



BULLETIN

MARCH 1972



Repco

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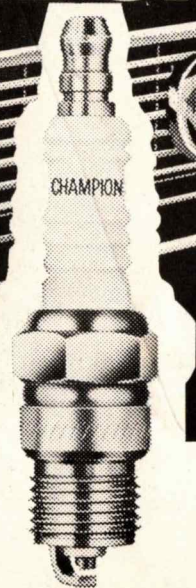
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TUNE-UP



— 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
(546-361)

Trials: A. Wilson
(540-722)

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.



REX RATTENBURY — CHAMBERLAIN ROAD

COVER PHOTO

CLUB MEMBER ALAN BOYLE ON HIS WINNING WAY IN THE COCA COLA VIVA AT GRAND PRIX

COMING EVENTS



**CLOSED
CLUB**

CLUBROOM HOURS:

Thursday Evenings	8.00	-	11.00 p.m.
Saturday Evenings	8.00	-	11.30 p.m.
Sunday Evenings	4.30	-	10.00 p.m.

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

N.B. Please park clear of driveways and local dairy and no noise when leaving.

16TH MARCH - THURSDAY EVENING - CLUB NIGHT AND FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mount Roskill, 8.00 p.m. Good films, supper, new car on display. Friends of members welcome. Social hour follows.

19TH MARCH - SUNDAY - CLUB CHAMPIONSHIP HILLCLIMB

Chamberlain Road, Bombay. (Venue signposted from Great South Road). Annual trophies to be competed for in the following classes.
Saloons 0 - 1000, 1001 - 1300, 1301 - 1600, 1601 - 2500, 2501 & Over.
Sports 0 - 1500, 1501 and over. Racing (Single Seaters). Entries accepted on the day until 10.30 a.m. Vehicle scrutineering 9.30 a.m. till 10.30 a.m. Practice commences 11.00 a.m.

26TH MARCH - SUNDAY - GYMKHANA

The venue, which is as yet unconfirmed, will be advised at the March film evening. Final event for the Sandringham Tyre Service Shield 1971/72 Season.

1ST APRIL - SATURDAY - 1972 TISCO GOLD STAR TRIAL

Full details under Open and Invitation Events.

3RD APRIL - EASTER MONDAY - GRASS TRACK RACE MEETING

Ken Lawrence's property, Henwood Road, Taupaki. From Massey Township follow Red Hills Rd. Henwood Rd, is first right. Entries and scrutineering until 10.30 a.m. Practice 11.00 a.m. Competition Licence, etc. required.

9TH APRIL - SUNDAY - DUNLOP NATIONAL RACE MEETING - PUKEKOHE CIRCUIT

Details under Open and Invitation Events.



OPEN & INVITATION

4TH MARCH - SATURDAY - AUCKLAND RALLIES & TRIALS CLUB "DULUX" 6 HOUR TRIAL

Mercury Trophy Event. Round 1.

4TH MARCH - SATURDAY - LEVIN MOTOR RACING CLUB - NATIONAL RACE MEETING

Levin Motor Racing Circuit.

5TH MARCH - SUNDAY - INTERCLUB GYMKHANA

Dunkirk Road Domain, Panmure. Entries on the day between 10.00 a.m. and 11.00 a.m. First test commences at 11.00 a.m. Two highest placed cars from each club in each test gain points down to sixth place for their club. The shield is awarded to the club with the highest number of points.

11TH MARCH - SATURDAY - WHAKATANE CAR CLUB "GOLD STAR HILLCLIMB"

11TH MARCH - SATURDAY - MATAMATA CAR CLUB SIX HOUR TRIAL (Invitation)

12TH MARCH - SUNDAY - NORTHERN SPORTS CAR CLUB "WINFIELD NATIONAL RACE MEETING" - PUKEKOHE

18TH MARCH - SATURDAY - NORTHERN SPORTS CAR CLUB "RADIO I TRIAL"

Mercury Trophy Event. Round 2.

19TH MARCH - SUNDAY - NORTHLAND CAR CLUB - HILLCLIMB - (Invitation)

Doctors Hill Road, Waipu (Sealed). Entries on the day until 9.00 a.m.

25TH MARCH - SATURDAY - MT MAUNGANUI CAR CLUB - 8 HOUR TRIAL

26TH MARCH - SUNDAY - PUKEKOHE CAR CLUB - HILLCLIMB - (Invitation)

Ridge Road Farm, Pokeno. Entries on the day until 10.00 a.m.

26TH MARCH - SUNDAY - ROTORUA CAR CLUB - GRASS TRACK RACE MEETING

1ST APRIL - SATURDAY - AUCKLAND CAR CLUB - "1972 TISCO GOLD STAR TRIAL"

Starts from Caltex House, Fanshawe Street, Auckland, at 9.00 a.m. Cash and trade awards exceed \$1,200. A.S.R.'s now available from the Clubrooms or Mrs A. Levett (Secretary of the Meeting) 662 Mt Albert Road, Royal Oak. Phone 654-104 (Evenings)

2ND APRIL - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB - DUCKHAMS INVITATION HILLCLIMB - Paeremoremo. Entries on the day until 10.30 a.m.

2ND APRIL - SUNDAY - NATIONAL MOTOR RACE MEETING - BAYPARK RACEWAYS

9TH APRIL - SUNDAY - AUCKLAND CAR CLUB - "DUNLOP NATIONAL RACE MEETING"

PUKEKOHE - 2.2. mile circuit. New Zealand finals for Formula Ford, Castrol GTX and Bank of New South Wales Championships. A.S.R.'S now available from the Clubrooms or Eric Mallard (Grand Prix Office - Phone 593-108). Entries close with the Secretary, Miss C.E. Dewar, Alans Office Service, 23 Shortland Street, Auckland (Phone 379-341 Bus. or 588-274: Evenings) on Thursday, 23rd March.

23RD - 29TH APRIL - WELLINGTON CAR CLUB - HEATWAY INTERNATIONAL RALLY

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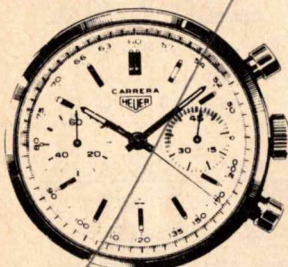
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HILLCLIMB

23.172

"Will it or won't it". That's the big question when one wakes at 7.30 a.m. on a raining Sunday. But not knowing which station - 1ZB or Hauraki or whatever - to listen to, it was up and away to load wire, speakers, flags, rope,

chairs, etc., etc.

On arrival at Chamberlain Road the weather gods must have taken pity on us and the day turned into a very pleasant, if not somewhat dusty one for racing. The field of thirty-nine starters was very pleasing to the hard working officials, as few as they may be. The new faces I hope were in some part due to the fact that Club members are realising that the family car is quite capable in competing in events such as this.

Practice got under way and with the new pit arrangements as to class running and lining up in the pits for the run back down the hill, we managed to get a timed practice run and one official run in before lunch. After lunch and three timed runs completed the day's racing (or I should say hillclimbing) came to an end at 4.15 p.m. A full list of results will appear elsewhere in this issue.

This was the last appearance of Irene Rist who is now Mrs Knight-Willis, having been hauled to the altar on the 4th February and we wish her the best of luck. Maybe Mr Knight-Willis will let her borrow the car so she can still keep competing. How about a few more lady drivers? I'm sure Judy Hanbury would like some practice for the Heatway and the new Gallant would perform well on the Hill.

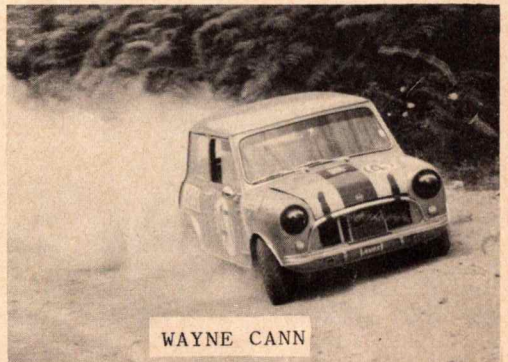
Mike Marshall gave his usual display of driving sideways and will make a mean contender for the Heatway again this year. It was noticed that a few of the coming Heatway contenders were using the hill for practice and we wish them the best of luck.

With the reshaping of the second to last turn on the Hill the day finished without major bent panels which made the day more enjoyable.

Overheard when the last run was announced - "We have time for one more run". If a few more competitors were prepared to give the officials a hand to clean up when a meeting is over and in fact to help set up the course, then we would possibly get a few more runs. So don't be afraid fella's and girls, if you approach an official to offer to give him a hand you have my guarantee that your offer won't be refused.

By way of diversion, Northern Sports Car Club held a Gold Star Hillclimb on Sunday, 6th February, and two of our Club Members, Trevor Tapper in the Black and Decker's Fiat 125 and Sid Ward in his Sandringham Tyre Service Fiat 850 both won their classes. Good driving fellows.

Well folks, see you at the next venue. The more entrants the more fun, so become an active Club Member.



CONSCRIPT

CLOSING DATE FOR NEXT MONTH'S BULLETIN - 15TH MARCH

Hillclimb

23.1.72

Photo's by

Kevin Lancaster

ph 657-088



DOUG CROSS - M.E.R.



DAVE MORRIS - ANGLIA 1600



MIKE FITZPATRICK - FORD CAPRI 3000



IAN GILL - PREFECT 100E



SYD WARD - FIAT 850 'S'



MERV McDONALD - MINI MINUS

HILLCLIMB RESULTS

23.1.72

SALOONS 0 - 1000 C.C.

No.	Driver	Car	Run 1	Run 2	Run 3	Run 4	
A 3	R. Willis	M/Minor	50.123	49.331	48.808	47.595	
A 7	I. Rist	M/Cooper	46.536	45.256	45.274	44.482	
A 11	P. Roe	Hillman Imp	46.155	45.251	44.115	44.349	
A 14	K. La Trobe	M/Mini	48.542	48.664	46.410	46.271	
A 42	F. Gilbert	Hillman Imp	-	50.370	43.922	-	3rd
A 58	W. Wymer	M/Cooper	43.398	42.852	44.463	42.129	2nd
A147	W. Cann	A/Cooper	41.798	41.910	39.894	41.916	1st

SALOONS 1001 - 1300 C.C.

B 20	P. Levett	M/Mini	42.455	42.613	41.728	41.334	2nd
B 21	G. Fleming	M/Cooper S	44.058	42.700	43.204	43.477	
B 22	B. Marshall	A/Mini	43.934	42.369	42.249	41.741	3rd
B 27	T. Whitehouse	Simca	47.689	45.560	44.806	43.933	
B 30	G. Croft	Escort	44.161	43.749	44.436	42.943	
B140	P. Batten	M/Cooper S	41.594	40.651	40.060	39.230	1st

SALOONS 1301 - 1600 C.C.

C 6	I. Gill	Prefect	43.880	43.670	44.867	44.074	
C 10	K. Strahan	Anglia	45.802	45.926	43.755	44.015	
C 16	M. Harold	Cortina GT	46.925	47.060	46.225	45.463	
C 18	T. Wong	Cortina GT	46.730	44.765	44.274	43.321	
C 19	P. Hayes	Cortina	44.414	43.456	43.719	43.078	
C 23	G. Cann	Cortina	43.872	43.536	42.673	42.793	3rd
C 33	I. Rist	Anglia	43.350	42.639	43.651	41.965	2nd
C127	D. Morris	Anglia	41.483	40.603	41.613	40.493	1st

SALOONS 1601 - 2500 C.C.

D 17	T. Benson	Viva	48.444	45.293	45.161	45.461	2nd
D 25	M. Marshall	Escort	41.011	40.133	39.557	39.664	1st

SALOONS 2501 C.C. & OVER:

E 24	G. Morley	Zephyr	46.022	46.248	45.124	-	
E 28	R. Olenius	Jaguar	45.998	45.952	44.836	43.942	3rd
E 31	R. Knaggs	Capri	47.638	45.973	44.773	43.551	2nd
E 69	M. Fitzpatrick	Capri	44.667	43.172	43.108	42.171	1st

SALOONS - STANDARD PRODUCTION:

F 4	S. Ward	Fiat 850	48.564	48.640	47.203	47.861	
F 5	R. Rattenbury	Escort	49.628	47.347	47.746	46.838	
F 9	I. Stapley	Viva	52.021	51.116	49.733	50.296	
F15	M. Watson	Viva	49.670	48.942	49.503	48.286	
F26	W. Johnston	Simca	45.581	44.041	43.225	42.848	1st
F29	D. Cork	Datsun	46.246	46.248	46.168	44.607	3rd
F32	J. Power	Datsun	-	43.906	44.298	43.722	2nd

SPORTS CARS:

G 8	A. Bishop	Triumph GT6	49.426	49.591	47.334	47.746	2nd
G 2	W. Painter	Sunbeam Alp	47.766	47.786	46.030	44.777	1st

RACING CARS:

H 1	M. Macdonald	Mini Minus	42.399	40.344	40.849	40.313	3rd
H 12	D. Cross	M.E.R.	40.183	-	40.803	39.999	2nd
H124	M. Firth	Norton	-	39.205	39.059	38.750	1st

F.T.D. Murray Firth - Norton Special - 38.750

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EUROPEAN RALLY SCENE

Overwhelming jubilation could be said to describe the atmosphere in the Lancia camp at the end of the Monte Carlo Rally, when Sandro Munari and Mario Mannucci won outright in their Lancia Fulvia 1.6. It is the first time an Italian crew have won the Monte, and it was even better that they were in an Italian car.

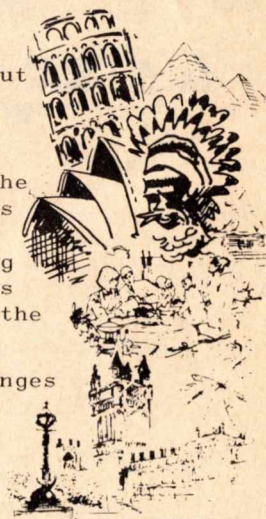
As usual, the start was at various points throughout Europe. Renault Alpine had five cars entered, all starting from Almeria. Lancia was also five strong with three of them starting from Almeria and the remaining two from Athens. The two Works Escort RS were split up to Almeria and Lisbon. A pair of Datsun 240Z's elected to start from Monte Carlo while the two semi Works Porsche 911S started from Warsaw. Altogether 241 started the rally from nine points, the remaining ones being Frankfurt, Oslo, Reims and Glasgow.

The concentration run down to Monte Carlo was a relatively straight forward affair over three days with no major mishaps and 82 cars were penalty free on reaching Monte. Scrutineering problems arose on the quayside as cars were arriving. Alpines didn't have proper silencers fitted and they didn't like air ducts that had been blocked up to prevent over-cooling. Lancias had trouble with perspex side windows. The big Datsuns had installed a device which adjusted the front-rear braking by turning a knob. This was put on so that handbrake turns could be done with the footbrake. They also had to remove a headlight dimmer which was fitted out of consideration for non-rally traffic.

While the drivers had a day's rest, ice-note crews were out making pace notes and supplying up to date road surface information so that drivers wouldn't be caught out with a patch of ice on a dry tarmac stage. The first stage after the restart was mainly on dry tarmac, though some hairpins had ice patches in the shady parts. The Porsches of Waldegard and Larrousse were well ahead of the rest, the Alpines surprisingly slow. The second test was mainly dry on the sunny side but icy on the shady side and again Porsches were fastest with the Alpines starting to show. Some cars were still on the wrong tyres, racers were right for this one with perhaps light studding for the ice patches.

The Maritime Alps are noted for sudden weather changes and this caught out nearly everyone on the next stage. Ice noters had reported the road dry, but after it was closed to traffic, the sky darkened and snow began to fall. With racers on fresh snow it was pretty grim. Waldegard collected a puncture and Lampinen lost a wheel off his Lancia. The wind started to get up and this caused the snow to drift.

Therier left the road and his Alpine was left hanging over the edge. Then Waldegard put an end to his chances. Having used studded for so long, he was unused to racers which he had for a dry stage. For the whole night



he had been hanging out the tail and as he did it on the racers, the Porsche clouted a bank and smashed the front suspension. Among the Lancias, Ballestrieri had crashed and Kallstrom had suffered a broken gearbox.

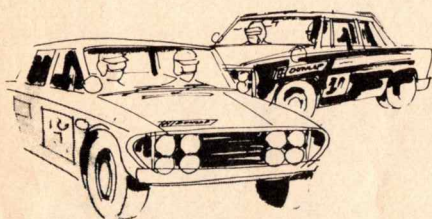
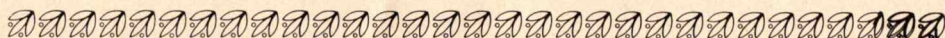
Towards the end of the first leg, Makinen's Escort began to vibrate. It grew worse until the whole car was shaking and Liddon couldn't read his notes properly. Things began to break, nuts loosened. Much later, it was found that one of the three steel clutch locating strips had fractured, allowing the whole clutch to become out of balance.

On the return to Monte Carlo, thirty-four cars managed to make it, and they were led by the Alpines of Andersson and Darniche closely followed by Munari in the Lancia. The final mountain circuit got under way for the survivors and on the first test Nicolas slid straight off the road and out of the rally. Then Andersson's run came to an abrupt halt when the gears of the Alpine began to break up and Andruet's Alpine had similar problems. Fall had been having a good run in the Datsun, but this came to an end when the drive shaft joint broke.

With the leading Alpines out, Munari was left with a clear run to the finish, his only worry being the Porsche of Larrouse hard on his heels. Munari's car was running like a watch, and apart from a new exhaust for Barbasio and a throttle cable for Lampinen, the Lancias gave no trouble.

1st S. Munari/M. Mannucci (Lancia Fulvia), 2nd G. Larrouse/J.C. Perramond (Porsche 911S), 3rd C. Aaltonen/J. Todt (Datsun 240Z), 4th S. Lampinen/S. Andreasson (Lancia Fulvia), 5th J.F. Piot/J. Porter (Ford Escort RS), 6th S. Barbasio/P. Sodano (Lancia Fulvia).

TULIPEN



THE HEATWAY

INTERNATIONAL 1972

The 1972 Heatway Rally promises to be another outstanding event organised by Murray Thompson. The event is approximately 2,500 miles long and runs from 23rd April to 29th April 1972. Starting in Wellington, coming as far north as Auckland, and finishing in Wellington. Results this year will be calculated by computer, and all running sheets and driver's cards are done in duplicate, so competitors as well as the organisers can keep an eye on their running results.

So far there are some 33 entries confirmed and with none of the overseas entries yet in, it promises to be better and more exciting than last year.

Jim Richards this year will be driving one of the new Morris Marinas, as will Andrew Cowan of Scotland whose co-driver incidentally will be Thames Valley Car Club's President, Jim Scott, whose hair at this stage is fair anyway, so it might be hard to tell what colour it will be when he returns.

For my part this year I will have an easier time - I hope - than I did last year as I will be doing all the public addresses at the various start points and refuel and meal breaks, as well as general P.R.O.

So - see you on the Heatway.

PETER GILL COMMENTS

(Exclusively for Auckland Car Club Bulletin)



Motor cars are rarely the stuff that television makes controversy out of, but you would hardly believe the stir caused by the TV item in which the Halliday boys assembled the Escort motor in six and a half minutes.

The N.Z.B.C. switchboard found itself trying to cope with every backyard mechanic in Auckland plus a few more qualified people. They even rang 1ZB's Hotline programme. The claims were many and various ranging from "it can't be done", to "they left out so and so".

But it can be done, it was seen to be done and yes, perhaps they did leave out the very occasional so and so.

* * * * *

As I was saying to the Club President just the other evening, I wonder what happened to the old Mobil Economy Runs?

* * * * *

Received both the Auckland and the Dunedin based motor mags on the same day recently, and blow me if they both didn't feature the same car on their covers. Mind you, only the one mag told you what it was some vague Ford body prototype. The other mag, the South Island one, made no reference that I could find to their cover picture. And it was last month's issue as usual.

* * * * *

It was interesting to read New Zealand press reports about Mike Hailwood admitting he knew very little about the mechanical side of cars. Aha, I thought. If a famous international racing driver can admit it, what better excuse for an infamous local journalist, namely me, to do the same.

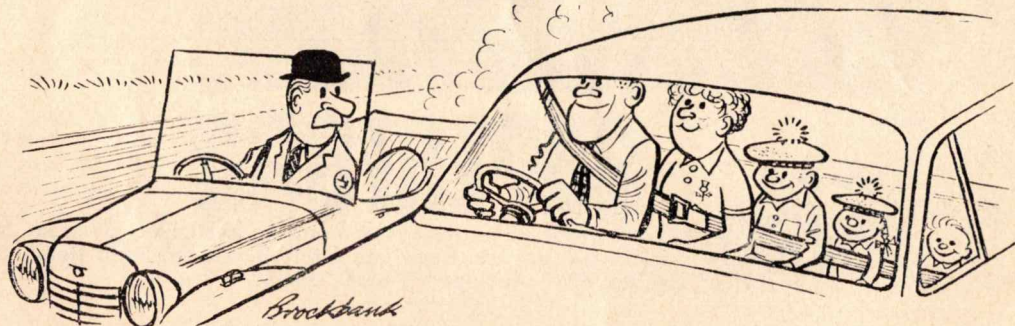
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Saloon car racing has become such an expensive sport and prize money is so abysmal, that more and more you see signs of true sportsmanship going to the four winds. Because there is so much money tied up in the game, sometimes things get a little cut-throat, and the right of protest starts to get abused.

* * * * *

THINK will large cars with bench front seats still be allowed to carry three people in the front when seat belt legislation comes into force?

* * * * *



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.

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Club Circuit

13th Feb.

February the 13th saw another of our popular Club Circuit race meetings. A very good entry was received although several cars were down south for the championship racing. After the usual drivers' briefing, practice got under way

under cloudy conditions. Most drivers quickly settled down to record their fastest possible times and after the completion of practice, the field for the opening event rolled onto the grid for the start of a good day's racing.

The first race saw the appearance of Judy Hanbury's brand new Mitsubishi Galant. This car proved popular with Judy showing Fiat 125s the way home. Once again Bruce Cork kept the crowd on its toes with some more of his wheel-lifting antics in the Datsun 1600.

The big standard production class saw some spectacular driving from Merv Neil (Torana XU1) and Bill Shiells (Mazda Capella RX 2), who was so sideways he was almost going around corners backwards. Charles Conway only spun twice but came back to win the handicap race.

The 1 litre class was dominated by Wayne McMath after receiving stiff opposition from Brian Patrick (Sidchrome Imp) and Kev Rand in the Cooper 'S'. The first of these races saw Peter Levet trying out Mary Carney's Arden Mini. An unfortunate incident in one of these races saw Peter Neil ditch his Mini. Peter was O.K. but his Mini received severe damage to the rear.

Peter Batten had no trouble in winning the 1001-1500 class races with Frans Laurijssen and Geoff Fleming, both in Mini Coopers, filling second and third places respectively.

The big saloons saw some great dices between Dennis Hamill and Peter Sundberg, although in one race Dennis had a big loss on braking at Castrol, having to use the escape road after narrowly missing a flag marshal's barrier and leaving a very whiteflag marshal who just froze!

Interesting to note that Dennis has now beaten Alan Boyle (Viva G.T.), Steve Millen (3.8 Jaguar), Don Halliday (Escort BDA) and Peter Sundberg (Escort Twin Cam). This is not bad going for an Anglia and must prove Dennis to be something of a 'demon' driver.

A good field started in the modified production sports car race with the big three being Rod Nicholl (M.G. Midget), Paul Bryant in a beautiful Datsun 240Z and Pat Boyer in a Triumph T.R. 6.

The Vees saw Stuart Currie the master after a couple of first lap shunts, including one in which three cars spun while entering the loop on the first lap!

Neville Findlay, John Wigston and Kevin McNamara dominated the sports racing class while Brian Yates kept the crowd amused with some of his tactics in a much modified B4 which must have been about 5 feet tall.



Contd. on P. 32

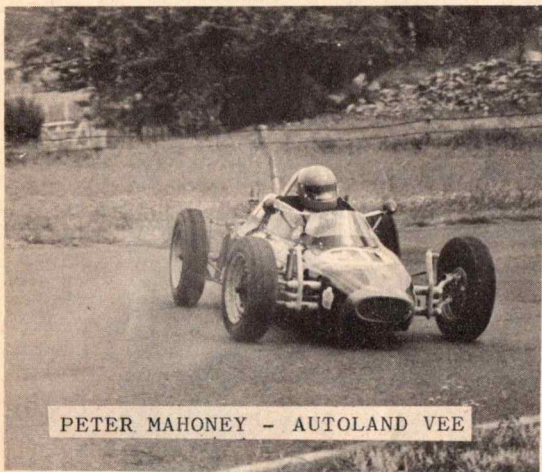
Club Circuit ~ ~ 13th February



KEITH LA TROBE - MINI COOPER



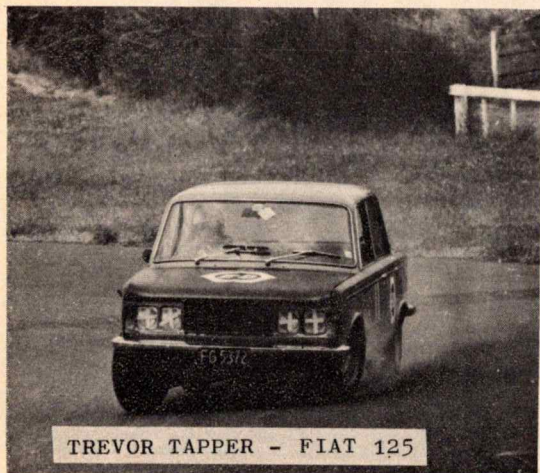
BILL SHIELLS - MAZDA CAPELLA RX 2



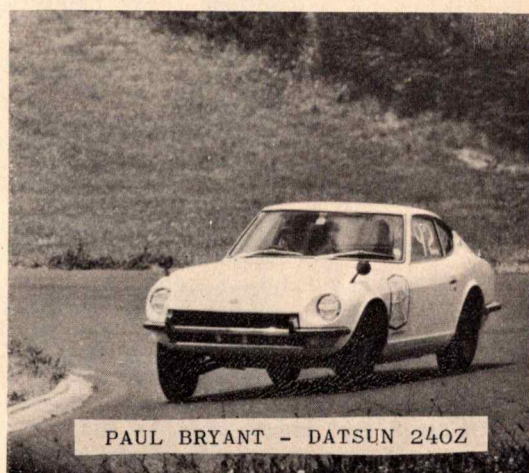
PETER MAHONEY - AUTOLAND VEE



MERV NEIL - TORANA XU1



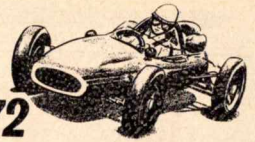
TREVOR TAPPER - FIAT 125



PAUL BRYANT - DATSUN 240Z

Club Circuit Results

13.2.72



RACE 1 - STANDARD PRODUCTION SALOONS 0 - 2000 C.C.

1st	D. Dawick	Ford Escort	1598
2nd	T. Thompson	Ford Escort	1300
3rd	J. Hanbury	Mitsubishi	1597

RACE 2 - STANDARD PRODUCTION SALOONS 2000 C.C. & OVER:

1st	M. Neil	Torana XUI	3078
2nd	R. Young	Torana XUI	3078
3rd	B. Shiells	Mazda	1146

RACE 3 - SALOONS 0 - 1000 C.C.

1st	W. McMath	M/Cooper S	999
2nd	B. Patrick	Hillman Imp	998
3rd	P. Levett	A/Cooper S	998

RACE 4 - SALOONS 1001 - 1500 C.C.

1st	P. Batten	M/Cooper S	1293
2nd	F. Laurijssen	Aust. Mini	998
3rd	G. Fleming	M/Cooper S	1275

RACE 5 - SALOONS 1501 C.C. & OVER:

1st	D. Hamill	Anglia	1760
2nd	P. Sundberg	Ford Escort	1598
3rd	M. Soames	Lotus Cort.	1650

RACE 6 - MODIFIED SPORTS CARS:

1st	R. Nicholls	MG Midget	1293
2nd	P. Bryant	Datsun 2402	2393
3rd	P. Boyer	Triumph GT6	2000

RACE 7 - FORMULA VEE

1st	S. Currie	F.V.	1192
2nd	E. Brooks	F.V.	1192
3rd	N. Lowe	F.V.	1192

RACE 8 - SPORTS/RACING CARS:

1st	N. Findlay	Lotus Super7	1498
2nd	J. Wigston	M6 Special	1275
3rd	K. McNamara	Beach Buggy	1598

RACE 9 - STANDARD PRODUCTION SALOONS:

1st	T. Thompson	Ford Escort	1300
2nd	J. Hanbury	Mitsubishi	1597
3rd	V. Smith	Ford Lotus	1558

RACE 10 - STANDARD PRODUCTION SALOONS

1st	M. Neil	Torana XUI	3078
2nd	D. Radonich	Torana XUI	3040
3rd	B. Shiells	Mazda	1146

RACE 11 - SALOONS 0 - 1000 C.C.

1st	W. McMath	M/Cooper S	999
2nd	K. Rand	A/Cooper S	999
3rd	B. Patrick	Hillman Imp	998

RACE 12 - SALOONS 1001 - 1500 c.c.

1st	P. Batten	M/Cooper S	1293
2nd	J. Mahon	Fiat 125	1600
3rd	D. Thompson	Anglia	1500

RACE 13 - SALOONS 1501 - 2000 C.C.

1st	D. Hamill	Anglia	1760
2nd	P. Sundberg	Ford Escort	1598
3rd	M. Soames	Cortina	1650

RACE 14 - SPORTS CARS:

1st	R. Nicholls	MG Midget	1293
2nd	P. Bryant	Datsun 2402	2393
3rd	P. Boyer	Triumph GT6	2000

RACE 15 - FORMULA VEE:

1st	S. Currie	F.V.	1192
2nd	D. Burrows	F.V.	1192
3rd	J. Hatton	F.V.	1192

RACE 16 - SPORTS/RACING CARS:

1st	N. Findlay	Lotus Super 7	1498
2nd	J. Wigston	MG Special	1275
3rd	K. McNamara	Beach Buggy	1598

RACE 17 - STANDARD PRODUCTION SALOONS HANDICAP

1st	B. Cork	Datsun 1600	1595
2nd	J. Mahon	Fiat 125	1608
3rd	J. Hanbury	Mitsubishi	1597

RACE 18 - STANDARD PRODUCTION SALOONS HANDICAP:

1st	C. Conway	Monaro	5300
2nd	B. Shiells	Mazda	1146
3rd	M. Neil	Torana	3078

RACE 19 - SALOONS 0 - 1000 C.C.

HANDICAP

1st	W. McMath	M/Cooper S	999
2nd	K. Green	Mini Cooper	998
3rd	K. Rand	A/Cooper S	999

RACE 20 - SALOONS 0 - 1500 C.C.

HANDICAP

1st	P. Jones	Vauxhall Viva	1500
2nd	F. Laurijssen	Austin Mini	998
3rd	D. Thompson	Anglia	1500

RACE 21 - SALOONS 1501 - 2000 C.C.

HANDICAP

1st	T. Mays	Triumph Vit.	1998
2nd	P. Sundberg	Ford Escort	1598
3rd	T. Tapper	Fiat 125	1608

RACE 22 - SPORTS CARS HANDICAP

1st	R. Nicholls	MG Midget	1293
2nd	N. Findlay	Healey Sprite	1098
3rd	W. Painter	Sunbeam Alp.	1592

RACE 23 FORMULA VEE HANDICAP

1st	P. Mahoney	F.V.	1192
2nd	N. Lowe	F.V.	1192
3rd	S. Currie	F.V.	1192

RACE 24 - SPORTS CARS HANDICAP

1st	K. McNamara	Beach Buggy	1598
2nd	J. Wigston	MG Special	1275
3rd	N. Findlay	Lot. Super 7	1498

RACE 25 - STANDARD PRODUCTION SALOONS
HANDICAP

1st	J. Mahon	Fiat 125	1608
2nd	B. Cork	Datsun 1600	1595
3rd	W. Fowler	Morris Mini	848

RACE 26 - STANDARD PRODUCTION SALOONS
HANDICAP

1st	R. Knaggs	Ford Capri	3000
2nd	M. Neil	Torana XUI	3078
3rd	M. Fitzpatrick	Ford Capri	2994

RACE 27 - 0 - 1000 C.C. SALOONS
HANDICAP

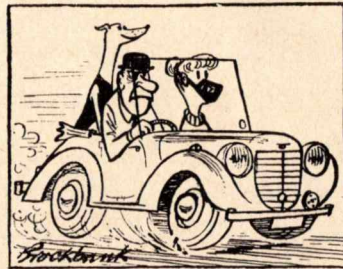
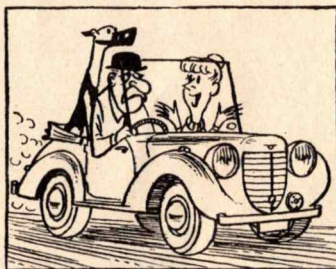
1st	W. Wymer	A/Cooper S	998
2nd	R. Willis	Morris Minor	972
3rd	K. Rand	A/Cooper S	999

RACE 28 - 0 - 1500 C.C. SALOONS
HANDICAP

1st	P. Jones	Vaux. Viva	1500
2nd	K. Smith	Morris Mini	1098
3rd	G. Gill	Prefect	1340

RACE 29 - 1501 C.C. & OVER SALOONS
HANDICAP

1st	M. Soames	Lotus	1650
2nd	P. Sundberg	Ford Escort	1598
3rd	T. Tapper	Fiat 125	1608



 **Dunlop Meeting «» 9th April**

The forthcoming Dunlop meeting to be promoted by the Auckland Car Club at Pukekohe in April is to be run on the big 2.2 mile circuit as is the Benson & Hedges. This is the first time this circuit has been used, except for the B. & H., for two years. The existing Lap record is still held by the former World Champion driver, Graham Hill and the sports car drivers Graeme Harvey and Garry Pedersen in their Gemco bodied machines are reportedly confident in knocking the old record about a bit, providing weather, cars and conditions are kind to them.

Every race of the day is a Championship event of one kind or another and it is gratifying to see that the Bank of New South Wales classes are being run in separate races, and not lumped together and so losing the benefit of what is usually the best race of the day, the under 1000 c.c. saloons.

Now that the Stewards Stand has been removed and the full circuit being used, the public and the announcers should get a first-class view of the action at the notorious Elbow. They will still go out of sight around the Loop, but come into view much sooner before charging at high speed into the very difficult Castrol Corner.

So be sure to be at Pukekohe on Sunday, 9th April, (the first of the eleven races commencing at 12.30 p.m.) for what promises to be - on paper at least - a MIGHTY meeting.



Hi folks, season proper has still not started at time of writing but by the time you read this you will possibly have competed in our first trial of the season, the Learner's Trial on February 26th, and also in the Dulux on March 4th; so you will really be into the swing of things.

As promised, I have the Mercury Trophy Calendar for you which is as follows:-

4th March	1972	Auckland Rally Club	"Dulux"
18th March	1972	Northern Sports Car Club	"Radio I"
8th April	1972	Thames Valley Car Club	"Lemon & Paeroa"
20th May	1972	Auckland University Car Club	"Duckhams Daylight"
9th July	1972	Pukekohe Car Club	"Monsoon"
5th August	1972	Te Awamutu Car Club	"Craik Motors Trial"
26th August	1972	Auckland Car Club	"Spring Invitation"

It will be noticed that there is no VW event this year, that Club having declined to run a Mercury Trial this season.

That refugee from the silent cowboy movies, "Tim " Holt is reputedly retiring from full time trialling this year, but will still be out there in the "Dulux" chasing those Trials Trophy points, and Autoland Limited who sponsored his VW for the last two seasons have gone all "girlie". It is heard that Autoland this season will be sponsoring Rosemary Allen (with an all girl crew) in her private VW. The car she is using these days is a green Kraut and I am inclined to wonder whether it is the original one she used to trial a few seasons ago which gained the nickname of "The Amphibian" after an excursion into a pond leaving the Flax Farm after a special stage on one of the big trials.

The car she drove in those days was also green so could well have been re-engined over the years and be the original "Kraut".

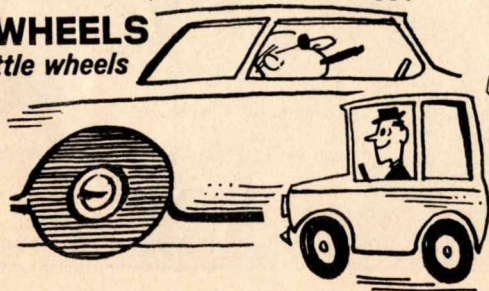
"TISCO" is well and truly in the pot now and will be starting at Caltex House in Fanshawe Street on the 1st April.

Regret that at this stage I have very little news but hope that next month, with the season well under way will be able to write a more comprehensive column.

Until then, cheerio and happy trialling.

HANS SPOTT

BIG WHEELS
— or little wheels



TISCO
TRIAL -
1ST APRIL

1972



TRIAL

Big news to date is that Mike Marshall will definitely be competing in the TISCO and is looking for a competent crew. The Escort BDA has not proved too reliable and the TISCO will be ideal preparation for Mike and the car. If you think you are a good crew member have a yarn to Mike, you could be in for the time of your life.

More Heatway cars are expected in the TISCO including Judy Hanbury's new Mitsubishi Gallant, there is the possibility that Mary Carney will be competing, also old time trials star, Nigel Roskilly, probably better known for his exploits in the Heatway and Silver Fern.

The route has been finished and officially checked; while the route is longer than in previous years it has lost none of its appeal. In fact it's better, much better!

The prize list has been further increased and must be the finest offered for the season. To this end we must record sincere thanks to TISCO and all our other sponsors. Without these people the event would not be possible.

TISCO N.Z. Limited will again be radio equipping our vehicles which will be the finest set up ever used on an event of this nature. Garry Mangham, the Auckland Manager, is responsible for this fine equipment and his boys have certainly made this event much easier for us.

Watch Milne and Choyce Queen Street window from the 10th to the 17th March and see a really fine display by TISCO and ourselves. Our thanks to Mike Marshall for the use of the Hitachi Escort BDA.

Sad story of the day is that plotter, Bob Williams, has lost a wheel of the Veedub on the motorway after an axle sheared. He is now working furiously to get the car back on the road for final checking.

Remember April 1st isn't far away. You can get your entry forms from the Clubrooms or from Annette Levet - Phone 654-105 (Evenings). Don't forget those big incentive prizes for Auckland Car Club members. Get your entry form now!



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		6 cylinder	\$ 24	
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		Car Type D/Shfts	\$ 13	

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

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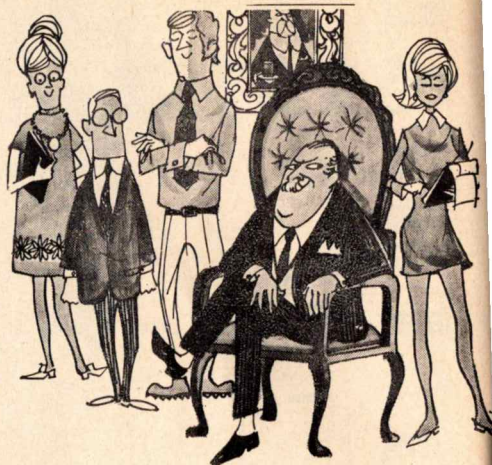
1972 TISCO TRIAL

1ST APRIL 1972



SHOUTS

& murmurs



. . . Congratulations to Club Member, David Oxtan (Begg FM 4), who this year has won the New Zealand Gold Star Championship. This is the first time for many years that an Aucklander has achieved this. In fact the last Aucklander to win this title was Bruce McLaren in 1959.

. . . A pool table has been installed upstairs in the Clubrooms and is proving very popular.

. . . Paid membership at present stands at 1247 and this includes 113 wife members.

. . . Those who have read Rally Roundup in this issue of the Bulletin will notice that Hans Spott omitted to mention that Peter Chapman, a member of this Club's Trials Committee, is now the Convenor of the Mercury Trophy Series for Interclub trials this year. This is the first time that a member of this Club has filled this important position and our congratulations go to Peter on his appointment.

. . . We congratulate Radio I who have shown initiative in covering Formula 1 and Can Am series, also Le Mans and the Indianapolis. See further details on Page 34 of this Bulletin.

. . . Congratulations go to the following Club members -

Anne MacDonand and Rob McDonald on their recent engagement.

Clubhouse Committee Member Peter Schenker and Diane Smith who were married on the 26th February.

Peter and Wendy Macks on the birth of their son.

Paul and Jo Rowbottom on the birth of their son.

. . . We recently heard from one of our South Island reporters that the Halliday boys lost their dip stick and it was only after completing numerous laps of Ruapuna circuit - ON FOOT - that it was recovered resting on the oil tin where Don had placed it to avoid losing it!

. . . Closing date for the April Bulletin is the 15th March and all copy should be in the Editor's hands no later than this date.

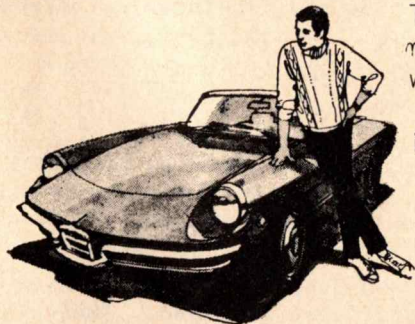
. . . A van had to pay a visit to Sandringham Tyre Service and when the driver was presented with an account, he was short of ready cash. The tyre was paid for from the contents of the van and Ian Stapley ended up with a heap of meat pies.

●● **Tisco Trial - 1st April** ●●

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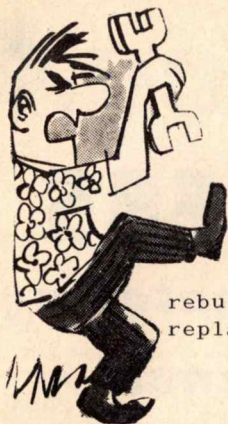
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1972 TASMAN SERIES

N.Z. HALF



From

DON HADFIELD

About the time you will be reading your copy of the Auckland Car Club Bulletin the Tasman series should be over, and the winner will be known.

After leaving Pukekohe, the Motor Racing Circus moved to Levin. This tough little Circuit is either loved or hated, depending on your attitude, by drivers and spectators alike, but everyone will agree, that if you can master Levin, you are "one Hell of a Driver", and the way Graham McRae drove the opposition into the ground makes you realise, whether you like the man or not, that all things being equal there is no one to touch McRae, on form.

All the racing at Levin was exciting and interesting from Motor Cycles, Formula V's, Fords, Saloons and Single Seaters alike and it would be hard to leave Levin, (spectators that is) without being satisfied.

The nice thing about the Castrol GTX Championship is that no one has dominated the series so far, and at Levin Leo Leonard threw a spanner in the works by winning the first heat with the Chrysler Charger, the lead being contested furiously all the way - it was no "cakewalk". The second heat was won by Robbie Francevic when he swopped from the Falcon GTHO to Matamata Motors Holden Torana XUI, but a harder earned race he never had as Tim Bailey in the Rentokil Porsche 911T was all over him like a rash for the entire duration of the race and the crowd screaming with hysteria every time Bailey had a go to get past, but to no avail.

Fortunately for N.Z.B.C. the race programme ran late and they had the good fortune to be able to telecast the GTX second heat "live" and those who chose to stay at home and watch their television were treated to some of the finest Saloon Car racing we have seen for some time. The following event for O - 6000 Saloons by contrast was a bit tame, and except for Marwood's Grandstand effort (as now seen in the Shell ad. on T.V.) and Foley's diminutive Alfa hot on his heels, the race going to Coppins, the rest of the race lacked sparkle. What a pity this event was not Nation-wide, as was the Grand Prix.

Some six months ago I was approached by M.A.N.Z. to act as Commentator for and on behalf of the N.Z.B.C. for the Tasman series in New Zealand. I agreed to do this, subject to arrangements both financial and to my satisfaction. As it turned out, Pukekohe had to be missed as I can only do one job at a time, particularly with half a voice, so my first effort with N.Z.B.C. was at Levin.

With the lessons learned from Pukekohe and Levin being a much smaller and easier Track to televise, I mounted myself upon the Broadcasting Bus, right alongside the fence, where the view was terrifyingly close - to say the least! After the previous two mentioned Saloon Car races, Rob Crabtree and myself settled down to try and give the viewers an accurate report of the International race. It is quite a different experience wearing headphones (Cans as they call them) and trying only to watch the TV screen, not the race, and if the camera is on the wrong part of the action, delicately suggesting we should be on it to the Programme Controller who sits inside the bus with four or five TV screens showing different parts of the race at the same time, and selecting the right one immediately (if not before) you begin to realise what a colossal job it is to please most of the people most of the time, with every one an "armchair critic".

During the rolling start I found it absolutely impossible to watch the TV screen and preferred to watch the cars approach, thinking if there is any sort of an accident in this lot, which way do I go! Barely had they gone round once when Cooper in the Elfin lost control, saved it, lost it again, then saved it, while Ken Smith decided he wasn't going to save it and Robbie Francevic trying to make up his mind which one of them was going to recover, ran into the back of Ken Smith and the pair of them wrote off their chances of finishing this event by collecting the very effective safety fence immediately at our feet, the dust rising from the impact all over the lap charts on my knees making it very difficult to write for the rest of the event as ballpoint pens don't seem to like dust. McRae, as mentioned before, proceeded to motor around the outside of the opposition in Lake Bend, making it all look so easy, and even after he left the Circuit on somebody's oil, McConnell's I think, he still resumed in third place and downed them when he felt like it. Unfortunately Frank Gardner had a mighty shunt just after this and as Frank Matich just didn't have the form to stay with McRae, Graham just won as he liked. I won't go into the general pros and cons of the race as this has been well covered by the Press and Motoring Journals alike, I am just trying to give you a general insight of what it is like from my point of view. At the finish of the event I removed the headphones after doing a general summary to find myself being called by the P.A. system to do the Prizegiving. As the Winfield International Track commentary was done by Mr Ron Frost of N.Z.I.G.P. during my absence I presumed he would do the prizegiving, but apparently this was not to be, and photographers, Press men and boys wanting autographs wanted around the infield for some ten to fifteen minutes till I got the message, and set a new record for hurdle and sprint at Levin. Unfortunately upon handing Graham McRae a large bottle of Champers, I just couldn't persuade him to remove the cork and spray the crowd "a la Le Mans". He damn well wanted to drink it! So, if anyone wanted to know what I was saying to him in the photograph on the back of the Dominion, you now know. On to Christchurch and the Lady Wigram Trophy.....

The Lady Wigram Trophy race, round three of the Tasman Series, is held at the Wigram Airfield in Christchurch. It is broad, wide, featureless and flat and anyone who bemoans the loss of Ardmore for our feature event, needs his head read. I had almost forgotten what it was like to be a million miles away from the competing cars (in the interests of safety) and being only able to read numbers with binoculars. The drivers like it, despite the circuit being very rough in places, and say it gives them tons of room to recover from a mistake, and by altering a couple of corners, the organisers have managed to achieve the fastest circuit in the country, for what it is worth - in contrast Levin is probably the slowest but has the best racing, and is certainly the most demanding. The Organisers incidentally are a body known as The Motor Racing Club and almost smack of Class Distinction, but do a great job in a very limited time as they have to prepare the Circuit, have Practice and Race, replacing everything back to the same immaculate condition it was before the event. You should see the pie bags, bottles and junk left lying around, not to mention the huge stone infested holes that have to be refilled, which constitute the public toilets, these being a lot better than some of the other Circuits with permanent facilities.

The television towers with the cameras mounted on them were once again controlled from a TV Bus in the centre infield and the performance is much the same as Levin, except that those doing Lap charts had to have a caller armed with binoculars we were so far away. You could not look over the TV screen to verify action on the Circuit or time a car with a stop watch because it was not practical at that distance to be very accurate. As previously reported in the Press etc. Graham McRae in the Leda just ran away and hid and this with an engine that was just in the car in time for the start of the race, what a man!

The saloons were interesting and varied and they ran the Bank of New

South Wales classes all together in the one race, so losing the intermediate battles for the classes, but with such a big circuit it takes a lot of cars to fill it up. Paul Fahey in the P.D.L. Mustang dominated the B.N.S.W. races but blew the clutch in the Winfield feature race. The O.S.C.A. saloons, which stands for Open Saloon Car Association, were many and varied liking back to the days of our "all comers". Anything goes mechanically, so long as the body doesn't lose it's original form, though anyone who thinks that Ron McPhail's A40 Farina still looks like one must be joking, and as is the way with motor racing, no matter how hard you try to make things equal, two or three people always dominate the racing - take a look at Formula Ford, Formula V, or any Formula to see what I mean. On to Teretonga the Southernmost Circuit in the World - and we thought it was cold in Christchurch!!!

Teretonga Winfield International Meeting 1972 dawned cold (7 deg.) wet and 'orrible. The mud, the slush, the wind and the toilets were out of this world! On Practice Day the toilets were revolting and disgusting - God only knows what they were like after the Race Meeting. I don't know who is responsible for this sort of facility, but these conditions are nothing short of disgusting. On to Practice and better things

Practice for Formula A Speed Boats or Tasman Cars as normally known, was held in shocking conditions, dominated by Mike Hailwood, who through a smart move by the Team Surtees Manager, bought up all the rain tyres, so McRae could not have any, and while most competitors were on their benders praying for the rain to stop, the Surtees Team had their own "rainmaker" records on 78 rpm.

THE RACE. With no television facilities at Teretonga, I fortunately fell on a job doing Track interviews for N.Z.B.C. and the Circuit P.A. so this was probably one of the easiest events I had to cover. This was a race of changing fortunes and a very well deserved win to Kevin Bartlett. After the tyre fiasco the weather on Race Day changed to the better and right up till race time most of the Tasman cars who had a choice of either intermediate, rain or dry tyres, had their cars jacked up waiting, and George Begg walked around saying "it will be fine" - he ought to know, he lives there. So out on the Grid they came wearing their dry tyres, including Hailwood. Down went the flag, down came the rain!!!!, and off the Track in all directions went the cars on their dry weather tyres - including the unfortunate McRae, followed tireless Hailwood who smote a parked vehicle and really damaged the Surtees, to then walk disconsolately back to the Pits and watch the rest of the race from his stack of wet weather tyres. When Pillette spun off the circuit on Lap 34 Bartlett took over with Oxton now running third, and that's the way they finished. So McRae goes to Australia with a one point lead from Mike Hailwood, who had a very battered car, and Kevin Bartlett who was a very happy man, and so upon leaving Teretonga we wait with eagerness for the rest of the Series.

Automart contd--

Hillman Imp (No. 165) - 995 c.c. wet sleeve engine. Strengthened overhead gear (Iron cam carrier, steel followers, etc.). Head developed from Imp Sport casting. Nitrided crankshaft. Strongback on centre main etc. Twin Webers, Janspeed manifolds.

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* * * * *

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LETTER BOX

The following letter has been received in connection with the gymkhana organised by this Club for the National Scouting Jamboree at Pukekohe Show-grounds on the 5th January this year.

The Secretary,
Auckland Car Club
P.O. Box 2591,
AUCKLAND.

Dear Sir,

With the Jamboree now over we look back in retrospect at what a tremendous success it was and realise that this wonderful success was due in no small measure to the willing help that we received from individuals and organisations outside the Scouting Association. I would like to take this opportunity of thanking you personally on behalf of the Scout Association and my committee for your willing help and co-operation in coming to Pukekohe and giving us the opportunity of seeing your skills and the work that your organisation is doing.

Please accept our heartfelt thanks and gratitude. We are deeply indebted to you.

Yours sincerely,
D. Mackay
ARENA PROGRAMME CHAIRMAN



Wise & Wherefore

Evenings on Club Activities

A series of evenings will be held at the Clubrooms, 44 Stoddard Road, Mount Roskill, and will be arranged and designed to explain to Club members what the Club activities consist of, and to help new members as regards preparing their cars for different events held by the Club.

They will consist of guest speakers and trade demonstrations with question time and informal discussions after the speakers.

The evenings will start on Tuesday, the 18th of April and there will be one held every month. The first will be an introduction evening designed to inform you of the most suitable type of event that the car you drive is competitive in.

From then on we will take you through all stages of motor sport and preparing, handling and all the real GEN on the sport.

So come one, come all, new members and old, and make these series something that we can all share in.

CONSCRIPT

TRACKSIDE



. . . Following a test day held recently at Silverstone to compare the merits of road and racing tyres on production saloons, the R.A.C. has decided that racing tyres will be permitted in Group 1 this season. The tests which tried a variety of road and racing rubber from Michelin, Goodyear, Firestone and Dunlop were conducted by Gerry Birrell in a standard Capri 3000.

. . . Duckhams have announced that the Formula 1 Surtees cars of Tim Schenken and Mike Hailwood will be racing this year with Q20 - 50 in the sumps of their Cosworth DFV engines. Recent tests covered 200 miles and a report from Race Engine Services indicated that the engine was in excellent condition when it was stripped. It was rebuilt for further use.

. . . Following Plymouth's withdrawal from Works support of stock car racing Richard Petty and team mate Buddy Baker will this year be under STP colours. STP are launching a new oil filter and it is for this reason they acquired the top NASCAR stock car racing stable. Petty won the first race of the season at the recent Riverside meeting.

. . . In addition to his Formula 1 programme with McLaren, Peter Revson has signed with Alfa Romeo to drive championship sports car races at Daytona, Sebring and Watkins Glen.

. . . Former Conchamp winner John Cannon who tried European F2 last year is to continue racing from Bicester this year in Formula 5000. He will be running a modified March 722 fitted with a 4.7 litre lightweight aluminium Rover V8 before a full 5 litre Oldsmobile becomes available.

. . . The first engine to carry Chris Amon's name was run up on the test bed at Vandervell Products. The new 2 litre Ford BDA based unit is designed for Chris's company by ex-Eagle and BRM engineer Aubrey Woods and will be sold for Formula 2 and sports car events. For the time being, the engine uses certain bought out components but this is only a temporary state of affairs and all Amon engines will soon be in production.

. . . Latest prototype machines to come out of the Eindhoven factory are a pair of four wheel drive Daf 55 Coupes. But instead of the normal engine a 1.8 litre BDA was installed alongside the driver and the belt-drive transmission underneath him. Both cars swept to victory at a recent Lydden rally cross.



AUTOMART contd.....

TARGA FIAT 1500 - One of the most reliable and immaculate Clubman sports cars in New Zealand. Covers the Standing $\frac{1}{4}$ in 15 seconds, laps Club Circuit in 37.8, G.P. Circuit in 1min 17 secs., Bay Park 1 min 7.5 secs. Comes complete with many spares and A1 tilting boom trailer. \$2,250 o.n.o.

Contact Peter Bruin - 77 Exmouth Road, Northcote. Phone 489-408.

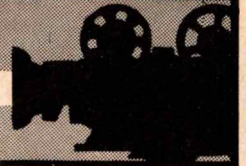
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SHARP FORMULA FORD - NO. 45 - Completely overhauled with spare suspension parts. Has MK 4 Hewland gearbox with spare ratios. \$3,700.

Contact Phillip Sharp - Phone 586-421

* * * * *

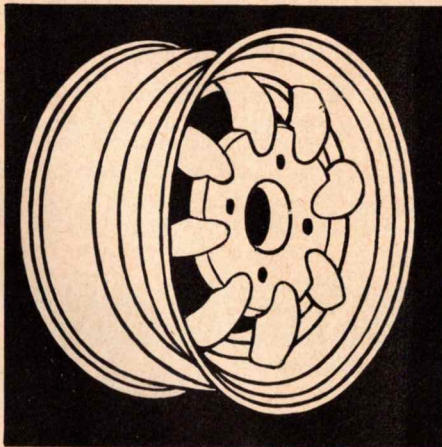
FILM EVENING



On January Club night, two short films were shown. The first was an oft-screened silent movie - the old perennial of the mad chase to the maternity hospital. It always leaves one breathless with admiration for those early stuntmen, whose hair's-breadth timing is made to look even more daring by the speed of the film!

The second film was the one everyone had come to see, and in which surely no-one was disappointed. This was the documentary on how Steve McQueen's film "Le Mans" was made. It was very good indeed, made in the same style as the film itself, with the same excellent photography. It was of great interest to those who had already seen "Le Mans", and surely prompted those who hadn't, to see it forthwith. There were some interesting revelations. For instance, did anyone viewing the film "Le Mans", know that many of the sequences were filmed during the actual race from cameras mounted on a Porsche which not only came second in its class but eighth overall? And without seeing this interesting documentary, it would have been almost impossible to discern which sequences in the film were actual race scenes, and which were staged, so well were they blended together.

An evening of quality, if not quantity.



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EXTRACTS

The final points table for the New Zealand Gold Star Championship is as follows:-

D. Oxton	27	R. Francevic	4
G. Lawrence	19	B. Scobie	3
F. Radisich	15	G. Baker	2
N. Doyle	12	I. Bisman	1
K. Smith	9	C. Roberts	1
G. Pederson	9	P. Hughes	$\frac{1}{2}$
B. Faloon	6	B. Robertson	$\frac{1}{2}$

The above points are amended totals, as for the final score, only best scores from three of the five rounds, count towards the Championship.

The following is the progress points score for the Castrol GTX Championship after six rounds completed, the final three rounds being, 4th March Levin, 2nd April Bay Park, 9th April Pukekohe (Auckland Car Club Dunlop Meeting):-

<u>Group 1 & Overall:</u>	J. Richards	27	L. Leonard	8
	R. Francevic	22	P. Smith	7
	M. Neil	$17\frac{1}{2}$	B. Anderson	5
	R. Brocklehurst	$16\frac{1}{2}$	R. Emson	$3\frac{1}{2}$
	T. Bailey	$15\frac{1}{2}$	F. Radisich	2
	R. Harrington	12	N. Brickley	2
	J. Palmer	10	G. Clarke	$\frac{1}{2}$
			W. Shiells	$\frac{1}{2}$
<u>Group 2:</u>	P. Adams	39	A. Woolf	33
<u>Group 3:</u>	T. Sheffield	$25\frac{1}{2}$	V. Newlove	22
	P. Curin	$22\frac{1}{2}$	B. Cork	$19\frac{1}{2}$

* * * * *

A M.A.N.Z. Court of Appeal consisting of Mr J. Carney (Chairman), Mr W.R. Beasley and Mr T.G. Walker was convened recently in Auckland to hear an appeal lodged by Richard Brocklehurst and Ray Stone - John W. Andrews - against the exclusion by the Stewards at the Winfield Bay Park Meeting on Tuesday, 28th December, of the American Airlines Ford Falcon G.T.H.O. The Brocklehurst Falcon was push started and the Supplementary Regulations for the event specifically stated that push starting was not permitted. The information in the first instance was lodged by way of a protest by the other Falcon driver, Patrick Smith. The Court dismissed the appeal thereby upholding the exclusion by the Stewards of the Meeting.



At a recent meeting of the Executive Committee, the following medical officers were appointed to the Medical Board of the Auckland Car Club. We tender our congratulations to these officers.

- Dr K.R. Orr 127 Grafton Road, Grafton.
- Dr Ellis Grieve Medical Chambers, Cnr. Ashley Avenue and West Tamaki Road, Glen Innes.
- Dr Basil Fergus 10 Corbett Scott Avenue, Epsom.
- Dr S.T. Choy 80 Great South Road, Papakura.
- Dr A.H. Chong 80 Great South Road, Papakura.
- Dr M.J. Foley Cardrona Building, Great South Road, Papakura.
- Mr John Horton 79 Remuera Road, Remuera.
- Mr R.G. Mathieson 162 Birkdale Road, Birkenhead.
- Mr Ian Wilson 127 Grafton Road, Grafton.
- Dr G.A. Rutter 255 St. George Street, Papatoetoe.
- Dr R.R. Sinclair 308 Lake Road, Takapuna.



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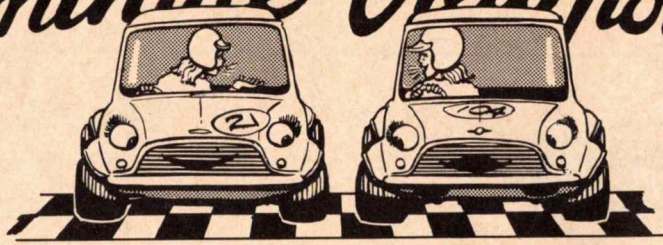
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Feminine Viewpoint



With the new Membership Year commencing next month the Executive Committee feel that the ladies of the Club should take this opportunity to gain direct access to and be represented on the Executive Committee.

It is hoped that ladies who have always done so much to make our socials the successes that they are, will bring any matters to the attention of the Executive Committee which they feel are important from their point of view. Their chairwoman will be invited to "sit in" at Executive Committee meetings as and when it is felt necessary.

To this end, a meeting of all ladies associated with the Club will be held in the Members' Lounge on Tuesday, 14th March at 8.00 p.m. so that a representative body can be elected together with a chairwoman. So come along ladies whether you are a member or not. You will be most welcome. Prior to the meeting, sherry, cocktails, etc. will be served.

* * * * *

Congratulations go to Irene Rist (pictured atright) on her recent marriage. Irene has had considerable success in hillclimbs and gymkhanas and we hope that we will still see her competing in these events.



* * * * *

It was indeed heartening, from a Feminine Viewpoint, to see Judy Hanbury competing at Club Circuit once more. We understand that Judy is entered in the Heatway again this year and will be chasing the Ladies Prize. We also learn that she will, in all probability, be competing in the TISCO Trial and could be a strong contender for that Ladies Prize as well. This year Judy is driving a Mitsubishi Galant and gained a second and two thirds at Club Circuit.

* * * * *

We notice from Hans Spott's Rally Roundup that this year Rosemary Allen will be sponsored by Autoland and she, too, will have an all ladies crew. Good luck Rosemary.

* * * * *

CLUB CIRCUIT contd.....

Gradually the day's racing came to an end, so it was down under the grandstand for a quick refreshment and a quiet trip home with the impression of a good day's racing.

Our thanks go to all officials, timekeepers, etc. who helped to run this successful meeting.



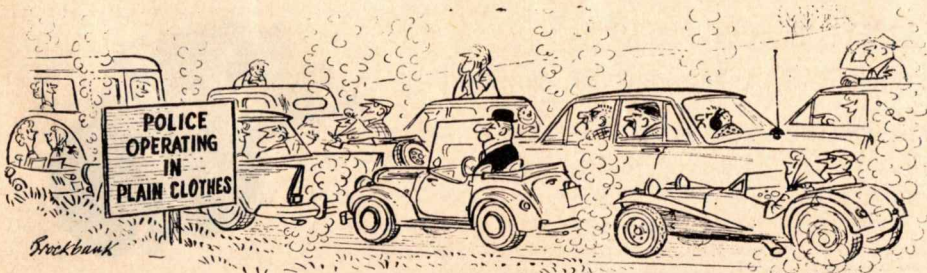
NEW MEMBERS

Theo Van Den Heuvel
 Anthony Whitehouse
 Wayne Johnston
 Wendy Rae
 Richard Halls
 Kelvin Gore
 Murphy Clarke
 Graham Gill
 David Thompson
 Gregory Plamus
 G. Mollard
 Patrick Boyer
 William Whipp
 Nigel Robertson
 Trevor Tapper
 Phillipe Dearsly
 Quintin Phillips
 Peter Clements
 Graeme Booth
 Philip Drucker
 Rodney Milner
 Michael Conway
 Peter Bryant
 David Jujnovich
 Kerron Morris
 Reginald Trimble
 John Morley
 Lelsie McNeil
 John Wigston
 Patricia Smith
 Graham Blackman
 John McNab
 Ian Fraser
 Maurice Harvey
 Nicholas Fremaux
 Graham Morris

Manurewa
 Onehunga
 Mt Eden
 Mangere Bridge
 Sandringham
 Glenfield
 Whangarei
 Mt Roskill
 Mt Wellington
 Balmoral
 Papatoetoe
 Kohimarama
 Mt Eden
 Mt Roskill
 Glenfield
 Mangere
 Silverdale
 Panmure
 Henderson
 Parnell
 Manurewa
 Henderson
 Devonport
 Henderson
 Pt Chevalier
 Royal Oak
 Remuera
 Mt Eden
 Mangere East
 Titirangi
 Takapuna
 Mt Eden
 Howick
 Birkdale
 Papatoetoe
 Pt Chevalier

Austin Mini
 Simca GL
 Simca GL
 Ford Prefect
 Ford Cortina
 Mini 1000
 Wolseley
 Ford Prefect
 Ford Anglia
 Morris Mini
 Holden
 Triumph GT 6
 Austin 1300
 Formula Vee
 Rover
 Anglia
 Austin Healey Sprite
 Triumph Vitesse
 Cortina G.T.
 Torana GTR
 Triumph GT 6
 Cortina GT
 Datsun
 Cortina GT
 VW
 Cortina GT
 Morris Mini
 M.G.
 Vanguard
 Cortina
 Anglia
 Mini Minor
 Hillman Hunter
 Zephyr
 Morris

We sincerely welcome the abovenamed new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (see Page 1) to help them settle in.



FORMULA 1 & CAN-AM

Radio I have advised us that John W. Andrew and Sons Limited have sponsored comprehensive reports on Formula 1 and Can Am Series Le Mans 24 Hour and the Indianapolis 500. There are twenty-seven races in all and for each there will be a three minute preview and review by their reporter, Ian Atkin-Griffiths who is a mechanic with the McLaren Racing Organisation. The reports will be recorded as they come through and it is anticipated they will be broadcast at the following times:

Previews: 1 p.m. Saturday Afternoon

Reviews: 7 a.m. Monday morning and repeated at 12.30 p.m. Monday afternoon.

Results All news bulletins between International call coming in and 12.30 news on the Monday following race weekend.

This is the first time a New Zealand Radio Station has ever undertaken to commission a reporter to cover Formula 1 and the Can Am Series.

The first four events are as follows:-

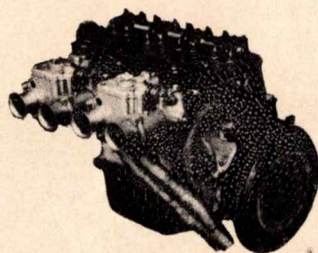
Sunday	9th April	U.S.A. G.P. (West)	Formula 1
Monday	1st May	South Africa G.P.	Formula 1
Sunday	14th May	Monaco G.P.	Formula 1
Monday	29th May	Indianapolis 500	



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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 Club Circuit Meeting held on the 13th February, 1972.

G. Morley	45	P. Levet	21	N. Findlay	18
B. Nicholl	38	W. Wymer	21	J. Greenwell	18
B. Blacklock	37	M. Neil	19	J. Power	16
P. Batten	30	G. Holt	18	T. Thompson	16
J. Crombie	25	D. Hamill	18	D. Morris	15
K. McNamara	22	J. Kilmartin	18	S. Currie	15

14 POINTS : P. Bruin, J. Jones.

13 POINTS : C. Kennedy, I. Carroll

12 POINTS : D. Halliday, A. Bishop, H. Colthart

11 POINTS : R. Millen, D. Johnson, S. Pearce.

10 POINTS : I. Gill, M. Firth, P. Jukes, B. Cork, D. Platt, W. McMath, A. Wilson, B. Marshall, R. Nicholls.

9 POINTS : J. Stuart-Masters, B. Patrick, A. Watson, M. Smurthwaite, J. Donald, P. Sundberg, A. Hopkins, R. Hong, B. Scobie.

8 POINTS : S. Millen, D. Gulland, D. Cross, J. Wentworth, W. Cann, D. Hadfield, R. Goodman, G. McGregor, R. Downs.

7 POINTS : B. Shiells, L. Rodgers, P. Ross, J. Carson, G. McTavish, W. Minnett, W. Martin.

6 POINTS : P. Hayes, J. Busch, R. Young, K. Hargraves, I. Staplem, P. Lewis, B. Scott, L. Bird, L. Ryan.

5 POINTS : T. Benson, W. Sample, M. Marshall, M. Fitzpatrick, P. Ward, W. Painter, K. Bennett, W. Johnson, B. Anderson, D. Dawick, J. Peck, R. Francevic, P. Gilbert, F. Radisich, B. Hargraves, D. Bremner, P. Adams, R. White, M. Petch, R. Coppins, C. Houltram, E. Lees, J. Richards, D. Teagle, P. Maloney, J. Stone, G. Crawford, T. Mathews, D. Marwood, P. Chapman, P. Neil, G. Fleming, M. Soames, P. Boyer, R. Findlay, N. Lowe.

4 POINTS : R. Whiting, E. Brooks, P. Bryant, J. Wigston, J. Mahon, F. Laurijssen, R. Knaggs, J. Rist, I. Rist, B. Murphy, J. Nazer, E. Dutch, D. Sampson, G. Henshaw, J. Miller, P. Hong, G. Bowkett, D. Ball, R. Duirs, A. Turner, S. Hamilton, R. Sarney, G. Clark, R. Burgess, M. McNamara, P. Sharp, P. Todd, R. Plumridge, K. Flashman, D. Calvert, J. Le Baige, M. Boyle.

3 POINTS : F. Gilbert, G. Cann, I. MacDonald, R. Olenius, J. Hatton, M. MacDonald, R. Harrington, R. Campbell, C. Campbell, P. Dalgity, I. Berry, V. Smith, B. Walsh, T. Bailey, N. Bailey, S. Knecht, I. Read, K. Strahan, B. Allen, M. Angland, B. Boric, R. Wilson,

2 POINTS : P. Mahoney, D. Haydon, J. Edmondson, D. Radonich, R. Rattenbury, C. Croft, P. Roe, W. Mahon, J. Gordon, R. Dyer, K. Rand, M. Lasse, M. Harold, D. Burrows, G. Croft, M. Weeks, F. Greenwood, W. Jones, R. Lister, B. Trott, R. Stodart, V. McWatt, G. Wood, K. Stone, T. Fitzgerald, K. Moon, T. Baker, J. Malpin, P. Curron, W. Minty, L. Painter.

1 POINT : D. Oxton, P. Wong, W. Reid, S. Ward, B. Lee, J. Hanbury, R. McCallum, G. Addis, G. Harvey, D. Bell, G. Loverich, M. Cossey, B. Kirk-Burnard, N. Roskilly, J. MacDonald, J. Chapman, S. Hooper, K. Skeen, S. Lee, H. McLaren, R. Johnson, D. Walsh, B. Yates, D. Thompson, T. Mays.



Gymkhana Shield Points

K. McNAMARA	13	R. BURGESS	4
H. COLTHART	12	D. CALVERT	4
C. KENNEDY	12	M. McNAMARA	4
D. JOHNSON	11	R. SARNEY	4
J. POWER	9	D. HALLIDAY	4
A. BISHOP	8	B. PLATT	4
W. MINNETT	7	S. HAMILTON	3
D. PLATT	7	B. ALLEN	3
I. STAPLEY	6	H. LASSEY	3
B. CORK	5	I. READ	3
N. FINDLAY	5	L. ROGERS	3
D. MORRIS	5	M. ANGLAND	3
I. CARROLL	5	J. GORDON	2
G. CRAWFORD	5	K. MOON	2
P. WARD	5	I. GILL	2
D. GULLAND	5	L. PAINTER	2
K. BENNETT	5	G. WOOD	2
T. MATHEWS	5	B. KIRK-BURNAND	1
P. LEVET	5	T. BAKER	1
J. CROMBIE	5	N. ROSKILLY	1
R. WHITE	5	J. CHAPMAN	1
		J. MACDONALD	1



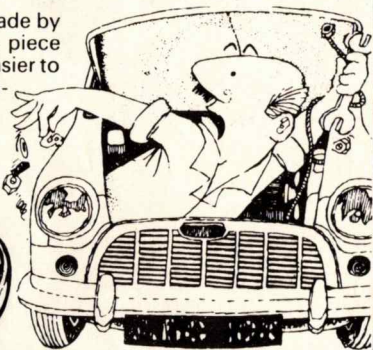
Trials Trophy Points

B. Nicholl	134	S. Knecht	13	E. Kilgour	6
T. Holt	130	P. Jukes	10	P. Gilbert	5
B. Blacklock	127	A. Wilson	10	B. Anderson	5
J. Crombie	103	S. Holmes	10	C. Manuel	4
M. McNeil	80	C. Ross	10	P. Hayes	4
J. Wall	56	J. Stuart-Masters	9	C. Stodart	4
J. Kilmartin	48	R. McCallum	9	D. Ball	4
W. Martin	39	A. Watson	9	M. Smurthwaite	3
G. Morley	39	J. Donald	9	D. Gulland	3
J. Jones	36	P. Levet	9	M. Harold	2
R. Goodman	28	D. Hadfield	8	G. Windsor	2
P. Chapman	20	J. Wentworth	8	R. Dyer	2
A. Lylia	20	J. Carson	7	W. Jones	2
G. Smaller	18	G. McTavish	7	F. Greenwood	2
J. Greenwell	18	B. McKay	6	D. Sampson	1
D. Coates	16	B. Scott	6	D. Bell	1
S. Pearce	15	J. Busch	6	B. Marshall	1
R. Wilson	13	R. Downes	6	T. Baker	1

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 lightweight wonder works better too—gets the most out of your ignition system. Trust

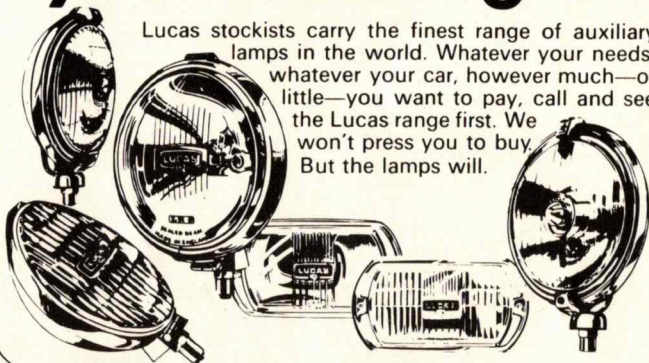
Lucas to do the job properly!



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

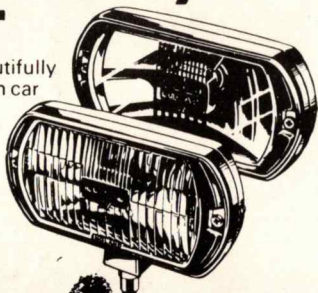
Lucas stockists carry the finest range of auxiliary lamps in the world. Whatever your needs, whatever your car, however much—or little—you want to pay, call and see the Lucas range first. We won't press you to buy. But the lamps will.



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.

STROMBERG, ZENITH AND SOLEX precision tuned single and twin carb kits. And more and more from LUCAS... write to LUCAS PRIVATE BAG AUCKLAND for pamphlets and technical literature... state what you want!

JOSEPH LUCAS (NZ) LIMITED
BROADWAY NEWMARKET AND
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(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.