



BULLETIN

APRIL 1972



Repco

COMPETITION
Disc Pads

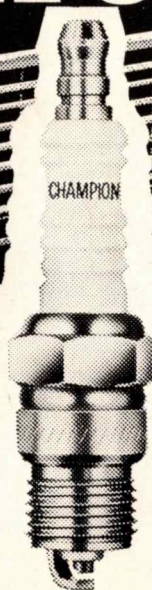
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TUNE-UP



— 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. Levett,
E. J. Inwood, M. I. Marshall.

Club Captain:

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

Deputy Club Captain:

P. Levett. 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)

Ladies: Mrs. Dot Parkin
(GLE 7835)

Building: M. H. Lawson
(Howick 6156D)

Bulletin: Post to Box 2018
Auckland

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.



TIM BAILEY (PORSCHE) LEADS JIM RICHARDS (FALCON GTHO)

COVER PHOTO

CLUB MEMBER DON HALLIDAY - FORD ESCORT BDA

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.

1ST APRIL - SATURDAY - 1972 TISCO GOLD STAR TRIAL

3RD APRIL - EASTER MONDAY - CLUBMANS RACE MEETING - WESTERN SPRINGS

See Open and Invitation Events for further particulars.

9TH APRIL - SUNDAY - DUNLOP NATIONAL RACE MEETING

Full details under Open and Invitation Events.

10TH APRIL - MONDAY EVENING - TRIALS INSTRUCTION EVENING

8.00 p.m. in the Clubrooms. Bring your crew, the M.A.N.Z. Year Book (if you have one) and L. & S. Map N52 Te Kauwhata.

15TH APRIL - SATURDAY - SOCIAL & DANCE

To be held in the Clubrooms. Happiness Hour from 7.00 p.m. to 8.00 p.m. Tickets available from the Clubrooms at \$1.50 each.

17TH APRIL - MONDAY EVENING - TRIALS INSTRUCTION EVENING

8.00 p.m. in the Clubrooms. Bring your crew, the M.A.N.Z. Year Book and L. & S. Map N52 Te Kauwhata.

18TH APRIL - TUESDAY EVENING - WISE AND WHEREFORE EVENING

8.00 p.m. at the Clubrooms. The first of a series of evenings designed to inform you of the most suitable type of event that the car you drive is competitive in. These evenings will also cover all other activities of the Club.

20TH APRIL - THURSDAY - CLUB NIGHT AND FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films, supper, discussions and new car on display. Friends of Members welcome.

30TH APRIL - SUNDAY AFTERNOON TRIAL

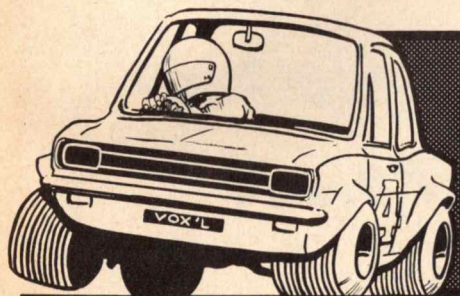
Starts at 2.00 p.m. at the Clubrooms and finishes there approximately 2½ hours later. Bring a sealed clock. This trial is definitely designed for novices. Entry Fee \$1.00. A map of the route will be on display at the finish and the plotters will be there to explain anything you did not understand.

7TH MAY - SUNDAY - CLUB CIRCUIT CHAMPIONSHIP RACE MEETING - PUKEKOHE CIRCUIT

Races and annual trophies for saloons, standard production saloons, sports cars, Formula Vee, Formula Ford and 'noddy' cars. Entries close on Friday, 28th April, with Miss C.E. Dewar, 273 Keka Road, Mission Bay (Phone 588-274 : Evenings). Late entries may only be accepted to fill races. Scrutineering and Documentation between 9.30 a.m. and 11.00 a.m. Practice commences 12 noon. Entry Fee \$1.00. Late Fee \$2.00.

9TH MAY - TUESDAY - ANNUAL GENERAL MEETING

8.00 p.m. at the Clubrooms.



**OPEN &
INVITATION**

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

Duration approximately 10½ hours. First car leaves Caltex House Fanshawe Street, Auckland, at 9.00 a.m. Finish of trial will be at our Clubrooms. An acceleration and braking test will be held at the start.

2ND APRIL - SUNDAY - BAYPARK RACEWAYS WINFIELD MOTOR RACES -

Bank of New South Wales Saloon Car Championships.

2ND APRIL - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB "DUCKHAMS" INVITATION

HILLCLIMB - Andersons Farm, Paremoremo. Entries on the day 8.30 a.m. to 10.30 a.m.

3RD APRIL - MONDAY - AUCKLAND CAR CLUB - CLUBMANS RACE MEETING

Western Springs Stadium. Races for saloons, sports and open wheelers. Late entries may be accepted to fill races. Phone Miss C.E. Dewar 588-274 (Evenings) Secretary of the Meeting. Practice 6.30 p.m. Racing commences 8.00 p.m. (See Supplementary Regulations)

8TH APRIL - SATURDAY - THAMES VALLEY CAR CLUB "LEMON & PAEROA" TRIAL

Mercury Trophy Event. A.S.R.'s and entry forms available from P.O. Box 22, Paeroa.

9TH APRIL - SUNDAY - AUCKLAND CAR CLUB - "DUNLOP" NATIONAL MOTOR RACES

Pukekohe 2.2 mile Circuit. New Zealand Finals for Formula Ford, Castrol GTX and Bank of New South Wales Championships. Late entry enquiries to Miss C.E. Dewar, Phone 379-341 (Bus) or 588-274 (Evenings)

15TH APRIL - SATURDAY - NORTH OTAGO CAR CLUB GOLD STAR TRIAL - OAMARU.

23RD APRIL - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB "DUCKHAMS" INVITATION HILLCLIMB - Final round of the series. Entries on day 8.30 a.m. to 10.30 a.m.

23RD - 29TH APRIL - WELLINGTON CAR CLUB - "HEATWAY INTERNATIONAL RALLY"
Special stages at Pukekohe Circuit on afternoon of Anzac Day (25th) and Western Springs same evening.

30TH APRIL - SUNDAY - PUKEKOHE CAR CLUB - HILLCLIMB
(Sealed) Bright Road, Waiuku. Entries on the day 9.00 to 10.00 a.m.

6TH MAY - SATURDAY - WANGANUI CAR CLUB - "DUCKHAMS" 8 HOUR CAR TRIAL
First car leaves Wanganui 10.00 a.m. \$340 prize money. A.S.R.'s and Entry Forms available from Mr J.V. Blackford, P.O. Box 366, Wanganui.

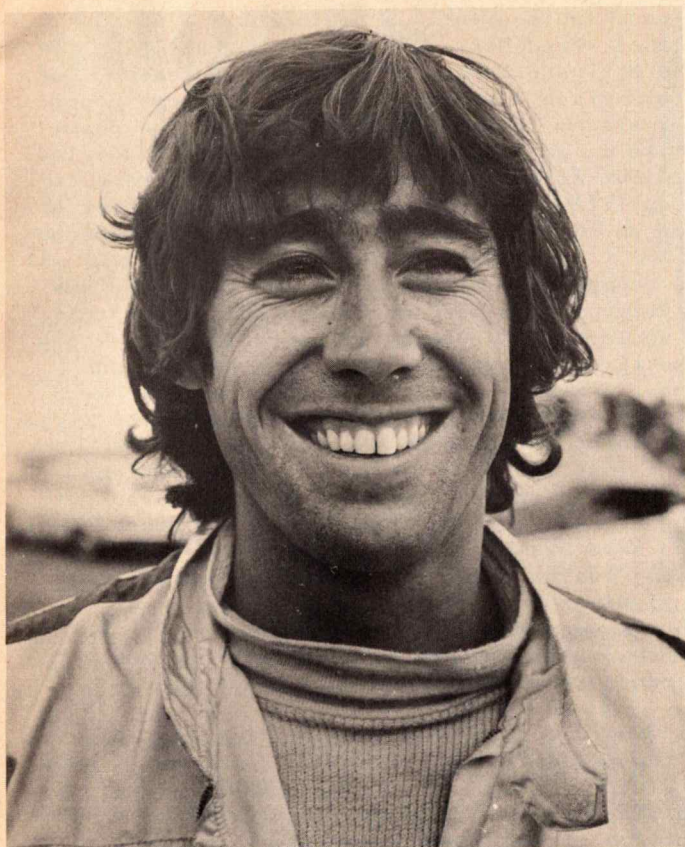
13TH MAY - SATURDAY - TARANAKI CAR CLUB - "ROTHMANS 300" OPEN TRIAL
A.S.R.'s and Entry forms available from The Trial Secretary, 58 Gilbert Street, New Plymouth.

20TH MAY - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB "DAYLIGHT TRIAL"
Mercury Trophy Event.



Trials Trophy Points

B. Blacklock	136	D. Hadfield	8
B. Nicholl	134	V. Martin	8
T. Holt	130	J. Carson	7
J. Crombie	103	G. McTavish	7
M. McNeil	80	D. McCrae	7
J. Wall	56	B. McKay	6
G. Morley	49	B. Scott	6
J. Kilmartin	48	J. Busch	6
W. Martin	39	R. Downes	6
J. Jones	36	E. Kilgour	6
R. Goodman	28	P. Gilbert	5
P. Chapman	20	B. Anderson	5
A. Lylia	20	C. Manuel	4
G. Smaller	18	P. Hayes	4
J. Greenwell	18	C. Stodart	4
D. Coates	16	D. Ball	4
S. Pearce	15	M. Smurthwaite	3
P. Levet	15	D. Gulland	3
S. Knecht	15	G. Reichelmann	3
P. Jukes	15	M. Harold	2
R. Wilson	13	G. Windsor	2
J. Wentworth	12	R. Dyer	2
A. Wilson	10	W. Jones	2
S. Holmes	10	F. Greenwood	2
C. Ross	10	D. Sampson	1
J. Stuart-Masters	9	D. Bell	1
R. McCallum	9	B. Marshall	1
A. Watson	9	T. Baker	1
J. Donald	9	P. Shanks	1



David Oxtan N.Z. Gold Star Champion

It's just on eight years since I first ran up Chamberlain Road in a Daimler Sports. It seems an age ago but still very clearly in my mind I remember we used to throw cement bags or concrete blocks in the boot and let the tyres down and wait for Phil Jukes to give the nod to start. Then off up the hill trying to beat Roger Smith or Jamie Aislabie or some other of the "Sports Car Boys". A lot of the names hillclimbing then have since given it away but a lot have advanced to circuit racing. Some of the boys are married now and have had to get their priorities right! I think it all comes back to how much you want to do something. If you really set out to have a go at

something worthwhile you'll do it alright. It will take a little longer for some but nonetheless the chance is there. It's only natural too, that once you have done it you look for the next hurdle. And so it's been with my motor racing. In the main we have just taken the immediate challenge on, without looking too far ahead.

In the early days, with my father, Steve, and Jim Murdoch, I raced the Lola and the Brabham and we got a great kick out of making the cars quick and slick. We used to win the odd race or two but think the main pleasure for us was to turn out the smartest car. It wasn't too professional then; sponsor was a new word and of course we were pretty green. However, we did make advances towards business houses and out of this came my present sponsor, Rothmans - begg your pardon - Winfield. It always occurred to us to offer the sponsor something first. So we painted the Brabham blue, white and gold and in fact used a Rothmans packet as a colour guide!

Coming up to date, things are very different now but we still apply all the same rules and this year especially they have borne fruit. With Jim Murdoch in the driving seat now the Team looked small but with Steve, John Farnsworth and Allan Draper, I've had a real tidy, efficient and happy set up and of course, we enjoy doing it all - even the all nighters.

The Gold Star Series was, as much my ambition as George Begg's. Parochialism has been as hard on George Begg as it has to North Islanders going South but I decided his car, made in December 1970 was sound and asked him if he wanted a driver. He said yes and suggested that I go down to Invercargill and try the car. This was mid-winter and anyone who thinks Auckland is cold in winter should try it down there. We were literally chipping ice off the circuit to practice in the mornings. George and I agreed on a few changes, the car was prepared for the series, painted in Winfield colours and we made our first appearance at the Auckland Car Club Gold Star in October. We didn't set out to break records but naturally were very happy

to win the opener, especially my own Club's event. A month later with nothing more than routine maintenance, Fred McLean, George's mechanic and co-builder had the FM 4 ready for the Northern 2 Heat Gold Star at Pukekohe. Again we won comfortably but by this stage I was wanting more power so George put an automatic fire extinguisher system in the car and said that the peace of mind it would give me should make me go faster! Graeme Lawrence had tried really hard at Pukekohe to keep up but at Levin Gold Star (which, believe it or not, was eventually held), he qualified fast and showed me a clean pair of heels. It was twenty-five laps or so and I concentrated on keeping the Beggs going and taking second points.

Bay Park at Christmas was another 2 Heat Gold Star and this race saw the debut of Graeme's new Lola. Prior to the meeting Graeme and I were told that our Tasman Series contracts would be in jeopardy if we raced but we both felt we owed too much to our respective sponsors and Shell and New Zealand motor racing in general not to run. Graeme qualified fastest then came me, followed by Frank Radisich and Ken Smith, and that's how we finished the first heat. The second heat looked like being a repeat of the first but in my efforts to keep the Lola in sight I lost the Beggs coming out of Tappendens. It was enough to let Frank through to win the race overall as Graeme ran out of Shell two laps from the end and didn't score any points for the second heat. Gold Star points are scored by the same system as Formula Ford and Bank of New South Wales but the system certainly leaves a lot to be desired, especially where two competitors gain equal placings in each heat.

January brought us the four Tasman races which didn't count for Gold Star points although in the four New Zealand events we were first resident Kiwi in three, having received a puncture at the Grand Prix while handy placed.

So the final Gold Star at Timaru got under way under threatening skies and after taking second place in the preliminary to Ken Smith's Lotus, I knew I would have to learn more about clutch starts in big cars because all events I have driven in the Beggs were rolling starts. I had never tried a grid start but a few words from Paul Fahey put me straight and with wheels spinning wildly we roared off to win the 50 Lap Timaru Gold Star. Ken really made me work for it and I enjoyed the dice but after his retirement at half distance the pace slowed down and I coasted in ahead of Neil Doyle in another Beggs and Garry Pedersen in the Gem. So Timaru also gave me my first Gold Star title and made George Beggs a happy man. I am very pleased for George and Fred, to see that after all these years of working away with limited funds and limited support they put together a car which finished thirteen times out of a possible fourteen and picked up three Gold Star wins, two seconds and seven Tasman Cup points. As always, Shell provided all fuels and lubricants. We bought the best Goodyear tyres and were fortunate to have the generous assistance of Winfield throughout the season.

Looking back over it all it's been quite a good year. It's had its frustrations - like working all night before last practice for the Grand Prix and asking for a few laps to check the car out at 3 p.m. on Friday, only to be told by the Clerk of the Course, "You've had 365 days to get ready for this race":

But at the end it all seems worthwhile. Already we are looking ahead to Beggs FM 5. With all the ideas we have got I think it will surprise a few people when next season's Gold Star opener comes around.

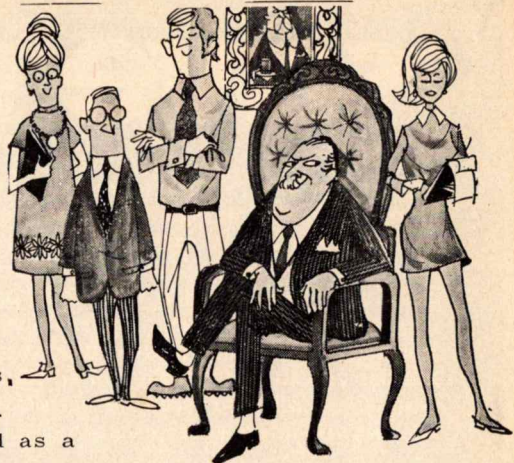
Incidentally, to the guy (or guys) who pinched a Winfield flag at Bay Park and returned it recently, thanks a lot. I went out one Sunday morning to find it standing up proudly in the middle of the lawn in front of my home!

DAVID OXTON



Dunlop Meeting «» 9th April

SHOUTS & murmurs



. . . Bruce Blacklock has retired from the position of Bulletin Editor. We offer our thanks to Bruce for his assistance to the Club in this often onerous task.

. . . Pool players in the Club have been advocating the installation of a second table in the Clubrooms. The Executive Committee is giving serious thought to this.

. . . At a meeting of Club ladies on Tuesday, 14th March, the following were elected as a Ladies Committee -

Mrs Dot Parkin (Chairwoman), Mrs Audrey Mallard, Mrs Merle Cox, Mrs Pauline Pedersen, Mrs Val Martin, Mrs Marilyn Webber, Mrs Jocelyn Giles, Miss Janice Mallard, Mrs Dale Painter, Miss Annette Brown. Congratulations girls. You have a busy year ahead of you.

. . . Did you know that this year the Auckland Car Club reaches it's 40th Anniversary? Yes, we have been around the motoring scene in Auckland for quite a while. Originally called the New Zealand Motor Racing Drivers Association (Incorporated) the name was changed to the Auckland Car Club in 1949. To celebrate our anniversary we will be staging several functions of various natures later in the year.

. . . Your membership fee is due on 1st April. By now you have probably received a notice to this effect from Membership Secretary, Ben Hamilton. Early payment would be appreciated.

Members who intend to compete in April events (TISCO 1st April, Western Springs Race Meeting 3rd April, Dunlop National Race Meeting, Pukekohe 9th April, Heatway 23rd - 29th April, etc. etc.) should ensure that they are financial members when they arrive to participate in these events.

. . . In the forthcoming Heatway Rally we will be sponsoring several teams in the Club Team Section and we feel confident that an Auckland Car Club team could win this category. We wish the best of fortune to all members competing.

. . . Club member, Jim Murdoch of Formula Ford fame was pointed in the direction of England at the time of going to press. Our best wishes go with him.

. . . Our Dunlop National Race Meeting at Pukekohe on 9th April will be staged on the full circuit 2.2 miles (as in Benson & Hedges). We extend our thanks to Messrs. A.A. Corban & Sons Limited who have donated six bottles of Corbans Medium Cuvee champagne to each driver who, at the conclusion of the meeting holds new lap records in the following categories. Outright Lap Record, Bank of New South Wales (all classes), Formula Ford, Standard Production Saloons and Sports Cars. In the sports car class Garry Pedersen has served notice that Frank Matich's sports car record of 1-33.8 put up by Matich in the 2.7 Lotus on 11th January 1964 will take a pounding. No doubt Grahame Harvey holds the same opinion. In fact both drivers could topple the outright record of 1-25.7 (91.4 mph) established on 8th January 1966 by Great Britain's Graham Hill (2 litre V8 BRM).

. . . Congratulations to Club Member Don Halliday (Ford Escort BDA) on his performance at Northern Sports Car Club's Winfield National Motor Race Meeting at Pukekohe on Sunday 12th March when he lowered the 1001 - 4200 c.c. Saloon Car lap record from 1-12.00 to 1-11.6. This was previously held by Jim Richards (Ford Escort).

continued page 13.

save money

Save money on all your automotive accessories, speed equipment and engine modification work by joining the Spear's Speed Shop Mail Order Club. Spear's Speed Shop, Spear Products and Laurie Spear Engine Reconditioners make this offer available to you. We offer you the largest range of accessories, speed equipment and engine services in N.Z. Join now! Membership is just \$2.00 per car owner, and upon joining you receive our comprehensive catalogue, a Spear's Speed Shop two-way transfer, a Laurie Spear two-way transfer, a silk screen printed badge, and your membership card. This membership card entitles you to a 10% saving on all accessories, speed equipment and engine modification work. You will also receive a newsletter offering club members a monthly special and keeping you informed of developments.



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SPEARS SPEED SHOP

89 - 91 New North Rd. Auckland, 3.

Name _____

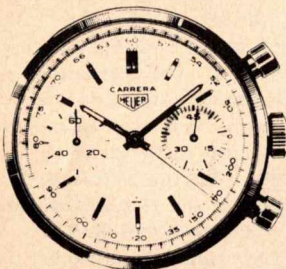
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ca662

BAY PARK

27th FEB.

Practice got under way on Saturday 26th February for Bay Park's new found sponsored meeting American Airlines and with a new record set by Alan Moffat on 28th December last of 61.8 seconds which finally broke the long standing record of 62.2 seconds held by "Red" Dawson (Mustang) since way back, it was of great interest to see how long Moffat's record would stand.



With fine weather and ideal conditions, though with a slight breeze, both Fahey (Boss Mustang) and Dawson (71 Trans Am Camaro) both recording 62.8 seconds things did not look too bright for a new record and the only other competitor likely to better this time Rod Coppins (Trans-Am Pontiac Firebird) ex Ron Grable unfortunately suffering a major mechanical haemorrhage when he left the Circuit, damaging the sump and subsequently blocking the oil pump, which later caused the breakage of a connecting rod and his practice ended in the biggest cloud of smoke and sheet of flame we have seen for some time, fortunately with no real damage.

The racing promised to be close, fast and furious for in the under 1000 saloons there were at least six competitors within a second and a half of each other, and the same situation existing in the standard production saloons and Formula Ford.

Magnificent weather greeted a mediocre crowd who really got their money's worth as the fourteen race programme opened with a real "cliff hanger" race which was for the Bank of New South Wales Championship Heat 10 - 1000 saloons. Reg Cook (Mini) got the best of the start and led for two laps till Rod Collingwood (Mini) took over to win this eight lap event. Cook continued to drive frantically on the limit in a desperate effort to hold off Barry Phillips, also in a Mini who managed to hold second place till the last lap, when Cook in an almost suicidal "do or die" effort scrambled around Phillips on the second to last hairpin before the flag. The ninth race of the day was the second heat and though the finishing order was the same, it was real nail chewing stuff with Collingwood establishing superiority while Cook and Phillips out braked and out fumbled each other keeping the crowd on their toes.

The Standard Production Saloons which consisted of three Falcon GTHOs, seven XUIs, two Chargers, one Porsche and a couple of Monaro's, was much the same recipe as the "babies" and it was all on in a big way. With bigger and better prize money from Shell the boys were out to win. The race run in three heats was basically dominated by the GTHOs of Richards and Brocklehurst, Richards winning two, Brocklehurst one, but it was not the "cake-walk" that it sounds with Tim Bailey (Porsche 911T) being right amongst them till becoming involved in a shunt with the very hard charging Leo Leonard, appropriately in a Charger. Both Brocklehurst and Richards jointly set a new record but later lost it to Leonard who really pulled out the stops trying to once again catch Bailey in the battered but still rapid Porsche, this was great stuff and it is pleasing to see that nobody has been able to dominate the series so far.



The Formula Ford events, again in two heats, saw current championship leader David Oxtan (Elfin Super Ford) have two spins trying to hold off Robbie Booth (Lotus) and Jim Murdoch (Titan), with Murdoch winning both events, but Booth setting a new record, indicating the frantic struggle going on in these events. During the last Formula Ford heat Neville Bailey (Palliser F.F.) had the throttle return springs break and shunted the fence hard, almost at the same time Rob Allen (Begg) took to the Pit road rather than hit the same fence in a massive cloud of dust, fortunately with neither driver being injured.

The big saloons 0 - 6000 Bank of New South Wales Championship was run in two heats with Fahey and Dawson sharing the front row with Marwood (Camaro). Dawson got the best of the start in both races, but Fahey took over as he liked and though Dawson got under his old record, Fahey bettered the Moffat record to leave it at 61.6 seconds. What a pity this car was not going like this when Moffat and Geogheon were here as Fahey never appeared to be in a hurry or pushed at any time, so we certainly hope to see Alan Moffat back some time soon as it is rumoured that he will be, and when Rod Coppins has the Firebird going well, Marwood back on form, Dawson with the bugs sorted on his Camaro and maybe John Riley in something more potent than his now aging ex-Fahey Mustang, they might be able to give the Aussies a run for their money - we will just have to wait and see.

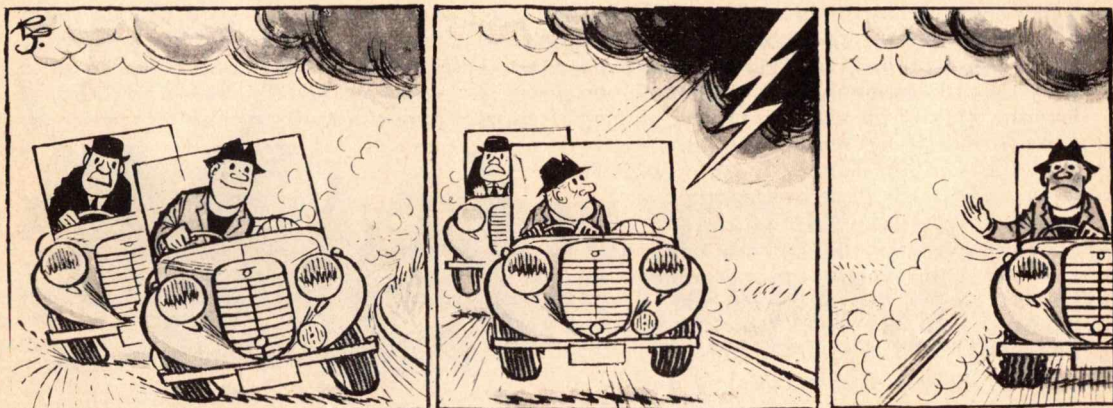
Featured for the first time on the Bay Park programme was a Standard Production half hour Motor Cycle event which saw victory to Trevor Discombe on a 650 Triumph from Alan Collison (500 Kawasaki) and Rod Voyce on a 750 Kawasaki. They started with a rolling start behind a Pace Car with Collison leading for two laps, then giving way to the greater experience of Discombe who covered twenty-six laps in 30 minutes 32.7 seconds.

All in all a first class meeting and American Airlines and Shell could not help but be pleased with the very fine standard of competition, the crowd going home pleased, for they certainly got value for money and they should turn up in bigger numbers next time.

DON HADFIELD

The following are the dates for the Formula 1 and Can-Am Series for the months of April/May. Reports on these events will be broadcast from Radio I at 1 p.m. Saturday Afternoon, 7 a.m. Monday morning and repeated again at 12.30 p.m. Monday afternoon, with results over all news bulletins between International call coming in and 12.30 news on the Monday following race weekend.

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	





ALAN BOYLE AT BAY PARK

The weekend of 26th-27th February, has been a memorable one for me at

Bay Park Raceway. In practice on Saturday, the motor went tight. I knew the engine block had collapsed internally. We loaded the car and equipment and raced back some 140 miles to Auckland where I had a spare engine block and balanced crankshaft. We arrived at about 7 p.m. and my mechanics, Allan Brook and Maurice Hiestand worked all night stripping and completely rebuilding the motor. We had Davie Motors, a Vauxhall dealer, open up at midnight to supply some seals and main bearing shells. The team had the engine rebuilt and the gear box, etcetera in the car and going at 8.30 a.m. Sunday morning. We set off at 9 a.m. for Bay Park.

Our first race was at approximately 12.15 p.m. and the trip takes about three hours. We drove the Viva on the road to "run it in" and followed with our utility and trailer. At about the half way mark our trailer broke a stub axle and we left it at the side of the road. Later the Viva expired with a flat battery, the alternator had gone on the blink. Ron Brown stopped, and we asked him to go ahead and arrange a battery etc.

I then towed the Viva on a rope in a race against the clock, arriving at the circuit as the "Dummy Grid" was waiting to move on to the track. The other competitors, Jim Richards, Steve Millen and the Hallidays assisted to fit my race wheels, tail pipe and a battery borrowed from the Hallidays' service vehicle. They stalled for time as all this was going on and we got to the grid and did one warm up lap and the spark plugs fouled. Allan and Maurice burned their hands hurrying to fit clean plugs. In desperation I threw water over the exhaust manifold - as No. 3 plug couldn't be fitted due to the heat. We started a lap and a bit behind. Interest in the race came from my dash through the field to cross the line in what appeared to be third spot, which was actually sixth, owing to the extra half lap still to be made up.

We scored a third in our other class race and two fifth places against the Mustang and Camaro mob.

When we eventually got back home, which is another epic that I won't relate, the mechanics had not slept for 40 odd hours. I am lucky to have such a dedicated team.

We are now making some strong main caps, as previously everything except the pistons was of standard Vauxhall parts.

We don't want another weekend like that in a hurry.

Also the Halliday brothers blew their gearbox in practice and Jim Richards loaned them some of his spares.

Although competition is tough, there is still signs of chivalry in motor racing.

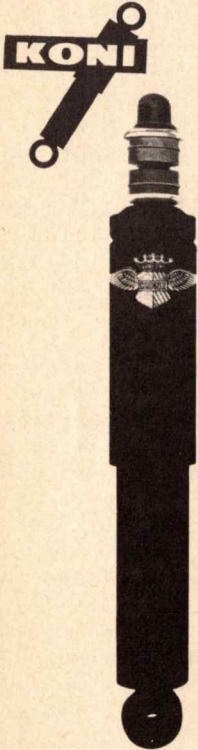
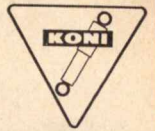
ALAN BOYLE



Dunlop Meeting «» 9th April

MOTORING PLUS

If it's got



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shock absorber

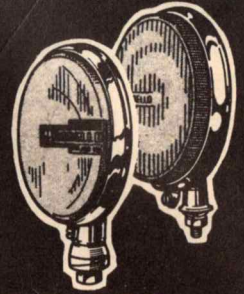
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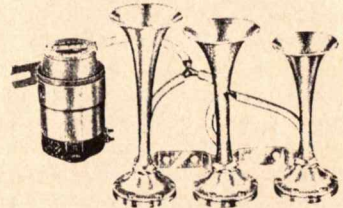
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HALDA SPEEDPILOT

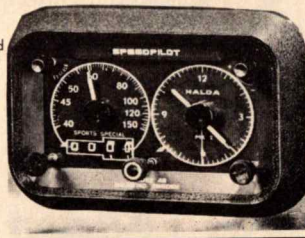
is prized by beginner and advanced rallyist alike for simplified control of time, distance and speed.

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HALDA TRIPMASTER

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SPEEDPILOT

Learners Trial

26th Feb.



Our car was in pieces having devoured one of its pistons but thanks to Steve Hamilton (Bruce Blacklock's Timekeeper) we took off to the start of the Learners' Trial at South Auckland Motors, Papakura, in Steve's Mini.

Through documentation and having had a number allotted we sat down to sort out the A.S.R.'s with many other puzzled people - do we use the overriding go left instruction in Section 1 before or after the 5 mile odo check? (As it turned out we used it after the Odo Check).

About 4 miles out from the start we were looking for "Go right at METAL ROAD", aha a sign! We picked up the Odo Check, ignored the metalled road on our right and used the overriding Go Left instruction to travel along Drury Hill Road and find Check JC. We then went right at METAL ROAD and later turned into Fitzgerald Road to find the manned check in the Simca 1000. (The road behind the Simca should have had a No Road sign to override the Go Left instruction). Down the hill to the quarry and all those who went ahead at RUNCIMAN 2 $\frac{1}{2}$ M sign missed the check at the quarry entrance (your instruction said RUNCIMAN 2 $\frac{1}{2}$). A fairly straightforward portion followed where we picked up FIAT 77, (the split intersection at the bottom of the hill only needed the one Go Left instruction), FIAT again and Joan Greenwell's Control in Maketu Road.

Section 2 was fairly straightforward except that NO EXIT RD at the other end of Maketu Road should have been simply NO EXIT. We then arrived at the Control in the Lotus Cortina; (Hands up all those who went straight to the Lotus instead of using the overriding Go Right and Go Left at Tee instruction to give you a check UR SMART in a loop about 200 yards along the road). We missed it too.

The tulips were straightforward but later the fifth OPAHEKE sign actually read OPAHEHE. We had to go to Gt South Road to get the fifth sign and around the corner for the check and additional instructions.

From here we headed off towards Ardmore, turning right at Mill Road to get SILVERSTONE then U-Turning to come back and pick up Alan Jack who was acting as a "Come-On" check in the Toyota.

We then found it fairly simple to pick up 99, EXIDE and REPCO, but when we arrived at the "Main Rd" turn we happened to go straight on and pick up a U-Turn check, TISCO. This check was later deleted as the instruction did not fit the rule book.

From here on we had a straight run back to the Club except for the "sting in the tail" at DENBIGH AVE (Your instruction said DENBIGH AV so you should have gone straight on to pick up Hans Spott and additional instructions to take you to the final control.

Our thanks to the organisers for a tricky but enjoyable event which carried us over a fairly wide selection of roads in the 2 $\frac{1}{2}$ hours.

RALLYE

SHOUTS & MURMURS contd....

. . . Congratulations go to Willard Martin on his appointment as a MANZ Trials Steward.

. . . Congratulations also go to the following Club Members:

Jack Miller and Susan on their recent marriage.
Murray and Rita Soames on the birth of their daughter.
Peter and Dot Parkin on the birth of their daughter.

. . . Please note that closing date for next month's Bulletin is the 15th April.

PLOTTER'S NOTE ON LEARNERS' TRIAL:

I would like to express my thanks to all those brave souls who turned out to compete. I sincerely hope you all enjoyed yourselves, and especially to newer members, I hope you managed to learn something.

Some criticism has been levelled in my direction in that I plotted too difficult an event for a Learners Trial. In reply to this criticism I would like to point out that (apart from my couple of mistakes) there was nothing contained within this trial which may not be met in a bigger open or national trial. I feel that there is absolutely nothing to be gained in plotting an easy trial and misleading newcomers into thinking that there is nothing to this business. Better by far to make a few boobs in this type of event and learn from your mistakes, than to delude yourself into thinking there is nothing to it, then entering an important event such as the TISCO, and making a fool of yourself. Should anyone wish to have any portion of the event explained to them, please feel free to contact me at Papatoetoe 82-059 (Bus).

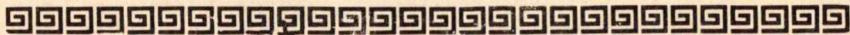
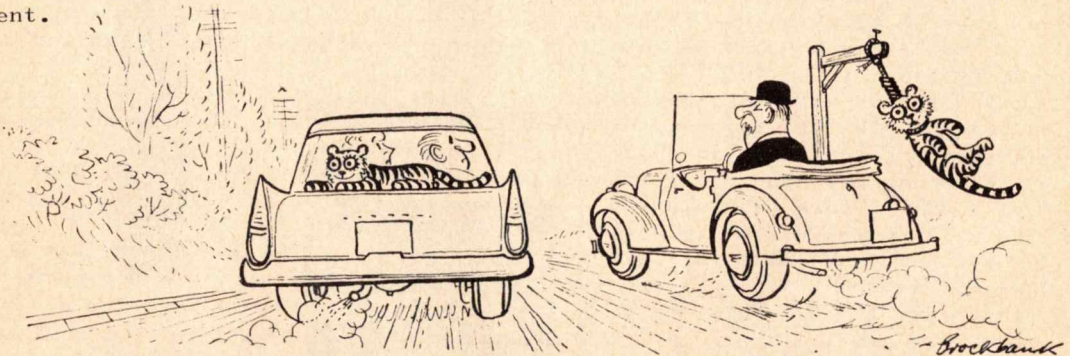
My thanks to all the following who assisted with the running of the event : John and Mrs Kilmartin, Kerry and Mrs Anderson, Peter and Mrs Blackman, Joan Greenwell, Jacqui Knight, Diana Holt, Alan Jack, Dave Rutherford, Peter Chapman and my congratulations to the winners.

TIM HOLT



FIA Licence Holders

Attention is drawn to the fact that one of the requirements of holding such a licence is that a photograph of the holder be affixed to the licence itself. It was noted that during the recent Tasman series there were a number of FIA Licences in circulation that did not meet this requirement.



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LEVIN

4th March



The motor racing contingent as was present at Bay Park on 27th February moved South to the very tight 1.175 mile circuit of Levin, situated 60 miles North of Wellington, to which was added a very strong field of sports cars and Formula Vees.

Rain at Levin is almost unheard of, in some twelve years of motor racing it has only rained twice to speak of, and when it rains, it really rains - today was to be the third time. Practice was held in the morning as Sunday racing here is very difficult to obtain, the minority still ruling the majority it seems! The only incident during practice was Reg Cook (Mini) shunting the fence backwards, cutting himself just slightly about the face, but it was typical of Reg to repair the damage and race for the rest of the day minus the boot lid - illegal though it might be - he got away with it, and his epic drive later in the day in the rain made it all worth while.

The day commenced with a motor cycle event, followed by the Formula Vee Challenge Cup Race - drama right at the outset - Stuart Currie, one of the Country's leading top Formula Vee drivers, fastest on all North Island circuits, with the exception of Levin, disappeared on the warm-up lap and his place on the front row of the grid was vacant when the flag went down. George Hettterscheid, the current record holder, shot to an immediate lead but was pressed hard by his newcomer team mate Ian Hodge who took over on the third lap and dominated the event to the finish setting a new record in the process, with Peter Mahoney, Currie's team mate, being third. The New Zealand Formula Vee Championship was held later in the day in pouring rain and began with a rolling start. Hettterscheid led from the outset from Hodge with Currie this time ever present. On the fifth lap Hettterscheid spun to the back of the field and Currie took the lead in the ensuing melee, leading Hodge across the line by a comfortable distance, with Jeremy Gough in a peculiar wedge shaped Vee in third place.

Twenty-five sports cars faced the starter and Graham Harvey (Elfin 6 litre) had pole position from Gary Pederson (Gemco Special 4.4 litre Oldsmobile) alongside. These two cars using identical body shells built by Pederson and it seems incredible that 6 litres of Elfin has been unable to shut down Pederson's car on most of the circuits so far this season. Harvey got the best of the start and forged to the front while Pederson hung back badly, however, by the first time round Pederson was right behind and the old lap record of 52 seconds was already taking a beating. By the third lap Pederson was in front bolting away to leave the record at 49.1 seconds, and winning by a handsome margin from Harvey with Glen McIntyre in a Fiat powered Wilmac Special of 1608 c.c. third. The rest of this colossal field was made up of a tremendous variety of specials, U2 sports cars and one Lotus Super 7.

The second heat for sports cars, which was a New Zealand sports car championship event was once again led from the outset by Graham Harvey, this race being run in the pouring rain with Pederson trying everything he knew how to get by despite being unable to see. On the last lap, at the last corner, Pederson somehow got out alongside on the outside, Harvey applied more power, but unfortunately for him just too much and the Elfin went into a monumental spin, rotating like a top almost the entire length of the main straight, on the grass, finally hitting the safety drums, sliding past a few seemingly unconcerned marshals, the starter casually dropping the flag for Pederson to once again win, and of course Harvey, being unable to return to the point of exit from the Track, was thereby not classified as a finisher. Second once again was McIntyre, third Bob Hyslop in a Ford powered JRM Special.

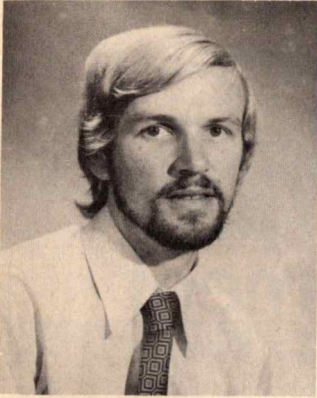
Race 4 was the Bank of New South Wales 0 - 1000 c.c. First Heat and was led from the start by Rod Collingwood in his immaculate black Amco Mini. Rex Hart (Mini) held second for one lap being deposed by Barry Phillips (Winfield Mini) who was later himself relegated to fourth when Reg Cook (Mini) and Hart re-passed with Phillips obviously in some sort of trouble. Peter Sharp (Mini) moved into third place ahead of Hart on the fourth lap, and so they remained till the flag. Collingwood indisputably in command, but the rest of them really fighting it out leaving Collingwood, Cook and Richards, who is the present record holder on this Circuit for this class, now jointly sharing it at 58.2 seconds. The second heat was held in a torrential down-pour and Phillips lead for three laps, Cook taking over on the fourth and bolting away with Peter Sharp, driving like a man inspired, taking over from Phillips to be second, Phillips third and Collingwood a very lonely unhappy fourth.

The Formula Ford events were completely dominated by David Oxtan (Elfin) who was chased hard by Robbie Booth (Lotus) till unfortunately he retired and the race lost any sparkle it might have had with Brian Scobie (Titan) second and Phil Harris (Brabham) who started at the back of the field, third. The second heat was like most of the others, held in pouring rain, and Oxtan once again dominated from Scobie for a while, who lost second place to a little known Formula Ford driver, Colin Roberts. On the fourth lap Phil Harris slid off the circuit at Lake Bend, hitting the safety fence at about 130 mph with bits of car, wheels, fibreglass and suspension flying in all directions, the driver stepping quickly out of the cockpit over the fence and out of harm's way fortunately unhurt.

A meagre field started for the Bank of New South Wales 0 - 4200 c.c. heats and it was Jim Richards all the way in his twin cam Escort from Don Halliday (BDA Escort) Alan Boyle (Viva GT) third in one heat, being fourth in the other to Peter Sharp (Mini) who somehow decided to run in the second heat. The first heat for the Bank of New South Wales 0 - 6000 c.c. Championship was led at the outset by Marwood (Camaro) till Dawson (Camaro) took over on the second lap. Fahey (Mustang) ran a consistent third, obviously unhappy in the very wet conditions that this race was run in, but the second heat was a totally different story and Fahey bolted away, setting another new lap record and leaving only one circuit in the country with a record has has not been set by him, that one at Pukekohe, held by Alan Moffat. Dawson was second, Marwood third, and in both races Rod Coppys (Pontiac Firebird) running at the back of the field, the car obviously not yet sorted out.

The Standard Production racing was it's usual exciting self with Leo Leonard (Charger) leading for eight laps, with Richards (Falcon GTHO) leading for the remaining four to win. On the eleventh lap the hard charging Merv Neil (Torana XUI) forced his way past to take second from Leonard with Jack Nazer (ex Graeme Lawrence Charger) fourth. On the second to last and last lap five different cars changed position, and it was really exciting stuff to watch. The second heat was a rolling shambles, which is the only way you could describe the start, Leonard leading by about two and a half lengths at flag fall, Robbie Francevic (Torana XUI) tried everything he knew how to get past a track blocking Leonard and on the eighth lap, finally shoved Leonard aside. On the opening lap Richards, upon trying to pass Harrington (Torana XUI) was forced off the circuit at the Hairpin. He resumed racing at the back of the field and was really trying, as on the second lap he was tenth, the third he was eighth, the fifth he was seventh, the seventh he was sixth, the second to last lap he was fifth, and really pulled out the stops to be third at the fall of the flag - a very determined drive by a very angry young man, and the crowd loved him for it. When Leonard was deposed, the rest of the field followed suit, with Brocklehurst (Falcon GTHO) second, Merv Neil fourth and Harrington fifth. Officialdom then ruled that Neil was third, and Richards fourth - it was that close. This is still the finest class of racing we have, but rolling starts are just not on without a Pace Car or better form of Control,

PETER GILL COMMENTS



At the time of writing I am a very lazy, sun-baked guest of BOAC and hotel owners, doing a tour of Fiji, so I am a little out of touch with the local scene, but thought you may be interested in some local automotive observations.

* * * * *

Owner-driver buses in Nandi, where they stop and implore you to get on. New Zealand bus drivers could certainly learn a lot about the art of imperceptible gear changing and smooth braking if they, too, owned their own buses.

* * * * *

The best deterrent to speeding drivers I have ever seen is in the long driveway to Nandi's Skylodge Hotel. They've laid at regular intervals, giant concrete humps across the full width of the road, raised about four to five inches. Defying their ten mile per hour speed limit would cost taxi owners big bread, so you never see a taxi get out of first gear on the driveway. Most, in fact, come to a respectable halt before attempting each bar.

* * * * *

The tourist in Fiji can drive on his own licence, wherever he's from, and the Government doesn't even issue a road code.

* * * * *

Japanese cars lead the polls in new car registrations in Fiji, well ahead of Australian and British.

* * * * *

I hope the Auckland Regional Authority had a good look at the product of the Japanese bus builders before arriving at their recent decision. The air suspended rear engined Hino diesels on the all day trip from Nandi to Suva along the roughest and worst road I have ever seen, are superb vehicles. But then so are the Mercedes buses travelling the same route.

* * * * *

Sat sipping my drink on a hotel balcony and watched an Indian taxi driver fill in his waiting time for a fare by taking out the tube of a punctured tyre for repair. He placed the punctured wheel flat on the road in front of his car and undid the valve. Then he drove the front wheel of the HR Holden up onto the flat tyre, never touching the rim itself. Then he backed off, got out, methodically turned the punctured wheel until after repeating the operation several times, he had broken the seal. Not the sort of thing you see going on at the Civic Taxi Rank.

* * * * *

There is no warrant of fitness or any equivalent vehicle safety check for private cars in Fiji.

* * * * *

Came across a public servant who had got a long term loan of \$1,800 from the Fijian Government to help pay for his new car. Apparently, all you have to do is prove you need a car for your Government official duties. How about it Mr Muldoon?

* * * * *



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PHOTOGRAPHS BY TERRY BAKER

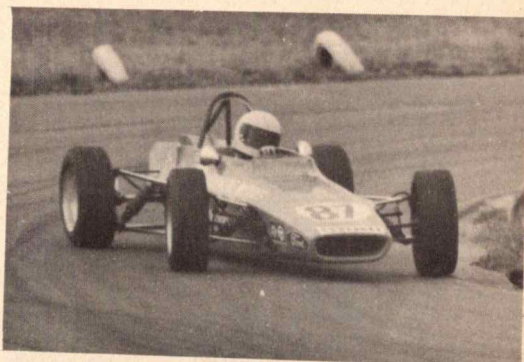
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PETER SHARP/REG COOK AT RUAPUNA.



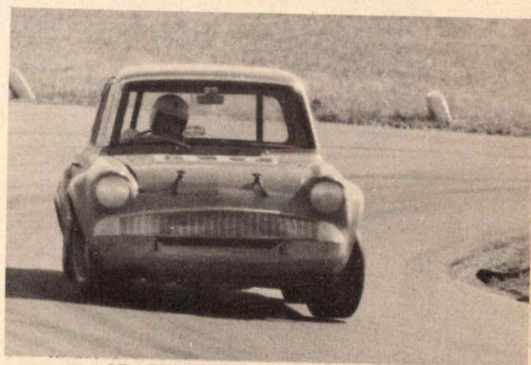
GREG LANCASTER AT RUAPUNA.



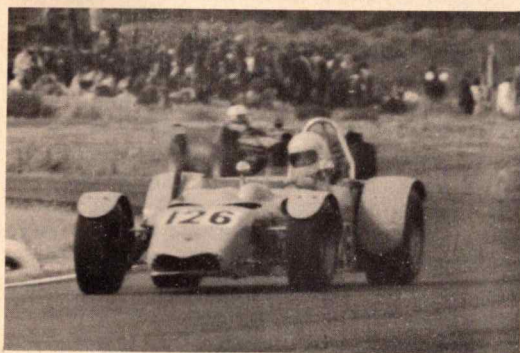
JIM MURDOCH AT TIMARU.



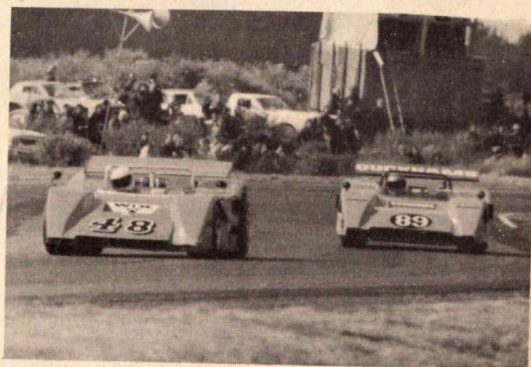
DAVE McMILLAN AT TIMARU.



GRAEME MORLEY AT TIMARU.



PETER BRUIN AT TERETONGA.



GRAHAME HARVEY/GARRY PEDERSEN
AT TERETONGA.

South Island Trip With The GEMCO Sports Car

To start with we very nearly missed out going South this year, and with the money and cost to do so, I almost wish we had, but we did have some really good times, mostly after the races.

During practice for the Gold Star race at Levin, before the Tasman Race, I had the misfortune to run over the curb and damage the sump. This blocked off the oil pick-up and eventually damaged the crank-shaft. Levin

is such a "mickey-mouse" and tight circuit, especially for my car which was still running the old tyres. It became very hard to watch the oil gauge and rev. counter etc. and drive as well. We have now fitted an oil light which comes on at 20 to 30 lbs. so we should not have that problem again.

When the motor was stripped in Auckland, it was found the crankshaft was also bent and had cracked when being straightened. As we had no other crankshaft at that time, we had to use the old crank from last year. This was cracked in three places, but at least was straight, so in it went until the new one arrived. We raced on this crank at Wigram, Teretonga, Timaru (50 laps) and Ruapuna. Before each race we would all have 2 minutes on our knees praying for it not to break. It never did and the bearings which are checked after every race were 100 per cent.

We eventually set off in our Holden Ute V8 with the car and trailer and spares and \$100 worth of petrol vouchers. At Wellington we picked up the latest Dunlop slicks, they are just great, and have been

approximately 2 seconds a lap quicker than the old ones. This helped one hell of a lot and allowed us to keep the motor revs down to 5,500 to save the crank.

Our first race was at Wigram which we won, and although there was no opposition, we were very lucky to finish the race at all, the motor stopped on the slow down lap, and would not restart. It had stripped the distributor drive gear. This meant removing the motor and stripping it down to check if any metal had got to the bearings, and also to change the camshaft drive gear. Our motor was originally a 3.5 litre Oldsmobile which Traco modified to 4.4 litres. This motor is almost the same as the new Rover V8 in 3.5 litre form, which allows us to buy spare parts from Rover agents which we did at Christchurch, so now we are using a Rover cam gear distributor drive and oil pump, normally this would have taken weeks from the U.S.A.

After assembling the motor and refitting it, the gear ratios were changed for Teretonga and off we went further South.



Invercargill is 3000 miles from the South Pole (you could have fooled me) and the weather was terrible, wet and cold. Practice at Teretonga was a shambles, cars leaving the track everywhere. I had my first drive in the wet with the slicks on. It was frightening, there is no feeling the car at all, it just went where it wanted to go but we still managed to get quickest practice time for sports cars. As we have only one set of wheels, Dunlop fitted the wet tyres for us for race day. I think our race was one of the only races during which it never rained. Graham Harvey in the Elfin blasted me off at the start in the biggest way possible. He still had his slicks on and we ran the wets which were no match for the others. I finished second to Graham about 2 seconds behind which wasn't too bad. We didn't wait around Invercargill too long as we only had summer clothes and possibly could have frozen to death.

All loaded up again and on to Timaru for the final Gold Star race. The week between Teretonga and Timaru I flew back to Auckland and a week's work at the Fiat Centre. I missed practice at Timaru which was held on Friday as my plane didn't arrive until late Friday night. Missing practice at Timaru didn't make any difference to the grid positions, as the cars are lined up more on past performance or the place in which you finish the 10 lap heat that is run before the main races on race day. (Hope you can understand that okay). There was no race for our sports car so Graham Harvey and myself went in to fill up a field for the Gold Star race.

The race must have been really dull to watch, it was 50 laps with cars strung out all over the place. I was on the front row at the start with David Oxtan and Ken Smith with Neil Doyle, Graham Harvey and an assortment of twin cams and Formula Ford cars behind. The starter is a real trick and he has two flags, one to start the race, with the Timaru Coat of Arms on it, and a red flag to stop the race just in case we got going before he was ready.

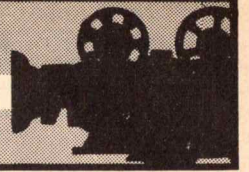
After the starter had sorted out which flag to use, we finally got under way. David led off the line with Ken behind him. For Ken to do any good he had to be first into the loop and through the tricky corners which he was quicker at than David, this didn't happen and Ken eventually damaged his motor trying. I had a good go with Neil Doyle in the Begg and led him until I lost 3rd gear and could no longer hold him back, but set a new lap record for Sports cars before this happened. Graham Harvey had a rod end break on his rear suspension under hard acceleration up the straight and did a mighty spin finishing up on the infield. I finished third behind Neil and David.

The crankshaft still had not broken so off to Christchurch again to the final race at Ruapuna. Ruapuna is a good track and I really like it, something like it in Auckland would be mighty. There was only one race for us, a formula libra all in together again. David led from start to finish driving only fast enough to stay in front of myself and Neil Doyle. I had another good battle with Neil and we swapped places a few times and I eventually finished second behind (Ping) David and ahead of Neil, setting a new sports car record. The last race was a formula libra race handicap. I was entered but didn't start mainly because the motor was getting a bit tired and there was just no way I could have beaten David as we had to start off at the same time as him. This is not good sportsmanship but \$20 would not go far towards a new block so that was that. There was a good party after the race, held in a hotel with plenty to eat and drink. This is something the South Island does really well after the races, everyone can get together and talk the whole race again and generally have a good time. Also there is this bird who goes along with a huge set of, well that's another story and probably best left alone, perhaps John my mechanic will write something about that side of it sometime.

GARRY PEDERSEN

40th Anniversary Ball ☺☺☺
Mandalay ☺☺ **10th June**

FILM EVENING



And what an evening we had in February! An excellent selection of rally films, all starring Roger Clark - and Ford Escort. Apparently Mike Marshall selects the films for viewing, so no doubt he and other Heatway entrants were keeping a sharp eye on the Clark technique. Like everyone else, they were surely impressed, for these films were made during Clark's most successful season to date - the year he won the Circuit of Ireland, the Tulip Rally and the Acropolis Rally.

We not only saw Clark leading Paddy Hopkirk a dance on his home ground and literally drifting through the ruins of Ancient Greece, but also saw in detail how he and co-driver Henry Lidden prepared for the Welsh Rally. This was in the film "Rally to Win," which surely ranks with "The Thousand Lakes" as one of the best rally films to date. It was narrated by Stuart Turner, well-known author on the subject and now manager of Ford's Competition Department. He had some good advice for the would-be rallyist, all illustrated graphically. There were shots taken from every conceivable angle - of Clark himself at the wheel, of the fast-approaching road ahead, of the car entering, in, and exiting from corners, and all the while Henry Lidden glued to his pace-notes. He adopts a very low sitting position, "in order to remain oblivious to impending doom", as he is hurled through the countryside, to the deafening accompaniment of stones pounding the car.

Apparently there could be more films of this kind to come - if the prospective co-drivers can stand it!

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RALLIES & TRIALS:

Appendix R. & T.

The booklet containing these regulations has now been issued to Clubs. However, it is not intended that these regulations be issued in separate form as they will be incorporated in the Year Book.

Trials Meeting

In order to provide trialists with a forum for their facet of the sport, it is hoped that they will be able to attend the Annual General Council Meeting in Tauranga one day earlier than has been the custom in the past. It is intended to devote one half day for this meeting and most of the Executive will be in attendance.

Rallies

The Executive is very mindful of the excellent goodwill enjoyed by the Association, member clubs and competitors with the New Zealand Transport Department and the general public.

For this reason, the Executive is unwilling to grant permits freely for this type of event in areas where prior approval has already been given for rallies, especially when they are conducted on public roads.

With the increasing amount of international competition evident in Rallies in this country, it is expected that New Zealand Rally Regulations will have to fall into line with the FIA Rally Regulations, and a preliminary study is directed towards this.

RACE:

Dates for the 1973 Tasman Series:

Preliminary application is being made to the FIA for the following dates in respect to the 1973 Tasman Series:

January 1963 - 6th, 13th, 20th, 27/28th

Pacific Motor Racing Championship:

The Chief Executive Officer will represent the Association at the next meeting of this Conference, which will be held at Singapore on April 13 and 14. Since the last meeting, New Zealand has been responsible for the formation of the initial Supplementary Regulations and Proposed Articles for this series, which is for 2 litre racing cars.

Tasman Circuit Inspection:

As a result of a decision at the October FIA Congress, MANZ have been advised that the Australian and New Zealand Tasman circuits will be inspected in the near future. The New Zealand circuits were to have been inspected between 4th and 7th April but this date was found to be impracticable and will be scheduled later in the year. The probable inspection committee will consist of Dean Dalamont (Chairman of the Royal Automobile Club's Competition Committee), Jack Brabham (former World Champion driver), Mr H. Treu (Secretary of the Sporting Committee - CSI - of the FIA, Paris).

Flag Marshalling

In an effort to improve the overall national standard of flag marshalling it is hoped to compile a small handbook for use by flag marshals. It is intended that these booklets when completed will be forwarded to the Chief Flag Marshals of race-promoting Clubs.

New Racing Circuit - Paraparaumu Airport

An application has been made by the Wellington Car Club for approval to use the Paraparaumu Airport for a racing circuit for the purpose of conducting National events. The approval of the local and airport authorities is also awaited by the Wellington Car Club. Pending approval, the Executive have asked the Wellington Car Club for further information.

Formula Ford for the Future:

The Technical Committee have recommended, and the Executive have adopted, Formula Ford Regulations dating from 1st August 1972. It is expected that these regulations will have a life of three years. The introduction of these new regulations will not render any present cars obsolete. The 1600 GT crossflow motor will be the only motor admitted in either its uprated or original form. The regulations now adopted are the English regulations, with the existing New Zealand tyre regulations continued. So as to ensure the competitiveness of the Formula Ford Championship, the Executive have also ruled that the same driver cannot win the Championship two years running.

Racing Sub Committee:

Following the Executive's recommendation, a small committee will be set up to deal with day-to-day problems of a motor racing nature. The committee will be representative of circuit owners, constructors, drivers, promoters.

GENERAL:

F.I.A. Spring Congress

Following the Pacific Motor Racing Conference in Singapore, the Spring Congress of the FIA will be held in Kyoto, Japan, a week later. This is the first congress of the FIA since New Zealand was accepted as a provisional member in October last year.

It is extremely unlikely that there will be another congress of the world governing body of motor sport in the Pacific area within the near future, and this is one of the reasons that prompted the Executive to send the Chief Executive Officer to this congress in Japan. He will be in Singapore at the P.M.R.C. a week previously.

Mr R.W.A. Frost, President of the Association will also be in Japan on private business, and he will also represent the Association.

Progress Points Schedule:

Bank of New South Wales Championship:

<u>0 - 6000</u>	P. Fahey	50½	<u>0 - 4200</u>	J. Richards	54
	R. Dawson	45		D. Halliday	51
	R. Coppins	29		A. Boyle	32
	D. Marwood	28½		S. Millen	26½

<u>0 - 1000</u>	R. Collingwood	65
	R. Cook	37
	B. Phillips	35
	P. Sharp	23½
	R. Hart	21½

Formula Ford Championship

D. Oxton	85½
J. Murdoch	63½
D. Teagle	37½
B. Scobie	27½
R. Booth	19
D. McMillan	14

Castrol GTX Championship

Group 1 & Overall

J. Richards	30
R. Francevic	27
R. Brocklehurst	19
M. Neil	17½
T. Bailey	15½

Group 2

P. Adams	43
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Group 3

T. Sheffield	34½
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DULUX TRIAL

4TH MARCH

This year's event was held on the 4th March and started as usual at the Dulux Factory, Panmure, finishing at the Champion Factory. Two firsts were made with the Trial being the opening round of the Mercury Trophy Interclub Series and also the first major event to be organised under the new Appendix "T" Regulations.

One item of note was the entry fee at \$2.00 per person plus 50 cents per car insurance. This meant that a four man crew paid nearly as much to enter this event as for Gold Star events which are much longer with more impressive prize lists. Also late entries were DOUBLE the normal entry fee.

Heavy rain for several days before the trial and on the day meant there was a lot of enjoyable mud around. Tim Holt who was Car 10 in a Holden got stuck and had to be pushed and the Barry Nicholl crew decided to send the navigator through on foot and drove around it - chickens. The slushy conditions meant that average speeds were reasonably brisk and a good variety of instructions including turns on mileages (which seemed somewhat close) led to the meal break at Rangiriri, which was also used as a mis-spelt sign by the organisers. Another point to remember is that four roads are defined as crossroads, not five, as was the case at Paerata.

The map reading after lunch appeared very simple but as to where a named road is deemed to finish caused consternation to nearly all crews which resulted in many competitors being late at the first manned check. The route led back to Auckland using "overriding" instructions with a come on check and dairy company signs nearly catching Bruce Blacklock. As signs are now deemed to be at the intersection and we were told to leave the Motorway after the Mt Wellington Left Lane sign, we still think using the Penrose Exit was correct, not the Mt Wellington Exit as intended by the organisers.

At the finish many muddy cars and competitors joined the queue outside the Steward's "office" and a number of protests were lodged on various pints which would appear to show that this event was possibly not as straightforward as was intended. However, overall it was most enjoyable with a good variety of instructions and interesting roads. It was also pleasing to note that there were no complaints over the use of mud roads which should lead to more enjoyable trialling, at least for the driver, this season.

Overall Placings:

1st	H. Booth	Renault	Northern Sports Car Club
2nd	R. Halls	Cortina	Northern Sports Car Club
3rd	G. Wilson	Citroen	Auckland Rallies & Trials
4th	T. Holt	Holden	Auckland Car Club
5th	M. Smith	Super Minx	Northern Sports Car Club
6th	B. Nicholl	Vogue	Auckland Car Club
7th	G. Brown	Hillman	Auckland University Car Club
8th	R. Croft	Hunter	Thames Valley Car Club
9th	T. Moore	Triumph	Auckland Rallies & Trials
10th	F. Holmer	Zephyr	Pukekohe Car Club

Mercury Trophy Placings:

1st	Northern Sports Car Club
2nd	Auckland Car Club
3rd	Auckland Rallies & Trials



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Winfield MOTOR RACES

12th March

The last three events, held at Bay Park, Levin and Pukekohe, were drastically lacking in atmosphere, and on paper the Winfield Meeting at Pukekohe, run by the Northern Sports Car Club and sponsored by Winfield, looked like laying an egg - but the best laid plans of mice and men often come unstuck.

Saturday's practice, preceded by some of the worst weather we have had in any summer, spelt disaster, but the weather cleared for Sunday, and all was well.

Saturday's practice had the usual format, same cars, same drivers, all doing the same things, with the exception of Don Elvey in a U2 Sports who slid off the Circuit coming off Rothmans Curve, into the notorious drain which separates the Pits from the Circuit.

Now in New Zealand every year we keep explicit records of the number of people who die on New Zealand roads and the number of people who drown in New Zealand waters, and if Elvey had drowned in this drain, just exactly which category did he belong to. We have read many criticisms of track safety and the poles on the back straight, the width of the circuit, and the roughness of the surface have had much publicity, but what about the drain? How many people have been in it who could have lost their life, when all it needs is a safety fence of some sort - it is time something is done.

Race 1 was for New Zealand Championship Formula Vee single seaters and once again George Hetterscheid won both events - not without a struggle by Stuart Currie, Ian Hodge and Peter Mahoney with Des Burrows showing a return of form from several seasons ago.

Race 2 was Round 8 of the Bank of New South Wales 0 - 1000 saloon car Championship Heat 1 and this would probably go down as the best race of the day with Collingwood, Cook and Phillips, all Minis, disputing the lead from start to finish, Cook just heading Phillips and Collingwood (who is now the new Champion for this class). Heat 2 saw Cook go out of the race on the 1st lap while once again disputing the lead with the former two, and in a great cloud of smoke, unexplained at this stage, he relinquished the lead to Phillips, who in turn lost it to Collingwood, with Rex Hart (Mini) third, Phillips setting a new record for the class during the first heat.

The Formula Ford events provided Oxton with yet another victory on total points, though Robbie Booth (Lotus) in fine form, managed to just pip Oxton to win the second heat. It was indeed unfortunate that Booth retired from the first event, as this was basically the only real interest in an otherwise dull affair.

The Bank of New South Wales 0 - 6000 Saloon Car Championship looked like being another Fahey (Mustang) benefit, but on the opening lap Dawson (Camaro) got the best of the start and Paul Fahey looked all set to move in on Cord Straight, when he disappeared in a large cloud of smoke, spinning presumably on his own oil, and out of the race. Dawson romped away to win from Dennis Marwood (Camaro) and Rod Coppins in the still unsorted, but improving Pontiac Firebird. In the same race the class 0 - 4200 was run and Don Halliday (BDA Escort) looked all set to knock off Richards (Escort TC) when he lost a



PHILLIPS LEADS COLLINGWOOD.



RED DAWSON.

plug, falling back but soldiering on to finish. In the second head, the finishing order was a little different, Dawson won yet again with John Riley bringing his ageing Mustang to a good second place in front of Coppins and Marwood. In the smaller class Halliday made no bones about it despite fantastic driving by Richards to actually hold second place overall in the opening lap and continuing to drive right on the ragged edge through Champion Curve and Castrol Corner, being infinitely faster than anyone else on this part of the circuit.

New Zealand Sports Car Championship events looked like being another Harvey (Elfin) Pederson (Gemco Oldsmobile) battle. With Pederson on pole and Harvey in the middle of the second row, it was obvious that Harvey would attempt to charge through the middle, and using all of his 6 litres to Pederson's 4.4 bolt away with the race, but it turned into a pushing shoving match, with the Elfin first hitting Pederson, then Aislabie (Sid Mk I) then Pederson again, he took the lead as expected, but only lasted half a lap and was out of the contest, so Pederson won, despite a valiant effort by Digby Taylor (McLaren Begg) and Aislabie third. The second head saw the same result, with the exception that Harvey was now third, Aislabie retiring on Lap 4.

Race 7 was a Standard Production Saloon Car event sponsored by Simoniz Wax, and with most of the big guns staying away because this was not one of the Championship events, saw Merv Neil (Torana XUI) lead from Go to Whoa, with Rod Coppins (Chrysler Charger) in second spot, working his way up from 8th position on the grid, and Charlie Conway in the now out-dated HK Holden Monaro third.

The final race of the programme was the only handicap event of the day for these same Standard Production cars, and with Coppins mysteriously retiring on the opening lap, saw a mighty old race with Holden Torana XUI's taking the first four places, namely Emson, Millen, Neil and Radisich. So wound up a surprisingly pleasing day's racing in unexpectedly fine weather with a goodly crowd going home happy.

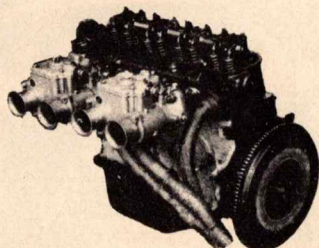
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Well we have had our first Club trial, the "Learners", per courtesy of Tiny Tim. May have been considered a little difficult by some, particularly as it was a night event and this brings to mind a couple of points which may be of assistance to newer competitors. The first is the rather indiscriminate use of spot lights, particularly in built up areas. From the check point I was manning it was possible to see in my rear vision mirror the intersection at which competitors were to turn on the Denbigh Av sign, please note, not Ave, and there appeared to be a great deal of flashing of spot lights around the intersection. This is one sure way to upset the "natives" and get us in strife. Further to this I understand that at one of the checks our Ararimu way competitors were driving into the check with as many as six lights plus a hand spot on full bore and leaving all on while checking in. It is pointed out that on arrival at a check, competitors are required to stop in front of the check, park in accordance with traffic regulations, lights to be on dip, or better still just parkers, and report promptly to the check. After this event, with Bruce Blacklock gaining second place and Tim Holt being highest placed Auckland Car Club entry in the Dulux, the Trials Trophy is now at a very interesting stage with about three drivers within a point of each other and it all hinges on The Radio I. The possible permutations as to who could get it are endless so all concerned will really be trying on that event.

Hear on the grapevine that a simple Sunday afternoon trial is in the pot for late April and this will be quite simple and straightforward so it is hoped that anyone who may have been a little disheartened after the last trial will be out again for this one and get amongst it.

The Dulux, pipe opener for the Mercury Trophy series, was held early March, no doubt there will be a report on the event elsewhere in this Bulletin, but provisional results would indicate at this stage Northern Sports would have 1st place with Auckland Car Club 2nd. Northern cars were 1st and 2nd, whilst Auckland Car Club had a 4th and 6th placing in the event. This event, the first open trial to be held under the new Appendix T (Trials Rules) was an indication of what we can expect under the new rules. There is still scope for traps and these can well be of your own making. The mapreading was reasonably straightforward with one interesting bit where the shortest distance to Control was via an unfenced "white" road on the map which incidentally was signposted No Exit on the ground. A little way up this road was a U Turn check so it shows that it pays to attempt the shortest route by the map. A bit of controversy arose over the first instruction where the name of the road on the map curved around and down another road (un-named). Theoretically this should have been part of the named road to the first intersection and many competitors went down the side road looking for a U Turn check but it was not on. Understand a protest was lodged but disallowed by the Steward. Generally the event was straight and simple, at times almost to the point of being boring as we travelled for miles on end with no side roads or opportunities to deviate from the route but I understand the plotter approached his task from the point of view that Mercury Trophy Trials were becoming Mini Gold Star events and losing their intended "Clubman" status. I feel he is to be commended on this fresh approach and hope others will follow suit.

HANS SPOTT

TRIALS INSTRUCTION EVENINGS



By the time you read this the Mercury Trophy Series will be heading for Round Four and the TISCO will be over.

No doubt competitors in these events, both new chums and old hands will be saying "if only we had got that check we would have been in a higher place".

The only way to get in these high places is to keep trying, finding out where you went wrong and making sure you don't get caught again.

To help you with your trialling we are running two instruction evenings on Monday 10th and Monday 17th April to assist you with interpreting plotters' instructions, timekeeping, map reading and any other problems you may have.

Novices and experts can benefit by these evenings and we will have some of those popular map reading exercises that will be designed to test your ability in this department.

Bob Williams our TISCO plotter will also listen to all interested parties that were unable to find him at the end of the TISCO.

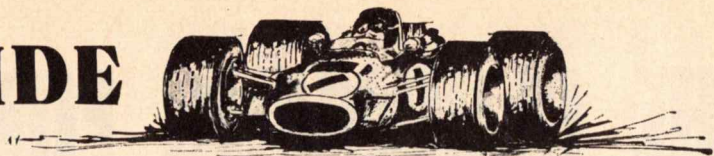
Remember the dates and bring your crew, interesting evenings are promised. There will also be a lead-up to the Sunday afternoon trial on the 30th April which is being plotted by a learner for learners and you will be assured of a good event as it will be plotted by Alan Jack, our learner, and assisted by our expert, Willard Martin.

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

TRACKSIDE



. . . With time running out before the first scheduled appearance at the Race of Champions of their latest Grand Prix car, the P180, Marlboro-BRM turned out in force at Silverstone recently with drivers Jean-Pierre Beltoise and Howden Ganley for the car's first test session. By the time the P180 was out of its transporter and ready to roll, the circuit was swarming with racing pressmen who had been invited along to have a look at Peter Gethin driving round in the new Castrol-backed works F2 Chevron B20!

Just quite how one BRM driver (Gethin) was permitted to be present with his Press pals on the same day as his team's supposedly top secret testing was taking place is surely one of the questions which is being asked this minute at Bourne. It certainly points to the difficulties which Marlboro-BRM are going to find this year with their mammoth multi-car effort.

Announced details are - to say the least - sketchy. Suspension geometry is different from the P160 (although the wishbones are interchangeable), and the latest monocoque tub has a flat underside instead of being curving. The nose section looks like one of the latest Kaimann Super Vees (to help Helmut Marko feel at home?) and the top of the front body section has only just got sufficient clearance to miss Howden's husky New Zealand toes.

One feature which a distinctly nervous Tony Southgate couldn't hide was the placement of the water radiators at the very rear of the car, with the oil rad situated between them.

The track is slightly wider than the P160 and the wheelbase a little longer. The Silverstone car was on a new design of cone wheel with drilled holes and spinners, 13in at the front and 15in at the back. This remarkable car may be going to South Africa for early tests.

. . . Swiss Formula 2 driver Jurg Dubler is possessed of a rather more highly developed imagination than the majority of his contemporaries. He was at Brands Hatch last October on the day when fellow-Zuricher Jo Siffert lost his life, and his first reaction was to announce his own retirement from racing. Time heals some wounds, and although Jurg has had cause to reconsider his decision about racing he has not let sentiment cloud his determination to do something about racing safety. While other folk have talked about 100 mph fire-engines, the 31 year old Swiss has gone right out and designed one. He not only believes that it is practical but has also tried to find a sponsor for the project. The idea is provisionally called Project DSB (D = Dubler, S = SAR - the Swiss Racing Club - and B = Werner Buhner, the ex Porsche designer who has collaborated in the design) and follows some careful thinking by Jurg. Speed on the track comes from building the Project DSB on Can-Am principles with a tubular frame carrying an 8 litre American V8 engine driving the rear wheels through a racing-type Hewland or ZF gearbox.

Jurg says that a vehicle of this type should be capable of lapping any circuit within 20-30 per cent of the F1 average. "In the case of Siffert's accident", he says, "Project DSB could have been there within 30 to 40 seconds when placed centrally." He quotes top speed at 145 mph and acceleration figures of the order of 0-60 mph in 6 seconds and 0-100 in 12 seconds.

An important part of the specification concerns engine cooling. Jurg has provided two rear-mounted radiators with two running fans to keep the engine cool while the car is standing still. The vehicle would have a driver in the central position and two firemen sitting on seats placed alongside. They would be kept in touch with track marshals via radio, and be ready to move away instantly. Following advice from a Swiss specialist company, the vehicle's on-board extinguishing agents would be 100kg of powder and 100 litres of foam, operated separately under pressure.

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).

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EUROPEAN RALLY SCENE

The Swedish Rally resulted in a decisive victory for Stig Blomquist and Arne Hertz in a Works 145 bhp Saab 96. Against considerable opposition from cars of far greater power, they stayed at the head of the field throughout the rally. Second place men Bjorn Waldegard and Lars Helmer in the 264 bhp Porsche 911S reached speeds in excess of 110 mph on frozen snow and ice through the Swedish forests and was still unable to get within striking distance of the Saab.

Strong entries from the Swedish Opels and BMWs and the Works Saabs, Porsche and Lancia made the rally most interesting. The rally was based in the province of Varmland with rally headquarters in the southern town of Karlstad and consisted of two tours of a 16 stage route with a four lap race round the frozen trotting track at the start and finish of the second leg.

From Karlstad, there were five stages before the first halt and most seemed to have their incidents in this section. Orrenius went out on the first test when his Saab broke a drive shaft universal joint and Walfridsson retired when the distributor drive shaft broke in the Volvo.

On the second test the Renault R12 of Therier had the oil pump pack up and Nystrom collected a maximum when his Opel Ascona dived into a snowbank. Carlsson retired his Ascona on the next stage with an oil leak and Skoghag left a big black puddle in the snow when he landed the Datsun 1600 heavily and cracked the sump. Kullang came off a stage with a sore hand through changing gear with only two inches of lever after it broke off in his hand. Ake Andersson lost a wheel on the Saab and finished the stage dragging its rear end like a stricken reindeer.

Then there was the famous river stage, the track ploughed through the snow on the river ice with 17km winding and twisting its way through the white expanse of snow. Works teams changed their tyres for the river stage so that chisel studs could be used for extra bite on the ice. Similarly, the 20km lake stage a bit later on was ploughed out but the wildly zig-zagging route and its tightening corners gave the impression the snow plough drivers were pretty bombed before being let loose on the ice. Waldegard and Kallstrom went off and spent some time shovelling to get back on the track.

The second leg started with a four lap race round an oval track and the first race was between Waldegard, Blomquist, Kallstrom and Eriksson. The sight of four cars rocketing around on the frozen surface, all sideways and locked in a bunch was quite a spectacle.

Some stages later when Waldegard was really pushing the Porsche in an effort to catch Blomquist, he took a chance and didn't brake for a brow. He jumped and landed awkwardly, spun completely a few times and left several Porsche trademarks in the snowbanks on both sides.

The rally finished with another four laps around the oval track, and Blomquist took it relatively easy as mechanics had been unable to trace some strange noises after a particularly heavy landing.

Blomquist's determination to stay ahead of the Porsche had prompted some hard driving and an almost total lack of car sympathy, Kallstrom's co-driver reckoned that they had never been off the road so many times in the same rally in an endeavour to keep up the pace. 1st S.Blomquist/A. Hertz (Saab 96 V4), 2nd B. Waldegard/L. Helmer (Porsche 911S), 3rd H. Kallstrom/G. Haggbom (Lancia Fulvia).

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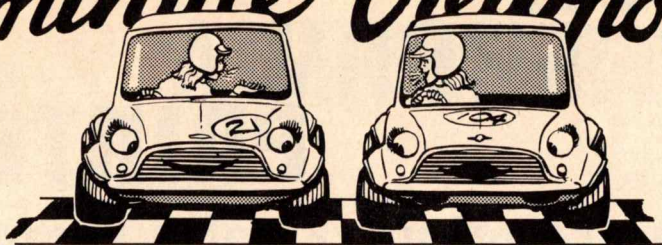
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Everyone gets excited about buying a new car, whether it be your first "bomb" or your first Rolls! So with this in mind I have been persuaded that other people are interested to hear how I like my new car.

The Mitsubishi, or Itsy-Bitsy as it has already been christened by some, is anything but a "bitser". It is surprisingly well-finished and very comfortable to drive or ride in. Everything is extremely well-placed, especially for the driver. The front passenger can't see the speedo needle, for instance, until it gets round past 80, by which time maybe you deserve to be told to slow down! There are all sorts of thoughtful details, from a little foot-pedal for the rear passenger to tip the seat forward to get out, to a light in the ashtray. And the radio is incorporated in the boot-lid itself!

Apparently the engine compartment layout compares well with the interior finish, if one can be guided by all the favourable comments from the men. To me, the engine certainly doesn't look as confusing as most. Even I could put the plug leads back in the correct order, for example, as they are all carefully numbered!

I liked the Mitsubishi at first sight, but this didn't prevent me from feeling very nostalgic at parting with my little Fiat. I felt almost as if I were betraying an old friend. However, it didn't take long for me to realise that I do enjoy having a bigger car, with a bigger engine and hence a bit more power. Now I am having a great deal of fun trying to learn how to use that extra power in the right places. I had a thoroughly enjoyable time at Club Circuit, where it was not as difficult to cope with the different handling characteristics from the Fiat, as it was at Bay Park. But I was learning so next time maybe I'll be closer to that other Mitsubishi!

It would be quite easy to carry on at great length about the details of the car, but perhaps I could sum up by saying that if you are thinking of buying a Mitsubishi, especially the Galant GS, then go ahead. I don't think you'll be disappointed.

By the way, it is true that Mary Carney and I will be driving the Mitsubishi in the Heatway. After the Rally we will be able to tell you whether it is as tough as the Little Fiat.

Anyway, its watch out Mike Marshall, here we come!

J.C.H.

(I am glad that you and Mary will need no persuading to write up your experiences in the Heatway for Feminine Viewpoint as we all, including the male members, look forward to hearing from you both. In the meantime we wish you both the very best of luck from all Feminine Viewpoint Readers -
Ed. Feminine Viewpoint)

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RACING ANGLIA 1760 c.c. Twin Webers, discs, l.s.d, close box, racing tyres and rallygrips. Full internal roll cage, Escort flares etc. Fast and reliable, ready to race. Suitable for all types of speed events. Chamberlain Road 38.8 seconds, Club Circuit 37.7 seconds, $1\frac{3}{4}$ Mile Track 1m 17.0 seconds. Faster than many "Wales" cars at a fraction of the cost. \$1,550 o.n.o.
CONTACT GRAEME MORLEY - PHONE 696-165 (Business hours)

.....

A40 FARINA PARTS - Steering box and Idler and two steering wheels. Complete front suspension. 4 - 5" Rims, 2 - 7" Rims (Jolly widened). Boot lid and Bonnet, 2 BMC A Series Cams, 1 with Wade 240 grind, the other BMC 731 grind. 1BMC A Series Block Bored +.060. Also several other motor parts. Also 1966 Hillman right hand side top and bottom front suspension wishbones and shock absorber. 105E Ford oil pump.
OFFERS WANTED - CONTACT RON ROBINSON - Phone 82-483

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DENIS HAMILL'S VERY SUCCESSFUL RACING ANGLIA. Every modification. Webers, Cosworth con rod bolts. Genuine English Cam. Disc brakes, Close ratio gears. Latest Salisbury Diff. Dunlop racing tyres. Standing $\frac{1}{4}$ 14.2 seconds. Club Circuit 37.2 seconds. \$1,600.
PHONE POP 88-532 (after hours)

.....

CHROME PLATED WHEEL NUTS 7/16 a.f. Mark I/Mark II Cortina or Escort - \$25.00 set.
PHONE CAMERON GORDON - 676-734 (Res) or 74-780 (Bus)

.....

1 HALDA SPEED PILOT MK V in excellent condition. \$50.00 or offer.
CONTACT ARTHUR McWATT - Phone 596-119 (Bus) or 662-252 (Res)

.....

1968 AUSTIN MINI 850 c.c. Mark II, mileage 20,900 odd, crash bar (bought in Australia), radial tyres (5), heater, vinyl roof, Riley Elf extras and Mini Cooper extras. Painted Huntsman Red. Very good condition inside and out. Asking Price \$1,275 o.n.o.
CONTACT MRS HAZELTON, 122 Buckland Rd, Mangere East.

.....

ONE SET (4) MINI COOPER S WHEELS fitted with Dunlop Radial Tyres and Tubes. 90% Tread. One Mini "Formula" (English) Wood/Alloy Steering Wheel. New. One Twin H.S.2 $1\frac{1}{4}$ " S.U. Carburettor set-up including manifold, air cleaners, etc. Suit any BLMC Austin/Morris "A" type engine. Excellent condition. One Mini 850 Baulk Ring Gearbox. Good condition. Stripped for inspection. New bearings included.
ENQUIRIES TO RON BROWN - Phone 678-739 (Evenings)

.....

ESCORT 1300 PARTS - Carb and Manifold \$15, Bearings Big End \$10, Mudguard Flares \$20. Power Booster VH 44 - \$20. Holden FE Parts - Rear End including diff, axles, drums - \$25. Manifold and Carb \$10. EIP Vauxhall Parts - Front Suspension \$15.
PHONE RAY STODART - 546-361

.....

HILLMAN RALLYE IMP MK II. Electric blue, 998 c.c., twin Webers, Janspeed manifolding, baffled sump (one gallon), power brakes, front mounted radiator, fibre glass bonnet, Koni shocks, English assembled motor. This successful car was fully modified by Ralph Emson and is set up for loose surfaces. Price - will haggle around \$1,400.

CONTACT P.D. ROE - Phone 7330S Howick (Home)

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MERLYN MK XI A. One of the top Formula Ford cars in the country. Currently third in National Championship. Will be fitted with new Mk III engine for next season. Hewland Mk 8 box with spare ratios. Various other spares including fibreglass body mould suspension upright, etc. Price includes custom built enclosed trailer. If you think you are good this is the class to prove it in. Price \$4,500.

CONTACT DAUNTSEY TEAGLE - Phone 498-829 (Res) 493-049 (Bus)

.....
LOTUS TWIN CAM 1600 c.c. completely rebuilt. Carbs, etc. \$800.

1600 C.C. ALL STEEL TWIN CAM completely rebuilt - as used in Don Halliday's Escort. 165 bhp. \$1,150.

1600 C.C. PUSH ROD SHORT ASSEMBLY - steel mains, steel rods, racing pistons, cam, clutch, fly-wheel, etc. - \$324.

CONTACT ROB HALLIDAY - Phone 864-743

.....
TITAN FORMULA FORD - placed second in the New Zealand Formula Ford Championship. Spares and trailer available.

CONTACT JIM MURDOCH - Phone 483-820

.....
COOPER VINCENT 998 C.C. SINGLE SEATER. Ideal for hillclimbs, Club Circuit, Grass Tracks, etc. Fully reconditioned and at last, reliable. Priced at \$600 complete with trailer and spares.

CONTACT KEN FLASHMAN - Phone 63-179 Manurewa

.....
ELFIN SUPER FORD - Winner of New Zealand Formula Ford Championship. With or without engine. Spares and trailer also available.

PHONE DAVID OXTON - 80-939 (Res) or 760-152 (Bus)

.....
BRABHAM BT 18 FORMULA FORD. Dry Sump, Hewland gearbox, aircraft harness. Fully sorted and ready to race. Rebuilt last winter. Spares include full set of gear ratios, many suspension parts, dampers, discs, good trailer. \$3,800. Might split or part exchange road car.

CONTACT P. MAHONEY - 199 Puhinui Road, Papatoetoe.

Phone 769-090 (Bus) or 27/83-254 (Res)

.....
CUDA FORMULA FORD - Ready to race. English motor, Hewland gear box, aero-equipped, fuel break and oil pipes. Spares include full set of gear ratios, suspension uprights, oil tank, radiator, body moulds and many more. New tandem axle trailer. Will split.

ENQUIRIES TO R. STONE - Phone Onewhero 832 (Weekends) or Auckland 78-579 (Bus)

.....
LUCAS MOTOR RACES
Western Springs Stadium

Easter Monday « 3rd April » 8pm



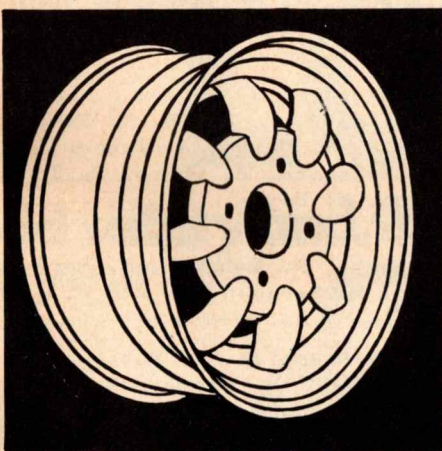
NEW MEMBERS

Kirk Hines
Dale Dearsly
Wayne Bosselmann
Stewart Mathiesen
Rhonda Wallace
Joan Tremewan
Charles Shanks
Henry Wilson
Maurice Wymer
Robin McLeod
Mrs F.M. McLeod
Kerry Otto
Peter Gilbert
Peter Dentice
Raymond Mackay
Rex Whittingham
David Zimmerman
Alisdair Keucke

Otara
Mt Wellington
Mt Wellington
Mt Albert
Onehunga
Te Atatu
Mission Bay
Otahuhu
Waiuku
Mt Albert
Mt Albert
Otara
Henderson
Glenfield
Howick
Pakuranga
St Heliers Bay
Mt Eden

Zephyr
Valiant
Dai Hatsu
Hillman Super Minx
Ford Anglia
Mazda Capella
Austin Cooper
Morgan +4
Triumph 2000
Humber 90
Humber 90
Ford Anglia
Hillman Avenger TC
Morris 1100
M.G.B.
Morris Oxford
Jaguar 3.8
Triumph Spitfire

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.



CHEQUERED FLAG
28a Massey Road,
Manurewa, ph. 63-673

SPEED EQUIPMENT

MORSPEED

Alloy Wheels

10" x 4 $\frac{1}{2}$ & 5 $\frac{1}{2}$ Widths.

Alloy Finned Brakes For,

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

Alloy Finned Oil Filter Housings.

For added cooling.



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 Learners Trial held on the 26th February.

G. Morley	55	J. McNamara	22	N. Findlay	18
B. Blacklock	46	W. Wymer	21	J. Greenwell	18
B. Nicholl	38	M. Neil	19	J. Power	16
P. Batten	30	G. Holt	18	T. Thompson	16
P. Levet	28	D. Hamill	18	D. Morris	15
J. Crombie	25	J. Kilmartin	18	P. Jukes	15
				S. Currie	15

14 POINTS: P. Bruin, J. Jones

13 POINTS: C. Kennedy, I. Carroll

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

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

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

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

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

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. Stapley, P. Lewis, B. Scott, L. Bird, L. Ryan, S. McCrae.

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. Francovic, P. Gilbert, F. Radisich, B. Hargraves, D. Bremner, P. Adams, R. White, M. Petch, R. Coppins, C. Houltram, E. Lees, S. Knecht, 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, T. 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.

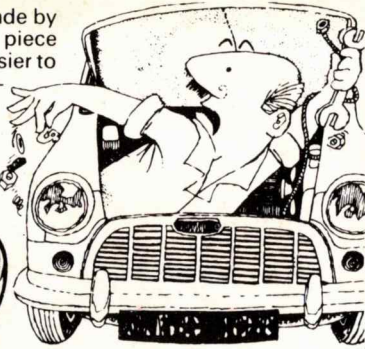
3 POINTS: F. Gilbert, G. Cann, I. MacDonald, R. Olenius, J. Hatton, M. MacDonald, R. Harrington, R. Campbell, C. Campbell, P. Dalgity, I. Berry, V. Smith, B. Walsh, T. Bailey, N. Bailey, I. Read, K. Strahan, B. Allen, M. Angland, B. Boric, R. Wilson.

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, N. Reichelmann, D. Burrows, G. Croft, M. Weeks, F. Greenwood, W. Jones, R. Lister, B. Trott, R. Stoddart, V. McWatt, G. Wood, K. Stone, T. Fitzgerald, K. Moon, T. Baker, J. Malpin, P. Curron, W. Minty, L. Painter.

1 POINT: D. Oxtan, 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, P. Shanks.

psst! heard about the one-piece contact set

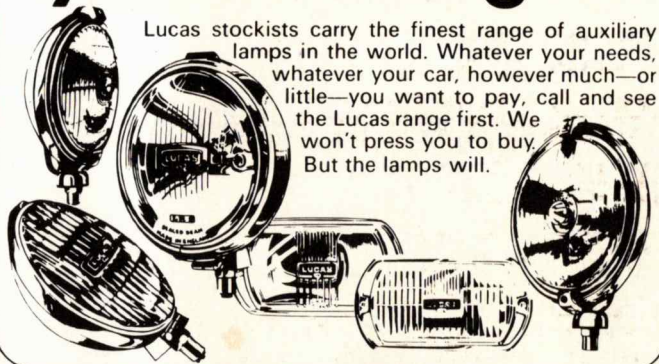
It's called the Quikafit, it's made by Lucas and it comes in one piece instead of six. So it's much easier to fit. But that's not all. This light-weight wonder works better too—gets the most out of your ignition system. Trust Lucas to do the job properly!



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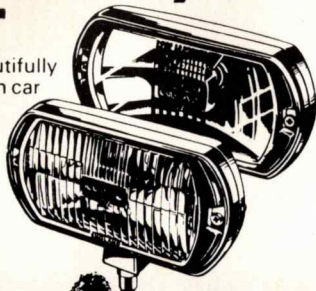
Lucas stockists carry the finest range of auxiliary lamps in the world. Whatever your needs, whatever your car, however much—or little—you want to pay, call and see the Lucas range first. We won't press you to buy. But the lamps will.



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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!



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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.