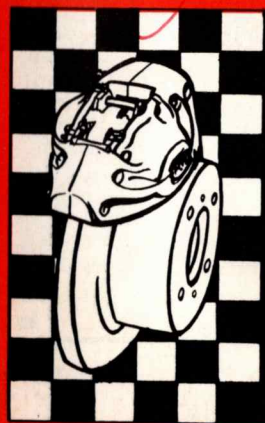




BULLETIN

JULY 1972



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— BULLETIN —

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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.

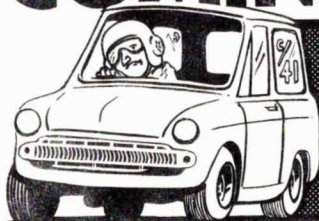
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SOME OF THE PEOPLE AT THE BALL.

COMING EVENTS



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

11TH JULY - TUESDAY - WISE & WHEREFORE EVENING

To be held in the Clubrooms at 8.00 p.m. At this evening we will discuss Steering and Tyres. We hope those who are interested will attend.

16TH JULY - SUNDAY - SPRINT MEETING

Pukekohe Motor Racing Circuit. Entries accepted on the day till 11.00 a.m. Scrutineering 9.30 to 11.30 a.m. Competitor requirements include Competition Licence, Crash Helmet, Overalls, Fire Extinguisher, Membership Card, etc. Event will comprise two laps club circuit, Standing $\frac{1}{4}$ on back straight (main circuit), Bent sprint taking in Tappenden Hairpin, Dunlop and Rothmans curves. Competitors best time from each section will be totalled and used to determine class placings.

20TH JULY - THURSDAY - CLUB NIGHT & FILM EVENING

At the Clubrooms at 8.00 p.m. Good films, supper, discussions. By special request there will be a repeat showing of the Duckhams Film entitled "Racing Kiwi Style" which features many local drivers at Bay Park and Pukekohe. A new car will also be on display. New members, please introduce yourselves to a Committee Member.

22ND JULY - SATURDAY - 40TH ANNIVERSARY CABARET EVENING

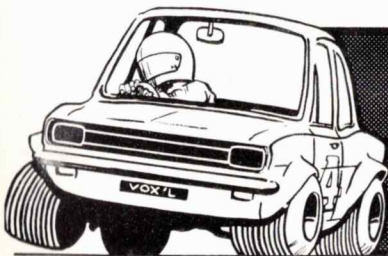
To be held in the Clubrooms. Well known entertainer, best band available. Tickets available from the Clubrooms at a price of \$3.50 each - all in. Don't be disappointed, obtain your ticket NOW.

23RD JULY - SUNDAY AFTERNOON TRIAL

Starts at the Clubrooms at 1.00 p.m. and finishes back at the Clubrooms approximately 2½ hours later. No map reading but remember to bring your sealed clock, Driver's Licence, etc. Entry Fee - \$1.00.

5TH & 6TH AUGUST - SATURDAY/SUNDAY - ROTORUA TRIAL

Thoroughly enjoyed by 150 members last year this pilgrimage will take place again starting from the Clubrooms at 10.00 a.m. on Saturday morning. The route to Rotorua will be straight-forward but enjoyable and the first car will arrive at Rotorua at approximately 3.00 p.m. Accommodation has been arranged at the Rotorua Travelodge Motor Inn in two roomed 4 bedded suites and twin bedded suites. Dinner, bed and breakfast are all inclusive. A band is booked to make Saturday a 'night to remember'. The trial back on Sunday is very simple and will finish at the Clubrooms. Total cost including trial entry fee, dinner, bed and breakfast and admission on Saturday night is \$12.50 per person. Numbers are limited and accommodation will be allocated on a first in first served basis. A deposit of \$5.00 is required for each person and the closing date for accommodation applications is the 8th July. An entry form is included with this Bulletin; also available from the Clubrooms or from Trials Committee members. All correspondence should be addressed to the Secretary, Mrs Raewyn Wilson, 55 Bell Road, Remuera, Phone 540-722.



OPEN & INVITATION

9TH JULY - SUNDAY - PUKEKOHE CAR CLUB MONSOON TRIAL

Round 5 Mercury Trophy series. 5 hour trial. Entries close 3rd July.

16TH JULY - SUNDAY - SOCIAL EVENING - DOG BOX CLUB

To be held at the Cascade Room, Royal International Hotel, Victoria Street, Auckland. 7.30 p.m. to 12 midnight. \$3.00 Single. Tickets available from any members of the Dog Box Club. Members of all car clubs and friends welcome. For any further information phone 576-109.

29TH JULY - SATURDAY - A.R.T.C. - CHAMPION SPARK PLUG GOLD

STAR TRIAL - Starts Whangarei, finishes Auckland. 12 Hours duration. 300 miles. Supplementary Regulations available from Mr D. Haynes, 34 Caronia Cres., Mt Roskill.

5TH AUGUST - SATURDAY - TE AWAMUTU CAR CLUB CRAIK MOTORS TRIAL

Mercury Trophy Event. A.S.R.'s available from the Trial Secretary, P.O. Box 71, Te Awamutu.

10TH/13TH AUGUST - MANAWATU CAR CLUB - GOLDEN SHELL RALLY

Entries close 23rd July (at standard fee). Route covers 1700 miles including 900 miles of "special stage".

Enquiries to Brian Green - Phone 84-448 (Priv) Palmerston North.

26TH AUGUST - SATURDAY - SPRING INVITATION MERCURY TROPHY TRIAL

Starts at Seabrook Fowlds (Papakura) Ltd, Great South Road, Papakura at 9.00 a.m. Finishes at the Auckland Car Club Clubrooms approximately 6 hours later. The area covered is the Pukekohe - Waiuku District. Entry Fee is \$1.00 per person. No additional charge will be made for insurance. Entries close on Friday, 18th August but late entries will be accepted on the day. All correspondence should be addressed to the Secretary of the Meeting, Mrs Val Martin, 53 Carruth Road, Papatoetoe, Phone 83-554. The map required is N.Z.M.S. 1 Pukekohe N47 Pt N46 2nd Edition, 1st February 1964. The following prizes will be allocated to the two vehicles, comprising the team for Mercury Trophy Points : 1st - \$30, 2nd - \$20, 3rd - \$10.

This event is organised by the Auckland Car Club and will incorporate the Light Car Trial with trophies for the highest placed driver and navigator in a car under 1200 cc. There will also be a teams prize for the highest placed team of three cars all under 1200 cc from the same Club.



SHOUTS & murmurs

... The Auckland Car Club 40th Anniversary Ball held on 10th June 1972 at the Mandalay Ballroom in Newmarket, opened the doors to 921 members and friends who attended.

... Thank you Ross Haldane and Crew for your kind comments about the Auckland Car Club at the Mandalay on the 10th June. We congratulate you on your second victory in our TISCO Gold Star Trial.

... The proofs of the Ball photographs will be on display in the Clubrooms on Thursdays and Sundays. Orders for photographs should be made then. Despite popular requests, no negatives will be sold.

... There are big murmurs of further 40th Anniversary celebrations so watch 'Coming Events' for further particulars.

... To celebrate their engagement, Graeme Morley and Andrea Lylilian went on the Ebbett Motors Trial. Graeme must have been thinking of other things for they dropped seven checks.

... continued on page 6



JINKS WITH JUKES

GIMMICK TRIAL ~ 27.5.72

Who wrote "Who Does His Duty is a Question, To Complex to be Solved by Me" beats me and that was only one of the first questions in the Saturday night Gimmick Trial.

The ideal combination to win one of these things is as many people as possible in one place together. Nine of us with the help of a Toyota Mini-bus, supplied by Dominion Rentals, was just the thing. Willard Martin, the circus leader, grabbed me at the start and said "How about a ride in the mini-bus". I'm glad I accepted. I sympathise with those who only got one or two checks. I would have been in the same boat.

A quiet drive out onto the motorway and back into Mt Albert was about my lot, from there on it was over to the brains to solve the puzzle. "What was the Stone Jug" thanks to Eric Mallard it was the Old Hostelry next to Chamberlain Park. "What is sold in the shop opposite Mr Wolf's front door" proved to be the antique shop opposite the Zoo thanks to Marilyn Webber. Willard Martin solved the puzzle of the date on the Bayfield School, and it was back to Eric who actually attended the Victoria Free Kindergarten. A few simple ones like the date of the plaque on Pt. Britomart and the first road on the left off Parnell Road. Hands up those who were sucked in on that one. Parnell Road does not start from the top of Gittos Street. The guy most off course, apart from us, must have been Peter Levett looking at a fountain in Manukau Road, while he should have been in Newmarket looking for a seat donated by Miss Isa Outhwaite.

How about "Go to the place where you have a choice, and name the lock of the building near the top". We must have been about the only ones to solve this at the expense of a maximum late at the final control. However, it appears that Willard in his burst of energy and approaching the said building from the opposite direction inadvertently went too far and we ended up getting the wrong building and wrong lock after all that. In actual fact this turned out to be an insignificant shed on the top of Mt Hobson with an ordinary Yale lock. You just can't win.

As for "Who is the God of the Kumera", that was just too much, no one got this one. It turned out to be a plaque in Cornwall Park with the whole story of the Kumera and the God is Rongo. Most of us had a wrong go at the answer and as for the official mileage, we had results from 15 - 115 miles, actually it turned out to be 30.1, believe it or not. We felt as though we had motored, climbed, walked and scanned 130.1 miles.

Well, the best the mini-bus crew could do was third and our congratulations go to Bruce Blacklock and Peter Chapman who managed first and second. You boys must have really worked, we did and had the advantage of numbers. I would have said "There's no substitute for cubic inches", we had the cubes and still couldn't win.

WOMBAT

GIMMICK TRIAL PLACINGS:

| | | | | | |
|-----|--------------|-------|------|--------------|-------|
| 1st | B. Blacklock | 381.0 | 6th | C. Shanks | 903.0 |
| 2nd | P. Chapman | 433.0 | 7th | R. Wylie | 924.0 |
| 3rd | W. Martin | 582.0 | 8th | J. Kilmartin | 927.0 |
| 4th | W. Painter | 634.0 | 9th | A. Jack | 953.0 |
| 5th | P. Levett | 768.0 | 10th | S. Pearce | 958.0 |



SHOUTS AND MURMERS continued

. . . Jim Murdoch was really flying after the announcement of his engagement. He is now in London where he and Dick Bennetts will be busy supporting David Oxton in the Formula Ford Championship.

. . . Jim Carney's Twin Cam Escort, as raced so very successfully by Jim Richards, has been sold (didn't anyone tell Eric Mallard) to leading OSCA exponent, Lyn Neilson from Dunedin.

. . . Members from the Auckland Car Club and other Auckland area clubs had a successful weekend (17th/18th June) in the South Island for the first Gold Star Trial event down there with three places in the first ten. This would seem to indicate that trialling cannot be too different any longer in each island.

. . . David Oxton and Dick Bennetts left New Zealand on the 25th June for England where David will be competing in the Formula Ford Championship over there in October. On their way they will be calling at Bartz and Falconer & Dunn. They will also be calling at Disney Land in search of any other Mickey Mouse tune-ups.

. . . Dick has assured us that he will be keeping in touch and David has promised our Editor that he will write an article for the Bulletin on his return of his racing experiences in England.

. . . Well known photographer, Jack Inwood, is now in business on his own account. Jack supplies many of our photographs appearing in the Bulletin and in fact is responsible for supplying us with the excellent cover photograph each month. Should anyone wish to contact Jack regarding photographs, his telephone number is OH 64-496.

. . . Found at the rear of the Clubrooms recently were two spanners and a jack. Apply Franklin Cabinets Limited, 46 Stoddard Road, Mt Roskill (next door to the Clubrooms).

. . . CLOSING DATE for next month's Bulletin is the 15th August. All copy should be in the Editor's hands by this date.

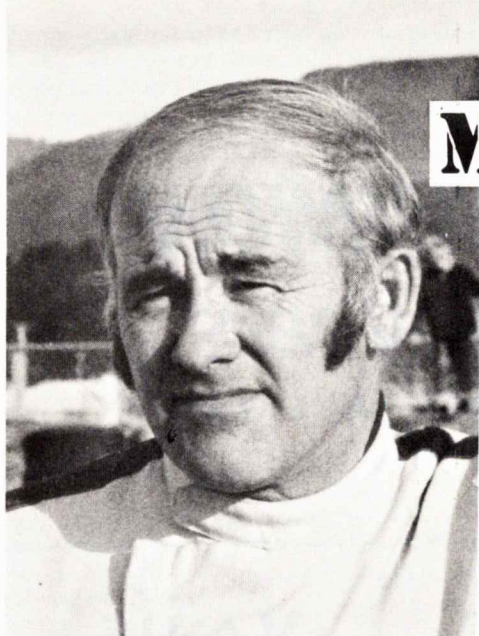
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MERV NEIL

It is 26 years now since I began my association with motorsport and over the years I have been fortunate to have been able to compete in most forms of the sport.

Since the first day at 16 when I wheeled my speedway bike to Western Springs with my sister carrying the tools, to driving the ex Jack Brabham Cooper and on till the present standard production series, it has all been hard but definitely enjoyable.

I began in speedway riding the bikes which are of course my real love in the sport and after three years I managed my first of many Auckland Championships. In 1953 seeing no future in remaining here while everybody else was off to England I also packed up and set off along with Barry Briggs, Ronnie Moore, Geoff Marden and others.

We all had considerable success in England some more than others, myself missing the World final by one point just one year after landing in Britain. After a year or so I returned to New Zealand with a new idea I had seen in England. Stock Cars. These I introduced in a five series at Western Springs.

The following season was when I first met up with John Riley and Red Dawson whilst competing in the stockcars myself. However, stock cars was not enough by itself so I also rode the bikes.

In 1958, having had enough of the dirt I decided to try my hand at circuit racing which was really beginning to take on. I started in a Cooper Norton which I ran for only a short time before selling to Ken Sager. I then bought Bruce McLaren's Bobtail Cooper. The Bobtail was one of the best cars I have ever owned for success and enjoyment and was truly my entry into the big league. I had a great deal of success in the car both in hillclimbs and on the circuits. Main competition at that time was from some big names in the sport, Ernie Sprague in the Maserati, Ron Frost in the Cooper, Syd Jensen in the Cooper and Ross Jensen in the Maserati. During the season we had some great duels, especially round the tighter circuits. I gained a first at the opening meeting at the Teretonga track and had an exceptionally reliable season.

The main problem had been lack of power, however, and it had only been by handling and cunning that I was able to even look at cars like the Maseratis so when Jack Brabham's Cooper Climax came up for sale it provided an opportunity to get near

the front without a struggle. And success it did give me. I competed in an Australian championship race at Bathurst to set fastest time and eventually finish third, the first Kiwi to get a place at Bathurst. After Australia came England and I arrived at the same time as Bruce McLaren. I was staggered to find that Syd Jensen who was one of New Zealand's best, having been in England for some months, had still not been able to get a start. I was lent a little shed out the back of the Cooper Works where I started rebuilding my car to make it competitive. I managed a start at Snetterton where I achieved a win from the current formula two champion, also setting the fastest time. Being the one man band I had to read the opposition lap boards to know how long I had to go, and at the same meeting the Sports Car race saw the introduction of another newcomer to Europe, Dan Gurney, who in his debut driving a Lister Jaguar managed to win the race for sports cars.

I managed to get another start at the Paris Grand Prix by using Ray Thackwell's entry after Ray fell sick. I didn't let on who I was till we were all on the dummy grid and it was too late to do anything about it. However, this attempt was fraught with misfortune after I lost the car in practice.

After a most disappointing season in Europe, gaining little recognition I decided to return home with my new updated car. On my return I had quite some success before selling the car to an up and coming Denis Hulme.

In 1960 it was back to speedway where I later began developing midget cars, one with a twin cam Lotus motor and later the 1100c.c. twin jap. The twin jap powered car was scorned by many at first. However, the torque output down low was so great its acceleration was staggering. I eventually sorted the car and went on to gain considerable success with it. In between these two cars I owned New Zealand's first Offenhauser Midget which I bought off my old friend, the late Bob Tattersall, with whom I had many duels. However, Bob was always the master of the dirt anywhere in the world.

In 1967 I came back to the bikes for a last fling to prove wrong the many who said a comeback at that stage would not succeed. I managed a good final season with four tests against the touring English and after buying a new bike managed to take the Auckland and North Island titles. In Christchurch for the New Zealand title I was unable to head my old rival, Ronnie Moore, on his home track.

1970 marked my return to circuit racing with attempts at a couple of Benson & Hedges 500 mile races together with Tim Bailey. In both cases bad luck let us down. I then moved on to our current standard production car series which I have enjoyed very much for the quality of the racing.

I would just like to add a few points on the competition I have struck in the past as compared with the present.

The speedway bikes, having always been intensely professional, were extremely tough, no quarter being given. In my first meeting after arriving in Europe I was put into the fence on the first lap of my first race and had to be removed with wire cutters, only to come back in the second race and have the same thing occur.

On the national scene in the Grand Prix car and the Bob-tail I had some great duels with drivers like Ron Frost and

Ernie Sprague where no one was to be underestimated no matter what sort of car he drove. The Bobtail was only competitive on the short circuits. However, the larger Cooper I brought back was really fast besides handling well and proved a really competitive car.

I have always preferred to drive the smaller better handling yet sometimes less powerful cars, comparing Coopers to Maseratis and XUIs to Falcon HOs. Perhaps there is a greater challenge to win under these conditions, it is certainly much harder.

The current standard production series has turned out to be one of the most competitive series I believe New Zealand has ever seen and by fostering it even more it can grow to even greater heights. I believe, though, that international competition, mainly from Australia, is the necessary ingredient and the invitation to Australian drivers to compete with us would not only prove a crowd draw, I am sure, but also provide further intense competition.

Many people still believe standard production is just driving to the meeting, taking off the hubcaps, blowing up the tyres and you're racing. Nothing could be further from the truth, even down to the smaller classes competition has forced a much higher standard of preparation. The costs are not low and last season the rewards were most certainly not great, especially considering the spectacle it became. However, now with increased prizemoney and more recognition we can all look forward to a highly successful future of standard production racing.

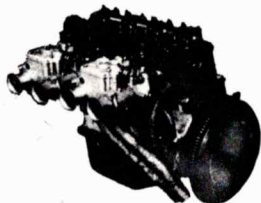
MERV NEIL



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Hi folks, firstly a few comments on our Gimmick Trial run late May. This event was for some a complete debacle, getting completely lost through the lack of any real instructions to get from point A to point B. Some of the "check" questions had no indication whatsoever as to where the ultimate answer could be found. One "blue" which occurred was in the spelling of the word "Kumera" in one question. I understand that not a single competitor managed to find this point and having found out after the event where the relevant plaque was, a trip over there on the Sunday revealed that on the plaque the word appeared three times, spelt "KUMARA". As a "foreigner", even I reckoned that the spelling was crook in the instructions but thought it could possibly be something other than the vegetable.

The University Car Club's "Duckhams Daylight" Mercury Trophy event was well attended and we had a fair representation from Auckland Car Club on the day. Unfortunately I have not seen any final results yet, but being pretty short and having an ear close to the ground, hear that the placings for clubs were as follows; 1st N.S.C.C., 2nd A.U.C.C., 3rd A.R.C. 4th A.C.C, 5th Te Awamutu, 6th V.W.O.C. These are not really official at time of writing and could alter, but were the best I was able to pick up.

The event itself was quite well run and generally enjoyable. General area was Pukekohe, Waiuku and back to East Tamaki where the event finished. One interesting point which emerged from this event was that the Area Steward brought down a ruling that there is now no penalty for wrong direction at a Check. The relevant rule only refers to delay etc. and changing direction to approach a Check within sight of such check. In the sub-section after the meal break there was an error in the speed schedule and the whole subject should therefore have been covered at the first speed given. Results were computed accordingly and many competitors were therefore considerably early at the end of sub-section Check. Congratulations to Will Martin on his 4th placing overall, highest placed A.C.C. entrant.

Big event of the past month for most triallists has been the "Castrol" which unfortunately for our crew was to put it mildly, disastrous. Loss of hydrolastics and a petrol leak tend to have a rather saddening effect on concentration and also cost quite a bit of time. A protest was lodged on one of the mapreading sections in which the organisers intended competitors to use a road so as to pass it and in doing so got a U turn check. This protest was upheld and the check wiped, but I understand the organisers have appealed against the Steward's decision and it will be interesting to see the outcome of this.

Afraid I got very "up tight" about a statement attributed to the organisers on T.V. in which it was stated that speed traps were used but no competitors were caught though several private motorists were and then when provisional results were sent out competitors were clanged for excessive speed in the traps. I feel personally that such a statement should never have been made if it was not fair dinkum or conversely that as a result of the statement no penalties should have been incurred. To my mind the two are contradictory. The event as a whole was very good, well plotted with some clever traps and the plotters are to be congratulated. Unfortunately something went haywire in the speed schedule, in daylight, from memory highest speed was around 40 - 42 mph but after dark speeds got as high as 48 on occasions and this with a 10% error made it pretty stropky in parts. Provisional points were posted on the night and full maps of the course were on show which were of assistance to competitors and enabled them to see where they had gone astray.

By the time you read this those of you who entered the Crombie/Morley event on 25th June will know what it was all about and I hope you enjoyed it.

Until next month, cheerio for now.

HANS SPOTT

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Orders close July 11, delivery by July 25 (cash with orders please)



N.Z. Rally Scene

How many rallies should we have in New Zealand each year? How long should they be?

The Heatway is a huge success. Future Heatways, it seems, will cover both North and South Islands and will be a round of the World Rally Championship, attracting manufacturers' entries and international pro. driving stars. The promotional value should be enormous.

There should be room for two more "semi-professional" events, I suggest. These would be on the scale of the Silver Fern rallies we have had already (or, if you like, of the Golden Shell Rally slated for next August). There should be one in each island each year, and the permits should be "National Open with Foreign Participation Authorised".

That, I think, is all we should have on a national scale each year. Any more than that would reduce the promotional value of the big ones to the point where the public would lose interest, and the events would at once lose their sponsors. On the other hand, if we don't have more rallies, we won't give our promising drivers the experience they must get if they are to challenge the overseas stars - either when they're here, or by going to Europe to try for Works drives there.

The answer, I suggest, is a number of shorter events. They should be confined to the area of the organising club or clubs, and should last, for example, from mid-afternoon Saturday to mid-morning Sunday. These could be sponsored, and generally organised on a scale similar to the present major trials.

There are two other important steps to take before the future is assured, however. First, if adequate sponsorship money is to be drawn into this very expensive branch of motor-sport, two Championships should be instituted. One, of course, would be for the most successful driver, the other would be an incentive for manufacturers and distributors of makes of cars. This second championship should ensure that the best of our drivers get Works assistance (at least) so that they can have the chance of beating the European pro drivers on equal terms. By providing the series we would be sure that the makers would build up the necessary publicity - as N.Z.M.C. and others have done in association with the Heatways.

The remaining vital step is the setting up of local, interclub groups in areas throughout the country, similar to the liaison group already operating in Canterbury. The functions of these area co-ordinating troupes centre round the indexing of every available road in the district, and rating them in terms of availability, local residents' willingness to allow road closures, and every other factor relevant to roads and rallies. (These also apply to use for touring sections, and equally to use in trials, and the group should, ideally, function in regard to trials also).

MANZ should have these groups established without delay,
Contd. on Page 16 **13**

MIKE MARSHALL

1972

HEATWAY RALLY



Following last year's rally we were very pleased with the car's potential and it was apparent that when it was running properly it was capable of holding its own against everything except perhaps Andrew Cowan's Mini. This Mini had us a bit worried as it beat us uphill and downhill too, so power would not seem to be the answer. We decided that the answer lay in getting the power to the road and getting the car through down hill corners faster, so we invested in a complete new front suspension from Boreham and a set of Good-year Ultra Grip Rally Specials. Just for good luck we got a thickwall block and bored it to 1798 c.c. in case we needed to resort to the circuits to pick up a bit of time. As another benefit we hoped to get a boost in low down power for the real windy stuff where you don't always get time to change gear. At first the motor was tried with Cosworth race cams but after frightening the daylights out of ourselves with no power under 4000 rpm and all hell breaking loose at about 6000 rpm we rushed around to Rob Halliday's and borrowed some standard ones. The final result was just what we had set out to get, and we were all pretty tired but confident when we set out for Wellington on Friday night with scrutineering at 3 o'clock on Saturday afternoon. The car felt good, real good, and nearing Wellington with the motor just run in we gave it a bit of hard work. The motor was pulling as hard at 4000 rpm as it did at 7000 rpm when it was standard, and in fact during the rally it was seldom revved higher than 6500 rpm.

Scrutineering was well organised and very rigorous and ours was one of only about eighteen cars which went through without fault. The cars were then impounded until the start the following day. The pound, or Parc Ferme as it is known, was in the Wellington Show Building and thousands of people milled around looking at the cars during the Saturday night and Sunday morning.

Following scrutineering we had an alternator problem and proceeded to fit our spare alternator. However the spare alternator was positive earth and the car was negative earth so a major job had to be undertaken to change it all over. We had an hour in which to do the job and after that we would not be able to touch the car again until $\frac{1}{2}$ hour before the start the next day. The job was going to take about 2 hours as it required removing the dashboard to change the rev counter polarity, turning the battery around and rewiring the ignition. You can imagine the pressure on the service crew and all credit to Mike Ross our sparks man for putting us on the starting line. Also congratulations to our Service Manag-

er, Ray Stone, for remaining calm through the whole proceedings. The situation was so desperate that I had to go for a walk as I could not stand any more.

We had arranged to stay that Saturday night in the Waterloo Hotel which is one of Wellington's top joints. They must have decided that I was a millionaire or something as they had booked a sumptuous suite with hot and cold running everything. However, despite the anticipation of what tomorrow held for us, I slept well and was up at 7.30 raring to go. The car had not been started following the rewiring and once again the tension rose when it would not fire, surrounded by a crowd of about 100 onlookers.

However it started and for us the Heatway 72 got under way without further incidence. The actual route of the event is by now well known to most members so I won't dwell on this, but rather comment on the event generally.

The general organisation this year was far superior than last year's event. The hotel and meal co-ordination was really first rate. The roads used as special stages were really good and a great test of both car and driver. A possible exception to this was Western Springs and it was a bit ironical that the public had to pay to see what was probably the worst example of what the rally was all about. I hope they did not go away wondering what all the fuss was about. The Castrol Trophy for that stage would have been better placed on say a long loose metal stage such as the Motu Road. This should not detract from Dave Levin's performance at Western Springs.

This year there were no arrows at intersections on the stages and I heard a story about a competitor taking a wrong turning and not knowing until they came out on a main road. Obviously this sort of thing should never happen and at the risk of making it easier on teams with lesser navigators I think arrows should be extensively used. The navigating is simple enough but the result of a mistake could be disastrous for the sport. On one stage we met both Neil Johns and Ralph Emson going wrong, and these guys know what they are doing, so it can happen to anyone. We even took the wrong turning once when we forgot to zero the Halda at the start of a stage.

The control of stages and stage timing was better but is still not quite right for some reason. Due to poor handwriting by a marshal we received a time six minutes wrong and did not pick it up until about three weeks after the event when the full stage time sheets became available. We had started timing ourselves but found this impractical as the marshal's clocks were not properly synchronised and up to a minute out, and this made things confusing. Of the drivers on the Heatway for the first time, the outstanding efforts and men to watch are Rod Millen, Alan Woolf (not a newcomer really), Tim Bailey (before the Porsche suffered from the rough going).

Something which would benefit outside observers would be quicker and more accurate reporting of events. Perhaps competitors should have a sheet on which they can record their problems and hand these in with their time cards. This would prevent statements such as "so and so could not handle

the twisting gravel stage and lost 2 minutes to Bug a Lugs" when in fact they had a puncture and had been going like demons to make up time. To people who are looking on at rallies and saying "I wish I could afford a decent car so I can have a go", my advice is to pull your finger out, get a car, it does not have to be a flier, if you are any good it will show in a moderately fast car (Rod Millen/Rex Rattenbury for instance). Don't forget, Colin Turner finished tenth in a big standard Fiat 125 and you don't have to do much to a 1300 Escort to go quicker than the Fiat. Also there is no more actual driving fun involved in going as fast as you can over a stage and beating Andrew Cowan by 1 second, than doing the same thing in your standard Skoda and beating a V.W. by one second. It is not like a circuit race where you can be seen to be beaten.

Our effort in this year's Heatway was made possible only by generous support by Hitachi Power Tools and John W. Andrews. However, in the Shell Silver Fern we had no financial support at all and our car on the start line owed us about \$1,700. Next year the competition will probably be stronger still and we have laid our plans for the 1973 Heatway already. We don't expect our car will be any faster but we hope to be able to bounce off banks and leap across fords without problems. In the meantime there is always the Golden Shell Rally.

MIKE MARSHALL

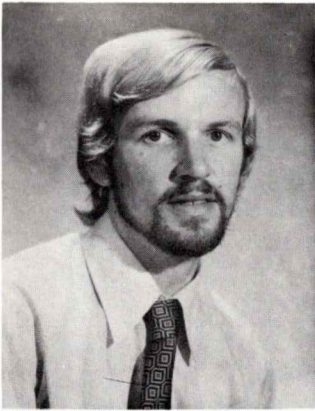


N.Z. RALLY SCENE contd/.....

to co-ordinate the road requirements of trials and rallies in all areas. Area Stewards should be charged with responsibility for getting them going; they will be busy for a few months getting into operation, but given simple but adequate operating routines they shouldn't really have too much work each year.

With a small, functional organisation to ensure proper control over rallies, they have a great future in New Zealand Without properly planned control the sport could kill itself off in a blaze of adverse publicity. Shouldn't we act now?

DEREK ETHERINGTON



THE PETER GILL COLUMN

In which, if he plays his cars wrong, he might be faced with the prospect of a long, forced holiday in London.

If ever this column, without explanation, does not appear one month, you will know why.

I will have skipped town.

When I first joined the N.Z.B.C. News staff I took with me my obsessive interest in motor cars, which is matched only by my gross ignorance of many of their innermost mechanical secrets. I had already accumulated a great wad of newspaper cuttings of my own press road-tests, or an "I Love Me" file as they call it in the newspaper business.

Up until then, no-one could remember any one reporter having motoring on his list of specialist responsibilities, and motoring news was handled by which ever reporter it fell to.

And so it came to pass that Gill begged the title of motoring reporter as one of his mortal sins.

Now what has this to do with the possible non appearance of the column one month, even if the Editor was the only one who noticed it was missing?

- Well, it's like this -

Once you become known as the Motoring Reporter, you become the father-confessor, adviser-general, almighty fountain of all knowledge and general know-all on all things motoring to all sorts of people both inside the organisation and out. They call or phone wanting to know what make and model they should buy, how much they should pay, and whether what is really a hole in the muffler is someone's attempt to hot it up.

They come to you, too, all indignant that they've been refused a warrant, or overcharged, in their opinion, for parts or service. And you advise them as best you can.

But the thing is, you seem to get all involved in helping them buy their cars, and shopping round for them.

Over recent months I have been placed in the position of making the final decision on no less than ten used cars for friends. Friends, that is, who claim to know less than I do about cars.

Funny thing all the cars concerned are going very well at the moment.

But if all or several of them begin to make expensive noises at once, echoed by the hostile noises of a vindictive and venomous crowd of what were once very nice people and happy motorists

London is now only \$420 and a few hours away.

And to hell with the column.

THE CLUBMANS FORMULA

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

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

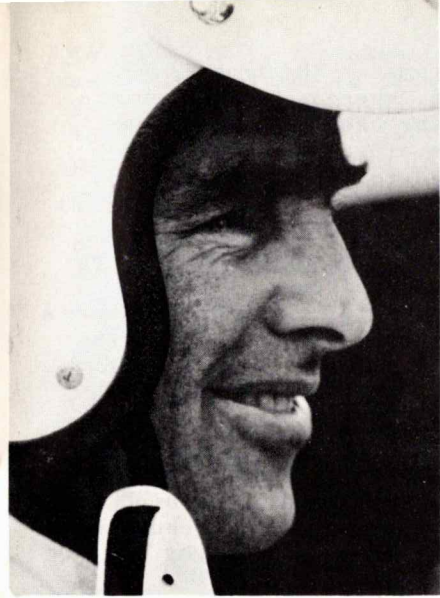
With Ray Stone's help, Ford owners everywhere can tailor their cars to suit their driving needs. Ray knows how to turn an Escort into a highway cruiser, a family car cum club racer, a hill climber, a rally car or a saloon car winner (Ray prepares Paul Fahey's Escort FVC).

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



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DENNIS MARWOOD

A Technical Look at Electronic Ignition - The trouble with today's conventional ignition system stems from its being much the same as it was 40 years ago, while the engine is not. The weakness lies mainly in the breaker mechanism, which has difficulty keeping pace with higher speed and current demands. Partial relief has been obtained, from time to time, by using design devices such as the ballast resistor, in-

creasing dwell and switching to 12 volts. Later, with the advent of semiconductors, it became possible to make needed major changes, and various types of "transistorized" ignition systems are now available. But let's start with the conventional ignition system and go on from there.

Conventional Ignition - With the distributor breaker contacts closed, about a 4 amp current flows through the primary winding of the coil (or transformer). This creates a magnetic field in the coil. When the breaker contacts are mechanically opened by the rotation of a cam, the magnetic field collapses very quickly, thanks to a nudge from the condenser, and a high voltage is built up in the coils secondary winding. This high voltage is delivered to a spark plug to fire the charge.

Very simple - but there are a number of drawbacks. Coil output falls off at high speeds, especially on 8 cylinder engines, because there is not enough dwell time to saturate the primary winding. To compensate, more current has been allowed to flow in the primary. However, there's a penalty - the greater current flow increases arcing and burning of the contacts, which creates maintenance problems. Additionally, ignition timing is affected by breaker point oxidation, wear of the breaker arm rubbing block (or heel) and, on some types, wear of the advance plate. Point bounce can also occur at high speeds, especially when the contacts are not properly aligned, or when breaker arm spring tension is incorrect. Another problem is spark plug fouling. Breaker contact problems can be alleviated or eliminated by using transistors. Spark plug fouling can be alleviated by using a "capacitor discharge" (C-D system).

Transistorized Systems - The many "transistorized" ignition systems for automobiles which have appeared on the market can be grouped, for convenience, as follows: On all, current flow to the coil primary is controlled either by the breaker contacts, or by a magnetic impulse. The coil functions either in the same manner as for a conventional system, or the spark is produced by a high voltage discharge from a capacitor. Now let's see how it works.

First a key component of all systems is the transistor. This is an electronic switching device, whereas breaker points are a mechanical switch. The transistor used with ignition systems has two P (positive) materials, fused to a centre N (negative) material. The names applied to the three sections are emitter (E), base (B), and collector (C). When the base (B) circuit is completed by the closing of the breaker points, a very small current flowing in this circuit permits a much larger current to flow in the collector (E-C) circuit. When the base circuit is interrupted by the opening of the points, there's a corresponding interruption in the larger current flow in the collector circuit. Thus it operates as a relay, with a small current flow, controlled by the breaker contacts, triggering a large current flow. And, since there are actually two primary circuits, rather than the single primary circuit used with the conventional system, coil primary current is not limited by the amount of current the contacts can withstand. The high coil primary current gives a stronger spark at high speeds, and the lower triggering current greatly extends the life of the contacts.

Breaker Controls - The transistor is housed in an amplifier unit, and there's an induction coil. The 7.1-7.9 ohm resistor limits transistor control (and distributor contact) current to 0.5 amp. This permits a peak 12 amp current - an ammeter will indicate a 5.5 average - to flow through the coil primary. When the breaker contacts are opened, the coil's collapsing magnetic field sends a very high voltage into the secondary circuit to fire the spark plug. It also sends a high voltage surge back into the primary circuit. The zener diode and 40 mfd condenser protect the transistor from being destroyed by this "kick-back".

Some control the transistor, and thus the primary current, by means of a magnetic impulse. With this system the breaker arm and contacts are eliminated entirely, along with their problems, and the transistor is triggered by a voltage impulse generator. This is a sort of miniature magneto that is built into the distributor. Others use an induction coil. Replacing the distributor cam is a "reluctor". When this rotates (instead of the cam), a voltage pulse is generated in a pick-up coil mounted on the distributor stationary plate. The pulse, produced each time a spark plug should fire, triggers the transistor. There are two ballast resistors. The compensating resistance, as with conventional ignition, is used to maintain a constant primary current at all speeds, and it is by-passed when cranking. The auxillary resistor - the 5 ohm unit - is used to feed the control circuit.

With a C-D system, means are provided to charge a capacitor (or condenser) to about 300 volts. The capacitor, in turn, is discharged into the primary winding of a special coil (or transformer). This effects a very rapid voltage rise in the secondary. The spark occurs during the rapid build-up of primary current, rather than when the primary current is interrupted, as on a conventional system. With the conventional system, secondary voltage does not rise so quickly, and there's time for the voltage to leak across plug deposits to ground before it builds up enough push to jump the plug gap.

Comparatively, it takes from 80 to 200 microseconds for the secondary voltage to peak on a conventional system and as little as 1 to 2 micro-seconds with a CD system. With less time for the voltage to bleed away, the spark is forced to jump the plug gap, and the CD system is therefore more effective in firing partially fouled spark plugs.

My Camaro uses the C-D system controlled by the magnetic-pulse method and has proved very reliable, needing no maintenance in two years use with several engines revving up to 8500 rpm at times.

Rumour this month is that there will be TWO new Mustangs next season. Drivers? My guess - Richards and Francevic.

We put the Camaro over the weighbridge last month and as expected it is far too heavy at 3280 lbs. We hope to be able to reduce this by a couple of hundred lbs with the lightweight panels now allowed by M.A.N.Z.

More next month -

DENNIS MARWOOD



40th ANNIVERSARY BALL & TISCO PRIZEGIVING

Nine Hundred and Twenty-One people attended this year's Ball held at the Mandalay Ballroom on Saturday, 10th June. The doors were open early and the ballroom was almost full by 8.15 p.m. The swining Bill Ivory band was in business right from the start.

Top awards for the 1972 TISCO Trial were presented by TISCO's General Manager, Jack Christie, assisted by the lovely Miss Tisco, Lynn Murphy

The photographs were taken at the Ball by Delta Photography. If you wish to purchase photographs, the proofs are on display only at the Clubrooms each Thursday and Sunday evenings.

The floor show was well known 'Happen Inn' vocalist Vaughan Lawrence and was very much appreciated by the crowd.



Full justice was done to the gourmet supper which was continuous from 9.00 p.m. onwards.

All too soon the night came to an end and from comments made most members are already looking forward to a return visit to the Mandalay and next year's Annual Ball.

Once again, our thanks go to Eric Mallard who organised this function.

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TRACK INSPECTORS

Messrs. W.L. Beasley (North Island) and J.L. Bell (South Island) will be the new track inspectors for all the racing circuits. They will be joined by an additional member from each Island, to form a committee of three to inspect the circuits. This is of course additional to the forthcoming F.I.A. track inspection. Previously Mr Beasley inspected the North Island circuits, whilst Mr Bell inspected the South Island circuits. It is intended that each track will pay the same amount for each inspection, instead of the varying amounts paid in the past, which were based on travelling distance from inspector's home.

RACING TYRES FOR GTX CARS

The Technical Committee have recommended that racing tyres be permitted for the Group One category cars in this Championship. The tyres approved at this stage are:-

DUNLOP 184 compound, tread patterns CR65 or CR82

This is the only Dunlop racing tyre that will be permitted. Advice is awaited from other tyre manufacturers as to the classification of tyre that they would like approved by the Technical Committee.

FLAG SIGNALS

The recent Race Promoters' meeting recommended that the Oil Flag, recently deleted and subsequently re-introduced by the F.I.A., continue to be used in New Zealand. A new flag that will come into use is the flag used for unsportsmanlike behaviour. This is a flag composed of a black and white triangle, accompanied by a white number (of the car it is directed to). This will be given before the black flag is given, which requires the driver to pull into the pits.

GRID POSITIONS

Will be determined by the lap times recorded in practise or races on the day. The grid position of a car who has not practised, and which would be unsafe to start from the back of the grid, can be placed on the grid after consultation with the Stewards of the meeting.

LOG BOOKS

The Race Promoters Sub-Committee have recommended, and the Executive have approved the introduction of Log Books for both the Castrol and Formula Ford Championships.

MANZ - APPROVED CHAMPIONSHIPS TO BE INTRODUCED

Formula Vee (1972) Sports Car Championship (1973)

OFFICIAL CLUB SCRUTINEER

An Official Club Scrutineer for each promoting Club is to be nominated by the Club and approved by the Technical Committee. His name will appear in the Yearbook, and he will receive information from the Chief Technical Officer, from time to time. Cars will not be scrutineered on trailers, except if they are open wheel racing cars on trailers giving an unrestricted access.

ALL SERVICE LINES (fuel, coolant, brakes) are to be totally enclosed in metal sheathing, where they run through the driving compartment. Runs exceeding 24" are to be of metal pipes. All vehicles are to be fitted with an Ignition switch within easy reach of the driver using safety harness.

Operable starter motors must be fitted to all cars, except those originally designed without this facility and first raced before August 1st, 1972.

WHEELS on which the rim section has been widened after original manufacture must be modified to professional standards, with the increase to be not more than 2" (5.08mm). As from August 1st 1974, all wheels widened after original manufacture will be banned.

PRODUCTION SPORTS CARS must be fitted with Roll Bars that comply with mechanical requirements of F.I.A. Group II, and the roll bars must be at least equal in height to the driver's helmet.

SAFETY HARNESS is compulsory for all vehicles. The minimum requirements will be: Single Seat Racing Cars : A six-point harness. Sports Racing cars exclusively used for competition purposes: Six-point harness. Saloon Cars, exclusively used for competition: Four-point harness. Other Vehicles : A three-point harness.

FIRE EXTINGUISHERS are compulsory for all vehicles. They must be readily accessible, and must be to N.Z. Insurance Council specifications, and inspected and carry a six monthly serviced sticker, obtainable from Wormal Brothers (N.Z.) Ltd. This will cost under \$1 each six months. Extinguishers will be required for all speed and racing events, except straight sprints.

INBUILT FIRE EXTINGUISHERS, specified in F.I.A. Appendix J, will be required on TASMAR FORMULA CARS, prior to 1st August 1972. NATIONAL OPEN/GOLD STAR RACING CARS prior to 1st August 1973. It is envisaged that Schedule 'E' vehicles will be required to have this type of extinguisher by 1st August 1974.

SPORTS CAR REGULATIONS - The Sports Car Regulations (Schedule C) are only an interim set, designed to be current from now until 1st August 1973. These are almost the same as the present Regulations, apart from several minor alterations. The new Sports Car Formula, as agreed to by the Race Promoters at their recent meeting, will be regulations for Sports Cars 1973/74, and these cars will be restricted to an upper limit of 2 litres (two valves per cylinder).

RALLIES & TRIALS - WORLD RALLY CHAMPIONSHIP

As mentioned in the report of the F.I.A. Congress moves are being made to have a Rally in New Zealand count towards this World Championship, which will be inaugurated in 1973. The regulations for this World Championship are expected from the F.I.A. in October 1972.

Andrew Cowan, the winner of this year's Heatway Rally, will be making representations for New Zealand to be included in the 1973 World Rally Series with Mr Dean Delamont of the RAC. MANZ have also agreed that Mr Murray Thompson, Rally Director of the Heatway Rally will make representations when he visits Great Britain in connection with his visit to the Scottish Rally in June. He will be aided by the MANZ President, Mr R.W.A. Frost who is already in Great Britain on private business. These

people, it is expected, will also make direct contact with the FIA regarding New Zealand's inclusion in the World series. It is expected that the 1973 Heatway Rally, if it is included in the 1973 World series, will be held on 7th to 14th July, and will include both the North and South Islands.

This may require some minor re-arrangement of the New Zealand Rally and Trial calendar, but the Association is hopeful that this can be done with the minimum of inconvenience.

COMMONWEALTH GAMES RALLY, 1974

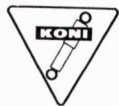
Mr E. Inwood, the Rally Organiser, has agreed with the MANZ recommendation that the number of starters be confined to 120 for this rally.

CASTROL GTX CHAMPIONSHIP - SCHEDULE OF VEHICLE CLASSIFICATIONS

1972/1973 (At the time of going to press the list printed hereunder was awaiting final confirmation from M.A.N.Z.)

| <u>GROUP ONE</u> | <u>C.C.</u> | <u>GROUP TWO</u> | <u>C.C.</u> |
|-----------------------|-------------|-----------------------|-------------|
| Alfa Romeo 2000 GTV | 1962 | Alfa Romeo 1750 GTV | 1779 |
| BMW 3.0 CS | 2998 | BMW 2002 Ti | 1990 |
| BMW 3.0 S | 2998 | BMW 2002 Tii | 1990 |
| Ford Falcon GTHO | 5750 | Chrysler Valiant | |
| Holden GTR XUI | 3310 | 4DR/6CYL | 4000 |
| Holden GTR XUI | 2834 | Datsun 1600 SSS | 1595 |
| Chrysler Charger RT | 4339 | Ford Falcon 6CYL | 4100 |
| Holden Monaro V/8 | 5750 | Ford Capri 3000 | 2994 |
| Jaguar XJ6 4.2 | 4235 | (144 HP Only) | |
| Mazda Capella RX 2 | 2292 | Ford Capri 2000 | 1996 |
| Reliant Scimitar | 2994 | Ford Capri 1600 | 1598 |
| Rover 3500S | 3531 | Ford Cortina 1600 GTE | 1598 |
| | | Ford Escort RS 1600 | 1601 |
| | | Ford Escort T. Cam | 1598 |
| | | Ford Escort Mexico | 1601 |
| <u>GROUP THREE</u> | | Fiat 124S | 1608 |
| Austin Maxi 1750 | 1748 | Fiat 125S | 1608 |
| Austin Morris 1300 | 1275 | Hillman Avenger GT | 1498 |
| Datsun 1600 | 1595 | Hillman Hunter | 1725 |
| Datsun 1200 | 1171 | Holden GTR | 3310 |
| Fiat 850 Coupe | 903 | Holden GTR | 2834 |
| Fiat 125 | 1608 | Holden Monaro 6 CYL | 3310 |
| Ford Escort XL | 1298 | Holden Sedan 202 | 3310 |
| Ford Escort 1300 GT | 1298 | Mitsubishi Galant GS | 1499 |
| Ford Escort E/L | 1595 | Morris Cooper 'S' | 1275 |
| Hillman Avenger | 1498 | Morris Mini GT | 1275 |
| Hillman Avenger TC | 1498 | Morris 1300 GT | 1275 |
| Mitsubishi Galant | 1499 | Morris Marina 1.8TC | 1798 |
| Morris Marina 1300 | 1275 | N.S.U. RO.80 | 1990 |
| Morris Mini 'K' | 998 | Renault 16TS | 1565 |
| Morris Mini Clubman | 1098 | Rover 2000 TC | 1980 |
| Morris Mini Clubman | 998 | Toyota Corona | 1707 |
| Renault 12TL | 1251 | Triumph 2.5 PI | 2498 |
| Simca 1100GL | 1118 | Triumph 2000 | 1998 |
| Skoda S110 L | 1107 | Triumph Vitesse | 1998 |
| Saburu 1300 | 1267 | Peugeot 504 | 1971 |
| Toyota Corolla | 1166 | Vauxhall Victor 3.3 | 3294 |
| Vauxhall Viva SL 90 | 1159 | Vauxhall Viva GT | 1975 |
| Volkswagen 1600 Super | 1584 | Volkswagen 411E | 1679 |

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And what is of equal importance, they maintain their efficient 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!

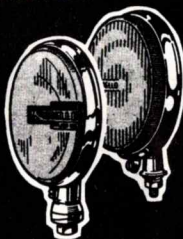
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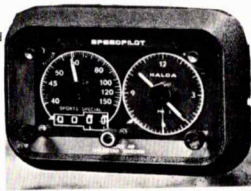
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SPEEDPILOT

The Castrol



Early hours of Sunday, 4th June, saw us making rapid progress towards what must have been the coldest place in New Zealand. Unfortunately it was the only rapid progress we made all day.

Section 1 appeared to be without purpose travelling dreary mile upon mile through frost covered countryside to use a little piece of rally style road around the Ohakuri dam.

The first map reading was interesting, involving one little loop off S.H. 1 and a confusing 5 road junction with checks in all directions. We decided to go around the grass island to pass Burnett Rd. This island was marked on the map and we were told later that this was a spot height and therefore not useable in map reading. One check down.

Then some cute route finding around Putaruru certainly not the most direct in a touring stage to Tirau and a welcome 15 minute break.

Section 3 with its alternate lefts and rights kept us on our toes after we realised that the "Proceed Ahead" in the first instruction didn't refer to any interim instructions before going right into Okoroire Road. I always thought "Proceed Ahead" was meant to take you through an intersection. There was a very cleverly devised trap on "Lake Rd" and "Lake Rd No Exit" which excited a certain member of our crew and another on a mis-spelt sign.

One point we realised at this stage was that signposts used for turnings were not the most easily read, although not facing opposite to our direction of travel they did require you to move right into the intersection to read them.

Then followed a section requiring attention to T intersections otherwise a check would be easily dropped. The In Control for the Hamilton meal break was situated a little close to a built up area for the best in public relations, which was particularly noticeable as a late starter.

The next map reading gave us our second missed check in the Speedy Rd area, prior to this we had tried, along with many others, to plot our way around a loop on the Ngaruawahia-Te Kowhai Road which now no longer exists.

Then followed an easy section to the start of the final map reading section. This was well plotted through well used map reading country and as was our custom on map reading, we dropped another check, not the one by the old Rangiriri Bridge either.

Section 6 in its entirety contained one good trap in each of the subsections.

My impressions were that there was a lot of wasted mileage connecting some very good sections. I was a little

concerned at the amount of spot-light activity necessary in built up areas and the passage of trial cars on main highways during map reading sections, particularly at night time on busy weekends is something that should be avoided. Checks were not always well placed and I'm sure that those clubs who refuse to use unmanned checks on Gold Star trials are to be commended.

One protest lodged on a map reading instruction has been upheld and this apparently was the only incident affecting the rapidly produced results which followed a well presented event, certainly enjoyed by our crew and many others I have spoken to.

F.125

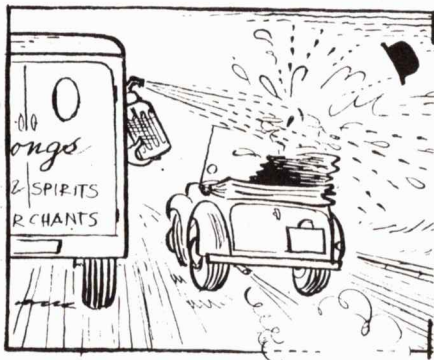
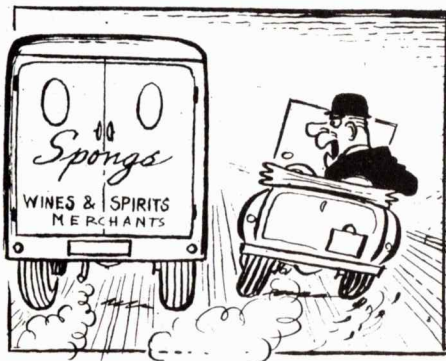
FILM EVENING

The Clubrooms were full for the June film evening.

Three excellent Duckhams films were shown, the first being about English trials, or as we would call them, mud-plugs, entitled "Mad Dogs and Englishmen", the second about vintage rallying in Scotland, and the third which was shown for the first time in New Zealand, "Racing Kiwi Style", was the Duckhams film on New Zealand motor racing which will be shown in New Zealand and throughout the world.

We were pleased to welcome Earl Nahkies, Duckhams' New Zealand Manager, and Mrs Nahkies, together with Mike Stewart New Zealand Sales Manager of Duckhams, and Mrs Stewart at this meeting.

The car on display was a Triumph 2.5 P.I. kindly brought down by Willard Martin of Dominion Rental Cars Limited. A most interesting car.



SPEARS PREPARE LOTUS TWIN CAM -- GRAHAM SPEAR

For the 1972-73 season we at Spear's have decided to sponsor up and coming driver Peter Sundberg in the McMillan owned Ford Escort Twin Cam. This arrangement requires us to supply two fully prepared Lotus Twin Cam motors and also to maintain these motors during this racing season.

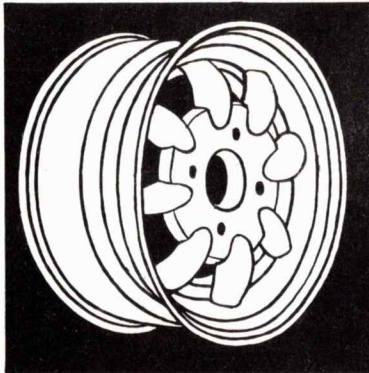
Due to class capacity changes we feel that a large Lotus Twin Cam motor (2.3 litre) should be competitive with the 1600 c.c. BDA motors if all things like suspension, braking and handling are on a par. Of course we do not know until the season starts exactly how competitive these motors will be. We at Spear's were very pleased to learn of the capacity changes and feel that they can only do motor racing good as more competitive cars on the tracks promotes more public interest and as the promoters probably know the more cars or should I say the fuller fields that should be obtained through these changes can only do them good. It was a pity last year that the 4.2 class had only two competitive cars at most meetings and at some of these meetings even 1000 c.c. Minis were entering and collecting prizemoney, surely a ridiculous situation.

Work on the motors for the McMillan owned car has begun and approximately 450 hours will be spent on the design and preparation of these motors by Murray and Graham Spear.

Starting with the basics both Murray and Graham Spear have begun manufacturing crankshafts for these motors, these will be made on the premises and start from a billet of steel (95 ton for U.S. Ultra) 1' 8" long by 6" diameter, these billets will be roughed out to $\frac{1}{8}$ " over size and then heat treated to increase their strength and toughness, they will then be finished off and nitrided. The stroke of these crankshafts will be 3.400 inches. The cylinder blocks will be over bored and pressure tested at 75lbs. per square inch before the steel mains are made and line bored. The oil ways will then be drilled out and the blocks blue printed to check main bearing spacing in relation to the cylinder head face of the block. A new piston die has had to be made for the piston blanks. After these blanks are made they will be manufactured into finished pistons and will await the completion of the steel con rods. New balancing equipment will enable us to balance the pistons and rods to limits not normally obtained in this country. At this stage the short block is ready for assembly and checking. The cylinder heads will be drastically altered in the combustion chambers to enable the fitting of $1\frac{3}{4}$ " Inlet valves and $1\frac{1}{2}$ " Exhaust valves, the heads will then be ported and polished using techniques learnt in the preparation of Halliday Brothers, Jack Nazer and Bryan Crosbie's cylinder heads. The valve springs are silicon chrome and these will be set up to .050 thou off coil bind.

The camshafts will be made by us from U.S. Ultra steel and ground to a profile of our own design.

After the motor is fitted to the car it will be dyno and track tuned for torque characteristics. We feel that projects of this type enable us to gain valuable knowledge and help us to compete against motors and performance parts developed in England and used by most of the other cars.



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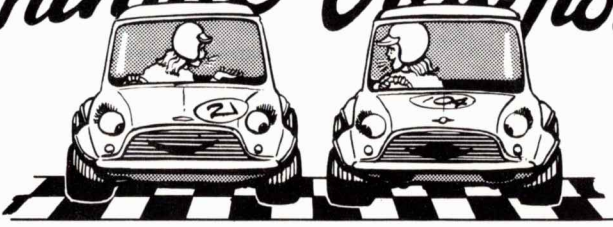
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Feminine Viewpoint



Recently I had cause to call in at Halliday Racing Developments Workshop and there resting on its laurels (actually the laurel wreath was still inside it) was none other than the famed 103 Escort. I was amazed at how much different these cars look off the track. The size was one of the things that fascinated me. On the track they appear much larger than they actually are. And as 103 comes over Rothmans I always admire how clean it looks with its sparkling white paint glistening in the sun. Last season it always appeared to look immaculate but in the workshop surrounded by another old Anglia and all the other half assembled engines, etc. it wasn't the same car. I was invited to sit in it and have a 'play' with the pedals etc. "Fancy yourself as another Mary Carney?", said Don only to be greeted by a scorn of derision from my better half, which I completely ignored. Yes, I was imagining myself another Mary Carney. The tyres were also another intriguement and I couldn't believe the boys when they said they were going to widen the wheels even further. To me they looked enormous now. I listened agog as Don explained taking a corner on three wheels and what it felt like. Sometimes four wheels doesn't seem quite enough to me! I finally left thinking I wouldn't mind having a go but knew better than to voice my thoughts!.....

* * * * *

Speaking of Circuit Racing I was glad to see that Feminine Viewpoint has another representative on the grid now. According to Don Hadfield, Sandra Findlay, really gave some of her male competitors a fright and it was her first time out!

* * * * *

The Dog Box Club are having a social evening on the 16th of this month in the Cascade Room of the Royal International in Victoria Street. We hope Feminine Viewpoint supporters will manage to persuade their husbands, boyfriends, etc. to take them along to what promises to be a most enjoyable evening.

* * * * *

I hear that Les Rankin refers to the Ladies Committee of the Auckland Car Club as the Dragons Committee and their chairwoman has the lavish title of "Queen of the Dragons". (Be careful, Les, Dragons breathe fire!!! - Ed.)

* * * * *



LETTER BOX

Dear Editor,

Firstly I would like to congratulate the people responsible for the production of the Club magazine. Few publications can boast even the high quality paper which you use for the Bulletin. However, that is not the purpose of this letter. If my memory serves me correctly, in the last two issues of the Bulletin, there have been mention of some interesting 'facts'. I am referring to three subjects in particular, firstly the M.A.N.Z. capitation levy, secondly the record membership of 1,134 people, and finally, unrelated though it may seem, the claim that every racing championship held on a national level this year, was won by an Auckland Car Club member. Dealing firstly with the last of the three subjects. Unfortunately this claim is a little misleading as some of the drivers concerned belong to more than one club. At least one of these never entered his championship races as an A.C.C. member.

The motive behind making this point is not to detract in any way from the pride that the A.C.C. feels due to its successful participation in the sport, but rather to lead me into the point that there are a number of members of your club who are also members of at least one other. Some of these people have joined the A.C.C. simply to participate in club circuit racing. As Pukekohe is completely "controlled" by the Auckland and Northern Clubs, these drivers have little choice but to join one or the other.

In the May issue of the magazine there was a suggestion that as the larger clubs had to pay such huge amounts in capitation levies to M.A.N.Z., the voting system should be changed to one vote per member, as opposed to the current system of one vote per club. If this proposal was accepted and a club could vote on a membership basis, then my vote, for example, would be cast four times simultaneously as I am a member of four clubs. In addition to this, I cannot help but feel that one vote per member places a lot of power in the hands of a few people. This is due to the fact that many of your 1,134 members must fall into the category of 'social' members, who would do little to guide your voting power.

My suggestion is this, any person who is a member of more than one club should nominate, on club application forms, the club which he considers to be his home club. Only his 'home' club would pay the capitation levy to M.A.N.Z. To use my case as an example, I would probably nominate the M.G.C.C. as my 'home' club. On my joining the A.C.C. (purely for club circuit I might add), no capitation levy would be made to M.A.N.Z. on my subscription to your club. This would lighten the bill to M.A.N.Z. each year and at the same time put into perspective the actual size of each club.

I would like to pursue this subject further by tying it in with a controlled voting system. However, I have taken a large amount of space and feel that it is time I controlled

my rambling pen.

Yours sincerely,
Peter Hill

(Thanks for your letter Peter. All those guys are members of Auckland Car Club. They are. They really are. Truly. Even though you joined us purely for club circuit we hope that you may one day enter in our many other types of events and make full use of all club facilities to which your club membership entitles you. Your suggested 'home' club system may induce nervous breakdowns among membership secretaries. Ed.)



Wise & Wherefore Evening

Well a very good evening was had with attendance being a little light but those who attended received some very first hand information on the new racing season from the M.A.N.Z. Scrutineer, Glen Johnson, whom supplied us with some very up-to-date news on the new scrutineering schedules. Very interesting indeed.

Thanks go to the boys from Duckhams and congratulations to the two winners of the Duckhams Oil donated by our invited trade speakers.

To the uninitiated, the evenings are very informal and real inside information amazingly seems well supplied.

I wish also to thank sincerely our two guest speakers, Glen Johnson and Peter Levett for their information on scrutineering and preparation of cars.

Hoping to see you all on the 11th July.

CONSCRIPT



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EUROPEAN RALLY SCENE

The rallying tables were turned in Greece when a Fiat 124 Spyder defeated works Escorts, Lancias, Saabs, BMWs, a Porsche and a Datsun to win a rough, tiring and impossible fast Acropolis Rally. Outright winners were Hakan Lindberg/Helmut Eisenle in one of the three factory Fiats entered, all of which finished to provide the Italian company with a splendid victory, their first in an event of this calibre.

The works cars apart from Fiat and Lancia were all shod with and financed by the American tyre company, Sears Roebuck. With only the normal road pattern tyre available, crews had to make do on surfaces varying from tarmac to loose gravel and hard rock.

The route began in Athens and took in a tour of the whole of the Greek mainland, passing close to the borders with Albania, Yugoslavia and Bulgaria before returning south for a night stop at Loutraki, close to the steep sided Corinth canal. This made up three-quarters of the total distance, the remaining daylight section was largely confined to the Peloponnisos, the chunk of land south of the Gulf of Corinth which became completely separated from the mainland when the canal was sliced through the Ithsmus of Corinth. Here the stages were rougher and the road sections tighter, and the whole loop was expected to eliminate a fair proportion of the Loutraki survivors.

The road sections, already tight in most parts, were rendered even tighter by the inclusion of 91 time controls, all of which served to reduce available servicing time to a minimum.

After the midnight start at the foot of the floodlit Acropolis, Saab's main hopes were shattered when Blomqvist spent considerable time off the road among the trees on the first stage. The two Escorts were in trouble with a severe lack of front brakes, which persisted until they retired. Eklund suffered fuel starvation and co-driver Andreasson had to carry a fuel can with a pipe to gravity feed the carbs. It eventually cured itself, but they went out later with a broken gearbox/diff unit.

Waldegard held the lead for most of the first section but had to ease up when dust penetrated the engine. At one point, the Porsche emerged from a stage with negative camber on one rear wheel and positive on the other. With the Porsche threatening to expire at any moment, his close rivals began wondering which of them would take the lead for the results and information service had completely broken down and there was no way of getting interim positions. During the overnight halt, leading crews got together to work out results for themselves. Waldegard was still in the lead and in a close bunch behind was Lampinen (Lancia), Lindberg (Fiat) and Warmbold (BMW).

It wasn't long in the final section before Waldegard's expected retirement materialised, the Porsche's engine finally giving up. Lampinen thought he had sufficient lead and he took the remaining stages relatively easy to preserve his car, but his team manager's calculations had been wrong and Lindberg was catching up fast. Results were 1st H. Lindberg/H. Eisendle (Fiat 124S), 2nd S. Lampinen/B. Reinicke (Lancia Fulvia), 3rd. A. Warmbold/J. Dorfler (BMW 2002T).

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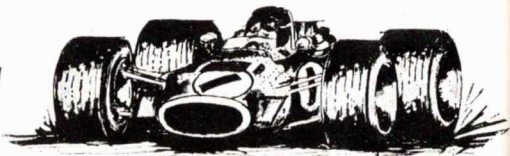
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TRACKSIDE



.... With Stuart Turner assuming control of AVO in addition to his responsibilities as Director of Ford motor sports, the position of Ford competitions manager has been given to Peter Ashcroft.

Up to now chief engineer at Boreham, Ashcroft has been working on Ford's competition cars for ten years with just a brief break to take a mechanic's post with Peter Sellers' Formula 3 outfit. Born in Walton-le-Dale in 1928, he started racing a 500 c.c. Cooper in the early fifties and built up quite a reputation as an engine builder. In 1959 he joined Gilby Engineering and played a large part in the construction and development of their sports cars and subsequently Formula 1 machines.

Since he rejoined Fords his notable achievements include the design and development of the World Cup Rally 1850 pushrod as well as the V6 2.9 litre motor which powered Dieter Glemser to the 1971 European Touring Car Championship.

.... Andrea de Adamich has signed a personal contract with Marlboro, joining his compatriot Agostini in the "World Championship Team". The deal has nothing to do with BRMs but means that de Adamich will make personal appearances arranged by Marlboro in Italy.

***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.

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PHONE DAVE MORRIS - 720D PUKEKOHE

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AUSTIN COOPER 998 C.C. (106 B.N.S.W.) - Hydrolastic suspension Weber Carburettors, Bridgestone Tyres on steel rims. Ready to race or would convert to road car with some spares.
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A branch of OSCA, or to give it its full title, the Open Saloon Car Association, was formed at a meeting in Papatoetoe in May.

About 30 enthusiastic drivers and supporters attended the meeting, held in Wild Wheels Tyre Service Limited's Workshop, and decided that there was a need for an OSCA branch in this part of the world.

Brian Marshall was elected president, Geoff Campbell vice president, and Greg Lancaster secretary-treasurer. They are supported by an enthusiastic committee.

Greg Lancaster says that there are now about 40 OSCA members in Auckland. There are at least 15 cars already racing that would qualify for OSCA events and, as well as this, another 14 cars are under construction.

The group hopes to win the support of North Island motor racing promoters and wants them to put on races for OSCA cars. "But we realise we must, first of all, make sure we have the support of a large number of people and a grid full of well prepared cars", said Greg Lancaster.

The next meeting of the Auckland Branch takes place on 10th July. A venue has yet to be obtained and this will be advertised within the next few days. The president of OSCA, Alec Dickie, will be attending this meeting as will the secretary, Ron McPahil.

Anyone interested is welcome to attend and meanwhile copies of regulations can be obtained from Greg Lancaster, Phone 74-740 (Bus). Additional information is also available from Graeme Booth, Phone 75-499 (Bus) or Henderson 67-211 (Res)



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 Dexter | Clevedon | Viva |
| Tyrone Petterd | Mt Roskill | Morris Mini |
| Anthony Monk | Papatoetoe | Anglia G.T. |
| Michael Karl | Clevedon | Zephyr MK 4 |
| Lindsay Porter | Auckland | Ford Anglia |
| Brett Ryan | Mt Eden | Austin Cooper |
| Michael Dane | Papatoetoe | Anglia |
| Glen Mullins | East Tamaki | Valiant |
| Patrick McCabe | Mt Albert | Consul MK II |
| Keith Shilton | Devonport | Zodiac MK III |
| Gary White | Mt Wellington | Viva |
| Duncan Young | Manurewa | Hillman Hunter |
| Morris Hodder | Glenfield | Falcon |
| Robert Archibald | Papakura | Triumph TR 4A |
| Rodney McDowell | Otahuhu | Cortina |
| Peter Harvey | Parnell | Falcon |
| Vernon Reeve | Mangere East | Anglia |
| Brian Kendall | Hamilton | Datsun 1600 |
| Rodney Grimwood | Mairangi Bay | Humber |
| Grant Laurie | Whenuapai | V.W. |
| Garry Young | Mt Eden | Morris Mini |
| John Cogan | Mangere | Bellett |
| Harley Russell | Auckland | Austin Clubman GT |
| Phillip Taylor | Mangere East | Velox |
| Alan Carter | Takapuna | Torana XUI |
| Clinton Johnson | Pakuranga | Fiat 125 |
| David Simpson | Epsom | Zodiac MK 4 |
| Evan Mackay | Royal Oak | Falcon |
| Vryn Evans | Remuera | Fiat 125 |
| Brian Fenwick | Whenuapai | Anglia 105E |
| John Toomer | Epsom | V.W. |
| Norman Harvey | Henderson | Escort 1300 |
| William Owen | Glen Innes | Morris Mini |
| Garry Brewer | Beachlands | Hillman Minx |
| Andrew Irving | Epsom | |
| Kenneth Wood | Mt Albert | Ford Escort |
| Graham Curd | Pukekohe | Viva |
| David Butler | Glen Innes | Zephyr |
| Murray Gardiner | Pukekohe | Mini |
| Stuart Algie | Ponsonby | Morris Cooper S |
| Albert Madden | Morningside | Holden |
| Bernard Whaanga | Greenlane | |
| Mr & Mrs Colin Smith | Parnell | Austin Countryman |
| Allan Elder | Mt Albert | |
| Alan Davidson | Whenuapai | Morris 1100 |
| Miss Sharon Chalmers | Mt Albert | Prefect |

NEW MEMBERS contd/...

Mr & Mrs Roderick Barker
 Neil Crocker
 John Walker
 Colin Power
 Jack Downer
 Bruce Wix
 David Springett
 Mervyn Davies
 Peter Matenga
 David Pankhurst
 Graham Wright
 John Dunningham
 Richard Buisson
 Max Hinton
 Maurice Shepherd
 David Hughes
 Geoffrey Howard
 David Maloney
 Gregory Wade
 Stuart Mobberley

Titirangi
 Papatoetoe
 Kohimarama
 Takapuna
 Takapuna
 Glenfield
 Titirangi
 Kohimarama
 Remuera
 Blockhouse Bay
 Herne Bay
 Massey
 Papakura
 Pukekohe
 New Lynn
 Howick
 Otahuhu
 Mangere
 Takapuna
 Te Atatu South

Jaguar
 Ford
 Triumph Spitfire
 Morris Mini
 Zephyr
 Austin Healy
 Ford Consul 315
 Velox
 Valiant
 V.W.
 Viva
 Anglia 1500
 Velox
 Triumph Herald
 Cortina
 Cortina
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 Holden



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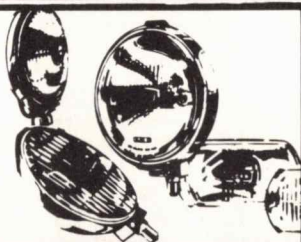
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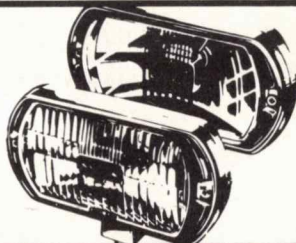


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add safety and style
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(6 months later it's still shining and protecting)

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

Simoniz Speedwax - a shining example of car protection.