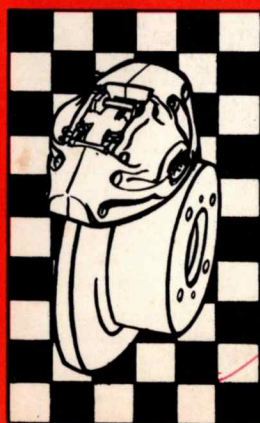




# BULLETIN

MAY 1972



# Repco

## COMPETITION Disc Pads

# Something the crowds didn't see

The 22 Champion Spark Plugs that powered  
home the class winners at the 1971  
Benson and Hedges 500 production saloon car race.

4001 c.c. and over: Leo Leonard and Graeme Richardt (Chrysler Valiant) Outright winner



1601-4001 c.c.: Jim Richards and David Oxtan (Triumph 2000 PI)



1201-1600 c.c.: Ron McPhail and Paul Kirk (Datsun 1600)



0-1200 c.c.: Wayne Jones and George Wilson (Datsun 1200)



*The World's Fastest Spark Plugs*



— 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.



TWICE TISCO WINNER ROSS HALDANE

COVER PHOTO

DEPUTY PRIME MINISTER MR MULDOON FLAGS AWAY  
CAR NO. 1, BILL SHIELLS AT THE START OF THE  
1972 TISCO TRIAL

# 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.

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

Annual Trophy Day. Races for modified saloons, sports cars, Formula Vee, Formula Ford etc. Entries closed on 28th April but late entries may be accepted to fill races (Phone Miss C.E. Dewar 588-274 Evenings). Scurtinning and documentation at the venue between 9.30 a.m. and 11.00 a.m. Practice commences 12 noon. Refreshments including soft drinks, coffee, potato chips, hot pies, etc. will be available. Marshals etc. required. Please phone Eric Mallard 677-519 (evenings)

## 9TH MAY - TUESDAY - ANNUAL GENERAL MEETING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Business will include report on the year's activities, including financial, election of club officers, etc. All members urged to attend. Refreshments available at conclusion of business.

## 18TH MAY - THURSDAY - CLUB NIGHT AND FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films, supper, discussions. New car on display. Social hour follows.

## 27TH MAY - SATURDAY EVENING - GIMMICK TRIAL

Starts at 6.30 p.m. from the Clubrooms. Remember to bring Drivers Licence, Membership Card and a Torch, also anything else that may be useful.



10TH JUNE - SATURDAY - ANNUAL BALL AND TISCO TRIAL PRIZEGIVING

Mandalay Ballroom, Newmarket. 8.00 p.m. to 1.00 a.m.  
Top line Band, Banquet Supper, Well Stocked Bars. Tickets  
on sale from Thursday, 18th May at \$7.00 per single, all  
inclusive.



**OPEN &  
INVITATION**

6TH MAY - SATURDAY - WANGANUI CAR CLUB - "DUCKHAMS 8 HOUR  
CAR TRIAL - Entries closed 28th April but late entries  
accepted until 4th May. Further details available from  
the Secretary, Mrs P. Blackford, Phone 33-726, Wanganui.

13TH MAY - SATURDAY - TARANAKI CAR CLUB - "ROTHMANS 300"  
OPEN TRIAL - Entry enquiries to the Trial Secretary,  
58 Gilbert Road, New Plymouth.

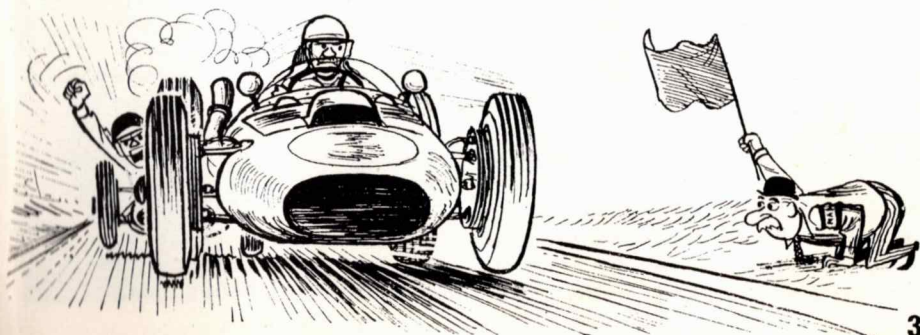
20TH MAY - SATURDAY - OTAGO SPORTS CAR CLUB GOLD STAR TRIAL

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

4TH JUNE - SUNDAY - NORTHERN SPORTS CAR CLUB "CASTROL GOLD  
STAR TRIAL" - Duration approximately 12 hours. Entries  
close Saturday, 20th May. A.S.R.'s available from the  
Secretary, Mrs B. Chandler, 7 Carole Crescent, Pakuranga.

10TH JUNE - SATURDAY - CANTERBURY CAR CLUB - "RON RUTHERFORD  
MOTORS GOLD STAR TRIAL" - Entries close Monday, 29th  
May with the Secretary, A. Summerell, 6A Rugby Street,  
Christchurch, Phone 555-341.

17TH JUNE - SATURDAY - R.A.T.E.C. (SOUTH ISLAND) GOLD STAR  
TRIAL.



# Winfield MOTOR RACES

## BAY PARK



Practice on Easter Saturday provided nothing new for the Winfield National Meeting with the exception of about four competitors making contact with Bay Park's notorious fence, fortunately without any serious damage.

Race Day, despite the weather forecast, was fine and clear with a strong breeze which was enough to put paid to any real record breaking performances. Race 1 was the first heat of the final deciding round of the Formula Vee Championship and with four competitors very close on points, it was wide open. Stuart Currie completely dominated Race 1 although 2nd place had three different contenders at various stages of the event with George Hetterschied his arch rival finally taking 2nd place from Ian Hodge his own team mate, with Currie's team mate Peter Mahoney 4th. The final race of the day was the second heat, this time won by Hodge, though Currie led for the first three laps, Mahoney succeeded in keeping Hetterschied at bay, so on aggregate Stuart Currie amassed enough points to become this year's Formula Vee Champion.

The second race of the day was the 0 - 1000 Bank of New South Wales Saloon Car Championship Heat 1, and the second to last round, the final being at Pukekohe. Rod Collingwood (Amco Jeans Mini) has so many points he cannot be headed, but it is a condition of the Championship that they compete in all events, and what an event it turned out to be! The three top contenders, namely Barry Phillips (Winfield Mini), Reg Cook (Cook Motor Racing Mini) and the aforementioned Collingwood, left the start side by side with the pressure really turned on. It does great credit to Collingwood that though he is comfortably winning the Championship he is still in there fighting. On the second lap Reg Cook expired coming out of Tappenden's Hairpin, much to the consternation of Rex Hart (Mini) who almost rode over the top of him, Reg disgustedly pulling to the side of the Circuit and becoming a spectator .... but more was to come. On the sixth lap Collingwood wrested the lead from Phillips and as they rounded Tappenden's Turn Phillips overcooked it and put himself and Collingwood out of the race, leaving victory to a very surprised Rex Hart with Peter Harris (Mini) second and Neville Hill, also mounted in a Mini, third, with the three top Minis sitting parked together and Reg Cook realising that second place in the Championship was once again within his grasp as he and Phillips are very close on points. The second heat held later in the day saw Rod Collingwood being sportingly loaned Ross



Johnson's Dulux Mini, while both Cook and Phillips managed to make theirs raceworthy. Though on paper Cook led for three laps, then Phillips four, it wasn't quite this straightforward as they chopped and changed, swapped about, out-braked, out-cornered and out-dragged each other for the entire duration of the race and with Cook obviously setting up Phillips for the last minute dash to the finish line by being able to overtake and draw alongside every time round on the Start/Finish line, and this he did with great effect as the two leading Minis ducked and dived around the tailenders and Cook just beating Phillips to the line by a couple of coats of paint, this keeping alive his chances for second place in the final round of the Championship at Pukekohe on the 9th April, leaving Jim Richards (Hillman Imp) in third place and Rex Hart fourth, and Collingwood in a borrowed car, being sixth. This would surely be the finest and best fought class of racing we have and we hope that the Race Promoters in their wisdom leave this one alone and don't try to alter it in any way.

With the main Bank of New South Wales Championship being focused on the big saloons and with Paul Fahey (Mustang) having a slender lead over Red Dawson (Camaro) this race promised to be a "boomer", but it did not turn out this way. Dennis Marwood (Camaro) running a smaller engine than usual, got the best of the start and it wasn't long before Paul Fahey's Mustang started to smoke ominously, and though Coppins (Pontiac Firebird) and Dawson realised that all was not well, they didn't have what it took to shut Fahey down, with Marwood comfortably winning both heats in the little engined Camaro, Fahey in the sick smokey 'Stang retaining second from Coppins and Dawson, thus leaving it wide open for the final at Pukekohe with Fahey having to win and Dawson having the same problem, and providing the mechanical reliability of these two cars improves it should make mighty motor racing.

The second to last round for the Sports Car Championship was also held at this meeting and with Graeme Harvey absent, the only potential opposition to Garry Pedersen's Duckhams sponsored Gemco Oldsmobile 4.4, left Pedersen nothing more to do than set a new record, which he duly did, and run away and hide from the rest of the field, though he at least made a race of it in the second heat with Digby Taylor (McLaren Begg) to relieve the boredom. Though the sports cars managed to field some twenty-five cars, they just haven't got enough internal competition to keep the public interest. Let's hope for better things next season.

Some of the finest racing of the day was run with the smallest fields and this was for the Bank of New South Wales 0 - 4200 class with Jim Richards (Escort TC) and Don Halliday (Escort BDA) really into it all the way from go to whoa with Richards always getting the best of the



PAUL FAHEY

start in both heats, Halliday right there with him, and despite the extra power that Halliday had, really had his work cut out to put Richards away, and the crowd loved them for it. Further back in the field Peter Sundberg (Escort TC) and Allan Boyle (Viva la Coke) battled it out with Sundberg just heading Boyle in both heats.

The Formula Ford Championship had ten starters, which was a bit better than the seven who appeared at Pukekohe, and it seems that now Oxton has the Championship well and truly sewn up, the fields have thinned out, and with Murdoch having his car up for sale, only Robbie Booth (Lotus) seemed to be able to at least try and challenge the all conquering Oxton. Dauntsey Teagle (Merlyn) and Brian Scobie (Titan) kept the interest alive, having a mighty duel in both heats with Teagle setting the fastest lap and within 4/10ths of the record to keep Scobie at bay in the first heat, but not the second, and with Booth falling to the back of the field on the 4th lap, putting Scobie 2nd and Teagle 3rd. This class of racing needs a good "shot in the arm" for next season.

The Castrol GTX Production Car Championship series also held it's second to last round at this meeting and Jim Richards (McMillan Falcon GTHO) had a slim lead on points and managed to win both heats, though Merv Neil (Torana XUI) anticipated a hesitating Starter in the second heat, shot off like a "Robber's Dog" leading the field for the entire event, though being penalised 30 seconds for jumping the start, which relegated him to 8th, and then surprise, surprise, he was reinstated to 3rd ..... don't ask me how this came about, however, everyone seemed satisfied with the overall result. In the opening lap of the first heat, David Oxton driving the ex Lawrence Charger, now owned by Jack Nazer, lost it in a big way in Rothman's Curve, taking with him an unfortunate Allan Carter (Torana XUI) who really stuffed it in the fence, Robbie Francevic (Torana XUI MK 2 - having its debut) with minor panel damage, resuming the race two laps in arrears, and Rod Coppins (Charger) pitting and retiring with undisclosed problems, this robbing the race of much interest, though all but the unfortunate Carter ran in the second heat, Richard Brocklehurst (John Andrews Ford Falcon GTHO) taking second place in both heats, and Merv Neil having a third in both, Neil having battled a fair part of the way with Jim Palmer (Torana XUI), Palmer coming home fourth in both heats. This leaves Richards with an almost unassailable lead in this very successful Castrol GTX Championship, but should he fail to finish at all, which seems unlikely, at Pukekohe on the 9th April for the final round, Francevic might still have a chance, though Robbie has used three different cars in this series to nail back Richards, namely a GTHO and two Torana XUI's, the latest being a 202.

DON HADFIELD

GET WITH **DUNLOP**



# 1972



## TRIAL



Being flagged away by the charming wife of "El Presidente" we left Caltex House to start on the first of this year's Gold Star Trials.

Onto Fanshawe Street, hard right through the cones and come to a halt at Ian Ivers resplendent in white coat and holding a flag. He lines us up between two poles and at flag fall we blasted off around the poles in the Acceleration and Braking Test. Our driver had been waiting eleven months for this, having been denied the pleasure of competing last year, through some ball bearings which somehow found their way into the motor on the Friday preceding "TISCO 1971". After halting all sideways (but astride the line) we moved sedately on to the first check - one of our sponsor's vans - and then out through the City Markets to Quay Street and up Queen Street to join the Motorway via Wellesley Street. How many of you got that Check by the Art Gallery in Wellesley Street?

Odo check started on the Motorway and as we had left the start something like twenty minutes early we took it easy down the motorway. One word of warning here, don't lend equipment, as we suddenly found that the correction factor on our Halda had been screwed right round and our mileage was all to hell at the Odo Check and very difficult to try and remedy the correction. Said instrument had been borrowed for a "demo" and the demo had obviously included twiddling all knobs to show what their various functions were.

Travelling down the motorway we left it at the well known Papakura Exit and went over the bridge towards Kingseat. (Maybe we should have gone all the way and stopped there). Heading off into the bush we eventually found our way (after not being suckered by a Give Way sign) via the outskirts of Pukekohe and round the hill to Ray Wrights Road (naughty home made sign) and thence to a sleek XJ6 who handed our card back with a blank. O.K. so we've dropped one already, but where? Found out afterwards this was a built in blank just to upset you. Eventually got to Bob White and Mini Van in the metal pit by Tuakau Bridge, Control for Section 1.

Next section had turns on mileages among the instructions and this is where that correction factor caused all the trouble. Got away with the first turning O.K. but then seeing a road on our right with a check in sight and as our mileage was not up, proceeded ahead, Come on Check we thought. Took next right and headed miles into the bush, passing a Viva towing a green Kraut heading back towards us. Aha, remember

those oil patches we saw on the metal further back. Finally deciding we had blown it and should have gone down the first road we U turned and set off at a great rate of knots back for that check. Arrived there to find the trail car - pardon, van - so checked in, grabbed our additional instructions and proceeded to U turn as instructed. Only trouble was the additional instruction was numbered 7A and we hadn't performed 7 (shades of Postmen's Rd last year) so that was one down plus a probable maximum late. Shot down the back road to Huntly West, over the Waikato and down the main road to Huntly and next Control. This section was reasonably straightforward and landed us in Ngaruawahia for a 15 minute refuelling break. After our additional mileage this was an opportune time to tank up, then back to the Control for Section 4. This section had a couple of "rudies" and cost us a couple of checks. (They tell me that the first Grass Island sign was actually Crass Island but it all fitted and competitors who did it right or wrong returned to a common route). This section led us into Section 5 which was two map reading subsections taking us almost to Te Awamutu and then back Northwards. A couple of good traps in these subsections, but unfortunately for the plotter that one of the checks was missing where you had to do a loop to use all of a road, part of which had been used in the preceding instruction. Also a bit tough that in the second subsection that if you made a blue on Te Rahu Rd you dropped two checks as a result. Afraid I'm a firm believer in one penalty for one mistake. Next section after a bit of devious route finding took us into Hamilton and the meal break. Regret that the restaurant selected was not geared to cope with the influx of visitors they had when we were there, being open to the public as well and things were a bit hectic.

Made our way out of Hamilton to the Out Control on Te Rapa Straight and took off in pitch black with an overriding go right. Never did see that Te Kowhai sign, but believe it was at seagull height - visible in normal headlights? Ha Ha. Finally, pretty late I think, got the U turn check after TEE, stayed on Kay Road for another U turn, cleared the Boyds Road trap O.K. and then got one of our Hamilton mates in a Cortina GT for a further U turn and finished the subsection at Orini (wherever that is). Second sub-section, which was pretty straight, took us onto the Te Kauwhata map for another map reading section. This cost us a check, and some time but got the old Settlers Road bit O.K. (two checks) and also the check out on Island Block Road. Nice little sting with a check handing out the next subsection when you were still heading for the final grid reference, but we made it to the JBO'L Ute and then started subsection B with a U turn.

Signs nowadays are deemed to be part of the intersection so straight ahead at Kopuku Maue to





pick up a check. Watch that Okearia spelling, doesn't look right and it wasn't, another U turn then out to Highway 2. Though, as mentioned above, signs are part of an intersection, not too happy about one on another road but figured it must be on so down Bell Rd for another U turn and thence to Control in Pinnacle Hill Rd. This had us going left, plus alternately left and right at crossroads and other instructions just to make it interesting. Got a few checks in this one, U turns included, and found our way to Control at Drury.

At last, Section 10 with Control at Clubrooms so it must be nearly over. Up to Motorway then home by a new route, Sylvia Park Rd, Church St, Mt Smart Rd to Royal Oak then down the familiar Mt Albert Rd, May Rd and Stoddard Rd to Clubrooms. Clocked in, took a quick look at the maps on the wall, said Ugh! and fronted up to the counter for a good hot meal turned on by our unsung heroes (sorry heroines), the Ladies Committee. A bit of discussion with some other competitors, then downstairs for refuelling.

To the plotter and organisers, thank you for a good event, a bit rude in parts but fair enough. To our sponsors, TISCO, thankyou, and to all those guys and gals who were out 'til all hours of the morning on Checks thankyou; without your help and co-operation there wouldn't be a trial and thanks to the Results Team for their prompt work on Provisional Results.

Ah well, maybe we learnt something we can apply later in the season so all was possibly not in vain.

P.S. For those of you who happened to be present when a certain "Bubbly" bottle blew its top in the Hamilton restaurant - sorry but it was only Lemon and Paeroa inside.

H.-O.-T



ALAN WILSON, WILLARD MARTIN  
& MISS TISCO.



Officials and guests watch the  
A. & B. Test. From Left :

Manager  
Caltex,  
TISCO'S Jack  
Christie,  
Deputy Prime  
Minister Mr  
Muldoon,  
Club President  
Barry  
Webber &  
Eric Mallard



THE ELUSIVE FIRST CHECK.



## **PAUL FAHEY**

### **N.Z. SALOON CHAMPION**

Now that the Record Book has been closed on another Racing Season in New Zealand, I can't help thinking of how much my outlook

towards the Sport has changed over the past nine years.

Way back, I can remember my wife and self going to Ardmore in our standard VW, removing the picnic hamper from the boot, levering off the hubcaps and competing in several races. At the end of the day we would replace the hubcaps and drive home, tired and sunburned but looking forward eagerly to the next meeting. (I had the ignominious distinction of being the slowest qualifier at the 1962 Ardmore Grand Prix, after pipping a Herald Coupe for last place on the grid!) I can vividly remember talking Kath into letting me race our first new car, a 61 Velox complete with towbar, in the first ever Production Race at Pukekohe. As entries were light, my old rival Red Dawson did likewise with his Chev Impala and we had a wonderful dice, crossing the line with only a headlight rim between us. Scrutineering was done five minutes before the race and I'm sure entry forms were never completed or fees paid. Over the years, I guess Officialdom has changed too.

A trip in the VW to Ohakea accompanied by Ralph Emson and Doug Bremner, is remembered by all who took part. We motored leisurely to Taupo, nobody doing over 80 mph, but around the Lake the pace quickened and a Citroen joined in. By the time we got to the Desert Road it looked as if the Mille Miglia had changed venue. We finally arrived at Ohakea, but the road race had taken its toll and my tired VW only lasted two laps before blowing. After a gigantic P.U. in Palmerston North, Sunday saw Ralph (VW) with five passengers and Doug (VW) towing P.B.F. home on the end of a rope. Highlight of the trip home was when Doug did a desperate bit of overtaking and ended up with a Standard 10 between us and the tow-rope stretched around the poor chap's door handles. Fortunately, a clear piece of road was just around the corner and I was then able to pass also. Towing saloons to race meetings is part and parcel of the



scene today, but to those who drove their entries all over New Zealand some of the most memorable dices took place going to and coming from the race tracks.

The advent of Sunday racing has taken its toll on the social side of the Sport. There was a lot to be said for the Saturday meeting with scrutineering 8 - 10 a.m., practice 10 - 12, racing 12.30 - 4.30, and a friendly 30 or 40 ales under the grandstand afterwards, with Sunday free for other activities (or just recovering).

The trip to Renwick was an annual pilgrimage worth making just for the "fun" of it. A marathon tow through Thursday night arriving in Wellington for the Friday morning sailing of the Aramoana, a glorious trip up the Marlborough Sounds, racing on the narrowest, roughest roads you could imagine, followed by the best "Do" of the year afterwards and a flight back across Cook Strait accompanied by car, on a Bristol Freighter. We can look back on these trips with the fondest of memories and consider ourselves lucky to have been able to make them.

I also consider myself fortunate to have come up in Motor Racing through the era of the two Jensens (Ross and Syd), Pat Hoare, John Mansell, Brian Prescott, Ron Roycroft and Tom Clark, to mention just a few, driving Ferraris and Maseratis, around the Dunedin streets, to be able to talk to drivers like Amon, McLaren, Hulme, Clark, Stewart and Rhindt, etc. whilst they were competing in the Tasman Series and to be able to study their various approaches to Motor Racing both here and on the International circuits in Europe.

One of the nicest things about Motor Sport is the colourful characters it seems to produce over the years and some of these are among my closest friends. To mention a few, Angus Hyslop who is the only man I know who can consume vast quantities of beer, assume a 45 degree list forward and somehow never fall flat on his face. Andy Buchanan who danced a Highland Fling on the roof of his Tow-car after winning his first race. Bill Bryce and his famous after Wigram parties at the Occidental Hotel in Christchurch. Dave McMillan and his hard case gatecrashing Molyslip crew. Jack Inwood lying flat on the floor with Tim Parnell, a man of equal size, and playing "Where are you Moriarty?" Ross Jensen who always seemed to have either a water pistol or fire-crackers in his pocket and was never choosy about where he let them off. I remember him placing a cannon on the table at Renwick and it went off with such a bang that Donn Anderson looped the loop completely backwards off his chair on to the floor of the dining room.

I guess a new generation of characters will emerge to take their place. I sincerely hope so, as they help to make Motor Racing what it is, one of the finest sports in the World.

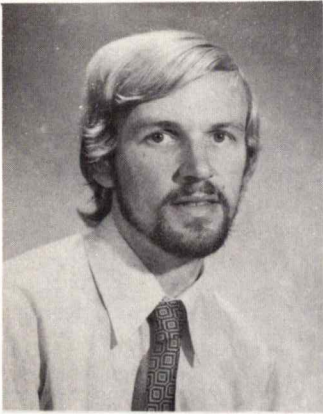
PAUL FAHEY



TYRES

**DUNLOP**

RETREADS



# PETER GILL COMMENTS

(Exclusively for  
Auckland Car Club Bulletin)

Thought the Easter meeting at Western Springs was a gem. Where else could the public have got such automotive value for eighty cents? I think everything but the tow trucks had a lash.

\* \* \* \* \*

Note well the comments of the Honourable Minister of Finance who told starters in the TISCO Trial that he did not know very much about the sport of trialling, but that he was very interested in it because it concerned motor cars and therefore was highly taxed.

\* \* \* \* \*

Hear tell that a certain Auckland Driving School has plans for building their own skid pan and instructing pupils in skid control. They'll certainly be doing their pupils a service as I am convinced that eight out of every ten drivers on New Zealand roads haven't a clue how to handle a skid.

\* \* \* \* \*

One motorist using the Auckland Harbour Bridge wasn't feeling so finger licking good recently. He fell foul of the Bridge Authority for depositing offensive litter ..... namely parts of a cooked chicken. It cost him a fine of thirty bucks.

\* \* \* \* \*

It was a pity that a certain suburban newspaper with a very large circulation decided not to print my carefully prepared article on how Joan and Jaqui were out to win the TISCO for the furtherance of the feminine cause, until several days after Joan and Jaqui hadn't won it.

\* \* \* \* \*

Doesn't it gladden your heart to see car dealers at last having to get out and sell their wares rather than just sit and wait for people to come begging them? The only thing missing now, if it were to be a completely fluid market, is far easier finance terms on both new and second hand cars.

\* \* \* \* \*

Talking about competitive markets, I can't see where chopping back car warranty periods, as we've seen in some quarters, is helping anybody. And I think those manufacturers who retain the full year or 12,000 miles now have a definite advantage when it comes to what they can offer a potential customer. And when you're spending three or four thousand dollars you're entitled to a reasonable sort of warranty on what you're buying.



# MOTORING PLUS

# If it's got



Shock absorbers are of vital importance for ride, comfort and safety. Hidden away under the car, these unobtrusive components are always hard at work controlling the movements of body and suspension. A man-sized job, especially at high speeds and on rough roads. Because of precision manufacture and continuous quality inspection, KONI Special „D“ Shock Absorbers are capable of meeting the most arduous conditions.

And what is of equal importance, they maintain their efficiency work long after other dampers have to be replaced. This long life is further enhanced by use of the unique patented adjusting feature capable of restoring the original damping efficiency two or three times over. As a consequence, KONI Special „D“ Shock Absorbers are by far the cheapest per mile!

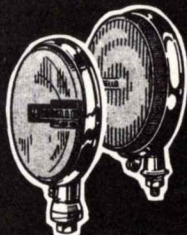
## SPECIAL „D“

## shock absorber

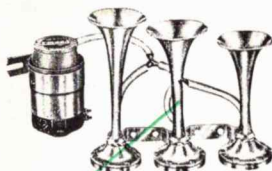
- KONIS ARE ADJUSTABLE
- KONIS ARE REPAIRABLE
- KONIS ARE GUARANTEED
- KONIS ARE RACE & RALLY PROVEN

## CARELLO DRIVING LIGHTS

**LONG RANGE DRIVING LAMP**  
 Deeply chromed. Matching spread beam also available. **„RALLYE“ MODEL**  
 This new design features a ball joint mounting to allow for much greater flexibility in positioning.



## SVEZIA AIR HORNS



- HIGH QUALITY AND RELIABILITY
- ALL CHROME TRUMPETS
- POWERFUL LONG-LIFE COMPRESSORS
- HIGH AND LOW PITCH TONES

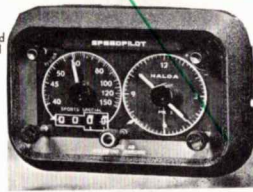


## TWINMASTER

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

**HALDA TWINMASTER**  
 guarantees 99.6% accuracy on dual mechanical counters with instant reset features.

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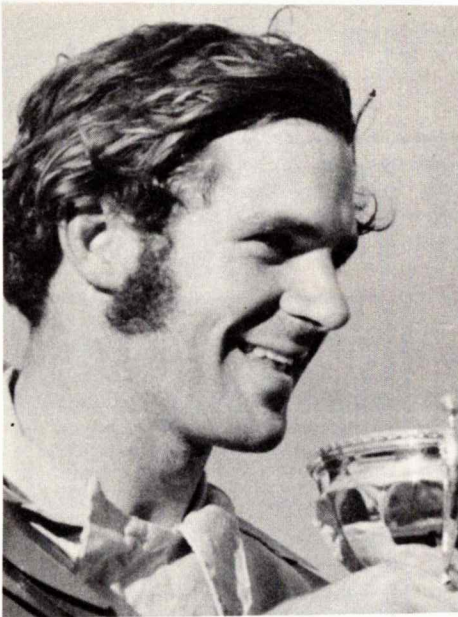
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# DON

# HALLIDAY

## 1001-4200 Champion

The season is now over, and we can look back over the past four months of hard work preparing and maintaining the car.

After purchasing and modifying the B.D.A. motor, we ran it in at Pukekohe in private practice, which was very encouraging as our best time that day was .7 of a second under the class lap record.

This gave us plenty of confidence for the first round of the Championship - the Grand Prix to be held a week later.

In practice we were able to get pole position for the 0 - 4200 race although Jim Richards was only .7 of a second behind and next to us on the grid. The race ended in misfortune for both of us. A drain plug fell out of the cylinder block of our Escort which caused the motor to overheat and 'cook itself to death'. Jim also had engine trouble which forced him to retire also and giving victory to Alan Boyle and a lead of 9 points in the Championship.

The next round was held at Wigram, Jim winning the first heat and us the second. This made us equal on points for the first of many times throughout the series. Also, as the circuit had been altered, we recorded a new class lap record.

The following day everyone headed for the Avon River, where the 'Drivers versus the Mechanics' canoe river battle took place. First casualty was the Cook Motor Racing Team canoe which went down with all hands after a withering attack from our crew with the assistance of Alan Boyle. It then developed into a 'free for all' resulting in many lost pairs of sunglasses and a wedding ring. Throughout all this a grown man was seen to be lurking in the bushes with a loaded water pistol, squirting the onlookers. It is rumoured that his name was John Crombie. Dennis Marwood also went for an unscheduled swim but neglected to remove his brown suit and alligator skin shoes.

Next day we headed for Invercargill where the temperature had dropped to 7 degrees, and spent the first night holding on to our tent in the pouring rain and high winds. The race at Teretonga was very close, and we were able to manage two wins.

The next day we decided to check the motor as it had done a lot of hard work at higher revs than we had ever dared use in the Twin Cam. This proved to be unnecessary as the



motor was in perfect condition and was re-assembled without any replacement parts needed. All this work was done at Macaulay Motors, who were very helpful, even letting us all sleep in their workshop after our tents were levelled in the storm.

The next round was at Timaru where in the first heat we came second to Jim after fitting rain tyres to our only set of rims and having to use them in the dry when the rain cleared. In the second round we did some panel damage to the car during a dice with Wayne Fuller's F.V.C. Escort and came second to Jim again.

The after race party was a great success and went on until all hours. Star performer again was Dennis Marwood with his Tarzan act on the balcony.

Christchurch was the scene of the next round at Ruapuna Park. In private practice we experimented with tyre pressures with the help of Peter Bruin and improved the car's handling a lot. In the race the car performed perfectly and we were able to finish first in both heats. At the party that night we were also presented with half a dozen bottles of Champagne for lowering Paul Fahey's lap record for the under 2000 c.c. class. We returned to the motor camp that night to find our tent once again flattened by the wind and rain and were forced to sleep in the car. By this time our tent had large rips in it so it was just as well the South Island series had finished. This left five rounds in the North Island to go with a three point lead over Jim.

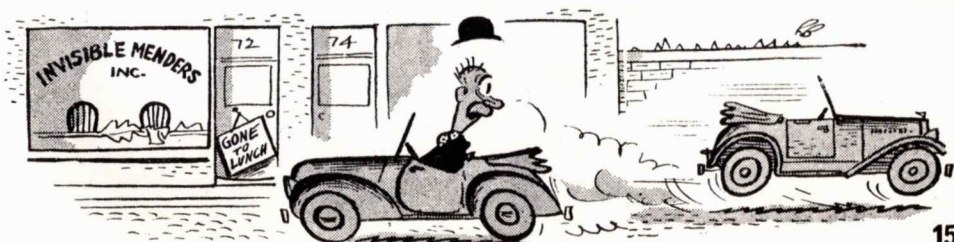
Bay Park was the next round where we blew a gearbox in practice and Jim Richards sportingly lent us his spare set of gears and Sandringham Tyre Services provided the use of their bus workshop to rebuild the gearbox and save us a dreaded trip back to Auckland. In the first race we had fuel starvation problems and came second to Jim. This was fixed for the second heat which we won.

The next three meetings were very close and we came to the final round of the Championship with equal points, and as there was only one heat it had to be a "do or die" effort.

Tension mounted for the last race which was a bumper to bumper dice until the second to last lap when we both spun at the hairpin and Jim left the track allowing us to take the race and the championship.

Looking back over the series, we would like to thank all those who offered us help and encouragement, especially over the final critical rounds, and to Jim Richards for the thrilling close races.

DON HALLIDAY



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# DUNLOP MOTOR RACES

## SUNDAY, 9th APRIL

The forecast was bad ..... the weather was worse! During practice for the Auckland Car Club's Dunlop Meeting, which was also the final for the Championship Rounds, most of the competitors splashed bravely around the full 2.2 mile circuit at Pukekohe, which, apart from the long distance Production Car Races, hadn't been used for a couple of years. Obviously records were the thing, but the weather didn't help matters. In the initial part of the wet practice Paul Fahey in an almost standard Mustang was something like 3 seconds faster than his opposition which made him happy because after blowing it at Bay Park the week before he had fitted standard Falcon GTHO pistons and rods and although Red Dawson (Camaro) had to win the first heat with Fahey no less than sixth he still had to finish to retain his New Zealand Championship.

Practice proved eventful with Steve Millen (Jaguar) who once again proved that the Jaguar makes a mighty submarine, finishing up windscreen deep in yet another drain. And talking of drains, we see that a banking has been started on the drain alongside Rothman's Curve, but apparently the Franklin (Horse) Racing Club changed their mind about a bank and the Course Architects cannot make up their mind just what they want, so we hope a driver doesn't drown while they are thinking it over. Let it be known that motor racing circles are doing their best to persuade the Franklin Racing Club to protect competitors from this drain. Other dramas during practice included Barry Phillips (Mini) who rolled it at Castrol Corner with very little damage to car and none to the driver, Don Halliday (Escort BDA) hit the drums at Champion Elbow and Jim Richards (Escort TC) lost his bonnet. As the aforementioned two have exactly the same number of points for the 1001 - 4200 Bank of New South Wales Championship it was all on with no holds barred. The other major incidents were Garry Pedersen (Gemco) having a 140 mph spin on the back straight, frightened somewhat, but did no damage, while Kerry Brown in an ageing Lotus 15 had a brake lock at the end of the main straight in front of the Stands, reducing itself to rubble after ricocheting off the safety fence, fortunately throwing the driver clear, minus his shoes, without injury apart from bruises and scratches.



The weather cleared later and power instead of diligence showed the way, leaving Dennis Marwood (Camaro) fastest in the big saloons with nothing much between Richards and Halliday and Pedersen making mincemeat of the old Sports Car record held by Frank Matich since 1964 at 1-33.8 and the outright record held by the then reigning Champion,

Graham Hill (BRM) 1-25.7 to record 1-24.5. Fastest in Production Saloons was Richard Brocklehurst (Falcon GTHO) although Richards was later able to show that the only two un-timed laps that the time-keepers somehow missed, gave him fastest time with Francevic (Torana XUI 202) next. In the baby class 0 - 1000 c.c. Reg Cook (Mini) in a determined



effort knocked the hell out of the record which stood at 1-47.2 to record 1-44.4, second fastest being Rod Collingwood (Mini) at 1-46.0 with Richards (Imp) 1-47.3 - who would have ever guessed at the outcome on Race Day.

MIKE FITZPATRICK - FORD CAPRI 3000

Race Day dawned fine and clear, but later a strong wind looked like putting paid to sub-record laps, fortunately this was not to be the case. The first race of the day was the final round of the 1001 - 4200 Bank of New South Wales Championship, there being only Richards and Halliday involved in this needle match. Richards led at the outset with Halliday taking over on the third lap though it was not that straightforward as the lead chopped and changed around the Circuit with Richards finally putting himself out of contention by making a very rare mistake and colliding with Halliday at Tappenden's Hairpin. Halliday regained the Circuit first and had quite a lead which was to be increased when Richards overshoot at Champion Elbow leaving Halliday a much merited win and the Championship, with Alan Boyle (Viva) third and Bill Sample (1300 Mini) fourth.

The second event was for the first heat of the final round of the Castrol GTX Championship (Production Cars) and although Richards (Falcon GTHO) tried desperately to bring back Brocklehurst (also Falcon GTHO) it was not to be and Richards eliminated them both when he shunted Brocklehurst off the Circuit and severely damaged the front of his own car. Robbie Francevic (Torana XUI 202) went on to win from Palmer and Neil, both in XUI's (186).

David Oxtan (Elfin) fought a near racelong duel with Robbie Booth (Lotus) until Booth went off the Circuit and spoiled his chances, leaving Teagle (Merlyn) 3rd, Scobie (Titan) just edging him out for second, in the Formula Ford event.

The fourth race of the day saw the best race you could possibly wish to witness as three Minis and a Hillman Imp, namely Reg Cook, Rod Collingwood, Barry Phillips, all in Minis, and Jim Richards, Hillman Imp, fought furiously for seven laps from Go to Whoa with all of them sharing the lead at one stage or another, the four of them side by side all abreast some-times on a three car track, and Jim Richards in a final "do or die" effort take the Imp across the line to win with a near dead heat between Cook and Phillips and Collingwood being content with fourth. Phillips in the process set another new



Circuit record taking 3.1 seconds off the old one but having to give best to Cook for second place in the Overall Championship, Collingwood being of course a Country Mile ahead on points. This would be the finest race of the day and the best we have seen for many years. Let's hope they never discontinue the 0 - 1000 class.

The final deciding round was settled on the first heat of the Bank of New South Wales 0 - 6000 Saloon Car Championship with Marwood leading all the way and John Riley (Mustang) putting up the only challenge till he retired on the third lap, so it ran out, with Rod Coppins (Pontiac Firebird) second, Don Halliday third, Paul Fahey a safe fourth and Dawson out on the sixth lap, leaving Fahey once again National Champion with Dawson runner-up, Marwood third, and Coppins fourth. The second heat held later in the say saw Marwood again dominate with Halliday in a surprising second and Riley third, a new Circuit record being credited to Marwood, the old one being held by Paul Fahey (Escort FVA).

The Sports Car event was unfortunately a drag and with Pedersen having no opposition he had nothing better to do but break a few records, which he duly did, leaving the outright record and Sports Car at 1-24.6 with McIntyre (Wilmac Lotus Fiat) and Bob Hyslip (JRM Ford) third. If the sports cars, who certainly do not lack in numbers, cannot become more competitive, they are a dying race, which seems a pity as we need all the variety we can get.

The final round of the Formula Ford Championship was yet another Oxton/Booth duel with Scobie third and it was very fitting that Robbie Booth was later awarded the Wendover Trophy (for perseverance against all odds) as this driver competes with a wooden leg, and that is a handicap to overcome if there ever was one.

The last heat of the Castrol GTX Production Car series saw Richards win in a hastily repaired Falcon GTHO, the parts being lent by a sporting Andrews' Ford crew, this being Richard Brocklehurst's sponsor, whose car was wrecked in the previous heat in the collision with Richards, and Jim went on to win the GTX series and this race with Francevic being second and Neil third. It is nice to note that the spirit of the sport was not lost on Ray Stone, Richard Brocklehurst and his crew to supply the parts and help Richards on his winning way, and makes you hope that this is still Motor Sport and not just motor racing.

DON HADFIELD



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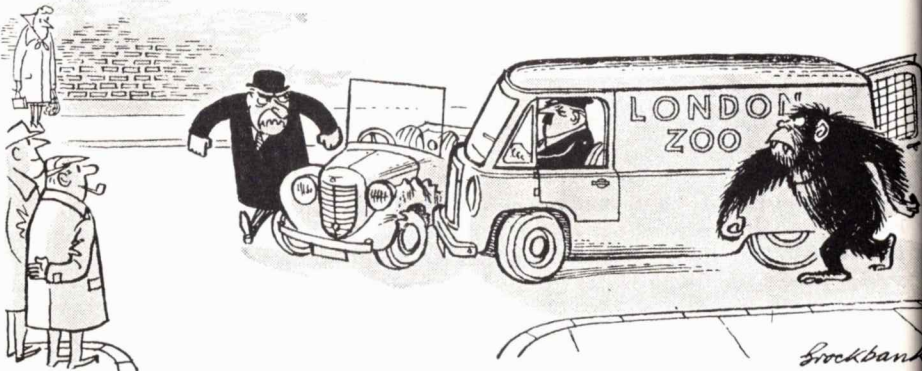
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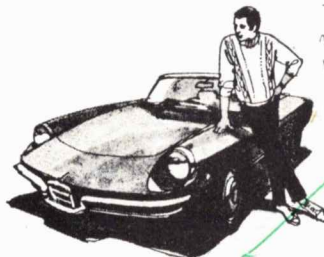
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# AUCKLAND CAR CLUB CONGRATULATES IT'S CHAMPIONS

PHOTOS BY JACK INWOOD -- Phone OH 64-496

Congratulations to all our members who competed successfully during the Speed and Racing Season. All cars were particularly well turned out. It must surely be a record for members of one club to have won every racing championship in New Zealand.

Auckland Car Club members won as follows:-

New Zealand Gold Star Championship

David Oxtan - Begg FM 4

New Zealand Formula Ford Championship

David Oxtan - Elfin Super-ford

N.Z.R.D.C. Sports Car Championship

Garry Pedersen - Gemco Olds

New Zealand Formula Vee Championship

Stuart Currie - Formula Vee

Bank of New South Wales N.Z. 1 Litre Championship

Rod Collingwood - Morris Cooper 'S'

Bank of New South Wales N.Z. 4 Litre Championship

Don Halliday - Ford Escort B.D.A.

Bank of New South Wales New Zealand 6 Litre Championship

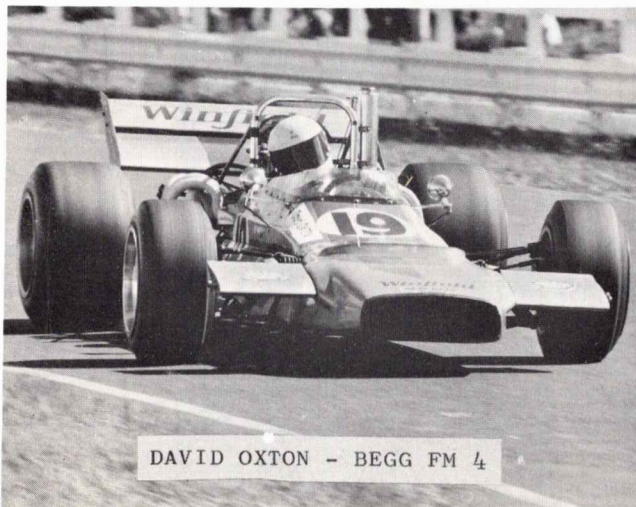
Paul Fahey - Ford Mustang

Castrol GTX Championship

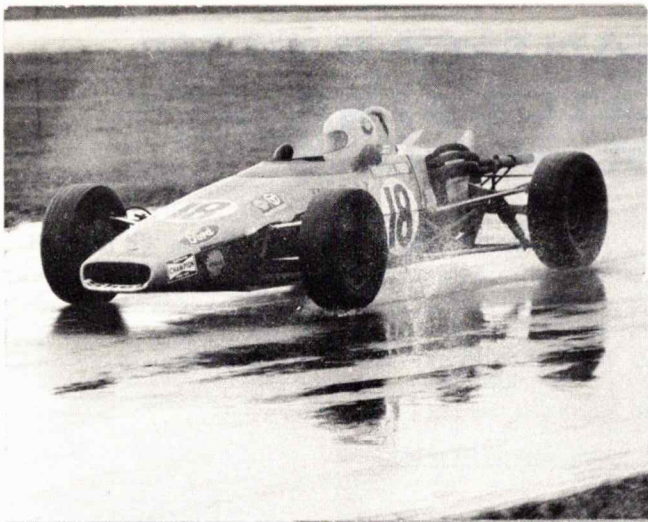
Overall Winner : Jim Richards - Ford Falcon GTHO

Group 2 Winner : Alan Woolf - Holden Torana GTR

Group 3 Winner : Trevor Sheffield - Subaru FF 1

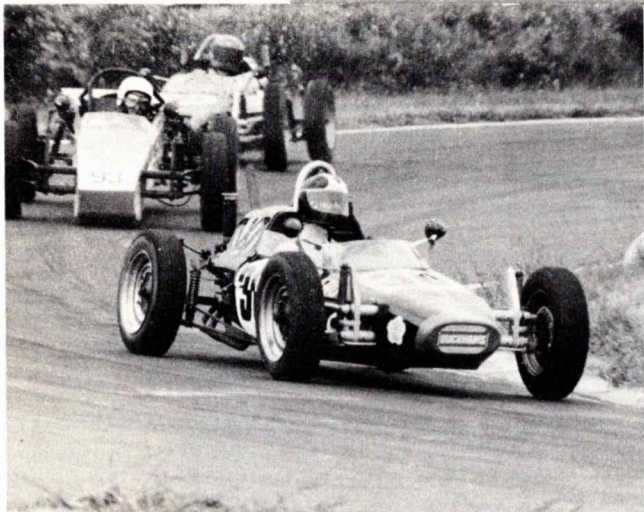
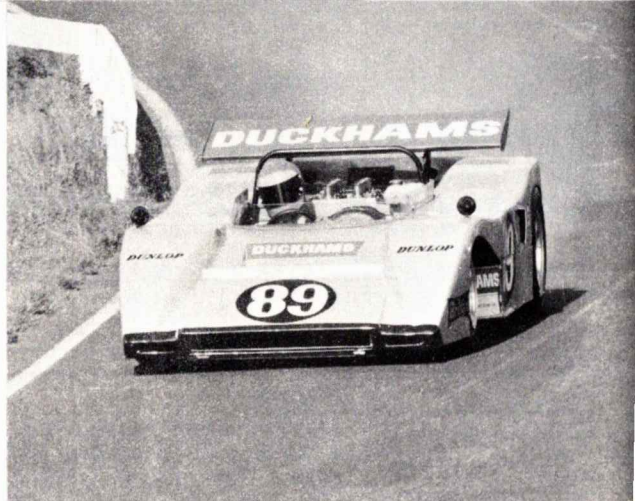


DAVID OXTAN - BEGG FM 4



DAVID OXTON -  
ELFIN SUPERFORD

GARRY PEDERSEN  
- GEMCO OLDS



STUART CURRIE -  
FORMULA VEE





PAUL FAHEY

- FORD MUSTANG



DON HALLIDAY

- FORD ESCORT BDA



ROD COLLINGWOOD -

MORRIS COOPER 'S'



JIM RICHARDS

- FORD FALCON GTHO

ALAN WOOLF -  
HOLDEN TORANA GTR



TREVOR SHEFFIELD

- SUBARU FF 1



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GRAEME BOWKETT (HILLMAN IMP) GETS IT ALL WRONG INSIDE PETER HARRIS AT THE ELBOW



STEVE MILLER  
 3.8 JAGUAR



## ROD COLLINGWOOD

### 0-1000 Champion

After three years of dabbling in motorsport Dave Pankhurst and I decided we should try some serious motor racing, our aim being to compete in the 1970/71 0 - 1000 c.c. Touring Car Championship. We purchased a new Mini body shell and from this, after many hours of hard work, emerged the "Dulux" Mini.

With the limited funds available, and the car being completely set up with parts available on the New Zealand market we would have settled for third place in the Championship. However, when we won the 0 - 1000 series this gave us the incentive to try for the 1971/72 0 - 1000 Bank of New South Wales Championship.

The 1971/72 0 - 1000 c.c. Championship promised to be very competitive right from the end of last season. About five or six cars in all were doing similar times and with preparation over the off-season it was anyone's guess who would win the Championship.

Dave Pankhurst and I, after a fair amount of deliberation and calculation decided that an 8 port head was essential for the 1971/72 season, so this was ordered from England. The time lapse from ordering the head and receiving it was quite phenomenal - six months in fact. By the time we received the head we were becoming rather anxious as to whether we would have the car ready and competitive for the Grand Prix which was the first of the championship races.

During the six months whilst waiting for our "goodies" to arrive, my main task was to find a sponsor. This was rather more difficult than was anticipated and I spent many a day going to see potential sponsors, armed with a dossier fully explaining the ins and outs of motor racing, the value of advertising on a car, photographs, etc. Finally Amco Jeans came to the rescue. They were just starting to produce the Amco range in New Zealand, and their product seemed to lend itself admirably to motorsport. Without Amco's support, we would not have been able to compete in the Championship as the 1971/72 season included four consecutive weeks racing in the South Island. This meant a great deal of expense and time off work and our thanks go to Amco for their wonderful support throughout the season.



Once our sponsor had been found, Dave and I set about rubbing down and painting the car. When finished fellow Car Club member, Vern Newlove, attended to the signwriting. With assistance from Ross Johnson of Guthrie Bowrons, the car was finally finished and to everyone's credit looked as smart as it did the year before. The head and delorto carbs were fitted to the motor and all was ready.

The Grant Prix suddenly arrived and the day of reckoning. The Grand Prix would determine whether our car was competitive or not, as we had only one race prior to the Grand Prix. I was rather tense before the race, however I don't consider I was the only one. I badly wanted to win that Grand Prix race after just being pipped at the post the year before. The race was extremely competitive as was expected, but the Amco Mini just managed to cross the line first.

Dave and I decided we should try our luck on the South Island circuits. Although an ex-Cantabrian, I had never raced on any of the South Island circuits, although I did know what Wigram was like from a spectator's point of view only, as I used to sell programmes there as a wide eyed kid. We had a few surprises whilst in the South Island. The first was practice day at Wigram. I went out and did my thing the best I could and went to enquire what my position on the grid was. "We'll arrange that later" I was told. The system was apparently, no practice times were taken for our races but one's grid position was based on the number of points one had in the Championship. As far as Wigram is concerned, I think it is one of the finest circuits in New Zealand. Teretonga was noted for the biting cold and pouring rain, and the biggest decision one had to make that day was whether to run wet or dry tyres. We had a bad day at Timaru, the motor wasn't running up to its usual standard, however, we made amends at Ruapuna.

Talking of Ruapuna, Steve Millen and I went out early in the week to do a bit of practice only to find were unable to, until some Club members had finished concreting a fence about two feet thick and two feet high at the bottom of the Pit straight. As we had nothing else to do whilst waiting, Steve and I helped the guys finish the concreting. However, we were rather concerned about anyone crashing into it as it was of a most solid construction. What we should have worried about was "someone" crashing off it, because "someone" fell off it awkwardly, spraining his wrist and twisting his ankle badly.

After arriving home we had five meetings to go - one at Levin, two at Tauranga and two at Pukekohe. The final Pukekohe race arrived and after a failure in the braking department and fourth place in the race I was delighted to receive my cheque and cup from the Bank of New South Wales and a small kiss from Jane Hansen, not being greedy like another well known competitor (lucky devil).

In conclusion a word of thanks to Trevor Birch and Glen Johnson who did a great job in bringing some clarification and uniformity to the Bank of New South Wales this year. Thanks also go to Castrol and Dunlop for their help throughout the year and to all the other 0 - 1000 c.c. class competitors for tremendously close and clean racing they provided.



## TECHNICAL OFFICERS INSPECT CARS AT FINAL AT PUKEKOHE:

M.A.N.Z. Chief Technical Officer, Trevor Birch, and his Assistant, Glen Johnson, carried out a detailed inspection on the cars of Paul Fahey, Jim Richards and Reg Cook. The work included a capacity check and the stripping down of other components in the car for inspection and measurement.

In addition, the cars of Rod Collingwood, Barry Phillips, Richard Brocklehurst, Jim Richards (Escort) Alan Woolf, Paul Curin and Merv Neil were inspected prior to the meeting and in all cases the engines of these vehicles were sealed after measurements had been taken.

All placegetters in the various championships were inspected for general compliance with the relevant regulations and in all cases the cars were cleared.

## RACE PROMOTERS' MEETING - WELLINGTON - MARCH 1972:

The Auckland Car Club was represented at this meeting by Race Committee Chairman, Les Rankin, and Ian Ivers. The main points to come out of the various meetings held over the three conference days were:-

Castrol GTX Championship - This competition will continue and the three performance classes will be retained although there will be a re-allocation of vehicle makes into the respective classes. Eligibility qualification of makes and model to be in New Zealand has been increased from two to five. For Group 1 cars permission is very likely to be granted for the use of racing tyres but these will have to be used on the existing wheels. An engine capacity limit of 6000 c.c. has been imposed. M.A.N.Z. Scrutineering Log Books are likely to be introduced.

Bank of New South Wales Championship - Drastic alterations will take place in the pay-out of prize monies and the end-of-season prize fund. A total prize fund of \$20,500 will be subscribed to by the promoters of ten race meetings. At each round of the championship the prize monies on the day will amount to \$2,000 to be divided up amongst the three classes.

The three existing classes will continue next season and at the time of writing, also in 1973/74 season. The M.A.N.Z. Technical Committee have brought down recommendations to ease re-boring limited in the 4 litre class. One effect of this innovation will be that Ford Escort Twin Cam cars will be allowed to be taken out over 1600 c.c. and a car such as Alan Boyle's Vauxhall Viva will be able to be taken out to 2½ litre. All championship rounds will count for points but the compulsory attendance at all meetings (or rounds) has been abolished.

Formula Ford - A M.A.N.Z. Scrutineering Log Book will be introduced in the forthcoming season. A later model Ford 1600 G.T. engine has been approved for use.



Gold Star Championship - Strong efforts are to be made to revitalise the Gold Star series. An overall prize fund pool is proposed and the total monies available could well exceed \$15,000. This will be made up of contributions by promoters, a sponsor - who has yet to be found - and a contribution from the New Zealand International Grand Prix of \$3,000.

Racing Policy Sub-Committee - A new sub-committee has been formed to bring down future policy for the rationalisation on such matters as Formulae. Some of the recommendations that are envisaged for the 73/74 season are championship status -

- i. Sports Car Championship under 2000 c.c. restricted to two valve per cylinder engines
- ii. Formula Vee Championship.

FINAL CHAMPIONSHIP RESULTS - CORRECTED TOTALS

CASTROL GTX CHAMPIONSHIP

<u>Overall</u>	J. Richards	45	M. Neil	22½
	R. Francevic	37½	J. Palmer	14
	R. Brocklehurst	25	R. Harrington	12½

<u>Group 2</u>	A. Woolf	51	<u>Group 3</u>	T. Sheffield	49½
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FORMULA FORD CHAMPIONSHIP

D. Oxtan	85½	B. Scobie	36½
J. Murdoch	63½	R. Booth	20
D. Teagle	37½	D. McMillan	14

BANK OF NEW SOUTH WALES N.Z. SALOON CAR CHAMPIONSHIP

N.Z. 6 LITRE SALOON CAR CHAMPIONSHIP

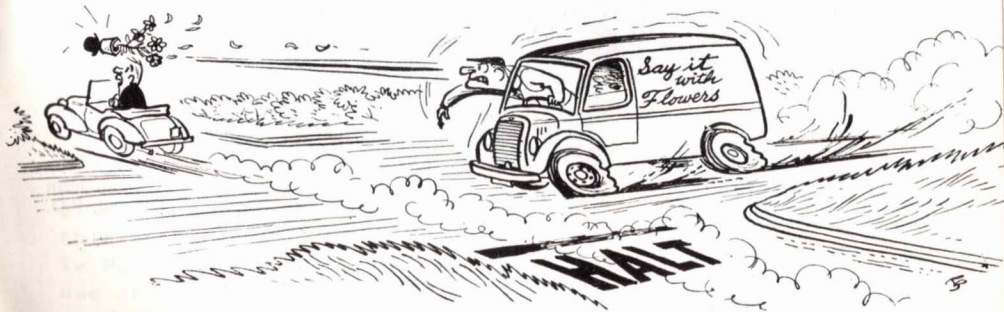
P. Fahey	57½	R. Coppins	37
R. Dawson	48	D. Halliday	18
D. Marwood	46½	J. Richards	9½

N.Z. 4 LITRE SALOON CAR CHAMPIONSHIP

D. Halliday	69	A. Boyle	43
J. Richards	66	S. Millen	28½

N.Z. 1 LITRE SALOON CAR CHAMPIONSHIP

R. Collingwood	68	B. Phillips	42
R. Cook	49	R. Hart	32



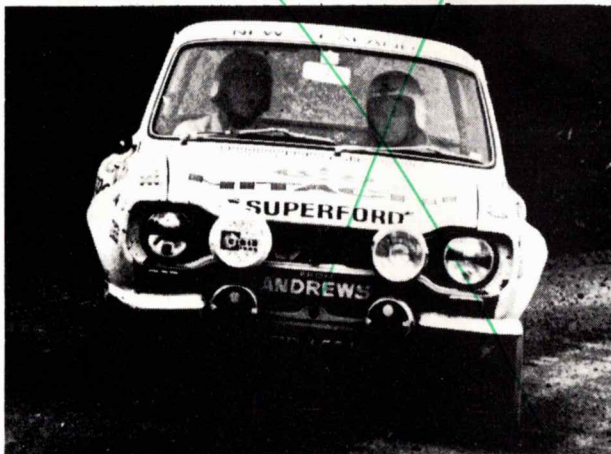
# THE CLUBMANS FORMULA

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

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

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Hi folks, you will notice no doubt that the old column now has a new title. This has come about as, now of course, Rallies and Trials have been officially defined as separate type events, and since each of us have to "do our own thing" and as Trialling is my "thing" and what this column is basically about a change of title was felt necessary.

Since last time I put pen to paper we have had Northern Sports Car Club's "Radio I" Mercury Trophy, Auckland's "TISCO" Gold Star and Thames Valley's "Lemon and Paeroa" Mercury Trophy. Afraid after our fairly good opening in the Dulux our entrants dropped their bundle in the Radio I, the Club placings in that event being 1st Thames Valley, 2nd Northern Sports, 3rd Auckland Rallies and Trials, 4th Auckland University, 5th Auckland and 6th Te Awamutu. Unfortunately, have still not seen final results or full Club placings from the Dulux but it would appear that at this stage Northern Sports are leading.

The Radio I was fairly good, had one particularly contentious bit, which was subsequently scrubbed, this being that they intended you to use a road, in which there was a manned check, and yet when you left the road, which at that point was sign-posted No Exit it therefore ceased to exist. Don't really know what our car was on, but it certainly felt like a road to me. Another good lurk was the mis-spelling of a U turn check, this being Britex (Britax in your list of U turns) so of course you should have gone ahead and got a further, genuine U turn. The event generally covered well known territory in the Ardmore, Papakura, Hunua, Bombay, Pukekohe, Karaka areas with start and finish at McMillan Ford in Greenlane.

TISCO Gold Star was held on April Fool's Day, very appropriate in some cases, and started from Caltex House in Auckland, the Deputy Prime Minister, Mr Muldoon flagging away the early starters. The route led competitors via the Souther Motorway and Pukekohe, Tuakau and Huntly to Taupiri, Ngaruawahia, Te Awamutu, Hamilton (main meal break), the old faithful Te Kauwhata map, Highway 2, Bombay and finally via the motorway and Te Papapa-Royal Oak to Final Control at the Clubrooms where a most welcome and enjoyable hot meal was supplied to competitors by our hard working Ladies Committee. I guess there will be a write up on the trial elsewhere in this Bulletin but a couple of points which spring to mind are, Te Rahu Road in the map reading, which you were required to use in two consecutive instructions. This meant that having used it the first time, the nearest one to use the second time was of course the same road and as a U turn was not

permitted you were required to plot round a loop which was a far greater distance than to the other portion of Te Rahu Rd but by the rules you had to head for the nearest, so of course had to endeavour to get back to where you already were. Another tricky instruction was being told to go left onto metal when you had just moved from seal to metal on the road you were on (shades of Bombay in a past Castrol). This got some competitors a U turn check and additional instructions. This trial in several places also proved the necessity of checking the spelling of all signs against the spelling in the C.R.I.s. All in all a generally interesting trial and congratulations to Rob Williams and those who assisted him. Special thanks too, to our sponsors TISCO, for their generous sponsorship.

"Lemon and Paeroa", as usual started by the "big bottle" in Paeroa and was well plotted. Many interesting roads were covered and yet at no time did we appear to be very far from Paeroa, the whole event running in a series of interlocking loops with start, meal break and finish in Paeroa. Special thanks are due to Jim Scott and Paeroa Motors, from the "Crumpled Crew" for their assistance in replacing a radiator hose which burst right on the start line, and subsequently permitting them to start with a later number. At time of writing it's too early to have any results but have heard that Auckland and Northern Sports tied for second place in Mercury placings. This is most unusual and the odds of two pairs of cars losing identical total points would be pretty long but I believe it happened.

A Trials Instruction Evening, covering map reading, was held at the Clubrooms on April 10th and was well attended. These evenings are of benefit to all, beginners and "experts" alike, and are thoroughly recommended.

Well until next month, cheerio folks

HANS SPOTT



## NEW MEMBERS

We sincerely welcome the following 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.

Richard Williamson	Newton	Rambler
Graham Winf	Mt Eden	Austin Clubman
Robert Couper	New Lynn	Austin A95
Maurice Hiestand	Tokoroa	Austin 1300 GT
Donald Halliday	Papatoetoe	Hillman Minx
Davin Quinn	Hillsborough	Austin Mini Cooper
Roger Blackburn	Glendowie	T.R 4A
Brendon Dugan	Papakura	Escort 1600 GT
Michael Palmer	Manurewa	Anglia
David McLeod	Avondale	Morris 1300
Neil Rhodes	Pukekohe	Ford 107E
Graeme Nicholls	Bucklands Beach	
Peter Ashworth	Mission Bay	



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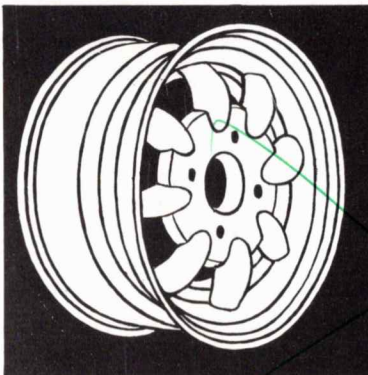
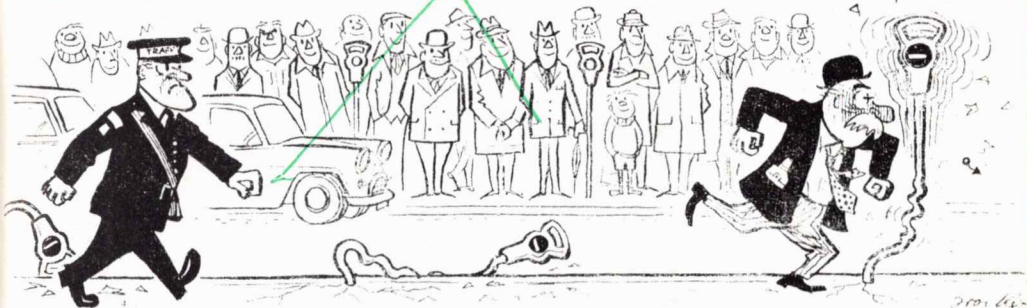
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**Alloy Finned Oil Filter Housings.**

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Manurewa, ph. 63-673**

# SHOUTS & murmurs



. . . We hear that Garry Pedersen, New Zealand's leading sports car driver this year in his Gemco Olds, will be motoring even faster next season at the wheel of a Formula 5000.

. . . We record with regret the recent death of Bert Hawthorne who lost his life as the result of an accident on the Hockenheim Circuit.

. . . Congratulations to Graeme Morley who this year won the coveted Exide Trophy. This is one of the Club's long standing trophies won on an aggregate points basis spread over each and every closed club event. To win it you must be a much better than average all-rounder, and this is what Graeme has proved to be.

. . . Kerry Brown had a lucky escape at Pukekohe when practising for the Dunlop Meeting, 9th April. His Lotus 15 locked a brake at the end of the main straight and after hitting the inside fence and throwing Kerry clear (minus his shoes) demolished itself. Apart from a few bruises, Kerry is again fit and well.

. . . Don't forget the Annual General Meeting of the Club on Tuesday, 9th May. All members are advised to attend and take this opportunity to raise any matters concerning Club business or events.

. . . Congratulations go to the following Club members:-

Rex Findlay and Sharon Peters on their recent marriage

Frans Laurijssen on his recent marriage

Arthur and Ruth McWatt on the birth of their second daughter

Graham and Robin Spear on the birth of their daughter

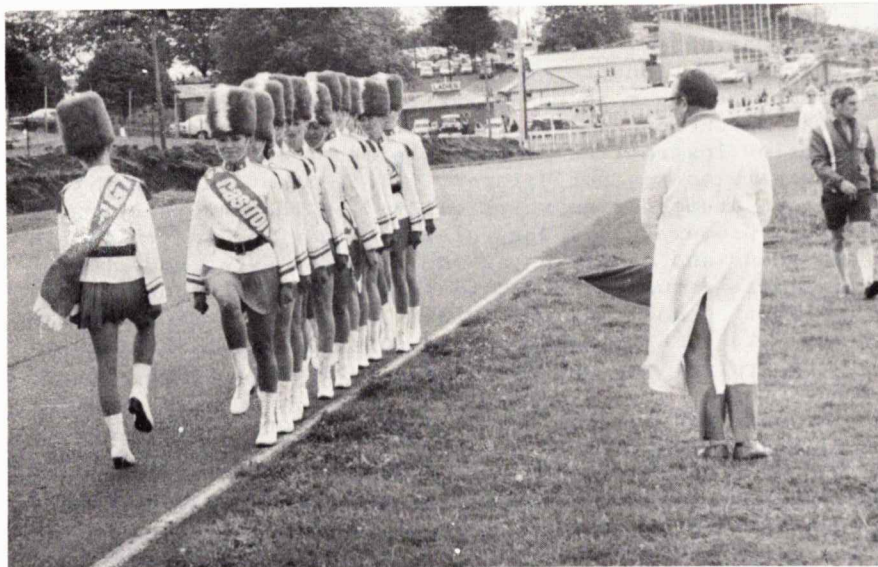
. . . The pool table upstairs in the Clubrooms has proved so popular that another one has recently been installed.

. . . Club members Peter Bruin and Phillip Sharp, who left Auckland only a bare month ago, have settled into work at Bruce McLaren Motor Racing and already are employed as mechanics on the Formula 1 team. At their last writing they were off to Spain for testing for the Spanish Grand Prix. Peter and Phillip thus join a long line of Auckland Car Club members who have been members of the very top band of motor racing mechanics.

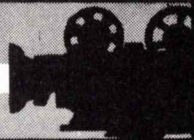


. . . The cost of running a club like ours escalates each year. A major increase in the foreseeable future will be the levy paid to M.A.N.Z. Rumour has it, that the cost of our levy and subscription to M.A.N.Z., which at present is \$315, will go to no less than \$1,000 in the current year. We realise that the smaller Clubs in New Zealand believe that the larger clubs should bear the burden of M.A.N.Z. administration. With the drastically proposed increase in costs we wonder how clubs feel about voting rights at a M.A.N.Z. conference. Would everyone be happy with one vote per member rather than one vote per club as now happens?

. . . We were going to say something about Eric Mallard and our Dunlop Race Meeting on 9th April and the Castrol Canadian Guards Marching Team but we thought one picture is worth a thousand words, so .....



## FILM EVENING



Our March film evening held on 16th of March was another well attended event. The car on display was the Elfin Super Ford of David Oxtan who won the Formula Ford Championship this year. David, together with Jim Murdoch (Titan Formula Ford) who finished second in the championship, were interviewed by Eric Mallard and members were treated to a view of motor racing from the successful competitors' angle.

Some excellent rally films were screened and members entered for the Heatway Rally were observed to be taking a close look at overseas driving technique.



# RADIO TRIAL

This year's event, which was the second round of the Mercury Trophy Series, started at McMillan Motors and attracted a good field of some sixty-odd cars. The run out through the 10 mile odo check was via the Southern Motorway and most competitors were delayed by road works and were claiming time at the first check in Redoubt Road.

Sub-section 1B took the cars via the Papakura Ardmore area into Ardmore Quarry road using three over-riding instructions. At the end of this road competitors arrived at a Tee intersection of which the vertical leg they were on was signposted "No Exit" and as per the instructions was deemed to not exist. The other over-riding instructions were "At tee intersections to go left otherwise at signs with the word Ardmore on them to go as far right as possible". The plotters' intention was for competitors to disregard the tee intersection instruction as they claimed the road the competitors were on was non existent. This meant they were to go right at an Ardmore sign which existed at the intersection. However, a protest was lodged claiming that the instruction was ambiguous and deceiving as the road did exist and competitors were actually parked in this road while considering the instruction and that the No Exit Road instruction could only apply to No Exit Roads passed not those that they had to use. The protest was upheld and the subsequent check was deleted.

The next sub-section required competitors to take the line of least deviation at a junction with at least one sign with the word Hunua on it before completing each instruction. The very first intersection took competitors to a U turn check that was mis-spelt and those who realised this pressed on to get the extra check. This was a very good sub-section although one particular line of least deviation required competitors to turn through approximately  $80^{\circ}$  as compared with  $90^{\circ}$  the other way and we personally did not consider this on and lost time retracing our steps to see if we had missed something only to eventually get the plotters' intention here. One very popular women's crew dropped a check here trying to lose a car they considered was number plating. I believe they are still kicking themselves over it. The section ended in Happy Valley just near Highway 2 where crews were given a 5 minute break.

Section 2 took competitors through Pinnacle Hill Road, to pass almost every road in Bombay. The next sub-section involved going right after each crossroad used before carrying out each numbered instruction. This was a very good sub-section and quite a few dropped a check here. A U-turn check at the top of Chamberlain Road was visited twice and also explained what Ross Haldane and crew were doing cruising around at the start of a recent hillclimb. This section took competitors through to the meal break in Pukekohe and there weren't many who had not dropped a check at this stage.



After leaving the start of Section 3 outside the Pukekohe track the course led over the Pukekohe Hill to the start of the map reading just out of Patumahoe. To get there competitors were told to go right at Crossroads and after the first crossroads a sign reading Cross-road was encountered and those who pressed on got the correct sign and with it the check.

Two map reading sections followed that were relatively easy containing the odd trap for the unwary. The next sub-section led to the Touring Section back to McMillan Motors. A distorted tee caught many in this sub-section and those who were sure enough had quite a considerable distance to travel to get the U-turn check manned by Mike Smith.

The Radio I Trial was very enjoyable and only a couple of doubtful interpretations caused the odd moan.

Ross Haldane, Bob Kidd and Co. are to be congratulated on providing an excellent event.

Overall Placings:

D. Hawkesworth	A.R.T.C.	Triumph 2000	48.0
M. Chandler	N.S.C.C.	Rover 2000 T.C.	49.0
J. Scott	T.V.C.C.	Wolseley 1300	73.3
G. Fenn	T.V.C.C.	Hillman Hunter	84.9
T. Holt	A.C.C.	Holden	120.7
V. Charlsley	T.A.C.C.	Triumph 2000	121.3
B. White	A.U.C.C.	Fiat 125	126.0
T. Beale	H.C.C.	Morris Mini	198.5
N. McLarin	N.S.C.C.	Simca 1500	255.2
M. Hiestand	A.R.T.C.	Austin 1300	285.4

Mercury Trophy Placings for this Event:

Thames Valley Car Club	1st	Auckland University	4th
Northern Sports Car Club	2nd	Car Club	
Auckland Rallies & Trials Club	3rd	Auckland Car Club	5th
		Te Awamutu Car Club	6th

\*\*\*\*\*

**RACING NUMBERS**

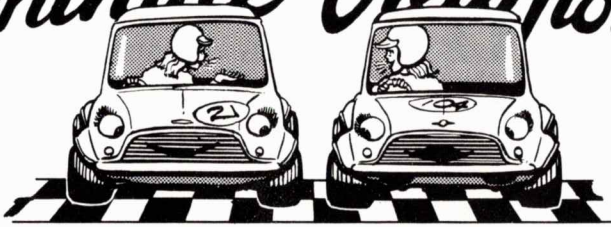
The list for permanent numbers for the season 1972/73 is now open. This list will close on 31st July 1972. All applications should be made to The Secretary, N.Z.R.D.C., P.O. Box 189, Whangarei; and please state name, address, number preferences and type of car. Those drivers not applying will not be allotted numbers. The secretary has no means of knowing who is racing next season. Once the list closes, copies are sent to all promoters and applicants.

Preference will be given to continuation of numbers. If you have not had a number previously give a choice of two or three numbers or leave the choice to the Secretary. Numbers 1 to 10 are reserved solely for overseas drivers and will not be issued. As the numbers 11 to 20 are relinquished by the present holders, these will also be reserved for overseas drivers.

For new applicants please note every number up to 156 was allocated last year.

The fee for permanent number allocation is \$1.00, this is to cover postage, administration and stationery costs.

# Feminine Viewpoint



Feminine Viewpoint notes with pride some of the following headlines produced in local newspapers regarding all women crews and lady participants in the recent TISCO Trial. North Shore Advertiser - circulation 34,000 - "They Burnt Bras - Now Burn Tyres": Northern Advocate (Whangarei) - circulation 11,800 - "Women Throw Down the Glove in TISCO Arena":



JUDY HANBURY & MARY CARNEY AT START

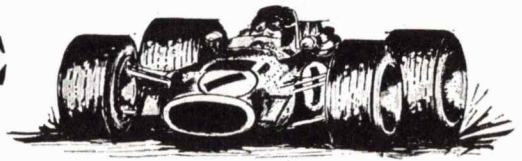
South Auckland Courier (Central Edition) - circulation 15,100 - "Women Out to Win Big TISCO Trial": City and West End News - "Challenge from Women in Rally": The Central Leader - "TISCO Trial : Women Set the Pace": South Auckland Courier (Eastern Edition) - circulation 15,100 - "Make Room for the Lady Drivers!"



On the Saturday of Easter we set out with glee  
To take part in the TISCO in Galant Mitsubishi.  
From Caltex House we were second away  
And right from the start we went astray,  
Mr Muldoon did wave us goodbye,  
Off through the wiggle woggle and then, oh my!  
The first check we just motored straight past  
Could it be we were going too fast!  
This made the first negative line on our card  
But later these lines they grew by the yard.  
We drove along not feeling so bad  
But the card at control did make us feel sad,  
We acquired many points without too much trouble  
But we had great pleasure despite so much muddle.  
The plotters did fool us time upon time  
Our blissful ignorance was surely a crime  
We did not do too well despite all the will  
Let us hope for the Heatway, with Rentokil  
We shall do better and finish in style  
But thanks Auckland Car Club for a very good trial.  
This little verse comes to Feminine Viewpoint  
Thanks for reading it - Judy and Mary - joint!



# TRACKSIDE



\*\*\*\* At the wheel of the Works BRM P167, Howden Ganley scored a convincing Easter Monday victory in the soaking wet Nurburgring Interserie race run over two seven-lap heats on the 14 mile North Circuit. The New Zealander completed the 199 mile event over two minutes ahead of Willi Kauhsen's Porsche 917, while third was Helmut Kelleners (McLaren M8F) and fourth Leo Kinnunen (Porsche 917). The GT category was the first round of the new European GT Trophy, resulting in a Porsche 911S landslide, John Fitzpatrick (driving Erwin Kremer's entry) and Claude Haldi finishing in the first couple of places.

\*\*\*\* A quick re-think about the usefulness of the oil warning flag at International meetings had led to the CSI re-introducing it, following a strong wave of protest by organisers, race officials and drivers. The official bulletin from the FIA reads as follows -

"It is recalled that last year the CSI simplified flag signals and thereby dropped the yellow and red oil flag. The suppression of this last flag was initially proposed by the GPDA and after having been refused once, was reluctantly accepted by the CSI in April 1971.

In view of the strong protests raised by the organisers, race officials and also the drivers themselves, Prince Metternich, President of the CSI, has decided to request a further study of the flag signalling procedures by the Sub-Commission for Circuits and Safety.

In the meantime, the National Sporting Authorities will be free to continue to use the yellow and red oil flag for international races".

\*\*\*\* Fastest ever lap time to be recorded at Indianapolis before the circuit closed for April track maintenance now stands to the credit of elder Unser brother, Bobby, who rattled off a record shattering single lap run of 196.9 mph recently.

Unser was at the wheel of the latest Offy-engined Olsonite works Eagle and his feat eclipsed the four lap average of 182.3 mph set during Firestone tests by his younger brother, Al, who had been running the Parnelli-Offy designed by Maurice Phillippe.

Reports in the U.S.A. suggest that the unusual dihedral wings used on the Parnelli are a flop, but this has been denied. Phillippe had planned to run the car with a conventional rear wing on the USAC short tracks, but when it was added for the long tracks at Ontario and Indy, an immediate improvement was noted.

\*\*\*\* Matra's imposing line up for the four car onslaught at Le Mans has been confirmed. The drivers to be seen at the wheel of exciting new 670s include Chris Amon, Jean-Pierre Beltoise, Francois Cevert, Howden Ganley, Henri Pescarolo, Graham Hill and Gerard Larrousse.

# AUCKLAND CAR CLUB

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BANQUET SUPPER

**\$7.00 ~ all inclusive**  
**Single**



10th  
JUNE

Tickets on Sale from Thursday

**18th MAY**





# LETTER BOX

Attention Mini owners. The following is an extract from a letter recently received from England. Any members interested are invited to write to Mr Bennett.

"I am writing on behalf of the Mini Register, a club which as the name implies caters for the Mini enthusiast.

At present we have members throughout Great Britain and are anxious to expand to other countries.

We use a newsletter as a means of communication and therefore our members may be situated anywhere in the world.

Would any of your members who own Minies be interested in forming a branch of the Mini Register in New Zealand? This would involve electing a secretary who would be responsible for receiving the newsletters from us and distributing them to members and collecting and sending to us any information to be included in the newsletter.

This I think would provide a useful service to Mini owners both in your country and ours.

I have just found that one of our members is a "radio ham" and assures me that it is easy to communicate with New Zealand through his set. If you know any "Hams" in New Zealand you may like to find out more about our club in this way. It would be considerably quicker than post and more efficient in that we may answer any questions you may have.

Our member's name is Lol Gould and his station number is G3 x GL.

Yours faithfully,  
M.G. Bennett  
24 Salisbury Road,  
Cressington Pk,  
Liverpool L19 0CJ.  
ENGLAND.



## TRACKSIDE contd....

\*\*\*\* The McLaren-copy Atlanta Indy car is now complete in Georgia and A.J. Foyt has already tested it, describing its handling as "fabulous". It seems that both Foyt and Lloyd Ruby will be in Atlantas at Indianapolis, probably with sponsorship from Wynns additives.

\*\*\*\* It does not look as though the magic 200mph barrier will be broken on the Mulsanne Straight, Le Mans, in June. Matra set up timing equipment at the test weekend and clocked Francois Cevert at 196 mph in the 660, the Ferraris at 197 mph. Ickx's Ferrari had a stopwatch (Heuer, of course) taped to the steering wheel and he timed a flying kilometre to check instrument readings. The Alfa Romeo TT33 was timed at only 181 mph, but Marko blamed a dud engine.

# automart



## CARNEY RACING SALOONS:

FORD ESCORT WIN CAM - This is the fastest Twin Cam in the country. Under the new regulations for next season this car can be further developed up to 1800 c.c. Whereas the four valve engines will have to be down graded to 1600 c.c.

ARDERN MINI COOPER - This car is fitted with Arden fuel injected engine.

Offers for the above cars should be made to Carney Racing, P.O. Box 189, Whangarei, or Telephone 74-289 Whangarei.

.....

WEBER 45 DCOE, near new, 3 months use, plus inlet manifold to suit VW 1600 c.c. engine - manifold suitable only for Weber 45 DCOE - \$60.00 the lot.

Contact Kevin McNamara - Phone 572-079 (Bus) or 587-895 (Home)

.....

MORRIS COOPER 'S' 999 C.C. - Currently raced in the 0 - 1000 c.c. Class. This immaculately prepared racing car is one of the fastest carburettor cars in the class. Complete with numerous spares (head, valves, pistons, gear ratios etc) and trailer it is reasonably priced at \$2,600 o.n.o. and a good trade would be considered.

For further enquiries please phone Wayne McMath 760-573

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## SPARE PARTS FOR SALE:

- 1 pair Head lamp stone guards - \$9.00
- Smiths Instrument Sub-panel (chrome) with Ampmeter and Comb Oil pressure/Vacuum Gauge - \$20.00
- Monsoon Weather-shield suitable for Fiat 850 Sports Coupe - \$10
- 2 Radiator Hoses and fan belt for Fiat 850 Sports Coupe - \$5
- Heater suitable for Anglia, etc. - \$40.00
- Pancake Air Filter (Anglia etc.) - \$4.00
- Autocrat Car Radio - built in speaker - \$40.00

Contact Syd Ward - Phone 499-449 (Evenings)

.....

1971 FORMULA VEE "EMPI" SPARE ENGINE & TRAILER - \$800.00

Phone Tony Whitehouse 665-045 (Bus) or 596-825 (Res)

.....

GEMCO SPORTS CAR with or without engine - 4400 c.c. This immaculate sports car holds every lap record in New Zealand and is in top mechanical order. For further details phone Gary Pedersen - GLE 5611 (Bus) or GLE 6775 (Res)





# EUROPEAN RALLY SCENE

Rallying history was made over Easter when Hannu Mikkola and Gunnar Palm became the first overseas crew to win the East African Safari Rally. Driving a works Ford Escort RS 1600, Mikkola/Palm finished 19 minutes ahead of the second place Porsche 911S of Sobieslaw Zasada/Marien Bien. Besides taking overall victory the Escorts also gave Ford the team prize, with the RS of Vic Preston Jnr/Bev Smith finishing third whilst the Annabel's entered but works backed car of Robin Hillyar/Mark Birley came in fourth. Last year's Safari winners Edgar Hermann/Hans Schuller were fifth in a works Datsun 240Z.

The expected rains did not materialise this year and the 3,750-mile route which started and finished at Dar es Salaam was extremely dusty. Of the 85 starters only 19 finished. Among the finishers were Timo Makinen/Henry Liddon (Escort), Ove Andersson/John Davenport (Datsun 1800SSS), Shekhar Mehta/Mike Doughty (Datsun 240Z) and Brian Culceth/Lofty Drews (Triumph 2.5 PI).

The works Fords had problems with fan belts coming off as well as front strut lock nuts loosening due to the coil springs being too short. The Ford service network in fact ran out of these spares, and a mechanic from Boreham was flown out on the Saturday with fan belts and struts. The works Escort of Joginder Singh/Bachu Sembi retired on the first leg with a bent axle case and broken half shaft.

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During the last month some new rallying equipment has come on to the market. The more useful items include a well made fly off handbrake conversion, Carello Sirio fog and spot lamps and a range of high magnesium content aluminium alloy sump-guards from Magard.

The handbrake conversion (named the "Go-Go-Stop") is manufactured by Power Press Engineering Co. (Huddersfield) Ltd. and has already been tried by Chris Sclater, Bob Bean and Volvo driver Peter Ripley. The principle of the kit is to convert a standard ratchet type handbrake into a fly off, with the ratchet being engaged or disengaged at will. The unit has a lock screw which prevents inadvertent engagement of the ratchet during competitions work. This well made conversion fits Fords, Vauxhalls, Minis, the British Leyland 1100/1300 range, the Chrysler Imp and Fiat 500.

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Carello lighting was used on the victorious Lancia team on the Monte Carlo Rally and as a result of this success Carello Sirio spot and fog lights are now available in the U.K.

Both the long range and fog conversions come with black stone guard. The Sirio lights are extremely potent, giving about 360,000 candelas compared with the 62,500 candelas output of a normal pair of head lights on main beam.

The Magard Sumpshield is a one-piece casting of high magnesium content aluminium alloy which has an impact resistance three times greater than commercial magnesium. Another attribute is that it weighs only 27lbs (typical steel sumpshields weigh 35lbs and magnesium shields about 21lbs) and is virtually non-corrosive. It will not ignite(!) has a high resistance to continual abrasion and there is no need to "skid" the Magard shield with sheet steel.

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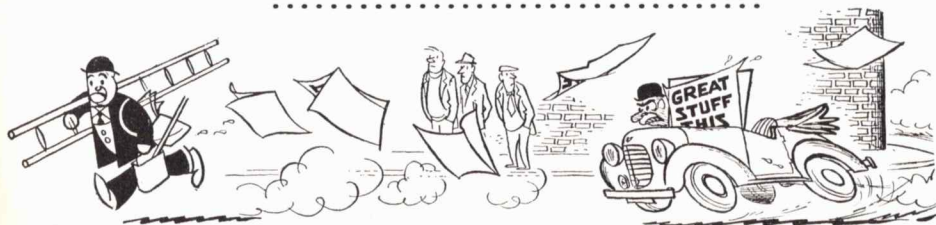
European champion Sobieslaw Zasada, at the wheel of his private Porsche won the fifth round of the current Drivers' Championship, the DDR Rally which finished in East Berlin on 19th March. Second place went to another Polish crew, Smorawinski/Zembrzuski in a BMW, whilst third were local drivers Hommel/Bork in a works Wartburg. Only 55 of 122 competing cars survived the event.

The European Rally Championship for Drivers seems to be the same gloomy affair it was last year, due to the overcrowded calendar and lack of attractive entries. The DDR Rally was unfortunately no exception, despite sponsorship from the biggest East German tyre manufacturer Pneumant.

The 1785-mile route was mostly on local, rough roads and was divided into three stages held mainly at night time. Each stage was a separate loop with start and finish in East Berlin. High average speeds and numerous special stages made the rally very hard.

Among the 122 entries there was not a single works entry from the West, except West German leading driver Achim Warmbold, who came with the works-supported BMW 2002 Ti Alpina. The German rally champion seems to be very determined to win the title, and so are BMW, who support Warmbold's plans with last year's Zasada's success in mind. Even the East European works team's participation was more than poor. Apart from local Wartburg and Trabant teams only Polski Fiat decided to attend with its service supporting five private cars, two of which were in hands of P. Fiat's regular drivers Bachtin and Zyskowski. The most prominent privateer was Sobieslaw Zasada partnered by Andrzej Komorowski in the Stuttgart-prepared 240 bhp Porsche 911S. The Pole's last minute entry did not mean he was going to fight for his fourth championship title, but it was rather a form of warming-up before the East African Safari, a rally which Zasada takes most seriously.

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# Trials Trophy Points

The following are the final placings for 1971/72 -

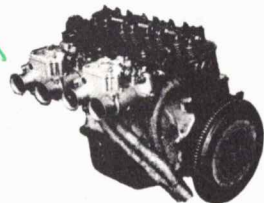
T. Holt	170	J. Wentworth	12	P. Gilbert	5
B. Blacklock	168	A. Wilson	10	B. Anderson	5
B. Nicholl	164	S. Holmes	10	C. Manuel	4
J. Crombie	125	C. Ross	10	P. Hayes	4
M. McNeil	82	D. Mathieson	10	C. Stodart	4
J. Wall	82	J. Stuart-Masters	9	D. Ball	4
J. Kilmartin	60	R. McCallum	9	R. Edmonds	4
W. Martin	55	A. Watson	9	M. Smurthwaite	3
G. Morley	49	J. Donald	9	D. Gulland	3
J. Jones	36	D. Hadfield	8	G. Reichelmann	3
R. Goodman	28	V. Martin	8	M. Harold	2
P. Chapman	20	J. Van Rompoev	8	G. Windsor	2
A. Lylia	20	J. Carson	7	R. Dyer	2
D. Coates	20	G. McTavish	7	W. Jones	2
R. Wilson	19	D. McCrae	7	F. Greenwood	2
G. Smaller	18	B. McKay	6	N. Giles	2
J. Greenwell	18	B. Scott	6	D. Sampson	1
S. Pearce	15	J. Busch	6	D. Bell	1
P. Levet	15	R. Downes	6	B. Marshall	1
S. Knecht	15	E. Kilgour	6	T. Baker	1
P. Jukes	15	I. Stephenson	6	P. Shanks	1



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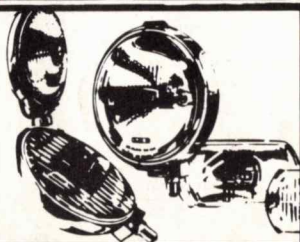
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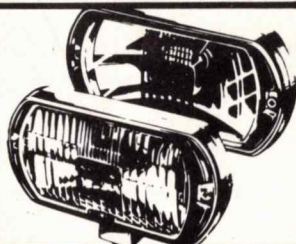


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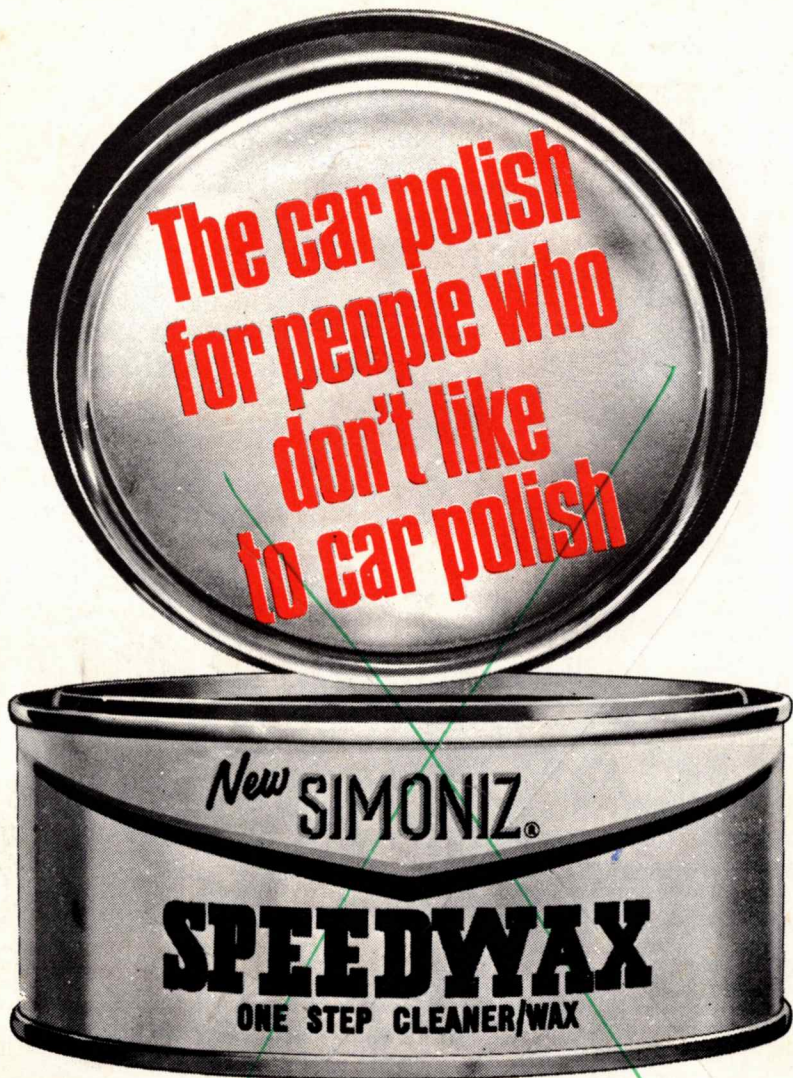
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