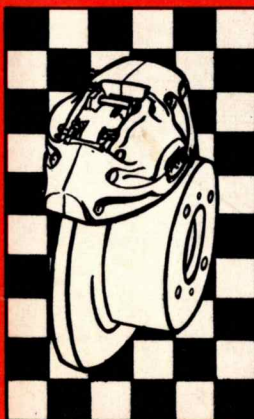




BULLETIN

JUNE 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.)

(Established 1932)

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.
W. J. Martin. Phone POP 83-554.
53 Carruth Road, Papatoetoe.

Secretary and Treasurer :

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

Executive :

B. J. Hamilton, E. G. Mallard,
T. Molloy, I. L. Ivers.

J. H. Crombie, P. B. Fahey, P. Levett,
C. R. Stodart, A. G. Wilson,
I. A. Stapley.

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. G. Wilson
(540-722).

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

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

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

Bulletin : Post to :
P.O. Box 2018,
Auckland.

Membership Secretary :

B. J. Hamilton. Phone POP 48-520

Competition Licence Officer :

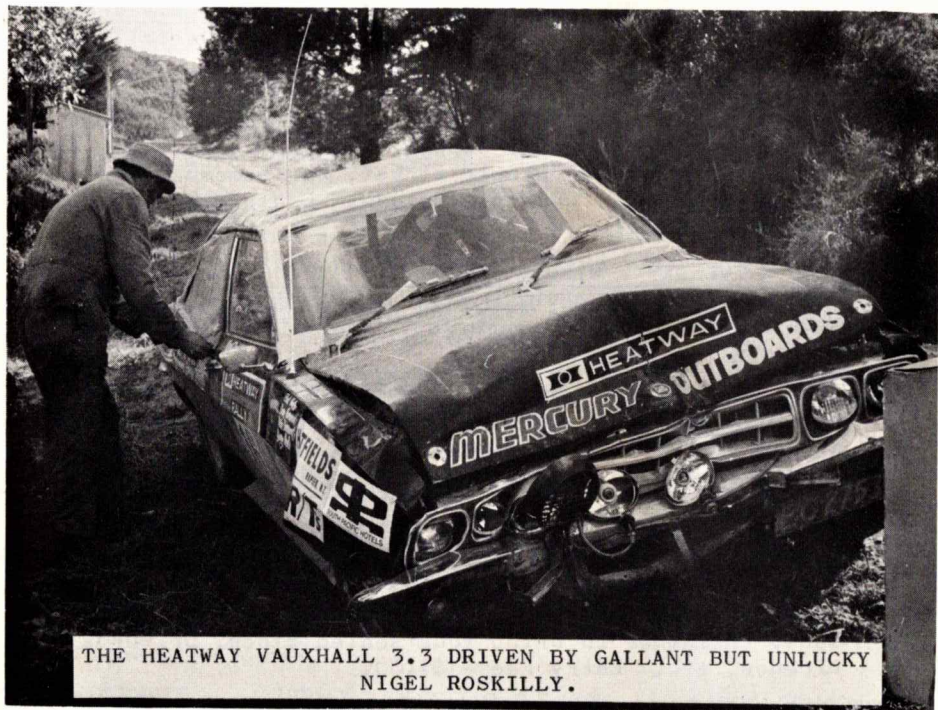
T. Molloy. Phone 654-048.

Security Officer :

H. G. Southee. Phone 607-682.

Custodian :

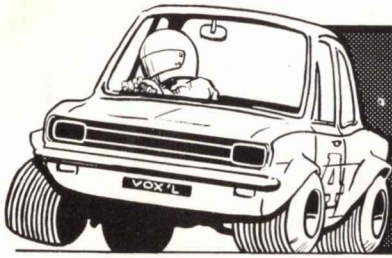
W. Ferris. Phone 674-071.



THE HEATWAY VAUXHALL 3.3 DRIVEN BY GALLANT BUT UNLUCKY
NIGEL ROSKILLY.

COVER PHOTO

THE MIKE MARSHALL/ARTHUR McWATT FORD ESCORT.



OPEN & INVITATION

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. Two Pool Tables, 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.

10TH JUNE - SATURDAY NIGHT - 40TH ANNIVERSARY BALL & TISCO

TRIAL PRIZEGIVING - Mandalay Ballroom, Newmarket.
8.00 p.m. to 1.00 a.m. 8 piece orchestra, continuous
9.00 p.m. to 11.00 p.m. supper. Well stocked bars, etc.
All for only \$7 per single ticket, but remember these
are selling fast! Don't miss out. Contact an Executive
Committee Member now!

13TH JUNE - TUESDAY - WISE & WHEREFORE EVENING 8.00 p.m.

The topics to be covered at this meeting will be
Preparation and Scrutineering. There will also be a
Trade display.

15TH JUNE - THURSDAY - CLUB NIGHT & FILM EVENING - Held at

the Clubrooms at 8.00 p.m. Good films, supper, dis-
cussions. New car on display. New members, please
introduce yourselves to a Committee Member.

25TH JUNE - SUNDAY - INTERMEDIATE AFTERNOON TRIAL

Starts 1.00 p.m. at the Clubrooms approximately 4 hours
duration including a very simple map reading section
on NZMS 1 Pukekohe N47 Pt N46 2nd Edition 1st February
1964. Remember to bring your sealed clock, Driver's
Licence, etc. Entry Fee - \$1.00.

16TH JULY - SUNDAY - SPRINT MEETING - Pukekohe Motor Racing

Circuit. Continuous Standing $\frac{1}{4}$ mile, Bent and Circuit
Sprints. Full details in next month's Bulletin.

5TH & 6TH AUGUST - ROTORUA TRIAL - Easy trip to Rotorua on the Saturday. Accommodation at Travelodge (complete with swimming pool) with a social on the Saturday night also at Travelodge. A simple trial back to Auckland on the Sunday. Numbers will be limited and application forms will be forwarded with the July Bulletin. Further details are available from the Secretary, Mrs Wilson, Phone 540-722.

COMING EVENTS



**CLOSED
CLUB**

4TH JUNE - SUNDAY - NORTHERN SPORTS CAR CLUB "CASTROL GOLD STAR TRIAL"

10TH JUNE - SATURDAY - CANTERBURY CAR CLUB - "RON RUTHERFORD MOTORS GOLD STAR TRIAL"

17TH JUNE - SATURDAY - R.A.T.E.C. INC. - "GAVIN PATERSON/R.A.T.E.C. GOLD STAR TRIAL" - Entries close 9th June with the Secretary Mrs A. Bell 4/37 English Street, Christchurch - Phone 489-385 (Christchurch)

17TH JUNE - SATURDAY - HAMILTON CAR CLUB - "EBBETT MOTORS TRIAL"
Entries close 2nd June with the Secretary Mrs G. Gumbley, 4 Baffles Crescent, Hamilton. Phone 63-749.

25TH JUNE - SUNDAY - BAYPARK RACEWAYS - "GLENVALE 100 PRODUCTION SALOON RACE" - Enquiries to Box 2197, Tauranga.

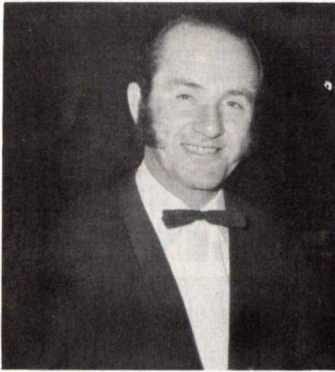
1ST JULY - SATURDAY - LEVIN MOTOR RACING CLUB GOLD STAR TRIAL

9TH JULY - SUNDAY - PUKEKOHE CAR CLUB - "MONSOON TRIAL" - This is a Mercury Trophy Event.

15TH JULY - SATURDAY - WHAKATANE CAR CLUB GOLD STAR TRIAL - This event has been cancelled.

10TH/13TH AUGUST - THURSDAY/SUNDAY - MANAWATU CAR CLUB "GOLDEN SHELL RALLY" - 1000 miles of 'Special Stage' Sections. Midway break 18 hours. Starts and finishes in Palmerston North. Enquiries to Golden Shell Rally, P.O. Box 542, Palmerston North.

2ND SEPTEMBER - SATURDAY - N.Z.I.G.P. (INC.) - "1972 BENSON & HEDGES 500 MEETING" - Event One "Golden 100". Eligibility similar to 'GTX' Championship. 46 Laps. Event Two "The Benson & Hedges 500". N.Z. assembled production saloons. Classes 0-1200, 1201-2000, 2001 - 4100, 4101 and over. Prizemoney for meeting \$5,400. Entries close 27th July 1972.



PRESIDENT'S ANNUAL REPORT

On behalf of the Executive Committee I am pleased to report to Members on the activities of this Club during the financial year which ended on the 29th February 1972. The success of our activities is due to the untiring efforts

of the Executive Committee and all Sub-Committees of the Club.
MEMBERSHIP - The paid-up membership rose from 1,068 to an all time record of 1,134. In addition to this we recorded 113 wife memberships. Such a large membership of course brings with it a consequential increase in the volume of work required from all Club officials, especially the Membership Secretary, Ben Hamilton, who again this year accomplished the task admirably.

It is interesting to note that a high proportion of members took an active part in Club activities and competition. It is worth noting that every racing championship held on a national level this year was won by an Auckland Car Club member. Our congratulations go to these drivers.

A pleasing feature was that the number of resignations received during the year was the smallest ever recorded.
FINANCE - During the year costs again spiralled and while we depend largely on volunteer help for the day to day running of the Club we are inevitably caught up in the increased costs for commercial goods and services. As much as we try to absorb these increasing costs the point is always reached where we must pass some of the burden on to members. This is essential to maintain the Club's economic growth.

The membership fee remained at \$8.00 per annum. It is a relatively small subscription levy compared to other sporting organisations similar to ours and I feel that it will have to be reviewed in the near future.

Despite increasing overhead costs our financial position is still very sound. This year's Statement of Account shows a net income of \$5,852.13. The net book value of Club assets has risen from \$42,814 to \$49,038. It is essential that the Club maintains it's strong financial position. Careful planning and management will be required to attain this.

CLUBHOUSE - The excellent facilities provide members with a fine setting to meet on formal and informal occasions to discuss club competition, activities and make new friends.

We are again indebted to Mr Bill Ferris, our Club Custodian, who has looked after the Clubrooms so well. He has cheerfully done more for us than we should expect from him. His popularity with members speaks for itself and we are truly grateful for his help.

CLUBHOUSE SUB-COMMITTEE - RAY STODART (CHAIRMAN) - Informal evenings were held each Thursday, Saturday and Sunday, together with eleven film evenings. Six socials and dances were well attended, a table tennis and darts tournament was played against the Auckland Rally Club and a pre-Grand Prix evening was most successful with visiting drivers in attendance. A Wine and Cheese Evening and a Burger and Bubbly Evening proved very successful.

The Children's Christmas Party entertained some 250 children and was extremely popular. The sincere thanks of the Executive Committee and Clubhouse Sub-Committee are extended to Mrs Raewyn Brown for her assistance with this function.

A Pool Table was installed in the upstairs area and has been enjoyed by members.

A special vote of thanks goes to the ladies of the Club whose active support greatly enhanced the standard of our socials and after-trial functions.

The Annual Ball held at the Peter Pan Cabaret was very successful and our thanks go to Eric Mallard for once again organising this social highlight of the Club.

TRIALS SUB-COMMITTEE - WILLARD MARTIN (CHAIRMAN) - Members are continuing to show an increasing interest in trialling and this is most pleasing. Eight Club trials were organised during the year including an Economy Run and a Weekend trial to Rotorua. One inter-club trial and one Gold Star trial were also promoted.

Two trials instruction evenings proved to be of great assistance to new triallists.

SPEED SUB-COMMITTEE - RON BROWN (CHAIRMAN) - Four closed club and one Gold Star hillclimb were held at Chamberlain Road and were well supported. Five gymkhanas were organised and a sprint meeting was staged at Pukekohe.

RACE SUB-COMMITTEE - LES RANKIN (CHAIRMAN) - Two National and four Club Circuit meetings were held at Pukekohe and attracted good fields. Unfortunately, due to inclement weather at both National meetings public attendance was comparatively poor and resulted in a greatly reduced source of revenue to the Club. The closed club meetings held on the Club Circuit always prove popular with competitors.

BULLETIN SUB-COMMITTEE - BRUCE BLACKLOCK (CHAIRMAN) - During the year the format of the Club magazine was greatly improved and a different lay-out adopted. The Bulletin now features a different cover photo each month and the standard of production of the magazine has improved enormously. Our thanks go to Jack Inwood who gave great assistance in organising this changeover and for supplying many excellent photographs. Unfortunately the cost of producing the Bulletin has soared, mainly due to increases in the cost of paper and printing expenses. However, this will be offset to a large extent in the future by an increase in our advertising charges.

At the conclusion of the financial year Bruce Blacklock retired from the position of Editor and we thank Bruce for his assistance during the year. This is a demanding and often onerous task and the Bulletin Committee constantly require any assistance which can be offered by members.

N.Z.I.G.P. (INC.) - We extend our sincere thanks to our four members on the Board of Control who again looked after the Club's interest this year. Our Director on Grand Prix Management Limited was again Mr J.L.M. Waygood who has fulfilled this position most successfully for the Club.

The dividend received this year from the N.Z.I.G.P. was again increased and this is most gratifying.

M.A.N.Z. - Our levy and subscription paid to M.A.N.Z. this year is \$365. It is disturbing to learn that M.A.N.Z. proposes to greatly increase this levy in the near future. I feel that if this contemplated increase is to cost this Club in excess of \$1,000 then the voting rights of all Clubs should be reviewed.

GENERAL - I would like to extend my sincere thanks along with those of the Executive Committee to all members who have generously come forward during the year to assist Club officials in their tasks.

During the year the Club received the honour of an invitation to the Royal Garden Party at Government House when Princess Alexandra and Mr Angus Ogilvie visited Auckland. My wife and I, together with Vice President, Les Rankin, and Mrs Rankin attended Government House for this function.

To commemorate the Centennial of Auckland City several organisations received plaques and medals from the Auckland City Council. We were indeed honoured to receive a plaque and medal from His Worship the Mayor of Auckland, Sir Dove Myer Robinson.

Among the Honorary Members appointed this year were the three American Astronauts who drove the first vehicle on the Moon in the Apollo 15 Mission. The Club received a personal letter and autographed photograph from these Astronauts when they accepted membership to the Club.

It is again with great personal sincerity that I thank our Secretary-Treasurer, Mr G.J. McKinstry, for his help during the year. This is now the twelfth consecutive year that Garry has filled this position. Together with the Executive Committee, I greatly value his opinion and guidance on financial matters concerning the Club.

In conclusion I extend my gratitude to the Executive and all Sub-Committees whose efforts have made this Club what it is.

F.B. WEBBER

PRESIDENT

1972 TISCO RESULTS

1st	R.E. Haldane	Triumph 2000	496.7
2nd	N. McLarin	Simca 1500	521.6
3rd	M. Smith	Hillman Hunter	588.9
4th	M.I. Hiestand	Austin	728.5
5th	R.A. Thompson	Ford Cortina	882.0
6th	T. Moore	Triumph 2000	997.1
7th	J.M. Crone	Riley	1054.8
8th	B.J. Blacklock	Austin	1116.8
9th	J. Greenwell	Hillman Hunter	1123.4
10th	R. Halls	Datsun 1600	1144.8

Highest Placed Auckland Car Club Member - M.I. Hiestand
First All Lady Crew - J. Greenwell

Alfred Bowring Memorial Cup for Good Sportsmanship - K.J. Brown
Fastest Time in Acceleration & Braking Test - John Crombie

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 _____

Address _____

exclusive to Spears!



cibie

heuer

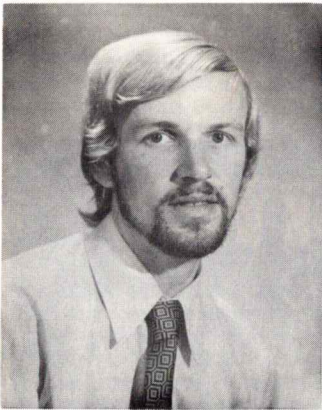


The fantastic range of Cibie auxiliary and rally lighting is now available at Spear's Speed Shop. Proven superior on the international rally scene. Included in this range is the Oscar, super Oscar, 7 inch Biode replacement unit, and a large range of fog and spot lights. Cibie lights up the world, because Cibie is the world's best light.

This precision range of Swiss stopwatches and chronographs is now available at Spears and priced from \$18.00 onwards. All Heuer wrist chronographs have a water-proof case and a modern luminous dial with raised figures. The 17 jewel movement is fitted with Incabloc shock absorbers, a jewelled lever escapement, unbreakable mainspring and is antimagnetic. Insist on Heuer for all your timing requirements. Also available, the Heuer multi-sequence timing board - P.O.A.

SAVE MONEY ON ALL YOUR NEEDS, JOIN SPEAR'S MAIL ORDER CLUB

ca662



PETER GILL COMMENTS

(Exclusively for
Auckland Car Club Bulletin)

After only two events, there's no doubt in my mind that the Heatway Rally has become New Zealand's Number One motor sport event. It was warmly gratifying to see people crowding Southern Motorway overbridges to wave to competitors as they made their way to Pukekohe for a track section. And just as gratifying to see competitors responding by flashing their lights and waving back. Let's face it, the Heatway Rally seems to have captured the hearts of New Zealanders in a way no other sport can. The reasons are obvious. The event is travelling through a large chunk of the country for nearly a week and there's no charge to see it pass through. Spectators can identify the rally cars as being built up from vehicles similar to their own, and for at least part of the time the competition takes place on roads similar to those that many of the spectators themselves can drive on. The manufacturers of Heatway products, who very sportingly took the initial risk and sank some money into the event, in terms of the publicity have come out with a real bargain.

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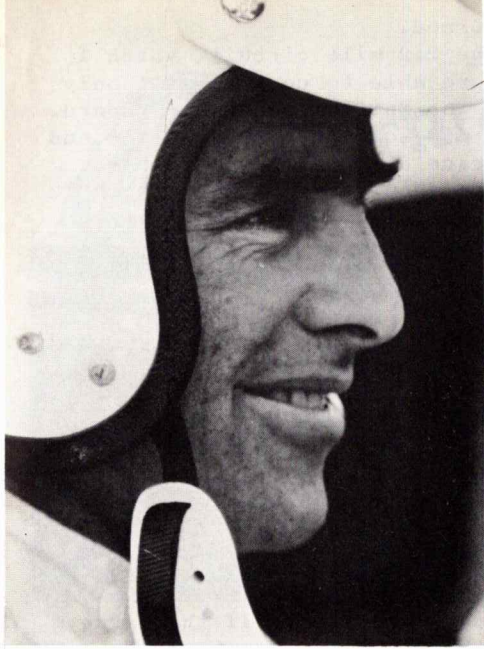
Red Faces Department : Yours truly putting the air on to get on the air that is applying the full force of the free air line at N.Z. Motor Corporation, Symonds Street, to a very expensive piece of N.Z.B.C. outside broadcast equipment after a clumsy clod had got out of an arriving Heatway car and kicked a bucket of windscreen washing water over the radio receiver we were using to ensure we were on the air. The tyre pump idea was a good one except that following the treatment the said receiver would only pick up opposition station frequencies. But rest assured, the show went on regardless.

* * * * *

Heatway Co-Driver Jim Scott tells the story of waiting to clock in at a check way out on the East Coast during the Heatway, when up rode two Maori boys on a horse. "Beaut car, eh boy!" said one to the other of the Cowan-Scott Mini Clubman. Scott, noting their interest asked jokingly if he could cadge a lift on the horse and thus have a better chance of winning the rally. "Sure", was the obliging reply as one of the mouties lifted the horse's tail, "Hop in the boot".

* * * * *

How to keep awake and interested on the more boring sections of a rally like the Heatway, was a problem N.Z. Motor Corporation competitors and service crews say they soon overcame. The story they tell is that they devised a system for banging off unsuspecting possums on the road. One point for doing it with the front wheels, two for the back.



DENNIS MARWOOD

I have been invited by our Bulletin Editor to write a monthly column which I gladly accepted and this month I will comment on the season just ended then in future try and give members some technical advice as well as news and views.

The season just past has been very frustrating for me. Firstly M.A.N.Z. were undecided till part way through the season which

method they were going to use to score points, then some promoters evaded their own rules as far as prizemoney is concerned and then one driver used very questionable tactics to win races. However, I believe two wrongs do not make a right so we will be back next season to have a crack at the Championship with a faster than ever Camaro.

In retrospect two drivers have to my mind stood out, and they are Garry Pedersen (who I believe is considering Formula A for next season) and Rod Collingwood. Garry has obvious ability and I admire him for thinking of the Gold Star as a target, we need more drivers like this. Rod, I admire for the way he has organised himself, and his team has prepared his car. He has remained cool and calculated all season and beaten three or four fuel injected cars with a pair of 40 DHLA Dellorto carburettors and 10 inch wheels - the others used 12 inch.

I have noticed Don Hadfield referring to Paul Fahey's engine at the last Championship meeting being fitted with standard HO pistons and rods. What's wrong with standard parts being used in racing? Our Chev. engines use all, over the counter, pistons, rods, valves, heads, crank, etc., even our carburettors and intake manifold as well as exhausts, are Chev. parts obtainable from any Chevrolet dealer. The only non Chev. parts we use are clutch, fuel pumps, valve springs, rockers and camshaft/lifter kit (we reground the cam on our Repco grinder). Don also is mistaken on our engine size. For the Grand Prix meeting through to Timaru we used our 350 c.i. engine, then from Ruapuna through to Levin we were forced to use our only spare, a well used 302 c.i. which never once produced all the horses we had last year. For the last two meets at Bay Park at Easter and the Dunlop meeting at Pukekohe, we had our 350 engine rebuilt and once

again most of the horses had returned.

At the Dunlop meeting on the 2.2 mile circuit, which I enjoy driving on very much, we were able to go under not only the saloon record but also under the Matich sports car record. A few days before the meeting we did some private practice and managed a best of 1-32.2 and on race day 1-33.4. Matich's record was 1-33.7. I remember the 1966 Grand Prix at which Hill did 1-25.7 because I was in the Rothmans Cooper that meeting and the best we could manage then was 1-29.9, only 3.5 seconds quicker than the Camaro today. Of course the Tasman cars would turn around 1-17 or so now if they were to run this track.

New cars are being talked about already for next season. Steve Millen has almost sold his Jag - looking around Steve? A new '70 Boss Mustang is talked about for an unknown driver. If the Carney Escort is sold Jim Richards will be without a car won't he, or will he? Time will tell and we will have to wait until next season to see the results of our speculations on drivers and cars.



Next month I will attempt to write something interesting and technical as well as news and views. DENNIS MARWOOD

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# ***BENSON & HEDGES* 500**

## **2nd SEPTEMBER**

### EVENT 2 - BENSON & HEDGES 500

- Eligibility - Same as 1971 event, i.e. N.Z. assembled cars with a minimum of 200 units per year.
- Classes - 0 - 1200 c.c., 1201 - 2000 c.c., 2001 - 4100 c.c., 4101 c.c. & Over.
- Distance - 500 miles Overall Winner - \$1,000
- Team Award - \$100 - Total Prizemoney for this Race - \$4,000
- N.B. Overall winner does not qualify for class award.

### EVENT 1 - THE GOLDEN 100

- Eligibility - Will be the new MANZ Schedule G Production Saloon Cars which is very similar to the Castrol G.T.X. Championship except that the race is not run in performance classes. Please note the race does not count as a qualifying round of the Castrol G.T.X. Championship.
- Distance - 100 miles (46 laps)
- Classes - 0 - 1600 c.c., 1601 - 3600 c.c., 3601 & Over
- Prizes - Overall - \$500 - Total Prizemoney this Race \$1400
- N.B. Overall winner does not qualify for class award.

SUPPLEMENTARY REGULATIONS AND ENTRY FORMS WILL BE DISTRIBUTED EARLY IN JUNE 1972. ENTRIES CLOSE ON THURSDAY, 27TH JULY, 1972.



# TRIALS TALK



Hi folks, since last month's column things have been pretty quiet on the Trialling scene, the only event being our Sunday Afternoon Trial late in April.

This column is being written before the "Duckhams Daylight" but I hope we will have had a good representation on that event and possibly have picked up some more Mercury Trophy points.

The Sunday Trial mentioned above was very well attended, there being somewhere in the region of sixty-seven starters and a turn-out like this makes the plotter feel a reward for his efforts. The event was relatively straightforward, taking us out to the Waitakeres, down to Swanson, up McEntee Road, towards Massey (noticed that a certain greasy little clay track is now a nicely metalled road - unfortunately). Through Taupaki, around Cottle Road and Annandale Road, Awa Road to the control just short of the highway a little South of Waimauku. In this section one classic example of making sure signs are right got some competitors a U turn check, passing Nelson Road, looking for Neilson Road. This U turn was quite a long way past the junction and our crew was beginning to wonder if it was really "on" when the check turned up. The third section took us onto the highway, left through the well known, to many, gateposts, across the railway line and down the back roads to Huapai, around the back and then onto the highway. Believe some competitors got tied up with traffic leaving the Greyhound Track and had a bit of difficulty maintaining the average speed, but we were running late in the field and missed the crowd.

Arriving back at the Clubrooms a map of the course was on show and the plotter was on hand to answer queries and help sort people out on where they had gone wrong. Results were worked out that evening and provisional placings announced but I understand there have been some changes in the placings given on the night. Guess there is a Results Sheet elsewhere in this Bulletin.

Congratulations to John Crombie, believe he has been cleaning up other Club's events, a win at Hamilton, followed a week later by a win a Northern event. Shows that practice helps and all experience gained is useful for the future.

Big event in the past has of course been the "Heatway" and congratulations to all Auckland Car Club members who competed and successfully completed the course. One well known member, after a major rebuild in Napier (at least the second such) drove on through to Wellington only to be exclud-

ed as a finisher as he was four minutes outside his maximum time for the event. A tough break after all the work and effort expended but guess rules are rules.

Special congratulations to Mike Marshall on his effort in winning the most special stages and a pity he had troubles late in the event. Guess a few of the cars from "Heatway" will be getting beaten back into shape for the Golden Shell in August.

Well guess that's all for this month so will sign off now and hope that next month's column will have some good news on the "Duckhams Daylight" and some comments on the Castrol.

Cheerio,

HANS SPOTT

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## 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.

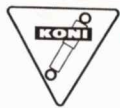
John Judd  
Christopher Parkinson  
Mrs Parkinson  
Maurice Cargil  
James McComb  
Brian Sager  
Kevin Liddle  
Jens Fogelberg  
Gordon Mackay  
Trevor Hammond  
William Humphreys  
Raymond Humphreys  
Graeme Bell  
Robin Reid  
Mrs Reid  
Harold Roberts  
Mrs Roberts  
Garry Graham  
Warwick Harman  
Mr & Mrs Harley Arthur  
Rex Brown  
Gavin Rowlands  
Douglas Bone  
Rex Skeen  
Geoffrey Smith  
Norman Stephenson  
Philip Henley  
Stephen Little  
Mark Fell  
Tony Erceg

Te Atatu  
Beachhaven  
Beachhaven  
Titirangi  
Northcote  
Mairangi Bay  
Browns Bay  
Kohimarama  
Eden Terrace  
Mt Eden  
Mangere Bridge  
Mangere Bridge  
Mt Wellington  
Glenfield  
Glenfield  
Mission Bay  
Mission Bay  
Avondale  
Avondale  
Henderson  
Avondale  
Titirangi  
Northcote  
Papatoetoe  
Avondale  
Onehunga  
Meadowbank  
Avondale  
Avondale  
Papakura

Austin Mini  
Cortina GT  
Morris Mini Cooper  
Mk II 1100  
Holden Torana XUI  
Singer Gazelle  
V.W.  
Morris 1000  
Escort 1600 GT  
Mini  
Morris Cooper 'S'  
Cortina  
  
Triumph 2.5 PI  
Subaru Sports  
Prefect  
  
Morris  
Consul  
Holden  
Holden  
Wolseley  
Morris Mini  
Vauxhall Viva  
  
Austin Cooper  
Ford Escort 1300E  
Austin A30  
Cortina 1600 GT

# 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.

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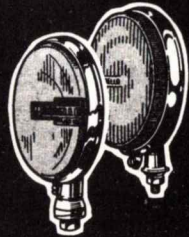
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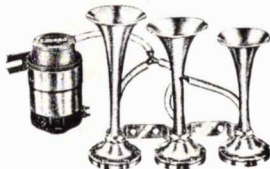
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# SHOUTS & murmurs



. . . At the Annual General Meeting on the 9th May Willard Martin was elected unopposed as a Vice President. Retiring Vice President, Ian Ivers, together with Ray Stodart, Alan Wilson and Ian Stapley were elected to the Executive Committee. Ron Brown was re-elected Club Captain.

Executive Committee Members, Mike Marshall and Jack Inwood retired and we sincerely thank them for their help.

. . . Congratulations to Kevin McNamara on winning the Sandringham Tyre Service Gymkhana Shield and to Tim Holt on winning the Club Trials Trophy.

. . . A second pool table has been installed upstairs in the Clubrooms.

. . . Unmentioned in the press media and on radio was the outright winner of the longest and final (speed) stage in the Heatway Rally - Steve Horne - who travelled from Wellington to Auckland (440 miles) arriving at the Clubrooms on Sunday evening looking remarkably refreshed despite a week's rallying with very little sleep and the presentation celebrations in Wellington the night before. Incidentally, Steve was co-driver for Reg Cook and they finished 17th overall.

. . . Our members who took part in the recent Heatway Rally acquitted themselves well. Mike Marshall won the most special stages and the Club's No. 3 Team, consisting of Rex Rattenbury, Noel Goodwin and Trevor Tapper, won the Club Team Prize. Mike Marshall will relate his experiences in next month's Bulletin.

. . . The Club's Annual Ball which also commemorates our 40th Anniversary will be held at the Mandalay Ballroom on the 10th of this month. Tickets are now available from any Executive Member (see Page 1). This will be a swinging affair and we advise you not to miss it.

. . . We congratulate Cliff Morrin, long standing Club Member and Club Handicapper at Pukekohe on receiving the Horace Robinson Cup at the Annual General Meeting. This award is made by the Executive Committee each year to the member who has given the greatest assistance to the Club.

. . . To celebrate the opening of his new showrooms, Ross Jensen sponsored a wheel changing competition between Auckland Car Club and Northern Sports Car Club. Auckland Car Club trounced Northern to the tune of 4m 15s to 6m 07s which isn't bad for changing all five wheels around on five studded holders.



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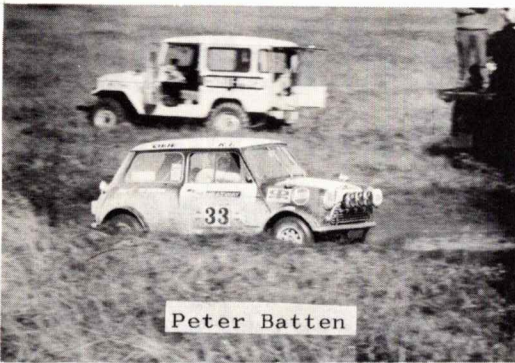
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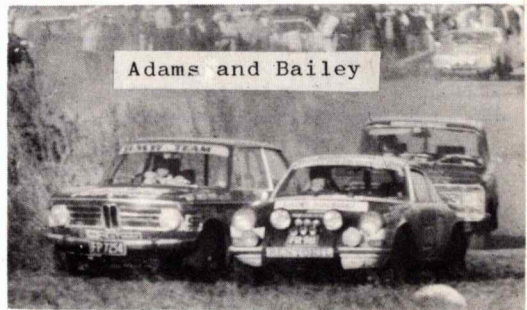
1972

## HEATWAY RALLY

That the 1972 Heatway International Rally was an unqualified success goes without saying and the

sixty-nine finishers out of the eighty-two starters went home happy, even to the point of not collecting their results in some cases.

The Rally set out from Wellington on 23rd April and traversed through back roads, forests, a rally-cross and two circuits, up the East Coast of the North Island for their first long break in Auckland, and en route Jeanie and Garry McDonald (Heatway Honeymooners) put a rod through the side of the block of their Woolworths sponsored Holden Torana GTR and were out of the rally just like that. They then hired a rental car and continued to follow the rally around, even to the extent of traversing several special stages behind a Public Relations Maxi before the rally cars went through. So carried away were they, they set about to try and get their Torana repaired no matter what, just to get to the finish, but common sense finally prevailed and they just had to give it away. Another sad story in the early stages were the Jensens of Mt. Isa who unfortunately had an accident and damaged their Capri quite badly, but they had it repaired during the rest period on the first day at Wanganui to finally finish 15th overall and 4th in their class - this surely was a great effort, and two nicer people would be hard to meet. Nigel Roskilly's Victor also tripped and fell just out of Wanganui on the same day, the car being severely damaged - a great shame as Nigel was going particularly well at the time. Much later in the rally he had the steering rack break which was replaced to finally finish up head on with a service vehicle approaching the start of the special stage at Darkie Spur on the second to last day. The tired faithful crew then patched it together, drove it to Wellington, to arrive only minutes late to be qualified as a finisher. Mercury Outboards must be pleased with the fact that he tried so hard to finish. There were many others like this and a greater array of tatty damaged motor cars at the end of the 2,600 miles would be hard to find. As



Adams and Bailey

a comparison, eighty odd cars started in this year's East African Safari, and only nineteen finished. The Heatway must

surely be a fine tribute to the determination of both New Zealanders and Australians to complete the course no matter what. The top place getters however, in the main, had undamaged cars, which proves that it is not the speed you are travelling at but the way in which you handle it.

Out of Auckland on the third day Andrew Cowan of Scotland with Thames Valley Car Club President, Jim Scott as co-driver, was piped off the Starting Ramp by a Highland Piper as were the rest of the New Zealand Motor Corporation entries, Cowan at this stage leading the rally in his Mini Clubman GT, but Mike Marshall of Auckland in his Hitachi Escort Twin-cam under the care of Ray Stone, (Andrews Ford) moved into the lead after the Bay Park circuit only to go off the road later with damaged roll bar and his service crew which had the vital part was many miles away. Much time was lost, and after repairing it, had the cruel luck to break the gear box. This was also replaced, and Marshall went on to finish 48th overall and 9th in his class also winning more special stages than any other driver. Teamed with Arthur McWatt, this combination must surely rate as one of the best potential rally winners this country has, and Mike intends going overseas this year to keep in form and maybe come back to win the 1973 Heatway International Rally.

The rally was so full of drama, good luck and bad, that to cover it all is out of the question, so when they finally arrived back in Wellington, we saw Cowan/Scott the winners, with Colin Taylor/K. Foulkes in a Corrolla Coupe second, this combination being outstanding and aside from Marshall, were the only ones looking like worrying Andrew Cowan. Third, from Australia, was Bob Holden and John Dawson-Damer in their Escort Twin-cam who loved every minute of it, seemingly to have no problems, except once when a throttle spring fell off right under my nose on the Tolaga Bay/Gisborne special stage. Fourth was the consistent Paul Adams/Don Fenwick BMW 2002 TI who perhaps were fortunate that at the time of the not-so-fortunate Pinkerton/Lachman accident stopped to render assistance, thereby gaining the necessary latitude to nurse a sick diff. without loss of time. One of the ways to win a rally is to also understand the rules.



Mike Marshall/Arthur McWatt

As I said before, so much happened during this rally that it would be impossible to mention it all, but I would like to comment on the very fine effort of Judy Hanbury and Mary Carney in the Rentokil Mitsubishi who though they finished 22nd, they were at one stage in 12th place, and also finished with an undamaged car despite a 2½ hour wait in

a drain. Though there were other women competing, this was the only all female crew and Ivy Stephenson who was co-driver for Jim Bennett in a Datsun 1600 finished 26th.



Tim  
Bailey



Noel Goodwin

Trevor Tapper



Roy  
Hanbury



To round off, it should not go unmentioned that Leo Leonard in a Datsun 1600 virtually drove and navigated the rally entirely on his own as apparently his co-driver, Graeme Richardt, was very unwell and Leo was observed by competitors following him, that he drove with one hand (during special stages that is) with the route book in his left hand and the interior light on to enable him to read it, and to finish 11th must surely rate as an all-time high.

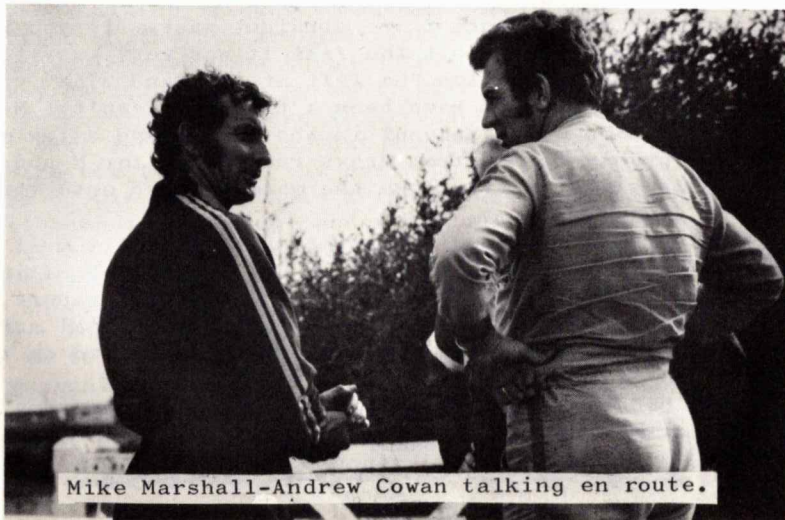
The Rally was once again notable for the tremendous enthusiasm of the crowds turning out along the route to see the cars and rub shoulders with the drivers if they could - rub shoulders would be a laugh - they damned near rubbed us out, so wild was their enthusiasm you could hardly drive through. What with old ladies wanting to sit down on the road itself to get a CLOSE look as the cars raced by on a special stage at Moonshine Road (perhaps she sniffed Moonshine at home) to the thousands in Palmerston North who completely enveloped the Square for up to two hours before the cars arrived, till after the last car had gone. The Mayor, Mr Elwood was a tremendous asset to us at this Start Ramp, and the crowd loved him for it. An estimated 10,000 people turned up at Pukekohe to watch this special stage, and about the same number didn't make it through the traffic jams.

Fortunately the weather throughout was fine and clear, and though we had heavy rain at times, it at least helped to lay the dust and we had no fog.

So we look forward to an even more successful Heatway next year, and if the event can be included in the World Rally Championship (Andrew Cowan rates it as good, if not better) we should see a great line-up of Works Teams and the World's best rally drivers enjoying some of the finest scenery in the World as next year will take in both the North and South Islands, even if they will only see it in the dark!!

Murray Thompson and John Wells - we couldn't do without you.

DON HADFIELD



Mike Marshall-Andrew Cowan talking en route.



# Learners Trial

30th April

A large field of sixty-six competitors turned out for the first of this season's Sunday afternoon trials. Although the event was intended to be a learners trial there appeared to be a large number of experienced triallists in amongst the novices. However, undaunted, we started out.

A fairly simple route through Mt Roskill and Blockhouse Bay took us to the odo check half way up Godley Rd. The use of an existing CONCEALED EXITS sign for this check has some merit, at least it can't be removed by people with a curious sense of humour. On through Titirangi, keeping WAIMA on your left (a quick bit of back peddling necessary here), up Shaw, Carters, Kelly and Forest Hill Roads onto Control in Henderson Valley Rd, picking up Check 4TI on the way.

On to Section 2 and our first near miss. Still thinking that No Exit Roads do not exist, we turned right instead of going straight ahead. Back up, turn down Vineyard Rd and there, sure enough, was TISCO, U turn and on to Coulter Road. Up over the hill, down towards Swanson, past Redwood Park and take third right. Provided you picked to correct road for your third right it was fairly plain sailing until the instruction "Go left at TAUPAKI (NELSON RD) 1M". The sign said NELSON RD, but oh so many went left and consequently missed EXIDE sitting part way down Nixon Road. No further problems until the Trig Road sign. I thought this was going to be a trap as maps of the area spell this road with two g's, but no, the sign was definite "Trig Rd", so feeling rather cheated that my extra bit of knowledge wasn't any use, we proceeded onto Control.

Section 3, the run home. A rather tricky sharp left turn off the main road, through the gates and over the railway lines saw many competitors drive straight past. If you weren't watching or were going a bit too fast it was very easy to miss this turn. The instruction "Go left at Auckland 27KM" caused some thought as it could have been a trap but wasn't. Metric signs will become more frequent in the future and a few mix-ups will probably result from crews reading KM for M and vice versa. A fairly slow trip down the motorway and onto the Clubrooms Control.

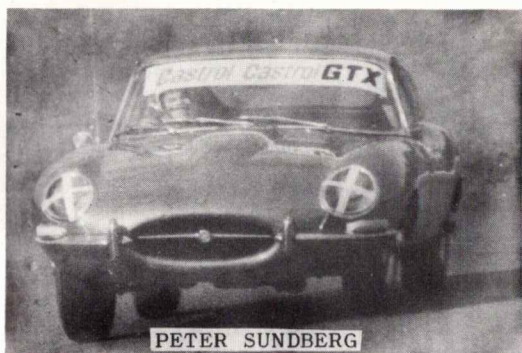
As learners we found the trial quite easy (it must have been, we didn't miss a check) but it did a good job of initiating the new triallist into this facet of motorsport, without getting him too lost. The use of directional arrows at strategic points made fairly sure that you stayed on the right track.

Our thanks to Allan Jack and Wil Martin for a very enjoyable afternoon.

NEARLY FIRST



BULLETIN CLOSING DATE - 15TH JUNE.



PETER SUNDBERG

## Club Circuit

### 7th May

Fine weather and a good crowd saw the final round of Club Championships being competed for on the Club Circuit. Compet-

ition was fast and furious and it always pleases me to note that competitors show just as much spirit when racing for a trophy or certificate as when racing for money.

The Halliday - Richards battle was on again and Don Halliday displayed some fine driving, particularly in Champion Curve at one stage going right around the outside of Richards in a desperate attempt to get past, as Jim, while in front, seemed to use a different bit of road at each corner than he had used the time before, particularly when Don was making his move to pass at that moment. A similar situation existed when Graeme Addis in a Holden V8 Automatic Utility was doing battle with Trevor Sheffield in his Sabaru 1300. Graeme, whose brakes were staying locked on, had great difficulty leaving the line, and when finally catching Sheffield, wore four flat spots on four tyres bringing the Holden to a stop rather than hitting the Sabaru when Sheffield seemed to find that the straight was only wide enough for one car. This happened several times, with Addis finally hitting the Sabaru, fortunately only scratching the paint. It is one thing to use your mirror, it is another thing to deliberately move in front of an overtaking car just to stop him getting past. These are only a couple of isolated incidents, but drivers of this calibre and experience should know better, or very soon one day they will have a nasty accident.

And talking of accidents, the people who flocked to the fence line on the S's are just asking for trouble as cars have known to have gone through this fence, and one day somebody may be injured, or possibly killed; and we need another death in motor racing like we need a hole in the head. The tragic part about this is that the people who flock to the fence are not generally the basic uninformed public, but members of pit crews, their friends and drivers, who are not at that moment competing, and who should know better. Just remember the hysteria in the Press at the recent tragedy on Grand Prix day, and if a member of the public was mown down in an incident like this, it might also put paid to Club racing - so use your heads fellows - stay away from the fence!

On to other things ..... The Formula Vee events read like musical chairs, with Paul King driving John Hatton's car, John Hatton driving Peter Mahoney's car, and Peter driving Stuart Currie's old car, and strangely though Currie normally managed to beat Mahoney in the previous year's events

it was Hatton who held off a determined Mahoney to win each time, so it makes interesting speculation as to whether Hatton has the ability to see off Stuart Currie. What an exciting prospect this should be for Formula Vee this season.

There were twenty-nine races held throughout the day, and to cover all the happenings would be a bit too much, so to be brief, I would like to comment that a very fine display was put on by the only lady driver present in the form of Sandra Findlay, in an Escort, who was certainly not prepared to bow down to her male competition and handed out as good as she got, and on the odd occasion, just a little bit better. The fans of the Feminine Viewpoint could be heard laughing like a drain at her display.

Making a very short appearance for one night only - oops race - was Brendan Dugan in a gold guitar - oops Escort. Unfortunately he broke a string, I mean clank shaft, so was not able to return for an encore and went home speculating on how many more stage performances it will cost to repair a very damaged Escort motor. Up till then he went very well, and we wish him luck the next time he plays his Escort.

I would like to take this opportunity to extend my thanks to Ron Brown and his Band of Renown, namely all the hard working officials, marshals, time-keepers, etc. who make these Club days possible, for this is true amateur motor sport.

DON HADFIELD

(THANK YOU Don, for your excellent articles on all the race meetings this season. It is indeed heartening to have a true and accurate report and we look forward to reading your articles in the forthcoming 1972-73 Season - Ed.)

## FILM EVENING



There was a very large attendance at our May film evening. Films screened included one on a "Heatway" type event seen in Australia last year. This film was made available by Dulux New Zealand Limited and was most enjoyable. The other film, "Ediziano Inglese" was a Fiat film and complemented the display downstairs of a new Fiat 127. The car was kindly brought along by Vryn Evans. At this stage there were only two in New Zealand (Fiat 127s that is, not Vryn Evans).

Some of the members who drove in the Heatway were present together with co-drivers, service crew, etc. and a very interesting interview with them revealed many amusing incidents which did not receive the attention of the news media.





# Club Circuit



Ron Robinson

David Childs



Wayne Johnson

Garry Croft



# 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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# THE INSIDE STORY OF THE EXIDE

By Graeme Morley



The season for me started off with a slow leisurely drive in the country. The weather was warm, the impatience was high, and my right foot was tired from keeping it in an unnatural position - off the accelerator pedal. The event was the first economy run organised by the Club for many years and a reasonably good seventh place gave me my first of many points towards winning the Exide Trophy.

At the start of the previous season I had purchased the ex Bob Homewood 1760 Anglia and had competed in most Club race meetings and hillclimbs and a few national race meetings. The winter months were spent modifying the Anglia further, lightening it and generally making it more competitive. The modifications to the motor were not made too extensive however as I wanted to keep it reliable. This worked very well as the motor had plenty of power low down and therefore I did not have to use very high revs.

About the same time as I was rebuilding the Anglia the first Club trial came up. At this stage I had not considered competing in the Club trials with any seriousness. Lynton Ryan and Geoff Campbell crewed with me on most of the trials and we proved to be a successful combination, coming in the first five on four trials and always in the first ten. Geoff constantly proved his worth as a timekeeper and this must have helped our placings considerably. We did have our problems though and on one occasion the "reliable" old Zephyr stopped suddenly and we spent nearly 15 minutes getting her going again. However, with a bit of leadfooting by the Ryan we managed to make up most of the time and we only lost a total of two minutes for the whole trial. It was only after the first couple of trials that I decided to have a serious go at the Exide Trophy and as it happened from that time on I was never headed. Of all the trials during the season I found the Experts the most enjoyable. This trial had a good variety of traps and really make you think.

The Club circuit this year provided some good close racing in all classes. The Anglia went as well as expected and I had some most enjoyable races. I competed again in some of the National Race meetings and had some moderate success.

At the start of the last trial of the season I was in a position to be beaten for the cup but luck was on my side. Barry Nicholls' car expired and I managed to win. This put me in an unassailable position and finished the season for me on a high note.

GRAEME MORLEY

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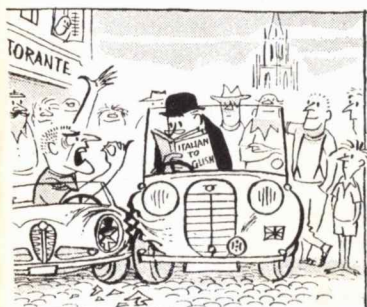
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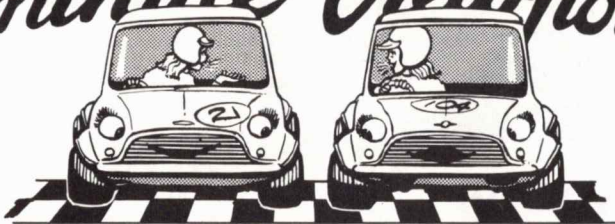
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# Feminine Viewpoint



Thank you, Feminine Viewpoint, for your enquiry about the Heatway. Yes, I did enjoy it. In fact, I think I can speak for Mary, too, and say we both enjoyed it immensely. It is a terrific event and, to us, was quite an adventure. I really feel very lucky that I have been able to enjoy the rally so much twice in succession. And each time I have also been lucky that my car has gone so well. The Mitsubishi went like a bird from beginning to end and at times had to take an even tougher pounding than the Fiat did. It stood up to it marvellously. The only trouble we had was with the brakes which went a bit peculiar for the last three days but the poor things were rather overworked!

Ever since the rally, I have been trying to work out in what ways rallying is different for women from men. The main difference seems to be that for most of the men rallying is a VERY SERIOUS business. We were there simply to enjoy the drive and the challenge of some of the most fascinating and even quite terrifying roads that the organisers could find, so we were rather frowned upon when we admitted that we used to have an occasional chat on the longer special stages. Fancy driving fifty miles with the only communication between you being: "Left! .... Right! ..... Sharp left - sharp, sharp! - LOOK OUT!"

The men also get very serious about times. Admittedly we were trying to go as fast as we could too, in our own way, but an all ladies crew can have a great deal of fun when there is a mix-up such as on Stanley Rd, where we were credited with the fastest time. Nobody was quite sure whether to believe us or not.

The greatest disadvantage we had was in wheel-changing. We were rather unlucky that the only punctures we got, had to be in special stages and we just aren't as quick at changing a wheel as the men are! Otherwise, if anything went wrong with the car, we had a marvellous service crew to turn to - not that we kept them very busy.

However, the main thing about the rally that everyone must enjoy, men and women alike, is the tremendous spirit of camaraderie that prevails, not only amongst the drivers, but also amongst the service crews, the marshals, and even the spectators. If anyone is in difficulty, petty rivalries are generally forgotten and help can come from the most unexpected quarter. There seem to be hundreds of people en route just dying to contribute something to the rally effort. Some of the Mitsubishi agents seemed quite disappointed when we told them how well the car was going and had to decline their offers of help. In fact, the smaller the town or community we were passing through, the warmer the hospitality seemed to be.



As before, there were people all over the place to cheer the rally on its way (- only one group threw clods and stones at the cars), with little knots of people in the most remote areas, at the dead of night, no matter what the weather. Once, out of the blackness, a disembodied voice suddenly exclaimed "It's a bloody woman!"

Not that Mary and I were the only women on the rally. There were three husband and wife teams - the Tuohys, Sue and Dexter Dunlop, and the "honeymoon couple" from Australia. There was also Ivy Stephenson, who teamed up with Jim Bennett; and then there was the father and daughter combination of Sue and Alan Woolf. Sue was the most successful of us all, guiding her father to an outstanding and well-deserved twelfth place overall. Anyway, this year it was nice to feel that there were more of us and that we could rely on each other's support, if ever the need arose!

Like everyone else, we had our moments - such as broad-siding down the road with the Cibies illuminating the bank brilliantly, but not throwing much light in the direction we were meant to be going ..... Or meeting a rather magnetic sort of bank which drew our car too closely to it for us to remove - The dawn over the Burma Rd hills was very beautiful and the birdsong delightful, but by that time we were meant to be in Wanganui! ..... Or being stuck face to face with another bank only one mile from the end of the Homewood Loop, with a car that wouldn't re-start ..... Or having microphones thrust into our mouths and being asked questions about Women's Lib. of all things, when all we really wanted to do was report in wearily to final control.

The best moment for both of us was surely arriving back in the heart of Wellington safe and sound after our week's drive - and what a week! But we'd made it!

One question we were asked quite often en route was why more women don't go rallying. Well, I don't know, why don't they? I know that lots of women enjoy driving, and if you like driving, especially long trips, on all sorts of roads, and if you often wish you could have the whole road to yourself, then rallying is surely the ideal sport for you.

J.C.H.

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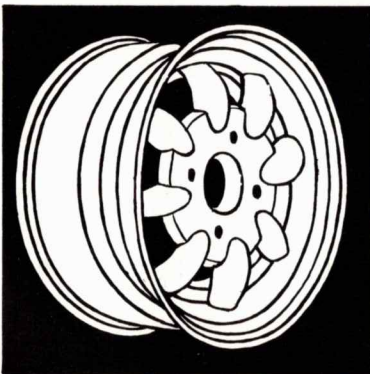
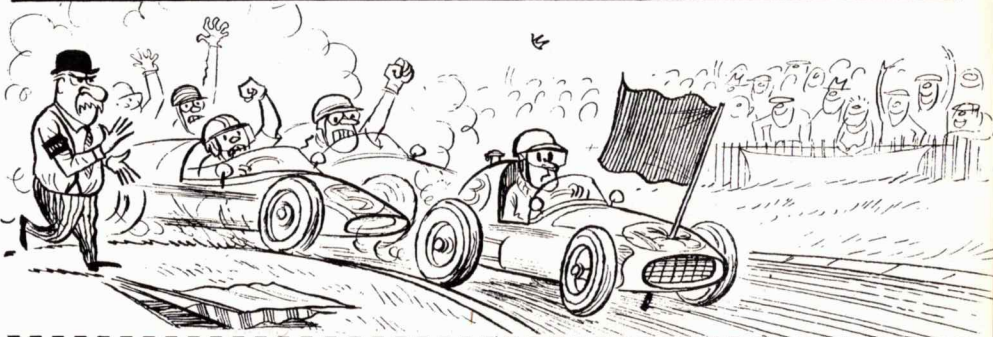
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# EUROPEAN RALLY SCENE

Italian jubilation in Casablanca was as enthusiastic as it had been in Monte Carlo, for Sino Lampinen and Solve Andreasson provided the Lancia team with outright victory in the International Morocco Rally, undoubtedly the roughest event which has appeared in the Constructors Championship. Lancia now leads Porsche 52 to 45 points.

Lampinen drove with a great deal of tactical restraint, though never allowing himself to drop lower than fifth place, his car remained reliable whilst other works cars were breaking up over the incredibly rough desert tracks and mountain roads of Southern Morocco.

France has always taken a keen interest in the Morocco Rally and this year was no exception. Alpine-Renault had entered three Alpines, an R12 Gordini and an R16TS. The quartet of Peugeot 504s were entered by a French dealer, but were well and truly factory backed. The Citroen outfit with Madame Marlene Cotton in prominent attendance, consisted of three 3 litre SMs and three DS21s. Although they were producing some 220 bhp far more than the other works cars, they were at a tremendous weight disadvantage, thrice that of Alpine and Lancia. Lancia's entry was just the single Fulvia and a great deal of care had gone into its construction. The building had taken longer than usual, with strength and reliability in mind.

The rally was based at Casablanca, Morocco's main sea and airport city, but the start was in the capital Rabat. It was divided into three legs, the first over the tarmac roads of the north and the other legs ran southward to the rough tracks in the desert and the winding roads through the snow capped mountains of the High Atlas. The route took in almost the whole country, from the fertile valleys of the north to the desert scrub and arid wastes on the fringe of the Sahara in the south.

The first four stages were relatively short and easy on tarmac, but nevertheless claimed two of the Citroens, one SM with collapsed front suspension after driving into a mountain and a DS with a seized engine. Then came a stop for half an hour's servicing at Fez before the run south to Missouri where the first real desert stage was to start. Aaltonen's Citroen would not disengage its clutch and he was having to start on the starter motor. Lampinen was quite often passed by the faster cars but the Finn frequently had the last laugh when the quicker men had to stop to change wheels after punctures. Some of the special stages were so long (up to 150 miles) that cars were running out of tyres in a single stage. Works teams were setting up service points and tyre dumps in mid-stage.

Nicolas broke a drive shaft on the Alpine between stages and mechanics were able to fit a new one. The next stage

started just before a 100yd river crossing and while most drivers took the crossing very gingerly, Nicolas charged through soaking many spectators. The strain of clutchless gear changes finally took its toll on Aaltonen's gearbox and he retired at the end of the stage. Waldegard collected a puncture on the big Citroen and stopping by a fairly big hole, he was able to use the unique suspension system instead of the jack to change the wheel. Just before the halfway halt at Marrakesh, Nicolas who had been struggling hard to make up time, broke a front stub axle but this time was unable to get it done in time.

The eighth test started just outside the ancient city and provided a warming up session before the longest stage of the rally. It was on this short one that Waldegard suddenly lost all drive on the SM when the differential packed up. Two thirds the way along the long stage was the desert village of Tata and it was here that works teams set up their service point. Therier's Alpine which was leading suffered a succession of punctures and although he stopped at Tata for wheel changes, he eventually ran out of rubber again.

Andersson went out on this stage when he went well off the road. Then the Lancia team experienced the greatest drama of all when one service crew was obliged to switch off the engine and coast along because a broken pipe had caused the oil pressure to drop to zero. Their position at the time was a thousand feet above the stage in a Piper Commanche! To an accompaniment of Italian prayers, the pilot managed to find a smooth patch of desert on which to put the aircraft down safely. Mikkola had been going well in fifth place but the Peugeot suffered the dreaded fan in rad. on the last day. Six cars finished from the original 52 starters - 1st S. Lampinen/S. Andreasson (Lancia Fulvia), 2nd R. Neyret/J. Terramorsi (Citroen DS21), 3rd R. Ponnella/P. De Serpos (Citroen DS21).

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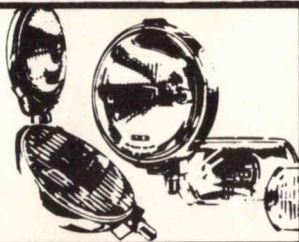
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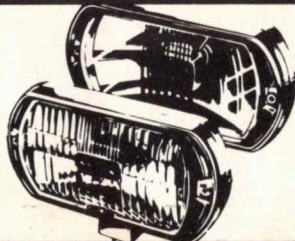


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