage recorded 74.56 mpg in a Datsun 1200, Warren Denton & Jill Mains 65.02 mpg in a Corolla SR Coupe and Peter, Lynette & Craig Martin 62.83 mpg in a Honda Civic HL. • The twelve competitors that turned up for the February Gymkhana at Porirua enjoyed the sight of Gordon Tucker throwing the Holden round the tests. However it was Colin Taylor, and Rick O'Neill in Honda Civic's who took out the top placings. • Ross & Sue Crundwell organised an Down & Up Gravel Sprint at Rallywoods. Sid Franklin rolled his Datsun 1600 on the practice run, and again on the 1st run, whilst Martin Fine (Mini) and John Debernardo (RX3) also managed one roll. Ross Gordon in a Turbo 2.0I Escort achieved FTD from Tony Street in a Datsun 1800 (180 B?)

JANUARY/FEBRUARY 1969

The annual Wellington Anniversary Day Gymkhana attracted 18 competitors up the coast to Queen Elizabeth Park. Organisers Ed Conroy, John Thomson & Ted Brough ran a total of 9 tests, and the two classes were won by Alan Cole in a MGB, and Alan Brough in a Mini. • Cars salvaged from the Wahine went up for Auction recently. Most had been fully submersed in salt water for a lengthy period. An Impala went for \$590 and a Mk II Jaguar \$400, a Jetboat \$740 (with trailer) and a Series 5 Sunbeam Alpine \$1400 (half list price) • Mr Fred Gamble, a former professional race driver, having competed at Le Mans and Sebring during the early 60's, from Goodyear Tyre Company, was the Guest Speaker for February Clubnight. • Thirteen competitors tackled the Family Night Trial organised by Jeff & Jayne Morris. The Broughs emerged winners losing only 1 point! • The Monthly Night Trial used the old track from Horokiwi to Newlands, before tulips took the 14 competitors back to the Casa Fontana via Ngaio/Khandallah. Jayne & Jeff Morris won this John Reid organised event.



eds bit

well what a year for the wgtn car club.
national champion - joe mcandrew.
guess whos doing asia pacific next year.
shell ultra challenge - steve law.
a two year scholarship worth \$150.000.
ian maclenon who was runner up.
rallywoods trophy - wgtn car club.
pats trophy - mark kibble.

ted clay. 2. pete leishman. 3. neil rice. 4. many thanks to rick oneil for the photos. and to everyone who has contributed to the magazine over the past year.

also a big thank you must go to jude for her effort in organising a totaly new magazine crew.

drive safely or catch a cab over the drinkie season.

cheers paul.





EARN DOLLARS FOR YOUR CLUB!

Every club member 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) commission to the club.

CALLAY CARS LIMITED
23 Railway Avenue, Lower Hutt
Phone 569-3444

FOR SALE

Datsun 1200

Good competitive Club and Rally car!!

3rd in 1300cc class Central Region Series 1993!

READY TO RALLY!!



1974, 1298cc, close ratio gear-box, limited slip diff Heaps of spares: 4 and 5 speed gearboxes, 11 wheels, plus more!

For more information, contact Neil Rice on 239-9132 a/hrs.

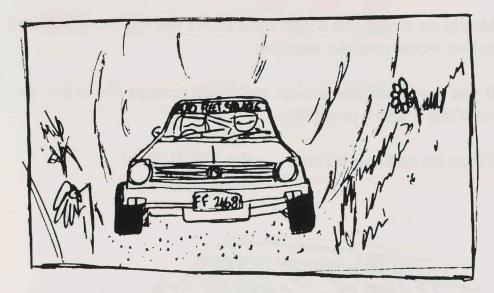
FOR SALE.

DATSUN 1200



Good competitive Club and Rolly coar.

Ready for anything!



1971 1300cc, Close ratio georbox, Lotted Slip Ford oliff, oil order, big value head, new real paint only one lardy driver, tick, and reliable, Lotted spares and wheels \$3000 and will trade ph Jamie on 3856331 or 3833051 allh.

MOORE MOTORSPORT

(yes Mazda Man)

wish to beg/borrow or hire a tow vehicle

The vehicle would be required to tow a tandem axle trailer carrying a Nissan Sentra GT and be available for some or all of the Nissan GT rounds: 12 Dec (Pukekohe)

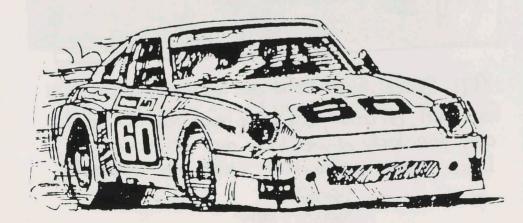
23 Jan (Wigram) 30 Jan (Manfeild)

20 Mar (Taupo)

Ideally we would like a light truck (1.5-2 tonnes) diesel powered but we would consider anything.

If you have a suitable vehicle and would perhaps like to join the crew this is also a possibility.

Please phone Dave Wilson 0-4-232 7130 (h) 0-4-802 0522 (w)



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7									
8		9		10					
11	12			13			14		
	15			18				17	
18			19		20	21			
			22						

ACROSS

- 1 Drove a Monaro to victory on the first Silver Fem Rally. (5, 8)
- 7 Wellington based Motoring magazine of the 1970's/80's.
- 8 Not soft
- 10 Club invitation trialling trophy.
- 11 USA oval circuit saloon series.
- 15 Brand of chewing gum.
- 16 Protects your body from fire/dirt.
- 18 The classic USA sportscar.
- 22 See 3 Down.

Answers to Crossword No. 5

E M A N U E L E P I R R O
U L T R A D E A D
O O H O I D E A D
P A Y R A L L Y W O O D S
A I D I E
L S U S P E N D S
H O N D A T L E W I N
T M A I G
U O R O T H M A N S

DOWN

- 1 Now called a motorkhana.
- Change
- 3 (and 22 across) The TS in TSL stands for. (3, 8)
- 4 Petrol rating.
- 5 False.
- 6 This decade is known as the
- 9 First name of likeable Queensland saloon drive
- 12 Goes before plug.
- 13 and speed schedule.
- 14 Motoring crashes video series numbered from 1 upwards.
- 17 What we all tell after an event.
- 19 Abbreviation for "extra service"
- 20 Sports car model name that had numbers like 4, 5, 6, 7 added to it .
- 21 Half flat (cryptic)

MOTORING NEWS

CROSSWORD

NO. 6

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