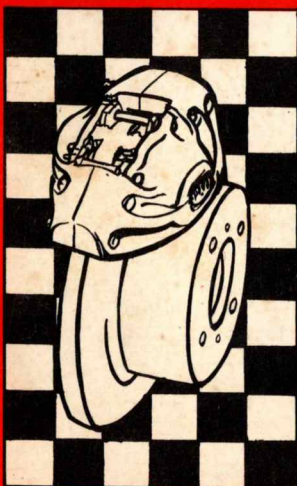
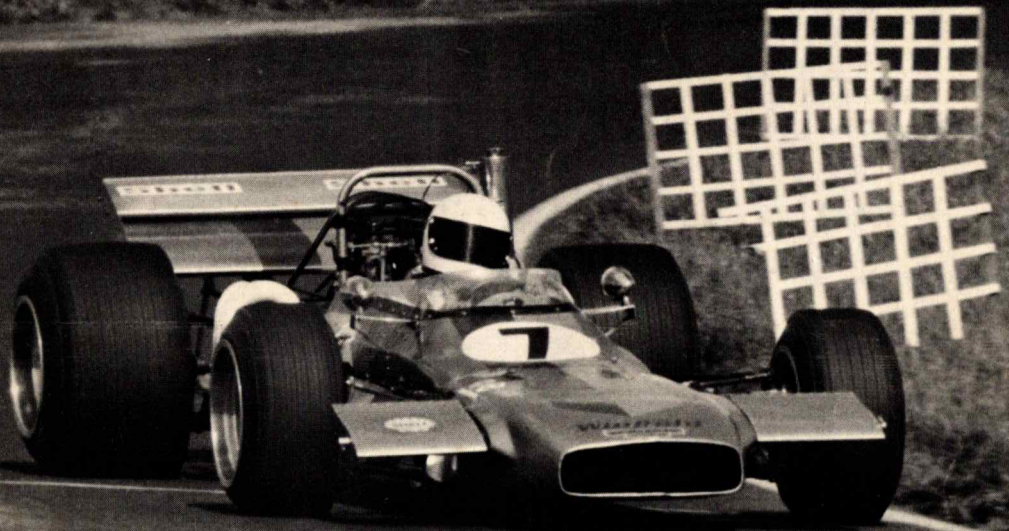




BULLETIN

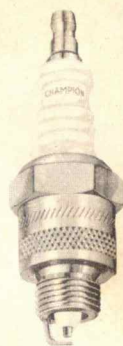
DECEMBER • 1971



Repco

COMPETITION
Disc Pads

**Stormin' Norman Beechey wins
the saloon car feature at the New
Zealand Grand Prix meeting in his Holden
providing further proof that
Champion Spark Plugs
provide outstanding
performance in G.M. vehicles**



THE HEART OF A TUNE-UP



Norman Beechey wins the Air New Zealand Saloon Car Feature, in his Champion sparked Holden Monaro 350

— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

CLUB OFFICERS

President :

F. B. Webber. Phone 595-282
23 Maroa Road, One Tree Hill.

Vice-Presidents :

L. F. Rankin.
Phone 84-164 Papakura.
3 Arthur Place, Papakura.
I. Ivers. Phone 7738, Glen Eden.
28 Archibald Road, Glen Eden.

Secretary and Treasurer :

G. J. McKinstry, A.C.A.
Phone 373-484.

Executive :

B. J. Hamilton, E. G. Mallard,
T. Molloy, W. J. Martin,

J. H. Crombie, P. B. Fahey, P. Levet,
E. J. Inwood, M. I. Marshall.

Club Captain :

R. E. Brown. Phone 678-739.
9 Crecy Place, Avondale.

Deputy Club Captain :

P. Levet. Phone 654-105.
662 Mt. Albert Road, Royal Oak.

Chairmen of Sub-Committees :

Club House : C. R. Stodart
(GLE 5196)

Trials : W. J. Martin
(POP 83-554)

Racing : L. F. Rankin
(Papakura 84-164)

Speed : R. E. Brown
(678-739).

Building :

M. H. Lawson
(Howick 6156D).

Bulletin :

B. J. Blacklock
(HSN 69-465).
250 Te Atatu Road,
Te Atatu South.

Membership Secretary :

B. J. Hamilton. Phone POP 48-520

Competition Licence Officer :

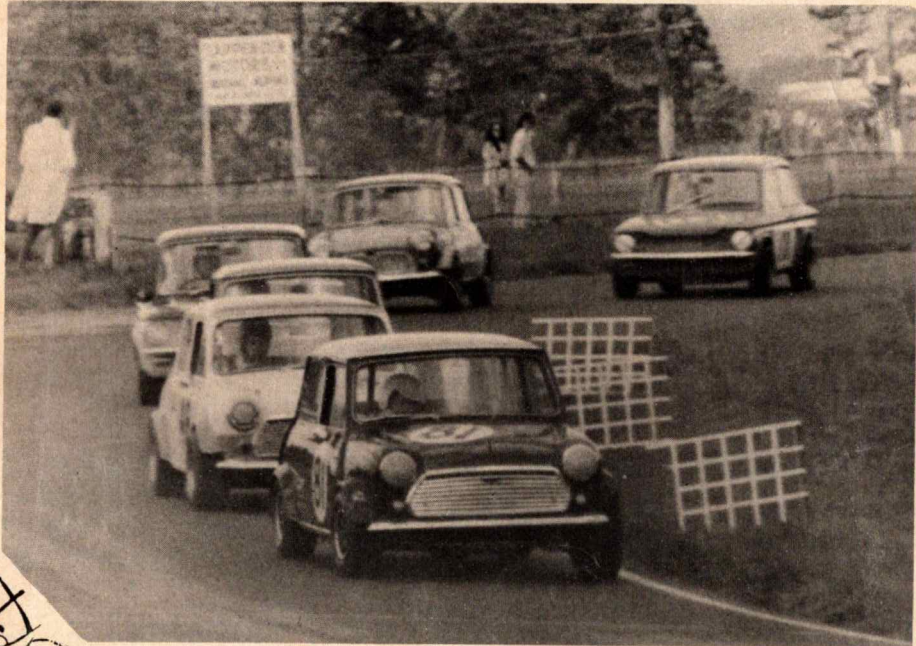
T. Molloy. Phone 654-048.

Security Officer :

H. G. Southee. Phone 607-682.

Custodian :

W. Ferris. Phone 674-071.



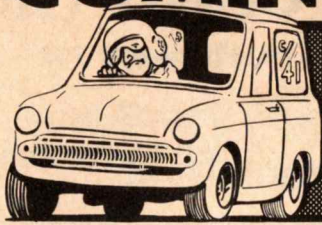
CLUB MEMBER WAYNE McMATH LEADS THE UNDER
1000 C.C. FIELD AT N.S.C.C. NOVEMBER
DUNLOP MEETING

CLUB MEMBER DAVID OXTON IN THE WINFIELD BEGG FM 4
AT N.S.C.C. NOVEMBER DUNLOP MEETING.

COVER PHOTO



COMING EVENTS



CLOSED CLUB



CLUBROOM HOURS:

Thursday Evenings 8.00 p.m. - 11.00 p.m.
Saturday Evenings 8.00 p.m. - 11.30 p.m.
Sunday Evenings 4.00 p.m. - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Table Tennis and Darts facilities are available. Films are shown on the third Thursday of each month preceded by a semi-formal Club Meeting.

Please note that the Clubrooms will be open to members at the usual times throughout the Xmas and Holiday period but there will be no film evening in December but the next one will be on the 20th January.

N.B. PLEASE PARK CLEAR OF DRIVEWAYS AND LOCAL DAIRY AND NO NOISE WHEN LEAVING

DECEMBER 5TH - SUNDAY - GYMKHANA

At the time of going to press the venue was not confirmed so please see the 8 O'Clock on December 4th for details. Entries accepted on the day between 11.30 a.m. - 12.30 p.m. NOTE: No competition licence necessary. Fun to compete in - Fun to watch. Exide Trophy and Sandringham Tyre Service Gymkhana Shield Points. Come on Gals - give it a go.

DECEMBER 12TH - SUNDAY - CLUBMANS RACE MEETING - Pukekohe Club Circuit.

Races for standard production saloons, modified saloons, sports cars, Formula Vee, Formula Ford and Racing cars. Entries close on Friday 3rd December with Miss C.E. Dewar, 273 Kapa Rd, Mission Bay, Auckland. 5. Late entries MAY BE accepted to fill races. Late Fee \$1.00 additional to normal entry fee which is by the donation charged at gate. Usual catering services including soft drinks, coffee, toasted sandwiches, potato crisps, etc. A barbecue will be held after the conclusion of the meeting. The Club will provide the cooking facilities but remember to bring your snarlers and steaks etc. Lo Octane will be available.

DECEMBER 18TH - SATURDAY - CHRISTMAS SOCIAL AND DANCE

To be held in the Clubrooms. 7.00 p.m. Pre-social suds. At 8.00 p.m. the mighty band strikes out through till 12.00 p.m. Monstrous continuous supper. A limited number of tickets now available at \$1.50 each from Clubrooms but remember these will sell fast. This night will be a beauty.

DECEMBER 19TH - SUNDAY AFTERNOON - CHILDREN'S CHRISTMAS PARTY

To be held at the Clubrooms from 2.00 p.m. to 4.00 p.m. It is regretted that due to the large number of children already enrolled, no further applications can be accepted.

JANUARY 5TH - WEDNESDAY EVENING - GYMKHANA

Please note that for this previously advertised event (in conjunction with the National Scouting Jamboree at Pukekohe Showgrounds), the amount of time available to us on this night will most likely mean that we will only be able to hold a demonstration with invited drivers. Sandringham Tyre Service Shield and Exide Points will not be awarded.

JANUARY 5TH - WEDNESDAY - SPECIAL PRE-GRAND PRIX CLUB EVENING

This will be held in the Clubrooms. Members, visiting drivers and crews are welcome and it is hoped to have a number of the overseas drivers in attendance.

JANUARY 20TH - THURSDAY - CLUB NIGHT AND FILM EVENING

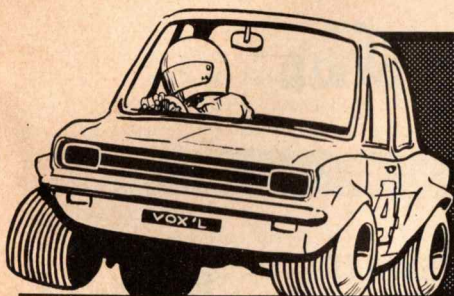
To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. First evening of this type for 1972. Films, discussion, supper, new car on display. New members, please introduce yourselves to a Committee Member.

JANUARY 23RD - SUNDAY - HILLCLIMB - Chamberlain Road, Bombay.

Entries accepted on the day till 9.30 a.m. Scrutineering between 8.30 a.m. and 10.00 a.m. Practice commences 10.15 a.m. Trophies for class winners. Certificates for second and third places in each class. Exide Points. Remember Competition Licence, Membership Card, Overalls, approved crash helmet and fire extinguisher. Under 20 year olds to have countersigned entry forms.

FEBRUARY - GRASS TRACK RACE MEETING

Actual date and full details will appear in the January Newsletter.



**OPEN &
INVITATION**

DECEMBER 4TH - DOG BOX CLUB HARBOUR CRUISE SOCIAL - \$8.00 Double. CATERED Supper. Good Band. All members interested please phone Margaret Boyle 576-109 (Bus) 83-878 (Res).

DECEMBER 5TH - SUNDAY - PUKEKOHE CAR CLUB GOLD STAR HILLCLIMB - Waiuku.

DECEMBER 11TH - SATURDAY - TE AWAMUTU CAR CLUB OPEN HILLCLIMB - Nguntunui

DECEMBER 18TH - SATURDAY - THAMES VALLEY CAR CLUB OPEN HILLCLIMB - Maramarua

DECEMBER 28TH - TUESDAY - B.O.P. MOTOR RACING ASSN - WINFIELD INTERNATIONAL MOTOR RACE MEETING - Bay Park Raceways. Gold Star, Castrol G.T.X. Championship and Formula Ford Championship.

JANUARY 8TH - SATURDAY - N.Z.I.G.P. INC. "AIR NEW ZEALAND INTERNATIONAL GRAND PRIX" - Pukekohe. Open event for Tasman Cup and Bank of New South Wales Saloon Car Series. Further round of Formula Ford Championship.

JANUARY 15TH - SATURDAY - LEVIN MOTOR RACING CLUB - INTERNATIONAL MOTOR RACE MEETING - Levin Motor Raceway. Tasman Cup Series.

JANUARY 15TH - SATURDAY - NORTHLAND CAR CLUB - GRASS TRACK RACE MEETING

JANUARY 22ND - SATURDAY - MOTOR RACING CLUB - INTERNATIONAL MOTOR RACE MEETING - Wigram. Tasman Cup Series. B.N.S.W. Saloon Car Championship.

JANUARY 23RD - SUNDAY - THAMES VALLEY CAR CLUB - GRASS TRACK RACE MEETING

JANUARY 29TH - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB - OPEN HILLCLIMB - Andersons Farm, Paremoremo. Duckhams Invitation Series. Entries on day

JANUARY 30TH - SUNDAY - SOUTHLAND CAR CLUB - INTERNATIONAL RACE MEETING - Teretonga. Tasman Cup. Bank of New South Wales Saloon Car Championship.

FEBRUARY 5TH - SATURDAY - NORTHERN SPORTS CAR CLUB - GOLD STAR HILLCLIMB Cosseys Farm.

FEBRUARY 6TH - SUNDAY - SOUTH CANTERBURY CAR CLUB - NATIONAL MOTOR RACE MEETING - Timaru. Gold Star. B.N.S.W. Saloon Car Championship.

President's Message



Once again another year has flown by and the Christmas season rapidly approaches.

The busy year has produced many highly successful Club events and I congratulate all those who took part whilst at the same time sincerely thanking all who have worked hard during the year in official capacities.

On behalf of the Executive Committee and Sub-Committees it is my pleasure to extend to all members and friends of the Club the wish that you will enjoy the festive season with your families and friends. I hope that you will drive safely during this busy period.

Samy Welles
PRESIDENT



 **Winfield**
MOTOR RACES

BAYPARK RACEWAYS

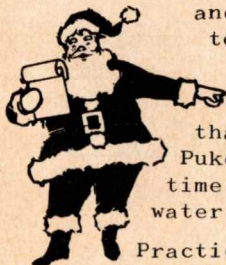


Bay Park the raceway of Tauranga as usual excelled in some of the best and closest races yet seen this season. If the rest of the meetings in the 1971-72 season live up to this standard, you are advised by the writer of this chronicle not to miss even the practice sessions.

On going to press we were still waiting for the list of international and local drivers who will be competing on the 28th of December but if the press release which normally precedes each meeting at Bay Park as up to the usual standard, the local papers will give us all the details like who is driving what V8 and such.

As this is supposed to be a review of the last meeting I had better get on with it, and not put the luggage on top of the spare as one well known commentator found out.

Practice on Saturday was somewhat disorganised due to a very heavy downpour of H₂O (not hot water) which flooded the underpass to the pit area and required service crews etc to build rafts and such on which to carry out their efforts to get a fleet of cars away.



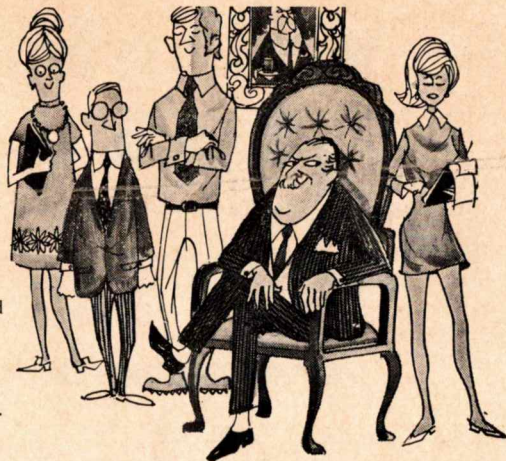
Steve Millen was seen very early tuning in a new motor before practice. It was good to see the effort put into that Jaguar to have it ready after his unfortunate swim at Pukekohe a week earlier. I wonder what Steve was thinking every time he had to almost stop at the start line to wade through more water while doing his running in laps.

Practice over and some very close times appeared on the board promis-

Contd. on Page 6

SHOUTS

& murmurs



. . . The Auckland City Council at the conclusion of its Centennial Year is presenting plaques and medals to various organisations in the City. Our Club has been chosen to receive a presentation and President, Barry Webber, attended a function at the Town Hall on Thursday, 25th November to accept a plaque and medal on behalf of the Club from His Worship the Mayor, Sir Dove-Myer Robinson.

. . . On the Friday night of Labour Weekend the usual emigration of Club members to the Bay Park meeting took place. There were enough members eating at the Red Fox Tavern to have held a Club Meeting. One of Ian Stapley's Sandringham Tyre Service vans packed a sad about five miles past the Red Fox. Undaunted, and with all gear and bods transferred to the other van the Stapley group continued through darkness and downpour until Colin Kennedy's Mini wetted up and had to be towed by the already burdened No. 2 van. However the entourage made Tauranga and Ian and his lads were kept busy at Bay Park circuit on Saturday and Sunday helping competitors with their tyre requirements.

. . . The scene Labour Weekend Friday night. The place way up in the Kaimai Hills. The time late at night. The weather a solid downpour. The situation Don Hadfield with three passengers en route to Bay of Plenty, a large car and one very flat left hand rear tyre. Unpacking loaded boot to reach spare tyre no joy in conditions. Anyone who passed the scene can rest assured that "No Coat" Hadfield was sitting in the boot of the Valiant with the lid half shut only when the rain was falling at its heaviest.

. . . The Halliday Escort blew a motor at Bay Park prior to the meeting. Only an all night rebuild and a mighty effort from this crew enabled the car to take part on the Sunday - and with some success. Rob Halliday's eyes on Sunday afternoon looked like traffic lights saying stop.

. . . Current Club paid membership - 1,184.

. . . A shock absorber mechanism used in the astronauts' couches of the Apollo space-craft has been tested by the Bureau of Public Roads in the United States. This shock absorber, when used in highway guard rails, will cut a 60 mile per hour impact down to the equivalent of a 5-mile-per-hour impact. This device is reported to be rugged, cheap and reusable. A large automobile manufacturer is developing this device for use as an automobile bumper.

. . . Please remember that there is no film evening in December and no Bulletin in January. A newsletter will be issued in January to keep you posted on coming events.

. . . The September Bulletin contained a copy of the letter sent to Colonel David R. Scott, Commander of the Apollo 15 Moon Mission. This Mission resulted in the first vehicle being driven on the moon's surface. All three Astronauts were appointed Honorary Members of this Club. We recently received a letter signed personally by David Scott, James Irwin and Alfred Worden together with a photograph of the Lunar Roving Vehicle also personally endorsed. This letter and photograph are reproduced in this Bulletin. Other pictures and technical information of interest relating to Apollo 15 were also enclosed with their letter.

. . . Hear tell that Jim Richards' new Escort B.D.A. was written off in an accident during a recent race in England.

. . . One of the latest Lotus 61M Formula Fords has been purchased by Club member Bart Hammonds and is due in the country early in the New Year.

. . . Don't forget the Christmas Social on the 18th December which promises to be a swinging success. Tickets available from the Clubrooms. We understand that Santa Claus will be making a brief appearance once again.

. . . Hands up all those who noticed our mistake at the foot of Page 25 in the November Bulletin. The photograph of the single seater at the foot of this page is, of course, David Oxtan and not Frank Radisich. We apologise for this mistake.



BAYPARK - contd. from Page 4

ing some very good racing for the coming Sunday. After much warning to be early due to the flooding of the underpass it was a welcome sight to see it dry at 9.00 a.m. Sunday morning. James Smith's Rover V8 looked rather potent but the only part I could recognise as a Rover was the emblem on the front.

The main interest of the day was the start of the Castrol GTX Championship and the unlimited class (of course I'm biased). The first of the unlimited class was won by Rod Coppins in his Camaro, then James Smith in the V8 Rover. It seems to go awfully fast in a straight line but doesn't want to go around corners. Then followed Dennis Marwood, John Riley, Paul Fahey and Don Halliday doing a grand job up amongst the giants.

To sit, or should I say stand and watch four or five of these drivers nose to tail for lap after lap with continuous changing of positions, and to see a small Escort running around in front and then behind with no quarter given or taken, gives one a true impression of what motor racing is all about.

David Oxtan seemed to be having a few handling problems with his Formula Ford but Jim Murdoch and Dauntsey Teagle made short work of the Formula Ford race finishing first and second respectively. David managed to gain third.

The day was a fine example of the well organised racing that is conducted at Bay Park but they couldn't stop the shower of rain in the afternoon that made one or two races very interesting.

The Castrol GTX Championship got underway without the entry of a few contracted drivers but this matter was cleared up and they raced in the series held at Pukekohe on the 14th November. I'm not sure if I am dumb or just don't read what I'm supposed to but I would like to see explained in simple language how they are running and scoring the groupings of the GTX Championship. Perhaps some promoter may like to print it in his programme so as I, and I guess there must be some like me, can develop more interest in the series.

To those who have managed to persevere to this point with my writing I would like to thank you. For my errors I apologise, but will have all accurate figures for when I write again. For those who enjoyed the meeting as much as I, I will see you on the 28th December. For those who sit with open bottles all around so as they must finish them before retiring or expiring, please don't invite me (shortage of Asprin). Thank you.

CONSCRIPTED OFFICIAL





EUROPEAN RALLY SCENE

The European Rally Championship for drivers is a somewhat complicated affair with about twenty events counting for the Championship. They are spread throughout Europe, some rallies clashing with others being run on the same dates to the detriment of both events. Usually towards the end of the year the Championship attracts those drivers who have picked up most points during the year. Consequently, events at this time of the year can have an advantage over others which are scheduled earlier in the year.

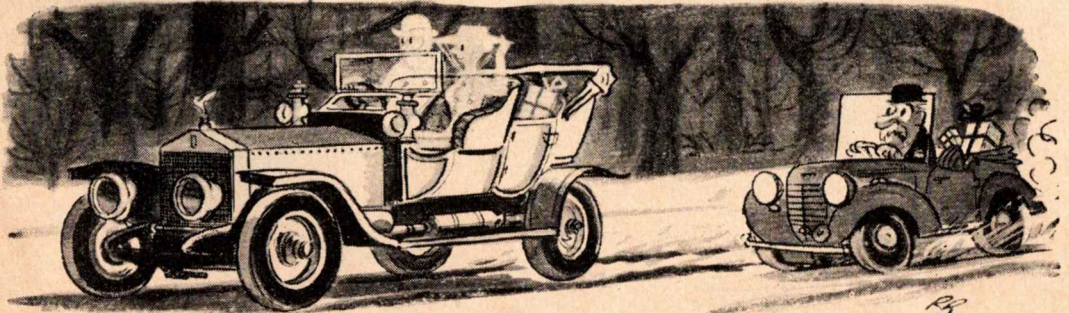
One such rally is Spain's R.A.C.E. Rally which attracted a number of single works entries, their drivers all hunting for points. The successful hunter was Jean-Pierre Nicolas in the Renault Alpine followed by Bernard Fiorentino in the mid engined Simca CG. Reverter's Porsche engined Alpine which he used on the Sherry Rally was third and Slobisaw Zasada and Sandro Munari also had good placings in fourth and sixth.

Driving a Boreham built Escort TC, outright winners of the Cyprus Rally which finished in Nicosia were local men Christos Kirmitsis/Peter Lawrence. Brian Culcheth/Johnstone Syer were second in their Abingdon prepared Triumph 2.5 PI. A short but tough 700 mile route was divided into four legs spread over two days. Some sections were rough and tight, with punctures, broken steering and exhaust pipes not being uncommon.

Although Renault Alpine have wrapped up the Constructors Championship they have nevertheless entered a two car team in the R.A.C. Rally for Ove Andersson and Jean-Pierre Nicolas. Datsun have entered three 240Zs for Rauno Aaltonen, Tony Fall and Hans Herrmann. A fourth Datsun 240Z has also been entered privately by Shekhar Mehta from East Africa.

Regulations are out for next year's Monte Carlo Rally and once again entry fees are up, to around \$200. The route will be similar to previous years with starting points at Almeira, Athens, Frankfurt, Glasgow, Lisbon, Marrakesh, Monte Carlo, Oslo, Reims and Warsaw.

For the first time since 1953, next year's East African Safari will be going around Lake Victoria. Although territory on all sides has been used in the past, a complete loop is now possible now that a somewhat precarious hand operated ferry has been replaced by a new bridge. The event will start and finish at Dar es Salaam with stops at both Nairobi and Kampala.





NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
MANNED SPACECRAFT CENTER
HOUSTON, TEXAS 77058

IN REPLY REFER TO:
CB

Mr. F. B. Webber, President
Auckland Car Club (Inc.)
44 Stoddard Road
Mt. Roskill, Auckland
NEW ZEALAND

Dear Mr. Webber:

We shall be delighted to become honorary members of your organization. We thank you for the membership cards, Certificates, insignia, and other pertinent items associated with the structure of your club.

In exchange for your thoughtfulness, we should like for your organization to have the enclosed assortment of pictures which we took during the Apollo 15's mission to the moon.

With kindest regards to each of you -- and good motoring!

Sincerely,

A handwritten signature in black ink, appearing to read "David R. Scott".

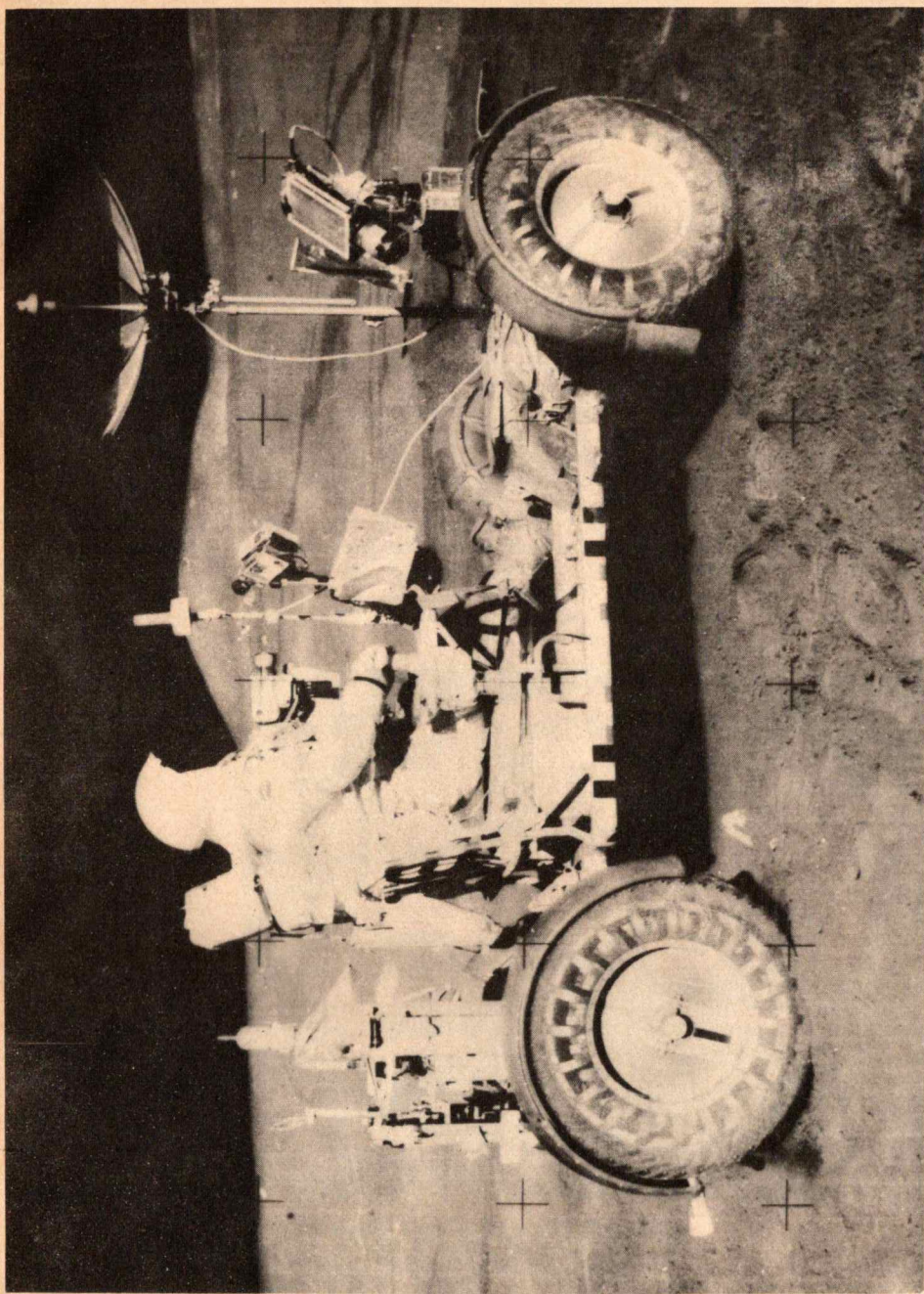
David R. Scott
Colonel, USAF
NASA Astronaut

A handwritten signature in black ink, appearing to read "Alfred M. Worden".

Alfred M. Worden
Lt Colonel, USAF
NASA Astronaut

A handwritten signature in black ink, appearing to read "James B. Irwin".

James B. Irwin
Colonel, USAF
NASA Astronaut



BEST WISHES FROM APOLLO 15.

Al Worden

Fero Soto

Jim Aune

THE CLUBMANS FORMULA

You know the feeling you get, as you wipe your hands after bolting it all together, complete with demon tweaks, then as you slip behind the wheel you can almost hear the hush of the crowd at Pukekohe as Laurie Powell raises the one minute board, confidently you turn the key, the starter kicks, there's a hollow bang, a death rattle, then silence. That's when the feeling sweeps over you, numbing you with disappointment and the knowledge it's bust, you're broke and likely to be walking to the next club meeting.

To avoid that sort of feeling, you should contact Ray Stone at John W. Andrew, the Superford people. Ray has spent 14 years learning how to take the risk out of automobile modification, and his experience is what makes Superford such a complete Ford performance service. The Superford division of John W. Andrew, stock the largest range of Ford performance equipment in N.Z., and they accept the costs involved in testing and developing special equipment, kits and conversions so all Superford parts can be sold with a guarantee.

With Ray Stone's help, Ford owners everywhere can tailor their cars to suit their driving needs. Ray knows how to turn an Escort into a highway cruiser, a family car cum club racer, a hill climber, a rally car or a saloon car winner (Ray prepares Paul Fahey's Escort FVC).

Superford is the centre of Ford performance parts and information, a meeting place for driving enthusiasts and the best place for car club members to get kits that fit, conversions that perform, and the experience that guarantees satisfaction and saves you from an experience like walking to the next club meeting. Superford is the club man's Formula for fun.



SUPERFORD

A service in performance motoring available only from John W. Andrew and Sons Ltd. L.M.V.D. Khyber Pass Road, P.O. Box 8520, Auckland. Phone 364-280.



EXPERTS TRIAL OCTOBER 30th.

After leaving the Clubrooms a fairly quiet drive down the motorway took us to the Papakura turn off where we found a few cars waiting out of sight of the control, obviously early!

We were then thrown into the first map reading section which had us searching the map for Walters Rd. Many minutes later it was located and the first of the many U Turn Checks which were to play a big part in the trial appeared. Most loops in this section had to be traversed twice, in particular Drury Hill Rd, which got you three checks but if done in the wrong direction placed them out of order (HA HA Hans Spott), this section finally finishing in Drury.

The next section contained a South Island flavour, namely the Wobbly Rule, which definition is the competitor has to go left at every occasion and alternately right and left at four road intersections, starting with right. Most competitors found this section straight forward and interesting and far better plotted than our South Island counterpart. Our only consternation was an instruction saying our next Wobbly Rule was left when we were looking for a right. However, a slow drive up Sutton Rd (thank heaven it was fine) a check was encountered and the section completed without any further difficulty.

A fairly short section took us to Pokeno for the lunch break of thirty minutes where we sat for twenty minutes waiting to see the next competitor arrive from a different direction from us. Left Pokeno and nearly missed a No Exit road sign but **bombed** our way through the island block to arrive at the next control 8 minutes early.

The second map reading section now commenced and being the driver I only heard faint mutterings and chuckles of delight when my navigator found traps, one of which took us to the only manned check in the trial, where Cathy Rae had a lonely day only being visited by two cars. It appears you had to travel from control to a point using as little as possible of state highways and by skirting the map this was accomplished gaining 3 checks in the process. It also seemed the twisted plotter had found another South Island trick in plotting the references back to front.

The next section was a stand-up, knocked down, no holds barred Experts Section in which every instruction contained traps such as RAC no road sign, avoiding the physical sign, cross rd as Crossroads and Cross-roads. This section proved the ruin of many crews, but was most enjoyable and kept everyone on the ball.

The final run home was a touring section which had in the speed schedule a CLUBROOMS sign at which competitors ceased to record mileage. We found this sign opposite the Ellerslie Fire Station, but some crews thought it would be past the Clubrooms and spent vital minutes searching up and down Stoddard Road.

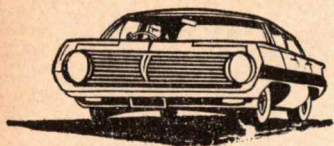
Thanks to Peter Meggison and Clarinda Poole for a well plotted and enjoyable trial and hope next year it attracts more entries.

NEW EXPERT

(Could be the name that put a lot of would-be novice competitors off, which is not the intention. It is just that this is one of the last (or the last) trials of the season and we think then you may all be somewhat of an expert

ED)

Club Circuit



REX RATTENBURY

October 17th saw our first Club Circuit race meeting of the season. Spectators, officials and competitors arrived at the track to find grey skies which proceeded to saturate the track with a series of long, heavy showers.

A large entry was accepted, however, several of these had withdrawn by the time practice sessions commenced. Practice got under way in fairly atrocious conditions which caught a few newcomers out in spectacular spins.

The day's racing got under way with the one litre race. Unfortunately the race had to be stopped after Ted Dutch biffed the tyres around the trees at the loop, after an extremely fast and spectacular spin. Ted was O.K. but the side of his 'Malibu' Imp suffered severe damage.

The re-start saw Wal Wymer first home after an impressive drive under the tricky conditions. Most of the front runners in the up to 1600 cc race spun off at some stage or the other but Lynton Ryan in his Cooper 'S' managed to conquer these trying conditions and took second place.

Merv Neil proved fast in the Standard Production race while Paul Adams in his B.M.W. managed to take second place.

The big saloons proved interesting with Murray Soames (Lotus Cortina) and Graeme Morley (Superstar) in his brutal looking Anglia both leading the field until spinning off, thus leaving Dennis Marwood an undisputed winner in the Rorison Chev Camaro.

A major feature of the meeting was the two races for Production Sports Cars. Many of these were from the M.G. Car Club who were our guests for the day. While these cars were not extremely fast, they were found to be fairly spectacular, and provided good racing for spectators.

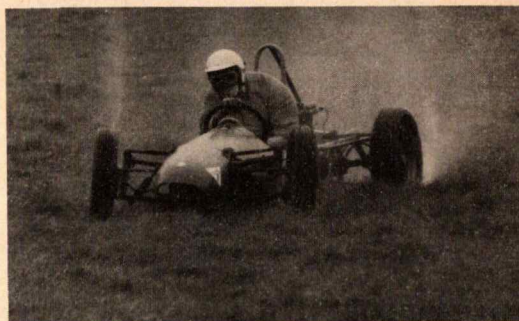
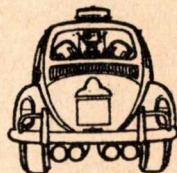
The rain then began to hold off, allowing the bigger cars to show their worth.

After a few hair raising spins, the day's racing came to an end, leaving spectators and competitors with the impression of a good year's Club racing ahead. Good fields are expected, at least in the open saloon car class. We will see the brutal, yet colourful, 1800 Anglias driven by Greg Lancaster, Graeme Morley, Geoff Campbell, Dennis Hamill and Barry Lee against Murray Soames' Lotus Cortina and possibly some extras, Steve Millen, etc.

Our thanks go to all the officials, competitors and our commentator who made this meeting possible.

FROM THE REAR,

AT SHORT RANGE



KEN FLASHMAN

CLUB CIRCUIT



TED DUTCH



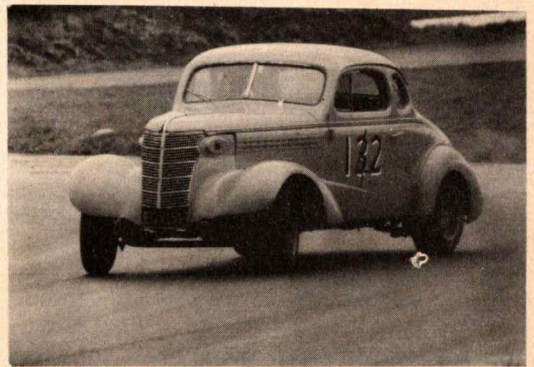
PAUL ADAMS



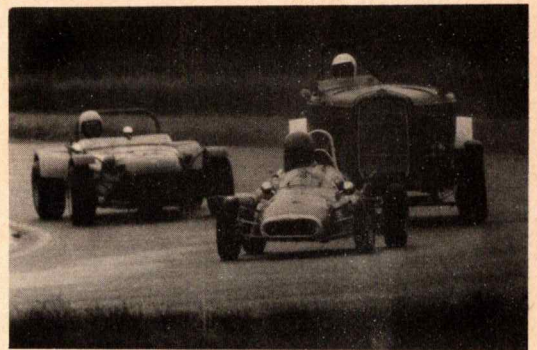
MERV NEIL



BARRY BORIC



ROGER LISTER



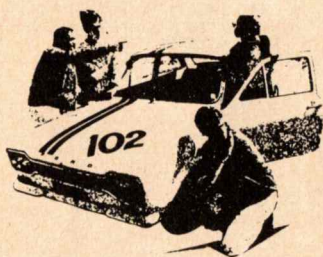
THE LONG AND THE SHORT AND THE TALL

**Photo's by
Kevin Lancaster
ph 657-088**



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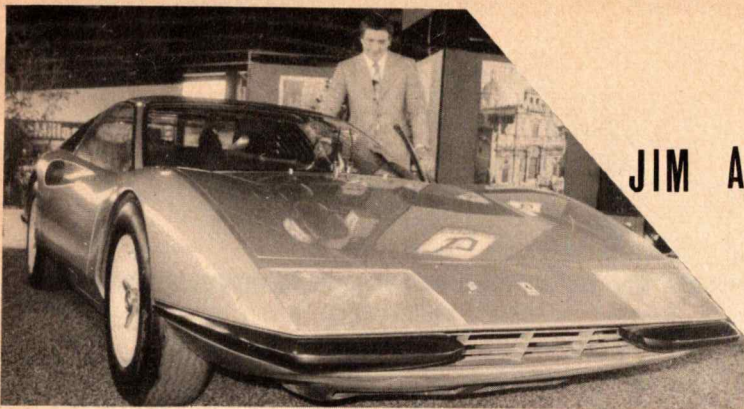
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JIM ABBOTT

MOTOR SHOW

Seven only imported cars hardly an international auto show make, but with a considerable number of locally provided trade cars and accessories and cars from three clubs, the viewing public, at a \$1 each a time, saw a variety of cars and left with mixed impressions.

Our Club was asked six months ago to display some Club cars and was allocated 2,000 sq. ft. in the Australian pavilion, but at the last moment was relegated to Pavilion B (read pavilion for storing cows and sheep).

A large number of man hours transformed our area into a reasonable looking area and the stall superintendents were grateful for the provision of a caravan which gave us some home comforts. Our thanks go to all those who put their cars on our stand including Willard Martin, Peter Bruin, Peter Maloney, Ross Johnson, Don Halliday, John Power, Peter Levet, and the various Autosports cars.

The Club felt bound to wave the flag, which it did admirably, even if little else could be achieved, but although several stands had interesting displays I did not feel the show was worth a \$1 admission by our standards.

During the show a motor building competition was held and it was gratifying to find a very large degree of friendly club rivalry between Auckland Car Club and Northern Sports Car Club. The Jubilee Motors team from Sydney had visited New Zealand and put on two demonstrations, reading a time of 6 mins 15 secs.

Over the last week of the show the two Auckland Car Club teams competed against one another and the Northern Sports Car Club team, as a result of which Team Halliday narrowly edged out Team Spears, although I understand that if there is a next time some scrutineers may be required to check a few torque settings, etc.'

On the final Saturday a car smashing competition was held which raised several dollars for the Dog Box Club. Thanks to Jack Nazer for his generous donation of the car body.

STRAIGHT AHEAD

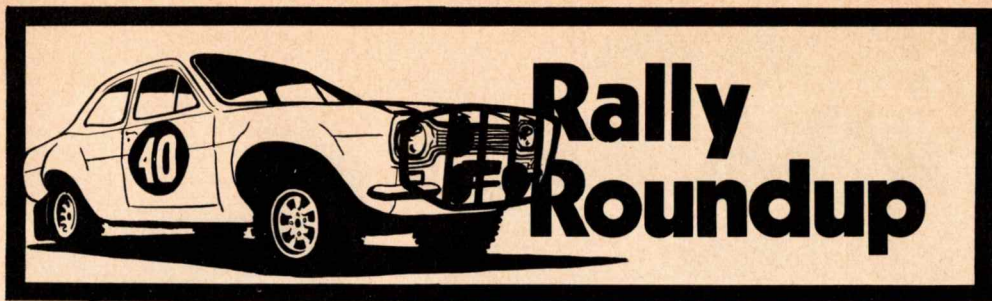


"And this year we'd be better pleased if you didn't wipe the dipstick on your beard when checking your oil"

Christmas

**A TIME FOR GIVING!
A TIME FOR GETTING!
A TIME FOR FORGIVING!
A TIME FOR NOT FORGETTING!**





Well folks, this is our final Bulletin for 1971 and my last column for the year.

We have had our Experts Trial and have our 1971 Expert. The event was well plotted and congratulations to Peter Meggison for the work he put into the preparation. At last we know what he was raving on about regarding South Island flavour. If the "Wobbly Rule" and transposed map references are the "in thing" down there they can keep them for me. The event as a whole was most enjoyable, some neat traps and a real sting at the end. "Clubrooms" in capitals in the speed schedule, so O.K. we're looking for a sign, but unfortunately we didn't start looking away back at the Ellerslie Fire Station. After the work and effort Peter had put into the event it was rather disappointing to see such a small field, only about 19 or 20 entrants, though possibly the fact that it was held on a Saturday, and with a morning start, could have had some bearing on this. My personal feelings on this subject are Saturday for evening Club trials and Sunday for day events which usually seem to encourage more entries.

The "Dog Box Club" held their Gimmick/Barbecue Trial on 7th November and it was a lot of fun. Quite a big field and instructions in puzzle form (I think they are called Riddle-me-ree) which lead you to a point where you then had to answer a question, e.g. Kings College motto. In addition there was a Treasure Hunt element in that ten items had to be collected, each item being worth twenty points. The 13 questions gave 260 points, the 10 items 200 and the final points were gained by an egg throwing/catching contest - 2 throws and catches being worth 20 points, and blowing up a balloon until it burst (within a time limit) for a further 20 points, giving a maximum of 500 points. The egg and balloon were 2 of the 10 items which had to be collected en route. Others included, a pair of panty hose (quite a few pair purchased that day) a cracker, a week old (Sunday) newspaper, a battery, packet of Lifesavers and a penny. Five cars finished up with maximum points so to sort out the placings the drivers were subjected to a trot round the paddock in which the barbecue was being held, this after several cans of Diploma had been consumed by some of the budding harriers. The course entailed a drop into a gully, a hillclimb to the start-finish line. Auckland Car Club had two starters, Peter Levett and Neil Silcock who finished 2nd and 3rd respectively. The winner was a V.W. (must have gained his advantage in the mud plug) whose name I apologise for not knowing, Northern Sports Car Club, represented by Harley Arthur 4th and Auckland University Car Club (David Coates) 5th. Trade prizes in the form of Castrol Oil, STP and Champion Plug vouchers were presented to the perspiring and puffing placegetters and the sausage sizzle and barbecued lambs continued. The plotter found a couple of neat traps, one being two No Exit roads which now join up to form a common road and the other a mis-spelt sign. This time we have the Department of Civil Aviation to thank, Aerodrome spelt Aerorome on the entrance to Ardmore, up by the flying club buildings. This is a genuine, and by all appearances, quite old sign so maybe their sign-writer moved on to the A.A. to make that blue in the Hamlin/Hamilin Road sign in the same area.

For those of you who took part in the November Picnic Trial I hope you enjoyed yourselves and the weather was kind. This of course is being written well before the event, but unfortunately work will preclude my entering that event.

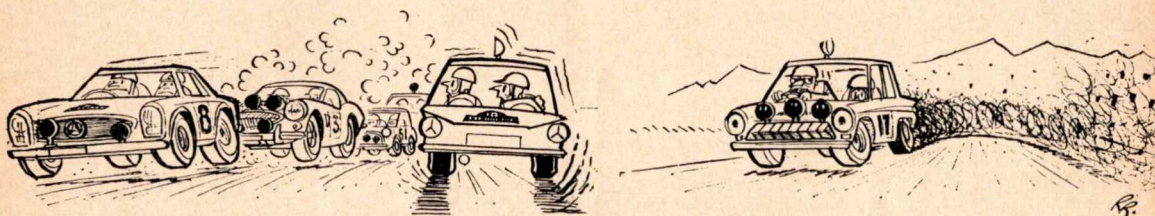
Next year's Auckland Car Club Gold Star Trial is in the pot and I understand some of the preliminary plotting will be well under way by the time you read this. The event next year will be held on April 1st, what a date, which I understand is Easter weekend so keep it free.

Unfortunately at the time of writing I have not seen final results from Te Awamutu regarding Mercury placings so don't know how the points for the clubs finished up, or whether we managed to hang onto our third overall.

Guess that's all for now so until next year cheerio and have a Merry Xmas.

HANS SPOTT

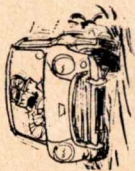
(Mercury Trophy points are on Page 24 - Ed.)



Trials Trophy Points

Up to and including the Experts Trial held on the 30th October.

T. Holt	130	J. Greenwell	9
B. Nicholl	126	D. Hadfield	8
B. Blacklock	117	J. Wentworth	8
J. Crombie	97	J. Carson	7
M. McNeil	80	B. McKay	6
J. Wall	56	B. Scott	6
J. Kilmartin	48	J. Busch	6
W. Martin	39	R. Downes	6
J. Jones	36	E. Kilgour	6
G. Morley	36	P. Gilbert	5
R. Goodman	28	B. Anderson	5
P. Chapman	20	P. Levet	4
A. Lylia	20	C. Manuel	4
G. Smaller	18	P. Hayes	4
D. Coates	16	C. Stodart	4
S. Pearce	15	M. Smurthwaite	3
R. Wilson	13	D. Gulland	3
S. Knecht	13	M. Harold	2
P. Jukes	10	G. Windsor	2
A. Wilson	10	R. Dyer	2
S. Holmes	10	W. Jones	2
C. Ross	10	F. Greenwood	2
J. Stuart-Masters	9	D. Sampson	1
R. McCallum	9	D. Bell	1
A. Watson	9	B. Marshall	1
J. Donald	9	T. Baker	1



TRIAL RESULTS

	Willard Martin	Joan Greenwell	Barry Nicholl	Crawford	Bruce Blacklock	R. Wilson	Peter Level	V. La Trobe	Chris Ross	Spencer Pearce	John Crombie	John Kilmartin	S. Priest	Giles	Graeme Morley	
1	CONTROL PAKAKURA	1.3	0	48.0	-	0	0.3	20.2	-	0	0	0	4.3	9.0	16.7	- 26.5
2	TISCO	0	0	180	-	0	0	0	180	0	0	0	0	180	180	0
3	47	0	0	180	-	0	0	0	180	0	0	180	180	180	180	0
4	PBR	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
5	PBR	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
6	REPCO	0	0	180	-	0	0	0	180	0	0	0	180	180	180	0
7	REPCO	0	0	180	-	0	0	0	180	180	0	180	0	180	180	0
8	SILVERSTONE	0	0	0	-	0	0	0	0	0	0	0	180	180	180	0
9	POINTS	180	0	180	-	0	0	0	180	0	0	0	180	180	180	0
10	IPP	0	0	0	-	0	0	0	0	180	0	0	180	180	180	0
11	HILL	0	0	180	-	0	180	0	0	0	180	180	180	180	180	0
12	IMP	0	0	180	-	0	0	0	180	180	0	180	0	180	180	0
13	ACC	0	0	0	-	0	180	0	180	180	180	180	0	0	0	0
14	HILL	0	0	0	-	0	180	0	180	180	180	180	0	0	0	0
15	CONTROL DRURY	77.3	147.2	36.1	81.8	-	75.8	65.9	69.8	-	73.3	3.3	95.8	119.7	-	27.9
16	TDY	0	0	0	-	0	0	0	0	0	0	0	180	180	180	0
17	77	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
18	TDY	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
19	99	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
20	LOS	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
21	13	0	0	0	-	0	0	0	180	0	180	180	180	180	180	0
22	TROPHY	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0
23	EXIDE	0	0	0	-	0	0	0	180	0	0	0	180	180	180	0

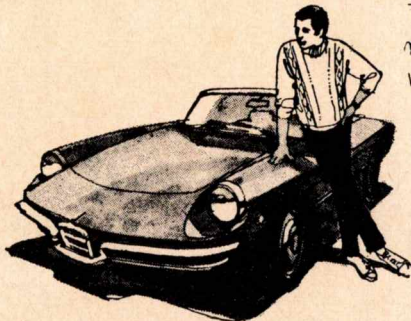
24	JC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	CONTROL BOMBAY	3.1	0	12.1	74.4	-	0	12.4	101.4	-	.3	46.9	9.9	-	9.4	.4	156.9	180	-	120.1
26	EXIDE	0	0	0	0	-	0	0	0	-	0	180	0	-	0	0	180	180	-	0
27	ISLAND BLOCK	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0
28	FINLAYSON RD	0	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0
29	CONTROL MARAMARUA	11.5	0	0	31.1	-	42.0	6.2	114.6	-	.3	92.1	58.6	-	6.9	8.4	94.4	135.1	-	12.6
30	WALLOP	0	0	0	0	-	0	0	180	-	180	0	0	-	0	0	0	0	-	0
31	86	0	0	0	180	-	0	180	180	-	180	180	180	-	0	0	180	180	-	0
32	U TURN KAIUA	180	180	0	180	-	180	0	180	-	0	180	0	-	180	180	180	180	-	0
33	U TURN	0	0	0	180	-	0	0	0	-	0	0	180	-	0	0	0	0	-	180
34	10 MILE OD	0	0	0	0	-	0	0	0	-	180	0	0	-	0	0	180	0	-	0
35	34	0	0	0	0	-	0	0	0	-	180	180	0	-	0	0	180	0	-	0
36	CONTROL GELLINGS RD	0	0	.3	0	-	7.2	0	5.2	-	.4	18.8	180	-	43.2	2.8	0	180	-	0
37	4 AB	0	0	0	180	-	180	180	180	-	180	180	0	-	0	180	0	0	-	0
38	16	0	0	0	180	-	0	180	180	-	180	180	0	-	180	0	0	180	-	180
39	EXIDE	0	0	0	0	-	0	0	0	-	0	180	0	-	0	0	180	0	-	0
40	MUDDY	180	0	0	0	-	180	0	0	-	0	0	0	-	0	0	180	180	-	0
41	TERETONGA	0	0	0	180	-	0	0	0	-	0	180	0	-	0	0	180	180	-	0
42	FORD	0	0	0	0	-	0	0	0	-	180	180	0	-	0	0	180	180	-	0
43	62	0	0	0	180	-	0	0	180	-	180	180	180	-	180	0	180	180	-	180
44	FIAT	180	0	0	180	-	0	180	180	-	180	180	0	-	0	0	180	180	-	180
45	U.R. SMART	0	0	0	180	-	0	0	0	-	180	0	0	-	0	0	0	180	-	0
46	CONTROL OTARA	0	8.5	54.2	69.5	-	6.5	48.5	126.5	-	83.9	76.5	77.5	-	23.0	18.5	77.5	108.5	-	80.5
47	CLUBROOMS	61.7	96.0	0	0	-	13.1	13.9	19.9	-	60.0	59.1	52.1	-	84.4	68.1	36.1	0	-	71.9
TOTAL POINTS LOST		869.9	431.7	102.7	3184.8		684.6	1407.2	1717.6		3259.1	1951.2	1320.2		4179.7	1365.8	3440.0		959.5	
PLACING		4th	2nd	1st	11th	3rd	8th	9th	12th	14th	10th	6th	7th	15th	13th	5th				

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Film Evening

For many members, the most significant feature of the October Clubnight must have been the presence of Mr Murray Thompson, who spoke about the recent Southern Cross Rally and, of course, the next Heatway Rally. Now with "Heatway" full time, he has obviously been able to give the event plenty of thought and, judging from the map which was on display, next year's Rally should be bigger and more exciting than the last. We should like to thank Murray for coming along, and for answering members questions so willingly.

There were also two films shown, one made by STP, the other by Air New Zealand. The STP film traced the history of Andy Granatelli's attempts to win the Indianapolis 500. His efforts were dogged year in, year out by bad luck and countless frustrations, until Mario Andretti finally drove one of his cars to victory.

Undoubtedly Air New Zealand must be commended for its initiative in attempting to make a film of this year's Grand Prix, but next time they would be well advised to employ professional camera-men and script-writers. Poor camera work and an exceptionally uninformative commentary marred what could have been a worthwhile film.



TRACKSIDE

. . . New Zealander, Peter Hull, has won an award for the "Man of the Meeting" at Brands Hatch. Driving his Brabham BT 28 Peter started racing with an A35 and now is gaining recognition in Formula 3.

. . . Bill Stone of March Engineering is now back in England after a successful trip through the Far East, U.S.A., Australia and of course, his homeland New Zealand. Bill sold approximately twenty cars on his tour.

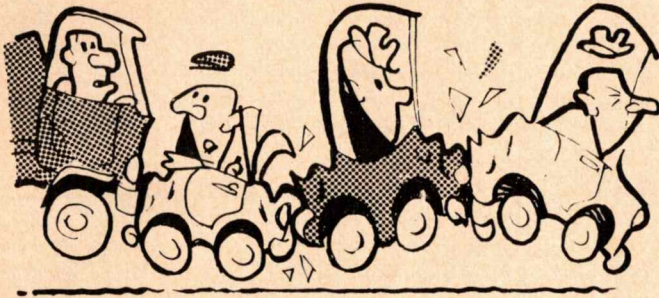
. . . After his recent break with Andy Granatelli and the STP organisation, Mario Andretti has signed with Parnelli Jones and Vel Miletich for a full season next year, which will include the four 500 mile races.

. . . The Argentine Grand Prix, to be run next year with World Championship status for the first time, has had its date and venue changed. The date has been advanced a few days so as not to clash with the Daytona Six Hour Sports Car Race and will be run at the Buenos Aires circuit.

. . . STP has renewed its contract with March and will sponsor both Grand Prix and F2 programmes in 1972. Ronnie Peterson will be the number one driver and Austrian Niki Lauda will back him up throughout the year.



ROAD SAFETY



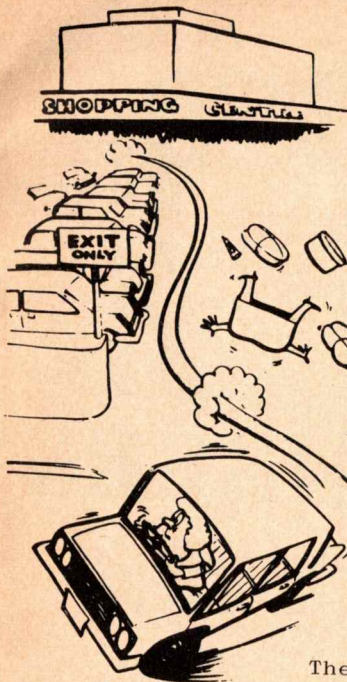
By DON HADFIELD

That great Scottish racing driver Jim Clark once said "It is not the speed that kills, it is the sudden stop". This remark is tragically true. If 600 people died every year from an epidemic the authorities would shut down schools, open up clinics and pour vaccines into the bodies of the public whether they liked it or not.

Today motor accidents are costing the lives of some "600 and rising" people every year, not to mention the fantastic cost in man hours and money trying to get to the root of the problem. The Government is contemplating take-in steps, in an effort to keep us alive, by the compulsory wearing of seat belts. When compulsory military training was invoked, I, along with many other 12, 13 and 14 year old children, at the time, objected to being made to carry a rifle and play at soldiers whether we liked it or not. "It is to train you to protect our Country should it be needed" they said. "It will never happen to us" said the Ostrich as he buried his head in the sand. Today, grown up, I can look back at my dogmatic childishness and smile. I was right. It hasn't happened to me. I didn't have to go to war. But, I wear a seat belt, all the time, even 100 yards up the road, it is no great hardship, no harder than making sure the door is shut and I cannot fall out.

Unlike other correspondents, like "Insurance Assessor" etc. etc. I have had an accident, both with and without a seat belt. My first was at 16 years of age with no experience and not knowing what to do when the moment of decision arrived. Fortunately the impact was no more than 10 mph with little damage to myself or the car, but the lesson was learned. The approaching car was head on, both of us in the middle of the road and absolutely paralysed not knowing what to do. Many years later, in a desperate do or die effort while trying to qualify a standard production saloon car at Pukekohe, I got out of control, did the wrong thing, and rolled the car five times, reducing it to scrap. Fortunately I was wearing a very cheap and nasty type of seat belt, which, thank God, was done up tight. As the car flew through the air and hit the ground, the rear doors came open, the back seat squab fell out on the road, the front doors flew open and closed and the driver stayed inside, alive and conscious. It came to a stop upside down in the middle of the track and my first thoughts were "fire", as the sound of running petrol trickling onto the track triggered off a man's greatest instinct "to survive".

Don't ask me how I got out, what remained of the windows didn't seem to be a big enough space for me to get through, but through I got and sprinted 50 yards up the track away from the potential fire hazard. This brought me to remember the time when the great Stirling Moss crashed a racing car and broke both legs, yet somehow, still being conscious, and the will to live being so great, he extricated himself and ran, I repeat RAN, away from the potential fire risk.



Surely all this must make people realise that as long as you can remain conscious in an accident be it under water, or fire, or upside down over a bank, the will to live must give you a fighting chance. It has occurred to me that if the Transport Department could build a Traffic Accident Simulator with you, the unbeliever, properly belted in the driver's or passenger's seat, a dummy (your stupid friend who won't wear one) in the opposite seat, having a 30 mph sudden stop collision, you could have a look at the mess later and believe it could happen to you.

The problem of the drinking driver we all recognise with horror, but unfortunately when he has had his accident and killed the innocent party coming the other way who was not wearing his seat belt, what can you really do about it?

You can fine him, you can take away his licence, you can put him in jail, but you cannot bring back the dead. I am not saying he might not have been killed, belt or no

belt, he just might have had a better chance.

The speeding driver, now this one, when caught, is easy to prosecute, he has no defence. It is my belief that the man who never breaks the speed limit has no need to worry about the Law, be it plain car, black and white car, radar or for that matter, anyone at all who wants to overtake him, after all "I am doing the legal speed limit, so I will stay where I am and not let that 'road hog' past, never mind the first law of the road, which is keep left, or another law of the road, which is to be alert and considerate.

The person exceeding the speed limit, the ones that don't get caught that is, don't get caught for one very good reason. They watch the mirror intently, they don't pull out on overtaking cars and cause one of those Motorway accidents where a car crosses the median strip and kills an oncoming innocent driver, and drive blithely on not realising the havoc they have caused, because they are alert and stay alive.

Seventy-five per cent of accidents occur in a built up area. "Traffic density" I hear you cry rubbish. You are just as dead at 30 mph in a 30 mph collision with the other motorist who is looking at that nice new house while you look at the Bird in the mini skirt, and don't see each other. After all, you are not going very fast, and can afford to look around, whereas our "terror of the highways", the speed maniac, is too busy looking for parked radar, people opening doors, idiots coming out of side streets (and they are only idiots because ultimately nobody gives a damn how long they sit there, as long as they don't have to slow down and show some courtesy and consideration and let them out).

What is really lacking is manners, courtesy and understanding. More use of this would save a lot more lives, but in the meantime, while people continue to have an accident which is not their fault (have you ever met one that is) wouldn't it be smarter to try to stop this epidemic and "belt up" and at least try to save some lives.

For some unexplained reason the New Zealand motorist seems to consider that sounding your horn or flashing your lights is a mechanical means of swearing or abuse. In motor racing the safety of overtaking is up to the overtaking driver, and surely it is good common sense to make sure that when you overtake the other driver knows you are there. Only an idiot will pull out on top of you under these circumstances and idiots and unskilled drivers who continue to add to our road toll will surely become one of last year's statistics unless we can keep them alive and teach them to be considerate.

I have been 18 years in the Motor Trade, 12 years involved with motor sport, competing in almost every type of event without any injury to my self or passengers, and only one major accident, "but the near misses". What really staggers me is the number of people who will entrust themselves and their families on unsafe tyres and cars with sub-standard brakes, and when buying the car of their choice or availability, will purchase the cheapest possible compulsory seat belt because they won't use it anyway, and wouldn't because someone convinced them they are uncomfortable, and save themselves \$5.00, but not a life. Surely your family is worth more than that.

DON HADFIELD



NEW MEMBERS

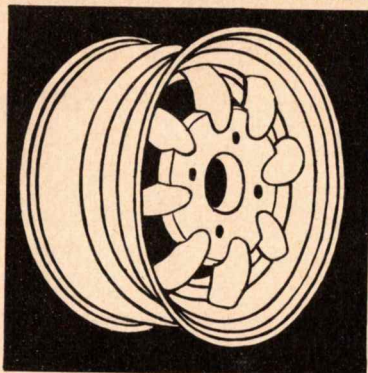
Earle Houwawe	Mt Roskill	Jay Vee
John Hatton	Howick	Volkswagen
Barrie Suckling	Kumeu	M.G.B.
Chris Prouse	Auckland	Ford Zephyr
Keith Parkin	Oratia	Ford Falcon
Peter Burton	Henderson	Lotus 31
Lloyd Solley	Morrinsville	Jaguar E Type
Donald McMillan	Remuera	Chrysler Valiant
Ken Howard	Manurewa	Morris 1000
William Coker	Sandringham	Austin Mini
Alan Jackson	Kohimarama	Escort 1300
Sharon Edhouse	Remuera	M.G.B.
Clifford Edgar	Westmere	Holden Monaro
Simon Hawkins	Mt Eden	Austin
Brian Orbell	Mission Bay	Austin A40
Bernard Jordan	Mt Albert	Vauxhall Viva
Robert Grice	Mt Eden	M.G. Midget
David Slater	Papakura	Morris Minor
Peter Jones	Howick	Ford Escort
Roderick Nichols	Papatoetoe	Morris Cooper
Ray Willis	Pt Chevalier	
Ivan Selaic	Te Atatu	
Darryl Bonnett	Pukekohe	

MERCURY TROPHY POINTS

Following the final round at Te Awamutu, we have lost our third place by one point to University Car Club. Congratulations go to the Auckland Rally Club for taking the trophy.

1st	Auckland Rally Club	56
2nd	Northern Sports Car Club	49
3rd	Auckland University Car Club	37
4th	Auckland Car Club	36
5th	Te Awamutu Car Club	31
6th	Thames Valley Car Club	14
7th	Pukekohe Car Club	1
8th	Volkswagen Owners Club	0





SPEED EQUIPMENT

MORSPEED

Alloy Wheels

10" x 4½ & 5½ Widths.

Alloy Finned Brakes For,

Mini, Hillman Imp, Cortina,
Anglia, Viva, Sprite.

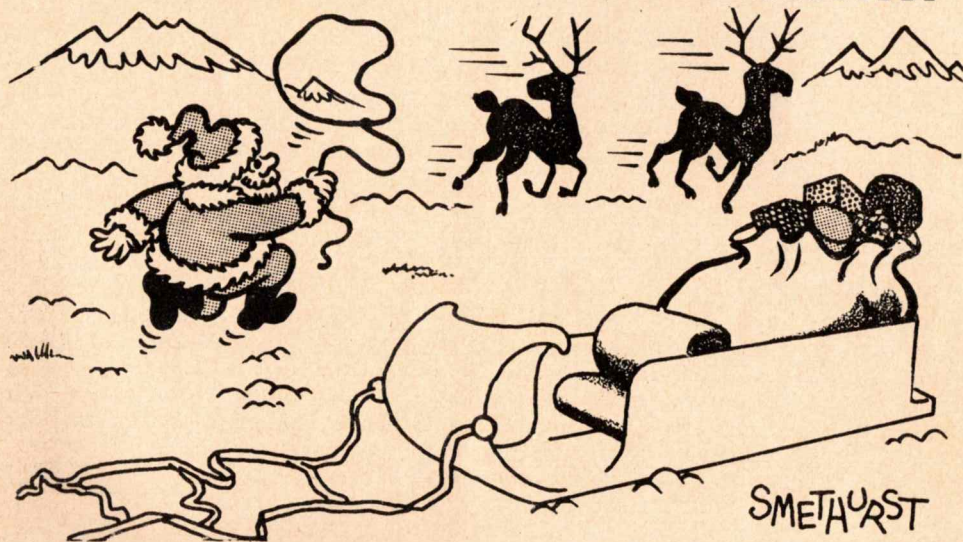
Alloy Finned Oil Filter Housings.

For added cooling.

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Prices	{	4 cylinder	\$ 22	For complete job, comprising crank, flywheel, clutch, rods and pistons.
		6 cylinder	\$ 24	
		V6 & V8	\$ 37	
		Car Type D/Shfts	\$ 12	

Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.



MOTORSPORT ASSOCIATION NEW ZEALAND

MANZ advises that the Chief Technical Officer, Mr T.S. Birch, draws to the attention of all interested parties the following:-

CASTROL GTX CHAMPIONSHIP:

Drivers under contract to the Shell Oil Company prior to the 24th October will not be required to carry Castrol GTX deckels. The drivers concerned are Jim Richards, Paul Fahey, Graeme Lawrence, Rod Coppins, Dennis Marwood and Frank Radisich.

The clause concerning vehicle specifications has been altered in that optional extras can only be fitted during the original assembly by the manufacturer and "dealer" fitted options are not permitted.

Entrants are required to produce on demand and have available during the meeting sufficient literature to enable the eligibility of the vehicle or any component to be determined.

The removal or addition of metal from the combustion chambers, inlet or exhaust tracts, manifold or fuel elements is not permitted. The practice known as "fettling" is not permitted.

Determination of the Championship

In respect of the circuits listed below, the following meetings will count for points:-

Pukekohe	14.11.71, 8.1.72, 9.4.72
Bay Park	Best Points at any two events.

* * * * *

BANK OF NEW SOUTH WALES CHAMPIONSHIP:

Sealing of Engines

A sealing service for competitors will shortly be available through members of the MANZ Technical Panel. This service will be available by appointment only and examination and sealing of engines will take place at such times and places that are convenient to the Technical Officer concerned. A sealing fee of \$5 will be charged and payable prior to sealing. The Technical Officers are -

T.S. Birch, 29 Yattendon Rd, St. Heliers.
G. Johnston, P.O. Box 9095, Newmarket.

Vehicle Log Books

These Log Books which were announced earlier this year will be compulsory for all entrants in Bank of New South Wales events. They will be available from Messrs. Birch and Johnston at a cost of 50 cents. Intending competitors are asked to obtain an application form from one of the above as soon as possible.

* * * * *

INTOXICANTS:

Attention is drawn to NCR 134 concerning the consumption of intoxicating liquor. Recent cases have been noticed where liquor has been in the possession and consumed by competitors, teams and others and it is now emphasised that this practice is entirely prohibited, whilst a meeting is being held.

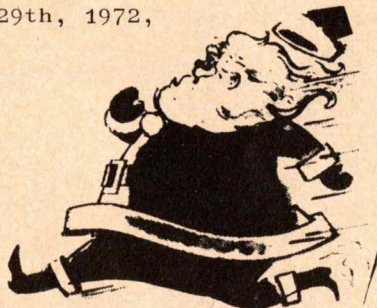
The Executive Committee wishes it to be known that the consumption or possession of intoxicating liquor in the pit area by competitors, drivers, entrants, crews, officials, promoters, sponsors or any other person is entirely forbidden and any breaches of this instruction will be very severely dealt with.

FORMULA FORD CHAMPIONSHIP:

The Ford Motor Company of New Zealand will award the following prizes for the overall winners of this championship:-

- 1st Expenses-paid trip to Britain for winning driver and his car to compete in Formula Ford World Final at Brand's Hatch, October 29th, 1972, Estimated Value (\$3,500)
- 2nd \$500
- 3rd \$300
- 4th \$200
- 5th \$175
- 6th \$150
- 7th \$125
- 8th \$100

\$5050



In addition, it is anticipated that about 10 Ford dealers will sponsor individual championship races to the value of \$200 each. In this way, drivers will have access to approximately \$2000 additional prize money during the season.

Specifications of Engine

The 1970 Cortina GT engine is the only engine valid for the 1971/72 season. It is understood that sufficient rebuilds and spares are available for this purpose. The engine for the 1972/73 season is under review and advice on this matter is awaited from the Ford Motor Company of New Zealand Ltd.

Racing Tyres

As from 10th December 1971, the only permitted racing tyres for Formula Ford cars will be -

- Front Dunlop 175-550 x 13 CR 65 350 D22A
- Rear Dunlop 475-1000 x 13 CR 65 350 D22A

It is understood from Dunlop New Zealand Limited that sufficient supplies of the above tyres will be available to meet expected demands for this season.

Determination of the Championship:

In respect of the circuits listed below, the following meetings will count for points:-

- Pukekohe 14.11.71, 8.1.72, and best points at any other event.
- Bay Park Best points at any two events

* * * * *



COMPETITION NUMBERS NCR 137

Once again, attention is drawn to the provisions of NCR 137 which details the colours, minimum size and positioning of competition numbers. Promoters are instructed to rigorously police this rule at their meetings and report any deviations to MANZ through the MANZ Steward attending. Competitors and drivers are reminded that any deviation from the requirements of NCR 137 will be considered a breach of the national competition rules and will be dealt with in accordance with Part 11 - Penalties of those rules. This rule will be strictly enforced at the New Zealand International Grand Prix Meeting on January 8th next. Castrol GTX Competitors should expressly note.

* * * * *



Peter Gill Comments

The following article was written by N.Z.B.C. personality, Peter Gill, and is copyrighted by him. We are hoping to feature a "Peter Gill Column" in future Bulletins in which Peter will express his views and comments.

Auckland can do better than the Jim Abbott Motor Show.

At least, that is my considered verdict after spending two unrewarding hours there.

Aside from half a dozen imported automotive gimmicks, I saw little that could not be seen absolutely free on a stroll past the car showrooms of Newmarket.

To me, the whole thing appeared to be a disgustingly undisguised apology for a motor trade display in which the public was asked to pay a dollar (I never saw the price in any of the ads) for the privilege of having all sorts of salesmen trying to sell them something. Trying to sell, that is, everything from the latest with full factory extras inclusive in the price and short delivery, to hot-dogs and waffles heralded by a monotonous, juvenile patter which made me want to stuff their tomato sauce and freshly whipped cream rig up their raucous loudspeakers.

I give Aucklanders more credit than to think they will be taken in so easily again, but what I am concerned with is the suspicion future motor show whoever runs them, may be viewed with.

Mr Abbott told me he was considering coming back next year. All I can say is that he will need to be offering a lot more than a free ticket to get me along again.

* * * * *

One bright spot of the show for me was seeing the Halliday boys assemble the Escort motor in six minutes thirty one seconds. Mind you, the quality control Inspector might start splitting hairs over the odd sump bolt dropping out

* * * * *

I wonder when private planes are going to be stopped taking off and landing in the centre of the Pukekohe Circuit while races are in progress? It seems to me it would only take a power failure on takeoff or a slightly misjudged landing with no time to get off again, and there could be a disaster. If it is good enough to hold main road traffic at Whenuapai with lights and bells where the road passes the end of the runway, then it is good enough for pilots to co-operate at Pukekohe. Remember, one plane crash landed just after takeoff last Grand Prix day and buried itself in an onion patch not far from the circuit.

After all, now that things have been explained to them, even helicopter pilots flying filming-platforms keep well infield.

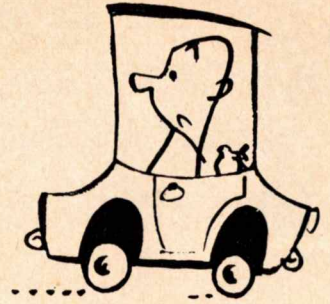
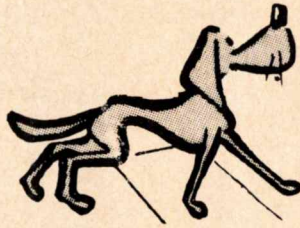
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The old place doesn't look quite the same without the Steward's Stand. Not only have we journalists been displaced from the grubby old haylofts in the top that we had become so attached to, but so have Club Presidents been ousted from their presidential box below.

* * * * *



Dog Box Trial



The Dog Box Trial started at the Auckland Car Club Clubrooms at 12.30. After being given Supplementary Regulations we found out we needed a Telephone Directory and Transistor to tune to Radio I. Without these items we decided to acquire them.

All being well we started out. Nursery Rhymes proved the order of the day so Baby Batten and Grizzly Garry took over as navigators. The first instruction was to proceed to Mt Roskill and count the number of bars over the cattle stop. From there we had to go to the Dead Centre of Hillsborough overlooking the Manukau. Proceeding to the Cemetery we found out at what the Angel was pointing to. We then had to draw the insignia of Holeproof N.Z. Limited. From there we went to the nearest Harbour Bridge which was the Mangere Bridge, then along Kiwi Esplanade and out to the Sewerage Ponds.

We then found out we had to know what date QANTAS flew the first Boeing 707 between Sydney and Auckland. Finding the date we proceeded to Rosemary Scatterboyes, then along Bairds (FuzzFace) Road. We then went looking for St Johns Church and found it along East Tamaki Rd. After writing down the time of Communion we looked for Shamrock Cottage at Howick where we had to find out what one could get there. Then on to Whitford Post Office to inspect the local Post Office boxes so as to discover which was John Dales.

Then it was out through Brookby to Barry Phillips farm at Manurewa.

During the course of the event competitors had to gather various articles. One was an egg and another was an inflatable balloon. At the finish competitors were required to throw the egg to one of their crew who had to catch it without breaking it. Unfortunately the catcher was placed at the bottom of a bank looking into the sun. The result was more broken eggs than I have ever seen before. Then another member of the crew had to blow up the balloon until it burst.

After all competitors were in and the egg and balloon arts mastered, Jacqui Knight announced that five cars had equal points for first place so a course was marked out around one of the paddocks and the drivers lined up and set off on foot. The "track" would have been suitable for any cross country race.

After the excitement died down there was a barbeque and bonfire.

Thanks must go to Barry Phillips for the use of his property and to Jacqui Knight for plotting this very enjoyable event.



KOOGIE BEAR





EXIDE POINTS

Exide Points are awarded on the following basis - Trials : 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. All Other Events: 5, 4, 3, 2, 1 for each class.

The following are Exide Trophy Points for events up to and including the Experts Trial held on the 30th October 1971.

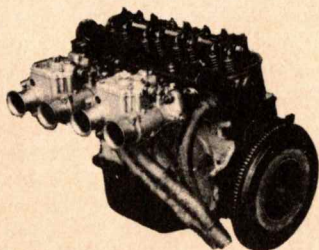
G. Morley	38	P. Sundberg	5	I. Berry	3
B. Nicholl	30	F. Radisich	5	R. Findlay	3
B. Blacklock	27	B. Marshall	5	V. Smith	3
G. Holt	18	W. McMath	5	B. Walsh	3
J. Kilmartin	18	B. Hargraves	5	I. Gill	3
J. Crombie	17	D. Bremner	5	N. Bailey	3
P. Batten	16	S. Currie	5	R. Whiting	3
J. Jones	14	M. Petch	5	S. Knecht	3
K. McNamara	13	R. Coppins	5	I. Read	3
N. Findley	13	C. Houltram	5	A. Bishop	3
P. Bruin	12	E. Lees	5	M. Angland	3
W. Wymer	12	G. McGregor	5	B. Boric	3
S. Pearce	11	D. Teagle	5	P. Todd	3
P. Jukes	10	P. Maloney	5	R. Wilson	3
A. Wilson	10	L. Bird	5	J. Gordon	2
D. Morris	10	G. Crawford	5	R. Dyer	2
M. Neill	10	D. Gulland	5	K. Rand	2
I. Carroll	9	D. Marwood	5	M. Lassey	2
J. Stuart-Masters	9	P. Chapman	4	M. Harold	2
A. Watson	9	B. Murphy	4	G. Croft	2
M. Smurthwaite	9	J. Nazer	4	M. Weeks	2
J. Donald	9	D. Cross	4	F. Greenwood	2
A. Hopkins	9	P. Hayes	4	W. Jones	2
D. Halliday	9	D. Sampson	4	M. Soames	2
B. Scobie	9	G. Henshaw	4	B. Trott	2
J. Greenwell	9	J. Miller	4	R. Stodart	2
J. Wentworth	8	P. Hong	4	V. McWatt	2
D. Hadfield	8	G. Bowkett	4	N. Lowe	2
R. Goodman	8	R. Hong	4	B. White	2
D. Hamill	8	S. Millen	4	K. Stone	2
H. Colthart	8	R. Duirs	4	T. Fitzgerald	2
C. Kennedy	8	A. Turner	4	K. Moon	2
R. Downs	8	L. Ryan	4	T. Baker	2
L. Rogers	7	I. Stapley	4	J. Mahon	2
R. Millen	7	B. Shiells	4	R. Young	2
J. Carson	7	R. Sarney	4	P. Neill	2
J. Power	7	G. Clark	4	D. Oxtton	1
B. Platt	7	C. Ross	4	W. Reid	1
D. Johnston	7	T. Mathew	4	B. Lee	1
T. Thompson	7	W. Minnett	4	R. McCallum	1
W. Martin	7	K. Flashman	4	D. Bell	1
J. Busch	6	P. Levet	4	G. Harvey	1
K. Hargraves	6	P. Adams	4	T. Benson	1
P. Lewis	6	J. Le Baige	4	M. Loverich	1
B. Scott	6	M. Boyle	4	G. Cossey	1
B. Cork	6	I. Rist	3	G. Fleming	1
B. Anderson	5	I. MacDonald	3	B. Kirk-Burnand	1
M. Firth	5	S. Hamilton	3	N. Roskilly	1
J. Peck	5	R. Harrington	3	J. MacDonald	1
B. Patrick	5	R. Campbell	3	J. Chapman	1
R. Francevic	5	C. Campbell	3	S. Hooper	1
P. Gilbert	5	P. Dalgity	3	K. Skeen	1



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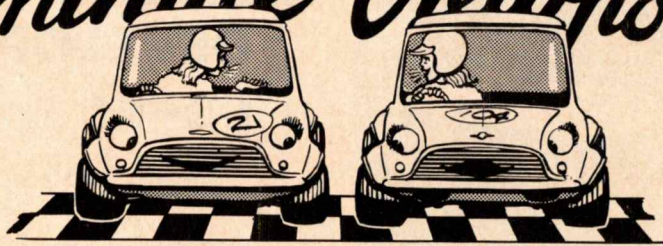
970cc and 999cc engines; one works full race 999cc 'S' head: capacitor discharge ignition system; near new c/r s/c Cooper 'S' gearbox; complete; copper head gaskets, Vanderval big end and main bearings for 'S'; 1293cc road motor, new crankshaft, bearings, pistons, balanced cam, etc. Genuine enquiries for this only.

Standard Cooper 'S' gearbox; 649 cam; 999cc block with steel main bearing caps; complete conversion discs, callipers, shafts, etc to convert Mini to Cooper 'S'; wheel spats; various diff ratios; Mini body shell etc, etc, etc.

If there are any other parts you require or wish to sell, contact Reg Cook of Cook Motor Racing Limited, P.O. Box 17, Manurewa or phone : 63-038 Manurewa anytime. (If no answer to phone, ring again later).

P.S. If you have any 'S' parts to sell, regardless of condition, contact us urgently.

Feminine Viewpoint



The following article was written by Suzanne Frost, wife of Ron Frost, MANZ President and N.Z.I.G.P. (Inc.) Manager, following their recent visit to the United Kingdom.

Well England may be the "Mother Country" for some Kiwis, but no longer I'm afraid for this much travelled one.

Not long ago I spent two years living in England and had therefore become used to the cronic climate - often not venturing out of doors for days on end - and even when I was obliged to do so then armed with my faithful mac and brolly. By the time I returned recently for a five months stay some of these more unpleasant memories had dimmed somewhat and I tended to look forward to my trip through rose-coloured spectacles. I was soon brought back to earth with a bump. During the first few days of arriving, early in April, I awoke one morning to find snow all around. A freak spring snow storm had struck for the first time in 47 years, so the "Times" quoted. At least my luck was consistent! But some nice things happened to help compensate for that. Spring arrived in a blaze of pink, red and yellow blossom all over. England is truly beautiful in the Spring and offers a dramatic comparison from Winter when all the trees appear to have survived a raging fire, they stand so black and stark and bare. Not to mention the delightful English villages everywhere with their thatched roofs and the lovely Tudor Pubs (I went in quite a few!) There surely is only one England when it comes to this sort of thing.

I'm afraid my over-riding impression is people: PEOPLE, PEOPLE EVERYWHERE, driving their cars on the roads, thronging the pavements, queuing in the shops, jamming the buses and tubes, standing elbow to elbow in the London Pubs. People of all shapes, colours and nationalities. Tourists everywhere, Americans with cameras, Germans, Dutch, Swiss, Austrians, French, Danes, Norwegians, Italians and Spaniards. Thousands and thousands of them in their annual pilgrimmage mostly to London. Australia and New Zealand are well represented. A permanent fixture on the scene is "Kangaroo Valley", just off Earls Court in London; Australians everywhere. Indians and Pakistanis driving and conducting the buses and the tubes, is so commonplace, that to see a white man in these jobs is unusual. One began to wonder where one could find a true Londoner. It seems they all run off and join their package tours and escape to the Continent in a fair swop for the Europeanas occupying their piece of real estate.

However, all this may sound very harsh on dear old England especially as I went over and took the best out of their year - the summer (at least that is what they called it) only to withdraw as soon as it started to rain again. Summer or not I still managed to get washed out of Castle Combe in June at the F 5000 there and so it was a well prepared young lady who went to the British Grand Prix at Silverstone in July.

We travelled up to Silverstone and stayed for the Friday practice, which is the only day one can look up old acquaintances. We met Jack Brabham and spent some time with him in



the RAC caravan sampling the refreshments. He was over there to make a presentation to the winner of the race; that of course was Jackie Stewart. Ron asked him why he didn't try and become a guiding influence on the administration of Motor Sport in Australia, but he gave us firmly to understand that he didn't want any-thing to do with it at all. We were left with the opinion that Jack had a lot of reservations about his fellow countrymen in that direction. We congratulated Eoin Young on his first born - a little girl - who said he was feeling sorry for his wife, Sandra, who was now playing the mother role at home and taking it hard. We also met Ginny Parnell who is now the proud mother of a little boy. Not to be outdone, Gloria Gardner was there without her basher of a boy (Steve) who is a cert for the boxing ring, especially with those big blue eyes! For Gloria it was a small victory as previously she had been banned from attending all motor racing this summer by an ardent husband. I can hear her saying now Frank's words "Babies and motor racing just don't mix".

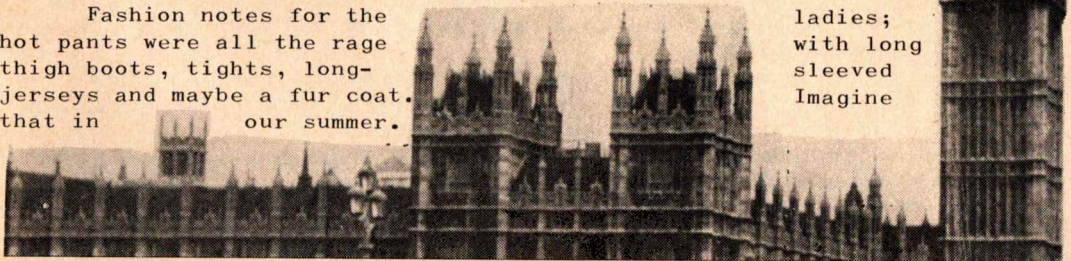
And so to the race, there we were poised on the edge of our Grandstand seats, supplied with the compliments of the RAC, waiting with bated breath for the start of the 1971 British Grand Prix. I know you will find it hard to believe, but the start was terrible. Dean Delamont raised the flag and hesitated and there were numerous minor shunts and two major ones putting Graham Hill and another driver out of the race instantly. Graham's language could be heard almost from where we sat. He was particularly cross because they had already ruined two engines in practice and they spent all night fitting the third one and he didn't even move a yard! So after a lot of red faces had paled down to white again and after a lot of ungentlemanly comments had passed to and fro such as bother, frustration old chap and awfully sorry, also a protest meeting at which somebody was fined quite a substantial amount of money, the thing finally simmered down. Just to top everything off Graham Hill's car had been pulled off the starting grid and parked neatly in the entrance to the pitlane, after which the marshals concerned patted themselves on the back for their foresightness. One minute later a car came howling around the corner into the pit lane at least 100 mph to find a Brabham BT 39 obstructing the entrance. How there was not another nasty accident noone will ever know. The race quickly deteriorated into a bore and Ron and I retired to the bar which was thoughtfully provided downstairs and came out half an hour later to hear what the results of the race were.

In August we went down to Thruxton to watch the F 5000 race. It was a truly thrilling meeting, Graham McRae drove like a demon from the back in both heats to win in a most convincing style, some most daring driving I have ever seen. Afterwards I went into the pits and Graham asked me whether he shouldn't get special treatment for his win and I thereupon planted a kiss on his physiognomy. The F 3 race was also very close and exciting and had the crowd on their feet every time they came around.

To more mundane things the cost of living is sky-rocketing in England and I noticed a tremendous difference after being away for only fourteen months. Driving on the roads is an entirely different experience from what obtains in New Zealand and if you want to get anywhere in reasonable time you have to be an expert by comparison with our standards.

Fashion notes for the hot pants were all the rage thigh boots, tights, long-jerseys and maybe a fur coat. that in our summer.

ladies;
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Imagine



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Finally, it was wonderful to be back in New Zealand. It taught me the lesson that one has to go overseas to find out just how good New Zealand is. Beautiful unpolluted clear air, light traffic loads on the roads, clean fresh looking people everywhere and well organised motor sport!!

SUZANNE FROST



Gymkhana Shield Points

Sandringham Gymkhana Tyre Shield Points are awarded as follows - 5, 4, 3, 2, 1, for each class. The following are points for the Shield up to and including the Manurewa High School Annual Gymkhana:-

H. Colthart	8	H. Lassey	3
K. McNamara	8	I. Read	3
C. Kennedy	7	L. Rogers	3
D. Johnson	7	A. Bishop	3
B. Cork	5	M. Angland	3
N. Findley	5	S. Hamilton	2
D. Morris	5	J. Crombie	2
I. Carroll	5	J. Gordon	2
G. Crawford	5	K. Moon	2
I. Stapley	4	D. Gulland	2
R. Sarney	4	R. White	1
T. Mathews	4	B. Kirk-Burnnard	1
D. Halliday	4	T. Baker	1
W. Minnett	4	N. Roskilly	1
J. Power	4	J. Chapman	1
B. Platt	4	J. MacDonald	1



To the Members of the Auckland Car Club:

Well folks, the end of the film evenings has come once again. Mike Marshall has obtained some great films for the Club (Thanks Mike) and many thanks to all members and friends who came to the film evenings during the year. Best of motoring for the coming Christmas and New Year and a happy throttle.

To all Members' children, I, the projectionist, send all heart felt best wishes for Christmas and hope that Santa will bring you all your presents. Have a happy Christmas children.

I have had great pleasure in putting films through of big four wheel fatties on the Auckland Car Club's big screen for 1971. Hoping to screen some more great motor sport films for the 1972 film evenings.

Once again best wishes for the coming festive season and a happy throttle to the Auckland Car Club President, Committee and Members.

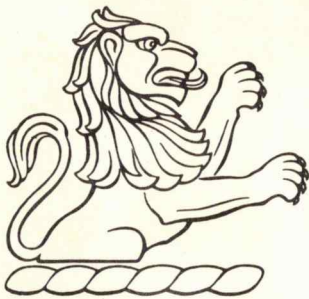
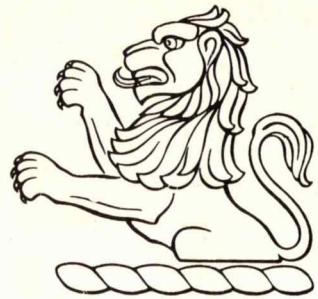
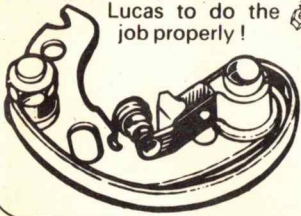
The Projectionist
Harold Batten



psst! heard about the one-piece contact set

It's called the Quikafit, it's made by Lucas and it comes in one piece instead of six. So it's much easier to fit. But that's not all. This light-weight wonder works better too—gets the most out of your ignition system. Trust

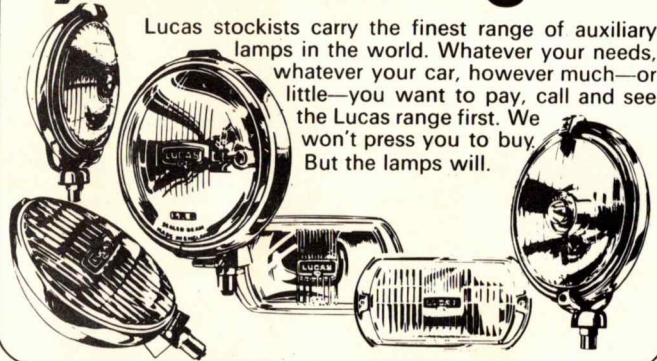
Lucas to do the job properly!



THE LUCAS LION
A WORLD SYMBOL FOR HIGHEST
QUALITY AUTO ELECTRICAL
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we have the lamps you're looking for

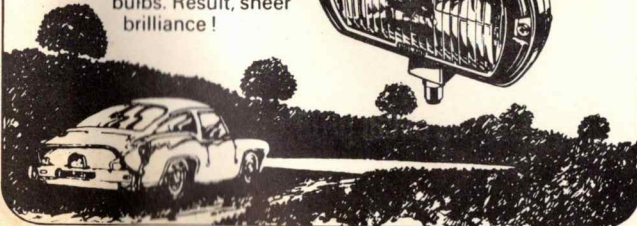
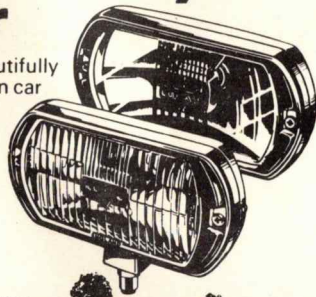
Lucas stockists carry the finest range of auxiliary lamps in the world. Whatever your needs, whatever your car, however much—or little—you want to pay, call and see the Lucas range first. We won't press you to buy. But the lamps will.



LUCAS

add safety and style to your car

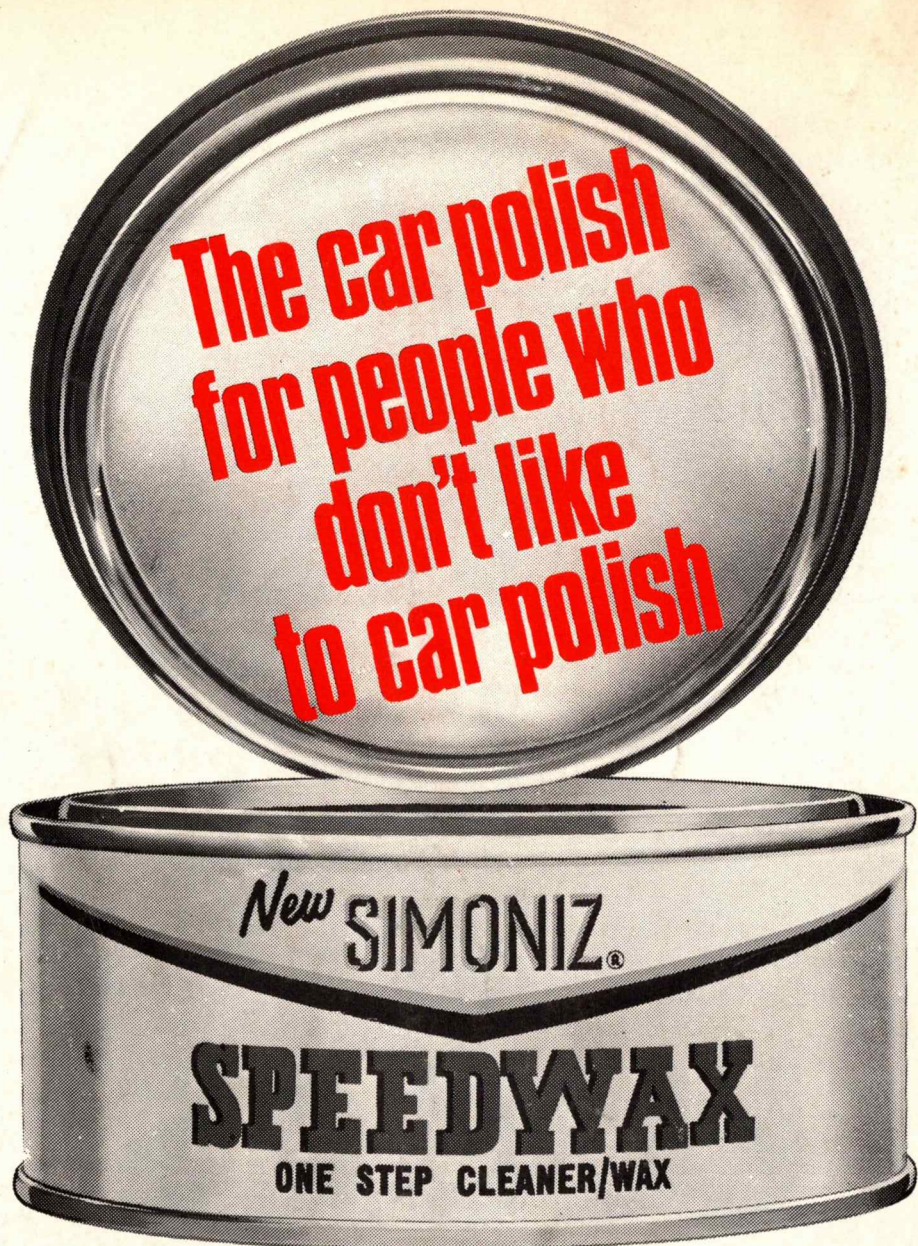
Lucas Square 8 lamps are beautifully designed to blend with modern car styling. But good looks never saved a life. So Lucas have fitted these smart lamps with powerful quartz-halogen bulbs. Result, sheer brilliance!



When you demand top performance from your car you'll get it by fitting top quality equipment—LUCAS—alternators, coils, driving and fog lamps, bulbs and batteries GIRLING disc and drum brakes and brake pads GIRLING RALLY RIDE performance tested shock absorbers.

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AUBURN STREET TAKAPUNA



(6 months later it's still shining and protecting)

That should change your mind about the value of polishing your car with Simoniz. All that protection and super shine from such little easy work. Simoniz Speedwax smooths on in a firm, even-textured paste that's specially formulated for positive protection. Polishes easily for a six month's shine. Great for chrome and windows inside and out (but not windscreens). And it's easy to see why. It helps stop fogging up. Another reason you'll take a shine to Simoniz: it's still only \$1.60. You've never had car polishing so good!

Simoniz Speedwax—a shining example of car protection.