



BULLETIN

August 1972



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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.



AT THE INTER-CLUB EXECUTIVE COCTAIL EVENING A.C.C.

PRESIDENT BARRY WEBBER, BARBARA CHANDLER, MORRIE CHANDLER

N.S.C.C. PRESIDENT AND MARILYN WEBBER.

COVER PHOTO CLUB MEMBER ROBBIE FRANCEVIC

--GLENVALE 100 WINNER 1

COMING EVENTS



**CLOSED
CLUB**

CLUBROOM HOURS:

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

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

Starts from the Clubrooms at 10.00 a.m. on Saturday, arriving at Rotorua at approximately 3.00 p.m. Finishes back at the Clubrooms on Sunday.

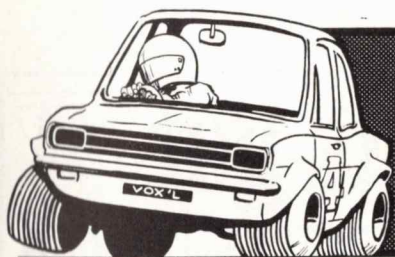
17TH AUGUST - THURSDAY - CLUB NIGHT & FILM EVENING:

At the Clubrooms at 8.00 p.m. Good films, supper, discussions. A new car will also be on display. New members make yourselves known to a Committee Member - See Page 1 of your Bulletin.

26TH AUGUST - SATURDAY - "SPRING INVITATION" MERCURY TROPHY TRIAL - Full details under Open and Invitation Events.

15TH SEPTEMBER - FRIDAY EVENING - "ALL MALE 40TH ANNIVERSARY REUNION" - To be held in the Grandstand Inn, Alexandra Park Raceway at 8.00 p.m. All present and past male members of the Auckland Car Club (formerly The New Zealand Motor Racing Drivers Assn.) are cordially invited. Excellent savoury supper, entertainment, Hi and Lo Octane etc. for the all in subscription of \$3.50 per person. A thousand tales will be told of a bygone era; race-days at Muriwai Beach, Ardmore; the hillclimbs at Mt Eden and many more. Make sure of your ticket which will be available around mid-August.

24TH SEPTEMBER - SUNDAY - HILLCLIMB - Chamberlain Road, Bombay. Full details in the September Bulletin.



OPEN & INVITATION

5TH AUGUST - SATURDAY - TE AWAMUTU CAR CLUB "CRAIK MOTORS TRIAL" - A Mercury Trophy event. Late entries close 2nd August, P.O. Box 71, Te Awamutu.

10TH - 13TH AUGUST - MANAWATU CAR CLUB "GOLDEN SHELL RALLY" Starts and finishes at Palmerston North. Late entries close 6th August, P.O. Box 542, Palmerston North.

26TH AUGUST - SATURDAY - SPRING INVITATION MERCURY TROPHY TRIAL Starts at Seabrook Fowlds (Papakura) Ltd, Great South Rd, 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.

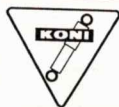
26TH AUGUST - SATURDAY - HAWKES BAY CAR CLUB "BLOSSOM TRIAL" Starts 20 miles south of Taupo at midnight on Friday 25th, finishes Hastings late Saturday A.M. A.S.R.'s etc. available from the Secretary of the Meeting, P.O. Box 960, Hastings.

3RD SEPTEMBER - SUNDAY - "BENSON & HEDGES 500" New Zealand's premier production saloon car race. Pukekohe Motor Racing Circuit. Late entry enquiries to N.Z.I.G.P. Office - Phone 593-108.

17TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB "INVITATION HILL-CLIMB" - Ridge Road. Enquiries should be directed to P.O. Box 174, Pukekohe.

8TH OCTOBER - SUNDAY - AUCKLAND CAR CLUB "NATIONAL RACE MEETING" Pukekohe Circuit. Further information in the September Bulletin.

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

And what is of equal importance, they maintain their 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!

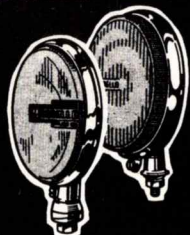
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HALDA SPEEDPILOT

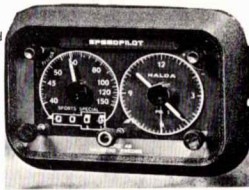
is prized by beginner and advanced rallyist alike for simplified control of time, distance and speed.

HALDA TWINMASTER

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(not shown) single mechanical counter featuring accuracy and reset as Twinmaster.



SPEEDPILOT



AFTERNOON TRIAL

25th June —

Approximately 1/4 hours
duration including a very
simple map reading section
..... so the Bulletin

advertised. We started with an easy subsection which took us down the motorway, off towards Kingseat to Bob White who handed us our "very simple mapreading" instructions. Here we made our first boob as the check wasn't the end of the subsection which we should have got by going straight ahead until we came to a sign saying Grid Reference 433330. "Approach G.R. 420271 JNC from the North West" had our crew arguing with one another and the green book until we re-checked the A.S.R.'s. Aha, nearly caught, but we turned into Muirs Road and were one of the few who collected check AGAIN. Use Stan Wrights Road, the old trick of the name going round the corner so we got the check GRM in that road twice. Use Paerata Junction Road had us worried as we arrived in the middle of it. Aha, see that little loop including Pearsons Road at the western end, should we use it - yes - half way round we found check X2Y but it seems we should have got MUNDY twice as our loop was a longer distance overall than using Irwins Rd even though we found the check in Pearsons Road. It seems the lead car put it there early just to catch us. As it turned out we should have used Irwins Rd and not the loop.

An easy portion followed using Ostrich Farm Road and the old crossing over the railway line before passing through Pukekohe to the check of Vryn Evans who gave us two blank lines. TWO - oh yes, a very simple map reading section. Ha ha again - but we did learn a lot and hope to remember it next time.

The next subsection really had us working and thinking hard. Once we remembered that you MUST go left at every cross-road we sorted out a beautiful little trap in Bucklands. Then we had to avoid Cameron Town Rd. Something fishy here as there was a check just around the corner. Aha, again. So what if the sign doesnt exist - the straight ahead road is still there and in any case the sign was Cameron Town Rd No Exit. A U turn check IMP in here. This made us much happier despite the two dropped checks earlier. Then we came to a set of cross-roads, one of the roads to the left being Hill Rd which we had to avoid. Cars were going in many directions which led us to making another mistake. We forgot to go left at every cross-road and missed check JC. By the time we got to go right after crossing railway line we were ready for it and collected another U turn check.

In the next sub-section we remembered that any A.S.R. signs on your right do not exist so we did not "Go right at Day Rd" and collected another U turn check. Following this we had tulips. This was the first time we had ever met this form of instruction and surprisingly enough it was relatively easy. Then



followed a simple touring section back to Final Control at the Clubrooms. What's this, another dropped check - look at your last instruction we were told - and there it was - proceed to Final Control situated Inside Clubrooms etc, etc, etc, etc - sucked again.

The plotters handed out an explanation sheet which explained all the demon traps which was very helpful and which we will swot up before the next trial. They tell me Crombie and Morley are plotting the October trial.

A very enjoyable trial throughout and a credit to the plotters.

SHARP



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.

Jack Thomas	Remuera	Triumph 2.5 PI
James Robb	Ellerslie	Cortina
Ronald Hunter	Ellerslie	Vauxhall Victor
Gordon Hogg	Te Papapa	Morris Cooper
Lloyd Abbot	Northcote	Toyota Corona
James Oppelt	Papatoetoe	Ford Coupe
Glen Glamuzina	Blockhouse Bay	Triumph 1300
Clare Bilkey	Takapuna	Anglia
Ian Hatten	Mt Albert	Toyota Corona
Keith Hedges	New Lynn	Armstrong Siddeley
Brian Madley	Milford	
Kevin Brown	Onehunga	Ford Escort
Allistair Sheffield	Blockhouse Bay	Vauxhall Viva



TYRES DUNLOP RETREADS



AUCKLAND CAR CLUB

40th ANNIVERSARY

1972 is the 40th year of our Club's life - it was founded in 1932 as the New Zealand Motor Racing Drivers' Association, changing its name to Auckland Car Club in 1949.

Our 40th Anniversary calls for special celebrations, and the Social Sub-Committee has laid plans for just such celebrations, covering the period from now till November. The flag dropped to start the great Jubilee on 10th June when we celebrated our 40th Anniversary Ball and TISCO Prizegiving, following which we had the Cabaret Evening at the Clubrooms on the 22nd July. This Bulletin went to press before that date, but no doubt it went off on a high note!

Next Anniversary feature is a beauty - the genuine Old Fashioned Smoking Evening scheduled for the 15th September. This goes off in the new "Grandstand Inn" now being completed at Alexandra Park Raceway. It is planned as a very (very!) informal reunion and get-together of members past and present, guests and friends of the Club, and anyone else who feels like helping us empty a couple of beer tankers. Tickets for this will be only \$3.50, covering refreshments, the music and floor show, and all and we hear a pretty reliable whisper to the effect that there will be a momento of the 40th Anniversary - something a little more permanent than a hangover too - all included in that ticket price! (Sorry ladies, this is for male members only).

Next up is a slightly more formal affair - we're calling it a Cocktail Evening, and it will be held on the Saturday of our 40th Anniversary Race Meeting weekend, 7th and 8th October. All former members of the Club will be invited to join us at any time during the weekend - along with competitors coming to the race meeting - starting with practice on the Saturday, followed by the Cocktail Evening, and on race day itself.

Plans are forming as this Bulletin goes to press for a Grand Jubilee Dinner, the most formal event on the schedule, and for an Anniversary Hillclimb in conjunction with our Gold Star date in November. So it should be a busy four months for all of us.

All members are urged to help make a success of our celebrations, mainly by getting your memory cells into gear and coming across with names (and addresses if possible) of anyone you think has once been a member, but is no longer one of us. If you can think of anyone - and some of our older members should be able to suggest dozens of names - you are urged to let the Social Committee know. Just phone Les Rankin at Papakura 84-164 or Ray Stodart at 546-361.

The roundup's begun - help find 'em and bring 'em back alive!

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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John MacDonald

GLENVALE "100"

25th June, 1972

Yet another 'Glenvale 100' Production Car Meeting was held at Bay Park, this time, two days after the shortest day of the year! (mid-Winter motor racing). The Promoters scheduled an eleven race programme which was duly shortened to ten, mainly due to the shortage of entries for as the Glenvale cars were to be broken up into two 50 lap events, one for saloons a la Golden 100, the other for GTX type cars, and a large number of competitors have not yet bought their new season's cars, mainly waiting for new models to be announced in October, so hence the Glenvale 100 became a 50 lap event - but for all of that - a very good one.

Quite an interesting variety of cars turned up for practice, and a wet miserable, horrible day it was. But with three Alfa Romeos, two 1750 and one 1600, Torana XUI's - all 186 models, with the exceptions Errol Inwood, Francevic and Radonich in 202 Mk IIs and Ross Jensen making a welcome return to motor racing thoroughly enjoying himself in a BMW 2002, to name but a few. Robbie was far and away the quickest in practice and Tim Bailey arrived late, and wished he hadn't for he not only had a totally wet practice in the Alfa Romeo (entered by Continental Car Services) but also a chronic mis-fire which frustrated all his crew's efforts to rectify, even after finding a piece of plastic in the fuel line. Steve Millen brought the ex Rodger Anderson BMW 2002 out of moth balls and thoroughly enjoyed himself flinging it around.

In the baby class Reg Cook reigned supreme with Neville Hill going extremely well once again, and Jim Richards in some sort of trouble with the Sidchrome Imp.

Mark Jones in the Autoland Vee excelled himself, and as was proven next day during the racing that neither John Hatton, George Hettterscheid or Ian Hodge could do much about it.

A surprising number of brave spectators turned up, despite the weather, which miraculously cleared for the duration of the race programme, which was notable for a very high standard of driving and a complete absence of other than minor incidents. Two very good motor cycle events were held, both with a rolling start, which certainly keeps the competitive machines together and eliminates the nonsense of push starts and boring racing. The Formula Vee events as previously mentioned were good, close, exciting stuff and it is good to see other names in front.

The 0 - 1000 event was won by Reg Cook who drove sensibly and well to win by the necessary margin from a very hard charging Jim Richards who is probably one of the best wet track drivers the country has.

The start of the Glenvale Event was delayed for a short while while the organisers checked to see that everyone had their generator system working and were not trying to pick up that little bit of extra horse power by disconnecting the generator system. Fortunately for Fitzpatrick in the Capri this gave his crew a last minute opportunity to effect repairs on the Grid.

Alan Carter (XUI) led from the outset with Inwood second and Radonich steadily holding third in the Clayton Motors frantic PINK 202. First time round and several cars pitted to carry out the compulsory re-fuel and tyre change which most crews achieved in a little over two minutes. Ralph Emson (XUI) was one of the first in trouble with the gear lever waggling round like the proverbial shirt sleeve bit. A hasty repair with a piece of wire, then back round the back of the Pits a couple of laps later to fix it properly. Ralph later re-joined many laps in arrears and soldiered on hoping for at least 4th place in the class. Charlie Conway (GTR) was also in trouble with the gear lever - his breaking right off!! eventually borrowing one, to re-join. When Carter pitted, thus losing the lead for the first time, there was a heart-stopping moment when the XUI wouldn't restart and was pushed clear of the Fuel Bay, which fortunately for them was almost alongside their Pit, where they duly changed their wheel and retarded the ignition, and with everything crossed, the car started under its own volition - but he was now third. Francevic meantime had taken over from Radonich and was driving brilliantly to pass Inwood and take the lead, both cars having already re-fuelled. So despite all the ifs and buts, whys and wherefores, about when they should or should not have pitted, Robbie was about four seconds a lap faster than anyone else, and so justifiably should have won.

All in all, a damn good race - but do we have to have a motor race in the middle of Winter - just think how good this meeting would be one month before the Benson & Hedges, at which time everyone should then have purchased their new season's cars.

DON HADFIELD

**FOR THAT PERSONAL ATTENTION
SEE A.C.C. MEMBER TED THOMPSON FOR
DYNAMIC BALANCING**

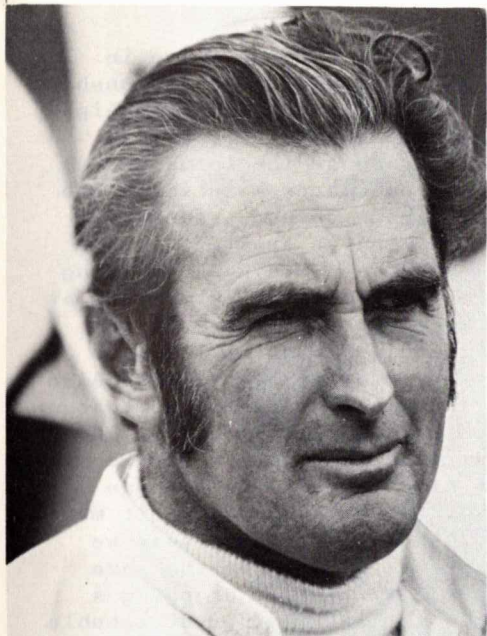
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Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.



BARRY PHILLIPS

I have been asked to write an article for the Club Bulletin and as my first association with motor racing was through the Auckland Car Club, I do this with pleasure.

I first became interested in motor racing when I was an apprentice mechanic for Lees Bros. in Papakura. Every year at Christmas time, overseas drivers Peter Whitehead and Tony Gaze used the workshop at Lees to work on their cars and we spent our lunchhours out at Ardmore watching them practise. Those were the days of enthusiasm - we would leave at 5.00 a.m. on race day and then travel the five miles to the track in a tip truck (which we converted into a grandstand) ensuring ourselves of a pretty good vantage point at that hour of the morning.

My first taste of racing was in a Model A, which Paul Fahey and I owned and entered in mud trials. We bought this car one Saturday morning, worked on it all day and tried it out on a mate's farm in the afternoon. We decided it went pretty well, so we entered it in a mud trial on the Sunday at Hunua. Paul had first run and I went as a passenger. Going through the first water course, we broke an axle, so I entered my Zephyr convertible for the rest of the day. The next mud trial was held at Albany and as the Harbour Bridge had just been opened, Paul stopped the Model A on top of the bridge and took a photo of it. (Can't see anyone doing that today).

After the Model A, came a '34 V8 Coupe which I entered in a hillclimb at Ivan Whale's scoria pit. It ended up being a very disappointing day. I had motor bike guards over the front wheels and instead of these being connected to the chassis, I had them fitted onto the backing plates of the wheels. Because of this, I was not allowed to run. After this there were several hillclimbs and mud trials all of which provided us with loads of fun.

My first saloon car was an Anglia with a 1600 pushrod motor. I used to share the drives with my partner, Bruce McLean. This was the start of a long and enjoyable association with him. We took the Anglia around the Island to the various road races at Rotorua, Matamata and New Plymouth and I can vividly remember one meeting at Matamata where 18 windscreens (including my own) were smashed.

My next car was a Lotus Cortina which Bruce drove in the non-championship races and I drove in all the championship races just beating Angus Hyslop for the Group 2 Championship. The following year we bought a second car, another Cortina with a pushrod motor, painted it the same as the Lotus and Bruce drove this one. We had many great races with these two cars, and with them both painted the same colour, spectators (and officials) had difficulty in telling us apart.

With the third season looming up, and M.A.N.Z. deciding to scrub the Group 2 Championship, I decided to try my luck at Mini racing. Ray Gedye built me up a car that first year, using Rodger Anderson's old motor, and we learnt a lot from that car. It was a season of close racing with guys like Alan Boyle, Clyde Collins and Roy Harrington. The following season I bought Rodger Anderson's car, sold the motor out of it and bought my first Arden motor. This was the one that had won the British Saloon Car Championship - Alec Poole being the man behind the wheel. It was a terrific motor and all credit must go to Ray Gedye for looking after it so well. That year we won the 0 - 1000 c.c. class. The next year we ran the same motor but unfortunately damaged the head through dropping a valve, and not having a spare head, we had nothing but trouble for the whole season.

This last season has probably seen some of the closest and cleanest motor racing in the 0 - 1000 c.c. class that you could ever hope to see, with every race a battle amongst Rod Collingwood, Reg Cook, Jim Richards, Peter Sharp and myself. My one ambition is to win a Benson & Hedges 500. Bruce and I have driven together in this for the past nine years and have always been well placed but never have we been lucky enough to win. To me, this is the race of the year and the one which I enjoy most.

Unfortunately, I feel motor racing has changed over the years. With cars becoming so much more expensive and motor racing itself becoming so much more professionalised, I feel that the average person who would perhaps "like to have a go" can't afford to; also a lot of the promising young drivers can't pursue this sport because of lack of finance. The answer to this problem is, of course, for more sponsors. Over the years we have seen sponsors (large and small) come and go, pulling out possibly because of lack of promotion of their particular product.

I think that drivers should become more aware of the promoters' problems and vice versa. I would also like to see the promoters start a saloon car series with Australia (as in Stockcars). This has been talked about for a long time and I feel this could only bring better racing and more people through the gates which would bring bigger gate takings, and ultimately better prize money.

In conclusion I would like to thank all those who have helped me to go Motor Racing, namely my mechanics, Bruce McLean, Ray Gedye and John Dale and my sponsors, Rothmans, Dunlop, Shell Oil and Ford Motor Company.

BARRY PHILLIPS



BRIDGESTONE

WIDE 70

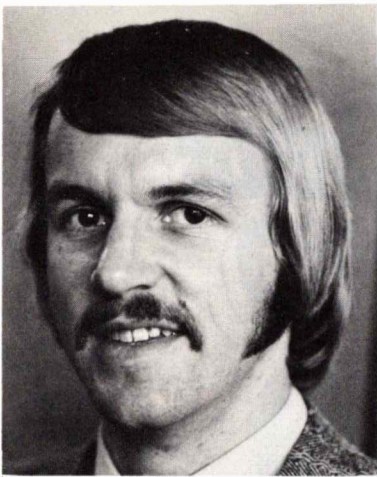
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THE PETER GILL COLUMN

Australia has seen the light.

Holden, Chrysler and Ford have bowed to gentle pressure and have dropped their plans to produce the 160 mph Supercars they had on their drawing boards.

The cars, a V8 version of the Torana, the Valiant Charger E49, and the XA version of the Falcon GTHO, were due to go into production so

that there were enough produced for road use to qualify the models for the big Bathurst 500 Saloon Car Race. The race carries considerable advertising prestige for the winner and commands a lot of public attention. Thus the breakneck competition among the big three car makers to win it.

But Government leaders and others in Australia became very concerned when they heard that the new generation cars would be capable of 160 mph. In the wrong hands they were virtually a potential missile.

It was suggested that if the home industry was to continue to build cars capable of over twice the speed limit (and nearly three times the New Zealand speed limit), then perhaps the rules of the race ought to be changed. Changed to the extent that competing cars need not be available to the public. Or on the other hand, perhaps the race could revert to the much more meaningful competition between common or garden production models as with our Benson and Hedges 500 here in New Zealand.

What the Bathurst organisers are going to do about their race regulations is not known at the time of writing. But one thing is sure. Australia will be building no more Supercars until the Government lays down a clear guide for the industry on high performance cars.

For a nation like Australia, which has been in the business of building super high speed cars for a relatively short time only, that's very progressive thinking.

But Australians will need to watch very carefully that the Government, having been given an inch, doesn't take a mile. No-one wants to see heavy Government restrictions on the speed, design and performance of cars in general.

Those of us who are members of Car Clubs are members because, basically, we all enjoy motor cars in some form or other.

We don't want to see the day when our high performance competition cars can't also be used as road cars, and everywhere we go the competition car has to follow on a trailer.

Neither do we want cars condemned because they perform in excess of the speed limit. The critics should remember that the law may explicitly govern maximum speeds, but it doesn't govern acceleration within those speed limits. And in order to have

good acceleration, an engine has to be designed to give a higher top speed than the limit.

Fair enough for Australia to draw the line at 160, especially for the homegrown industry, but any more restrictions than that we don't need.

PETER GILL



cibiè lights



By Graham Spear

Replacing Head Light Units with Halogen Systems:

When improving the lighting of your car for rallying or road safety reasons the first step should be an improvement to your existing lights. This should come before any auxilliary lighting is fitted.

The twin filament halogen bulb has recently appeared and we think it is useful to give some information concerning the use of this new bulb. In the first place, it must be realised that when a twin filament halogen bulb is used in a single light unit in order to obtain a main beam and a dip beam (each filament performing a separate function) there has to be some compromise. It seems certain that with the present state of vehicle lighting techniques, the best theoretical system would be that which separates the two functions, in practise this is achieved by the two following solutions:

- (i) A four head lamp system (two main beams, two dip beams)
- (ii) A BIODE, where each function is performed by a separate bulb.

The use of the twin filament halogen bulb involves various problems, on dip beam for example, the luminous flux above the cut off should be in principle less than 0.7 lux according to the current European Regulations.

However, with a halogen bulb the filaments give out much more light with the risk of dazzle.

A solution must be found therefore to put this excess light under the cut off and the only way to do this is to have a fulted glass, this fulted glass will also widen the main beam thus serving two purposes. This solution, however, does not seem to be the most satisfactory, since part of the luminous flux thus lowered is concentrated just in front of the car.

It must be remembered from the above, that, since the twin filament halogen bulb has a much higher light output than the traditional European bulb, its use should only be considered if account is taken of the various associated problems. It can therefore be seen that it is highly inadvisable and potentially dangerous to use a twin filament halogen bulb in a light unit designed for a conventional bulb. Moreover, this practice is rigorously forbidden in the majority of countries. It would seem then that a twin filament halogen bulb head lamp does not give such good results as those obtained with a BIODE replacement unit or the twin headlamp (534) conversions.

Nex month we will run through and describe the Cibiè auxilliary range.

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.



cut out and post with \$2.00 to:
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Name _____

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exclusive to Spears!



cibiè
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

The Levin Trial « 1st July



Last year, of all the North Island Gold Star trials, our crew enjoyed the Levin Trial most of all, so this year we set off early at three o'clock on Friday, well would you believe four o'clock after the last minute panics added another hour, and arrived at the Oxford after a comfortable trip to find several non-guests enjoying the after hours bar at our pleasure. After a pleasurable hour, during which time Garry was awarded the best joke award of the year, for the second time running, we retired to prepare a map index, a good sleep, a good breakfast to arrive at the Levin Shopping Mall in plenty of time and then as usual - PANIC. However things were soon fixed and with handfuls of Lifesavers, (thank you Joan and Jaqui) we started with some twelve instructions to reach the odo check which looked complicated, but worked out reasonably enough. We then went skirting around Levin more or less on straight forward instructions, and then south, going through a beautiful downhill mud section twice, that looked very much as though someone had specially filled it with water. The next subsection was again straight forward provided one followed the instructions carefully and kept all eyes open, which we didn't and we missed a straight ahead and unmanned check RENAULT.

The next subsection was the wobbly rule with some well placed manned come on checks. We were very worried here as proceeding along Koputaroa Road we found cars going in both directions, and at the manned check where we had to U turn lots of people were going straight on?! Baffling, but still only one down and we proceeded through to the lunch break. This was good. A decent lunch break only two hours after the start and another meal break before the finish. After lunch we had some easy instructions to get to the Bietex at Foxton (and this is where the story really starts) to another wobbly rule (with directions reversed from the previous time to confuse you) and a demon overrider where an AA fingerboard has a place name or road name with eight letters then than road didn't exist, except when it is Rongotea or except etc. etc. INSTANT CONFUSION!!! However, by proceeding a pace between instructions, and stopping and reading all signs, (gee but its hard to count exactly eight when you're running late) and U turning about ten times when we realised afterwards we had made a mistake, we just managed to scrape through without dropping any checks. This took us to mapreading. Here again a brilliant subsection. Several A.S.R.'s applied here and Additional Additional S.R.'s and Additional Additional Additional S.R.'s. A fit of everything. A wooden bridge that was now concrete. Realised intersections you could use and realigned intersections you couldn't use. We dropped another

check where the late now covers the old road. The tenth instruction read "Proceed to GR 842695 by passing through ER 850672 (it was to your West) in an Easterly direction. You are permitted one U turn but must not pass Santoft Rd or Neumanns Road". The first thing we came to was an unmanned U turn check. We finally (over half an hour later) worked out to U turn just beyond ER 850672 but short of the manned check. Easy when you finally got it but oh those late, late late points. The final instruction was a Crombie trick in reverse. Our sympathies go to Ross Haldane. Clerk of the Course, Brian Green, laid a bet that Ross would lose at least 100 points in the map reading and when they came to this check (Proceed to end of subsection check situated at ER 906703) they knew they were a dozen browns up on Brian. Only trouble was they weren't yet at 906703 and they went first right on the next set of instructions. Even the best are only human. After that we had some comparatively simple instructions which took us, via some delightfully situated checks, to Feilding, where we had an enjoyable evening meal at Khyamm Restaurant. "The moving finger writes, and having writ moves on" - how true a forewarning. Brian Green really moved us on through the fog.

Only one subsection to final control with 33 instructions but, after instruction 8 we had an overrider of no less than 109 words (count them, one hundred and nine) basically being that you followed the highest reading mileage figure, or where they were equal, the highest total, but don't follow Kaimatarau Rd or Glenoroua. Lots of stopping and counting and reading again. We managed to get stuck on a road at Himitangi but with Silcock driving, Morley, Young and Crombie pushing, we got it off quite easily when three other crews came to help. Ross Haldane caught us here and we managed to follow discreetly for fifteen miles till he shook us off. The technique of the TISCO Castrol winning crew is fantastic to watch in operation. No high speeds, but instant decisions without any delays at intersections. Coming into Levin on the final stage it was rewarding to find an unmanned check in a little straight ahead, which we had used in the daylight, when there wasn't an unmanned check there. Into the final control where another meal was available, which we forsook in favour of a brown or two or three or---- or ----. Results were out by midnight, a credit to the Results Crew and three hearty cheers were given for Brian Green and the two organising clubs, Manawatu and Levin. On my scale the best ever Gold Star. Fifteen points out of ten. As they say, "We came back" and we hope to say it again every year.

CROMBIE'S CREW



BULLETIN CLOSING DATE

15th AUGUST!



MINI SEVEN

This is to announce a new National Series of Saloon Car Racing that is definitely "on" for the

coming 1972/73 season. The series is the Mini Seven Series.

Now don't shudder and say that cars in this Series are not going to be quick or that they will be laughed at; because some of these cars are already circulating the Levin Circuit faster than the tail enders of the 0 - 1000 c.c. Group 5 cars were last season. Mini Seven will not be the Cinderella class of Saloon Car Racing, because the cars are quick and the intelligent restrictive regulations have been drawn up to ensure close spectacular racing. In fact, in England Mini Seven is one of the most competitive classes of saloon racing.

The new Mini Seven Association has been formed of a Committee of really enthusiastic and "switched on" guys who have revised the regulations and found a sponsor for the series composed of twelve race meetings and two hillclimbs. The dates of these meetings are currently being finalised with promoters. There will be trophies for the first four placings at the conclusion of the series, as well as for the 'Best Prepared Car', the 'Most Improved Driver' and the 'Highest Placed Driver' who drives his car to and from meetings. The biggest news is that the sponsor for this series has put up for the outright winner a brand new Mini.

The spirit and aim of the Mini Seven Regulations is to keep the cost of the cars down while allowing plenty of scope for inexpensive modifications which will make for quick, spectacular cars. Anyone who says these cars will be expensive has obviously not read the Regulations. Similarly, anyone who thinks the cars will be slow, should go to a meeting at Levin for example and see for himself just how fast the cars are.

What I am trying to say is this - The 0 - 1000 c.c. Group 5 championship has now been priced right out of the young beginner's reach. Consequently anyone considering going saloon car racing would be well advised to have a look at Mini Seven in the first instance. Another alternative to the Group 5 championship is the Open Saloon Car Association Championship but while OSCA cars may be quick they are also expensive and cost factors were not built into the OSCA Regulations extensively.

In support of our statement that Mini Seven is not expensive, take this instance:-

The most competitive Mini Seven car in New Zealand which lapped Levin in 61.8 seconds is for sale for \$1,000. The owner said that it cost him a maximum

of \$1,050 for everything, including painting, etc.

And that, rest assured, is not expensive motor racing.

Briefly the Regulations are:-

Minis and variants, no lightening of body permitted, steel doors, boot and bonnett, Engine 848 c.c., standard stroke up to 0.020" bore, camshaft - free, head - 848 c.c. freely modified, Gearbox - any Mini 4 speed forward s/c c/r allowed, Pistons - free, Connecting Rods - 998 c.c. and 1100 c.c. rods allowed, Inlet and Exhaust Manifolds free. Lightening and balancing of all engine parts is allowed, gear change mechanism - free, limited slip differential is not permitted, Any Mini or BMC ratio, i.e. 3.442 to 1 to 4.36 to 1 ratios.

Oil and water cooling systems are free but contained within the coachwork. All electrical systems must be present and operational. No super or turbo-charging permitted. Suspension modifications are free but the same pick up points must be used. Drum brakes must be used although a servo is permitted. Wheels must be steel and may be widened up to 1" with wheel spacers of up to 1" in width permissible. Hydrolastic or rubber suspension is allowed and tyres are free. All exterior trim must be present, windows may be replaced by perspex. All cars must be fitted with a dual braking system and an internal roll cage, as well as having full harness seat belt.

One of the attractions about this class is that there are hundreds of Club and street cars that already fit this class who would only have to install an 850 c.c. motor. An example of this is the car owned by Wayne Cann, a competitive hillclimb car. All Wayne would have to do is replace his motor with a modified 848 c.c. motor and he would have a competitive car for National and Club events. There are many people in a similar situation.

Some of the well known people who have shown interest in Mini Seven include Wayne Cann, Ron Brown, Peter Lever, Ken Green, John Stafford, Murray Thompson, Don Hadfield (our race commentator), Peter Levet and many others. As Don Hadfield said, "I would not care if I did not win but at least I would have a reasonably competitive car and enjoy myself without spending a lot of money".

Mini Seven eventually hopes to have races at all meetings - National, Club, Hillclimbs, etc.

A meeting of all people interested in the formation of an Auckland Mini Seven Association or people contemplating building a car to race will be held at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mount Roskill on Wednesday 9th August at 8p.m.

Get off your a... 's you sleeping beasties and come along to this meeting and find out what it is all about. Even if you do not want to race a car, you could assist with the Club organisation etc. We eventually intend to have film evenings, idea exchange sessions, etc. Don't wait until the organisation is complete without you having given your ideas - come to the meeting - you will be very pleasantly surprised at what you find.

Copies of the Regulations will be available at the Meeting and I as the Auckland Scrutineer will be there to answer any queries you may have.

The rich fairy godmother which has been a pre-requisite for a car to be competitive to date is not necessary for Mini Seven. For further enquiries please phone 63-038 Manurewa.

MINI SEVEN IS THE ANSWER!! MINI SEVEN IS FUN!! MINI SEVEN IS NOW!!!!
REG COOK

Interclub Cocktail Evening

On Saturday, 17th June, the Committees of Auckland area clubs were invited to a cocktail evening at our Clubrooms. It was pleasing to see such a large number of Committee men from other Clubs with their wives attending this function. This is certainly a good way for Club Committees to meet and get to know each other better. Other Clubs invited were New Zealand International Grand Prix, Northern Sports Car Club, M.G. Car Club, Auckland University Car Club, Pukekohe Car Club, Auckland Rally Club, Auckland Motor Cycle Club, Jaguar Drivers Club (Auckland), V.W. Owners Club (Auckland), Triumph Sports Car Club and the Fiat 500 Club (Auckland).



TOM WALKER (PCC) & DON HADFIELD



ACC VICE PRESIDENT WILL MARTIN & WIFE, VAL.



JAGUAR OWNERS CLUB



JEANETTE PHILLIPS & SHIRLEY MARWOOD (N.Z.R.D.C.)



MORE WATER FOR TREVOR TAPPER PLEASE



NORTHERN SPORTS CAR CLUB



MRS KNIGHT (PCC)
& ACC CLUB CAPTAIN
RON BROWN



ACC PHOTOGRAPHER ROSS
SENNE & MERLE COX



BILL BEASLEY (NZIGP) DEE WALKER (PCC)
& LAURIE POWELL



TRIUMPH SPORTS CAR CLUB



A.M.C.C.'S KEN
ALLPORT & COSMO
DAVIES.



M.A.N.Z. have advised that the following errors have been picked up from the specifications recently published:-

Schedule 'E' - Clause 7 - This should read:

Coachwork. Coachwork is defined as all external parts of the car, licked by the air-stream and situated above a plane passing through a centre line of the wheel hubs.

All coachwork, including glass, is to remain unchanged in form. Lightweight bonnet and boot panels only may be fitted.

Minor changes aesthetically acceptable to the M.A.N.Z. Technical Committee may be made to the coachwork in the region of the wheel arches, for the specific purpose of clearing tyres. In no instance will these extensions be permitted to exceed a measurement equivalent to the original overall width of the car plus 10 centimetres, measured at a vertical plane passing through the centre of the wheel hub.

Side and rear window glass may be substituted by perspex components of equivalent thickness to the original.

The assembly of panels may be changed to provide improved access to the mechanical components.

Schedule 'F' - Clause 6 (d)

Full safety tanks are not mandatory providing the tank is mounted within the chassis frame and the capacity does not exceed 9 gallons.

Clause 18

The only racing tyres permitted are Dunlop 145/540 x 13 CR 82 256 D22 or 155/540 x 13 CR 82 356 D22 front and 180/560 x 13 CR 82 356 D22 rear, or those that are subsequently approved by MANZ.

Normal road tyres within the Standard Production range and available through normal retail outlets in New Zealand are also permitted. Remould or re-capped tyres are not permitted. (Note: the above tyre replaces that listed in the specifications schedule in accordance with the note that was appended thereto).

Schedule 'G' - Clause 15(b)

Engines reconditioned by reboring are permitted provided that

1. An oversize of +40/1000th of 1" (1.016mm) on bore diameter is not exceeded without the express approval of the MANZ Technical Committee.
2. The true engine capacity is stated on the entry form.

Eligibility - 3rd Paragraph

Competitors are required to produce on demand and have available during the competition sufficient literature to enable the eligibility of the vehicle or any component to be determined with particular reference to any factory fitted optional extras.

Addition to Schedules 'E' and 'G' - MANZ Vehicle Log Books

It is mandatory that all vehicles competing for the Championship to which this Schedule applies have a completed and signed MANZ Vehicle Log Book. These are obtainable direct from members of the MANZ Technical Committee.

TYRE REGULATIONS - CASTROL GTX CHAMPIONSHIP

1. The tyres used must be certified in writing by the tyre manufacturer as suitable for use on the applicable standard rims.
2. The tyres must fit within the standard body profiles.
3. The tread of the tyres must be confined within the coachwork as defined in the Scrutineering Schedule, Schedule A.
4. Designed new tread width of tyres shall not exceed the standard rim width by an amount greater than 20% of the standard rim width. However, regardless of this allowance, the tyres must still be confined within the coachwork in accordance with 3 above.

Performance Group 1 vehicles competing in the above Championship will be permitted to use approved racing tyres. The only tyres approved by the M.A.N.Z. Technical Committee so far for use on these vehicles are Dunlop, brand CR 65 or CR 82 in 232 compound in a casing construction D15.

APPROVED TYRES - FORMULA FORD

In a circular dated 5th June 1972, the impression was given that the tyres approved last season would in future be ineligible. This is incorrect, as last season's tyres, namely Dunlop 175-559 x 13 CR 65 350 D22A Front and 474-1000 x 13 CR 65 350 D22A Rear are eligible for use in the coming season together with those mentioned in the circular of 5th June.

M.A.N.Z. COMPETITION LICENCES

All Limited, National and certain F.I.A. licences expired on 31st July last. To renew, the following procedure should be followed:-

Limited Licence - Apply to Club Competition Licence Secretary, Terry Molloy on Thursday evenings at the Clubrooms.

National Licence - Forward old licence plus the five dollar fee to M.A.N.Z. If the applicant has not held a national licence previously an application form needs to be completed. These are obtainable from the Clubrooms.

F.I.A. Licence - Rally - same procedure as national licence. Fee \$6.00. Racing - new applicants need to have completed five satisfactory observations at national open meetings. Forward old national licence with application form. Fee \$6.00. Previous holders - no application form needed.

Medical Certificates - All medical certificates are due for renewal - Medical Cards obtainable from the Clubrooms.

Enquiries re the above should be directed to Terry Molloy
Phone 654-048 (Res)

NOTICE TO COMPETITORS IN THE FOLLOWING CHAMPIONSHIPS:

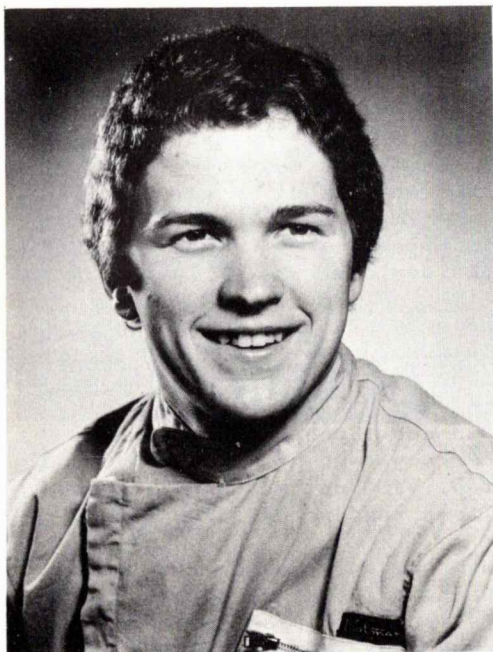
Bank of New South Wales Championship
Castrol GTX Championship
Formula Ford Championship

The technical log book scheme instituted for the "Wales Series" last season is being extended to the GTX and Ford events. Application forms are available from the Clubrooms.

Technical information is available from the M.A.N.Z. Chief Technical Officer, Mr T.S. Birch, 29 Yattendon Road, St Heliers
Phone 558-636.

Contd. on Page 40.

PETER SUNDBERG



My first appreciable involvement in motor sport began when I went to work for Metropolitan Cranes in 1970.

I was, at the time, serving my apprenticeship as a motor mechanic and had previously been working in the city at Marave Automotive Developments with Dave Silcock. Dave had been offered sponsorship from Don McMillan who owns the Crane Company. Don is an extremely keen follower of circuit racing and had at the time just completed a tour of the Continent with Paul

Fahey, going to several major Formula 1 meetings.

Anyway, Dave started working at Metro Cranes on a written off Mk II Jag which Don purchased and built this car up into the very spectacular car which we have all seen lately under the competent hands of Steve Millen.

During the season of 1971 Don had an impulse to purchase a more competitive vehicle and whilst Dave was campaigning the Jag in the South Island, he went out to Roy Harrington's and purchased Roy's virtually unraced Escort. Upon his return from the South Island, Dave set about rebuilding the Escort whilst the Jag lay redundant in the corner of the workshop.

Then one morning about four weeks prior to the Easter meeting at Bay Park, Don informed me that I was going to have to drive the Jag at this meeting. Imagine! I had never driven on the track before and here I was being given a hybrid racing saloon to drive in a national meeting!

With knees shaking, I sent away to Wellington for my Competition Licence and started preparing the Jag which involved a gearbox overhaul and a replacement of crankshaft bearings. (Not bad maintenance for virtually a season's racing). This was duly done and I arrived at Bay Park on the Friday for a day's private practice. When I think back after having raced some half a dozen cars, that Jaguar was probably the most predictable and nicest car I have ever competed in.

It was up to Pukekohe for the next meeting and after a change of diff ratios we were ready to go. I had only about 5 laps in practice due to adverse weather and on race day the car went suddenly sluggish going up the back straight. So sluggish in fact, that the back wheels locked up solid! After being towed back to the pits, some observant character pointed out that the drain plug in the diff was conspicuous by its absence! So poor Peter resigned himself to a life of crane maintenance and abuse from Don and Dave.

I was, however smitten by the dreaded bug and purchased a Cortina G.T. in which I was able to win the Auckland Car Club's Production Saloon Championship at Club Circuit, due to the fact that I had more power than any of my competitors.

I then purchased a racing Mini, ordered some parts from overseas for it and then sold it as Don had meanwhile offered me a drive in the Escort. This was an incredible car to drive probably due to Silcock's constant tampering with suspension settings etc. but proved to be troublesom and in constant need of new parts which we did not consider worthwhile fitting as the season was half completed.

I must go off the subject here to say that with some co-operation from M.A.N.Z. we would have had a much more enjoyable season. The car had no wiring to the lights and the lights had to be operative for us to compete.

After much criticism from Don about unnecessary expense which was quite justified (the car now owed him nearly \$10,000) we had the car rewired at a cost of \$100 up to M.A.N.Z. standards, did two meetings and were told that we now didn't require headlights at all.

All this tends to disgust me, not only because of the obvious stupidity of having lighting on a racing car, but surely a classic abuse of a sponsor's financial backing. Needless to say, this very nearly turned Don away from any future backing. However, M.A.N.Z. have now become slightly more rational and he has fortunately decided to sell his boat, house and remortgage his wife for another season.

You may have read about our new car which is being sponsored by Spears Motor Preparations in addition to Metropolitan Cranes. The car is now progressing quite well and should be completed by the end of August.

Until then, its all noses to the grindstone and thanks for bearing me out.

PETER SUNDBERG

FILM EVENING



A capacity attendance was there for our July film evening. The films screened were kindly supplied by Duckhams. The first concerned autocross competition in England and showed just how spectacular this section of motor sport can be. It certainly looks as if much money is required to go autocrossing seriously in England. The second film was a repeat showing of "Racing Kiwi Style", the Duckhams film on New Zealand motor racing, shown again by popular request.

Guest speaker of the evening was Thames Valley Car Club President, Jim Scott, who was Andrew Cowan's Heatway Rally co-driver this year. Jim and his wife Jackie kindly came up from Paeroa so that he could speak to members about his experiences on the Rally. It was a most enjoyable experience to hear Jim's account of the winning drive. Underneath his modest references to his own efforts it was easy for anyone to appreciate Jim's invaluable contribution to the victory.



Tonto Rides Again



with
seat belts

It was a cold Saturday morning in late June when Ray Winters alias 'Tonto' the Indian of Lone Ranger fame, defied risk of personal injury in an attempt to prove the efficiency and necessity of seat belts by crashing a car into a solid wall of brick at 50 m.p.h. The scene was set. Behind Caltex House in a deserted part of Customs Street West a solid wall of brick was being constructed. The wall was about 10 feet high and 1 foot thick with a 40 gallon drum filled with water cemented into the top of the wall its purpose being to smash through the wind-screen. A ramp was placed on one side of the wall and a van (which admittedly had seen better days) was parked on the other side.

The whole purpose of the exercise was to prove that seat belts were worth their weight in gold when it comes to a sticky situation, or as the maxim goes: an ounce of prevention is worth a pound of cure.

Radio Hauraki, the organisers of the 'Safety Campaign', covered the spectacle live giving running comments of all happenings. With the preliminary displays completed and the cessation of the inevitable 'pop' music from the 'Good Guys' the air suddenly became electric with suspense. The moment of truth had arrived for seat belts and for 'Tonto'.

A roar came from the mighty 3.4, 6 cylinder, Mark I Jaguar as Ray Winters, who was strapped in the car with conventional seat belts, planted his boot and hurtled towards the wall at a frightening speed. The car hit the ramp at about 50 m.p.h. as 'Tonto' supposedly gave a blood chilling scream of "Hi Ho Silver" and crashed through the wall scattering shattered bricks 40 to 50 yards away. The roof of the van was ripped off as the Jag. ploughed through its structure finally coming to a halt betwixt twisted and snarled pieces of metal. Surely this was a fair test for seat belts?

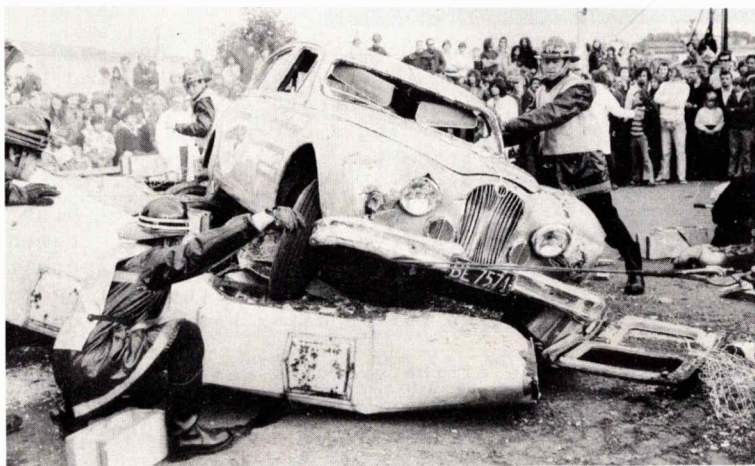
Immediately the dust and fumes settled the Fire Brigade, armed with assorted fire extinguishers and electric saws, ran towards the wreck and began cutting away doors etc. to enable our heroic stuntman to get out.

Miraculously he emerged from the wreck unmarked and stood by the door of the car with his hand raised in response to the crowd while firemen checked over the wreck for any source of fire. Ray Winters who was conventionally strapped in the car was a good contrast to the dummy that underwent the ordeal

without seat belts. On impact it went straight through the windscreen and suffered such severe damage to the head and body that one could say the ambulance men in attendance were literally "picking up the pieces". Had it been a human being the chances of emerging uninjured in a crash of that severity without belts would be minimal.

More than once did Ray Winters reflect on the value of seat belts in an emergency as he watched ambulance men put the dummy together again and take it away on a stretcher. If anyone who saw the demonstration had misapprehensions about seat belts prior to the event and did not have them dispelled, at least to a greater degree, then they are fools; and fools very often live to regret their mistakes.

DAVID & CHRIS SPRINGETT



Telephone : 364-385

NOBEL LOWNDES (N.Z.) LTD,
129 Hobson Street,
Auckland. 18th July 1972

Mr L.F. Rankin,
C/- Seabrook Fowlds Papakura Ltd,
PAPAKURA.

Dear Mr Rankin,

I have to confirm our telephone conversation of even date and recommend to your attention and the other members of the Auckland Car Club the following:-

1. UNRESTRICTED LIFE ASSURANCE including
2. MOTOR CAR RACING (normally a hazardous pursuit) at
3. NO EXTRA PREMIUM

Members taking advantage of the Life Insurance Policy offered would be covered 24 hours a day irrespective of their occupation and even discounted rates per \$1,000 of cover would apply.

I am anxious to obtain the names and contact addresses of Car Club Members so that full details can be explained and rates of cover applied in each case.

Thanking you in anticipation, I remain

Yours sincerely
I.B. Golding
Authorised Broker

SHOUTS & murmurs



. . . In Barry Phillips' article this month he refers to mud scrambling in a Model A with Paul Fahey. We hear that on President Barry Webber's mantelpiece there is a trophy for winning the saloon section of that mud scramble driving (would you believe?) a Ford Y. Third in the saloon section that day was none other than Alan Woolf (Ford 8).

. . . The film which is a "must" for all motor racing buffs is undoubtedly "Weekend With A Champion". It features Jackie Stewart at Monaco last year driving the Tyrrell and is a really down to earth factual account of the man.

. . . Club Member, Peter Bruin, is reported to have been tyre testing the Formula 1 McLaren cars. Peter is at present in England working for McLaren Racing.

. . . Congratulations to Murray and Barbara Firth on the birth of their third son.

. . . Hands up all those who saw AKTV 2 on Wednesday, 19th July at 6.48 p.m. when the feature film (on road safety) was "Speed at Intersections" starring an all- Auckland- Car- Club -cast including Ian Ivers, Eric Mallard, Mike Marshall, Ian Carroll, Noeline Ivers, Margarette Marshall, Marilyn Webber, the Ivers and Marshall children and a host of supporting bit-players. Thanks go to Club members who made themselves and their cars available for several weekends when Reynolds Television made this film for the Transport Department. We hope to be able to obtain the film for a future film evening.

. . . The Rod Collingwood 'AMCO Mini' has been sold to Warren Reid.

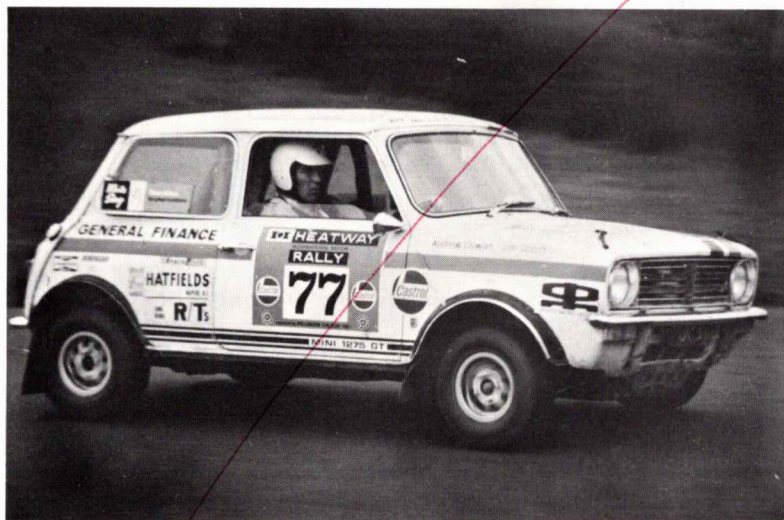
. . . Congratulations go to Fay and Jim Richards on the birth of their son.

. . . Eighty-six-odd competitors, plus Officials, Marshals, and 'hanger-ons' got pretty wet at the Sprint Meeting at Pukekohe on 16th July. The rain also interfered with the 'Standing $\frac{1}{4}$ ' timing gear with the result that a number of times were mis-recorded.

. . . We hear that Reidrubber Limited have become interested in standard production racing and will supply Reidrubber radial tyres free to interested competitors.

. . . Another rubber rumour says that Firestone are coming back into motor racing.

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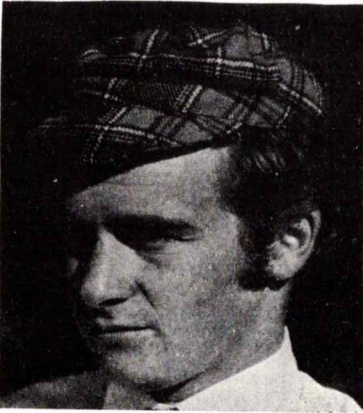
The following is a letter to the Editor of the Manawatu Car Club Magazine by the President of the Club, Robert Lester, who is also one of the Rally Directors for the Golden Shell Rally 1972.

"Dear Ma'am,

I have returned from a weekend in Auckland during which I had the pleasure of twice calling on the Auckland Car Club at the Mt. Roskill Clubrooms. The "Golden Shell" was my main purpose for call, but I confess to some curiosity as well. On both counts I was not disappointed, I was given ample opportunity to discuss the Rally with anyone who was interested, and was very impressed with both the decor of the Clubrooms and the hospitality I was afforded. My sincere thanks to Barry Webber, who made me so welcome, and an open invitation to any Auckland Car Club members who should pass our way, to drop in and say 'hello'. Our Clubrooms open Thursdays and Sundays. Cordially, Robert Lester."

- . . . PUKEKOHE MOTOR RACING - With the approach of the new season staff are required for most departments. Events involved are Benson & Hedges, New Zealand Grand Prix and Auckland Car Club National Meetings. Please contact the following:-
- Timekeepers - John Bruce, 14 Lyndhurst Rd, Te Atatu, Auckland.
Phone HSN (28) 46-406
 - Lapscorers - Harold Turner, Flat 2, 101 Selwyn Rd, Howick.
Phone Howick 6964S
 - Flag Marshals - Ted Patten, 241 Penrose Rd, Mt Wellington,
Phone 577-517.
 - Spectator Marshals - Peter Tchernegovski (pronounced SMIFF),
P.O. Box 21-080, Henderson. Phone HSN (28)
65-971.
 - Pit Marshals (Limited Vacancies) - Jim Waygood, 30 Pukehana Ave,
Epsom. Phone 656-358.





WHAT DO YOU DO ALL MONTH?

by Donn Anderson

Editor of Motorman magazine

"What do you do all month; it doesn't take me four weeks to read your magazine?", asked a reader one time. "I bet you have an easy time, driving around in smart new road test cars and going to motor race meetings on a fat expense account", said another.

As Peter Gill has pointed out in some of his columns, being a motoring journalist is not all beer and skittles. Most of the time it's plain hard work.

On the surface, all we do is attend a few assignments, watch some racing, and then bash it all together one night. In theory, maybe that's the way we would like it to be, but in practice it never works out that way.

In my instance I'm responsible for two monthly publications. That doesn't just mean writing two magazines. The task includes answering the phones, reading the mail, writing letters, supplying the advertising salesmen with leads for future editions, sorting out contributors' payments and numerous other jobs which you would usually associate with very mundane occupations.

Editorial policies have to be discussed with management, and planning for individual editions is done months in advance. I'm writing this piece for the August Bulletin, but work is well advanced on the September Motorman, and we are already thinking in terms of October.

Just arranging the subjects for editorial can be frustrating. We had this case recently where we figured on a Ferrari Dino for a cover photo, with perhaps a road test Datsun 240C in the background (this turned out as our August cover, and that's a free plug).

Basically, four things could go wrong with the arrangement, but there were a number of variables to upset the project. First we organised the Ferrari, then the Datsun, then the photographer. The weather we would just have to hope for. No one can line that one up in advance.

Then the Datsun wasn't available for the days in question. So a new date was set. It rained on the revised shooting schedule, and the scene would have been a washout in colour.

Finally, the breakthrough. A grouse day. Both cars -- it was too good to be true. Yes, the photographer couldn't make it. I did the next best thing and took the photo myself which is probably why the cover isn't as good as it could have been.

The same can probably be said for so many jobs -- the unproductive time is staggering. We seem to have more than our share in this game.

Gradually motoring journalists are becoming accepted in New Zealand, although you can count the lot on two hands. The general attitude of the motor trade is altering, but this had to do with the change in the market. The motoring press in this country is still small time, although the swing from a sellers' market to a buyers' market is consolidating our small stand.

There is an ever increasing need for responsible motoring journalism in a world on wheels, and I am amazed at the attitude of some of our leading newspapers which do not consider the subject important enough to have a man full time on motoring.

Perhaps if they sat down and worked out how much revenue they received each week in the form of advertisements from the motoring industry and classified advertisements for new and used cars, they would have a serious re-think.

DONN ANDERSON

BENSON & HEDGES 500

The Benson & Hedges 500 will now definitely be run at Pukekohe on Sunday, September 3rd - and there might even be church services at the big motor race meeting.

This is the result of the application by the organisers, New Zealand International Grand Prix, to the Pukekohe Borough Council to hold the meeting on the Sunday instead of the original Saturday date.

The change was made owing to application of the 50-mile radius ban imposed by the New Zealand Racing Conference on the Saturday date. Since the motor racing circuit is on the Franklin Racing Club's property, it comes under the jurisdiction of the Conference, and the Conference was obliged to accept an objection from the Avondale Jockey Club, which is holding a horse race meeting on the Saturday.

When the application for the Sunday was discussed by the Pukekohe Borough Council, there was some objection to granting the date since it might be an inconvenience to local church-goers. But Cr. Ken Smith came up with the novel suggestion that the churches go to the people and hold services at the race track on Sunday morning.

"Christ did not preach in churches; he went out among the people," said Cr. Smith, who also pointed out that church services were held on the Le Mans circuit prior to the great 24-hour race there, always held on a Sunday in June.

Because of the circumstances, the Council granted the application but expressed the hope that they would not arise again. It was also suggested by the Mayor, Mr C.W.J. Lawrie, that the Grand Prix organisation should seek to have legislation passed allowing motor racing on Sundays, instead of the onus remaining on individual local authorities as at present.



GET WITH **DUNLOP**

Trials Trophy Points

B. Blacklock	34	W. Martin	8
B. Nicholl	20	J. Busch	8
J. Crombie	20	R. Wylie	8
D. Coates	18	H. Roberts	7
M. McNeil	17	M. Bercich	6
S. Pearce	16	P. Levet	6
J. Kilmartin	14	P. Robinson	6
L. Painter	12	C. Shanks	5
J. Wentworth	10	S. Holmes	5
G. Van Rompaey	10	G. Crawford	4
P. Chapman	9	V. Skeen	3
D. McCrae	9	D. Gulland	3
H. Giles	8	A. Jack	2
		P. Jukes	1



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To enable members to join in the opening of our re-designed Speed Centre, Wildcat, we are pleased to announce a special one time ten percent discount on production of this voucher at the Wildcat Centre, 142 Albert Street, Auckland.



THE EBBETT MOTORS TRIAL

Our acceptance of entry for the Ebbett Motors Trial this year had all sorts of uncomplimentary remarks on it, like directions where to replace windcreens (we broke ours on the way down last year), send the b..... money, an I.O.U. is not enough for an arch rival, but they made up for this by giving us free, gratis and for nothing, a tankful of gas and made us Car No. 1 so we had no tracks to follow. Despite all the trickeries aimed obviously at us, we safely travelled through the first two sub-sections until at the very end we missed a speed schedule instruction "38.4 for 2.00 miles" and they even said "(i.e. to end of sub-section)". Then into mapreading. Here we got caught with one of the oldest tricks in the book "Do not use Maungakawa Rd". Of course there was no such road - miles away - on the map there was another word and we should have used Waiorongomai Maungakawa Rd. Then we missed one of those nasty fenced unmetalled roads which moved the end of Baker Rd from where we passed it to where the plotter said to pass it. THREE CHECKS DOWN already. We then decided that the trial had started and promised not to drop any more.

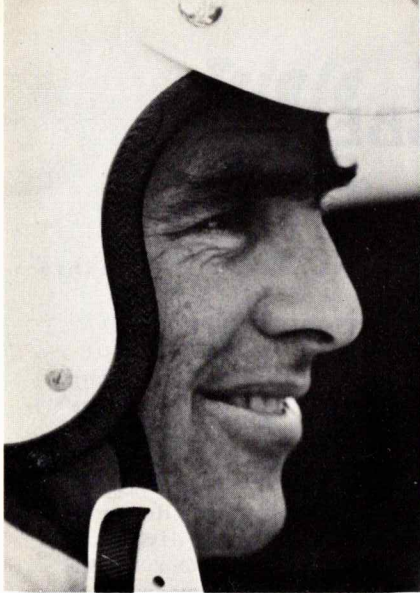
A beautiful sub-section came next in a bridge to bridge basis which we managed to clean sheet, except that the sub-section was scrubbed. You just can't win. Then we had to cross a railway line every time we saw a Railway sign and do some turns on mileage which were measured very very closely (someone told Hamilton about metric measurement and sure enough the turns were within one metre of our mileage every time - one metre is equivalent to a panic stop and back up for 75 yards.

On again to more mapreading this time on the Hamilton map, which was pretty straightforward - in fact very straightforward. Too straightforward me thinks - and then we found it. Pass Cambridge Rotoorangi Road which had a demon smidgeon of a speck half a mile in defining an island that ended the road there. Then on to tea at Otorohanga.

After tea some interesting instructions took us through Ngahinapouri, a crossroads by day (for us) that must have had one road unseeable at night for the late runners, round Hamilton Airport Terminal and a turn right at an A.A. sign that wasn't made by the A.A. then to the final control at the Club-rooms where we found we were not the first home, as someone had broken down and came straight back.

Here we learnt that on the Checks briefing night a certain MANZ Steward had described the imagined arrival of our car "a white Austin Cooper S" and the tricks the crew would pull to lose time, but they were dumbfounded - by quick use of the air pump and paint we disguised it as a red Fiat 125.

A most enjoyable trial of a not too hard standard - and finally bouquets to Jenny and Geraldine.



DENNIS MARWOOD COMMENTS

. . . Rather short of news this month as we have been terribly busy at Performance Developments. Derek Waddington has returned from Sydney after spending six weeks working with Cam wizard, Merv Waggott, learning something of his 20 years experience in camshaft grinding. We now have over 60 of Waggott's proven masters to work with.

. . . Unfortunately we had to farewell Dick Bennetts last month, when he went to England with David Oxtou for an unknown period. With the co-operation of Eric Mallard and Barry Webber we were able to arrange a farewell party for both Dick and David and I would like to take this opportunity to thank both Eric and Barry for their help at this function.

. . . Lancia scored a big win recently by winning the Monte Carlo Rally. They have not been heard of for a long time, but apparently have a strong team of Rally cars this year. Dr Dellorto developed a 48 m.m. DHLA side draught carburettor especially for the Lancia and we hope to be able to import some of these carburettors later this year.

. . . The recent OSCA meeting in Auckland was well attended by enthusiasts, drivers and M.A.N.Z. people. Ron McPhail and Rod McElerea journeyed from Christchurch to attend and address the gathering. Although I agree there is a need for a cheaper type of Saloon racing for the beginner, or for the driver who wishes to limit his spending to two to three thousand dollars, I can't see that OSCA will be the answer. The club does not have any clear policy for their members in regard to the cost of racing under the regulations at present. For instance one could build a racer powered by a 7.6 litre Alloy Chev engine with 650 h.p. Ten Thousand Dollars worth. Some form of cost limit is needed for a Clubman's formula to succeed. I think the Mini Seven has the right ideas.

. . . I have noticed more of the Motor Racing fraternity playing Squash. Engine builder, Murray Bunn, is considering joining our Manurewa Club and Rod Coppins who has recently moved back to Manurewa has also joined.

**DON'T BE SEEN DEAD
SITTING ON YOUR
SEAT BELT!**

. . . A trip to race at Calder Raceway at Melbourne on the 13th August and then at Adelaide on August the 27th are scheduled for Paul Fahey, Rod Coppins and myself. Bob Jane now owns Calder and is keen on promoting some inter Tasman Saloon Races. We would be keen on seeing Bob back over here also with either his Camaro or the fabulous Torana V8. Unfortunately, we still have some regulation differences which both MANZ and CAMS technical men are trying to sort out. The sooner the better.

. . . I notice in the June Playboy that Jackie Stewart is interviewed and I would advise everybody to read it (the interview). I found it interesting that he considers promoters in Europe and America are 20 years behind when it comes to track safety for both driver and spectators. In other words he considers that the tracks at present used are only safe enough for cars that were racing 20 years ago. The situation in New Zealand is the same - only worse.

. . . NEXT MONTH another technical article, this time on Hydraulic Lifters.



EXIDE POINTS

Exide Points are awarded on the following basis - Trials : 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. All Other Events : 5, 4, 3, 2, 1 for each class.

B. Blacklock	20	S. Millen	4
J. Kilmartin	14	J. Hatton	4
W. Painter	12	R. Millen	4
J. Richards	10	D. Gulland	3
S. Pearce	10	V. Skeen	3
J. Wentworth	10	M. Jones	3
P. Chapman	9	D. Cross	3
D. McRae	9	V. Smith	3
J. Busch	8	W. Wymer	3
W. Martin	8	T. Thompson	3
J. Crombie	8	R. Hong	3
R. Wylie	8	M. Soames	3
H. Roberts	7	A. Jack	2
P. Levet	6	G. Pickavance	2
M. Bercich	6	P. Sundberg	2
P. Robinson	6	R. Findlay	2
S. Holmes	5	R. Edgell	2
C. Shanks	5	P. Batten	2
G. Wade	5	B. Suckling	2
B. Sample	5	T. Mayer	2
D. Halliday	5	P. Jukes	1
P. Mahoney	5	M. McNeil	1
P. Haskett	5	T. Holt	1
G. Crawford	4	C. Conway	1
P. Ross	4	T. Sheffield	1
W. McMath	4	D. Childs	1
B. Patrick	4	P. Hough	1
D. Morris	4	T. Foy	1
		V. Reeve	1



BATHURST TOUR

It is proposed to arrange a tour to the Bathurst 500 which is to be held on the 1st October. The tour will depart on 22nd September from Auckland/Wellington/Christchurch jet flight for Sydney. The cost is \$285.00 per person and includes -

- . . . Economy class airfares from either of the above centres to Sydney and return. Transfers Airports/Hotels and vice versa.
- . . . Accommodation throughout in the Koala Motor Inn for 9 nights based on twin bedded rooms with private shower and toilet.
- . . . Special charter flight to Bathurst on Saturday, 30th September for practice and again on Sunday, 1st October, for the race.
- . . . Launch cruise on Sydney Harbour.
- . . . Half day tour of Sydney city and beaches.

Meals and items of a purely personal nature, such as telephone, laundry, gratuities, etc. are not included in the price of \$285.00.

Anyone interested in this tour should contact Ian G. Dyer of Dalgety Travel (Phone 74-969 or 873-698 Private) or Colin Waite.



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LEADS THE WAY TO BETTER LIVING



Things have been fairly quiet on the Trialling Scene since my last column, only events having been the Ebbett Motors Trial, an open event promoted by Hamilton Car Club, the June Club trial plotted by John Crombie and Graeme Morley, and the Pukekohe Car Club's Monsoon Mercury Trophy Trial which was held on 16th July, having been postponed for one week.

Ebbetts was a very enjoyable event, well plotted and organised and quite "straight" though it had some very good traps in it.

Unfortunately I was unable to compete in the Crombie/Morley effort, having had a drive around the route on one of the checking runs. As a result I was co-opted to do results on the day. Congratulations to Bruce Blacklock on his win, despite a little fiddle at the end. However, he was so far clear that this made no difference and he could not be deposed from the top position. To all those others who competed, good on you for having a go and I hope you enjoyed the event and will be back for more.

The Pukekohe "Monsoon" is very aptly named, having been held in Monsoon conditions, it rained nearly all the way through the event, but roads traversed were generally in reasonable condition and quite passable. The event was very well plotted and congratulations must be tendered to plotter, Rosemary Allen, on a very enjoyable event. Starting from Otara we ran south on the Motorway, out through the back of Drury, to Bombay, Pokeno, Tuakau, Onewhero and back in to Pukekohe for the lunch break. An opportunity was taken by many crews at this point to shoot down to the track and watch a bit of Auckland's Sprint Meeting, then back to the grind.

Leaving Pukekohe we headed out to Waiuku, up the Peninsular then back down, jumping from the Pukekohe on off the Onewhero map in a very good map reading sub-section with a trap at the end which caught many. A check dishd out instructions for the next section which started with a U turn but we hadn't gone far enough up the road to the quoted reference point so didn't get suckered on this one and went on to collect another check before starting the next section. Back through Patumahoe and past the burnt out remains of the Gun Club to the finish at Pukekohe Showgrounds. Well sort of anyway, because the second to last instruction wasn't the same as the sign so headed out toward Collision Crossroads for another check and additional instructions which then took us to the Showgrounds and Final Control. Several good traps in the event with misspelt signs and U turns and speeds overall were quite realistic and satisfactory.

Believe at the meal break 22 cars had clean sheeted (approximately one-third of the field) and when we left the finish four cars had come in with clean sheets on the second section, though how many of these four were in the twenty-two I don't know, except for one (like us would you believe).

Had the dubious pleasure of going for a ride on an N.S.C.C. club trial on a recent Saturday night and it developed into quite a mess at one stage through someone having shifted an unmanned check (which also happened to be a nominated U turn check) from one road to another. This resulted in cars going in all directions and milling around at every intersection. As the position of end of section checks was not given this called for a whole lot of guess work but after about 20 extra miles we stumbled on the check (which was only about half a mile from the shifted check). This whole sub-section was subsequently scrubbed from the results but must have caused some real havoc for some competitors, especially novices.

It has been suggested that we publish a chart of Mercury Trophy points so I have compiled the following. From the tally at the bottom of the table it will be seen that N.S.C.C. would appear to have a pretty secure lead whilst we are not doing very well at all so need a concerted effort to try and boost our points and pick up a couple of good placings in the remaining (now two) events. Unfortunately Craik Motors Trial is once more on the same weekend as our Rotorua Trial but hope that we can still muster a few entrants from those not off to the Thermal Wonderland.

EVENT	ACC	ARC	AUCC	NSCC	PCC	TACC	TVCC	VWOC
Dulux	6	4	2	9	1		3	
Radio I	2	4	3	6		1	9	
Lemon & Paeroa	2	9	4	6		3	1	
Duckhams	2	3	6	9		1	4	
Total	12	20	15	30	1	5	17	-

Well, until next month, cheerio folks

HANS SPOTT

MANZ NEWS contd.....

Penalty

Mr Joseph Ormond Fulton of Koromatua R.D. 10, Frankton, has become ineligible to hold or be issued with any type of competition licence for the period 1st May 1972 - 30th April 1973. This penalty has been imposed in terms of the provision of N.C.R. 127 (b) (2) (ii) - False Competition Licence Declaration.

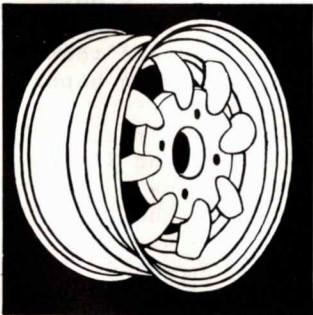
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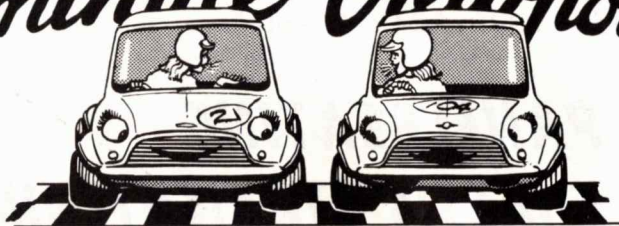
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Feminine Viewpoint



I have been asked to write a few lines on how it feels to be the wife of a champion. I don't think my feelings are any different from those of other womenfolk connected with the sport. I think we all have the same sense of satisfaction, pride and happiness when there is a victory in the camp, whether our "hero" wins an international race or is fastest man, in his class, up the hill. On the other hand, we feel just as frustrated and disappointed as he does when he joins the ranks of the D.N.F.

I always have the greatest admiration for those women who take their position at the pit counter with a lap score chart in front of them and a stop watch in their hand, ready to do their bit to help the team. They always appear so cool and business like that I'm sure their assistance is appreciated. I've always been completely useless at this sort of thing, as the boys found out very early in the piece when, overcome with excitement, my thumb would freeze on the stop-watch. Since then I have been in charge of the lunch box, which is a much happier arrangement for all concerned.

People often ask me how I feel when Paul is racing. It would be unnatural for a wife not to be keyed up and I'm no exception. I've mellowed a little over the seasons in which we have been involved with racing, but I still hate the first lap and sometimes prefer not to look. Paul says I'm his most severe critic, which is true, but I'm also his greatest fan, which is one of the reasons why I like to be there when he is racing. Of the scores of events in which Paul has participated I have only missed eight. Believe me, waiting at home for the outcome of these meetings was no picnic, especially when he has been on the other side of the Tasman.

Some of our close associates are amused about one or two little superstitions I have. For one, I object strongly to the colour red, will never wear anything red to a race meeting and with the exception of one or two sponsors decals, have made sure that it doesn't appear anywhere on the car. The other thing concerns the clothing I wear and this I know sounds crazy. If I wear a certain outfit to the first meeting of the season and Paul has a satisfactory day then I'll continue wearing these same clothes all season. If he has his dramas, then I will try a different outfit until I find the right combination. I've often wondered what the more fashion conscious think when they see me wearing the same old rags all season. Well now my

secret is out! I also have my favourite "spots" for watching Paul's races and even though we had the use of a magnificent mobile grandstand last season, I very rarely used it to watch the big bangers.

My favourite meeting is the Grand Prix, not because of the racing, which is more often than not a bit of a bore, but it does seem to have an atmosphere missing at other meetings and I think this is reflected in the drivers' attitudes too, because many times I've heard them say "She's not going to good now, but we'll have her right for the G.P." My second choice would be Wigram where Paul has had some of his greatest races and then the B. & H. I like Pukekohe circuit best of all and anyone who says it is not a spectator circuit has never sat on the hill terraces, where a terrific view of the entire track can be had. Timaru is not a favourite of mine, with that right hander right on the starting line and no where much for the big cars to pass.

I've always thought that it must be a lot easier for a competitor, when he knows that he has his wife right behind him, showing an interest in his career and offering him just the right amount of encouragement. For me this has never been an effort, because I really enjoy motorsport. Before the end of the 1964-65 season I asked Paul if he would retire if he won the Championship and I had my answer the day after he had clinched the title, when I overheard he and Ray Stone discussing their plans for the next season. I suppose, on looking back, that I'm glad Paul chose not to concede to my request, because I have realised that if he had given it away, we should have been left with a big hole in our lives. When he does retire, it will be his decision. I certainly wouldn't like to put any pressure on him, knowing that he hasn't got "it" out of his system. Cruising around the Hauraki Gulf would lose a lot of its pleasure if I knew that the Captain of the boat was wishing he was at Pukekohe doing 150 mph down the back straight.

KATH FAHEY



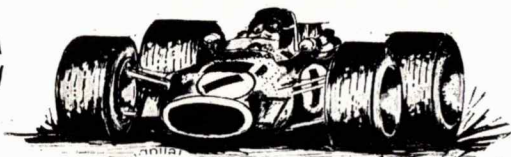
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TRACKSIDE



Howden Ganley won the Osterreichring round of the Inter-serie when Leo Kinnunnen retired the Porsche 917/10 with only six laps to go. Ganley's BRM P167 went sick on the last lap when a spark plug broke in the 8.1 litre Chevy V8, and the big BRM rumbled to the finish on seven cylinders.

* * * * *

Andy Granatelli, recently on a 2 week tour of Europe which took him to France, Germany, Italy and England, revealed in Paris that he is very seriously considering an STP onslaught on Le Mans next year with a Wankel rotary powered car. His efforts to have a similar power plant in an Indianapolis car have been foiled by USAC but no such opposition would come from Le Mans where the organisers would welcome such a car.

* * * * *

Pressure is being brought to bear on the C.S.I. to have the Italian Grand Prix moved to Rome's Vallelunga circuit next month. The Rome Auto Club is trying to forsee a situation which hasn't yet arisen, because no work has yet been done at Monza to install chicanes intended to reduce the 150 mph lap speeds. Monza circuit authorities are in a difficult position because they will need to cut trees at the Ascar curve and conservationists are opposing the alterations proposed.

* * * * *

To round off the European side of the 1972 World Championship for Makes, Enso Ferrari entered four cars for the Austrian 1000 Kms at the Osterreichring and cleaned up the four leading places. Jacky Ickx and Brian Redman led the team to the finish followed by Helmut Marko and Carlos Pace after they had to stop twice for a puncture.

* * * * *

The Flat-12 3 litre engine developed by Autodelta for the World Championship for Makes has been run on a test bed. Carlo Chiti stated that Alfa hopes to run two cars at Watkins Glen but made no mention of actually racing the Flat-12. Watkins Glen is the last round of this year's championship.

* * * * *

Lola's new T310 Can-Am car was recently completed and airfreighted to the States in time for its debut at the Road Atlanta event with David Hobbs at the wheel. Although the new car finished seventh, it requires further development. The rear suspension had worn away and broke in practice after continual bottoming on the faster part of the track.

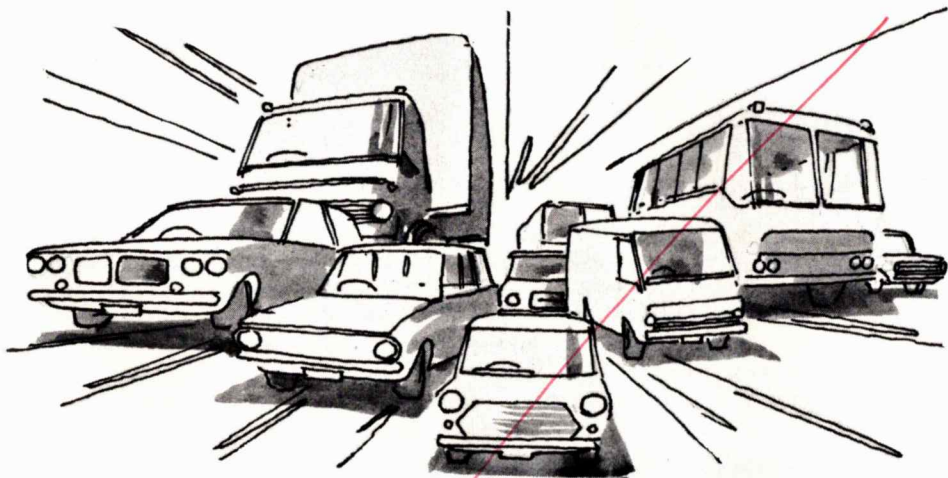
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EUROPEAN RALLY SCENE

From a talented field of runners such as the event has never before amassed, Hannu Mikkola and Hamish Cardno were outright winners of the International Scottish Rally which finished at Nairn. They were driving a works entered Escort RS 1800 which bore evidence of both Monte Carlo and Safari rallies beneath its paintwork.

As expected, the rally was rougher than any comparable special stage event in Europe, this being the traditional and accepted style. Only cars of durable construction were able to survive the high speed pounding over the rocky roads of the Scottish forests. But no one expected that of the fifty special stages nearly half had target times which the leaders were able to beat, and this effectively destroyed much of the competition.

Two other works prepared Escort RS 1800's were entered for Roger Clark and Andrew Cowan with other prominent private entries in Escorts were Chris Sclater and Adrian Boyd. A team of Datsun 240Zs were entered and Abingdon sent a 16 valve Dolomite for Brian Culcheth. Dealer Team Vauxhall had two Firenzas entered and a trio of Trolhattan built Saabs arrived for English crews. The postponement of a national event in Sweden brought a number of entries, including a team of Opel Asconas, BMW 2002 Tiis and a Volvo.

From the start in Glasgow, the cars headed for a southern loop and the first stage at Glentress. Cowan was already in trouble with ignition problems which recurred throughout the rally. Culcheth found the Dolomite a peculiar handler and had to change shock absorbers about every four stages.

Ytterbring put his Datsun off after a blind brow on a twist stage and was just being pushed back again when Cowan arrived and chose the ditch rather than the Datsun. Both cars got going again. Stage 6 saw the end of Boyd's rally when a piston broke.

Castle O'er with its long straights was easily cleaned, and Twiglees even though it was twistier. One of the two Forest of Ae stages was also cleaned by the faster crews. Mikkola had a rear brake cylinder changed and Kullang's Opel had a flattened exhaust pipe repaired.

Drumjohn was cancelled because of timing errors and Clatteringshaws was the longest stage at 17 miles, but again it was cleaned by leading crews. The Escorts were much faster than anything else with Mikkola leading Clark and Sclater but they were having an assortment of minor problems, whereas the Asconas were proving to be totally reliable and strong on the rough roads with Kullang a close fourth at half way. As the route headed northwards to the overnight halt at Nairn, the constant rain gave way to dry spells.

The second leg was largely fine and dry, but this was offset by ten out of twelve stages being cleaned, making the day's competition a waste of time for leading crews. However, Mikkola

had started having gearbox trouble, losing the synchromesh and then the gears themselves, so that he was able to ease up without losing time. The gearbox was changed later in the day.

Cowan still had electrical problems, various components had been changed without any effect. Clark broke a cross member on the rough Glenlivet stage which was replaced.

The last day proved to be good competition and leading crews were fighting all the way in an effort to move up a place.

- 1st H. Mikkola/H. Cardno (Escort RS 1800)
- 2nd R. Clark/J. Porter (Escort RS 1800)
- 3rd C. Sclater/J. Davenport (Escort RS 1800)
- 4th A. Kullang/G. Phillips (Opel Ascona)
- 5th I. Carlsson/I. Carlsson (BMW 2002 Tii)
- 6th A. Cowan/B. Coyle (Escort RS 1800)



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1972-1973 SEASON.

Saturday	2nd September, 1972	Practice
Sunday	3rd September, 1972	Benson & Hedges 500
Saturday	7th October, 1972	Practice
Sunday	8th October, 1972	Auckland Car Club - Rothmans
Saturday	11th November, 1972	Practice
Sunday	12th November, 1972	Northern Sports Car Club - Dunlop
Thursday	4th January, 1973	Practice Grand Prix
Friday	5th January, 1973	Practice Grand Prix
Saturday	6th January, 1973	Air New Zealand Grand Prix
Saturday	10th March, 1973	Practice
Sunday	11th March, 1973	Northern Sports Car Club - Rothmans
Saturday	28th April, 1973	Practice
Sunday	29th April, 1973	Auckland Car Club - Dunlop



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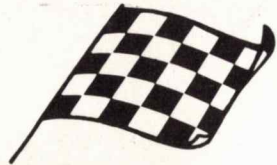
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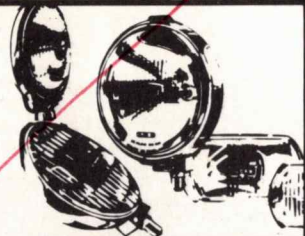
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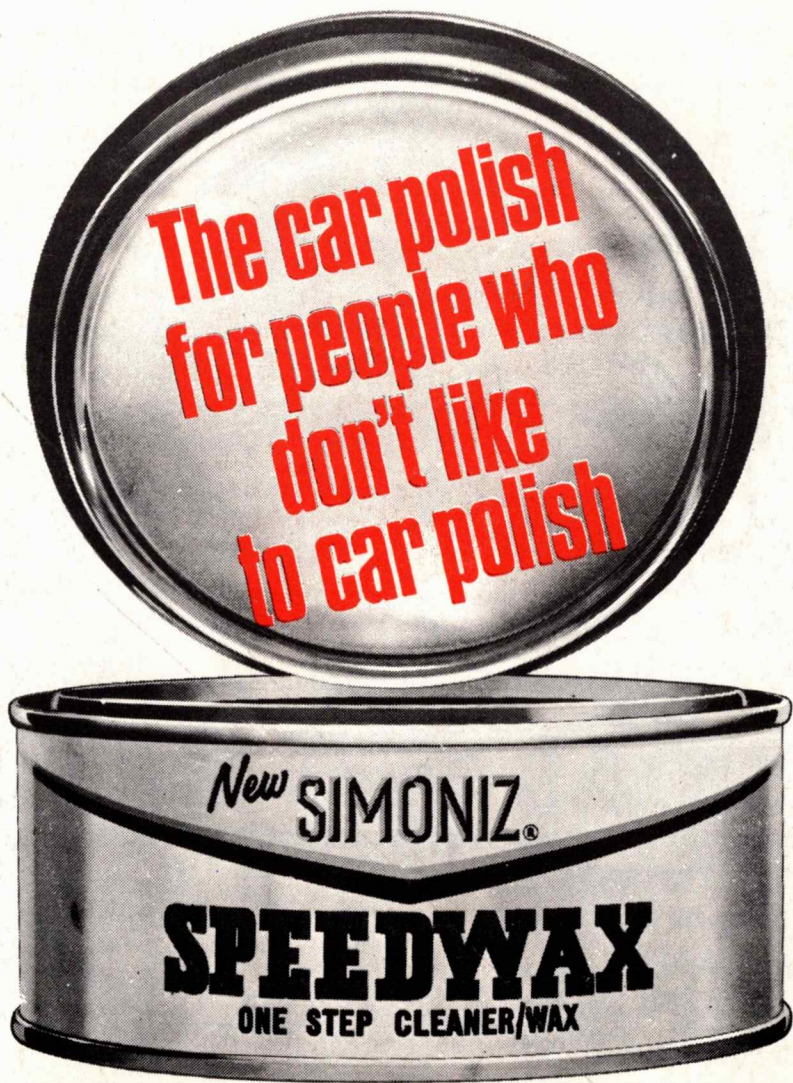
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