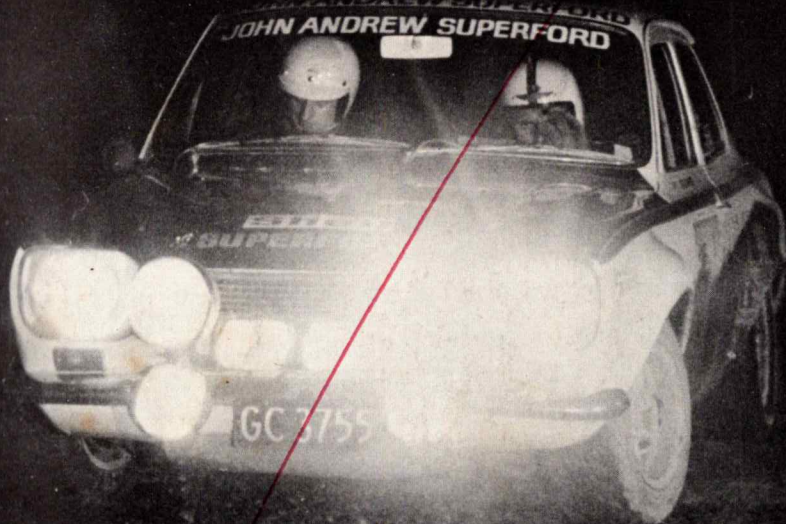




BULLETIN

September, 1972



Repco

**COMPETITION
Disc Pads**

Something the crowds didn't see

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

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



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



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



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



DEPENDABLE
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SPARK PLUGS



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.



CLUB MEMBERS ROY HANBURY/DES BELL - GOLDEN SHELL RALLY

COVER PHOTO

CLUB MEMBERS MIKE MARSHALL/ARTHUR McWATT

- WINNERS GOLDEN SHELL RALLY.

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.

15TH SEPTEMBER - FRIDAY EVENING - 40TH ANNIVERSARY MALE

REUNION - To be held in the Grandstand Inn, Alexandra Park Raceway, Epsom, from 8.00 p.m. All past and present male members and friends of the Auckland Car Club (known as the New Zealand Motor Racing Drivers Assn. prior to 1949) are cordially invited. Excellent savoury supper, entertainment, Hi and Lo Octane etc. for the all in subscription of \$3.50 per person. Tickets available now so don't delay. Sorry girls - men only.

21ST SEPTEMBER - THURSDAY EVENING - CLUB NIGHT & FILM EVENING

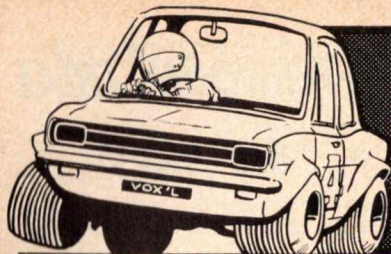
At the Clubrooms at 8.00 p.m. Good films, supper, discussion. New car on display. New members, make yourselves known to a Committee Member. (See Page 1 of your Bulletin.

24TH SEPTEMBER - SUNDAY - HILLCLIMB

Chamberlain Road, Bombay. (Signposted from Great South Road). Entries on the day till 10.00 a.m. Scrutineering between 9.30 - 10.30 a.m. Practice run commences 11.00 a.m. Classes : Saloons 0 - 1000, 1001 - 1300, 1301 - 1600, 1601 - 2500, 2501 c.c. and over. Sports 0 - 1500 c.c. and 1501 c.c. and over. Single Seaters. Club miniatures for first in each class. Certificates for second and third. Counts for Exide Trophy points. Competitor's requirements include current Drivers Licence, Approved Crash Helmet, Fire Extinguisher and Overalls, etc.

29TH OCTOBER - SUNDAY - CLUB CIRCUIT RACE MEETING - PUKEKOHE

Watch for further details in the October Bulletin.



OPEN & INVITATION

16TH SEPTEMBER - SATURDAY - "SHELL 100 SALOON CAR MOTOR RACES"

- LEVIN. Programme includes qualifying round, Castrol G.T.X. Championship plus 100 lap production car race and supporting events for 'Mini 7' and 'O.S.C.A.' saloons. Late entry enquiries: Mr S.H. Jensen, Phone 84-221, Palmerston North.

17TH SEPTEMBER - SUNDAY - INVITATION HILLCLIMB

Ridge Road Venue. Enquiries should be directed to the Pukekohe Car Club, P.O. Box 174, Pukekohe.

21ST SEPTEMBER - THURSDAY - MINI SEVEN MEETING

To be held at the Northern Sports Car Club Clubrooms, Mt Richmond Domain. 8.00 p.m. This meeting follows the highly successful one held on 8th August at the Auckland Car Club Clubrooms. All are welcome at this latest meeting and anyone wishing to know more about Mini Seven prior to the meeting should contact Reg Cook at Manurewa 63-038 any time.

8TH OCTOBER - SUNDAY - ROTHMANS GOLD STAR MOTOR RACE MEETING

Promoted by the Auckland Car Club (Inc.) Pukekohe Motor Racing Circuit. Programme includes qualifying rounds for N.Z. Gold Star, Formula Ford and Castrol G.T.X. Production Saloon Championships. Supporting events for modified saloons and Formula Vee. Entries now open and close on Thursday, 21st September, with Miss C.E. Dewar, Alans Office Service, Shortland Street, Auckland. Phone 588-274 (Evenings)

15TH OCTOBER - SUNDAY - NATIONAL MOTOR RACE MEETING - RUAPUNA

Bank of New South Wales Championship Round. Enquiries should be directed to the Canterbury Car Club, P.O. Box 25-050, Christchurch.

22ND OCTOBER - SUNDAY - NATIONAL MOTOR RACE MEETING - BAY PARK

RACEWAY - Bank of New South Wales, Formula Ford, G.T.X. Championship rounds.

30TH DECEMBER & 1ST JANUARY (2 DAYS) - NEW ZEALAND BEACH RACE CHAMPIONSHIPS

- For Saloons and Single Seaters to be held at Nelson. Travelling and start money paid. Anyone interested in going down to compete please contact Ken Flashman, (Phone 63-179 Manurewa) for further information.



TYRES **DUNLOP** RETREADS

AFTERNOON TRIAL

6th JULY



On arriving at the Club on Sunday afternoon there was much evidence of the social the previous night. Those that had not attended seemed

to be at an advantage. Though the afternoon start was too early for some there was a good entry of 43 cars. From the start to the 5 mile odo check in Glen Eden it was easy going and with the first control in sight the sceptical looked for a check that was not to be found.

With the start of Section 2 and an over-rider of go left at all signs with the letter H if you had no instruction for the intersection we were wary of the first instruction which was proceed ahead at Holdens Rd but the sign was Holden Rd, therefore you went left and found a check. A few instructions later things were not fitting and only when we realised we had not deleted our instruction after 3.5 miles did we sort ourselves out, after taking a guess where the mileage came up. The next check to be found was the infamous 'Sucked' (not again Mr Crumple) after going left at Vineyard Rd. The check before the end of this section was missed by over half the field as they did not turn left at a sign with an 'H', being drawn in by the come on Control.

Section 3 was the downfall of many crews. Hands up all those who turned right at McEntee Rd - though the instruction said McEntee Rd - don't worry even the organisers missed it. Only nine cars got Points by using all of McEntee Rd - read the A.S.R.s. Most people managed to get Alan Wilson twice apart from one Simca driver who managed to get him four times. The plotters then pulled the 'remain on this road' trap again but it fell through when some inconsiderate (trialist??) person lifted a check. It was then an easy run to the control at Kumeu.

Section 4 proved easy for most. At the end of this section many proceeded on ahead after the control looking for an A.A. Public Library sign but they had forgotten that all instructions cease at a Control. Many missed a check at the start of Section 5 as they did not turn right at the first Auckland sign. What a lot of people had thought was an easy run back to the Clubrooms but they were misled as they



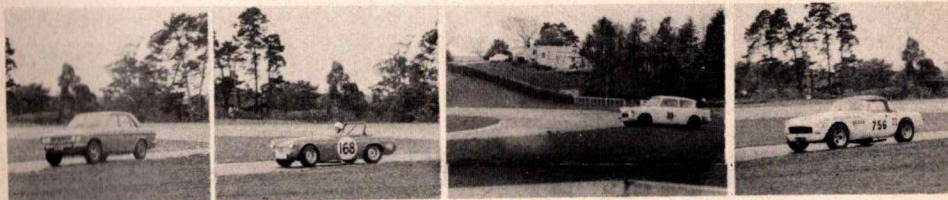
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SPEED NOTES *****

The Club's annual sprint meeting at Pukekohe was held on Sunday, July 16th and I take my hat off to the flag marshals, starters and other officials of the various sections who performed their duties admirably in atrocious weather conditions. The large entry included as wide a variety of machinery as you could imagine, from family saloons, racing saloons, to various single seaters, a fair dinkum dragster and sports cars, including a wild looking M.G.B. and the beautiful Gemco-Olds.

Unfortunately with most drivers having traction problems associated with a wet track surface, exciting times were not the order of the day although the experience gained by many newcomers must have made it all worthwhile.

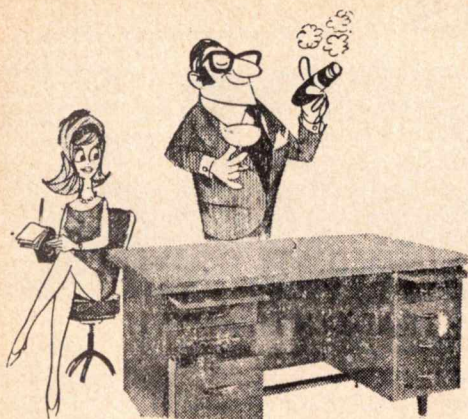
Whilst a few drivers had minor excursions from the circuit sprint, one competitor had the misfortune to put his car on its side at the end of the bent sprint, luckily with little damage to the car and none to the driver.



The Club's first hillclimb of the new season will be held on September 24th and intending competitors would be well advised to spend a little time reading their copy of the M.A.N.Z. 1972/73 Year Book, particularly Scrutineering Schedule 'A' and the sections dealing with safety requirements i.e. N.C.R. 133 (Page 99), and Schedule 'A' Section 7 (Page 129). Under 20 year olds are also reminded that entry forms for all events must be countersigned by a parent or guardian and supplies of these (entry forms) are available from the Clubrooms.

Details are at present being finalised for the introduction of an interclub hillclimb series with a qualifying round to be held at each of the six venues currently being used in the Auckland Area. Clubs taking part will be Pukekohe (Bright Road and Ridge Road), Auckland University (Anderson's Farm), M.G. (Bald Hill Road), Northern Sports (Cossey's Farm), and ourselves (Chamberlain Road).

Any member who would like to join the Speed Committee and assist in the organisation and running of events is invited to forward their name and address to the Committee Chairman (See Page 1 of this Bulletin); likewise, if you are able to help out at the odd event with such tasks as time-keeping, flag marshaling, scrutineering, etc., then let's hear from you too.



SHOUTS & murmurs

. . . The Club heartily congratulates Mike Marshall and Arthur McWatt on their well deserved win in the Golden Shell Rally. These Club members have tried hard in previous big time rallies and have at last achieved a victory. We wish

Mike all the best for his forthcoming trip to the United Kingdom and acknowledge Arthur's unrelenting support as Mike's co-driver.

. . . We note with interest Diane Roberts' article in June Autonews entitled 'THE DAY THE BIG TIME HIT'. In this article she states : "Ardmore aerodrome had been transformed for the occasion of New Zealand's first 'international' Grand Prix. As the country's largest, and most important, city, Aucklanders had been more than a little envious of the fact that they had no motor race to equal those staged elsewhere in the land - in particular Christchurch, which not only had the use of the Wigram Air Force Base but also a genuine road circuit at Mairehau. The Auckland Car Club took the initiative and set up a special committee to find somewhere to run a major race meeting This committee was later to become the New Zealand International Grand Prix (Auckland) Association Incorporated".

. . . The increasing interest of all sections of the New Zealand motor industry in the Benson and Hedges 500 for locally assembled saloon cars is reflected in the decision of the Christchurch-based Firestone Tyre and Rubber Company to attend this year's race. The Company will be offering a full advisory and tyre fitting service on practice and race days - September 2nd and 3rd - at the Pukekohe circuit.

The advisory and tyre fitting team will be using the Benson and Hedges race to evaluate an entirely new range of high-performance tyres, manufactured at the Papanui factory for everyday use by private motorists, under racing conditions.

At this stage the company's plans for the rest of the 1972-73 motor racing season are still under consideration. But it seems unlikely that involvement will be confined to the Benson and Hedges meeting, in view of the fact that there will be a full programme of production saloon races over the summer months.

. . . The photographs appearing on the cover of our Bulletin each month are generously donated by Jack Inwood. Jack is now doing free-lance photography and any member or friends wishing to purchase photographs of their favourite drivers, etc., may do so by phoning OH 64-496 or writing to P.O. Box 9323, Auckland.

. . . Mary Carney's Mini has been repainted and will appear under the sponsorship of McWilliams Wines.

. . . We hear that Rod Collingwood has purchased an Escort to be raced as a Twin Cam or BDA this season. The body-shell of this car is rumoured to be that of the Paul Fahey championship winning car.

. . . Jacqui Knight (Motorman Trials Correspondent) is rumoured to be going overseas thereby splitting the most successful all ladies trials crew. We understand that they came very close to winning the New Zealand Gold Star Trials Championship this season.

. . . John Crombie, prominent Auckland Car Club trialist, stayed on course all the way from Wenderholm to Puhoi recently. It pays to when you are solo crewing a canoe.

. . . It is about time that our out of condition members started practising for the trophy for the single lap around Club Circuit event at which all-comers are accepted - ON FOOT - at our Club Circuit Meeting and Christmas Barbeque in December. Reg Cook's reputation is at stake.

. . . A number of Car Club members are keenly awaiting their V8 Torana XUIs, especially as they have been promised they will get them despite the Australian Government's ban on super cars.

. . . We hear that Jim Carney has the latest Jaguar in the form of an XJ12. Congratulations Jim, we hope this will make the trip from Whangarei to Auckland easier to bring this magnificent machine down to display at our Clubrooms one of these Thursday nights.

. . . Sharon Chapman, Peter Chapman's ten year old daughter, recently featured in the New Zealand Women's Weekly in the article on Car Trials, was away for the school holidays and the substitute navigator forgot to write down some unmanned checks. So look for a different slant in Trials Talk from Hans Spott next month. Sorry Sharon, but we understand that school holiday leave has been cancelled in future, especially when there is a trial organised in the Auckland area.

. . . Congratulations go to Raewyn and Alan Wilson on the birth of their daughter recently. Alan Wilsom is the Chairman of the Trials Sub-Committee. You never know Alan, she could be as good a navigator as Hans Spott's daughter (mentioned above).

. . . Congratulations also go to -

Annette Brown and Jim Partridge on their recent engagement

Anne Macdonald and Rob McDonald who were married on the 12th August.



GET WITH **DUNLOP**

. . . We record with regret the death of Club Member, Keith Pickavance who was recently killed in a motor accident.

. . . Older members will recall with warm feelings Jack Tomlinson who was a foundation member of the Club. Jack was tragically killed in a motoring accident in Queensland, Australia, last month. His efforts in the old Ford 10 "cow belly" convertible will be remembered by all who competed against him. When stronger men thought of retiring from an event Jack had just begun to dig his toes in and defeat was unknown to him. The Club expresses regret in the tragic loss to his children.

. . . We record with pride the article appearing elsewhere in this issue by A.R.E. "Dick" Messenger, a foundation member of this Club. Dick Messenger, now a Life Member, was a leading figure in the foundation of this Club and we look forward to seeing him at our Reunion on the 15th September.

. . . Failure to wear a properly adjusted and fastened seat belt will result in a \$10 on-the-spot fine under recent legislation introduced in Victoria State Parliament.

This Club strongly recommends the use of seat belts and urges ALL members to use them.

WILDCAT



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JOHN RILEY

My first interest in motor racing came when I left the Air Force after the war where I had served as a fighter pilot in 25 Squadron Flying Corsairs in the Pacific. This interest began at Western Springs Speedway where a good friend of mine, Roly Crowther, was racing midget cars. I used to turn out every Saturday night to crew his car. This continued until Merv Neil, in conjunction with the Auckland Public Relations Office, promoted Stock Cars at the Springs.

This was racing which I could afford at the time, so I bought a 1933 Ford V8 Sedan and in the short space of a week we had a stock car which, when I look back on today's stock cars, was very frail indeed; one good hit and you spent the rest of the week repairing. These meetings were very successful crowd-wise so, of course, the drivers wanted more money, but the old story 'no more money available'. However, Harry Thompson negotiated with the Epsom Show Grounds and soon we had a week to week lease on these grounds, so we formed Auckland Stock Car Stadiums - the shareholders being Harry Thompson, Ron Hogan, Angus Mackie and myself. This operated successfully for three seasons, all gate takings going to the competitors, after expenses, which made really good prizemoney; however, our lease was cancelled and we were out in the cold.

This is when I started hillclimbs in a 1938 Ford V8 Coupe which I really enjoyed so I bought George Dixon's Corvette Coupe. This car had real power which was very exciting on the metal climbs. After this car I built up a series of Chev and Ford Coupes and competed at most hillclimbs - Auckland, Whangarei, Hamilton and Rotorua. My first factory-made car was the Monza Ferrari which I dealt from Bill Thomassen. The motor in this car had been stretched and to rebuild would have cost far more than I could afford so I went a Chev Corvette. This was never really successful although I did have a lot of fun, especially at the South Island meetings.

My next car was the Lola Ford ex-Doug Lawrence. This was a really nice car to drive after the Monza. Red Dawson also bought a Lola; the Barry Cottle one which had won the Sports Car Championship. However, although we had some very good dices, Red was unlucky as his motor was very unreliable and certainly not the motor which had won the championship, the year before. It was during this year I tied for the Sports

Car Championship with Barry Porter which pleased me no end.

It was the next season I finally ended up with Tony Shelly's Lotus 18. This car was completely stripped by my Car Sales' mechanic, Colin Weller, who had never had any connections with single seaters before. Colin rebuilt the car including the Climax motor and Collotti gear box and, through his careful preparation, was the most reliable car on the track at that time for which I was truly grateful. I raced this car in the Gold Star Championship and finished the season runner-up to Jim Palmer. However, near the end of the season the gear box was jumping out of most gears and as parts for this old Collotti 29 were not available, we had the Dog gears built up and recut which proved unsuccessful and suffered the same trouble the following season.

After a very frustrating season I decided to cut the Old Girl up and make a Lotus 19 Sports Car which was completed in time for the Renwick meeting. We also built up an Anglia fitted with an Oldsmobile F85 motor, T.10 gear box and Jaguar Diff. The sports car performed well for a first race but expired within sight of the chequered flag with gear box failure. The Oldsmobile also performed well for half the race until three cylinders went out.

To cut a long story short both cars gave us nothing but trouble, so I decided to buy Rod Coppins' Mustang with a blown up motor which we rebuilt. I had a good time driving this 'Tail-happy' car, so much so, that I decided to buy Paul Fahey's car which was a far superior car and handled like a dream compared with the Rod Coppins' car. However, after driving this car for three seasons, or so, I have now sold the Mustang to John Armstrong who, I am sure, will get as much pleasure out of this vehicle as I have had.

For this season I have bought the Jim Murdoch Titan Formula Ford which my son, Brett, will drive. As for myself, at this stage I am undecided as to what to do but I will wait and see how things work out. Motor sport has treated me well and I can only hope it treats my son just as well.

: JOHN RILEY.



AFTERNOON TRIAL contd/.....

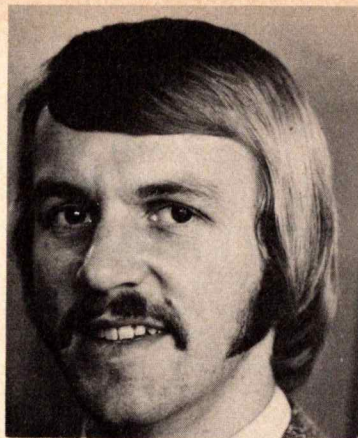
completed the speed schedule thinking that there was a Derestriction sign on the motorway but it was a 60 sign, therefore the average along the motorway was 27 mph and not 46 mph.

As most crews were under a 1000 points loss on what was quite a hard Club trial, the trialling standard of the Club must be improving. Therefore we will be looking forward to a good entry in the Experts Trial which is a closed club event. (Don't be put off by the name - this trial is just another Club trial).

Congratulations to Ivy Stephenson on her win. We'll win one yet, and thanks to the plotter Arthur McWatt and his helpers who checked the trial, manned checks and assisted with the results.

D.C.N.

THE PETER GILL COLUMN



So the Auckland Car Club is forty and doing very nicely thankyou.

Well, they say life begins at forty, so look out.

It certainly sets you thinking about times gone by, though not that I was around when the Club was founded, but I am not too old to have some very fond motoring memories though. I suppose we all have, whether we dare to relate them or not.

Have you ever thought about your Most Memorable Car? No, don't worry. You haven't picked up Reader's Digest by mistake. Theirs, I think, is My Most Memorable Person, and that's something many of us would prefer not to think about.

But I am sure that lurking in everyone's dim, dark automotive past is the ghost of a particular car they once owned. A car that stands out from all others because of its sheer character, or because of certain events in your life that car had far too much to do with.

Chances are it will be an older car. The newer ones just don't seem to have the character. Nevertheless, I have often thought, Mr Bulletin Editor, that it would make very interesting reading to invite one guest writer from the Club each month to tell his tale of woe under the heading ' My Most Memorable Car '.

In a future column I plan to reveal my Most Memorable Car to our long suffering readers. But this month you should be thankful I haven't left myself enough space.

* * * * *

Colour television is the best medium for showing up red faces, as I found out the other day. About a dozen of the city's top new car dealers brought their prize wares to the top deck of Shortland Car Park where the N.Z.B.C. made an experimental colour video tape to test colour equipment currently being evaluated. After some initial blatting for the cameras, each driver stopped his car beside yours truly who interviewed him in living colour about the car.

"So this is the Suzuki 360", I announced confidently as this little Japanese noise-making device puffed up.

"Actually, it's the Daihatsu Max", quoth he apologetically.

Not satisfied with one faux pas I demanded he show us the boot for the benefit of the cameras. By now the guy was really getting an inferiority complex. "I'm terribly sorry, but it hasn't got an actual boot", he said.

Still it made the thing look human, the colour was fine, and there's a chance the N.Z.B.C. might show it at trade

exhibitions like the Easter Show. What's the use of colour television if you don't have the occasional blue.

* * * * *

(Thanks Peter for your suggestion on inviting readers to write about their 'Most Memorable Car'. I think even our present New Zealand Saloon Car Champion, Paul Fahey, must have one of these and we propose inviting Paul to write about his Most Memorable Car. As this is the 40th Anniversary of the Club there must be many older members who would care to write for us (not to mention Laurie Powell, of course) on this subject. Any member who would like to tell us about his most memorable car please send all copy, together with a photograph if you have one, to P.O. Box 2018, Auckland. -Ed)



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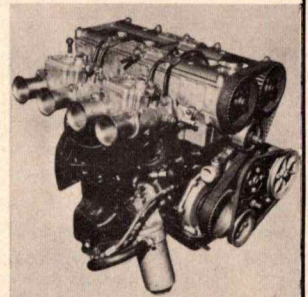
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BULLETIN CLOSING DATE
15th SEPTEMBER!



DENNIS MARWOOD COMMENTS

SOLID VS. HYDRAULIC VALVE LIFTERS

Valve lifters - or 'tappets' as many call them - are a seemingly unimportant part of complex modern automotive engines. But they've got to be designed right and serviced properly, or they can give you a lot of trouble. And the choice of the type of lifter to be used in a given engine, whether solid or hydraulic

is vital. Sometimes we don't feel this choice is properly made in the design stage. Some engines that need hydraulic lifters seem to get solids - and vice versa. It can complicate things for the service man.

We feel the subject of valve lifters warrants your careful consideration. As you know, practically all American cars have hydraulic lifters - where most British, European and Japanese cars have simple mechanical or solid lifters. In many cases there are good reasons for this choice. In others, I'm not sure. I think hydraulic lifters would greatly benefit many overseas engines.

To understand this, let's look at the operating principle of a hydraulic lifter. Essentially you have a sliding plunger that moves up and down inside the main lifter body. The plunger acts against the pushrod (or rocker arm, in a few cases) and the lifter body rides on the cam lobe. Oil passages are drilled through the body and plunger in such a way that engine oil pressure is fed from the galleries along the row of lifter bores into the interior or the plunger. Then in the bottom of the plunger we find some type of spring loaded ball or disc type check valve, allowing oil to flow out of the plunger chamber, into a cavity under it in the main body - but not back into the plunger from the lower cavity.

So you can see how it works: When the engine valve is closed there is no valve spring pressure acting on the plunger. At this time the engine oil pressure can push the check valve open and fill the cavity in the main body below the plunger. This pushes the plunger upward and takes up all the lash in the valve train. The engine oil pressure is enough to take up this lash; but of course it is not sufficient to start to open the engine valve. Now when the cam load comes around and starts to open the valve, you immediately get a high down pressure on the plunger.

You can immediately see the advantages and disadvantages of a hydraulic valve lifter. The main advantage is, of course, is that you get away from all the clatter and clicking caused by the normal lash clearance in a mechanical valve train.

Engine noise is greatly reduced. And of course you get away from the need for periodically adjusting the valve lash. This is a major service problem on engines with solid lifters. And if neglected, you can get into a situation where the valve lash may gradually close up, for various reasons - and eventually the valve will not close solidly on its seat. The next step is a burned valve. And it doesn't take long. This is an ever-present danger on any engine with solid lifters. Hydraulic lifters solve the whole problem with one blow.

But there are a few things that are not so nice about hydraulic lifters. One, they have a tendency to 'pump up' at high revs - in other words, hold the valves slightly open and kill the power of the engine. What happens is that as soon as the valve starts to chatter and float just the slightest bit (because of spring vibration and inertia forces at high revs), you will get a slight slackness of free play in the valve train. The hydraulic lifters senses this immediately and automatically starts to expand to take up this slack. And of course this prevents the valve from seating. Power drops off and the engine literally quits right there.

And what is bad is that the 'leak down' rate of the lifters is slow and the engine can't recover and keep going if, say, the revs break through a period of valve float or spring 'surge'. In other words, once the oil has been pumped through the check valve in the bottom of the lifter plunger, the only way it can get back is to leak through the tight passage between the plunger and main lifter body. It only takes a few seconds but this is too long to keep the engine pulling at high revs. Once any 'pump up' condition starts, the engine is done. In effect, hydraulic lifters can act as a very efficient speed governor for an engine, by controlling the leak down rate through careful machining of the plunger and body bore. Modern hydraulic lifters tend to have considerably higher leak down rates than designs of 15 or 20 years ago.

In fact, there are many specialty companies that sell 'high leak-down' replacement lifters for high performance engines. These have looser clearances between the body and plunger. Or in some cases, they have a special 'spill port' just above the oil passage in the plunger, so the oil pressure is dumped, and the plunger can never rise above a certain point. The special lifters can rev as high as 7,500 r.p.m. with normal valve springs. (And of course if you carefully tailored the valve gear, cam acceleration rates and spring pressure to avoid all valve float or surge, there is no reason why hydraulic lifters shouldn't rev just as high as solids).

The other major disadvantage of hydraulic lifters is the possibility of the plunger sticking or hanging up due to accumulated oil sludge or varnish deposits. Or may be a tiny piece of dirt. If you can get a lifter really hung-up solid, and can't free it with the usual means, the cost of tearing down the engine to replace it might be as much as several lash adjustments with solid lifters. This is a very real problem.

**** Next month I should have plenty of news on our trip to Australia as well as the B. & H. 500.

The light fantastic

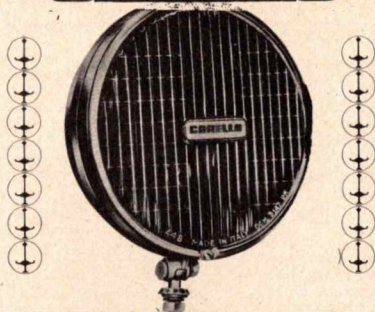


FLAME THROWERS
The winning Lancia Team in the Monte Carlo Rally was equipped with the Carello Sirio Rally Lamp. These lamps, which have an exceptional light output, are now available

They have a lens diameter of 170mm

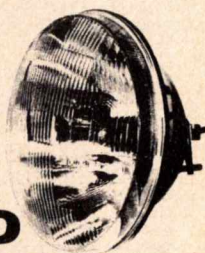


CARELLO



7 inch Headlamp Replacement Unit (170mm)

- Unique in the world - turns night into day.
- Uses 2 separate H.1 Iodine Quartz bulbs.
- Special parabolic reflectors and lens pattern giving incredible performance.
- Combines both main and dipped beam in one lamp.
- Universal replacement unit for all British cars with 7" sealed beam units.



BUY

CARELLO

Seeing is believing



B-G P45^{12V}

TUNGSTEN-HALOGEN HEADLAMP BULB

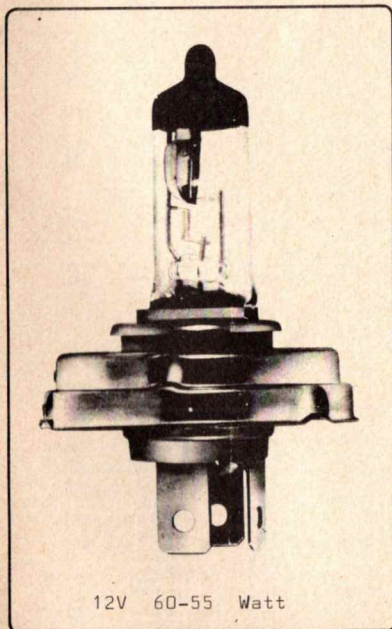
This is the first direct replacement twin filament, dipping, Tungsten-Halogen headlamp bulb for cars using the Duplo-D design lamp flange.

Cars with Duplo-D lamp flanges as original equipment include virtually all leading European makes viz . . . VW & BMW (after 1968) - Opel - Porsche - Mercedes - Renault - Citroen - Peugeot - Simca - Fiat - Lancia - Alfa Romeo - Daf - Saab and most Volvo's. British cars using the same flange fitting include rectangular headlamp versions of the Ford Escort - Vauxhall Viva - and the Hillman Hunter & Avenger.

This exciting development brings the amazing improvement of light intensity always associated with Tungsten-Halogen bulbs, yet still retains the familiar asymmetric dip beam cut-off of the conventional standard bulbs supplied as original equipment.

There are no extra fittings whatsoever required to install these bulbs - simply remove the existing bulb and replace with the new one supplied.

This brilliant new advance in lighting is interchangeable for left or right hand drive cars using the Duplo-D flange.



12V 60-55 Watt

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SPRINT MEETING

Pukekohe, 16th July, 1972.

Name	Car	c.c.	No.	C/Circuit	S/¼	B/Sprint	Total	Place
R. WHITE	Mini Van	848	A30	53.4	19.75	42.1	115.25	
D. QUINN	Mini	998	A33	51.4	20.92	42.0	114.32	
B. ROWE	Imp	998	A37	58.2	22.00	40.5	120.7	
C. PARKINSON	Mini	998	A50	51.3	20.74	41.2	113.24	5th
W. WYMER	Cooper	998	A58	46.0	17.93	39.6	103.53	3rd
D. ZIMMERMAN	Cooper S	998	A81	46.6	17.48	39.0	103.08	2nd
D. CHILDS	Cooper S	999	A88	45.9	18.17	38.9	102.97	1st
R. CAMPBELL	Cooper	998	A164	46.1	20.20	40.00	106.3	4th
S. JONES	Mini	863	A185	53.4	22.00	45.0	120.4	
L. PORTER	Anglia	1298	B2	48.2	16.14	42.0	106.34	2nd
R. RATTENBURY	Toyota	1166	B3	52.0	22.04	44.0	118.04	
G. NICHOLLS	Escort	1300	B18	51.6	20.68	42.0	114.28	
P. ROBINSON	Escort	1298	B26	55.2	21.21	45.7	122.11	
P. MYHRE	Datsun	1171	B29	50.4	20.95	42.2	113.55	
P. HENLEY	Datsun	1171	B129			43.1		
G. CLAXTON	Escort	1300	B31	52.6	20.74	43.0	126.34	
S. FINDLAY	Cooper	1275	B36	49.0	19.56	42.5	111.06	
R. FINDLAY	Cooper	1275	B136	48.9	22.04	39.0	109.94	5th
T. THOMPSON	Escort	1298	B39	45.0	17.49	38.8	101.29	1st
S. HOOPER	Datsun	1172	B41	51.6	20.37	43.0	114.97	
G. McSHANE	FIAT 128	1116	B42	52.0	21.52	44.6	118.12	
P. HAUGH	Herald	1200	B142	47.6	18.61	40.7	106.91	3rd
R. STODDART	Escort	1298	B45	52.8	19.57	41.0	113.37	
J. WAKEMAN	Escort	1300	B47	52.6	21.04	44.0	117.64	
D. MARWOOD	Datsun	1171	B125	48.7	19.22	40.0	107.92	4th
T. WARNEFORD	Viva	1159	B202	50.3	20.43	40.5	111.23	
S. WARD	Cortina	1599	C1	50.6	19.28	42.0	111.88	
G. GILL	Capri	1598	C6	51.3	20.04	43.4	114.74	
C. EDMONDS	Escort	1598	C7	51.0	19.45	42.8	113.25	
B. CORK	Datsun	1595	C8	49.2	19.67	40.1	109.00	
J. HARDMAN	Datsun	1600	C9	49.8	19.21	42.1	111.11	
G. MACKAY	Escort	1600	C22					
T. FOY	Escort	1600	C27	48.6	20.8	41.1	110.5	
B. DUGAN	Escort	1598	C28	47.9	18.94	41.0	107.84	
V. SMITH	Lotus Cortina	1558	C38	46.4	18.51	40.0	104.91	2nd
B. SUCKLING	Escort	1558	C40	46.8	17.72	40.9	105.42	4th
J. DONALD	Escort	1598	C43	45.5	17.03	39.5	102.03	1st
C. PARKINSON	Cortina	1600	C48	50.0	20.8	42.9	113.7	
B. KENDALL	Datsun	1595	C53	47.4	18.98	40.0	106.38	
A. BANKS	105E Van	1500	C116	48.0	18.86	41.4	108.26	
D. MORRIS	Anglia	1600	C127	47.8	17.56	40.1	105.46	5th
R. ROBINSON	A40	1599	C151	45.6	18.67	41.0	105.27	3rd
H. LASSEY	Hunter	1725	D16	50.1	19.01	42.8	111.91	
T. BENSON	Viva	2498	D17	48.4	18.73	41.2	108.33	4th
T. SHEFFIELD	Alfa Romeo	1779	D19	48.6	20.6	63.5	132.7	
A. SHEFFIELD	Alfa Romeo	1779	D191	42.0	20.57	44.9	107.47	3rd
B. MURPHY	Cortina	1601	D21	49.1	17.8	42.0	108.9	5th
D. TINDALL	Peugeot 504	1971	D24	54.8	20.57	46.0	121.37	
G. YOUNG	Peugeot 504	1971	D124	58.0	21.02	46.0	125.02	
V. REEVE	Anglia	1760	D39	45.4	20.57	38.9	104.87	2nd
M. SOAMES	Lotus Cortina	1760	D169	42.8	17.8	37.9	98.5	1st
W. McCOMBE	Lotus Cortina	1760	D1691	51.0				
R. LISTER	Zephyr	5400	E4	47.4	18.28	40.5	106.18	5th
S. MURPHY	Monaro	5400	E5	44.8	19.45	39.8	104.05	3rd
J. SLOGGETT	Victor	3300	E10	48.8	18.4	41.2	108.4	
E. YORK	Falcon	5700	E14	50.2	18.81	41.2	110.21	
G. ADDIS	Holden Ute	4200	E15	46.0	19.45	39.0	104.45	4th
P. DEARSLEY	Holden Ute	4200	E20	49.9	18.30	40.3	108.5	
G. HARGRAVES	Zephyr	5400	E23	45.8	16.98	40.5	103.28	1st
P. WARD	Valiant	3700	E34	50.0	19.41	41.1	110.51	
B. PLATT	Torana XU1	3100	E35	46.0	17.70	39.6	103.3	2nd
G. CRAWFORD	Torana GTR	2600	E46	48.6	18.88	41.8	109.28	
S. EMSON	Torana XU1	3048	E51	48.3	18.05	43.0	109.35	
R. MILLEN	Buggy	2994	F11	44.1	20.20	36.1	100.4	2nd
G. BRAYSHAW	Targa Fiat	1500	F25	50.2	20.20	44.8	115.2	
K. McNAMARA	Buggy	1584	F37	47.4	16.77	39.8	103.97	3rd
A. KEUCKE	Spitfire	1147	F44	49.1	20.20	41.2	110.51	
R. FINDLAY	Midget	1098	F54	48.1	19.00	39.5	106.6	
P. SWANN	Buac	1598	F65	48.6	20.20	38.0	106.8	
P. LEWIS	MGB	1798	F84	51.0	19.46	44.0	114.46	
G. PEDERSEN	Gemco	4400	F89	39.8	20.20	34.8	94.8	1st
M. RYAN	V8	4200	F115	50.0	20.20	44.3	114.5	
R. NICHOLS	Midget	1293	F168	45.6	19.58	41.2	106.38	
C. CONWAY	MGB	1890	F756	47.6	18.88	40.0	106.48	
W. GARNHAM	Sphynx	850	F227					
D. DUNBAR	Sphynx	850	F1227			40.3		

Name	Car	c.c.	No.	C/Circuit	S/¼	B/Sprint	Total	Place
P. HASKETT	Brabham	1600	G12	41.4	18.47	35.1	94.97	1st
N. LOWE	F.V.	1192	G111	47.4	18.30	41.0	106.7	3rd
R. STONE	F. Ford	1600	G69	47.5	18.47	38.8	104.77	2nd
P. FAVA	Honda	736	H52			50.0		
W. ANDERSON	Dragster		1149	50.0				
OVERALL PLACINGS								
G. PEDERSEN	Gemco	4400	F89	94.8		1st		
P. HASKETT	Brabham	1600	G12	94.97		2nd		
M. SOAMES	Lotus Cortina	1760	D169	98.5		3rd		



40th Anniversary Social

As usual, close on 200 Auckland Car Club members and friends managed to let their hair down at this year's Cabaret Evening held at the Clubrooms on 22nd July.

Everybody seemed to swing at some stage of the evening although it proved rather difficult when everybody decided to take to the floor at the same time. Still, a few grazed heels and bruised ribs probably reminded some the next day that they must have enjoyed themselves at the time to have ignored the injuries incurred.

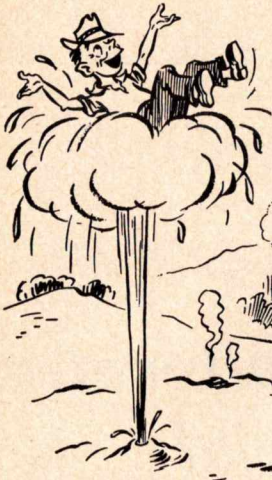
Many thanks must go to those who helped prepare supper which looked very delicious on the table. I must add that a 'look' was all that some people got - it was like the proverbial "Scotch mist" - gone in a matter of minutes.

The evening was enhanced by a 25 minute performance by Craig Scott in which he included many of his best sellers and his Golden Disc number.

In all, the evening was a complete success - in fact, I think it would have been quite impossible for it to have been otherwise with such a "bunch of swingers". Wayne Painter and his wife, Dale, were seen to take to the floor on several occasions and show everybody the real art of "jiving". Laurie Powell and Margaret were inexhaustible, taking the floor for every dance and showing the younger generation the true meaning of the word "dancing". The Hallidays, as usual, were on form no elaboration on this statement, with the Lancasters in close pursuit showing everybody that those rafters weren't so high after all.

I would like to conclude by saying, that the Social Club and those who helped to make this, the successful occasion it was, deserve the thanks of all Club Members.

SANDRA FINDLAY



THE ROTORUA TRIAL

- FROM THE OTHER SIDE OF
THE FENCE -

Getting married in November posed one problem, I could not plot the November Trial. Having the arrival of a daughter presented Alan Wilson with a similar problem - he could not plot the Rotorua Trial. The solution was simple - swap. And we did.

The personal satisfaction from plotting an event is tremendous, and if the event is as successful as this year's Rotorua Trial was, it is greater. I had no complaints at all, even if it did take an hour or two to untangle Laurie Powell's problems. He and everyone else had a great time.

The event was designed to be simple yet give experienced crews something to think about. It was possible to drop several checks but still stay on course. The first trap was a straight-ahead just south of Buckland with the check "P.K." - even the trail car missed it. A very simple drive down Highway 22 to Glen Murray had many people very worried for it was 15 miles before they found the "NAIKE 9M" sign. On towards Rangiriri and hands up those who got sucked on the "Follow Rangiriri" and missed the U-turn check before Des Bell the Control. Des has always wanted to put lines through cards, and he had a field day.

All cars found Barry Nicholl at Matamata but most dropped an un-manned U-turn at Kiwitahi School and Hall. Somehow after this, several cars ended up in the Kaimais. Beats me how. We had no trouble working out results but Val Martin, the Control for Section 4, had only six visitors. Stand up those who missed that section.

Then it was down to the serious business, after all this was what the weekend was all about. Drinks, Dinner and Dancing. It was mighty and our thanks to Mr Jim Lowe and his staff for making us so much at home. We will certainly be back next year. After all those free double brandies I have been offered to plot this event again next year, how could I refuse?

Now to the toughest task of the year, reading the instructions for the return trip, through very blood-shot eyes. John Kilmartin took the prize for the worst, but at least he had the longest time to recover.

Incidentally for those who weren't sure, the C.R.I.'s were actually printed on pink paper. The trip home was even more simple, it had to be. Most people couldn't have done anything harder. A small ford, a mountain track and some good

THE ROTORUA TRIAL

5th - 6th August



IVAN READ WITH
LAURIE POWELL
IN HOT PURSUIT.

DALE & WAYNE
PAINTER.



DOT & PETER PARKIN

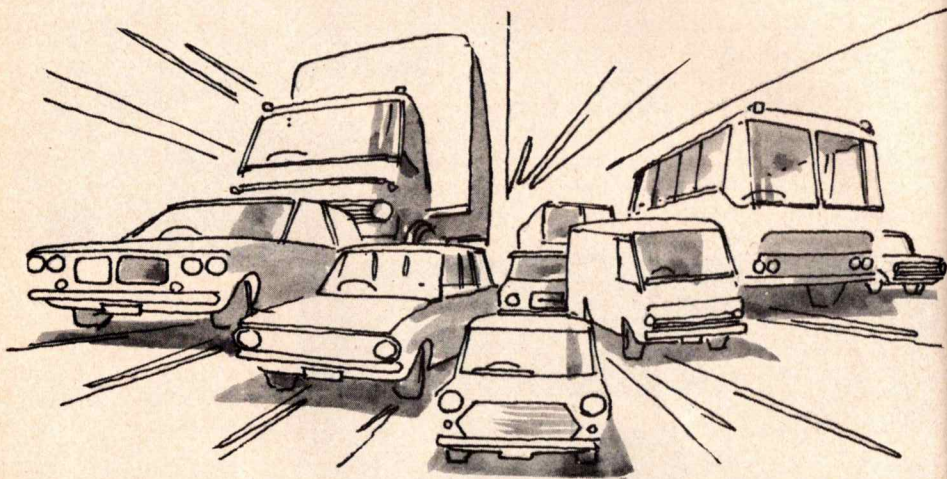
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Wellington City: Waterloo Quay, Phone 44-133 (3 lines).

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Accommodation - Ferry Bookings - all can be made by Dominion Travel (N.Z.) Ltd, 73 Beach Road, Auckland - Phone 364-598.



AUCKLAND CAR CLUB

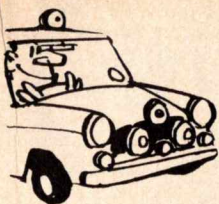
40th ANNIVERSARY

In view of the proposal to hold a 40th Anniversary Reunion on 15th September, I thought it might not be out of place to put on record the events that led to the formation of our Club away back in 1932, plus a bit of subsequent history.

The first organised series of motor races in New Zealand were started at Muriwai in 1921 by the Auckland Automobile Association, as it was then named. The A.A.A. continued to promote the annual race meeting until 1929, when they changed their support to George Hennings newly opened race track at Mangere - now the site of the Prangley Brothers farm. A side issue that possibly influenced the A.A.A. decision was the outright winning of the N.Z. Motor Cup by Bob Wilson in 1928, a cup which they had donated. Another point would be that George Henning was a founder and prominent member of the A.A.A. and as such merited their support for his private venture. A new company was formed to run the races at Mangere, the Auckland Automobile Racing Club Limited. At the same time, another company, the Muriwai Motor Racing Club Limited, headed by A.J. Roycroft and other enthusiasts, formed to continue the traditional annual race meeting at Muriwai.

This condition, with two companies or clubs, promoting races in Auckland, continued until 1932. Neither company had made any money, not that they really wanted to make money, but they were not even paying their way. It should not be overlooked that the real reason for the lack of profits was most probably the Depression, then sinking downwards to its full depth - no one was making money, most of us were going broke. Bob Wilson had sold the Stutz to Ces. Sutherland, who in turn had sold it to Freeman, a car breaker of Wanganui. Keith Cutten had sold the Miller Special to Gerry Matheson, in a damaged condition, and Gordon Paul was trying to sell the Thomas Special, it was offered to me at £35! The situation for motor racing, the only sport in which I was ever interested, seemed really grim.

At this point it occurred to me that the two companies may not be able to carry on, that they might fold up completely, leaving us without racing. So I conceived the idea of a Club, consisting of owners/drivers/interested, to collaborate with the two companies, not to be in opposition to them, but nevertheless ready to step in and promote race meetings if either dropped out. To avoid any suggestion of being in opposition the new club was to be named "The New Zealand Motor Racing Drivers Association". With the co-operation of my old friend, Mr Phillip Seabrook, (who incidentally was my first riding mechanic), I called a meeting to be held in Seabrook Fowlds showrooms in Symonds Street. I was so confident of success that I had already prepared a set of rules, (lifted as usual from other clubs), which were adopted by the meeting and the Club was virtually in existence. I was.



Craik Motors Trial

The Craik Motors Trial was held this year on the same day as the Rotorua Trial which left us in a dilemma, which one to do. However, as Auckland Car Club is being closely headed by University in the Mercury Trophy series we decided in favour of the Craik Motors trial and a thoroughly enjoyable day, if not disastrous, we had. It was almost a change to use the Cooper again, instead of the Fiat, but perhaps this was our undoing.

First we missed a spelling of Ngahiuapouri which cost us two checks. Then in the mapreading we forgot that it was only the nearest named road you didn't have to use. This cost us another check and our entire exhaust system, and probably left all the cream curdled on a certain milk stand. Then we had a section with overriding cyclic instructions. Funny, but we never got to use any of the overriding cyclics, even though we tried hard. Perhaps we didn't try hard enough for we dropped another two checks. Then onto lunch. Funny, but the In Control gave us our map reading instructions for after lunch. This meant we had an hour to plot them - No sweat. After lunch we toured off to the start where, cunning, cunning, we had a new set of map reading instructions which deleted all but the last instruction. All that secret future planning when we thought we had the instructions by mistake for nothing. Then of course, that last instruction which wasn't deleted, we forgot it, and dropped another check. Then on to final control.

We finally came to a check, which was not as we thought the end of sub-section check as we hadn't finished our speed schedule. Keen readers of these scribes will note that we also got sucked on this trap in the Ebbett Motors Trial.

A good trial. One had to be awake all the time as there was a trap a mile. Well done Te Awamutu.

Thanks also to Bruce Blacklock who helped us look for our exhaust on the way back, to no avail, and picked up a punctured petrol tank as a result.

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PROJECTEURS

CIBIE

lights



LIGHTING TYPES AND DESCRIPTIONS:

Last month we mentioned the necessity of replacing your headlight units as the first step in improving your lighting and we will now carry on with the next step.

RALLY LIGHTING:

Cibie types Super Oscar and type Oscar fog, long range and driving lights are designed for rallying only, and are recognised as the ultimate in rally lighting on the international rally scene, remember that to see far enough ahead to suit speed and road conditions and to have lighting in the right places no matter how crossed up your car's position is, is half the secret in night rallying. A competitor who is not equipped as well as the Cibie equipped car is under quite a handicap and to perform as well must either be very brave or half mad.

RALLY AND ROAD LIGHTING:

The following lights come under this heading - Cibie Type 35, 40, 45 and 95 - all these lights are available in either driving or fog, the type 45 comes in long range as well. It is normal to use two of the above mentioned lights in either fog or driving types depending on your requirements, for road use, and for rally use, normally two of the above mentioned lights in either fog, driving or long range are used in conjunction with either Oscars or Super Oscars. The basic differences between driving, long range and fog lights are:-

- (1) The driving light throws a central beam with a large diffused spread around the central beam giving a bright path with good lighting in the diffused area. This is the most popular type of auxillary lighting.
- (2) The long range light throws a distinct narrow beam with very little lighting diffused away from the beam path this is as it is called strictly a long range light and the only true applications are in high speed rallying.
- (3) The fog throws a very wide beam normally it has a 180 degree spread, and the feature of the Cibie fog light is its very definite horizontal cut off to avoid eye strain. This light should be mounted low on the car to get maximum effect and vision during fog conditions. Fog lights, because of their wide spread, are particularly suited to slow twisting rally stages. Many drivers use fog lights in the extremely dusty conditions normally encountered in rallying to cut through dust.

A BRIEF DESCRIPTION OF THE CIBIE AUX RANGE:

Type Super Oscar 9½" round x 5½" deep, grey chrome finish.

These come in fog and driving types.

Type Oscar

7" round x 4½" deep, grey chrome finish, these come in fog, driving and long range types.

Type 35

6" x 3¾" x 1½" deep, chrome finish, these come in fog and driving types.

Type 40

Just released from the Cibie works, round, tough fibreglass shell chrome rim these come in fog and driving.

Type 45

7" round x 1 $\frac{1}{4}$ " deep the most popular of all because of its solid stainless steel construction and slim close mounting characteristics these come in for driving and long range types.

Type 95

Just released from the Cibie works, oblong tough fibreglass shell chrome rim these come in fog and driving types.

RALLY LIGHT RECOMMENDATIONS:

Rally lighting combinations vary from vehicle to vehicle to suit driver individually, but basically to have top rally lighting you will need improved headlight units and four auxillary lights. Listed below are eleven of the normal rally lighting combinations:-

All Conditions -

- 2 x Super Oscar Driving - 1 x Oscar Fog - 1 x Long Range
- 2 x Super Oscar Driving - 2 of either type 35, 40, 45, 95 Fog.
- 2 x Oscar Long Range - 2 of either type 35, 40, 45, 95 Fog.
- 2 x Super Oscar Driving - 2 x Super Oscar Fog.
- 2 x Oscar Long Range - 2 x Oscar Fog.

Summer Rallies - No Fog

- 2 x Super Oscar Driving - 2 x Oscar Long Range.
- 2 x Oscar Long Range - 2 x Oscar Driving.
- 2 x Super Oscar Driving - 2 of either Type 35, 40, 45 Driving.

High Speed Rallies - No Fog

- 2 x Oscar Long Range - 2 x 45 Long Range.
- 4 x Oscar Long Range

Ultimate All Purpose -

- 2 x Super Oscar Driving - 2 x Oscar Long Range - 1 x Oscar Fog in conjunction with biode headlight units.

There are many other combinations and because of the large Cibie range all tastes are catered for. It is an advantage to use two of the type 35, 40, 45, 95 in conjunction with Oscars or Super Oscars if you wish to keep two lights on your car after each rally.

SETTING UP YOUR LIGHTS (1 up 1 down principle)

In undulating areas it is advisable to have either your auxillary driving or long range lights set 1 high and 1 low this will enable you to keep your lighting on the ground for good visibility.

Crossed Light Principle

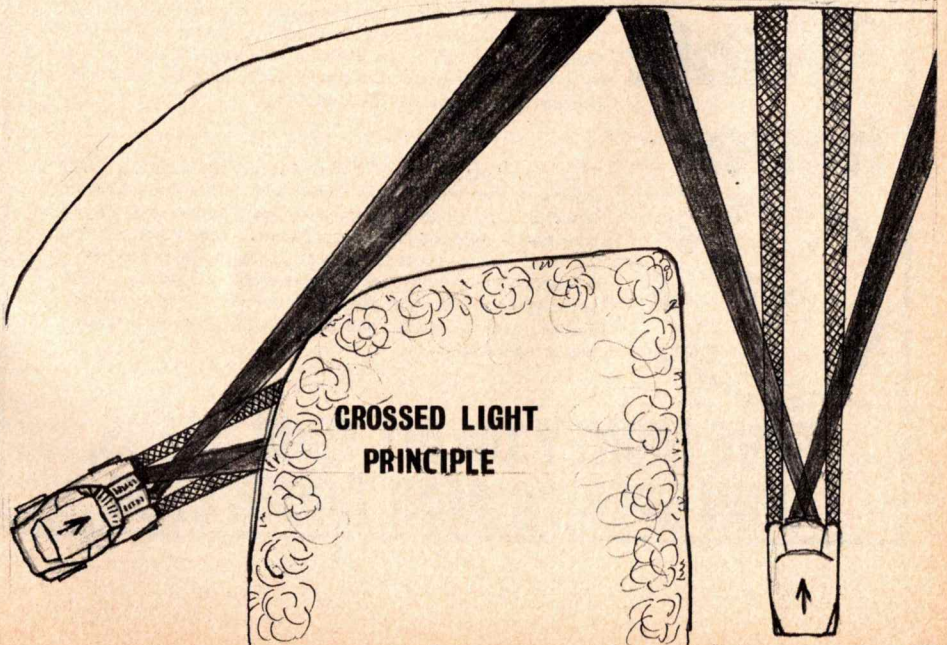
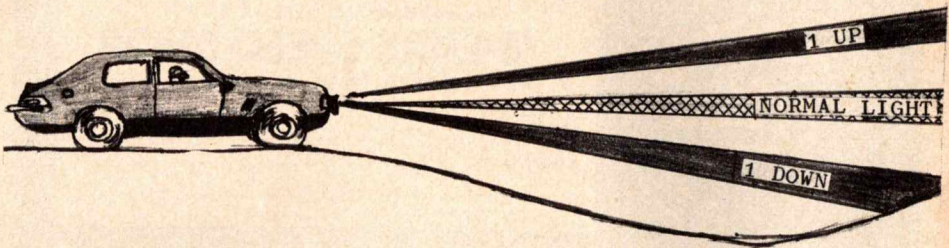
This principle is used for hard stages and for good side lighting this principle involves crossing two driving or long range lights. This will give you straight ahead lighting in the crossed up cornering position and will also be of benefit in the straight stages to show you the banks, drops and the sides of the road. If you do not intend getting crossed up you will probably find two candles in glass jars ample for your complete auxillary lighting. To use both the 1 up and 1 down principle and the crossed light principles you must have either good headlight units for your main straight ahead lighting or another pair of lights.

It is advisable to start a rally with a good battery and an alternator or sufficient output to cope with the lighting amp requirements. To avoid insufficient voltage, voltage drop or voltage fluctuations it is advisable to fit a regulator for each pair of lights; always make sure that the wiring is heavy enough to avoid resistance to current flow, and do not wire up too many lights through 1 switch. All connections should be soldered to avoid wires dropping off during a rally and also to make contact.

We hope the last two months Cibie news items have been informative. We have kept information as simple as possible but if you have any queries do not hesitate to enquire and we will endeavour to assist you.

GRAHAM SPEAR

1 UP 1 DOWN PRINCIPLE



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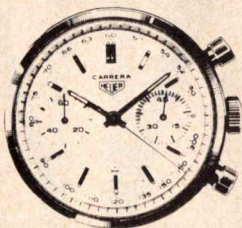
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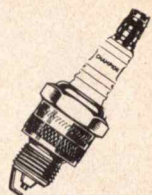


The fantastic range of Cibie auxiliary and rally lighting is now available at Spear's Speed Shop. Proven superior on the international rally scene. Included in this range is the Oscar, super Oscar, 7 inch Biode replacement unit, and a large range of fog and spot lights. Cibie lights up the world, because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

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ca662



Gold Star Trial 29th July

The final round of this year's Gold Star Trials, was the Champion Spark Plug Gold Star Trial and this started at Whangarei for us at 10.15 a.m. which meant an early start, especially bearing in mind the reception the previous night at the Champion Factory.

From the start we toured around the Whangarei Heads (at least that's our impression of where we went) on a section which did not have too many instructions and succeeded in sending us to sleep when we should have been on the watch for a track on the right which we missed and so dropped our only check.

From there to a map reading section using the Whangarei map. This was relatively straight forward except for the trap involving the sighting of the end of sub-section check which we picked up well into the next section, went back to it, and were about twenty minutes late.

The next section pulled the old trick of a mis-spelling on a speed change (you were at 28.0 m.p.h. and had to change to 35.0 at Malones Rd but the sign said Malone Rd) so some cars were very early.

After a pleasant lunch, in the midst of the day's Ranfurly Shield traffic we started into another map reading subsection which had some very clever traps in it, especially one involving using Gillingham Rd in a southerly direction without using Porter Rd. There was only one road possible, but a mile down this road one met a manned U-Turn check. It worked out that in the A.S.R.'s it said on coming to a check a second time you didn't have to clock in. After this map reading section, which covered a lot of mileage, we had a turn on mileage, which came up exactly for us, but apparently not for others, who must have gone miles off course. By this time it was getting dark and for us we were in totally foreign country. Some interesting instructions and peculiarly placed checks brought us back to a welcome half hour break at Wellsford. After this break, we had to leave roads on our left and right, including mere yards of road leading to private entrances. We travelled for miles and miles without knowing whether we were on course or not without meeting any checks. Fears began to grow until at 21 miles we came to a check who didn't give us any gaps. Thereafter, it was reasonably straight sailing home for us as we were one of the early cars. Later cars had trouble, it seems, because the trail car didn't cover the specified route but used a short cut between, thereby leaving many late runners without checks to hand out the necessary instructions.

Thanks go to the Auckland Rally Club for a thoroughly enjoyable trial.



BRIAN HILL reports from CALDER, AUSTRALIA

Friday 13th, was possibly the unluckiest day for the New Zealand team in the Calder National Open Meeting as we finished up with only one car running on the day. In practice Paul Fahey's Mustang developed engine trouble and they worked late into the night to rectify this, only to 'blow' the motor in the most spectacular manner in the first division race for the Challenge Cup between Australia and New Zealand on race day. Rod Coppins is experiencing bad over-steering problems after fitting new wheels so a major suspension job took place late on Saturday night and during the short practice session on Race Day prior to the meeting commencing, the motor seized and at the time of writing this we don't know how serious this is but it was serious enough to sideline Rod for the whole of the day.

Dennis Marwood was the only one to fly the New Zealand flag and his car developed clutch troubles in both divisions of the race so all in all it was not a very happy day for the New Zealanders.

The Trophy Series is being sponsored by Bob Jane and Marlboro and the Calder events were : Divisions one, a ten lap event and the other a twenty lap race. In the first division Allan Hamilton in the 911S Porsche, formerly owned by Jimmy Palmer, and Alan Moffat in the Coca-Cola Mustang led out leaving both Paul and Dennis fairly well back in the field because it was quite obvious from the start that Dennis' clutch was giving him bother. Three quarters of the way into Lap Three, Paul's motor blew in the most spectacular way leaving Paul spinning in his own oil and luckily missing the other contenders. With both of the Kiwis out of the race, Johnny Harvey in Bob Jane's 4.3 Torana V8 commanded the lead for the remainder of this event. But the drama wasn't all over. Second, third, and fourth places alternated between Bob Jane, Allan Hamilton and Jim McKeown until on the sixth lap Bob Jane lost it at the end of the main straight, finally climbing back into the race and finishing in fourth place.

Lap Seven saw the most spectacular 'bingle' Calder has ever witnessed. Hamilton in the Porsche leading Moffat out at the right-hander into the main straight, clipped the dirt, gyrated, and shot right across the front of the field into the in-field, clipping Moffat's Mustang on the way. Moffat with so much momentum gyrated in two complete 180 degree spins and catapulted backward down the track toward the start line. Jim McKeown in the Porsche, Brian Thompson in the Torana V8 and Bob Jane now driving the Camaro, were all arms and legs trying to get passed the spinning Porsche and Mustang and after the dust settled only six cars of the original fourteen starters were left to complete this first event for the Australian-New Zealand Challenge Cup.

The final result of the event was first - Johnny Harvey in the 4.3 Torana V8, second - Jim McKeown in the 911S Porsche, third - Brian Thompson in the Torana V8.

The second round for the Challenge Cup saw eleven starters on the grid and the best start in this event was made by Allan Hamilton in the Porsche who streaked away from the field with Moffat again chasing him hard. Following this pair was Johnny Harvey, Brian Thompson, Jim McKeown, Bob Jane and Dennis Marwood in that order. No drama occurred until in Lap Four Jim McKeown's Porsche 'blew up' in the most spectacular manner. Clouds of smoke flew out of the back of the car but fortunately he was in a straight line when the motor went and he coasted to a stop at the end of the main straight. It was obvious from the start that Dennis' clutch was still playing up and although he battled on gamely for fifteen laps he finally retired.

Johnny Harvey grabbed the lead for Laps Three and Four but being hard-pressed by Moffat he had to relinquish the lead to Alan on the fifth lap. The order at Lap Seven was Alan Moffat, Johnny Harvey, Allan Hamilton, Bob Jane and Brian Thompson. Dennis Marwood was trailing the field at that time with a gradually fading clutch. On Lap Eight, Johnny Harvey made his bid for the front and going around Moffat spectacularly into the main straight, he grabbed the lead and was never headed until Lap Nineteen when boss-man Bob Jane in the Camaro stormed passed him down the main straight to take the flag. As mentioned previously, Dennis Marwood battled on until Lap Fifteen when the Camaro finally expired with a real tired clutch. Of the starters only seven cars finished the event. The places running out - Bob Jane first, second - Johnny Harvey, third - Allan Hamilton and fourth - Brian Thompson. Two laps behind we saw Dick Johnson in the Torana XUI, Errol Platt in the Mini Clubman GT and Ron Jackson in another Torana making up the fields.

The Kiwi team naturally, were very disappointed with their performance here but the motor injuries were not confined just to the New Zealanders, the Australians certainly had their share of problems and a crowd of something like 25,000 people witnessed a great day's racing. The weather has been as cold as Teretonga in the deep winter. A cold south-westerly wind saw many small camp fires lit around the circuit afterwards whilst the commiserations were dually shared over the usual after race celebrations.

The Australians have really looked after us since we have been here. Cars have been provided, trailers, mechanical facilities and many offers of assistance from people whom we have just met have made us feel right at home. Bob Jane turned on a reception welcoming the Kiwi team at his plush Melbourne office and the press and radio have given this series good publicity. Melbourne's Channel 7 televised the Calder meeting for 2½ hours and I'm told by those who watched the screen that the coverage was tremendous.

The Repco Birthday Series featuring the Formula 5000 cars saw Max Stewart win the first event with Kevin Bartlett second and Pat Burke racing Warwick Brown driving the McLaren M10B in third place. The 5AD City State Racing Team driver, John Walker, who no doubt we will see in action in Adelaide on

the 27th, was fourth in the first event and the fastest lap here was 41.1 put up by Warwick Brown in Lap Seven. Frank Match practised on Saturday but after a disagreement with the officials did not front with the car on Sunday. The second event for these Formula A cars saw Kevin Bartlett bring the Chesterfield Racing Lola T3000 home first with Warwick Brown in the McLaren second and Gary Cooper from Adelaide in the Eltham MR5 third.

Peter Hanna, the Public Relations Officer from Bay Park Raceways, is with the New Zealand team and has had quite a few approaches from Australian drivers to appear at the Park. Alan Moffat has certainly made the New Zealand team welcome and put on a marvellous after-race function in the big unusually shaped Coca-Cola tent. Whether this was a psychological approach to Peter Hanna for a further appearance at the Park or whether it was just straight-out hospitality is a little hard to tell at this time. However, I'm sure Bay Park will again turn up with a few surprises in the coming Christmas period.

The remainder of the programme certainly had some terrific racing. The Standard Production event, with Alan Moffat in the Falcon GTHO, and Alan Brock in the very hot Holden Torana XU1 certainly provided some heart-stopping moments as they staged a terrific dual in the Series Production race. The collection of elderly model Holdens still racing is amazing and I think there were over seven EH lowered flared Holdens competing in the 6 cylinder Sports Closed event.

For both Peter and I this has been a tremendous experience. We haven't seen much of Melbourne as we have been alternating between the hotel, the garage and the circuit but it is generally accepted that when race teams travel there are many social occasions and overall it's a lot of fun. But speaking from experience now we can tell you it is nothing else but hard work, frustration and disappointment at this time. However, there is still Adelaide, so we live in hopes that Rod can repair his car and that Dennis' clutch will not cause too many problems and we'll probably be in Melbourne for the remainder of this week before we head out for sunny South Australia.

I will do a collection of articles for the Bulletin when I return on the complete trip because there are a few amusing sidelights which have occurred. Peter and I are now off down to the garage to put on our overalls and get these two cars ready for Adelaide.

BRIAN HILL



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SPONSORSHIP



If you are going to compete in any national championships this season, it could be to your advantage to look into the sponsorship being offered by Castrol.

For a number of years now Castrol have tried to make a positive contribution to motor sport through sponsorship and involvement with both drivers and events. However, despite the help commercial organisations put into the sport, it is obvious that to the average clubman "going racing" is becoming increasingly expensive. This is more true the less well known and successful a driver is.

In an effort to help these people, Castrol have formed a club called "Team Castrol". The basic idea behind the Club is that in return for displaying Castrol advertising, a club member will receive a cash bonus should he be placed first, second, third or fourth in any race counting towards the following Championships -

Gold Star Racing	Formula Vee
Castrol GTX	Formula Ford
Bank New South Wales	

Bonuses will be -

First	\$7.00	Third	\$4.00
Second	\$6.00	Fourth	\$3.00

In its initial year of operation club membership is restricted to people competing in the championships named, but it is hoped to be able to extend membership for the 1973/74 season.

As a matter of interest, please note the following two points regarding team membership:-

1. That Team members are NOT prohibited from displaying petrol or additive advertising on their cars, and
2. That should a team member wish to enter an event sponsored by one of our competitors, and the conditions of entering the event bar Castrol advertising, then we will NOT insist that our advertising be displayed.

Ron Brown, your Speed Committee Chairman has a write-up on the Castrol Team and any interested members should contact Ron - Phone 678-739 (Res) regarding conditions of membership, etc.

A booklet on "Team Castrol" may be obtained by prospective members from Team Castrol Department, Castrol N.Z. Limited, P.O. Box 11-047, Wellington, which gives full details of the sponsorship.



TYRES

DUNLOP

RETREADS



First thing this month is congratulations to Mike Marshall and Arthur McWatt on their resounding win in the recent Golden Shell Rally run from Palmerston North. Hope Mike has a good trip overseas and achieves his objectives. After their two Heatway runs it is good to see these guys get the break, they have certainly worked hard for it.

July Club trial was well attended and well run. Some good traps for the unwary, check that spelling on all signs and the route was well plotted in that you could miss a check in a loop and still be on the main course and none the wiser until you got to the next check.

Guess those who went to Rotorua had a good time and trust they enjoyed themselves. Bet there were some bleary eyes on the run home on the Sunday. As a result of the Rotorua, Auckland Car Club was represented by only three crews in the Te Awamutu Craik Motors Mercury Trophy event. This was a very well thought out trial and congratulations must be tendered to the plotters. The trial started in Te Awamutu, ran out in a loop and returned there for the meal break, then out again and finally finished at Craik Motors in Te Awamutu. A real sting of a different kind in the tail, from check you still had some speed schedule left when handed your instructions to find Control, but no route instructions. The Section had an overriding go left and this simply took you around the block and back to the same Check to finish the section. Then you proceeded to Control, well some did it that way anyhow.

Spring Invitation is between time of writing and publication but hope we field a good muster and do well.

The September Gimmick Trial which is listed in Coming Events is pretty straight forward and only suggestion which can be offered is that some form of City-Suburban street map or directory, though not really essential, could be of help.

By the time you read this the Mercury Trophy Series will be all over and Auckland Car Club have not done as well as we would have hoped but let us take this as a spur to do better next season. Time there was some other name besides Northern and Auckland Rally Club engraved on the trophy.

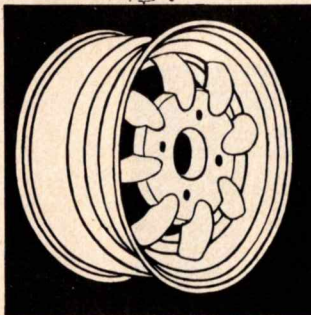
No results from Te Awamutu to hand at the time of writing but next month will publish a full chart of the Mercury Series results.

Until then, cheerio for now

HANS SPOTT

Trials Trophy Points

B. BLACKLOCK	70	P. CHAPMAN	9
J. CROMBIE	56	H. ROBERTS	9
M. McNEIL	51	G. YOUNG	9
W. MARTIN	44	J. BUSCH	8
D. McRAE	30	H. RUSSELL	8
H. GILES	26	J. SAMSON	7
J. KILMARTIN	26	M. BERCICH	6
A. LYLIAN	23	P. ROBINSON	6
C. SHANKS	22	P. ASHWORTH	6
S. PEARCE	21	S. MATHIESON	6
B. NICHOLL	20	J. JONES	6
D. COATES	18	S. HOLMES	5
R. WYLIE	16	G. CRAWFORD	4
P. BURTON	14	D. GULLAND	4
P. LEVET	13	R. SKEEN	3
L. PAINTER	12	R. STODART	3
J. WENTWORTH	11	A. JACK	2
G. VAN ROMPAEY	10	G. HOWARD	2
I. STEPHENSON	10	W. PARKIN	2
		P. JUKES	1



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For added cooling

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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MINI SEVEN

A meeting of all interested parties in the recently revived Mini Seven Association

was held at the Auckland Car Club Clubrooms on Wednesday, 8th August. Well-known Mini driver and latterly Mini-Seven exponent and scrutineer, Reg Cook, called the meeting to explain and draw attention to the objects and regulations of the new formula.

The basis of this class of motor racing is to provide a competitive yet inexpensive class of mini racing. Among the orderly gathering of the hundred or so people who attended were many current and former Mini pedlars including Barry Phillips, Alan Boyle, Ron Brown, Wayne McMath, Wayne Cann, etc. The presence of Mr Eric Mallard proved invaluable as he was able to explain from an official viewpoint many matters such as licences and the interpretation of National Formula regulations.

Reg Cook explained in detail the strict regulations governing the Formula and cited many examples of ways in which the Regulations could be misinterpreted, which would not be permitted. e.g. limited slip differentials were not permitted nor would washers in standard differentials either go unnoticed or be passed by the Scrutineer. The regulations on the whole are clear and straightforward and will be rigidly enforced. Random checks will be made of competitors' cars throughout the season to ensure compliance with all Regulations with as little inconvenience to competitors as possible.

Reg stressed that in order to get this Formula off the ground and obtain national recognition by promoters, a show of strength and enthusiasm must be made in the first instance. Therefore as many competitors as possible should endeavour to turn up at Levin on September 16th for the first Mini Seven Race, ready to race. Of the people present four definitely intended to race at Levin with another 15-plus intending to make every effort to have cars ready for the next Mini Seven race meeting.

A sponsor, as yet unnamed, has agreed to provide a new BLMC Mini as first prize for the series. In addition to this there will be many other trophies and prizes for such things as the highest placed driver who drives his car to meetings as opposed to transporting it there on the back of a trailer.

Reg called on Barry Phillips to say a few words. Barry said that this was an inexpensive form of motor racing within the reach of many people who at present were unable to stand the major capital outlay required in order to be competitive

in Group 5. He said that it was something to strive for.

Mr Barry Webber, President of the Auckland Car Club said that he welcomed this new formula as a starting point in motor racing for many drivers, providing them with an inexpensive yet exciting class in which to gain valuable experience in circuit racing.

Having explained thoroughly the regulations governing the formula, which are additional to the MANZ regulations, Reg called upon those present to ask any questions that they may have. Many pertinent points were raised concerning the regulations which Reg answered clearly and in detail. Some of the questions included : whether cars must race with mufflers? (no) - whether bonnets must hinge or can they be the lift off type? (no, they need not hinge) - whether s/c gears are confined only to the gearbox (yes), and many other relevant points.

Reg concluded the meeting by saying that the obvious interest and enthusiasm shown was most encouraging and it looked as though Wellington, where Mini Seven already has a strong hold with at least 15 cars racing at the moment with as many again in the final stages of preparation, was going to be in for a strong challenge from the North. Reg went on to say that he would be prepared to supply Mini Seven Association members with the parts they required at a special discount price.

The meeting dispersed shortly before 10.00 p.m. with those present forming themselves into informal groups to exchange ideas. Looks as though Mini Seven is here to stay.

N.B. Due to the interest shown at this meeting and enquiries received since, a further meeting of all Auckland Area Mini Seven Association members and other interested parties will be held at 8.00 p.m. on Thursday, 21st September, at the new Northern Sports Car Club Clubrooms at Mt Richmond Domain, Great South Road, Otahuhu (Just south of the freezing works). All are welcome to attend this meeting to further discuss Mini Seven and to hear latest developments.



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Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.

Less 10% to Club Members. Prices of other types on application.

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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	28	L. PORTER	4
D. McRAE	18	P. ROSS	4
J. KILMARTIN	14	W. McMATH	4
P. LEVET	13	B. PLATT	4
W. PAINTER	12	B. PATRICK	4
C. SHANKS	12	R.A. FINDLAY	4
R. WYLIE	12	R. STONE	4
J. WENTWORTH	11	S. MILLEN	4
M. McNEIL	11	J. HATTON	4
J. RICHARDS	10	D. GULLAND	4
S. PEARCE	10	G. McSHANE	3
I. STEPHENSON	10	R. STODART	3
P. CHAPMAN	9	V. SKEEN	3
G. YOUNG	9	R. FINDLAY	3
H. ROBERTS	9	N. JONES	3
J. BUSCH	8	R. ROBINSON	3
H. RUSSELL	8	D. CROSS	3
T. THOMPSON	8	S. SHEFFIELD	3
J. CROMBIE	8	S. MURPHY	3
W. MARTIN	8	A. KEUCKE	3
M. SOAMES	8	K. McNAMARA	3
R. MILLEN	8	R. HONG	3
V. SMITH	7	D. MARWOOD	2
J. SAMSON	7	W. PARKIN	2
H. GILES	6	A. JACK	2
J. JONES	6	P. LEWIS	2
W. WYMER	6	P. SWANN	2
M. BERCICH	6	P. SUNDBERG	2
D. MORRIS	6	R. EDGELL	2
D. CHILDS	6	P. BATTEN	2
P. ROBINSON	6	R. SUCKLING	2
P. HASKETT	5	E. CAMPBELL	2
A. LYLIAN	5	T. BENSON	2
S. HOLMES	5	C. CONWAY	2
J. DONALD	5	G. ADDIS	2
V. REEVE	5	T. MAYER	2
G. WADE	5	P. JUKES	1
G. HARGRAVES	5	T. HOLT	1
B. SAMPLE	5	T. SHEFFIELD	1
R. NICHOLLS	5	P. HOUGH	1
D. HALLIDAY	5	T. FOY	1
G. PEDERSON	5	C. PARKINSON	1
P. MAHONEY	5	B. KENDALL	1
N. LOWE	5	B. MURPHY	1
D. ZIMMERMAN	4	R. LISTER	1
G. CRAWFORD	4	M. RYAN	1

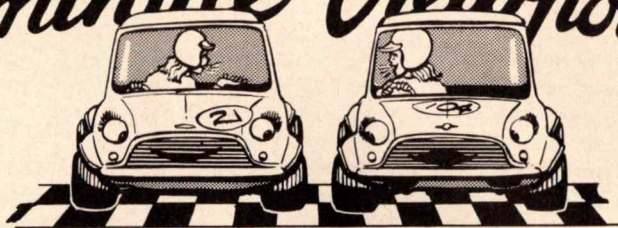


TYRES

DUNLOP

RETREADS

Feminine Viewpoint



When Barry Webber asked me to write this, I'm sure he had in mind the forlorn figure weeping on the shoulders of a very embarrassed Messrs. Webber and Martin as the P.I. disappeared from sight at the start of Heatway 71. After months of determined smiling while Jim and John Thompson talked with relish of the prospect of doing 130 m.p.h. over unsealed forestry roads at midnight, the reality of the rear view of the Triumph going down the starting ramp was too much and not even the thought of an interested audience of several thousand spectators could stop the tears as I vowed "Never again".

So I can't really account for my reactions when Jim said he had had a phone call asking him to consider co-driving with Andrew Cowan in Heatway 72, and had asked for twenty-four hours to think it over. (For this read "break it to the wife"). Why did I insist he ring back immediately in case they got some-one else? We managed to keep the news quiet till Christmas time but the strain was too much for me and I sent out dozens of Christmas cars with a small note on the bottom. Reaction came in the form of phone calls from Car Club types who would have given their right arm to be in Jim's place, from non-motorsport types who would give their right arm to keep out of Jim's place and elderly aunts who asked "Who on earth is Andrew what's-his name?"

Jim's mother was appalled and asked him to remember he was the father of three young children, but produced a pencil and paper to take note of the driver's name and car "In case the subject came up at Bridge that night". The three young children were ecstatic about the whole thing and felt it was very kind of Mr Cowan to come all the way from Scotland to help Daddy win the Heatway. You must have your priorities right!!

The next few months passed in a flurry of activity as Jim who is the single-minded type plotted his "Win the Heatway" strategy. This involved endless pouring over Lands and Survey maps, overhauling navigation gear and the determined shedding of two stone in weight in order to be fully fit. We had heard some pretty alarming stories of how difficult Andrew was to get along with but I was sure it would take more than a dour Scot to rattle Jim who is the unflappable type. Even after fifteen years of marriage to a scatter-brained wife who set the chimney alight the day we arrived home from our honeymoon, nearly gave birth to our third child on the bath-mat at home, and once drove the 1100 all the way home from Whangamata on a completely flat tyre, I've never seen him lose his cool. My two main worries were (1) That he would develop glandular fever which I had caught just before he left for the start, and (2) that Jim who is hopeless with names would call Andrew "Paddy Hopkirk" as he had already done in my hearing several times.

Jim and Andrew had a week together in a borrowed Clubman before the rally and this was his first opportunity of seeing Andrew at work. Jim telephoned from Napier that first night and I could hear the excitement in his voice. "You can stop worrying. This man is bloody fantastic! We're going to have a ball."

As I was not well enough to cope alone, Jim's mother came to stay and I was glad of her company as the tension mounted. The day the rally started Jim phoned as he was leaving and I decided not to tell him my grandmother had died a few hours earlier.

My memories of that rally week are a jumble of blaring radios, a telephone that never stopped ringing, of buying every newspaper we could lay our hands on, and an endless diet of coffee and cigarettes. We found that by having the kitchen radio on 1ZB, the stereo in the lounge on Hauraki and the transistor on the station nearest where the rally was at that time we had excellent coverage. The transistor accompanied me to the clothes-line, the bathroom and the bedroom, and by the end of the week I was an unwilling expert on the moon-walk, and the war in Vietnam as these items preceded the rally news in the news broadcast.

The kids got a great boost out of it all. They saw Daddy on T.V. every night, and there was a brawl every morning to see who could get the Herald first to take the clippings to school for morning talks. As they headed up the drive each morning there was a chorus of "Your Dad's still winning" from passing school kids.

Living in the small town where Jim was born and where he has been Service Manager at the main garage for many years, we seemed to have the whole district behind us, and people

who had previously had no interest in motorsport followed the rally closely. I think the whole town turned out to see the cars re-fuel at Paeroa Motors. The local paper made a big thing of it all and on one occasion even mentioned that Andrew was in the car too!

We knew more about the rally than Jim did. Being front runners most of the way they saw very little of the rest of the field and were usually asleep at the motel by the time the tailenders came in. Each day he would ring me when he woke for the start of the next division to find out how they were doing. For weeks after the event I could tell him of incidents that he knew nothing about.

I decided to hurry the convalescence along a little and get down to Wellington for the finish. The trip down on the Friday night in the Silver Star was nerve-wracking. I pestered the steward all night for news till finally at Palmerston North he in desperation sprinted the length of the platform to buy me a morning paper. Of course it had only the previous night's news.

Finish time was 12.00 noon but I was at the finish line an hour early. I'll never forget that hour. I'd had no definite news since the previous night and I was lost without the faithful transistor. I had no idea whether they were still in the rally, whether they were even still in one piece! A tremendous crowd watched curiously as a mad woman alternated between cheshire cat grins and tears (this time Don Hadfield supervised mopping up operations) and all the time I muttered "Never again". Does that sound familiar?

The sight of the tiny Clubman threading its way through the crowd looking like a toy was the greatest sight ever.

Jim and Andrew looked fresh and happy (they'd had a shave coming in on the motorway) and I lapped up my share of reflected glory. This would be the last time so I might as well enjoy it.

Why then when Andrew, who is a real charmer, asked me if it was O.K. with me for Jim to navigate for him whenever he came to New Zealand, why did I say -

"Of course, Andrew"?

JACKIE SCOTT



ROTORUA TRIAL contd/....

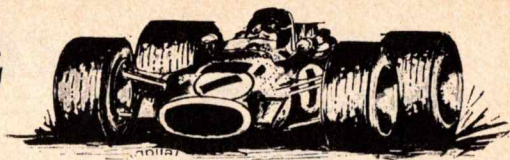
clay loops seemed enjoyable to everyone.

My thanks to all those who organised and competed in this event. Make a note for next year. It will be better (if that's possible) and let's have a few more competitors.

1st	Murray McNeil	94.0	6th	Spencer Pearce	869.7
2nd	Gary Young	376.0	7th	John Sanson	883.9
3rd	Harley Russell	784.8	8th	Ray Stodart	900.0
4th	Peter Shanks	820.7	9th	Wayne Parkin	1094.1
5th	Jeff Jones	853.6	10th	Des Gulland	1207.1

WOMBAT

TRACKSIDE



. . . Ferrari Score - This is not the first time that Ferrari has threatened to withdraw from motor racing, but previous intentions have been short-lived.

- 1955 : Threatened withdrawal in face of Mercedes F1 domination. Lancia came to the rescue with a team of competitive G.P. cars.
- 1957 : Threatened withdrawal after the death of de Portago in the Mille Miglia, after a public outcry. The event was abandoned, Ferrari continued.
- 1960 : Ferrari threatened to withdraw from Italian G.P. after police duffed-up his mechanics.
- 1961 : Ferrari contemplated withdrawing after von Trips' death in Italian G.P.
- 1962 : Temporary withdrawal late in season, officially protesting against the Mediterranean G.P. at Enna being held a week after Italian G.P.
- 1964 : Temporary withdrawal when F.I.A. refused to homologate the 250P sportscar. Surtees clinched Championship in car entered in blue and white NART colours.
- 1969 : Contemplating withdrawal on grounds of cost. Fiat came to the rescue.

. . . The best rumour at the Nurburgring was that Clay Regazzoni is to return to his old friends the Pederezani Brothers at Tecno. An offer has definitely been made to Regga and it will be interesting to see if he accepts in view of Ferrari's proposed withdrawal.

Obviously the car in its present form is hardly competitive but the engine is giving good horsepower. If Ron Tauranac agrees to design a new chassis then this could clinch the decision for Regazzoni who drove Tecnos in Formula 3 and Formula 2 from the very early days. Meanwhile Ernesto Brambilla has been putting the car through its paces in Italy recently when neither Galli or Bell were available.

. . . Jackie Stewart has sent a letter complimenting the marshals at Brands Hatch on their efficiency during the John Player British G.P. meeting. The letter actually comes from the G.P.D.A. of which Stewart is the chairman, and the text reads thus:

"On behalf of all the drivers in the John Player Grand Prix at Brands Hatch I would like to take up a little of your space in order to thank the marshals. The standard of efficiency achieved by these voluntary officials was of an extraordinarily high order and reflects considerable credit not only to them, but also to those responsible for their training. It is perhaps unfair to cite individual examples of their work, but the way in which the Pescarolo incident was handled was beyond reproach.

The G.P.D.A. is fully aware of the invaluable service provided by this elite corps of racing enthusiasts, and our thanks are due to them all."



EUROPEAN RALLY SCENE

Rafaele Pinto re-took the lead in the European Rally Championship for Drivers after winning the Polish Rally in a Works Fiat 124 Spyder. The event was much harder than last year and only 30 crews of 107 starters crossed the finish line.

The Rajd Polski was first run in 1921 and is one of the oldest European rallies still organised. It had its golden era in the early sixties, being a regular round of the European Rally Championship for the last 12 years and its attractive and demanding route as well as good organisation resulted in first class works entries between 1960-66.

This year, the Automobile Club of Krakow put forward the event for the World Rally Championship and three F.I.A. officials visited Poland to observe the rally. If the Polish event is to be included in the new championship, it should regain its former glory.

It is generally a tarmac event, with fast special stages and not too fast road sections. There are also other types of special stages included in the rally, forest stages on smooth loose surfaces and hillclimbs on narrow, loose and rough roads. This is hard work for the driver as well as the car but the winter weather in the Polish mountains is very unpredictable. When it rains, the tarmac seems to be replaced by banana skin and the road sections start to look incredibly fast.

The route was divided into the traditional two loops on the southern roads of Poland, the western loop of 1400 kms and the eastern of 1200 kms. These contained 40 special stages plus a race held on a 5.5 km road circuit and two hillclimbs totalling about 500 kms.

The record entry of 107 starters included works teams from Fiat, Moskvich, Wartburg and Polski Fiat, private crews from Sweden, Denmark, Austria and Bulgaria with local drivers completing the field. The cars left the start in the rain from the Krakow stadium and headed into the mountains for the first stage at Targanica which was partly sealed and partly rough mountain road. Pinto was fastest by 2 seconds from the Zasada Porsche.

On the third stage Trombotto left the road and rolled the works Fiat five times before it caught fire but both competitors jumped out uninjured. Pinto got into trouble in the same place but escaped with a badly dented boot on the Fiat.

The route led into the mountains of the Lower Silesia with many rough stages. Zasada bottomed and damaged the clutch cover, the clutch getting worse until it failed. He got the problem cured at a garage, but it cost him road penalties.

The Morawka stage was ill-fated for the Polski Fiat drivers. Bachtin retired with a broken brake pipe, Muncha had a puncture and drove 10 km on the rim and Nowicki tried to repair an oil leak from a damaged sump until he ran out of time and retired.


At the start of the first hillclimb, Zasada was first away up the winding tarmac road and was impressive until a back tyre burst. The Porsche hit some logs at the side of the road, became airborne and a post came up through the floor before rolling down a bank onto its roof. Sobieslaw had two broken bones in his left foot and his wife a few bruises.

After Zasada's accident, Pinto had a lead of nearly nine minutes from Rohrl's Capri so eased off on the final stages. Only 53 cars arrived at the end of the first leg in Krakow and in third place was the BMW of Smorawinski with Brundza in the Russian Moskvich close behind.

The weather did not improve at all during the second leg and roads were extremely slippery. The main retirement was Smorawinski who crashed the BMW badly in the Tatra mountains.

- 1st R. Pinto/L. Macaluso (Fiat 124S)
- 2nd W. Rohrl/J. Berger (Ford Capri RS2600)
- 3rd S. Brundza/A. Brum (Moskvich 412)

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NEW MEMBERS

We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (See Page 1) to help them settle in.

Louis Vandermeer	Papatoetoe	Morris Cooper 'S'
Garry Clayton	Northcote	Escort
John & Joan McCarthy	Auckland	Jaguar E Type
Robert Farmer	New Lynn	Zephyr MK 3
Brett Brown	Auckland	Zephyr 3 Litre
Frederick Bailey	Remuera	Fiat 124
Gerald McShane	Papakura	Fiat
David Harwood	Mt Wellington	Consul 315
Colin Cameron	Panmure	Ford Customline
Brent Addis	Papatoetoe	Ford
Malcolm Rundle	Mt Roskill	Hillman Minx
Stephen Murphy	Drury	Monaro
Michael Ryan	Weymouth	Daimler Dart
Timothy Warneford	Manurewa	Vauxhall Viva
Gary Young	Whangarei	
Nelson Honey	Onehunga	Anglia
Ivan Zonich	Mt Eden	Volkswagen
Eric Mustchin	Glenfield	Renault
Alan Smith	Ellerslie	Escort
Robert Vardy	Glenfield	Morris Minor
Reuben Watson	Mt Eden	Anglia
Robin McRae	Manurewa	Humber Sceptre
Ian Gill	Avondale	Hillman Minx
Geoffrey Brown	Rothesay Bay	Austin A60
Roger Fletcher	Forest Hill	
Mr & Mrs Gordon Tong	Howick	Victor
Mr & Mrs Michael Tree	Howick	Fiat 125S
Mr & Mrs Duncan	Rothesay Bay	Hillman Imp
Pilcher		
Russell Daken	Kumeu	
Anthony Waygood	Epsom	Morris 1300
Brett Riley	Papatoetoe	Titan Formula Ford
Owen Thornley	New Lynn	Prefect
Paul McMath	Hillsborough	Morris Cooper
Ivan Sunde	Henderson	Minor 1000
Brian Baillie	Takapuna	Sunbeam Tiger 260
Bernard Robinson	Mt Albert	Falcon
Brett McDowall	Mt Albert	M.G.B.
Graham Wakelin	Glen Eden	Consul 315
John Cowan	Henderson	Toyota Crown
Stephen Longhurst	Onehunga	Austin A40
Richard Hanna	Mt Eden	Volkswagen
Raeburn Simonson	Onehunga	Valiant
Bruce Fowler	Ellerslie	Fiat 125
Thomas Scott	Te Atatu South	Chevrolet
Raymond Robertson	Papatoetoe	Mini 850
Warren Anderson	Point Chevalier	Dragster

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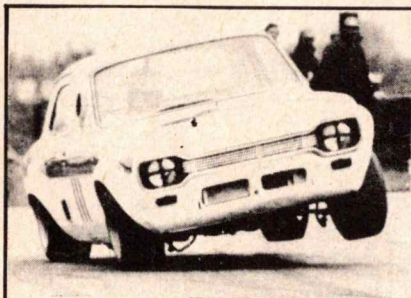
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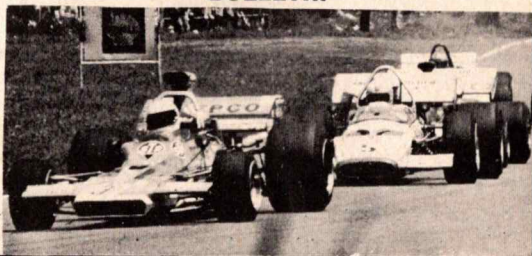
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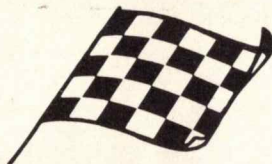
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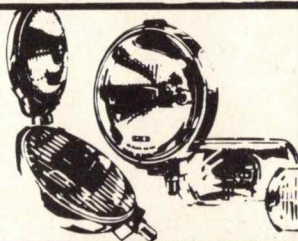
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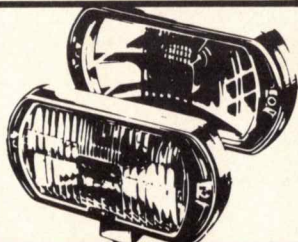


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