



BULLETIN

OCTOBER, 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 Outright winner
(Chrysler Valiant)



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



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



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



The World's Fastest Spark Plugs

— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

CLUB OFFICERS

President :

F. B. Webber. Phone 595-282.
23 Maroa Road, One Tree Hill.

Vice-Presidents :

L. F. Rankin.
Phone 84-164 Papakura.
3 Arthur Place, Papakura.
W. J. Martin. Phone POP 83-554.
53 Carruth Road, Papatoetoe.

Secretary and Treasurer :

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

Executive :

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

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

Club Captain :

R. E. Brown. Phone 678-739.
9 Crecy Place, Avondale.

Deputy Club Captain :

P. Levett. Phone 654-105.
662 Mt. Albert Road, Royal Oak.

Chairmen of Sub-Committees :

Club House : C. R. Stodart
(546-361).

Trials : A. G. Wilson
(540-722).

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

Speed :

R. E. Brown
(678-739).

Building :

M. H. Lawson
(Howick 6156D).

Bulletin :

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

Membership Secretary :

B. J. Hamilton. Phone POP 48-520

Competition Licence Officer :

T. Molloy. Phone 654-048.

Security Officer :

H. G. Southee. Phone 607-682.

Custodian :

W. Ferris. Phone 674-071.

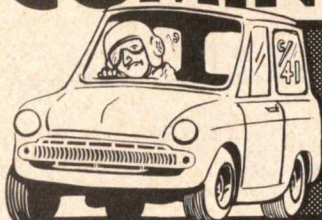


WINNERS OF B. & H. 500 JIM RICHARDS (LEFT), ROD COPPINS (CENTRE)
WITH DUNLOP RACING TYRE EXPERT.

COVER PHOTO

ROD COPPINS - WINNER OF THE GOLDEN 100
AT PUKEKOHE SEPTEMBER 3 1972.

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 make sure you park clear of driveways and the local dairy and no noise when leaving.

7TH OCTOBER - SATURDAY - 40TH ANNIVERSARY COCKTAIL PARTY

To be held at the Clubrooms, Stoddard Road, Mt Roskill from 6.45 p.m. to 8.45 p.m. (Gold Star Motor Races practice day). Tickets available from the Clubrooms or Clubhouse Chairman Ray Stodart - Phone 546-361 but as there is only a limited number available, early application is advised.

15TH OCTOBER - SUNDAY - GYMKHANA

Mangere Shopping Centre Car Park, Bader Drive, Mangere. Entries on the day between 11.00 a.m. and 12 noon. Gymkhana classes this season are 0 - 1500 c.c., 1501 c.c. and over - Engine not over driving wheels. 0 - 1100 c.c., 1101 c.c. and over - Engine over driving wheels. Open to all A.C.C. members. Competition Licence not necessary. Counts for Sandringham Tyre Service Shield and Exide Trophy points.

15TH OCTOBER - SUNDAY - FASHION PARADE - 2.30 P.M. - 5.00 P.M.

Organised by the Auckland Car Club Ladies Committee. Tickets \$1.50 each. Both Men's and Ladies' wear will be shown. Wine and hors d'oeuvres will be served during the afternoon. See separate advertisement in this Bulletin for further details.

19TH OCTOBER - THURSDAY - CLUB NIGHT AND FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Good films, supper, discussion, etc. New members please make yourselves known to a Committee Member - See Page 1 of your Bulletin.



TYRES

DUNLOP

RETREADS

28TH OCTOBER - SATURDAY AFTERNOON TRIAL

Starts at the Clubrooms at 1.00 p.m. Approximately 3½ hours duration on good roads. A straight forward map reading subsection will be included. Essential Map N42 3rd Edition 1st August 1966. Bring a sealed clock. Further details on Page 48 of this Bulletin.

29TH OCTOBER - SUNDAY - CLUBMAN'S RACE MEETING - PUKEKOHE CLUB

CIRCUIT. Races for Standard Production Saloons, Modified Saloons, Formula Vee, Formula Ford, Sports Cars, etc. Entries close Friday, 20th October with the Race Secretary, Miss C.E. Dewar, 273 Kapa Road, Auckland. 5. (Phone 588-274 Evenings). Entry Fee \$1.00. Scrutineering on the day 9.30 a.m. - 11.00 a.m.

Practice commences 12 noon. Racing 1.00 p.m. Competitors' requirements include Club Membership Card, M.A.N.Z. Competition Licence and Medical Certificate and the reading of 1972/73 MANZ Yearbook, particularly N.C.R. 133 (Page 99), Scrutineering Schedule A (Pages 125-133), Flag Signals (Pages 243-247). Full refreshments etc. service will be available at the Circuit.

6TH NOVEMBER - MONDAY - HOUSIE EVENING

This evening will be open to all members and friends commencing at 8.00 p.m. Further details next Bulletin.

26TH NOVEMBER - SUNDAY - ANNUAL HAMILTON CAR CLUB V. AUCKLAND

CAR CLUB GYMKHANA. Watch November Bulletin for details.



**OPEN &
INVITATION**

8TH OCTOBER - SUNDAY - AUCKLAND CAR CLUB 40TH ANNIVERSARY
ROTHMANS MOTOR RACES - PUKEKOHE 1.75 MILE CIRCUIT

Programme includes qualifying rounds for New Zealand Gold Star, Castrol GTX, Formula Ford and Formula Vee Championships. First race 12.30 p.m.

14TH OCTOBER - SATURDAY - PUKEKOHE CAR CLUB - INVITATION
HILLCLIMB - Bright Road Venue (Also Invitation ¼M Sprint on Sunday 15th). Enquiries to Box 174, Pukekohe.

15TH OCTOBER - SUNDAY - CANTERBURY CAR CLUB NATIONAL RACE
MEETING - RUAPUNA. First qualifying round Bank of New South Wales Saloon Car Championship.

15TH OCTOBER - SUNDAY - FASHION PARADE - 2.30 P.M. - 5.00 P.M.
Organised by the Auckland Car Club Ladies Committee. Tickets \$1.50 each. Both Men's and Ladies' wear will be shown. Wine and hors d'oeuvres will be served during the afternoon. Everybody welcome. See separate advertisement in this Bulletin for further details.

22ND OCTOBER - SUNDAY - B.O.P.M.R. ASSN. - NATIONAL MOTOR RACE MEETING - Bay Park Raceway. Bank of New South Wales, Formula Ford, GTX.

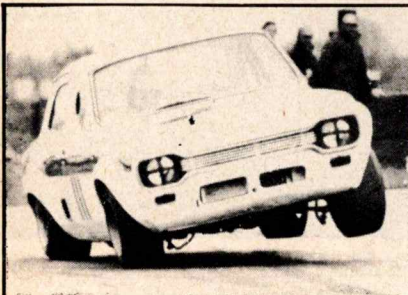
23RD OCTOBER - MONDAY (LABOUR DAY) - TARANAKI CAR CLUB - OPEN HILLCLIMB (Also invitation sprint on Saturday 21st). Regulations and Entry Forms available from Les Feek, C/- 5 Queens Road, New Plymouth.

28TH OCTOBER - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB HILLCLIMB Duckhams Invitation Series. Anderson Farm. Further details obtained by phoning 557-047.

12TH NOVEMBER - SUNDAY - NORTHERN SPORTS CAR CLUB - DUNLOP NATIONAL MOTOR RACES - PUKEKOHE - N.Z. Gold Star, Formula Ford, GTX. A.S.R.s etc. available from Jim Sager, Phone 84-430.

18TH NOVEMBER - SATURDAY - AUCKLAND CAR CLUB 40TH ANNIVERSARY GOLD STAR HILLCLIMB - Chamberlain Road, Bombay. Full details in November Bulletin. Applications for A.S.R.s, which will be available soon, should be lodged with Miss C.E. Dewar, 273 Kapa Road, Auckland. 5.

25TH NOVEMBER - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB INVITATION HILLCLIMB

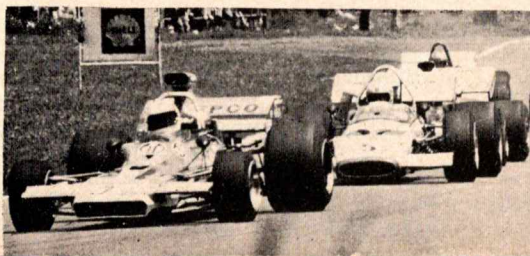


ROTHMANS National Motor Race Meeting

Promoted by Auckland Car Club (Inc.)

Pukekohe 8th October

GOLD STAR RACE
CASTROL GTX
FORMULA FORD
FORMULA VEE





DAVID OXTON

writes

from Britain

Silverstone was a bit of a rush. We hired a chassis from a fellow Kiwi, Allan Burrows, who is now working as a mechanic for Brabhams. I had obtained a good Scolar engine and a trailer, but before we could go motor racing we had to build up the chassis, which was still in pieces, just as Allan had bought it.

Before the race I managed a couple of laps to make sure the wheels went round and on Saturday morning, the 5th August we presented the car for scrutineering. We had to shorten the tail pipe but otherwise the car was O.K.

I felt dreadfully slow during practice, as it took some time to shake off a few months rust, and to get back into the groove. We ended up 18th on the grid for the first qualifying heat, there were two heats to establish the fastest thirty-six cars for the final.

My first race in Britain was held in pouring rain, and I was immediately in trouble with my visor fogging up, and the engine getting drowned, but I managed to finish 13th which was good enough to make the final. I spent a great deal of time between the heat and the final improving my visor so I would not be troubled by poor visibility again.

I started from 24th on the grid and ten laps later, when we were flagged off, I was in 7th place. All things considered the car ran very well, for we had no time to set up the chassis during practice.

The following weekend, at Brands Hatch we were listed as a reserve because we entered late, so we kept our fingers crossed, hoping that someone would have trouble in practice, and sure enough they did, so we made the field.

With the car running well, I qualified 7th out of twenty-four and looked forward to a good race. Again there was little chance for tuning or adjustments but by now we have our "dry" tyres which were quite simply brand new Firestone Torinos with the tread cut down by 50% by the local tyre retreader. I got a good start and managed 5th place by the 1st corner, 4th by the end of lap one, behind two of the acknowledged Formula Ford stars, Bob Arnott and Rob Cooper, both in Merlyns.

I was driving hard to maintain my progress through the field but the chap in 3rd place had other ideas and made the track very narrow going into Paddock Bend, a fast downhill, off-camber corner. I did a complete 360° turn and lost five places for my trouble. At the finish I was back in 6th place. It was an exciting race that gave me valuable experience of the cut and thrust that is Formula Ford racing in Britain. I am still learning, but I feel confident that I'll be able to give these poms some good dices in the future.

On the weekend of the 26th/27th August all the top Formula Ford stars will be at Brands Hatch again, and after some experience on the circuit I am looking forward to our next encounter.

The supporting races at Brands Hatch were first class. The outstanding racing being provided by the Ford Mexicos and I would love to see this class going in New Zealand. It is close and comparatively cheap, the whole field dices madly in the same manner the 0-1000 cc boys mixed it in last season's B.N.S.W. Championship. This Mexico class is providing a sort of Formula Ford for Saloons and it looks a winner.

Signing off for now

DAVID OXTON

*** David finished 7th on his second outing at Brands Hatch, he was one of seven cars which crossed the line less than a second apart. There was a large gap back to the rest of the field.

Competitors and their teams entered for the Rothmans Race Meeting on 8th October, are cordially invited to attend the . . .

40th Anniversary

Cocktail Party



*To be held in the AUCKLAND CAR CLUB
MEMBERS' LOUNGE, 44 Stoddard Rd, Mt Roskill.*

Saturday, 7th October, (Practice Night)
from 6.45 — 8.45 pm

☆ *Hi and Lo Octane refreshments and supper.* ☆

\$2.00 single. \$3.50 double.
all inclusive

AUCKLAND CAR CLUB

40th Anniversary

Mr F.B. Webber,
President,
Auckland Car Club (Inc.),
P.O. Box 2591,
AUCKLAND.



Dear Sir,

On behalf of my Council, Members and on my own behalf, may I extend to the Auckland Car Club our very sincere congratulations on the occasion of your 40th Anniversary, which I understand is taking place this month.

I have read with great interest the press notices regarding your anniversary and also the very interesting letter published in your magazine by a former respected member of our Council, Mr A.R.E. Messenger.

As you are no doubt aware, the Automobile Association through its membership of the World Touring and Automobile Organisation (O.T.A.) has been for many years interested in the establishment of Car Clubs and racing activities and in the early days of motor racing in New Zealand the Auckland Automobile Association was the requisite authority for the control of such racing. In the fullness of time this passed over to the Car Clubs themselves and we have no direct link with the control.

Nevertheless, as car racing is an integral part of motor-ing, we have for many years watched the development of the sport and its contribution to all facets of the movement with particular reference to driver education and road safety.

My Association would like to acknowledge with gratitude the efforts that your Club is taking in these particular matters and to encourage your members to heed fully the urgings of your Executive to assist other motoring organisations to reduce the carnage of road accidents.

No doubt you will be interested to know that on Thursday, the 14th of this month, the International Association for Accident and Traffic Medicine at their Conference in Paris will be discussing as one of their major agenda items, "Car Races - Their Benefit in the Prevention of Road Accidents - Organisation of First Aid During Car Races". This in itself is the recognition, world-wide, of the part that Clubs such as yours is taking in the global attempt to encourage safer driving.

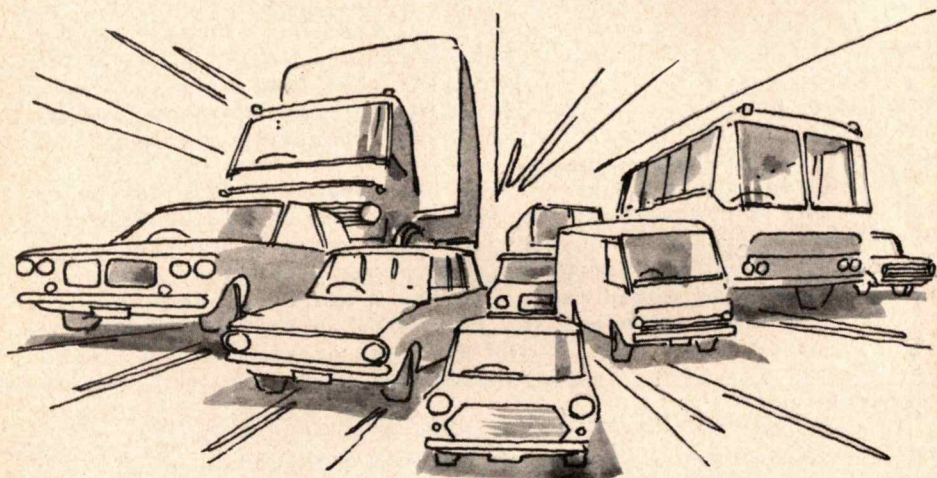
We extend to you every good wish for a most successful Anniversary; we congratulate you on an excellent history over the past forty years and we wish you every success and advancement in your aims in the future.

Yours sincerely,
D.R. Jaggard-Smith
PRESIDENT

THE AUTOMOBILE ASSOCIATION (AUCKLAND) INC.

DOMINION **Rental cars**

**BRANCHES THROUGHOUT NEW ZEALAND
7 DAYS A WEEK SERVICE**



We can supply a full range of vehicles from Minis to automatic luxury Cars as well as Vans, Utilities, and Mini Buses (seating 9-13).

All cars are fully equipped with radios and heaters and towbars, roof racks etc., are supplied free of charge when requested.

Remember our exclusive – NO HIRE FEE PLAN – when you average 125 miles a day in your car hired between April - September inclusive.

Rent it here – leave it there, you can save time with a Dominion Rental Car one-way hire.

Auckland City: 65-73 Beach Road, Phone 373-500, 361-910.

South Auckland: Otara Service Station, Otara, Phone Pop. 48-194 (3 lines)

Taupo: 117-125 Tongariro Street, Phone 991.

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

Christchurch City: 250-252 Durham Street, Phone 60-072 (2 lines).

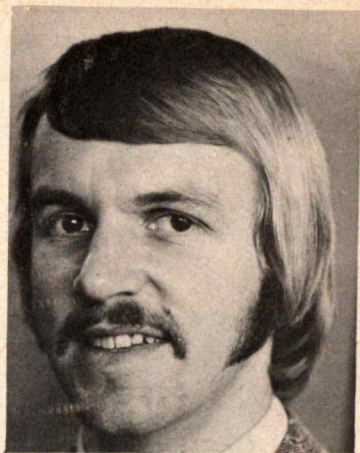
Dunedin Agent: 144 Great King Street, Phone 77-719.

All Travel Arrangements

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

THE PETER GILL

COLUMN



This year's Benson and Hedges 500 was one of the most exciting for years and I had a lot of fun doing the NZBC radio commentaries and TV News. But I can't help having a few reservations about this year's event. As I understand it, and I am open to correction here, the winning car ran on Dunlop Aquajets, and I haven't seen a Chrysler Charger yet that has Aquajets between it and the showroom floor. In fact, from memory, I think the one I roadtested had crossplies.

Anyway, my contention is that this event is pointless if people are going to be able to twist the rules to suit themselves. It is my opinion that Aquajets on a car that is normally fitted with crossplies or ordinary radials, are going to give the car an advantage. The rules of the race say the tyres must be the equivalent size to those fitted as original equipment. That is the whole point of this race that the cars must be exactly as the people of New Zealand buy them off the showroom floor, yet the winning car used much bigger tyres.

I understand that when the Chief Scrutineer questioned the use of Aquajets at scrutineering, he was told that Todd's had advised their dealers that Aquajets would be supplied ex-factory to any customer asking for them this is in a memo sent out not very long before the race. A difficult situation for the scrutineer, I know. But I imagine that if I were to pay Todds enough, they would also supply a car ex-factory with pink polka dots all over it. The criterion that should be applied here boils down quite simply to the question of whether 200 Chargers have been produced with Aquajets. I wouldn't mind betting I know what the answer is. I know that race officials are motor racing's referees, they are working voluntarily, and that their judgement should be respected for the betterment of the sport. But I wonder if the sport is being bettered when a big works entry apparently takes the law into its own hands.

Now I make no accusation here, this is merely the situation as I understand it. The few people that know the truth of this matter will know whether I am right or not, so if I am talking through a hole in my head, how about putting pen to paper straight away and writing to the Editor?

The other bind I have about the race is that on looking at the race programme, four makes only, accounted for thirty-three of the forty two cars listed in the programme as accepted for the race. These four makes were Fiat (12), Chrysler (8), Datsun (8) and Ford (5). Now if the race is to be at all

meaningful to New Zealand, a far better cross section of the many makes assembled here is needed. How they are to be attracted I don't know, but a shift in promotional and prize-money emphasis away from the overall win might help.

My ambition is to see a couple each of the Nelson assembled Jaguar XJ6's and Rover V8's in the race, but that's big money to be throwing about.

Anyway, to end up with, let's get away from the moaning to congratulate Jackie Scott on her article in last month's bulletin one of the finest articles I've seen in the women's pages. My only carping criticism of Jackie's article is where she said that by having two radios on various NZBC stations, and a third on Hauraki, she got excellent coverage of the Heatway Rally. I would just like to say that she would have still got excellent coverage without that third radio.



40th Anniversary Reunion

Feminine Viewpoint had a hey-day on Friday night, the 15th September. We have heard tales of the girls being propositioned in the bars from the 'Jolly Farmer' to the 'Albany'..... why, because all those ever faithful, ever loving husbands, boyfriends, etc., after forty years of waiting went to the new Grandstand Inn at the Alexandra Park Raceway for an all male Smoko to celebrate the Club's 40th Anniversary.

Ian Stapley, a veritable baby in arms of a mere (?) years welcomed us at the door and gave us each a free 40th Anniversary beer mug (for those who were not there they are on sale at the Clubrooms) and also put our name on an introductory sticker on our left lapel with such gusto that I thought he was doing this at the ALL GIRLS 40th Anniversary.

Everything was on tap and I understand that the current Executive and Social Committees did not realise that the older members drink more and not less than the present members. A substantial loss is predicted as a result of this event at the end of this financial year.

Brian Hill acted as M.C. and introduced all of our previous Presidents who spoke briefly. The writer's own view was that Ivan Cranch and Geoff White - just like Eric Mallard - achieved Presidency, if for no other reason (and I admit there were many other good reasons) through sheer voice power. It took a lot of talking over the hubdub of 350 to 400 members but everyone seemed to cope admirably.

One of the worst things that happened was that at closing time some of the members (both old and young alike) were picked up by their wives and girlfriends. Others attempted to drive home by themselves.

The mug which I threaded through my belt, as did many others, will serve as a permanent reminder of a very very pleasant (if not painful) night of many memories.

I believe on Saturday morning, many current members looked as though they had served forty gruelling years in the Club.

J.C.

Auckland Car Club (Inc.) 40th Anniversary, 1972



the committee needs YOUR help

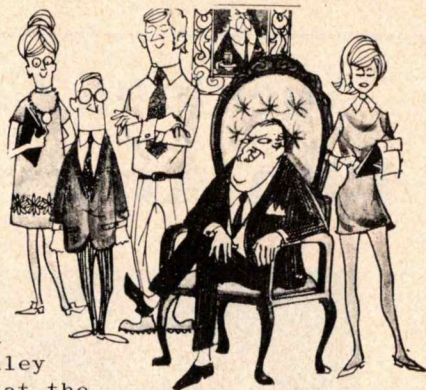
WANTED

FOR DECEMBER ANNIVERSARY COMMEMORATIVE
BULLETIN — ARTICLES AND PHOTOGRAPHS COVERING
OUR 40 YEAR HISTORY. BRING US YOUR OLD SCRAP BOOK
AND STORIES BEFORE NOVEMBER 1. ALL PHOTOGRAPHS
WILL BE RETURNED.

Please contact:

Derek Etherington, phone 51-177 (home), or post to
Mrs M. Webber, P.O. Box 2018, Auckland.

SHOUTS & murmurs



. . . It was indeed a sight to behold on Friday, 15th September, when past members met again for the first time in many years. If men can be described in terms of cars, we had a lot of Model A's, a few Model T's, the occasional Stanley Steamer and even a Darracq or two at the 40th Anniversary Reunion Smoko.

. . . Anniversary Beer Mugs are now available at the Clubrooms at \$1.00 each or \$5.00 per half dozen.

. . . Congratulations to Jim and Judy Palmer on the birth of twin girls on 16th September.

. . . At our last film evening the car on display was Garry Pedersen's new single seater. This car will make its debut at our national race meeting on the 8th October and should be one of the main contenders for the Gold Star title.

. . . Congratulations to club member Rod Coppins on winning the Golden 100 and to Rod and Jim Richards on their 500 victory, at the recent Benson & Hedges event.

. . . Latest information on David Oxtan is that in the last Formual Ford race at Brands Hatch he secured pole position and led from start to finish. David is now gaining recognition overseas and in the newspapers is rated amongst the top four contenders for the Formual Ford World Championship to be held on the 22nd of this month.

. . . Congratulations go to Social Committee member, Ian Barlow and Jennifer Cherrington on their recent engagement.

. . . We would still like to hear members stories of their 'Most Memorable Car' which should be sent, together with photograph, to P.O. Box 2018, Auckland.

. . . Last month's murmur raised a shout in the Chapman household. A certain brand new teenager (13), of one month's standing, took exception to being referred to as a ten year old. Reckons there's plenty of time in the future to stick on one age for 3 or more years. That should get Feminine Viewpoint stirred up!

. . . PAST AND PRESENT MEMBERS, OLD AND YOUNG ALIKE, we would like your help in securing as many old photographs as possible of our very early events. These are required for our 40th Anniversary Commemorative Bulletin and every care will be taken of them. They will be returned to you as soon as we have had them reproduced in the Bulletin. All copy should be sent to P.O. Box 2018, Auckland, before the 1st November.



The Golden Shell Rally from the co-driver's seat

by Arthur McWatt

The results and incidents during the 1972 Golden Shell Rally will be well reported in the various motoring magazines. Therefore I will confine this article to the preparation of the winning car, information on the service crew and finally my impressions of the event.

The preparation commenced

shortly after the Heatway and involved stripping the mechanicals from the car to enable the panelbeater to make good the damage sustained on that event.

The motor and gearbox were dismantled, checked and re-assembled using new parts where necessary although very little was needed as the motor had stood up well to the punishment it had received. This work was mainly carried out by Ray Stone and Dave Parton from Andrews. Ray was in charge of the servicing arrangements as team manager and his devotion to details made this the smoothest and most efficient service crew in the event.

Suspension components were removed, new rubber bushes fitted and the front suspension was strengthened to allow us to clout banks such as the one that put paid to our chances on the Heatway.

The electrical system was thoroughly checked and a special high output Leece Neville Alternator was fitted having been made available to us by our sponsor HITACHI. The starter was also modified by a very capable auto electrician in our team, Mike Ross, to eliminate the starter problem that had worn me out during the Heatway every time Mike spun out and stalled. This happened quite often and cost us valuable time as it wasn't always possible for me to push start the Escort unaided.

A number of team meetings were held to settle disbursement of personnel, vehicles and spares. Three radio equipped vehicles were used supplied by Andrews. In addition to those already mentioned the vehicles were manned by two other energetic mechanics, Frank Milligan and Grant Walker, our spare parts expert Murray O'Donnell and assistant Ray. Playing an important role in preparing the route and schedules for the service vehicles was Alan Wilson. Alan assisted by Murray worked almost through the night before the event preparing maps and route books for each vehicle to ensure that they arrived at the right

place at the correct time to service the Escort. Servicing on this event only involved refuelling, (we were running on Av gas and had to carry all fuel for the Escort in the service vehicles), nothing was left to chance and they thoroughly inspected the complete car for anything that might be loose or damaged. They even had time to wash the car on at least four occasions.

The timing system was good and certainly led to quick results but I was disappointed that the times were not recorded to seconds. The punch clocks actually recorded minutes and seconds but only whole minutes were used in computing results. On many stages competitors were actually recorded as having taken the same time when in fact there may have been up to 29 seconds between them. The times as recorded by the punch clock were never given to competitors but only used to determine the prize winner for the stage.

Mike won all but three of the twenty stages and was second fastest in the remaining three. In one of these, Maunga Rd, Mike had the steering wheel ripped out of his hands by the front wheels hitting a pot hole just as he changed hands on the wheel. Before he could catch it the car had leapt sideways and we came to rest in a drain. After a short delay while I leaped out and pushed it backwards out of the drain we were on our way again but this could have cost us fastest time. The other two stages were the wet and slushy Palmerston North Showgrounds stage which just did not suit the Escort and the Paekakariki Hill on which we "psyched" Mike out of trying too hard as there was too much at stake.

Mike's driving in the Shell was very calm and unflustered and a lot of the credit is due to Ray Stone and our service team who kept things so well organised that Mike had no problems to contend with in this event other than to drive the car. Other drivers who performed well other than those who finished in the first ten were Colin Taylor who was unlucky to have gearbox problems and moved from 45th to finish 11th and on most stages was not much slower than Mike. Roy Hanbury (Mini) who spent time off the road on Gentle Annie and then "tripped over" on Maunga Road was second fastest to Mike on Saddle Road which I considered one of the stages in which Mike really turned it on. Roy finished 19th overall and his time on Saddle Road was recorded in the stage immediately following his "trip". Blair Robson (Escort T.C.), who was in second place when he had the misfortune to roll was really getting in the swing and it was a disappointment for Ford when he retired.

A lot of publicity was given to my failing to wear a crash helmet on the final stage. This was an omission on my part and can only accept the 30 min. penalty imposed. However, I do feel the penalty was far too severe and unfortunately this has set an unwanted precedent for future events.

My impressions of the Shell are that it was a very well organised event, well up to Heatway standard and better in some respects. It was a rugged event especially the long stages and those towards the end of each division when everyone is tired.

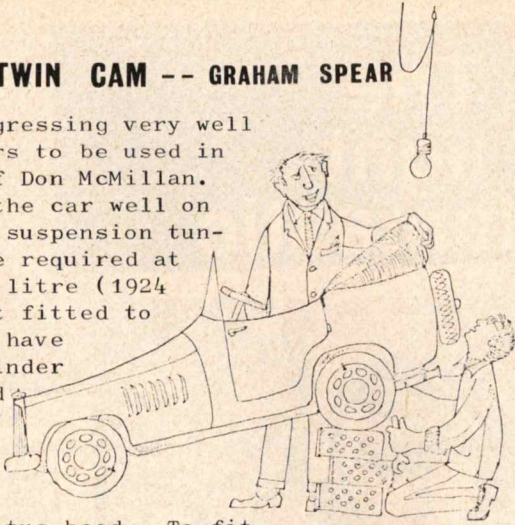
The Organisers allowed ample time on touring stages and road closure organisation was excellent.

The Organisers, the Manawatu Car Club, Shell and all the officials must be thanked for a great event.

ARTHUR MCWATT

SPEARS PREPARE LOTUS TWIN CAM -- GRAHAM SPEAR

We at Spears are progressing very well on the Lotus Twin Cam motors to be used in the bright yellow Escort of Don McMillan. Driver Peter Sundberg has the car well on the way and basically just suspension tuning and general sorting are required at this stage. The smaller 2 litre (1924 cc) motor will be the first fitted to the car, for this motor we have completely changed the cylinder head specs, we have chopped the induction length by 3" welded on new carb flanges and opened the whole port out to a size not normally possible in the standard Lotus head. To fit the valve sizes we require for this motor we welded up the spark plug holes, reduced them to 10mm and offset them. We have made steel cams for this motor, these have timing figures of 56-88/85-59 and a lift of .460. These cams are of a completely new type and at this stage we have no idea how they will perform.



The motor will be fitted with 2 x 45 DCOE Weber carbs modified and jetted in our workshop. Because the combustion chambers have to be drastically deepened to fit the valves and give them clearance in the overlap position we had to manufacture the pistons with very high crowns to retain our desired compression ratio of 11.9 to 1. The extra throw of the crankshaft necessitated relieving of the idler cam, block and sump for clearance. The pistons also required extra cutaways to clear the crankshaft counterweights. We have made an Ultra light flywheel for the crankshaft and this is fitted with a twin plate clutch.

During work on this motor and manufacturing the crankshafts approximately 18 dozen beer was consumed making this one of the best lubricated motors on the racing scene.

* * * * *

It was interesting to note that in the August 1972 issue of the Australian Modern Motor the Cibie Type 95 was listed in the light test as the most outstanding light they tested, and subsequently all our stocks of this model were sold within two weeks of this magazine coming on the market.

* * * * *

The Benson and Hedges 500 attracted a larger crowd than I thought possible considering the weather conditions. This shows the public interest in motor sport. It is a shame that television hierarchy do not realise this and give a better coverage of motor sport. Motor sport is capable of attracting up to 20,000 spectators at some of its meetings where as some of the other sports televised in their entirety are not capable of attracting more than 200 spectators. Contd. on Page 18

* * * * *

The light fantastic



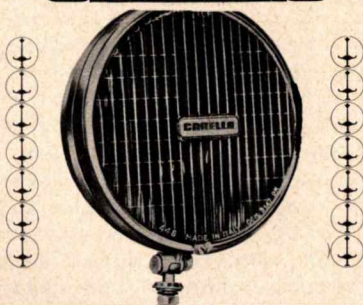
FLAME THROWERS

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

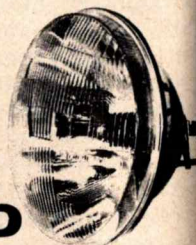


7 inch Headlamp Replacement Unit (170)

- 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

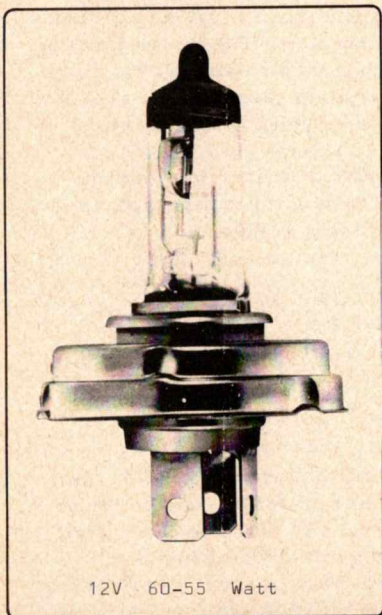
This is the first direct replacement twin filament, dipping, Tungsten-Halogen headlamp bulb for cars using the Duplo-D design lamp flange.

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

N.Z. TRANSPORT SUPPLIES LIMITED

OLYMPIC POOL BUILDING,
DAVIES CRESCENT, NEWMARKET
PHONE: 545-078 P.O. BOX: 9145



SPRING INVITATION TRIAL

The Spring Invitation Trial, the last in the Mercury Trophy Series, was held on Saturday, 26th August.

Friday night, being

Friday night, I never got the boards etc. in the car, so up early Saturday morning to get everything done and organised. To make things even earlier my wife had to be at the start at 8.00 a.m. as she was doing a check. After a quick breakfast we headed for the start. Funny, when we arrived at Roselands Papakura at 8.10 a.m. there was no-one else there. Then my wife said, "Why have we stopped here? Shouldn't we be getting to the start at Seabrook Fowlds". Oh boy, wrong place. Well we finally got to the start and did all the necessities and waited to go.

By using all of Railway St. West we got our first, and manned check. Actually it was Female. On through to the Odo Check using Maketu Rd. This later caused some to get upset. The trial proceeded on through the back of Rama Rama and on (after doubling back a bit) to Bombay. From here we went down the old familiar (The Razorback) to cross the Great South Rd halfway up the Bombay Hill, through the outskirts of Pokeno to a check at Whangarata who gave out new instructions. Being extra clever this day, we knew not to use these yet as we still had an instruction left from before. Further on down the road and "aha", up a little left, a check. Lovely.

After this we carried on past Tuakau to begin the map reading. This started off rather well (only the driver's point of view you understand) going round Pukekohe until "Someone" didn't see another Papakura Titi Rd and we did a few (well quite a few) extra miles.

It was in the next section that we dropped our first (but not last) check. I believe two friends became rather "close" friends in this section. These plus another short set of instructions took us to Waiuku and a well needed lunch and drink. After lunch we went to the movies (so to speak) with a new idea of actual photographs of signs and intersections. These were a new and novel idea (for those with vivid imaginations or clear photos). We negotiated these rather well, if missing two checks is rather well, and finished up back in Waiuku. Here we got new instructions which took us to the finish. These were also a different idea. We were given totals of figures beside which was an instruction, e.g. 73; proceed ahead, 49½; go right, etc. At each sign-post we had to add up the mileages on all the posts and look at the instructions to see if that total was shown with an instruction. Simple the man said, if you can add.

Many people didn't know they had crossed a railway line and missed a check. On up through Karaka and over the Motorway bridge to a "U" turn check then onto the Motorway and heading for home.

Results showed we missed not three but four checks (Darn, Darn). All in all it was a very good trial to end the Mercury Trophy Series with. Well up to the plotter's usual standard and any mistakes were only one's own fault (aren't they all). Unfortunately we couldn't stay to hear the final results as we were going to a ball but I understand a copy of these are in this Bulletin although we learned the bad news all too soon.

P.S. I found my wife at her check.

MAC'S CREW

B. & H. PIX = SAVE \$4.00

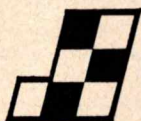
Use the facilities of NZ's only
full time auto photographer.



Six 8 x 6 glossy prints of the B. & H. Meeting for only \$5.00 - Usually \$1.50 each - Cash with orders please.

■ HOT ROD COPPINS	-	Charger
■ ERROLL INWOOD	-	Torana GTR/XUI
■ COPPINS/RICHARDS	-	Charger
■ BAILEY/HARRINGTON	-	Fiat 125T
■ ANDERSON/CHRIGHTON	-	Triumph PI
■ JONES/WILSON	-	Datsun 1200SSS

Orders close October 27 - Delivery by
6 November.



M R PIX : JACK INWOOD

P.O. Box 9323, AUCKLAND. Ph. OH 64-496

INWOOD PIX ARE THE BEST

GRAHAM SPEAR CONTD/....

I recently attended the Thames Valley Car Club September Meeting after having an enjoyable meal with the pleasant company of Jim and Jackie Scott. I was made most welcome at their club and gave a short talk on some of our future projects, Cibie lights and general engine performance modifications.

* * * * *

The Club appears to be very active in motor sport, organising all types of trials, gymkhanas and rallies on a very regular basis.

* * * * *

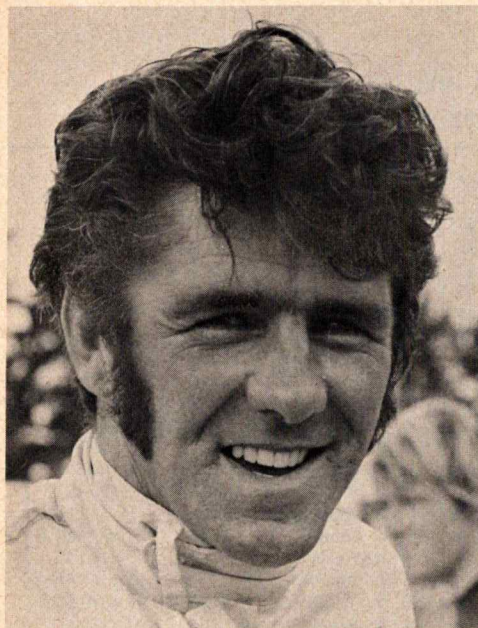


GET WITH **DUNLOP**

A.C.C. SPRING INVITATION TRIAL,

AUGUST 26, 1972

No.	NAME	CLUB	POINTS LOSS	PLACE	No.	NAME	CLUB	POINTS LOSS	PLACE		
1	M. McNeil	A.C.C.	1058.0	24	41	C. Stodart	A.C.C.	1912.6	50		
2	H. Arthur	N.S.C.C.	1811.0	47	42	G. Crooks	A.U.C.C.	845.0	18		
4	J. Greenwell	A.R.T.C.	1051.0	23	43	R. Wylie	A.C.C.	927.6	20		
5	D. Westcott	N.S.C.C.	1333.2	33	45	K. Vincent	A.C.C.	Retired			
6	J. Kilmartin	A.C.C.	1078.7	25	46	M. Ross	A.U.C.C.	785.4	15		
7	M. Tapper	N.S.C.C.	686.0	9	47	J. Samson	A.C.C.	2677.5	63		
8	W. Hodder	N.S.C.C.	1607.0	40	48	J. Hornblow	N.S.C.C.	1186.5	29		
9	M. Tree	A.C.C.	2382.5	57	49	S. Bertram	A.U.C.C.	1495.3	38		
10	H. Lockie	A.C.C.	2798.4	65	50	M. Bercich	A.C.C.	2193.5	55		
11	A. Moore	A.R.T.C.	396.0	3	51	R. Croft	T.V.C.C.	766.5	14		
12	A. Levett	A.C.C.	721.5	12	52	P. Sweeney	A.C.C.	2155.0	53		
13	R. Steen	N.S.C.C.	2118.5	52	53	B. McCabe	P.C.C.	1690.0	44		
14	W. Ferguson	V.W.O.C.	3221.9	67	54	P. Shanks	A.C.C.	1652.5	42		
15	B. Blacklock	A.C.C.	419.5	4	55	G. Brown	A.U.C.C.	572.5	7		
17	R. Pennell	V.W.O.C.	2558.3	59	56	J. Thomas	A.C.C.	Withdraw			
18	J. Crombie	A.C.C.	939.9	21	57	R. Hanley	N.S.C.C.	1782.5	46		
19	A. Richardson	A.U.C.C.	1706.6	45	58	C. Shanks	A.C.C.	1487.4	36		
20	P. McGrath	N.S.C.C.	2241.5	56	60	M. Wightman	A.C.C.	1979.0	43		
22	M. Heistand	A.R.T.C.	582.0	8	61	C. Fraser	A.U.C.C.	1139.5	28		
23	T. Carew	N.S.C.C.	1109.0	27	62	T. Baker	A.C.C.	1620.7	47		
24	J. Carder	N.S.C.C.	1473.5	35	63	D. Tringham	A.C.C.	3527.0	69		
25	G. Greaves	A.C.C.	3252.0	68	64	D. Ward	N.S.C.C.	3815.3	70		
26	P. Cook	A.R.T.C.	1491.5	37	65	R. Mashlan	A.R.T.C.	2543.5	58		
27	D. Gulland	A.C.C.	2835.5	66	67	C. Humphrey	A.C.C.	4508.7	71		
28	C. Boyt	T.A.C.C.	829.0	17	68	R. Comer	A.U.C.C.	694.5	10		
29	C. Turner	A.C.C.	2631.7	62	69	W. Owen	A.C.C.	2713.2	64		
30	D. Hawksworth	A.R.T.C.	450.0	5	71	C. Turner	H.C.C.	1843.2	49		
31	H. Booth	N.S.C.C.	357.5	2	72	R. Haldane	N.S.C.C.	89.5	1		
32	T. Beale	H.C.C.	790.6	16	73	B. McDonald	A.C.C.	2624.0	61		
33	A. Cheak	A.R.T.C.	1208.1	30	74	D. Puddephatt	A.U.C.C.	2575.0	60		
34	S. Udy	N.S.C.C.	1089.6	26	75	I. Stephenson	A.C.C.	1317.6	32		
35	C. Parmenter	P.C.C.	2189.7	54	76	T. Stillman	N.S.C.C.	883.0	19		
36	J. Scott	T.V.C.C.	726.4	13	77	A. Johnston	A.U.C.C.	502.0	6		
37	D. McCrae	A.C.C.	1304.5	31	78	G. Stowell	A.R.T.C.	1836.5	48		
38	L. Walters	N.S.C.C.	1602.0	39	79	B. Jessup	N.S.C.C.	1938.4	51		
39	A. Lylia	A.C.C.	698.0	11	80	J. Davies	A.R.T.C.	Withdraw			
40	S. Barton	N.S.C.C.	1402.0	34	81	J. Webb	K.C.C.	1011.0	22		
MERCURY TROPHY TEAM RESULTS and PRIZE WINNERS					LIGHT CAR TEAM RESULTS						
72	R. Haldane	} \$15	N.S.C.C.	447.0 1	42	G. Crooks	A.U.C.C.				
31	H. Booth				46	M. Ross					
11	A. Moore	} \$10	A.R.T.C.	846.0 2	61	C. Fraser					
30	D. Hawksworth				LIGHT CAR TROPHY RESULTS						
77	A. Johnston	} \$ 5	A.U.C.C.	1074.5 3	77	A. Johnston	A.U.C.C.	502.0	1		
55	G. Brown				39	A. Lylia	A.C.C.	698.0	2		
				A.C.C. 1141.0	12	P. Levett	A.C.C.	721.5	3		
				T.V.C.C. 1492.9	FIRST NAVIGATOR						
				P.C.C. 3879.7							
				V.W.O.C. 5780.2	77	C. Griffiths					



ROD COPPINS

My interest in motor racing started through living very close to Ardmore. We could hear the cars practising there and could see them on the back straight from home. I first became involved in motor racing about 15 years ago. After travelling around the South Island circuits with John Mansel and Ray Stone I decided to buy a car and go racing myself. As I did not have much money I had to be satisfied with racing an old Chev Coupe.

This car was very unsuccessful. The only thing it did well was blow head gaskets. These went at the rate of one every ten miles.

I then, with the help of my parents, purchased the ex Bob Gibbons Jaguar XK120 C Type and ran this car in hillclimbs and at the Napier Roadrace and also at Ohakea. I traded the Jaguar on the ex John Mansel Tec Mec and with a lot of help from Kevin Lamb we fitted the sports car body of Ron Roycroft's Ferrari and set off to have a go at the sports car championship. At Ardmore Forrest Carden and myself got left sitting on the side of the track in the Le Mans start of the race due to the cars being hot from the previous race and refusing to start. At Wigram I managed to win the sports car race and finished second to Barry Cottle in the Lola at Teretonga. The following week at Dunedin while in the lead I managed to park the car backwards in a local bakery by way of a brick wall. In the final race at Waimate we retired with the rear brakes on fire and finished third in the Championship. We ran the car the next season in single seater form and sold it after damaging it at Pukekohe.

After a brief spell Bruce McLean helped me to build a 1938 Chev Coupe. We fitted a Chev Corvette engine to this car and disc brakes and had many good dices with Kerry Grant and Paul Fahey in the early Lotus Cortinas. We then bought the MK 2 Zephyr and fitted the engine out of the Chev into it. This car was very successful and I was lucky enough to get sponsorship from BP and Firestone, the first real help I had personally.

Next on the list was the ex Pete Geoghegan Mustang. I was never very happy with the handling of this car and after a blow-up at Levin I sold the car to John Riley and thought very seriously of retiring.

Early the next season I had a phone call from Spinner Black asking me to drive his new Monaro. After blowing two engines; luckily not while I was driving, Spin decided the Monaro had to go and I then took over the Camaro. I first drove this car at Pukekohe in November 1969 gaining a first and second in the Bank of New South Wales heats. I bought the Camaro off Spinner at the February 1970 Ruapuna race meeting and after finishing first equal with Red Dawson that year and second in the 1970/71 season, sold the car two years later at the same meeting to Bruce Jenner of Dunedin.

The Pontiac Firebird has not treated us very well to date but it is a very well built car and with the help of Graeme Williams, who has been with me since I first drove the Camaro, we hope for a good season this year. Winning the Wills Six Hour Race was the biggest thrill I have had out of motor racing until this year when Jim Richards and myself won the Benson and Hedges 500 at Pukekohe and the Shell 100 at Levin. I was also lucky enough to win the Golden 100 as well at Pukekohe.

The Benson & Hedges 500 is definitely the best saloon car race to win in New Zealand due to the weeks of preparation before the race and the team effort required to win. Our pit crew did a great job and I think they got as much satisfaction as Jim and myself did on winning this great race.

I was very concerned for Jim's safety after he overshot the fuel bay while getting the seat belt etc., organised for me to get away quickly. The boys were mumbling about all the terrible things they were going to do to him after the race. But as we won, they soon forgot about it.

Finally I would like to thank all the many people who have helped me over the years. Todd Motors for giving us a car capable of winning the 500 and my sponsors, Shell Oil and Rothmans Tobacco Company. Unfortunately the latter will not be sponsoring us this season so we will be looking for a new sponsor for the coming season.

ROD COPPINS



BULLETIN CLOSING DATE
15th OCTOBER!



ENTHUSIASTS FIT

DUNLOP SP RADIALS



Fashion Parade

Organised by the Auckland Car Club Ladies' Committee

To be held in the AUCKLAND CAR CLUB
MEMBERS' LOUNGE, 44 Stoddard Rd, Mt Roskill.



SUNDAY, 15th OCTOBER,

2.30 — 5.00 pm

EVERYBODY WELCOME

(Men, bring your chequebook.)

***Both Ladies' and Menswear
will be shown***

*Wine, Sherry and Hors d'oeuvres
will be served during the afternoon.*

**All inclusive in the
Ticket Price of \$1.50**

TICKETS AVAILABLE FROM THE CLUBROOMS

and Mrs P. Parkin, phone GLE 7835.

Mrs M. Webber, phone 364-658 (Bus.)

Mrs J. Mallard, phone 677-519.

Our Commentator's View of the 1972 BENSON & HEDGES

The Benson & Hedges 500, held as usual at the Pukekohe Circuit for New Zealand assembled standard production cars was as usual preceded by the "Golden 100" race, which was 46 laps duration and was for the more exotic type of standard production car, namely Falcon GTHOs, Charger E49s, and many Holden Torana versions.

The weather probably provided the greatest headache for competitors and organisers alike. With competitors it was just a case of which were the best tyres in the wet, whereas the organisers had the problem of a mud bath wherever they turned, and with some 16,000 spectators to park, even if they got them into the paddocks, how could they get them out! The antics in the Pit area during practice and Race Day were quite hilarious, even though the ankle deep mud was no joke.

Practice was held in the most atrocious conditions in pouring rain, the worst part being the pointlessness of it all as practice times were no indication as to how cars would go, because competitors were assembled on the Grid in capacity order, and those that had the forethought to quote their capacity as 3370 c.c. instead of 3365 c.c. could actually wind up three or four rows further up, and naturally be better off. To quote an example, the two V8 engine Valiants were on the front row, but the next 18 cars behind them were potentially faster. Surely it is time, and of interest, that these cars have to qualify for Grid positions, and as timekeepers are in short supply on practice days, why can't the competitors qualify for X number of laps at a given time, and if they are not there when required, they start from the back of the Grid with no excuses accepted. Every competitor I discussed this idea with agreed this was the fairest way, and additionally, what a spectacle it could make when Jo Doakes could be watching drivers like, Richards, Fahey, Coppins, etc., actually doing sub-record laps. Much good publicity could be made of this and we are letting it go to waste.

With four Chargers and nine Toranas champing at the bit, Leo Leonard (Charger) took an immediate lead and pulled steadily away from Coppins (Charger) and Francevic (Torana); Francevic being 5th on the 1st lap, 3rd on the 2nd, and into the Pits, putting himself out of contention on the 5th lap. Down in the field a fantastic dice was going on between the Toranas of Radonich and Goodwin, both later blowing each other up, and the Escorts of Rodger Anderson and



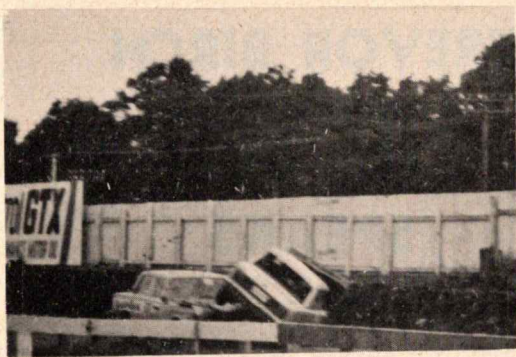


Reg Cook having a nice little dice while Dick Cook and Tom Grace both in RS 1600s were also similarly engaged. In the early stages the E49 Chargers of Thompson and Sutherland did not seem to be able to overwhelm the Toranas the way Leonard and Coppins had done and on the 12th lap Sutherland brought his into the Pits in trouble, and on the following lap, Thompson

also went into the pits. Sutherland soon retired, but Grady Thompson soldiered on. In the meantime, Ralph Emson, Torana XUI (186) who was 12th on the 1st lap, 11th on the 2nd, 10th for the next three, 9th for the next three and 8th for the next three, progressively moving up through the field to drastically jump from 4th to 2nd when the leading Charger of Leo Leonard retired on Lap 22 with over-heating, Coppins moving into first slot, Emson 2nd, Thompson 3rd and Errol Inwood 4th in his Torana XUI 202 and Alan Woolf (Capri) pushing him hard, in 5th. On the 32nd lap Thompson moved up to 2nd, but was out of the race on the 35th lap, with Emson re-taking 2nd place which he held to the end behind Coppins, with Inwood 3rd and Woolf 4th. Altogether a good race showing that the Chargers as yet weren't quite ready to dominate this class of racing and the 202 Toranas appear to be a little fragile mechanically when pushed hard, whereas the ageing 186 version of Emson, which was raced and rallied very hard over last season, with very little maintenance, had the staying power and the speed to be there at the finish.

After about a 45 minute break, and the weather perhaps a little clearer, the field assembled for the big race of the day with all bar one getting away on two warm up laps, the exception being the Valiant Hemi of Grant Bloore and Roy Wade which was apparently late in arriving on the dummy grid, and while Bloore was apparently discussing the problem with the Clerk of the Course, a budding simple minded would-be competitor, complete with overalls and crash helmet almost convinced the Grid Marshals that he was the No. 2 driver and should be out on the warm-up laps, and it was only the re-appearance of Bloore that saved the situation. The mind boggles at car conversion in a motor race and how they would have stopped him. This unfortunate fellow was later apprehended trying to take over yet another car, and was locked in a caravan for safe keeping.

At flag fall the Leonard/Sprague Charger took the lead for two laps, till Richards (Charger) moved up to take over with the McKerrow/Neilson Valiant V8 running 3rd, 4th for 3 laps was the other V8 of Young/Haines with the Taylor/Curry Charger moving past them on the 4th lap till they in turn were passed by the Hyslop/Langley Charger on the 11th lap. Making fantastic progress from 20th on the 1st lap to 17th on 2nd, 12th on 3rd, 8th on 4th and 6th by 10th lap, going up to 5th



by 20th was the Emson/Bremner Fiat 125T, who unfortunately got a puncture three laps later and by the 27th lap when he resumed, was back down to 16th. In the meantime drama at Castrol Corner as Paul Fahey (Fiat 125T) mounted the bank, rolled on its side after actually climbing up and across the bonnet and windscreen breaking the passenger's window on the way of the Hood/Draper Fiat T. Apparently Paul had locking rear brakes, which was a problem that a lot of the other Fiats had encountered in private practice. The Hood/Draper car later resumed and soldiered on to finish the race. The Fahey car eventually arrived back at the pits, bashed out the panels and taped in the front and rear screen, Graeme Lawrence then taking over complete with plaster cast on left leg after his Pukekohe accident on Grand Prix day, and completed about 20 laps before the car was disqualified for having previously accepted outside assistance.

Right at the very start the McIntyre/Ellison Fiat T broke a throttle cable and spent some time making repairs, and Reserve Datsun 1200 of Duirs/Rolley charged out onto the track to join the traffic jam at the elbow and with the Ellison/McIntyre Fiat later re-joining, there was one too many cars on the Circuit, so the Datsun was flagged off.

So with cars coming in and out of the Pits for fuel, tyres and driver changes the pattern settled down with the Leonard/Sprague Charger taking over to lead until a costly fuel stop and tyre change let the Coppins/Richards Charger into the lead to eventually win from Leonard/Sprague who tried really hard to make ground on the leading car, but just couldn't make it. In the meantime, the Bailey/Harrington Fiat T chopped away at the Pedersen/Woolf Fiat and the sister team car of Peter Hughes and Tony Lawrence, to come home 3rd, ahead of Emson/Bremner Fiat T who made a tremendous recovery to be 4th and but for the puncture, might have been even higher up. The Pedersen/Woolf Fiat was next, followed by the Langley/Hyslop Charger, giving Todd Motors the Team Prize, and though the Fiats never really challenged, they still made a dent in the overall impression, altogether a very satisfying race with about four retirements, which shows how good the modern production car really is.

Let's hope next year's B. & H. can be run at a better time of the year, and something done about a fairer method of allocating Grid positions.

DON HADFIELD

 GET WITH **DUNLOP**



TREVOR BIRCH

(MANZ Chief Technical Officer)

SPEAKS

A few years ago, the M.A.N.Z. Executive decided that with Motor Sport in New Zealand becoming more complex at a technical level, particularly with the introduction of categories such as Formula Ford, F.I.A. oriented saloons (B.N.S.W.'s) Standard Production saloon cars, such as the Castrol GTX saloons, Gold Star single seaters etc. that it was one thing to adopt the required regulations, and quite another to ensure that the respective vehicles complied with the relevant regulations.

Hence the Technical Committee was born, with Fordy Farland as chief, myself and a chap from Christchurch as his assistants, our responsibilities including, not only checking vehicles from time to time, but also to advise the M.A.N.Z. Executive on matters pertaining to vehicle scrutineering requirements, with particular emphasis on safety. It was soon appreciated that three persons could not give the required coverage of the country, so further appointments were made to provide a representative in each area which had a major circuit. This increased our numbers to seven which is the position at the moment. Fordy Farland, who had been around Motor Sport for many years retired last year and handed over the reins to myself, and as our original man from Christchurch had also retired, I was fortunate in obtaining the services of Glen Johnston, who is well known in the Auckland area, as my immediate assistant. Well so much for the past, the persons reading this are more interested in the present and what we hope to do in the future.

One point I would like to make clear at this juncture, is that we are all available to club members to discuss any aspect of the regulations which may require clarification, for it is obviously far better to talk over a problem before presenting your vehicle at scrutineering, rather than to arrive, have your vehicle turned down, and be faced with having to rush around at the last minute, trying to get a clearance, when there is plenty of other work to do. Yet I continue to be amazed at the number of competitors who read quickly through the regulations, jump to the wrong conclusions, and then go their own way, wondering what the hell went wrong when they get turned down. The other fellow reads the regulations so often that he ends up so confused he doesn't know where he is. I repeat, if you are not definite in what the regulations require, get on the phone and ask.

With the introduction of the standard production saloon car competitions, such as the Castrol GTX, Benson & Hedges,

the Glenvale 100 etc., we place ourselves under an obligation, not only to the Sponsors, but also to all other competitors, to ensure that all the vehicles competing are competing on a fair basis.

Nothing is more likely to stir up a hornet's nest, than for a competitor to look out his window, and see that the driver next to him on the grid, who is driving an identical vehicle, is using a set of tyres that are of a larger size, or offer this chap, what he quite rightly considers, an unfair advantage. It is my job to see that this sort of thing doesn't happen. Of course you always get the clever fellow who tries anything once. This chap will find things a little different this year however as it has been decided to tighten up all round, and the flagrant violator will find to his sorrow that his competition licence might take some hanging on to, if he finds himself up before the judiciary.

Something else I would like competitors to think about, is that we intend to impound vehicles from time to time, apart from our regular checks, and strip this vehicle, away from the hustle and bustle of the circuit and check components thoroughly. I have always felt that we can rely on competitors' support, as those people who stick to the rules have nothing to fear. Another pet hate of mine, is the bloke who wanders about the pit area, making all sorts of snide comments about every other competitor in the event, slapping a cheque book about threatening to lodge a protest. This fellow will have to be very sure of his grounds this season, for if a vehicle is stripped because of a protest, and found to be legal, the protestor is liable for all costs associated with the inspection, and I can see a few people are going to have some very expensive assistance, when it comes to rebuilding engines etc.

If a competitor feels that someone is taking unfair advantage of a situation, a quiet word to myself or one of my assistants will often clear the point at issue as now and again we strike the odd driver who inadvertently violates the rules and when this is pointed out to the offender, he is only too happy to comply. I have not lost faith in human nature, and feel that most competitors are basically honest. I have been labouring the motor racing scene a little and must not forget that racing is only one facet of competition. The advent of rallying in New Zealand has also posed its own set of problems, not the least of these, is the requirement of absolute insistence on the highest standard of vehicle preparation. There has been a certain amount of controversy over the fact that all vehicles must be fitted with internal roll cages, even vehicles competing in club level "training rallies". It must be accepted that even in these events, the risk of a vehicle rollover is still high. A point that should also be considered is that vehicles fitted with roll cages, should not be driven without the occupants wearing full safety harness and crash helmets, even on public roads, in private use, so I recommend that these roll cages should be made removable, a difficult but not impossible task. Another requirement introduced this season which has raised a few eyebrows, is the raising of the fire extinguisher

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.



SUPERFORD

A service in performance motoring available only from John W. Andrew and Sons Ltd. L.M.V.D. Khyber Pass Road, P.O. Box 8520, Auckland. Phone 364-280.



MANZ news

MOTOR RACING

FLAG SIGNALISATION:

As from 1st January 1973, the F.I.A. is to reintroduce the red and yellow 'oil warning' flag and the white flag therefore the following amendments are necessary:

Delete 'yellow flag with vertical red stripes' oil spilt on the road, Pages 243 and 246.

Add (In substitution for above) yellow flag with vertical red stripes - slippery surface (whatever the cause)

Add 'white flag - denotes the presence of an observation car, ambulance, or fire engine on the track.'

USE OF TYRES - CASTROL GTX CHAMPIONSHIP:

The Technical Committee has issued the following statement concerning the racing and road tyres, in their respective categories, in the Castrol GTX Championship, Schedule G.

Road Tyres - Radial ply size equivalents may be used to substitute original equipment crossply tyres. In this case, the radial tyres are to be the nearest dimensional equivalent in section width and diameter to the crossply tyre.

Example - 'X' brand 560 x 13 crossply tyre, supplied as original equipment. Competitor/entrant may fit any other brand bearing the 'size equivalent' specification i.e. 560 x 13 or any radial ply tyre of the nearest equivalent section i.e. 165 x 13 and any radial tyre employed must bear this number moulded during the tyres original manufacture, and have a similar overall diameter and section width when mounted on the same rim.

Racing Tyres - The Bridgestone RA 200 racing tyre "All Weather" tread pattern is now approved for Performance Group 1 vehicles and both these and the previously approved Dunlop 232 racing tyre should be available after the 1st November 1972.

ADDITION TO CASTROL GTX SCHEDULE OF CARS:

Group 2 - Holden Torana GTR	3048cc
Group 3 - Fiat Sports Coupe	1438cc

SPONSORSHIP OF GOLD STAR RACING CHAMPIONSHIP

Fifteen prominent companies in this country were approached regarding possible sponsorship of the Gold Star Racine series. Replies have been received from the majority, declining the offer.

CAPACITY LIMITS FOR MANZ RECOGNISED CHAMPIONSHIPS:

An upper limit for MANZ recognised Championships has been fixed at 6000cc. This will only apply where a smaller capacity limit is not already in force.

PROTEST FEES:

Protestors will be required to pay the necessary expense involved with dismantling and re-assembling motors, etc. where their protest is not upheld.

LOG BOOK REVALIDATION FEES:

In the case of Bank of New South Wales cars, a fee of \$1 will be set where a car has to be revalidated for a further season's racing.

MARSHAL'S HANDBOOK:

A handbook for marshal's use at race meetings is in the course of preparation. Draft copies have been received, and are in the process of being checked.

CORRECTION TO 1972/73 MANZ YEARBOOK:

Page 169: MANZ Technical Committee interpretations -

- (2) Vehicle specifications..... "racing tyres, where approved shall be subject to the following rules defining their use." The word "following" is missing from the Yearbook.

TRIALS

CORRECTION TO MANZ 1972/73 YEARBOOK:

Page 194 : 11 Equipment

- 11/5 "It is recommended that each car carries a fire extinguisher of 2½lb dry chemical type or equivalent (not 2lb as printed).
- 11/6 Delete that printed, and substitute "Safety belts must be fitted and worn in accordance with the N.Z. Transport Act.

GOLD STAR TRIALS CHAMPIONSHIP 1972

The following are the final placings in the above:

R.E. Haldane	40 points	M. Hiestand	29 points
R. Bierne	36 "	R. Halls	23 "
W. Pease	36 "	M. Smith	23 "
A. Robson	35	Miss J. Greenwell	23 "
M. Cardwell	32	G. Meekings	21

RALLIES:

CORRECTIONS TO APPENDIX R, 1972/73 MANZ YEARBOOK

Please note that the following corrections are required:

Page 174. Rule 14e a minimum of a 2½lb dry chemical type or equivalent (not 2lb as printed).

Application of Appendix R - Appendix R will apply to all rallies, including those run under a "Closed Club" permit.

RALLY DATES:

The Wellington Car Club's Heatway Rally will not be held on 7-14th July. (Not June as listed in the 1972/73 Yearbook).

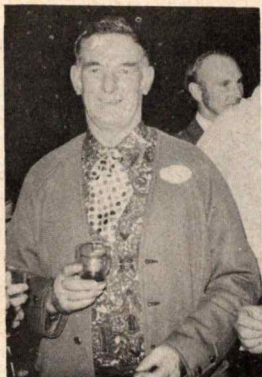


TREVOR BIRCH CONTD/....

standards, by introducing a six monthly servicing requirement, the value of which I feel has already been apparent. At the recent Benson and Hedges meeting, a competitor "blew" his engine in front of the stand, and when he lifted the bonnet to inspect the damage, the engine burst into flames. A quick grab of his extinguisher, and the fire was out, a little different to a similar situation that occurred down the line last season, in this case the poor fellow tried five extinguishers before he got one that worked and by then the fire had got out of control and the vehicle was badly damaged.

When I was kindly offered the opportunity of writing these comments in your Club magazine by your President, Barry Webber, he suggested that I take the opportunity of getting a few pointers across to members, and I trust that I have been successful. My last comment is, if you are not sure, ask. I and my assistants are only as far away as the phone.

T.S. BIRCH



MY MOST MEMORABLE CAR

— Laurie Powell

I have been asked to write in response to Peter Gill's suggestion "My Most Memorable Car". I would like to call mine "My Most Stalwart and Forgiving Car".

It all started after having had a few docile cars when I bought a Chev. Coupe which I competed in at hillclimbs quite successfully after having been nominated to the N.Z.M.R.D.A. Club (later re-named the Auckland Car Club). But at that time, as this Chev was a bit pricey, and a coupe, I thought I would look for a good sports car, so on 20th June 1947 I bought for £240 a B4 Ford Roadster, complete with B4 motor. The next step was to look for a V8 Ford motor as they came to New Zealand with a B4 motor or V8 motor. I duly bought a V8 motor which a mechanic (Gordon Brown) and I went and heard running (I am not a mechanic which is one of the biggest handicaps you can have if you are thinking of racing) on a bench without exhaust pipes or muffler and it sounded quite good. We installed it in the B4 and completed it with straight out pipes, and boy, oh boy, was the motor noisy, so out it came and was re-conditioned. This motor was in the car approximately five years winning a number of hillclimbs, gymkhanas and mud plug events. Of course, events of which there are quite a number today, were not so in the early days, as the clubs had no such things as sealed circuits. I also used the car as a quick road car for many trials such as the Hepolite Trials and North Island Rally each year. As I have said, the car went quite fast so I thought I had better do something about better lights, as the round standard ones were not very good and I was cutting the corners very quickly and having to grope my way around them. So on went a pair of sealed beam pearl shaped ones which were quite the thing then and it made the car look £200 dearer.

As the brakes would not stop the car for a long time, being mechanical, I tried to do something to improve them. However, in all the twenty-five years I had the car the brakes were never any good so I stopped worrying about brakes and just drove the thing. One less thing to worry about anyhow!

By this time I had repainted it and it looked quite smart. As the hood was off most times I thought the upholstery looked a bit tatty so I had the upholstery done in a gorgeous red and as the car was red, the traffic officers also seemed to want to stop me and give me one of those little notes with dates on it to meet them at such and such a time and place. Oh, well, it was not so expensive then as it is today, or it didn't seem so in pounds.



The next step was more speed so I contacted Ron Hogan who I think would have been the best V8 man in New Zealand (he had a lot of experience with them anyway) and he suggested a Mercury V8 brought out to 100th oversize, everything else being standard. So for the 1954 Grand Prix at Ardmore in it went at the last moment, as is always usual in racing although I don't know why; and I entered for the Sports Car Race, which if memory serves me, was the second race on the programme.

However, I must tell you about getting there. As the car was not completed by Ron Hogan until 8.20 a.m. on the Saturday morning of the race, all tools, oil, etc., had to be put in the boot. We set off at 8.30 in a great hurry and as we got to Papatoetoe on the Great South Road (the motorway had not been completed then), the traffic had all signs of a major jam - two lanes bumper to bumper (from Ardmore gates so we found out later) - and after waiting impatiently for one minute, perhaps thirty seconds, we decided (that is myself and two mates who were with me), to go up the wrong side of the road. This proved very successful until we met oncoming traffic when we would have to pull into a driveway, then back out and start the procedure again.

We made good progress this way, apart from numerous people blowing their horns and giving us five finger signs, until by the Manakau Golf Course when some silly bloke on duty up ahead let two milk tankers and some other cars on to our side of the road (well the side we had purloined for our use anyway) so we had to go on the grass between the hedges and telephone poles. At this stage there were quite a number of well known drivers (both overseas and local) who were sitting in the queue with their cars and on seeing our performance reached the conclusion that if he can do it so can we and about ten of us arrived on the grass on the wrong side of the road - midst hedges and telephone poles - at the poor bloke on duty. His first words me me were "Now you have bugged it".

All I could say was the last traffic officer told us to come up this way. As the last traffic officer I had seen was in Mount Albert Road, he could not prove me right or wrong. He thereby stopped all the traffic and let us through and I arrived just in time to throw all the tools, oil, etc. out of the boot to take my place on the grid amongst three Austin Healey Sixes, Works prepared cars, two Jaguars and numerous other sports cars, which I recollect, numbered about forty odd altogether. It was on this occasion that I was lucky enough to win the Redex Trophy for Sports Cars but I think my biggest thrill was to hear about forty to fifty thousand people clapping and cheering the old bomb.

Well I think this is enough explaining as no doubt by now you will realise why I called it my "Most Stalwart Car". It has done everything. It has been a road car, a gymkhana car, a hillclimb car, a mud trial car (even a tractor for one mud plug event where I was called on to pull out other cars after they had got stuck), a racing car when I raced it at Western Springs meetings as well as Ardmore and, of course, as mentioned before, a rally car, not forgetting the purpose for which it was designed and built, a road car. In all that time it never once broke an axle, differential, chassis or frame which I think in twenty-five years is saying something for 'my most stalwart car'. The reason I named it my 'forgiving car' as well is that no matter how I handled it and what mistakes I made, it always came with me next time and gave its best.

All in all it won for me over 100 trophies and numerous certificates and left me with many happy memories.

LAURIE POWELL

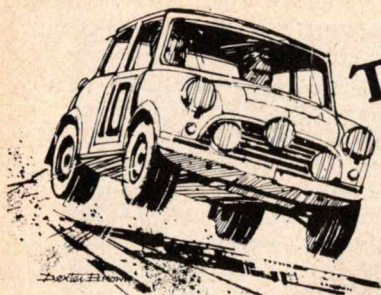
J. FENTON & CO. LTD

492 GREAT SOUTH ROAD, OTAHUHU

Ph. Oh 67-202

- + PANELBEATING**
- + CHASSIS STRAIGHTENING**
- + MOTOR PAINTING**

**We Specialise in Major Smash Work
and also
make or panel sports and racing
type bodies, hardtops**



TRIALS TALK



Well folks another month has gone by since last I put pen to paper and since that occasion the Spring Invitation Trial has been held and the 1972 Mercury Trophy Series has been finalised. With this column is a table of results for the whole series and the results speak for themselves. It will be noticed that both Northern and Auckland Rallies had three wins but Northern were that little bit more consistent gaining three seconds and a third against Rally Club's one second, two thirds and a fourth. Congratulations to Northern Sports on their fine effort in the series.

The event itself was very well plotted and efficiently run, covered some relatively new and little used ground around Waiuku and very effective use was made of unmanned checks to give extra route instructions by a single letter or combination of letters. One section which I did have some reservations about was that in which instructions consisted of a series of photographs of sign posts, etc. These photos were, to be very polite, not very clear and on some it was not possible to even hazard a guess at what the sign said but simply had to rely on background or situation. Speeds in this section were in kilometres but not a straight conversion as per Larry Reed but a different factor involved at the odo check was given as a distance which was equivalent to so many of the plotter's kilometres. For anyone who forgot this and did a straight conversion the speeds and travelling times would have been all "up the creek".

Unfortunately the Gimmick Trial originally scheduled for September had to be postponed and will be held at a later date.

On the 28th October we have "Crafty Crombie's Cartological Capers" plotted by (as you have no doubt guessed) John Crombie. This should be quite a good and interesting event so come along and have a go. It promises to be a lot of fun.

This event, with perhaps one run in November providing there is a spare date, will more or less wind up the Trials for this year and the triallists will be putting away their Haldas, maps, spots, etc., and taking up the flags and stop-watches for their duties at Pukekohe, Chamberlain Road, etc.

ENTHUSIASTS FIT
DUNLOP SP RADIALS



EVENT	ACC	ARC	AUCC	NSCC	PCC	TACC	TVCC	VWOC
Dulux	6	4	2	9	1	-	-	-
Radio I	2	4	3	6	-	1	9	-
Lemon & Paeroa	2	9	4	6	-	3	1	-
Duckhams	2	3	6	9	-	1	4	-
Monsoon	4	9	3	6	1	-	2	-
Craik Motors	2	9	3	4	-	-	6	-
Spring Invitation	3	6	4	9	1	-	2	-
TOTAL	21	44	25	49	3	5	27	-

After four years or so your scribe has got a bit of writer's cramp so with this column is retiring his ball point and lifting his ear from the ground.

Cheerio, its been good fun

HANS SPOTT

(Thank you Hans Spott for a job well done. I am sure all our trialists will miss you personally writing this column. However, as trialling is seasonal this column will go into recess - unless there is something specifically to report on in the trialling world - until March when we will have a new columnist reporting. ED)



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

FARRAND RD.
BOX 53 KUMEU.

PH. WEI. 8500
(AK. Exchange)

Prices 4 cylinder \$ 22
 6 cylinder \$ 24
 V6 & V8 \$ 37
 Car Type D Shafts \$ 13

For complete job, comprising crank, flywheel, clutch, rods and pistons.

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.

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



BRIAN HILL

reports from Adelaide International Raceway, South Australia

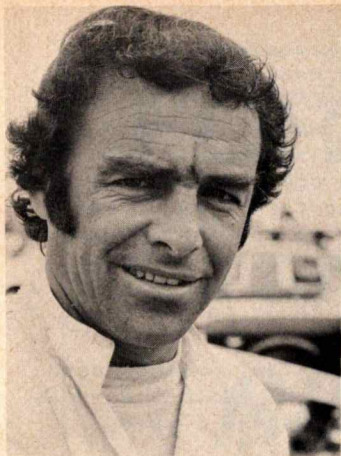
The Australian Press had a field day on the failure of the Kiwi team to obtain any points in the first round of the Australian/New Zealand Challenge Cup run at Calder with headings like "KIWIS FLUNK IT", "KIWIS TOP TOURERS FIZZLE AT CALDER" and critics touted the touring

car event as "THE TEST THAT NEVER WAS".

Paul Fahey jumped on the next aeroplane home, dispatching the PDL Mustang back to Christchurch for a major engine rebuild. Paul had promised Kath a holiday in Fiji so it looked unlikely that he would appear at Adelaide but further negotiations with Bob Jane and a "hard sell" to Kath to postpone the holiday for a week saw his welcome return to South Australia at the wheel of Bob Jane's Camaro.

Stripping the Firebird motor, the Coppins' crew had serious doubts as to whether parts necessary from overseas could be procured in time for Adelaide but after Paul England straightened and rebuilt the crank, the car was finally re-assembled for sixty running-in laps at Calder on the 21st August. The cold south westerly wind was still sweeping the circuit as Rod took the car out for 30 laps and there was one heart-stopping moment, when, coming down the main straight an over-rev put 6000 on the clock caused, we think, by a small stone (of which there are plenty at Calder) jamming the throttle linkage. A quick inspection revealed no superficial damage and Graham Williams and I jumped in the car to finish the running-in period. I scare fairly easy just watching racing cars so you can imagine the state of my underwear when exiting on power out of the back straight we struck a greasy patch and executed a mighty loo-loo finishing up on the infield. Two white faces stared at each other in stunned silence for several moments and back at the start-finish line we could see the proud owner shaking his head with lips moving with words which at that distance we were probably very fortunate not to hear.

Dennis Marwood shot off to Sydney after Calder to look after some of the agencies he has over there supplying him with speed equipment at Performance Developments Limited and Peter Sangster procured a clutch from Norm Beechey so by Tuesday, the 22nd, we were just about ready to leave for South Australia. Bob Jane loaned us a Bedford Transporter normally used for transporting new Holdens from their pre-delivery Department to the city and after modifications to take the wide wheels of the race cars and a few anxious moments in seeing if the two big cars would fit on the long forty foot trailer, Peter Hanna and I finally hit the road late in the afternoon.



Rod, Dennis, Graham and Peter made up the entourage in the Stationwagon and trailed us to Horsham, 187 miles from Melbourne where I successfully proved I was the champion Pool player of the team, before booking into a motel where I shared a room with a Melbourne truck driver, who, although was very impressed with the race cars, wasn't too impressed with my snoring!

We reached the South Australian border mid-morning next day and duly recorded this on film for posterity. Dennis demanded New Zealand lamb chops for counter lunch at Tintinara and the

local barman politely told him that although they were Australian, they didn't come from a bloody kangaroo, so we neatly side-stepped an international incident and let the drivers and mechanics go on in the Statesman where the long straight flat roads enable them to make better time than we could in the transporter and we finally arrived in Adelaide at 4.30 p.m.

The hotel bookings had been re-arranged and this was possibly the greatest thing that happened to us because we were booked into a motel on the western side of town, run by a former speedway driver, Garry Hoffman, who, with his wife, Jill, were terrific hosts.

Adelaide International Raceway is 1.5 miles long and their record for touring cars is held jointly by Bob Jane and Alan Moffatt at 59.1 so we were re-assured when Rod and Dennis went out and returned 62 and 63 as the caretaker's truck was creating a problem and Dennis pitted twice, once with the plug lead off, and then for a flat tyre. Both drivers were quite happy with the cars and it was decided to return to City State Motors in Adelaide for a final inspection before official practice day on Saturday.

There was a moment of drama on Friday night when Graham Williams was changing the oil in the Firebird and it was discovered that there were traces of white metal coming through the line so it was decided to remove the sump and inspect the bearings as we didn't want a re-occurrence of the Calder fiasco. By 10.30 the inspection was complete and Rod came to the conclusion that the white metal traces still showing were coming from the oil cooler which, although cleaned at Paul England's, probably still had some residue left over from the bearing nipped at Calder.

The Adelaide circuit is only 12 months old and the main straight consists of a 6/10ths of a mile drag strip some 60ft wide which then sweeps into a right hander, tightening up considerably to return opposite the main straight - a fast left then a right and left before approaching the very awkward opposite camber left hander taking competitors into the other half or a half mile oval speedway, giving the customers a magnificent view of the cars sweeping round the oval on full power to come back into the long wide straight.



Adelaide's eight event programme featured the Chesterfield 250 which was Round 1 of the Manufacturer's Championship for standard production cars featuring \$3,000 prizemoney and this was the Raceway's first long distance standard event. To give smaller cars an opportunity to figure in the results the competing cars were divided into four classes on a capacity multiplied by price basis. Class A was the 0 - 3000 CP units (the CP unit being the capacity in litres multiplied by the price in dollars), Class B was 3001 to 9000 CP, Class C 9001 - 18000 CP and Class D over 18000 CP.

Class A consisted mainly of Toyotas, Mazdas, Galants and Datsuns, Class B, Ford Escorts and Class C mainly Holden Toranas and 3 speed Valiants with the Ford Falcon GTHOs and 4 speed Valiants with speed options filling the Class D.

The Falcon GTHOs were the favourites on the day to be outright winners but the Holden Dealer Team featuring Colin Bond and Peter Brock annihilated the bigger capacity cars and were lapping the circuit only five or six seconds a lap slower than the touring and closed sports sedan class. The two Works Falcons driven by Alan Moffatt and Fred Gibson had problems on both practice and race day with tyres. Moffatt chewing up and blowing no less than seven tyres in the two days, finally, during the race, losing it in the biggest way and clouting the concrete wall, thus retiring himself from the event. The Holden Team was elated with their win and they look like they will be a real threat for the Australian Production Car series this year.

The final round of the Australia and New Zealand Challenge Cup came in Event 7 and, unfortunately, Paul Fahey's borrowed Camaro was housed in the transporter and only 19 competitors faced the starter. This time Jane made no mistake and went right out to the front from flag fall with Dennis and Rod right behind him and John Bassett in the Globe Escort looking for a way round the big cars. Five laps gone in this ten lap event and Bob Jane was still out in front with Rod Coppins in the Firebird tucked in behind and the Escort closing up dramatically on braking going into the sweeping loop into the straight. Dennis Marwood was right behind the bunch when he suffered a flat tyre in the sixth lap, his fifth for the series, and a disgusted Dennis coasted to a stop. In Lap 8 Bassett passed Jane, having squeezed past Rod on the slow reverse camber into the oval and the battle was on between the two Australians. Jane passed the Escort in the main straight but swinging wide for the reverse camber again, in the final lap, the Escort squeezed past and the South Australian crowd were pleased to see their local boy get the chequered flag in front of the Victorian. John Bassett received a great ovation recording the fastest lap of 61.7 with Bob Jane only managing a 62.2 second, and Rod Coppins with a 62 home in third. The total race time was 10 34.5, slower than the previous event but the customers went home satisfied that they had seen some top class racing on the day.

Adelaide International Raceway is situated on the Virginian Plains and as the after-race barbeques were lit and the victors and vanquished alike "re-ran" the meeting the Adelaide

FORMULA ONE

FOR THE

RALLY DRIVER

MINI CLUBMAN



998cc

1098cc

1275cc

Make your choice
at

SEABROOK FOWLDS (Papakura) LTD

Phone Auckland 597-750 • Papakura 88-204

MINI CLUBMAN SPECIALISTS

AN INTERNATIONAL WINNER

Dennis impressed by coming to grips with the circuit first in getting down to a 60.4 as did Bob Jane driving the Torana 4.3 V8 and Rod was happy with a 61.7 and Paul, in the unfamiliar Camaro did a very creditable 63.9 so on race day 12,000 fans saw 28 competitors on the grid for Heat 1 for the Third Round of the Australia and New Zealand Challenge Cup with both touring and sports closed sedans facing the starter. The local hero, Malcolm Ramsey, converted the 5AD City State Holden Kingswood to sports closed specifications and with 500 horses in the V8 installed and a new completely fibre glass moulded front, guards and bonnet, was starting from the rear of the grid, not having practised. Dennis and Rod got the best of the start with John Bassett in his Escort RS 1700 right in the boot of Bob Jane's Torana V8 as they disappeared into the distance down the long wide straight; Ramsey gunned the Kingswood and hurtled through the back markers while it clipped the back of one of the cars and spun completely round, ramming the concrete wall which completely surrounds the circuit at full power and finishing some twenty yards from the start-finish line, nearly in the middle of the track on the line we had come to know as the best exit power line from the radius curve.



Dennis and Rod were leading the pack as they came back into the oval section of the circuit and there was speculation that the race would be stopped as Ramsey's car appeared to be in a dangerous position with the marshals working overtime on the old yellow flags. Dennis, Rod, Bob Jane, Paul and John Bassett, nose to tail, hurtled through the turn, line astern taking another bite at the corner to narrow their line of exit and miss Ramsey's car. The remainder of the field, some fifty yards behind them, lead by Graham Bishop in Cyril Nancarrow's Morris Cooper 'S'.

Three laps later it was obvious that Paul was having trouble finding gear and although he had squeezed up past Jane things didn't look too promising for him. Dennis was holding on to a narrow lead from Rod while the Globe Escort, braking late to make up for his lack of horse power in a straight line, was keeping everybody honest. Jane made his move in the 7th lap and passed the ailing Paul to worry Rod through the radius turn into the big straight and by the time they had reached the other end of the circuit, Dennis looked into his mirror and thought it was Paul bearing down on him and so he didn't commit the Camaro to any greater pace but by the time they had swung through the oval and into the main straight, Dennis' Camaro had the Firebird and the Torana V8 for company as these three hurtled down line abreast into the last lap. The crowd were yelling and it was Jane that left the picks to the last moment at the end of the straight sweeping down the back negotiating the adverse camber into the oval leading narrowly from Dennis and Rod and headed all our for the chequered flag. So the Kiwi team notched up its first points in the championship with Bob Jane recording a 60.2 fastest lap for first place, Dennis, a 60.8 for second and Rod a 61.5 for third. The total elapsed time for the race was 10 28.2 for the 15 miles, an average speed of nearly 90 m.p.h.

populus could be seen making its way back to the city nose to tail till well after 8.45 p.m. Garry Hoffman and the boys from Aungers, (mag wheel manufacturers in South Australia), put on a wing ding at Highgate so it was a rather second hand Graham Williams and myself who climbed into the truck at 7.30 next morning for the trip back to Melbourne. Rod flew out of Adelaide to get back to Auckland to assist with the final preparations on his B. & H. cars and the Statesman and a very tired looking crew met us at Bordertown for lunch before disappearing into the distance at 90 mph along the long straight flat road to Victoria.

Just before Ballarat the lights decided to give out on the truck and after flattening the batteries of a way-side service station attendant's torches, Graham Williams found the offending tail light lead which caused the problem just as the skies opened up with the most spectacular thunderstorm I have ever seen. Sheet and fork lightening flashed over the Southern skies which did nothing for our already bloodshot eyes and we finally arrived in a downpour around 11.30 p.m.

It took a Stationwagon and a panel van to get all our gear to the airport on Wednesday, as the five of us arrived complete with nine race tyres and four mag wheels, which gave the Airways Booking Clerk a heart attack and a rather caustic suggestion that perhaps we should go home by bloody Jumbo. School children had commenced their August holidays so the aircraft was packed. Nevertheless, the flight was made more enjoyable when it was discovered that Noel Goodwin's sister was the hostess on the flight. By the time Auckland International Airport lights hove into view Dennis had discovered he had lost his shoes and there was a kid handing out toffees to the passengers, complete with Winfield racing helmet. The hostess was scurrying backwards and forwards with Develo racing stickers exhibited in the most prominent places and I think from now on we will have to travel by sea.

The Marlboro Cup for this tin top in the Tasman series had created quite a matter of interest in both countries and with the obvious decline in interest in open wheeler racing Jo Public, will, I think, pay good money to see this championship run again. Australian drivers are keen to come to New Zealand if it can be fitted to their calendar and although nothing was said, Peter Hanna had a fairly smug look on his face by the end of the series so no doubt that forward-thinking circuit will be the venue for further inter-Tasman clashes in the coming season. New Zealand saloon car drivers have a lot to learn in marketing themselves by comparison with the Australians and although this tour was not very successful as far as the challenge went Australian promoters are professionals looking for new ideas to swell their gate takings. New Zealand has the potential but not the marketing expertise and this is nobody else's fault but the drivers.

The Australian Motoring News received a reply from Alan Moffatt to their heading "KIWIS FLUNK IT", and all he said was "The Kiwis are short on international race experience but never never under-estimate their potential".

BRIAN HILL



Dennis Marwood Comments

Our recent trip to Victoria and South Australia although not very rewarding in race results was very rewarding in the new friends we made and various business firms I was able to visit.

On arrival at Melbourne's new Tullamaria Airport we were met by Bob Jane's Calder Raceway Manager, John Sawyer, who took Peter Sangster and I to the headquarters of the Jane Corporation, sat us down in the boardroom, opened the bar and showed us some movies of recent Calder race meetings. An interesting afternoon's entertainment - Bob strolled in from his adjoining office for a sandwich and beer.

Our cars, (Rod Coppins and mine) were housed half a mile down the road at Jane's large Holden Dealership Southern Motors (they average 400 new car sales a month). The second day we were there John Sawyer took Rod and I to G.M. headquarters to pick up a car each for personal transport. Rod had the latest Monaro SL and I had a Statesman de Ville, for three weeks.

The day after our cars were cleared and checked over we went out to Calder Raceway to check the scene. We managed 48.4 while Rod ran his new engine in with some slow laps. The lap record is Jane's at 46.5 so we had some work to do. None of us ventured out on Friday, not wanting to wear out our equipment. Official practice on Saturday Rod was still not happy with his handling having fitted some new Trans Am tyres, his best being 49.8. Paul was not happy with his oil pressure and did 49.5 and I did 47.8 for 5th position on the grid behind Harvey in a Torana 46.8, on pole; Hamilton in Jim Palmer's old Porsche now with 2.5 litre engine 47.1; Moffatt 47.5; Brian Thomson (Torana with 302 Chev engine) 47.6.

Jane practiced his Monaro in 48.0 then retired it with a blown gasket. Wheeled out, the Camaro on race day and ran from the rear of the grid. McKeown managed 48.0 also.

Race day - Rod went out for a few laps before racing started and unfortunately seized a couple of rod bearings so took the car back to town to see how bad things were - result, out for the day.

Our first race was 10 laps then a 20 lap final in the afternoon. With Rod out New Zealand's hopes rested on Paul and myself but unfortunately we both fell down badly, I fried my clutch on the line and Paul ran a lap and a half before demolishing his engine. We tried to adjust our clutch for the 20 lap race and it felt O.K. in the pits but alas it was still slipping.

Harvey won the first race and Jane the second after Harvey led most of the way. The Aussie press gave us a bad time and although I felt ashamed of our efforts McKeown and Moffatt did not finish either and we didn't see Jane's Monaro on race day so three New Zealand and three Aussie cars retired.

Adelaide was a bit better. We had Brian Hill with us and he is a native South Australian and as he used to drive a large "rig" from Alice Springs to Darwin many years ago, he got the job of being car "truckie". We had Jane's three car transporter used by Southern Motors for Rod's and my car (Paul sent his car home after Calder). Two very pleasant days were spent driving from Melbourne to Adelaide where we stayed at Motel Hoffmann and Gary and Jill Hoffmann were the perfect hosts - we now know most of the pubs and bars in Adelaide.

Our first look at Adelaide International Raceway was on the Thursday before race day. Rod just did some slow laps to run in his repaired crankshaft and rods, and I did ten laps to check gearing, etc. Our opposition here was Jane driving his Torana, plus two locals, Malcolm Ramsey in a rapid Holden Kingswood with Repco F5000 engine and John Bassett with a 1800 BDA Escort. To keep the New Zealand three car team intact Jane put Paul Fahey in his Camaro.

Official practice saw Jane and I on 60.4 equal fastest, Rod next 61.7, then Bassett 63.0 and Paul 63.9 (Lap record is held by Jane and Moffatt at 59.1). Ramsey turned up with a new glass front on his Kingswood but was unable to get a time due to bits of fibreglass falling off at speed. Race day Ramsey practiced early, managed 60.3, but started from the rear of the grid - literally. We had two ten lap races in the programme because the main race of the day was a 250 mile Manufacturers Championship Round One.

Our first race was full of excitement - I led into the first corner with Rod next and first time round the banking I noticed a yellow flag waved - Ramsey had apparently started well before the rest of us and was doing 200 mph by the time he reached row 2 on the grid. At this point he had nowhere to go as several slower cars were jostling for positions. The result was the Kingswood went into a spin and splatt into the concrete wall head on. There he stayed in a position at right angles to the track right where we end up off the banking at something like 90 mph. Fortunately nobody hit the wreck and Jane let me lead for 9 laps then did me on the line. Rod was third, Bassett fourth and Paul fifth, although he lost some gears halfway through the race. The Camaro was retired from the next race and so was the Kingswood. The second race was won by Bassett who out-manoeuvred Jane on the line. Rod was third again and I had a puncture.

The Series Production race was full of excitement with Moffatt on pole for FoMoCo in last year's Falcon at 64.3, Peter Brock, Holden Dealer Team Torana 64.4, Bond HTD Torana 64.8 and John Goss, Falcon, 65.1. The new Torana now has 7" wide Globe mags with the latest Dunlop slicks and they are very little slower than the Falcons even down the straight which is 150 mph in our car. Moffatt led for 7 laps then came in for



TYRES

DUNLOP

RETREADS

a new outside rear tyre, did another 7 laps came in again, thereafter slowed up because it was a hopeless chase. At about 60 laps he blew a front on the banking and left a large red blob on the wall where the Falcon made contact rather severely. Exit Moffatt and FoMoCo hopes. The Holden Dealer Team finished first and second with a private Torana third.

Ford were trying some new Goodyear slicks flown out specially but they were getting distortion under hard cornering and rubbing on the rear springs.

We left Australia rather sadly but it looks as though we will be able to renew acquaintances for Malcolm Ramsey is coming for Bay Park's October meeting with his fabulous Holden Kingswood and it is possible we may see Bob Jane with one of his three tourers over here later this year.

* * * * *

The B. & H. 500 was most interesting this year and I would like to congratulate Rod Coppins on his two wins. He deserved them as did Dunlop who produced the new Aquajet. A pity there are no 12" yet as we had to use old SP's on our Datsun 1200. The Fiats were a little disappointing although I did not really think they could do much about the Valiants; it is very hard for a little car to beat a big one.

* * * * *

As an indirect result of my firm's development of the 1200SSS Datsun I am happy to say we will be opening a new Datsun Dealership just down the road half a mile approximately opposite P & R Motors in about six to eight weeks time.

Nissan Motor Distributors have also announced that they have purchased 32 acres in Takanini and plan a \$3 Million complex of assembly, spares and administration.



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.

Bryan McMurtrie

Peter Wade

Luke Marinovich

James Middleton

Glenn Craig

Ewen McIntyre

John Watson

Reece Kiernander

Warren Hart

Trevor Mikkelsen

William Provo

Nicholas Brown

Robert Miller

Papakura

Papatoetoe

Mt Eden

New Lynn

Glen Innes

Papakura

Birkenhead

St Heliers

Westmere

Mt Wellington

Manurewa

Remuera

Parnell

Escort 1300 XL

Cortina

Morris Mini

Anglia

Escort T.C.

Valiant

Torana GTR

Fiat

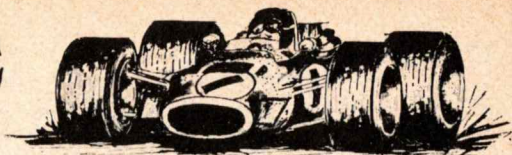
Zephyr

Austin Mini

Mazda Capella

Ford Capri 1600 GT

TRACKSIDE



* * * An official statement from Firestone's headquarters in Akron, Ohio, recently confirmed shock news circulating that the European Race Tyre Division would cease to exist on October 31. Formula 1 teams on a year-to-year contract - Ferrari, Lotus, BRM and Surtees - will have to look elsewhere for tyre equipment and at the moment it looks as though Goodyear will have an unwanted monopoly in GP racing. The news was totally unexpected, and the directors' decision immediately followed a formal application for a 1-million dollar budget for 1973. Practically half this amount is recovered, however, by the sale of 20,000 to 30,000 race tyres by the retail division: Firestone have a monopoly in the 2-litre category, for instance, and supply virtually all the tyres to overseas markets like South Africa. Firestone's manufacturing facility at Brentford, Middlesex, has been losing money steadily, and the official statement blames the "greatly escalating costs of racing".

Once the current stock of tyres has been sold Firestone will be out of European racing, unless customer reaction causes the management to have second thoughts. Fiat's managing director, Giovanni Agnelli, has personally made a strong protest to Akron, and it is known that Fiat has offered to employ Firestone's 60 racing division employees. Through its financial share in Citroen, Fiat has an interest in Michelin tyres, and would certainly encourage the French company to take a more direct interest in racing. Different types of Ferrari have been tested on Michelin radial racing tyres with promising results.

* * * Clay Regazzoni will lead the BRM team in 1973 and may even drive for the team at the November Brands Hatch Formula 1 race. The Swiss driver who found himself temporarily unemployed following Ferrari's cutback put pen to contract in Louis Stanley's presence at Monza. Official confirmation had yet to come from BRM.

It now seems certain that Beltoise will leave the team and return to Matra and Gethin's position with the Bourne based outfit would appear uncertain. BRM will probably only run two cars next season and most pundits are tipping Howden Ganley to stay with the team for the third year running.

A London morning newspaper reported Regazzoni's signing-on fee to be in excess of £50,000 while the contract is said to allow the Swiss to take part in any Formula 2 or sports car events he wishes.

* * * Latest member to join the GPDA Board is Chris Amon, the New Zealander filling the vacancy left by the death of Jo Bonnier. The Association's first Annual General Meeting is to be held during mid-March 1973 when re-elections will take place.

GET WITH **DUNLOP SP** RADIALS

TRACKSIDE CONTD/....

* * * Philip Morris (Europe) under their Marlboro banner will, in all probability, continue to sponsor the BRM Formula 1 team in 1973 according to the firm's marketing manager Pat Duffler. Duffler said they had learned a great deal this year and were generally very pleased with the results they have obtained from the publicity and promotions point of view. In fact Marlboro will be widening their scope considerably for 1973 will probably sponsor another Grand Prix team and are seriously considering backing a rally team, and also lending their name to several Grands Prix.

Duffler did not indicate which other Grand Prix team would be sponsored or even if the backing would be by Marlboro or another Philip Morris brand. However, he admitted to have recently been to Maranello and it would seem probable that the scarlet Ferrari of Ickx will be red and white next year. If Philip Morris decide to go into rally sponsorship they will almost certainly back the Lancia team.

Philip Morris do not subscribe to the John Player philosophy of re-naming either racing cars or Grands Prix, they feel this creates too much antagonism amongst race fans. They will, however, sponsor races next year but any such events would be called, for instance, the French Grand Prix sponsored by Marlboro.

Duffler says that the idea of running the five-car multi-national BRM Grand Prix team appealed to Marlboro tremendously but they now realise that, while this was fine in theory, it just does not work in practice. There will probably be only two Marlboro BRMs next season.

* * * With Ronnie Peterson having made the break with March Engineering it seems that the Bicester based company would very much like to re-acquire the services of their original number one driver, Chris Amon. March designer Robin Herd and Amon have always worked together well, since McLaren days, and it seems that Amon is very seriously considering the possibility of re-joining, although has yet to make a final decision.

It would seem probable that March could make use of the Chris Amon Engines premises for the rebuilding service they are offering for BMW engines. If Amon signed for March he would probably drive in all World Championship races and some selected Formula 2 events.

* * * Any thought that Ferrari's withdrawal from motor racing should be taken seriously have been dispelled. Enzo Ferrari announced recently that he has signed Carlos Pace for his Gp 5 Sportscar team next season, and resigned Brian Redman and Arturo Merzario.

It looks very much as though there will be a two-car effort in the World Championship for Makes, with Jacky Ickx paired with Brian Redman and Pace/Merzario in the second factory car.

* * * Design Formula, manufacturers of Elden Racing cars, have stated that so far this year they've delivered a total of 33 Formula Ford chassis. Fourteen were sold in the U.K., 15 in the U.S.A., two in Hong Kong and one apiece to Ireland and Holland.



EUROPEAN RALLY SCENE

From a field of over 300 cars, Jean-Pierre Nicolas and Jean Todt emerged outright winners of Germany's Olympia Rally which finished at the Olympia Park in Munich. They were driving one of the works 1795c.c. Alpine-Renaults.

The event was unique, since it was created as a one-off venture to be run in association with the Olympic Games. It was given a route much longer than most regular internationals, the 3500km from the yachting at Kiel to Munich passed through nearly seventy stages of various kinds.

Some stages were given target times, and the others were on a scratch basis. In some areas, the idea of a race through the forest did not appeal to local Burgermeisters so the idea of target times was suggested. Stages were mainly sealed and included both the Hockenheim and Nurburgring circuits, a hill-climb at Rossfeld and three oval speedway tracks.

The cost of running the event was enormous. Special stages had to be bought, officials paid and when the services of local police and firemen were required, it meant a number of beer barrels had to be deposited at pre-arranged places. All this, plus the administrative costs was offset by Germany's car making companies, excepting Porsche, co-operating handsomely by adopting major controls. In return, the organisers routed the rally so that these controls could be located outside the factories concerned. Component manufacturers also provided finance in return for links with stages.

Apart from navigational events, Germany is rally starved so that entries were in great demand. Works teams were rather sparse, with cars from BMW, Ford, Alpine-Renault and Polski-Fiat and the Swedish Dealers entered Opels. Among the private entries, BMWs and Opels were most popular.

The first morning of the rally was pretty dull, with only one three mile stage before a lunch stop at Wolfsburg. It wasn't long after that things started happening when Glemser crashed and rolled his RS 1800. On the next stage Mikkola dropped out when a half shaft slid out complete with the wheel. As the Ford effort came to nothing, they packed up and went home.

The Alpines took the lead with the BMWs close behind but the Opels were finding it difficult to keep up on the sealed stages without racing tyres. Aaltonen had to stop to change a distributor on the BMW 3.0CS after the shaft bearings packed up.

On the second day Nurburgring was completely fogbound and cars were started in groups of sixty, each group separated by five seconds from the next. There was a danger that faster cars would run into the back of the slower ones, but there were no serious misfortunes although Kullang managed to spin his Opel Ascona in the same place on each of the three laps.

The overnight halt at Russelsheim was obviously the home of Opel and there was ample service area and parc ferme in front of the company's main office block. Most people were doing routine servicing and there were no major overhauls. The Alpines were having their small sumpguards replaced by bigger ones in readiness for the loose roads ahead, and their shock absorbers replaced by more suitable ones. But they didn't change their diff ratios as the BMWs did for the Nurburgring. Ragnotti's Ascona had to have a warped brake disc changed for this had been causing violent vibrations and uneven braking.

The start the following morning was in order of classification but as results up to the halt weren't available, they were based on the order of nine stages before. On the first stage Warmbold's BMW 2002 came to grief when he slid off the road momentarily and a hidden log punched its way through the radiator. At the time, he had pulled ahead of the two Alpines.

Aaltonen was having overheating problems, but use of the heater motor kept the temperature at a safe level, even on the Hockenheim circuit. The circuit had been "adopted" by Mercedes Benz even though there was no official participation. Then there was a series of nine stages before the evening stop at the Sachs factory, during which Aaltonen eventually retired with a blown head gasket on the big BMW.

The leading Alpine of Darniche hit a stone while going sideways which toppled the car to land upside down in a ditch just wide enough for the car. Nicolas had new drive shafts fitted and Fall had a slipping clutch replaced in the BMW 2002, but then the diff pinion stripped and that was the end of his rally.

- 1st J.P. Nicolas/J. Todt (Alpine Renault)
- 2nd A. Kullang/D. Karlsson (Opel Ascona)
- 3rd J. Ragnotti/J.-P. Rouget (Opel Ascona)

CRAFTY CROMBIE'S CARTOLOGICAL CAPERS

John has plotted this month's trial, starting at the clubrooms at 1.00 p.m. on Saturday, 28th October - an easy run of approximately 75 miles taking $3\frac{1}{2}$ hours. A straight forward map reading section on the Auckland map which is N42 3rd Edition, 1st August 1966 is also included.

At the end an explanation of the catches will be given. This trial is on for young and old, experienced and inexperienced. Everyone thoroughly enjoyed Crombie's last trial even if no one clean sheeted so try and out-fox him this time.

BRING A SEALED CLOCK.

In the past this trial has been known as the Experts Cup Trial but this year it is not called that but we will award the winner the Experts Cup.



LEVIN MOTOR RACES

by Don Hadfield

Due to the problems in obtaining a Sunday permit the Levin Meeting was once again held on Saturday and the long trek for many from Auckland to Levin was undertaken on Friday with scrutineering at the usual venue, the Government Testing Station.

With many late entries and a good number of competitors not filling in their entry forms correctly, saw the officials with hours of work issuing passes, changing numbers and generally keeping everyone happy. One was much reminded of the old "all-comer" days where many of the O.S.C.A. cars were so low they had to be lifted over the pit approaches (O.S.C.A. standing for Open Saloon Car Association) there being some 47 actual participants on the day, their events being made up into two heats and one final.

Mini 7 also had its first outing at this meeting, this being a formula for 848 c.c. Minis with very strict and not many modifications allowed, and so sixteen cars took the Grid for Event 1 which was a fairly good sight considering the formula has only been mooted a very short time. From the outset Harvey and Wright provided most of the excitement with Wright leading for a while till Harvey took over to win. An equally interesting battle between Bedford and Wilks also reigned throughout the event, with Bedford just taking the honours for third, the rest of the field being basically left behind, and we hope that as the season progresses we will see closer more exciting racing in this "poor man's" class.

The second event was Heat 1 for the O.S.C.A. cars. From the outset Lin Neilson in the ex-Richards Escort Twin Cam won fairly comfortably, although pressed fairly hard, particularly in the later stages of the race, by Grant Aitken in a 1450 c.c. Mini Clubman GT who managed to hang on to the Escort mainly due to a spectacular accident when Malcolm Coffey in the ex-Nazer Escort walloped the safety fence at the exit of Castrol Curve entering the main straight, doing the car no good at all and ricocheting off the fence, finishing in the middle of the track and being collected by R.K. Robinson in an A40 Farina, these cars making a decent chicane reducing the traffic to Indian file for the duration of the race, and try as he might, Neilson would lose his advantage where he slowed for the yellow flag, and Aitken made the most of it, with Frank Ryan in a very quick Escort in a worthy third place.

Heat 2 for O.S.C.A. cars saw John Armstrong in the ex-Riley Mustang alongside of Bruce Jenner, ex-Coppins Camaro, dominating the front row. Other cars of interest were Paul Kirk in a V8 powered Vauxhall Viva, J. McCoomb in a Mustang propelled Cortina, Peter Kovis in a remarkably quick Torana GTR, with three Torana XUIs of Noel Goodwin, Bob Homewood and Dick Young, along with a variety of various other types of cars. At flag fall, Kirk in the Viva shot to the front, being chased by



TYRES

DUNLOP

RETREADS

Armstrong, McCoomb and Kovis. This was a heated old contest which lost some of its sting when Kirk fell back with the Viva with some mechanical bother, leaving Armstrong to win from McComb and Jenner with Goodwin a truly fantastic fourth in a standard production Holden Torana XUI.

The fourth event of the day was Round 1 of the 1972/73 Castrol GTX series which last year provided some of the finest racing we have witnessed. With a full field of 30 odd cars on the track for a 25 lap race, surely presented a problem for time keepers and lap scorers alike. The big guns of the event were the E49 Chargers of Coppins, Leonard, Anderson and Thompson in company with Francevic (XUI), Radonich (XUI), McCallum (XUI) and Goodwin and Young straight out of the previous race. The Group 2 cars consisted of Richards (Capri 3000), Woolf (Capri 3000), Mary Carney (Capri 3000), two Benson & Hedges Fiat Ts of McIntyre and Harrington, plus a variety of others and eight Group 3 cars consisting of a Hillman Avenger TC, Datsuns, Escorts and Fiats and one lonely Coopers S. A packed field took off, with Leonard disappearing into the distance in a remarkably stable Valiant Charger (which was later disqualified for having non-standard shock absorbers) Francevic (XUI), who duly became the winner driving a very steady consistent race from an equally steady Coppins; but the driver of the race must surely have been Noel Goodwin, who after a fantastic start went off the circuit at Cabbage Tree Corner to drop right down through the field, and while catching the field again had the windscreen broken by a flying stone. Punching out the screen with his right hand he slowly but surely overhauled the field and was having a torrid dice with Dick Young (XUI) who in turn had his windscreen broken and Goodwin went on to a meritorious 4th place, going up to third with the deletion of Leonard. Jim Richards led home the Group 2 cars but not without a struggle from Alan Woolf who had the cruel luck to have a plug lead come off and in his haste did not shut the bonnet properly and so had to stop again, putting himself nearly two laps in arrears, so Reg Cook (Escort RS 1600) being second and Dick Cook in a similar car being third. The Group 3 cars were led home by Paul Curin (Escort GT) with Digby Paape (Fiat 124) second and Murray McDonald (Hillman Avenger TC) third.

Event 5 was the Grand Final for the O.S.C.A. series and 15 laps is a long way for cars of this nature and we saw Lin Neilson win once again, followed by McCoomb in the V8 Cortina with the incredible Mini Clubman GT of Grant Aitken being third ahead of Jenner who had an eventful race in the Camaro with Ryan, Armstrong and Bartley in one of the old fast-back Anglias in 7th place.

Before the Feature Race of the day (the Shell "100"), the organisers ran a novel competition in which twenty lucky programme numbers were drawn and these people were given the opportunity to calculate the distance that a Toyota Corona 1750 saloon would cover in laps and yards around the Levin circuit on 1/2 gallon of Shell petrol, the prize being a brand spanking new Corona Saloon. The actual distance covered was 16 laps 986½ yards, the winner calculating 86½ yards short. This competition proved very popular and the organisers intend running a similar event at their forthcoming December promotion.

save money

Save money on all your automotive accessories, speed equipment and engine modification work by joining the Spear's Speed Shop Mail Order Club. Spear's Speed Shop, Spear Products and Laurie Spear Engine Reconditioners make this offer available to you. We offer you the largest range of accessories, speed equipment and engine services in N.Z. Join now! Membership is just \$2.00 per car owner, and upon joining you receive our comprehensive catalogue, a Spear's Speed Shop two-way transfer, a Laurie Spear two-way transfer, a silk screen printed badge, and your membership card. This membership card entitles you to a 10% saving on all accessories, speed equipment and engine modification work. You will also receive a newsletter offering club members a monthly special and keeping you informed of developments.



cut out and post with \$2.00 to:

SPEARS SPEED SHOP

89-91 New North Rd. Auckland, 3.

Name

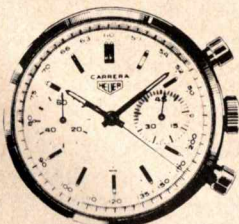
Address

exclusive to Spears!



cibie
heuer

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



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

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

ca662

Thirteen cars lined up on the Grid, and with prize money of some \$900 being spread over five places in each of the three classes, everybody had to take home some cash. The main interest in the race would be whether the Fiat 125Ts of Bailey, McIntyre, Carter and Radisich would be able to foot it with the Chrysler Chargers of Paul Hammond and the B. & H. winning combination of Coppins and Richards, their Charger now being owned and entered by the Levin promoter, Syd Jensen, who, as Todd Motors would not enter the car, bought it and contracted Coppins and Richards to drive - what with this and the "give-away" car, Syd Jensen is really doing his best to promote Levin.

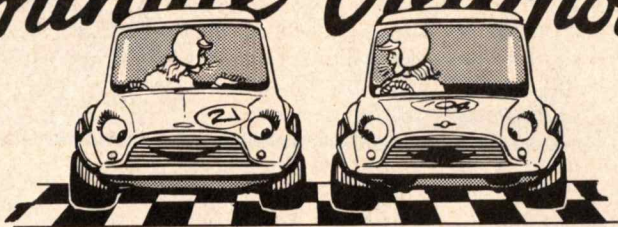
At flag fall Richards promptly stalled the Charger, mainly due to a very lean carburettor setting to assist fuel consumption, and while cold, stalls at throttle opening. Bailey grabbed the lead, followed by Carter and Hammond with Richards fourth, Radisich 5th and McDonald in the Avenger TC, 6th. On the 5th lap Richards took the lead which he and Coppins (who took over at the 50th lap) maintained for the complete race, coming home an easy winner. Tim Bailey continued in 2nd place with a "Colgate" smile till he pitted on the 8th lap with a faulty wheel and subsequent tyre troubles. So close together were the field at this stage that when he resumed he was last, going back up through the field to pit once again for tyres on the 36th lap when he was lying 6th. Also in trouble with a faulty wheel was Ron McPhail (Datsun 1600) who came in on the 21st lap, then soldiered on to come 12th, many laps in arrears but ahead of the Datsun 1200SSS of Wilson and Jones who spent a long time in the pits with mechanical problems. With Coppins taking over on the 50th lap, they replaced one tyre, added fuel, and as mentioned before, they were never headed. The rest of the field, with the exception of the O'Hagen Cortina GT made their various fuel, tyres or both, stops, the full field completing the race with no accidents and it was gratifying to see Glen McIntyre, only one lap in arrears, having shared equal fastest lap with the winner, and winning his class, coming home second overall, which must help to make up for his bad luck in the Benson & Hedges 500, when he broke a throttle cable at the start. Third was Paul Hammond (Charger) followed by the Fiats of Carter, Radisich and Bailey, the next man home being O'Hagen with Murray McDonald (Avenger TC) one lap behind him to win his class. All in all a most enjoyable event without the pressure of the B. & H.

As a bonus event for a flying-farewell, the O.S.C.A. boys came out again, and what looked like being a boomer of a race fizzled at the first corner when the Jenner Camaro blew its oil all over the Mustang of John Armstrong, with Armstrong later resuming, but too far behind to be a threat. Neilson won once again, but only after the Aitken Mini Clubman broke down when fairly comfortably in the lead, second home being Bartley in the fast-back Anglia, followed by Ryan in the Escort and Kavis in the Torana.

The weather for the meeting was inclement, with Levin experiencing its fourth wet occasion in about 14 years, but fortunately held fine for the majority of the day.

Looking forward with great expectations for the December meeting.

Feminine Viewpoint



For me the Golden Shell was very different from the two Heatway Rallies. This time I wasn't competing - but Roy was. What I didn't like was that it left me far too much time to worry about the dangerous antics that he was up to. It's no fun sitting waiting, waiting at the end of some notorious stretch of road in the early hours of a cold morning. There's far too much time to think about all the steep drops along the route, and about all the nasty things that can go wrong. When you're driving, you don't have a chance to worry, as there's far too much to do and it's all so exciting.

Finally the leading cars start to come through. This is the signal for the scene to spring to life. The marshals are busy, co-drivers are dashing to and fro, service crews leap into action, while drivers, with apparent nonchalance, explain away the odd crumpled guard. Then it is easy to get caught up in the spirit of adventure that prevails, and to suppress all one's fears, temporarily at least.

For this event I was part of a second service crew which was to join the Rally during the first division. After various crises (apparently inevitable in our household) we set off to keep our appointment for 2 a.m. in Raetihi. We arrived just in time and were soon on the look-out for our green-and-white striped Stahlville Mini. When it came in, the car was still looking great but two very pale, weary-eyed faces peered out of it. They had just completed an arduous 120 mile special stage and they still had two more stages to do, a further 110 miles! It was with great relief that I saw them arrive safely at the last control of that Division, preceded, however, by a much-modified Mazda, just to remind me of what can happen - and later did!

One of my jobs was to check results at Rally Headquarters in Palmerston North. This was no trouble as the results were so clearly and fully set out. They were accurate and kept right up-to-date. As the hard-luck stories and tales of unseen drama out there in the hills began to roll in, I found that Roy was seventh overall and second in his class, so my spirits were high for the start of Division Two.



After a long drive up to Taihape, back to Ashhurst and round to Napier, where we were waiting quietly for Roy, we found we were an object of curiosity for the local, rather tipsy, Hunt Club members. They had had to leave their Annual Ball early in order to be home before the road closure. Even warnings that Mike Marshall would soon be on their heels didn't cut short their questions. They thought they could easily keep ahead of him, as they had the advantage of knowing the road!



Well, it was here that we waited, and waited. At first I thought of punctures, then engine trouble, and before long much, much worse. Fortunately another competitor finally stopped to let us know that Roy was O.K., but stuck up on the Gentle Annie. And stuck he was, with one wheel over a bank, and unable to get it back onto the road. One-and-a-half hours is a long time to wait for tail-end Charley to come and pull you out. And the rest of the Rally doesn't wait for you! Roy was now 26th. However, he had a look in his eye which said he wasn't going to stay there. Disastrous!

The scene at Maunga Rd, near Dannevirke, was typical of a Rally. Knots of people bracing themselves against a biting wind in the greyness of the early morning. All heads craning in the same direction, to catch the first glimpse of the blaze of lights coming down to Control. News that a car had rolled. Roy? Surely not, he wasn't due yet. Another driver stopped: "It's the Stahlwille Mini!" My heart sank. It sounded like the end of the Rally for Roy. But before I could even start to get upset, there was a loud cheer as what had been a Mini appeared round the corner, apparently in search of a triangular windscreen!

The service crews really had something to get their teeth into now and they set to with gusto. A Mini again in twenty minutes! Then second fastest time in the next stage to boot. If I had thought Roy was going to be sobered down, I was very much mistaken!- In the third division it was we who were involved in more dramas than Roy and Graeme (Graeme Bell, his co-driver). They were going better and better and staying on the road, too.

Early in the evening we rescued one of the Hitachi crews from a narrow, winding road way up in the backblocks, when they got one wheel stuck in a ditch. There wasn't a moment to spare, and we all reached the end of the special stage just in time to hear Mike Marshall arriving. Then one of the wheels threatened to fall off the Utility, much to my alarm, but some of the boys applied a bit of Kiwi ingenuity, and that problem was solved.

Later on we pulled in to Waikanae for fuel, but unfortunately Don Henshaw was refuelling on the other side of the pump. He must have been in a tremendous hurry, because all of a sudden he raced off wrenching the hose, the pump, the whole thing with him, and nearly the attendant too! You can imagine that we didn't wait around to see how they quenched the geyser of petrol.

We were glad to reach the end of the Rally in one piece ourselves, and to see Roy and Graeme drive safely over the final ramp.

JUDY HANBURY

automart



AUSTIN COOPER 998 C.C. (106 B.N.S.W.) - Hydrolastic Suspension, Weber Carburettor, Bridgestone Tyres on steel rims. Ready to race or could convert to road car. Some spares.

PHONE JOHN MILLER - 498-896 or write 27 Tristram Avenue, Glenfield, Auckland. 5.

.....

RACING CAR TRAILER - Custom built Formula Ford, Vee Steel Trailer. 14' x 6' with 3' ali panelled sides. Professionally built (Brand New) with spare wheel. Painted white and ready to use. Below cost at \$425.00.

PHONE JOHN HATTON - 65-955 (Howick)

.....

TWIN 1 1/4" S.U. CARBS on Cooper 'S' Manifold complete with a/cleaners etc. \$60. Cooper 'S' Timing Gears and Chain (Duplex) - used for 10,000 miles - \$25. Front anti roll bar for Minor 1000 - \$5. Rear anti-tramp rods for Minor 1000 - \$5. 1 1/2" DIA Exhaust System with 2 Mufflers to fit Minor 1000. Very Sound. \$5.00.

PHONE JENS FOGELBERG - 582-057 (Res)

.....

LOTUS 31 FORMULA FORD - Rolling Chassis. Good condition with near new racing tyres. \$1,450 o.n.o. Low price for quick sale.

PHONE LLOYD SOLLEY - 872 Tahuna or write No. 3 R.D. Morrinsville

.....

ROLLBAR, Chrome, suit Formula Ford or Vee, etc. \$11. Seatbelt, English lap and diagonal, grey - \$8. Racing Engine - Ford Lotus 1500 c.c. Twin Cam, in excellent condition. Lotus Shaft, steel rods, Cosworth pistons, twin DOCE 45 Webers, clutch, flywheel, distributor, etc. Racing Tyres - 600/1200 x 13 matched pair, in perfect condition. Cost \$138 - Offers. Racing Overalls, English imported Jay Racewear, French Racing Blue, with white stripe and Dunlop emblems. New \$18. Tall Size One piece. PHONE 588-274 (Evenings)

.....

COOPER NORTON WANTED, with or without motor.

Phone Barrie Suckling 872-085 (Bus)

.....

MINI PARTS FOR SALE - 998 Block Racing Conditioned. Limited slip diff. zf type direct, etc.

PHONE ROY HANBURY - 449R Titirangi

.....

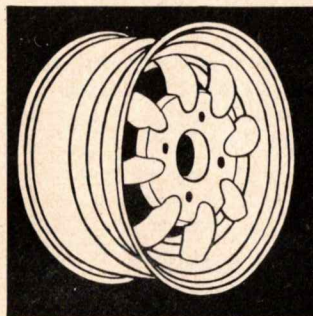


TYRES **DUNLOP** RETREADS

Trials Trophy Points

B. BLACKLOCK	112
J. CROMBIE	86
M. McNEIL	63
H. GILES	46
W. MARTIN	44
A. LYLIAN	41
D. McRAE	36
J. KILLMARTIN	34
R. WYLIE	30
P. LEVET	29
C. SHANKS	24
S. PEARCE	23
B. NICHOLL	20
P. BURTON	14
I. STEPHENSON	14
L. PAINTER	12
G. VAN ROMPAEY	12
J. WENTWORTH	11
P. CHAPMAN	9

H. ROBERTS	9
G. YOUNG	9
J. BUSCH	8
H. RUSSELL	8
J. SAMSON	7
M. BERCICH	6
P. ROBINSON	6
P. ASHWORTH	6
S. MATHIESON	6
J. JONES	6
S. HOLMES	5
G. CRAWFORD	4
D. GULLAND	4
R. SKEEN	3
R. STODART	3
A. JACK	2
G. HOWARD	2
W. PARKIN	2
P. JUKES	1



SPEED EQUIPMENT

MORSPEED

Alloy Wheels

10"x 4½ & 5½ Widths

CHEQUERED FLAG

28a Massey Road,
Manurewa, Ph. 63-673

Alloy Finned Brakes For

Mini, Hillman Imp, Cortina,
Anglia, Viva, Sprite

Alloy Finned Oil Filter Housings
For added cooling

Get **GIRLING** *Rally Ride*

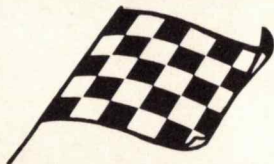
LUCAS



Constant
performance
shock
absorbers

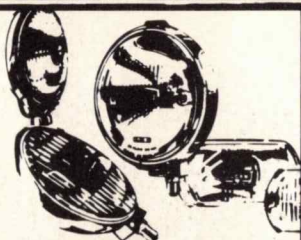
FIT **CD**
LUCAS

STROMBERG CARBURETTORS



we have the lamps
you're looking
for

LUCAS



psst! heard about
the one-piece
contact set...

LUCAS

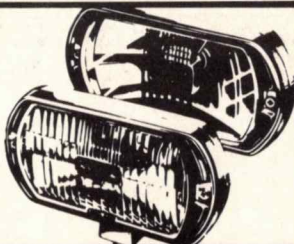


...**Quikafit**



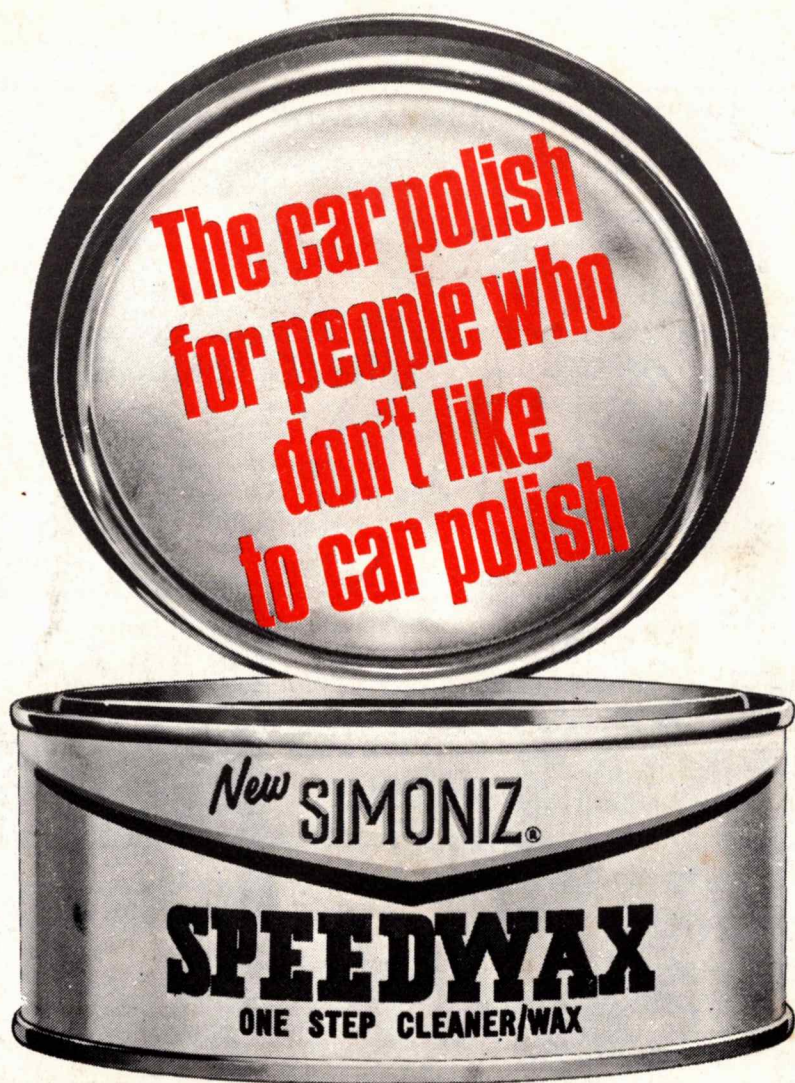
add safety and style
to your car

LUCAS



JOSEPH LUCAS (N.Z.) LTD.

BROADWAY, NEWMARKET & AUBURN ST., TAKAPUNA
Branches and Service Agents throughout New Zealand



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

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

Simoniz Speedwax-a shining example of car protection.