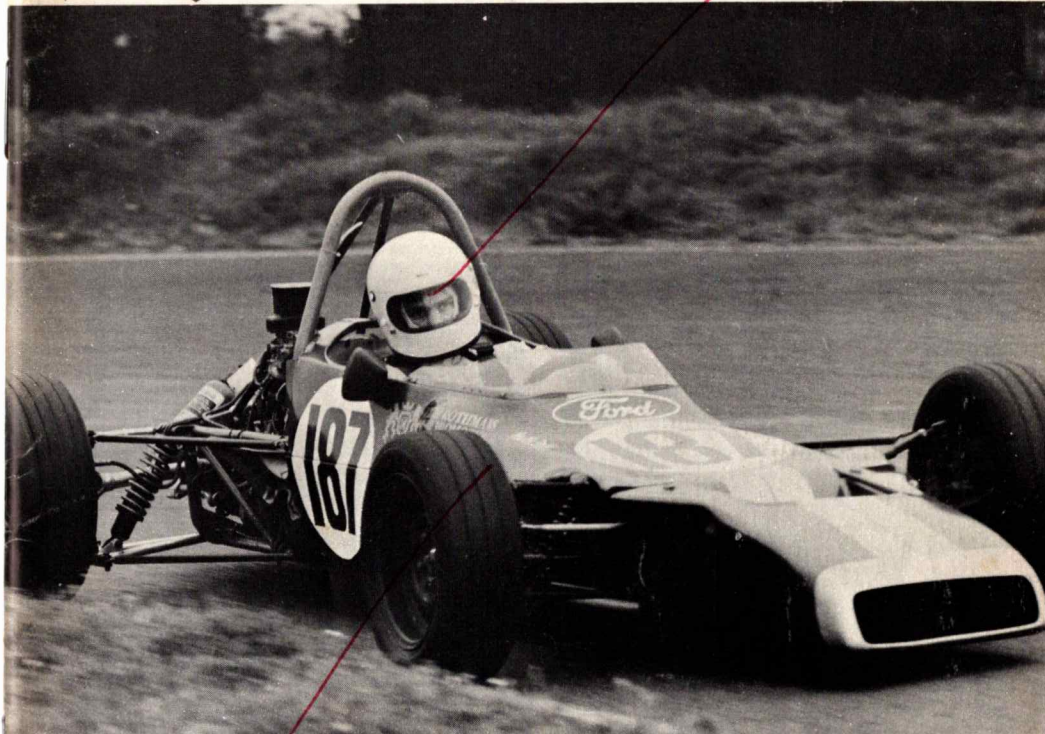




# BULLETIN

November 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)



DEPENDABLE  
**CHAMPION**  
SPARK PLUGS



*The World's Fastest Spark Plugs*



— BULLETIN —

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

## CLUB OFFICERS

### President:

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

### Vice-Presidents:

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

### Secretary and Treasurer:

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

### Executive:

B. J. Hamilton, E. G. Mallard,  
T. Molloy, I. L. Ivers, J. H. Crombie,  
P. B. Fahey, P. Levet,  
C. R. Stodart, P. A. Meggison,  
I. A. Stapley.

### Club Captain:

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

### Deputy Club Captain:

P. Levet, phone 654-105,  
662 Mt Albert Road, Royal Oak.

### Chairmen of Sub-Committees:

Club House: C. R. Stodart, 546-361.

Trials: P. A. Meggison, 481-233.

Racing: L. F. Rankin,  
Phone 84-164 Papakura.

Speed: R. E. Brown, 678-739.

Building: M. H. Lawson,  
HCK 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.

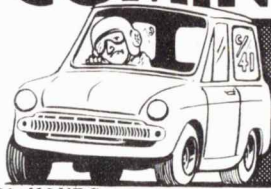


LES McLAREN AND MARILYN WEBBER ENJOY A JOKE WHILE LOOKING THROUGH LES'S PHOTOGRAPH ALBUM AT THE RECENT COCKTAIL EVENING.

## COVER PHOTO

DRIVER OF THE DAY AT ROTHMANS NATIONAL MOTOR RACE MEETING 8TH OCTOBER 1972 - NEVILLE BAILEY (PALLISER WDF3)

# 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.

### 6TH NOVEMBER - MONDAY - HOUSIE EVENING

To be held in the Members' Lounge of the Clubrooms commencing at 8.00 p.m. Refreshments, etc. will be available at the usual rates.

### 16TH NOVEMBER - THURSDAY - CLUB NIGHT & FILM EVENING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films, supper, discussions, etc. New car on display. New members please introduce yourself to a Committee Member - See Page 1 of your Bulletin.

### 18TH NOVEMBER - SATURDAY - 40TH ANNIVERSARY GOLD STAR HILLCLIMB

Chamberlain Road, Bombay. Full details under 'Open and Invitation' events.

### 25TH NOVEMBER - SATURDAY - SATURDAY NIGHT TRIAL

Starts at Otara Shopping Centre at 6.00 p.m. and finishes at the Clubrooms approximately 3 hours later. A reasonably simple route running south of Auckland with entries on the day. No maps required but bring a sealed clock and it would be advisable to bring a spotlight or powerful torch. Entry Fee - \$1.00.

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

GYMKHANA - This annual event will be held at Western Springs Stadium Reserve (Grass). Entries on the day till 11.00 a.m. Competition begins at 11.30 a.m. As this is an invitation event a restricted competition licence, at least, will be necessary. This year we are determined that Hamilton will be going home with the Loser's Trophy and that the Winner's Medallion will be regained to its rightful place (Auckland). To do this we need you as a competitor to back up our top gymkhana exponents. Social gathering will follow at our Clubrooms. Points awarded towards the Sandringham Tyre Service Gymkhana Shield.



10TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING - PUKEKOHE

.75M circuit. Races for all classes including Formula Ford, Formula Vee, Sports Cars, Saloons, Standard Production Saloons etc. Entries close Friday, December 1st with the Race Secretary, Miss C.E. Dewar, 273 Kapa Road, Auckland 5. (Phone 588-274 Home : 379-341 Bus). Entry Fee \$1. Late entries may only be accepted to fill races (Late fee \$2.00). Scrutineering on the day 9.30 a.m. to 11.00 a.m. Practice commences 12 noon. Racing 1.00 p.m. Competitors - check safety helmet, fire extinguisher, overalls, safety harness, etc. requirements as in your current M.A.N.Z. Year Book. Competition License, Medical Certificate, Membership Card will also have to be produced at Scrutineering. Refreshments etc. will be available at the circuit. A Christmas Barbeque will be held after the meeting concludes. We will provide some cooking facilities and will have 10 octane available so remember to take your steaks and snarlers, etc.

16TH DECEMBER - SATURDAY - CHRISTMAS SOCIAL & DANCE - Further information next Bulletin.

17TH DECEMBER - SUNDAY AFTERNOON - CHILDREN'S CHRISTMAS PARTY



**OPEN &  
INVITATION**

11TH NOVEMBER - SATURDAY - GOLD STAR CHAMPIONSHIP HILLCLIMB  
Admiral Road, Gladstone. Entries close 4th November.  
Promoted by Wairarapa Car Club, P.O. Box 19, Masterton.

12TH NOVEMBER - SUNDAY - NORTHERN SPORTS CAR CLUB DUNLOP  
NATIONAL MOTOR RACES - Pukekohe - 1.75M Circuit.  
New Zealand Gold Star, Formula Ford, G.T.X. Enquiries  
to Jim Sager, Phone 84-430.

18TH NOVEMBER - SATURDAY - AUCKLAND CAR CLUB 40TH ANNIVERSARY  
GOLD STAR HILLCLIMB - Chamberlain Road, Bombay.  
Supplementary Regulations now available from the Club-  
rooms or the Secretary of the Meeting, Miss C.E. Dewar,  
Phone 588-274 (Home) or 379-341 (Bus). Entries close  
Friday, 10th November. Note : A National Competition  
or higher grade licence will be required. Trophies for  
F.T.D. and class winners.

19TH NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB - Pukekohe Car  
Club. Enquiries to P.O. Box 174, Pukekohe or Phone  
839 Pukekohe.

19TH NOVEMBER - SUNDAY - NATIONAL RACE MEETING - RUAPUNA  
N.Z. Gold Star event. Promoted by the Canterbury Car  
Club whose box number for enquiries is 25050, Christchurch.

25TH NOVEMBER - SATURDAY - DUCKHAMS INVITATION SERIES HILLCLIMB

Anderson Farm, Paremoremo, organised by the Auckland University Car Club.

2ND DECEMBER - SATURDAY - NATIONAL RACE MEETING - Levin

Motor Racing Circuit. Formula Ford, G.T.X.

3RD DECEMBER - SUNDAY - AUCKLAND AREA INTERCLUB GYMKHANA

Organised by the M.G. Car Club. For further details contact the M.G. Car Club.

17TH DECEMBER - SUNDAY - INVITATION HILLCLIMB - PAREMOREMO

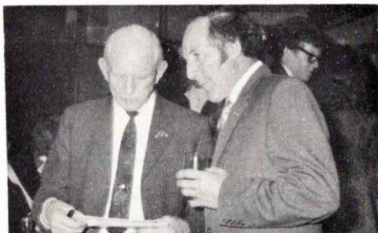
Organised by the University Car Club.

30TH DECEMBER - SATURDAY - NATIONAL RACE MEETING - BAY PARK

Events for N.Z. Gold Star, Formula Ford, G.T.X.

6TH JANUARY - SATURDAY - AIR NEW ZEALAND INTERNATIONAL GRAND

PRIX - PUKEKOHE - Practice days 4th and 5th January.



# *40th Anniversary*

## Cocktail Party

### Saturday, 7th October,

Another event to mark the Auckland Car Club's 40th Anniversary was a Cocktail Party held on Saturday evening, 7th October, which was practice day for the 40th Anniversary Rothmans Race Meeting to be held on the Sunday.

The Members' Lounge was filled to capacity with many drivers, crews and officials. It was very pleasing to see many of the older members and past Presidents there as well as our Rothmans sponsors. Mr Peter Scott and Mr Neville Yanko were there from this Company.

Graham Spear, our very competent Cocktail barman mixed a 40th Anniversary Cocktail which proved to be extremely popular. Other cocktails on the list were Hi-Capacity - a very smooth mixture which certainly did justice to its name; President's Poison, which despite its name proved to be one of the most popular cocktails of the evening; Tossed Rod - much to the amusement of Rod Coppins; Ginkhana; Chamberlain Charger; Production Punch and many others.

Hors d'oeuvres and many other delightful cocktail snacks were prepared and served by our Ladies Committee who are most proficient in the catering line.

This was a chance for a real get together before race day and many of the older members (and some younger ones) were seen pouring over Les McLaren's photograph album which he has so kindly lent us for compiling our 40th Anniversary issue of the Bulletin.

The actual cocktail party concluded about 9.30 p.m. but most people stayed on to enjoy the usual Saturday night activities. Judging by the number of dark glasses around on race day the President's Poison must have been quite potent.

# HILLCLIMB

Chamberlain Road —

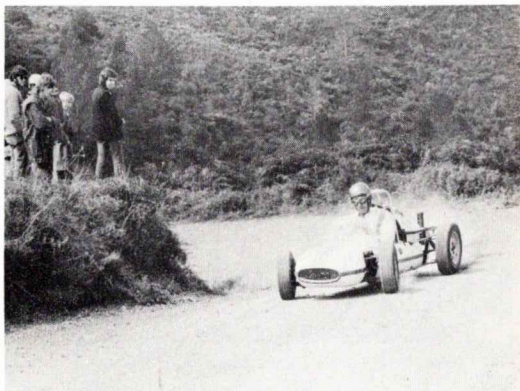
September 24, 1972.

The Club's hillclimb opener of the season held on September 24th last was a day of mixed fortunes, many incidents and some spectacular demonstrations of skillful driving.

Pre-practice troubles were encountered by Steve Hamilton whose Mini 850 had decided to drop some valve retainers and John Crombie (Mini Cooper 'S') with a broken fan belt necessitating the removal of the radiator etc. It was good to see fellow competitors pitching in, helping to get these cars ready to run. But alas, John's troubles were not over. He arrived at the start for a late practice run only to find his car's exhaust pipe had worked loose. Whilst in the process of refitting it, the Mini slipped off the jack and John was left supporting it on his chest. Fortunately he suffered no apparent damage but on the advice of the St Johns' Officer in attendance he was out for the day.

Clearly fastest in the practice session was Peter Levet at the wheel of the well known Heatway winning Mini Clubman 1275 GT. Driving in true Andrew Cowan style, Peter later went on to win his class. Peter Hough in a Triumph Herald coupe and Wayne Johnston (Simca) also performed well in practice notwithstanding the fact that there was a lot of loose metal on the road.

During the official runs it was clear that the competitors were determined to lower their times on each consecutive run and much to the delight of the spectators many had difficulty negotiating the last bend before the finishing line. Among these was the Ford V6 Beach Buggy driver Rod Millen who after two 'fouled' attempts finally mastered the terrific power-to-weight ratio of his car and was no doubt happy to go home with the distinction of having recorded fastest time of the day. Doug Bremner made a rare excursion early in the competition damaging the suspension of his VW Corvair. Although he appeared again, after some hurried repairs, and recorded a very quick class winning time all was apparently not well and Doug scratched from the meeting. It was interesting to note that of the 42 cars entered, no less than 18 cars were Ford derivatives and of this number 10 were Escorts of varying engine capacities. The fastest of this group was regular competitor Ted Thompson who gained a second place in the 1001-1300 c.c. class with his 1300GT Escort. Rex Rattenbury with Heatway and Golden Shell Rally experience behind him and also in an Escort was the victor of Class C (1301 - 1600 c.c.), although less than .5 seconds separated him from the next two place getters, Vern







Smith and Richard Buisson. In what was his first hillclimb competition, 15 year old Stephen Emson drove a Fiat 125T very smoothly gaining a class placing in the process behind Graham Crawford in yet another Escort.

The big capacity saloon drivers were in top form and although they were no match for that deceptively potent little V.W., there was

scarcely little more than a second separating the next four. Long time V8 exponent, Glen Jones, overdrove it on one run and managed to roll his Valiant onto its side, however, no damage was sustained. Keith Hargreaves driving a Ford Zephyr V8 twice came to an embarrassing halt on the hill with what appeared to be fuel starvation but he was able to overcome the problem to give an impressive showing on his last run.

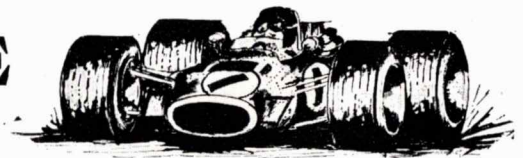
Quickest of the 'Noddy' cars turned out to be Murray Firth and with a good time of 36.844 seconds he was comfortably ahead of Doug Cross in the M.E.R. Special.

As usual thanks are due to the band of willing helpers on the day and to the Mrs Knight crew whose catering expertise continues to fill many a rumbling 'tum'.

This month looks to be a busy one for those chasing Gold Star Hillclimb points. The opening round at Wairarapa Car Club's Admiral Road course will be held on November 11th. The Auckland Car Club's 40th Anniversary Gold Star meeting is set down for Saturday the 18th, and Pukekohe will now run on Sunday the 19th. Good luck to all competitors on the Championship series.

RON BROWN

## TRACKSIDE



... Rumour from the United States GP suggests that Motul-Rondel Racing will in fact run a two-car Formula 1 team during 1973 with Tim Schenken and Jean-Pierre Beltoise doing the driving. Schenken has been a regular member of the Rondel Formula 2 team since its inception at the start of 1971 and the Frenchman, currently BRM team leader, has handled the BT38s in several F2 events this season.

Speculation that J-PB will join this team new to Formula 1 adds strength to the story that Matra-Simca's efforts in Grand Prix racing will stop. News from other sources states that Clay Regazzoni's team mates at BRM look likely to be chosen from Peter Gethin, Howden Ganley and Brian Redman, while there's a good chance that the Bourne number one will be seen at the wheel of an Alfa Romeo sports car next year as well.

Contd. on Page 32



ROD MILLEN



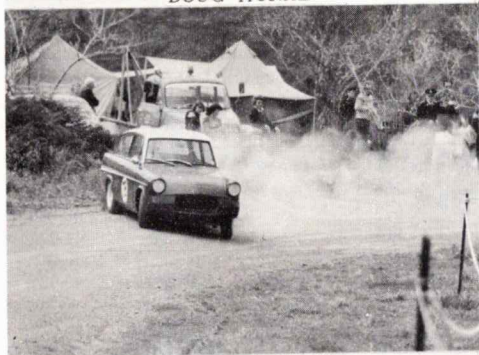
WAYNE PAINTER



DOUG McRAE



PETER HOUGH



CHRIS COOPER



DOUG CROSS



ROGER LISTER



TREVOR BARLOW



# HILLCLIMB

## RESULTS

Chamberlain Road — September 24, 1972.

No.	Driver	Car	c.c.	Practice	Run 1	Run 2	Run 3	Run 4	Pl.
A 18	Ray Willis	Morris Minor	965	51.446	48.958	49.724	47.780	—	3
A 21	Glynn Muir	Mini	998	47.385	44.970	43.044	42.251	41.944	1
A 33	Keith Latrobe	Cooper	998	48.415	47.293	45.338	46.655	—	2
A 44	Steve Hamilton	Austin Mini	848	54.375	54.118	52.781	52.637	51.786	4
B 3	Denis Tringham	Escort	1298	49.073	46.154	45.456	43.967	43.523	
B 19	Wayne Johnston	Simca GL	1118	43.732	46.186	44.023	42.833	42.265	5
B 22	Allan Brook	Escort	1298	49.131	45.441	45.174	44.086	44.221	
B 26	Ted Thompson	Escort	1298	45.135	42.725	40.394	39.648	39.802	2
B 31	Bruce Blacklock	Morris	1275	46.675	44.784	43.445	43.021	41.969	4
B 34	John Crombie	Cooper S	1293	—	—	—	—	—	
B 42	Peter Hough	Triumph	1200	43.334	43.793	40.739	43.029	40.064	3
B 70	Wayne Parkin	Escort	1298	48.091	46.562	45.650	43.576	43.500	
B 77	Peter Level	Clubman GT	1293	41.643	40.488	39.732	39.784	38.946	1
C 1	Rex Rattenbury	Escort	1600	44.982	43.440	42.581	41.754	40.255	1
C 2	Jim Biddick	Escort	1598	46.078	43.770	42.740	43.445	41.711	
C 4	Doug McRae	Escort	1598	44.547	43.257	43.388	42.115	41.267	5
C 8	Robert Couper	Anglia	1498	46.814	45.272	47.012	43.320	42.571	
C 15	Richard Buisson	Anglia	1500	46.202	43.903	—	—	40.696	3
C 16	Ian Waterhouse	Cortina	1500	47.611	46.813	45.244	46.614	44.754	
C 23	Raymond Doherty	Escort	1598	45.259	43.283	42.891	42.419	41.920	
C 25	Trevor Barlow	Humber	1598	46.329	46.320	43.797	42.114	41.252	4
C 27	Veen Smith	Lotus	1558	46.209	42.747	41.607	41.491	40.316	2
C 29	Gordon Mackay	Escort GT	1600	49.065	46.191	47.496	44.234	—	
C 78	Chris Cooper	Anglia	1475	49.867	61.338	43.246	44.806	43.536	
D 6	Steve Emson	Fiat 125T	1608	50.683	46.428	45.592	44.169	42.918	2
D 7	Robert Wymer	Triumph	1998	48.654	46.642	45.585	44.581	43.957	4
D 28	Trevor Benson	Viva	2498	46.916	46.255	45.369	44.140	43.136	3
D 30	Graham Crawford	Escort	1603	—	42.204	40.843	40.469	40.356	1
E 9	Peter Wong	Monaro GTS	3078	47.899	44.991	44.849	46.362	43.247	
E 10	Robin Irving	Cresta	3294	47.856	46.356	74.357	44.981	44.880	
E 12	Keith Hargraves	Zephyr	5400	46.202	43.903	—	—	40.969	3
E 14	Glenn Jones	Valiant	6600	100.774	41.114	—	41.677	41.071	4
E 20	Warren Minett	Zephyr	2553	—	—	—	—	—	
E 32	Rod McCallum	XU1	3048	45.123	44.442	42.826	41.282	40.631	2
E 35	Doug Bremner	VW	2700	No Time	57.557	36.619	—	—	1
E 43	Peter Ward	Valiant	3700	52.473	51.009	48.877	46.852	48.025	
E132	Roger Lister	Chev	5400	74.450	42.394	42.234	42.176	41.803	5
G 11	Rod Millen	Buggy	2994	106.137	48.826	38.635	36.667	36.378*	1
G 17	Wayne Painter	Alpine	1592	46.882	42.330	45.596	43.257	47.224	2
H 5	Jamie Kirker	G. F. Imp	848	No Time	45.260	42.876	42.667	41.781	3
H 24	Murray Firth	Norton Sp.	600	No Time	40.910	38.617	37.714	36.844	1
H 61	Clive Cairn	B.S.A.	650	No Time	44.179	43.917	44.794	—	4
H210	Doug Cross	M.E.R.	1275	49.583	42.317	45.408	40.009	40.658	2

\* F.T.D.



GET WITH **DUNLOP**



# The light fantastic



## FLAME THROWERS

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

They have a lens diameter of 170mm



## CARELLO



## 7 inch Headlamp Replacement Unit (170mm)

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



BUY

## CARELLO

*Seeing  
is believing*



# B-G P45 <sup>12V</sup>

## TUNGSTEN-HALOGEN HEADLAMP BULB

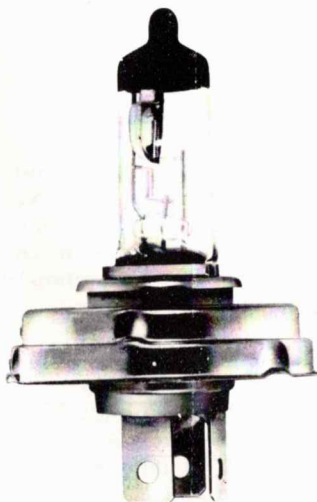
This is the first direct replacement twin filament, dipping, Tungsten-Halogen headlamp bulb for cars using the Duplo-D design lamp flange.

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

# SHOUTS & murmurs



. . . Did you notice the special cover on the programme for our Rothmans National Motor Race Meeting at Pukekohe on 8th October? To mark our 40th Anniversary race meeting Rothmans generously featured the Auckland Car Club badge together with a decorative 40th Anniversary meeting emblem.

At the Meeting a silver plaque was presented to this Club by Mr Peter Scott of Rothmans to commemorate the Club's 40th Anniversary and the long association between this Company and the Club. This magnificent plaque is now proudly displayed on the feature wall in the Members' Lounge at the Clubrooms.

. . . Members are reminded that they must sign in all visiting friends when entering the Members' Lounge. Non-member visitors are permitted in the Lounge only at the invitation of a Member and after having been signed in by that Member. A Visitors' Book is kept in the Lounge for this purpose. Members are responsible for their guests. A reasonable standard of dress is required. Definitely no denim jeans, jandals, etc.

. . . Garry Pedersen escaped amazingly without injury after a spectacular crash during practice for our Rothmans meeting at Pukekohe last month. The car, a McLaren M10 Chev., was totalled. Bad luck Garry but we know that you and your splendid team will be back on the racing scene as soon as possible.

. . . 40th Anniversary 10 oz. beer tankards are available at the Clubrooms. They are in glass and have the Club badge and 40th Anniversary motif set into them. They are priced at \$1.00 each or \$5.00 for  $\frac{1}{2}$  dozen.

Another 40th Anniversary memento nearing completion is a Club ashtray. These are of a most unusual design and should prove popular. They will be available from the Clubrooms.

. . . Congratulations go to Graeme Morley and Andrea Lylian who were married on the 20th October.

. . . The Auckland Car Club was invited to attend the Civic welcome from the people of Auckland to His Excellency Sir Denis Blundell and Her Excellency Lady Blundell at the Auckland Town Hall on Tuesday, 10th October 1972. Barry and Marilyn Webber represented the Club at this function. The Auckland Car Club extends their congratulations to the Mayor and Councillors of the City of Auckland for the cordial reception which was accorded to our new Governor General, Sir Denis Blundell.

. . . The December issue of this Club's Bulletin should prove to be a memento for all Club members. It will include articles

by past Club Presidents, officials and founders of the Club. Perhaps the most expensive car club magazine ever produced it will incorporate a colour cover photograph which we believe will be the first of any car club in New Zealand.

. . . Congratulations go to Tony and Margaret Knezovich on the birth of their second son.

. . . The Fashion Parade run by the Ladies Committee was a great success and we hear murmurs of another one being staged towards the end of March incorporating the new winter fashions and ball gowns.

The make-up specialists for the fashion parade were Mrs Rita Weller (Phone 676-279) and Bebs Ockhuysen (Phone 677-046) from Mill Valley who are available for make-ups during the weekend.

. . . Club Member Mike Marshall has been accepted for the R.A.C. Rally which begins on 2nd December. His co-driver will be Arthur McWatt who accompanied him on the 1972 Heatway Rally and Golden Shell Rally. Mike will be sponsored by the New Zealand Wool Board and will be driving a Ford Escort RS 1600 fitted with an 1800 BDA engine. We understand Mike's first rally will be the Dukeries Rally which is run on the 2nd November.



RACING COOPER 'S' 999 C.C. Has only done two meetings on a rebuilt motor, steel flywheel and super sprint cam. Straight cut, close ratio gearbox and limited slip diff (4.35 to 1 ratio). Perspex windows and externally mounted circuit breaker switch. C.R. 81 Tyres on Mag. wheels and C.R. 65 tyres on 4½" steel wheels. A Log Book is all that is needed to run this car in the Bank of Wales Championship. This car is in immaculate condition and is a genuine 'S'. All the road trim and spares go with the car. Priced to sell or would trade.

PHONE 601-325

\* \* \* \* \*

ALTERNATOR 60 amp with transistorised regulator and relay \$100

RACING TYRES & TUBES 4.75 x 10.30 x 15 - \$40

WHEELS - Four 5½" x 12" with near new SP radials. Suit Escort \$90. CAM SHAFT - Wade 121 - Suit P.A. Vauxhall \$20.

PHONE 596-863 (Bus) or 579-233 (Home)

\* \* \* \* \*

TRADESMAN'S TRAILER, weathershield suitable for Fiat 850 Fast-back, workshop manuals for MK 2 Cortina, Humber 80 Series 3A, Specification and Features for Fiat 850, 1 pair Fiat 850 wheels with grooved Dunlop SP radials, Owners Manual for Hillman Hunter. PHONE SYD WARD - 499-449 (Evenings)

\* \* \* \* \*





# *40th Anniversary*

## **ROTHMANS MOTOR RACES**

### **PUKEKOHE October 9, 1972**

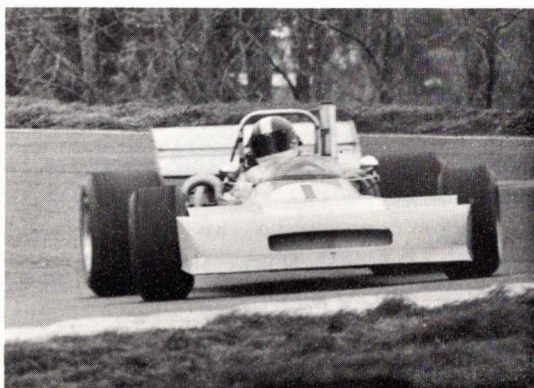
For the first round of the 1972/73 season the Auckland Car Club were in the usual unenviable position

of trying to produce large fields to give the public value for money. The Supplementary Regulations were a little unusual in that they more or less excluded the big fast saloons, i.e. Mustangs, Camaros, BDA Escorts, but as there are only a few of these, and if they turned up at all seeing there was no championship round for them they would possibly disappear in the distance, making no race at all, so the Promoters in their wisdom took a gamble and fortunately it paid off.

With about 140 entries (one of the largest for some time) scrutineering got under way a little early and was basically incident free with the much needed exception of Gary Pedersen's M10B who unfortunately missed the first practice for Gold Star Single Seater cars which consisted of the aforementioned Pedersen, Dexter Dunlop in the ex-Tasman/L & M American Championship winning McRae GM1 of Graham McRae, Alan McCully in the ex-Oxton Gold Star winning Begg FM4 and Neil Doyle in the old Begg FM2. Unfortunately the Lawrence Brabham BT30 which was to be driven by Ken Smith did not arrive back from overseas in time and the only large sports car entered for the series, the McLaren Begg of Digby Taylor did not arrive.

Pedersen arrived with the immaculate McLaren fitted with a new shovel type nose and trundled around quietly for a couple of laps, and with the pace just starting to increase arrived at Rothman's Curve with the throttle jammed open. Gary tried slowing it down by jumping on the brakes, which made no difference at all, he then reached forward to switch off the ignition, but switched off the fuel pumps instead - by this time of course the car had left the circuit at high speed going straight up the bank and hitting the safety fence which deflected the car back (as it is designed to do), the front assembly snapping off and the monocoque complete with engine and rear assembly flipped completely over finishing back on its wheels (two) to slide back down the bank onto the grass verge at the edge of the Circuit, Gary being shaken but unhurt. It is times like these that one appreciates the value of a good safety harness and even more so, the tremendous effectiveness of the safety fences. There was a time when the bank would have been considered enough and the dozen or so spectators who were behind the fence at the point of impact will now no longer wonder why the fence is there.

Alan McCully having pole position for the Rothmans Gold Star race next day was 3/10ths sec. quicker than Dunlop, so with

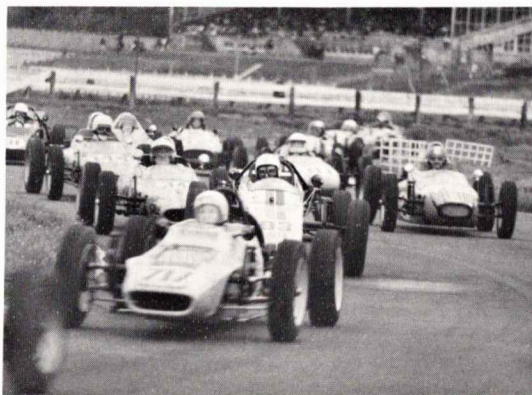


the demise of Pedersen there at least promised to be a race between these two as with a handful of Formula Fords to make up the rest of the field the race promised to be a drag and 20 laps is a long way.

Away on the warm-up lap behind a pathetically slow pace car the Gold Star field trickled around and at Tappendens Hairpin McCully's Begg expired with fuel pump

it started. The field pulled up while McCully's car was vainly worked upon, to no avail - so in the best kept formation rolling start you have ever seen, Dexter Dunlop took the lead which was never headed. Neil Doyle did his best in the ageing Begg to make a race of it, but as far as these two cars were concerned it was no contest. Fortunately the Formula Fords more than made up for it with Neville Bailey (Palliser), Dave McMillan (Titan) and Graham Baker (Titan) having a fantastic duel with all three of them swapping the lead at various times, the lap record being broken several times as well, with Baker spinning at Castrol on the 5th lap after setting a new record, in the meantime Bailey and McMillan battled it out, with Bailey leading over the line. Following these two was Peter Mahoney's Brabham who had a race long duel with Bryan Scobie who he managed to pip right on the line, with Baker making up ground to be seventh. The only other retirement during the race was Robbie Booth who up until the 5th lap showed he had lost none of his previous year's form by doing battle with the afore-mentioned Formula Ford brigade. Last, but by no means disgraced, was Peter Haskett (Brabham). If the big boys don't watch out, a Formula Ford could, with consistency win this year's Gold Star and this will indeed be a sad thing, for don't forget that the Hulmes, McLarens, Amons, etc., all came from Gold Star type single seater to World fame bringing great prestige to New Zealand and we are not likely to find men of this mettle in any other form of racing.

Formula Vee opened the programme with two four lap heats with Hetterscheid having yet another win continuing his last year's form, with Marx Jones and John Hatton of the Autoland team being the only ones able to challenge George and his team mate Hodge. Jones looked all set on the last lap to overtake Hetterscheid when Hetterscheid had a moment and Jones who was right behind, had to take the power off, losing considerable ground, which he





was unable to make up, Hatton being third and Hodge fourth. The second heat, which was Race 10, had a similar but not quite the same result. Jones lead first time around with Neil Lowe in second, followed by Hetterscheid and Hatton, Hodge at this time being 7th. Next time round order was established with Hetterscheid, Jones, Hatton and Hodge in that order, and so it ran out, apart from a breath-taking moment at the beginning of the last lap when Hetterscheid and Jones came up to lap a tail-ender (in 3 laps I hear you cry!!) in front of the Grandstand. Hetterscheid passed him on the right, and Jones in a last moment decision decided to pull out of the slip-stream and overtake on the left. In the meantime the meat in the sandwich moved over ever so slightly to the left, and Jones suddenly found there wasn't enough room, thereby putting two wheels on the grass and wiping out the 200 yard marker, getting sideways on and also demolishing a track-side trellis, fortunately he saved it and proceeded to chase the disappearing Hetterscheid, without success. In the meantime tail-end Charlie pulled up at Castrol Corner - maybe the faulty wheel balance upset his vision!

The second race of the day was the ever increasingly popular Castrol GTX Saloons, this being run in two heats for Group 2 and 3 cars. As they came out on the Grid it was obvious that the positioning was not all it should be, but with the time involved in changing it around, it was too late for alteration, the classic Boo Boo being Verne Linkhorn in the Cortina 1600L who was 5th on the grid and almost last at the end of the 1st lap, a similar thing



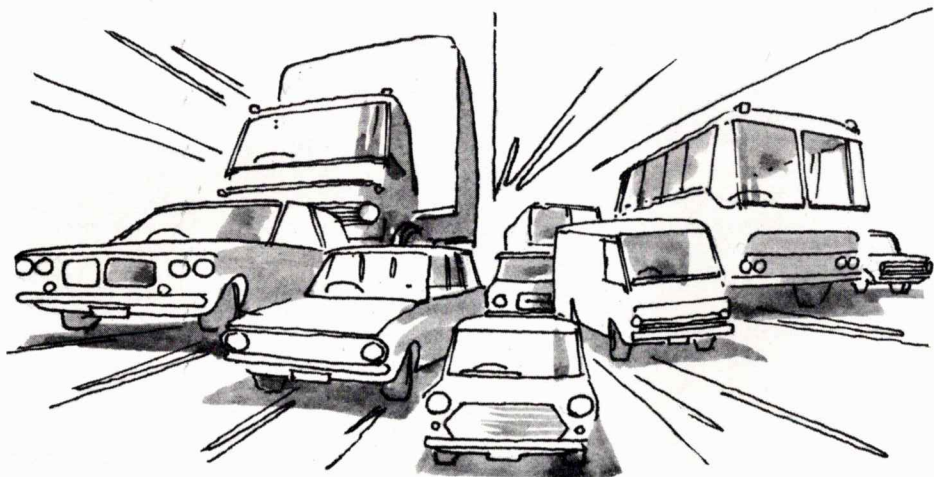
occurring in the second heat. At flag-fall it was the battle of the Capris with Richards and Woolf being followed by Paul Hammond in a Charger with Tom Grace and Reg Cook both in Escort RS 1600s filling the next positions. The second heat, which was the 6th race, was a slightly different kettle of fish - Woolf led out from Richards and Cook with Francevic in a Mazda Capella and Shiells also in a Mazda Capella. With Woolf spinning out at Castrol Cook took over and try as he might, Richards could not pull him back, and so the race ran out with Cook winning from Richards, Francevic, Shiells and Grace.

The 3rd race of the day was the first Formula Ford heat where Neville Bailey and Dave McMillan started their meeting long duel. It was a read crowd pleaser and as they crossed the line it was anyone's guess, but Bailey was awarded the win from McMillan and Baker, followed by Scobie and Hughes, Hughes driving one of the new Valours. The second heat saw the elimination right at the outset of Larsen and Hughes in the Valours and Scobie in the Titan and again Bailey and McMillan battled it out with Robbie Booth in the battle as well. On the 5th Lap Bailey really sucked McMillan in on a late braking manoeuvre at



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Tappendens, McMillan going off the circuit at high speed to re-join and finish back in 8th position, Bailey winning from Booth and Baker.

Fourth race of the day was for Castrol GTX cars, Group 1, and Leo Leonard raced away in the Charger for yet another win followed by Coppins (Charger), Anderson (Charger) and Ray Olenius (Torana XUI) who was in tremendous form, Noel Goodwin (XUI) was in flying form till he blew



yet another motor, and somehow Charlie Conway got involved with Des Radonich half way up Cord Straight putting Radonich's car through the rails, making it very second hand indeed.

The baby 0-1000 saloons provided a ding dong go at the outset with Ken Smith (Mini), Peter Harris (Mini), Jim Richards (Imp) and Reg Cook (Mini). It was all on for young and old and Smith dropped out of contention at Castrol Corner on the 3rd lap. From there on Richards more or less had his own way, though Cook was not far away, to finish second, Harris third, and Rex Hart fourth.

Probably the best race of the day from the crowd's point of view was the Saloon Car consolation scratch race, which was for any type of car on the basis that they could not get around the circuit any faster than about 1.18.0 and as Coppins who later won the race in the E49 Charger did a 1.19.0 and Richards in the Imp who was second did 1.19.4 the formula was obviously a resounding success and with the baby Imp and the big Charger passing and re-passing with Sutherland (Charger), Harris (Mini), and Morley (Anglia 1760) doing much the same thing. The crowd were on their feet screaming with excitement as each time they came around Richards in the baby Imp would gather in the Coppins Charger re-passing through Champion Curve, Coppins taking over on Cord Straight, Richards going back to the front on braking and Coppins being in front again on top of Rothmans. This went on for the entire duration of the race and the crowd really got their money's worth, and a very fine gesture was made when both drivers went around on the Victory lap - a grand effort.

A special award of the Meeting was \$100 to be given to the Driver of the Meeting who was none other than Neville Bailey, who really deserved it. So the day ended with a Handicap race for the Consolation field and the crowd went home happy and content for all they want to see is close racing.

DON HADFIELD

 GET WITH **DUNLOP**





NEVILLE BAILEY, \$100 RICHER,  
LEAVES PETER SCOTT OF ROTHMANS



BAILEY READY TO RACE.

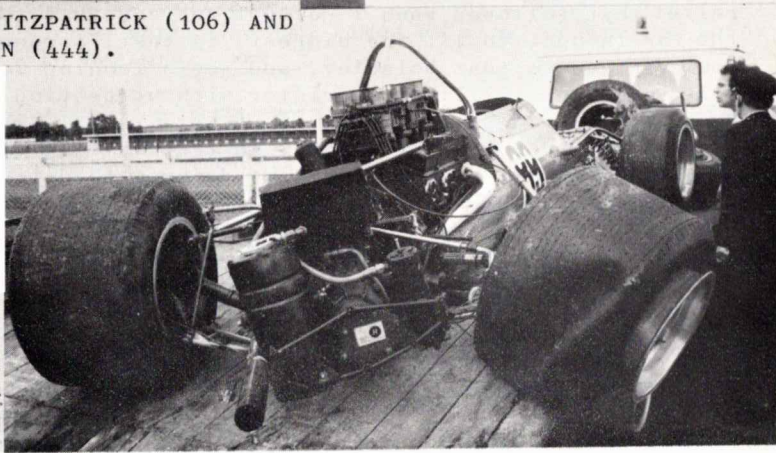


MICHAEL FITZPATRICK (106) AND  
NICK BROWN (444).



DEXTER DUNLOP (McRAE G.M. 1)  
WINNER ROTHMANS GOLD STAR RACE

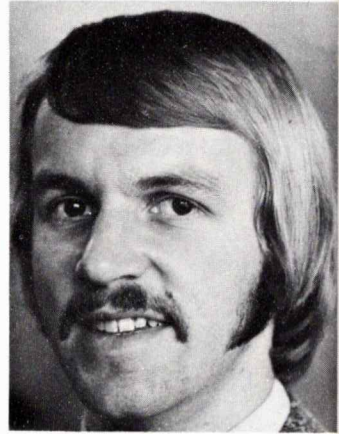
GARRY PEDERSEN'S  
McLAREN  
AFTER THE  
PRACTICE  
ACCIDENT.





# THE PETER GILL

## COLUMN



The Service Station attendant's look changes from semi-permanent impatience to an accusing leer. I can almost read the words he's thinking, in his face: "You must have stolen this car! Anybody who doesn't know where the fuel filler cap is must have stolen the car".

It happens all too often, and its one of the occupational hazards of being a road-tester. Somewhere along the line, a road-test car is going to run out of dealer-supplied gas and I pull in to fill up. Then comes the embarrassing moment. Round and round the car I go looking for the filler cap. You would never believe the incredible places they hide filler caps these days. And if the service station attendant does happen to beat me to it in a superior sort of a way, what's the betting it's a locking cap and it takes five minutes to find the right combination of the right key being the right way up.

It's alright when it happens at my own local garage at Whenuapai where I buy most of my gas. They know me well there, and my arrival in a new road-test car is usually the signal for the entire staff to turn out to pass judgement. But all too often I have to demonstrate my ignorance away from home.

A couple of years ago I was loose in a brand new New Zealand Motor Corporation Wolseley 18/85 automatic. Arriving at a compulsory stop, imagine the soul destroying cringe when there was this great metallic clang as something impaled itself on the Wolseley from behind as someone didn't see fit to stop behind me. Imagine, too, the slow sense of satisfaction and relief that followed when I got out and saw that someone had the forethought to fit the biggest, fattest, strongest towbar you ever saw to that Wolseley, and the offending Cortina had done in bumper, grill and radiator without getting near the Wolseley.

Then there were two separate tramps along the North Western Motorway, as the result of doing a road-test series on classic cars of earlier times. Both the offending cars in this case came from the same dealer and both blew up on the same stretch of road. One was a Daimler Conquest which was guilty of a gross lack of timing when it sheared the timing chain, and one was a Citroen ID which overheated. That motorway's desolate bleak and cold and so were my comments to the dealer when I broke the news to him.

But road-testing has its compensations, and one of them was driving Cliff Trillo's thirty thousand dollar Rolls before he became the owner.

And another was really getting my own back in a big way on one of those impatient gas attendants who had the ninety three octane nozzle in his hand waiting for me to find the key for the fuel filler cap.

The Car happened to be a diesel Mercedes.

PETER GILL



# GYMKHANA

MANGERE TOWN CENTRE

SUNDAY, OCTOBER 15.

The first of this year's round of Gymkhanas was held on Sunday, the 15th October, at a new

venue - the Mangere Shopping Centre. A new class system was operating putting the engine over the driving wheels cars together, which made for very interesting competition.

Five tests were held, with two attempts allowed at each, plus the usual relay at the end, being so popular, that it was held again. Kevin McNamara's team beat Bryce Platt's team on a technicality as it appears cars should not finish astride the line ..... sideways.

Some of the sights were Graham Hill throwing his Holden Kingswood around with complete disregard for everthing, Bryce Platt's limited slip diff XUI being steered solely by throttle, John Power in a borrowed Mini Cooper showing as much verve as in his own Datsun, and the competition between the Gymkhanists and the models from the fashion parade at the Clubrooms afterwards. One thing is sure, we will need twice as many members to head off Hamilton later this month and ten times as many to win the inter-club Gymkhana in December.

IMP



# GYMKHANA

MANGERE TOWN CENTRE, SUNDAY, OCTOBER 15.

No	NAME	Test 1	Test 2	Test 3	Test 4	Test 5	Total	Place
A 6	K. La Trobe	18.8	26.0	23.5	30.9	—	—	
A 8	M. Cox	19.0	25.7	22.3	27.2	21.2	115.4	2
A26	J. Power	21.0	29.1 P	20.5	25.6	18.0	114.2	1
B11	J. Perkins	18.7	24.6	24.4	29.9	19.9	117.5	4
B14	K. McNamara	15.4	20.4	19.4	22.5	16.2	93.9	1
B15	M. McNamara	17.9	25.2	22.4	31.2	21.6	118.3	5
B16	G. Laurie	20.7	27.6	27.9	31.5	24.5	132.2	
B18	P. Levet	17.5	22.4	21.5	28.0	18.2	107.6	2
B19	R. Leeper	17.9	23.0	22.1	27.7	19.5	110.2	3
B25	J. Smyth	21.1	23.5	22.7	—	—	—	
C 3	C. Turner	20.9	22.0	21.5	29.1	17.5	111.0	2
C 5	J. Riddell	20.4	25.6	24.2	36.0	23.4	129.6	
C10	A. Jefferies	—	—	24.5	29.8	19.0	—	
C12	K. Brown	24.9	29.5	24.8	31.2	26.8	137.2	
C17	N. Mallard	19.2	24.3	22.2	30.4	23.1	119.2	4
C20	A. Goubitz	21.4	26.0	23.6	32.5	21.3	124.8	5
C24	R. Stodart	16.9	25.0	22.0	28.5	20.0	112.4	3
C45	M. Petch	16.1	24.8	20.5	27.2	20.5	109.1	1
D 1	D. McCrae	18.0	25.5	21.6	27.5	20.2	112.8	2
D 2	R. Senn	19.5	29.0	23.4	29.4	20.8	122.1	
D 4	G. Hill	19.8	25.5	21.5	30.5	19.6	116.9	5
D 7	D. Johnson	19.3	24.2	22.0	30.2	20.3	116.0	4
D 9	R. Grice	21.4	30.0	26.5	41.0	25.4	144.3	
D13	J. Fogelberg	18.4	23.8	22.4	36.5	20.0	121.1	
D21	K. Burnett	18.5	24.4	23.7	27.7	19.6	113.9	3
D22	B. Platt	16.0	23.7	21.2	27.7	17.8	106.4	1
D23	K. Flashman	25.2	24.9	23.5	28.6	21.1	123.3	

**OVERALL PLACINGS**

1. K. McNamara.	6. C. Turner.
2. B. Platt.	7. R. Stodart.
3. P. Levet.	8. D. McCrae.
4. M. Petch.	9. K. Burnett.
5. R. Leeper.	10. J. Power.

P: Indicates included additional penalty of 5 sec.



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	6 cylinder	\$ 24	
	V6 & V8	\$ 37	Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.
	Car Type D Shafts	\$ 13	

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# DAVID OXTON

writes  
from Britain

10.10.72

Dear Barry,

Sorry its taken so long to write directly to the club like I promised but I hope this will partially make up for that. I thought maybe you could either use these few lines at Clubnight this week or whenever you like.

Well, so much has gone on since our arrival its hard to know where to start. I am still running the Merlyn belonging to New Zealander Allan Burrows. Its proved as reliable as my Elfin, not failing me in a single race so far. We have naturally concentrated on Brands Hatch meetings for our races but since these are all practically on the short club circuit, its not as of much use as if we could use the long G.P. circuit, the one we will be racing on that weekend at the World F.F. Final. For variety we have also gone up to some of the northern circuits like Oulton Park, Silverstone and Mallory and across to Thruxton in South West England. The hardest thing about racing here is of course unfamiliarity with the whole place. Once you've got to know where the circuits are, what they are like, etc, then really its just like racing back home. The people at club racing level are very friendly and it was only last weekend that we were having a few beers at the Mallory Park clubrooms after the racing when Gerry Marshall befriended us. He told us of a few good Kiwis who he'd met in England so we told him there were plenty more where they came from! Then while supping a pint of best bitter, I recognised a face I'd seen in magazines, standing next to me. He turned out to be Roger Clark and of course I had to ask him if he was the Roger Clark to which he embarrassingly replied he was. He even assured me that he likes his pint of ale and all the other things that sometimes go with it! Gerry Marshall turned out to be the life and soul of the party and in spite of his 18 stone chassis, can use himself pretty effectively. For those of you who don't know him, he's a pretty fast peddler in Vauxhall Firenzas.

Group 1 racing is very popular with a fairly bog standard Z28 cleaning up most times. 3 Litre Capris push the old Camaros along but they can't beat the cubic inches.

I think they would blow their minds here if someone turned up with a Falcon HO or E49 Charger. For laughs, the best Group 1 racer to watch is a fairly late model Citroen driven by Mike Beckwith. He never gives up trying and you can follow the "Maigret Special's" progress round the circuit by watching for the tyre smoke as he fights the never ending understeer of the Citroen. Escorts, Avengers, Alfa-Romeos and the Russian Moskovitch make up the balance of the Group 1 field and funnily enough this Moskovitch is well in the running for the championship.

In both Group 1 and Mod-sports which is as it suggests, modified sports cars, there is a fair share of the woman's liberation front! And they even look like women; but its hard to take their talk about high-ratio diffs and fuel injection and all the things which are normally reserved for men's talk. Still they are fairly competitive in their racing which is all that counts .....! A few of the girls are sponsored by cosmetic firms which should give some of the female club members some ideas.

As I have said before, our flat is something of a miniature New Zealand House and at its best we've had 9 or 10 Kiwis staying here at one time but the number would be higher if I counted how many different ones had been at some time or the other. Unfortunately we had to turn one guy down, who turned out to be a friend of a friend of a guy who was staying with us. There simply wasn't enough floor room! The neighbours simply can't understand where we all fit and have just sent a petition of complaint in since the car park is always full of our cars.

Friday, 20th October, will be the official practice for the Formula Ford final. It is going to be a big meeting with of course the victory race for Fittapaldi, and the final championship rounds for Formula 3, Group 2 Saloons, Formula Atlantic and Formula 5000 along with the Formula Ford race which is the last event on the programme. It will be over 15 laps of the 2.7 mile circuit and there will be 36 starters from all countries including America, Australia, Argentina, Brazil, France, Sweden, Ireland, Mexico, England, Germany, and of course, New Zealand. We will all be supplied with the same tyres on practice morning and we get a total of 1½ hours timed practice to determine grid positions. A good grid position could be an asset but its really all a matter of luck. There may well be some good drivers who may not even get around the first corner as with a £3,000 (\$7,000.00) Formula 3 car as first prize I expect no one will be giving an inch. We have all received notes saying that for our information the camshaft regulations are the same in all countries so I hope this will encourage the guys who are using them to go back to standard camshafts. Like I said, there will be a lot of luck involved in the event so let's hope old Lady Luck is on our side. Whatever the outcome, I'm certainly in there with a chance so I'll do my very best. More or less straight after the event I'll be on the "big bird" back home to get into the new Begg 5000 for the Gold Star and Tasman series. So drink up all and have one for us.

Good luck to everyone from Dick Bennetts, Jim Murdoch, Kevin Stone and the rest.

DAVID OXTON

(STOP PRESS: World Championship F.F. - 22.10.72 : We understand that David had pole position but was eliminated with several other top contenders in a major shunt at Paddock Bend. He was leading at that point. - Ed.)

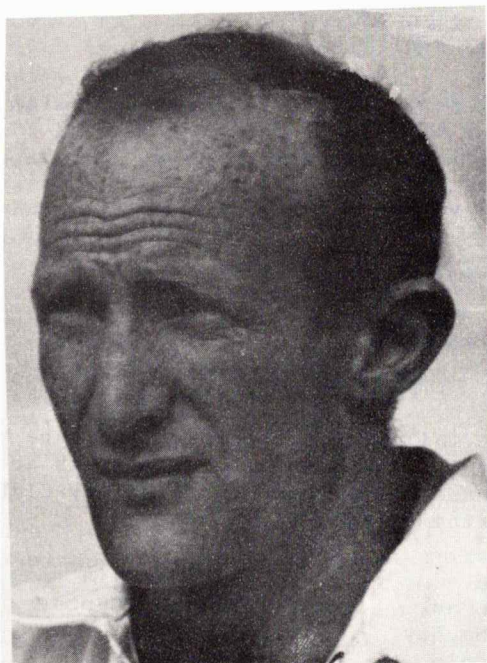


## NEW MEMBERS

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

John Macey	Torbay	Mini
Dave Blockley	Otara	Ford Anglia
Graeme Edwards	New Lynn	Hillman Hunter
Mrs Susan Kirker	Browns Bay	
Carl Drever	Avondale	
Patrick Firth	Mt Roskill	Prince Gloria
Ab Goubitz	Otara	Morris 1000
Gary Elmbranch	Te Atatu	Morris 1100
Kenneth McCown	Waiuku	Holden Torana GTR
Jabez Gardiner	Papakura	Morris Mini Cooper
Brett Abraham	Panmure	Commer
Mrs Jean Abraham	Panmure	Morris Mini 850
Victor Dawson	Mt Roskill	Ford Escort
Mrs Margaret Dawson	Mt Roskill	Ford Escort
Stephen Ebrey	Mt Roskill	Triumph GT
Gerard McIndoe	St Heliers Bay	Morris 1100
Peter McIndoe	St Heliers Bay	Zephyr Mk II
Geoffrey Mains	Papatoetoe	Ford Cortina GT
Errol Baldwin	Frankton Junction	Holden Torana GTR
John Gee	Auckland	Skoda 110L
Leon Mathews	Mt Eden	Holden
John Boswell	Birkenhead	Lotus 7
Bryan Marsden	Mt Roskill	
Wayne Fox	Mt Roskill	Morris Minor
Stuart Lush	Papatoetoe	Mini
Douglas Carson	Papatoetoe	Ford Escort
Robin Tuckey	Papatoetoe	Viva
Graham Woolley	Papatoetoe	Holden
Sydney Gardiner	Papatoetoe	Holden Torana XUI
Malcolm Grey	Epsom	Triumph 2000
Roisel Spindler	Te Atatu	Mini Austin
Collin Bristow	Waimauku	Holden Torana GTR
Harold Clark	Manurewa	Falcon
Eric Duder	Ponsonby	Fiat 850





## REG COOK

My short motor racing career first started when I learnt to drive a tractor at the age of 8 and then tried to go everywhere as fast as possible - much to the consternation of my father. Then when I saw Rod Coppins driving up our road definitely in excess of the speed limit in his Zephyr Corvette, I became a little more intent on realizing my dream. To top it all off, Ray Stone started up in business just down the road and the whole

area became infested with "hot" cars and people trying them out at all hours.

I left Varsity, took an ordinary job and set about achieving my main objective - to go motor racing. I had over a period of time, built up a very quick 969cc Mini as a road car. I bought a genuine 1071cc Cooper S from Graeme Addis and put my 969cc motor into it, and entered it in a meeting at Pukekohe. Graeme Addis borrowed a trailer from Barry Phillips, and off we went. We bought some racing rubber from Dunlop, I did some practice and lined up on the grid. I had so many butterflies that I can't to this day remember the start or the finish of that race - I think I just followed everybody around in a state of shock! Then came a handicap race, and lo and behold! - I fluked a 4th placing and won \$40.

By now I had the bug and was well and truly spell-bound by motor racing. This was what I wanted to do and I was going to do it. We re-built the car and entered for the next Pukekohe meeting in the under 1000cc race, along with all the big names of the day - Clyde Collins, Graeme Watson, Neville Bailey, Alan Boyle, Barry Phillips, Peter Sharp, etc, etc, and managed to get a 4th placing. This meeting proved to be a turning point for me, for I decided that even though as expensive as motor racing was even those days, and even though as poor as I was, this was it.

Since then, I have competed mostly in Minis - but the break from Minis is coming. I have had a lot of very creditable races and have some tremendous memories which to me have been worth all the sweat, tears and nasty letters from the bank manager! One of my most treasured memories is the fact that after a fire which wiped out my new car and my new workshop last Christmas,

my crew at the time built a brand new car from scratch in 16 days - 16 days of hard toil, arguments and sleepless nights. I can never express my thanks sufficiently to the boys in my crew who built that car - now my well known No. 200, who put up with almost impossible conditions. Many of them are now well known to you - John Abbot (our famous legal adviser), John Provo (our Palmerston North rep. at the time), Ken Pope, and the other real head of the crew, Ray Grant, who did a magnificent job through many sleepless nights. And of course, there was Pauline Sanderson and my sister, Jo-Anna, for feeding us, running many thousands of errands, collecting parts, etc and for putting up with some terrible language.

What happened in the last BNSW 1000cc Championship is now history, but the crew and I learnt a lot, and after such a disastrous start to a season, they can all feel justly proud.

The best race I have ever won was the last under 1000cc race of the 1970/71 season. We had been running a 1300cc car all year and for the one race, decided to have a go at the one litre men. It was a cliff-hanger of a race and I got a tremendous amount of satisfaction when after we had won the race and had our motor stripped to check capacity, all the nosy parkers and stirrers who had waited around were disappointed when we were found to be all above board and legal (as always!).

One of the hardest drivers I raced against during that season was Dave Silcock in the Jag and then in the Escort. When he was in that Jag, if he ever beat me off the line, I had a terrible job to get past him. I am sure that he had eyes in the back of his head, because he followed me wherever I went - everywhere I looked I saw damn blue Jaguars. Things improved when he acquired the ex-Roy Harrington Escort because he was faster than I was and I could get on with the job of racing against the clock. We laugh about it now, but at the time Dave used to infuriate me!

I get the most enjoyment out of a race when I know I am the underdog, and if I do well it is a very satisfying pleasant surprise.

My ultimate goal as far as driving is concerned is to be the top saloon driver - I may never reach this goal but I will keep trying. By analysing a race after it has been run, I find that I learn a lot - about my own driving and about my car. As in any sport, I think it is essential that a competitor should have confidence in his own ability and in his car.

I have become involved in Mini Seven this season because I see it as a way of putting something back into the sport, which has personally given me so much enjoyment, and as a way to foster a class of motor racing which will provide an inexpensive (comparatively inexpensive anyway) for a young driver to begin racing. After all, there is no point in spending \$5,000 on a car only to find that you have neither the aptitude or the ability to drive it well.

Looking to the future, I would like to try and win the New Zealand Saloon Car Championship, the Formula Ford Championship, the Gold Star Championship and a Heatway Rally. I say try because time alone will tell, and after all, there is no harm in aiming high!





I recommenced business in February of this year and I am glad to report that it is going well. We cater for everyone, buy and sell anything, but above all, we try and do a good job at a fair price - I get a lot of satisfaction from having happy customers.

This season Cook Motor Racing Limited is branching out into a service called CMR Track Services, which should be of assistance to all competitors and which we feel is much needed. We are taking spares, etc, to race meetings and will make these available to a competitor if he requires them.

I have competed in one Heatway and assisted with another. This is one event which I feel requires a good sponsor if a competitor is going to do well, and I am always on the look-out for just such a sponsor. I would dearly like to win a Heatway, and would take with me again my co-driver from the last one - Steve Horne - a real cool guy in the navigator's seat who never once complained (I know I would have done so if I had been sitting beside myself). I am a terrible passenger and panic easily when someone else is driving, but I guess I'll get over it.

The current season has already started and so far we have either won or come second in our races - I am looking forward to a very busy season and I hope some very close racing. I shall be driving the following cars this season:

- 1) My own 999cc Mini sponsored by Cook Motor Racing Limited in the 0-1000cc Bank of New South Wales Championship.
- 2) A BDA Escort in the Castrol GTX Championship which is being sponsored by a bearded, retired-at-the-age-of-23-farmer, Ewen McIntyre jointly with a new division of my company, Reg Cook Racing Engines. Ewen owns the car and all the engine preparation is done in our



workshop by that famous slave from way back, Steve Horne. I feel sure that Steve Horne and Ewen McIntyre are two names that will feature in the future of motor racing.

- 3) A Mini Seven owned and prepared by another up and coming man, John Provo. This car is also being sponsored by Cook Motor Racing Limited and should do very well in its class.
- 4) I will be racing a car which is being built and is owned by dynamometer expert, Bryan Bell. Bryan and his formidable crew are building a really good Mini body and we think this car will really shock the natives. Cook Motor Racing Limited is building a 1472cc Mini motor to power it and I hope to drive it at as many meetings as possible at.... Waikaraka Park!
- 5) If I can find a sponsor, I will have a go at the next Heatway.
- 6) The Benson and Hedges also interests me.

As I said earlier, a very busy season is ahead - I shall consider myself lucky if I come through it without stomach ulcers.

A few points to note -

- ... Cook Motor Racing Limited is prepared to sponsor two up and coming drivers in the Mini Seven Series this season.
- ... I predict that Mini Seven will do very well - perhaps even as well as Formula Ford.
- ... We are starting yet another division of our company in March which will specialize in specialized engine development.
- ... I think the 0-1000cc class will be as close as ever.
- ... The 0-4200cc class and 0-6000cc class should prove interesting as no-one at the moment appears to have a clear chance.

I would like to take this opportunity to thank the many people who have helped me over the years - they are far too numerous to name, but thank you all. I would also like to thank the organisers for providing the races and the other competitors for making them into such battles.

When I was asked to write this epistle, they said, "Tell us something about yourself". Well, I can sum it up by saying that I am what I like, and I like motor racing, more motor racing and yet more motor racing - and oh, a certain little lady who among other things lent me her Twin Cam for the Heatway!

Thank you for bearing with me and best wishes,

REG COOK



**BULLETIN CLOSING DATE**  
**15th NOVEMBER !**

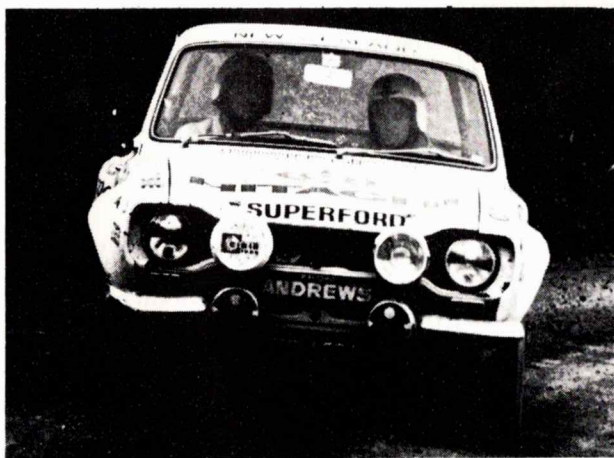
# THE CLUBMANS FORMULA

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.

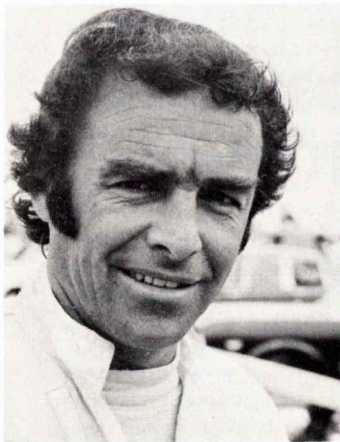
With Ray Stone's help, Ford owners everywhere can tailor their cars to suit their driving needs. Ray knows how to turn an Escort into a highway cruiser, a family car cum club racer, a hill climber, a rally car or a saloon car winner (Ray prepares Paul Fahey's Escort FVC).

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## DENNIS MARWOOD COMMENTS

Most racing championships are now under way but the Castrol GTX is a real mess-up in my opinion. M.A.N.Z. unfortunately have created a meaningless Championship through very amateurish thinking - they are continually making up rules as they go - I have recently tried to find out the feelings of M.A.N.Z. Executive members on the matter of the GTX Championship and Schedule 'G', but I am amazed to find that some members do not have any ideas of their own, in fact a lot of hard work by the Technical Committee (which the M.A.N.Z. have created to advise them) seems to be wasted as some recommendations made by them are ignored.

Recently the Chief Executive Officer has refused to include the Fiat 125T and Datsun 1200SSS in the schedule of eligibility, despite a recommendation that they be accepted by the Chief Technical Officer. Here we have a paid Secretary of M.A.N.Z. refusing to accept the considered technical advice of Mr Birch because he does not agree with him. By the time this Bulletin is printed the Executive will probably have decided one way or the other whether the Fiats and Datsuns are to be eligible to run in the GTX Championship.

We have the ridiculous situation with these two cars that the Promoters of the B. & H. 500 accepted them for a race that does not allow specially built, imported racers such as XUI Toranas, GTHO Falcons and RT Chargers, but for a Championship that the latter cars qualify, the former do not. Anyone can now buy a new Fiat 125T off the floor but can you buy the following cars (new) which are competing in the Championship? Ford Escort GT, Ford Capri 3 litre, Ford GTHO, Ford Escort Twin Cam, Torana XUI 202, Torana GTR 202, Charger RT 4.

M.A.N.Z. have got to look further ahead and organise Championships that are in step with the rest of the world; nowhere else for instance would you find a National Championship where the A.C.N. group the cars according to their performance potential. My view is that we should decide now that for the 1973/74 season the New Zealand Saloon Championship should be contested by F.I.A. Group 2 cars and that if a standard production type of race is needed then this should be F.I.A. Group 1.

On the brighter side of the sport I think Formula Ford is great and this class will provide some good racing this season. This is an international formula and it is working well - M.A.N.Z. please take note. My Performance Developments tuning chief, Neville Bailey, has started the season well with his wins at Pukekohe. He drove very fast and very calculated to outdrive the other fast boys.



Noel Goodwin had bad luck to blow his engine in the Torana - he made some calculations on the cost of damage to cars at the 8th October Meeting and came up with \$100,000 - a bit on the high side I think. But when you stop and think about it there is an awful lot spent on cars for each meeting. There must be about \$5,000 worth of tyres used per meeting for instance and fuel must amount to a lot. My friendly Shell man asked me to guess how much fuel they provided me with last season - I guessed about 150 and nearly fell over when he told me we used over 400 gallons!!!

We had an interesting job brought in to us the other day at Performance Developments - Car Haulways who move about 1,250 cars weekly between Wellington and Auckland have to keep their trucks rolling 24 hours, six days a week, so when one of their Fiat trucks dropped 200 rpm after the fitting of a new engine and the mechanics could not find any of the usual causes for this they decided to get the camshaft checked on our Repco cam re-grinder. Through the use of Merv Waggott's simple checking system we were able to give them an accurate comparison of this engine's cam compared with a new one. Our findings must remain confidential of course but Car Haulways and Torino Motors Truck Division were able to learn something of their truck's engine.

Talking of truck engines Nissan have just announced what they think is the largest automotive engine in the world - a 18 litre V10 diesel producing 940 ft. lbs torque normally aspirated and a whopping 1400 ft lbs with turbocharger.

Until next month,

DENNIS MARWOOD

## J. FENTON & CO. LTD

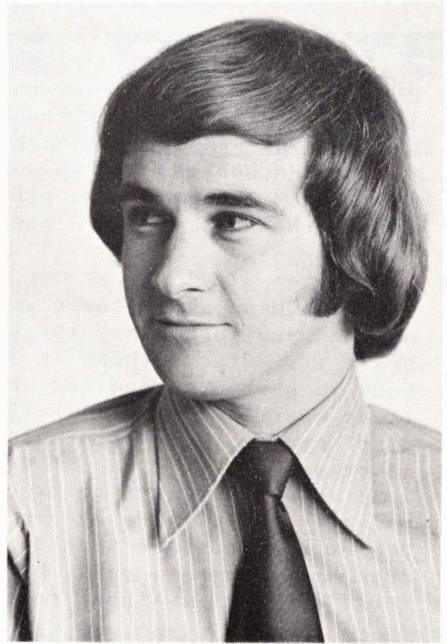
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# DONN ANDERSON WRITES...



Like the cost of living, the price of motor racing is rocketing and, as Ron Frost pointed out to me the other day, we need more money each year just to buy the same quantity of drivers for the Tasman Cup series. If we have to offer the same budget as the previous year - which is quite likely - then we get less.

This is, of course, an international trend. While we might find it difficult to support motor racing championships in this part of the world, our money is peanuts when compared with the United States and Europe.

It has been estimated that the eleven teams which contested the 1972 Formula 1 World Championship spent over \$6.5 million doing it. At the end of the season the better than average ones will have broken even and those whose results have been less than average will have made a loss. Only the few highly successful ones will find they have run at a profit.

Nine of the eleven teams have sponsors, the two exceptions being Ferrari and Matra. Those two don't "go it alone", because they indirectly receive support, Ferrari from Fiat and Matra from the French Government. Sponsors are contributing anywhere between \$150,000 and \$200,000 which they count as an advertising and promotional expenditure.

Does this sponsorship really work? If it didn't, the companies wouldn't keep coming back for more. The managing director of Yardley, sponsors of BRM in 1971 and McLaren this year, said recently that he watched his sales chart rise 40% during the first three years of the company's involvement with international motor racing. After an exhaustive market survey, he said "It might have been coincidence but I don't think so".

Andy Granatelli, whose American STP Corporation sponsors March but has been involved with motor sport for years, admits that he loves motor racing. But his involvement in Formula 1 is a business deal and he claims it helps him sell his product in Europe, one of the world's toughest markets.

When cars are wheeled out at Pukekohe next January for the 20th New Zealand Grand Prix, sponsorship will be right to the fore. Remember the early Grands Prix at Ardmore when you were lucky to see the name of the driver on the car? And sponsorship was unknown.

Companies like Ansett Airlines will be back again next year. Although Ansett is an Australian domestic airline which doesn't reach our shores, the company was so pleased with its 1971 participation with the Elfin team that it is supporting them again. Ansett are marketing special tours centred around the Tasman series, and they have been working on package tours for the 1973 Tasman Cup. They hope to attract New Zealanders across the Tasman to see the final four races.

\* \* \* \* \*

Talking about those early races at Ardmore, the years fly by when you think that the country's premier event is to celebrate its 20th birthday in January. How many club members have been to every New Zealand Grand Prix? When I thought about it, I was surprised to realise I haven't missed one, although the first two or three were a complete bore for a very young Anderson.

My father used to drag us along to the first Ardmore races but after about three years he realised it was a waste of money buying a grandstand seat for little Donn. "Next year", he said, "you don't have to go". But by the next year the bug had bitten and I've been - without persuasion - ever since.

\* \* \* \* \*

A pity that Graham McRae's win in the 1972 L & M Continental 5000 Championship in the United States didn't receive more than a passing mention in the local Press. More to the credit of Graham when you consider he was flitting from one side of the Atlantic to the other, taking in European F5000 events when he could.

But the Wellington driver proves his point in the eight-race series which concluded at Riverside in California on September 24. Graham won \$65,050 in prize money and \$10,050 in manufacturers' awards, giving him a grand total of \$75,100 which can't be bad. One thing's for sure - Dexter Dunlop knows he has obtained the right hardware in the McRae GM1 Chev, the same machine which won both the Tasman and the L & M for Graham McRae.



TRACKSIDE contd /...

. . . Following tremendous success in both Japanese GP 1 and GP 2 Saloon car racing, Datsun is setting up a British based competitions department to mount an onslaught into saloon racing in England during 1973.

The car that Datsun will be using is the Cherry which has already been homologated in both categories with a 1000 and 1200 cc motor. The decision has not yet been taken as to which class the cars will be running in but further details are expected in the near future.







# EXIDE POINTS

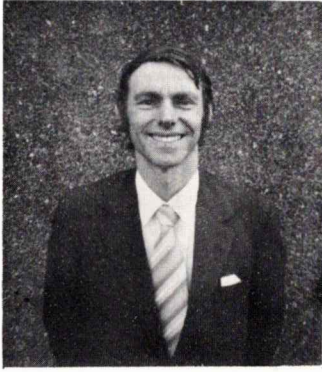
Exide Points are awarded on the following basis -  
Trials : 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. All Other Events  
 5, 4, 3, 2, 1, for each class. The following are the  
 Exide points up to and including the Gymkhana held on  
 15th October, 1972.

B. BLACKLOCK	30	G. WADE	5	J. KIRKER	3
D. McRAE	23	G. HARGRAVES	5	A. SHEFFIELD	3
P. LEVET	22	R. RATTENBURY	5	S. MURPHY	3
W. PAINTER	16	M. FIRTH	5	A. KEUCKE	3
J. KILMARTIN	14	J. POWER	5	R. HONG	3
R. MILLEN	13	B. SAMPLE	5	D. MARWOOD	2
C. SHANKS	12	M. PETCH	5	N. MALLARD	2
T. THOMPSON	12	R. NICOLS	5	W. PARKIN	2
R. WYLIE	12	G. MUIR	5	D. JOHNSON	2
J. WENTWORTH	11	D. HALLIDAY	5	A. JACK	2
V. SMITH	11	T. BENSON	5	S. HAMILTON	2
M. McNEIL	11	G. PEDERSEN	5	P. LEWIS	2
J. RICHARDS	10	D. BREMNER	5	T. BARLOW	2
S. PEARCE	10	P. MAHONEY	5	R. WYMER	2
I. STEPHENSON	10	N. LOWE	5	P. SWANN	2
B. PLATT	9	D. ZIMMERMAN	4	G. JONES	2
P. CHAPMAN	9	M. COX	4	P. SUNDBERG	2
G. YOUNG	9	C. TURNER	4	C. CAIRN	2
C. CRAWFORD	9	L. PORTER	4	R. EDGELL	2
H. ROBERTS	9	K. LA TROBE	4	J. PERKINS	2
K. McNAMARA	8	P. ROSS	4	P. BATTEN	2
J. BUSCH	8	S. EMSON	4	R. SUCKLING	2
H. RUSSELL	8	W. McMATH	4	R. CAMPBELL	2
J. CROMBIE	8	R. McCALLUM	4	G. CONWAY	2
W. MARTIN	8	B. PATRICK	4	G. ADDIS	2
M. SOAMES	8	R.A. FINDLAY	4	T. MAYER	2
D. CROSS	7	R. STONE	4	P. JUKES	1
J. SAMSON	7	S. MILLEN	4	M. McNAMARA	1
H. GILES	6	J. HATTON	4	T. HOLT	1
R. STODART	6	D. GULLAND	4	G. HILL	1
J. JONES	6	G. McSHANE	3	T. SHEFFIELD	1
W. WYMER	6	R. LEEPER	3	W. JOHNSON	1
M. BERICH	6	K. BURNETT	3	P. HOUGH	1
D. MORRIS	6	V. SKEEN	3	R. LISTER	1
D. CHILDS	6	R. WILLIS	3	T. FOY	1
P. ROBINSON	6	R. FINDLAY	3	C. PARKINSON	1
P. HASKETT	5	P. HOUGH	3	B. KENDALL	1
A. LYLIAN	5	M. JONES	3	B. MURPHY	1
S. HOLMES	5	R. BUISSON	3	R. LISTER	1
J. DONALD	5	R. ROBINSON	3	M. RYAN	1
V. REEVE	5	K. HARGRAVES	3	A. GOUBITZ	1

ENTHUSIASTS FIT

**DUNLOP SP** RADIALS





# My Most Memorable Car

— VINCE ANDERSON

May I offer my congratulations to the Auckland Car Club on attaining its 40th year, and thank President, Barry Webber, for the invitation to write at a time so important to Club history and to Peter Gill for the suggestion.

Morning dawned fine, sunny, crisp, and it was mid summer - perfect motor racing weather. The scene - a little garage in Foxton 10 miles from the race track at Levin. The time - 6.00 a.m. and the racing team had just done an all night rebuild so common on the motor racing circuits each season. Then all of a sudden all hell broke loose in a crescendo of sound that woke all that were unfortunate enough to be within the Manawatu Province.

As the driver I had left a couple of hours earlier to get two or three hours shuteye, so what follows has been relayed to me. Apparently a fairly noisy vehicle circumnavigated the town to see that all components were A1. Within moments a local policeman still with his pyjama top beneath his tunic appeared on the scene to enquire the source of the disturbance. Upon determining that no one in the garage knew anything about it, and knowing that it was the only racing car within cooee, he proceeded to feel the temperature of the exhaust pipe - it was cold. So sure was he this was the offender that although his lips were moving no sound was coming out. Next scene - exit one police constable, and out of the exhaust trumpet appeared luke warm bottles of a popular beverage. Question for the readers - what was that beverage?

Such is a memory, one of many that I look back on with a car that played a big part in my life.

My most memorable car was a 2½ litre Repco Brabham Climax a BT 11 built at the end of 1964 for the Tasman series. Two years previously this 2½ litres had been the World Championship Formula 1 in Europe but in 1962 the formula had changed to 1½ litres unsupercharged or three quarter litre supercharged. This car was termed I.C. meaning Intercontinental Chassis qualifying for Monza and United States banked track racing or in the Australasian Tasman Formula racing. My car had a light-



TYRES

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RETREADS

weight chassis with the slimline body and had a frontal area smaller than the current 3 litre formula cars because they now taper out at the rear. This car was specifically designed for Bib Stilwell who in 1965 went on to win his fourth Australian Championship and then retired from racing. As it was painted in British Racing Green with the Australian gold band around the nose and up through the centre I shall refer to my car as "GREENIE" (Incidentally New Zealand's racing colours are the same green but have a silver nose as used by McLaren, Hulme and Lawton in the  $1\frac{1}{2}$  litre Coopers in the late fifties in Europe).

Next the Alex Mildren Team brought the car on the Tasman series to New Zealand for Frank Gardner to drive. Some people will remember the car leading the V8 BRM's at the 1966 Levin race, when with two laps to go Frank retired the Brabham with a failing half shaft. Wigram the following week wasn't much better as with failing front brakes Frank ran into the back of Jimmy Clark's Lotus, fortunately not damaging either car. The front cowl had dropped - closing off the air vent on one of the two master cylinders. Teretonga in Invercargill was better when the Brabham finished second.

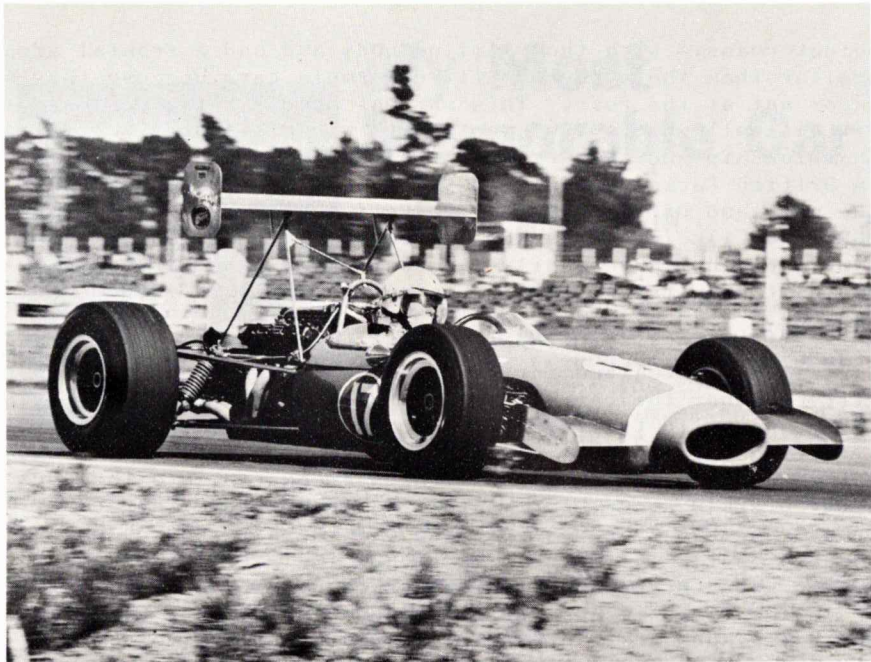
The "Greenie" passed into 'Scuderia Veloce' hands in Australia and Jackie Stewart flew to Queensland to drive it at the Surfers Paradise circuit. He was leading when again with two laps to go a piston ring broke sidelining the future Scottish World Champion. One consolation for Jackie was to share the winning Ferrari drive with Any Buchanan in the 12 Hour Sports Car Classic.

Painted jet black with a white stripe, Kerry Grant brought the car to New Zealand winning at Levin and placing second at Renwick in the South Island. It was at practice for the 1967 New Zealand Grand Prix that tragedy struck for Kerry in that he was severely burnt in an entanglement with another car. The Palmerston North driver was to be out of saloon racing for a long time and Kerry retired from single seaters. In a newspaper article several years later Kerry said; "Not everyone racing would be suited to the extremely tight fitting racing cars - for one thing you don't climb in them; but because they are racing bath tubs you lie down and zip them up".

Then "Greenie" was completely rebuilt by Kerry's mechanic David Liddle and Roly Levis (incidentally David prepared the 2.4 litre Dino Ferrari that Chris Amon drove to victory in the Tasman Series). Both Roly and Laurence Brownlee had looked at the Brabham but elected to run 1500 c.c. Twin Cams that season. Then I was offered the car but my experience to date had been 1000 c.c. Minis and not many people had stepped from one of these into a Formula 1 car. Anyway the contracts were very good, so guess what I did? HELL'S BELL'S, I spun four times on my first lap at Levin. The average racing saloon was developing about 150 bhp per ton which was high for those days but the Brabham was producing just on 500 bhp per ton.

The biggest hurdle to overcome is your relative driving position, in this case a recumbent or lying down position so that the car's centre of gravity and the car's roll centre is that much lower. When they slide sideways they keep on sliding





and don't "dig in" like a saloon car. There is more control on cornering through throttle response - many a time you may have seen a single seater going through a right hand corner with the front wheels locked over to the left. This is the controlled sliding technique and on very fast corners that call for "4 wheel drifting" you corner almost entirely on the throttle and not the steering wheel. All of this takes a long time to learn and in time, I too, like the others, learnt.

Subsequently my first race, one of the Gold Star series, at Pukekohe, I finished ninth just ahead of Stone and Kennedy also in Brabhams. In any racing programme a driver is only as good as his team. I was lucky in having an enthusiastic group that accompanied me throughout New Zealand. To these guys, too numerous to mention, I owe my everlasting thanks. It's a difficult job keeping a brand new racing car mobile, but when you get one a few seasons old, like most Kiwis race, its that much harder. The "boys" did a terrific job keeping this car racing. We received tremendous help and assistance throughout the country - two who just spring to mind are the Palmers, Jim and George; and also Red Dawson because of their assistance with spares. This friendliness of the teams makes competition so worth while.

Perhaps I could take you for a lap around Pukekohe in "Old Greenie". After the engine, transmission, brakes and tyres have all warmed up we come flying past the start finish line and I change from 5th into 4th cornering around Champion at about 128 mph. One quick glance at the tachometer we move into the esses, braking changing down correcting a drift - pretty tricky here in the damp. A quick jab on the accelerator, only to heel and toe and change down into second gear for railway corner - powering through on opposite lock at about 80 mph.

Then its third, fourth and fifth along the back straight. On a day when the car's running right its sheer exhilaration here, the speed builds up to 146 mph through the speed traps and reaches 160 mph before the "cut off" point. Then heeling and toeing, changing down and setting the car up for the slow 20 mph hairpin to be accomplished in 200 yards - about 3 seconds. Up the short straight before the fast left hander enables a quick glance at oil temperature, oil pressure and water temperature gauges, and if lucky, a watch on the fuel pump pressure. There is a bump in the dip just before Rothmans caused by slightly unstable underground terrain - possibly a water course below. If this bump is crossed on the wrong direction it's hard going up over Rothmans under full power. My speed over here would be about 110 mph but the modern racing cars could be 20 mph quicker. Then its down the hill past the pits at 140 mph, setting up again for the fast right hand curve. This lap has taken 'Greenie' about 63 seconds with aerofoils on and the car running right.

I shall never forget the time early in my racing career when coming up over Rothmans in a wet practice "I lost it" and the car went backwards and sideways down towards the creek. Contrary to popular belief the Brabham (which was now painted red) stopped on the bank with two wheels in the water. Where I did get wet was stepping out and promptly plunging into about 10 feet of water. Where everyone came from I don't know, but there were hundreds to lend assistance. 'Greenie' had slid 380 feet and although there was no damage by the slide, there was by everyone grabbing the radius arms to lift the car back onto the grass. Working frantically the boys patched the car for the next race. I was in third spot behind Roly Levis and Graeme Lawrence when coming up over Rothmans again the tyres "let go" and I was heading towards the creek for a second time - only THIS TIME IT WAS FASTER (about 110 mph). Half way down I thought "Oh, no, not again" and transferred from brake to throttle after two spins. It responded and we pulled out to rejoin the race. I believe half of New Zealand was there to witness it because everywhere I go throughout the country I keep getting reminded of the incident.

We as drivers were lucky to race in international class with "named" drivers, something that doesn't happen in the U.K. To have raced with such names as Clark, Rindt, Hill, Hulme, McLaren, Courage, Amon, Rodriguez, Gardner and many others will be memories I shall always cherish as many of the drivers are no longer with us.

I recall one dramatic moment at Teretonga on a wet track during Heat 1 for the International race. While preparing to take the slow left hander and not exactly standing still, Bruce McLaren in the V12 BRM passed me about 30 mph faster but he didn't attempt to take the corner and instead shot off into space down a bank, cleared a sand dune and came to rest up against a bank, with the front of the car shorn off. The throttle slides for the injectors had sand jam them open. The BRM mechanics repaired the car in a hurried fashion and by good consistent driving Bruce won his fourth Invercargill race.

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Soon after I started racing 'Greenie' aerofoils were becoming popular so we decided to join the clan. Unlike many foils that were appearing on some cars, we decided to go into it scientifically so we contracted with one of the major airline companies to design and develop it. They decided to build one for us only, as they were interested in aerofoil design having had most of their experience in wing sections. The foil works in reverse to a wing by increasing downward pressure upon the car as the speed increases, i.e. pressure increases proportionately to the square of the speed. I flew to Christchurch every second week to carry out track tests at Ruapuna and consequently got to know the circuit very well - scoring some good successes in meetings in the South. This would be our favourite track. Wigram, however, with the tremendously fast Bombay corner which places about 2 g's (2 gravities - an aeronautical term expressing body pressures) on your body was the most thrilling with the car. This is where a genuine four wheel drift could be safely achieved - the fast cars now, I would think, would be doing 130 mph plus through this curve.

It is good to know drivers that started about the same way and time that I did, are now making or have made a mark in world motor racing. These include Graham McRae, David Oxtan, the late Bert Hawthorne, Alan McCully, and of course, poor Bryan Faloon, whom I feel would have gone far. How great it was during the Grand Prix to have 'Greenie' amongst the overseas cars and 17 other New Zealanders in close company line astern for lap after lap. I'll never forget it. Then you would receive the blue flag that Chris Amon is about to lap you - then Rindt goes past and before you can regain your breath, Denny Hulme and Graham Hill have just passed you "side-ways and all locked up". And when you think that 'Greenie' is holding her own down the straight at 160 mph, the late Piers Courage goes past 15 mph quicker in the V8 Cosworth, aerofoils flapping up and down.

As with all racing machinery very soon it becomes obsolete. Overseas the racing cars have to be completely updated after six meetings and so 'Ole Greenie', along with the many others, just became too uncompetitive to run and had to retire. It was only half the capacity of the current 5000 c.c. machines anyhow. Fortunately she hasn't been chopped up or V8 engines transplanted so that it was easy to completely restore her to her original self. Who knows, if the proposed vintage car race under handicap system with pit stops, and with all the racing and racing sports cars that are lying about the country ever materialises, then once again we shall hear the sharp pulsations of a 4 cylinder Climax echoing across the countryside.

VINCE ANDERSON

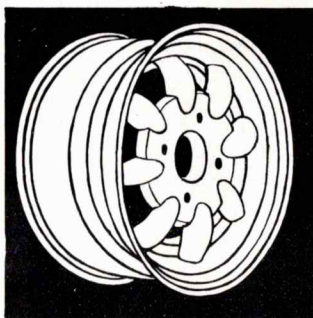
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A. LYLIAN	41	M. BERCICH	6
D. McRAE	36	P. ROBINSON	6
J. KILLMARTIN	34	P. ASHWORTH	6
R. WYLIE	30	S. MATHIESON	6
P. LEVET	29	J. JONES	6
C. SHANKS	24	S. HOLMES	5
S. PEARCE	23	G. CRAWFORD	4
B. NICHOLL	20	D. GULLAND	4
P. BURTON	14	R. SKEEN	3
I. STEPHENSON	14	R. STODART	3
L. PAINTER	12	A. JACK	2
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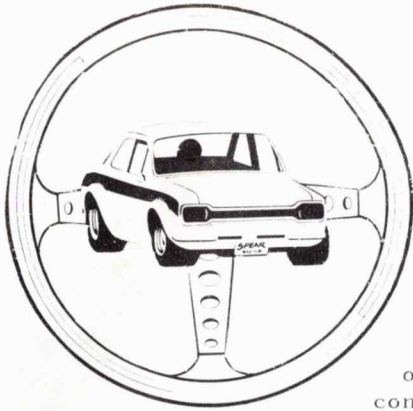
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# Graham Spear reports

Well the racing season is under way and it looks like the bright yellow Spear Motor Preparations Escort is probably the only Escort in the 4200c.c. class to continue to use the Lotus T/C motor, the other Escorts having moved on to the English prepared later model BDA and FVA motors. We at Spears decided to continue development of the Lotus motor because we felt that it has not been developed to its maximum performance yet and also because it gives us a sense of achievement watching it compete with the English prepared BDA and FVA motors. We have always felt that a New Zealand firm should be capable of developing a motor up to or exceeding overseas standards and our firm has strived to this standard in our motor design; to this end we have completely changed all the Lotus T/C's specifications including the design and manufacture of the cams, pistons, valves, crankshaft and many of the other parts. Our firm has specialised in developing the entire motor in this country and not just maintaining English prepared motors and parts.

It was most gratifying to obtain consistent lap times between 1.47/10 and 1.53/10 secs. when the car was tried for the first time on the 30th September in private practice on Bay Park Raceway with completely new suspension, braking and an untuned motor with experimental camshafts. Next year we may progress to the BDA motor as we feel the Lotus is fully developed during this season. Apart from the 1924cc motor at present in the car two spare 2000cc motors are under way, we do of course hope we do not need them but it is always impossible to rely on good luck.

Apart from the circuit racing work in hand the Speedway cars are keeping us fairly busy and amongst many other jobs we are manufacturing a crankshaft for Barry Butterworth's Offenhauser Speedcar.

\* \* \* \* \*

The Auckland Car Club's 40th Anniversary Cocktail Party on the 7th October appeared to me to be a great success, judging by the amount of cocktails mixed and served the crowd must have been well on the way and I expect there were many serious cases of Hangamitightus the following morning. Good luck to the chap who drank twenty-three Snowballs in just over an hour.

GRAHAM SPEAR



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## THRU-A-HOLE IN MY HAT

The Annual Conference of M.A.N.Z. was efficiently organised but where were the recipients for the major awards on the racing scene? Sponsors such as Shell, Castrol and Bank of New South Wales could not be blamed for taking a second look at their motor race budgets when, at the supposed premier event of the year cups and awards were presented to hastily procured substitutes because of the absence of the champions.

M.A.N.Z. generally enjoys about as much popularity as a pork pie in a Synagogue but they are democratically elected and in my opinion the one event of the year where they endeavour to improve their public relations must be contributed to by the drivers. Full marks to the Tauranga Car Club for their efforts on the Conference but to the pot hunters that were in the country and should have attended, remember sponsorship is a two-way deal so if you want a grub-stake be there when they hand out the loot.

It looks as though conflicting interests in two major sponsors are going to figure pretty heavily in the final championship points in two saloon car series. The drivers appear to be the meat in the sandwich as the penalties are imposed for carrying or not carrying deckels and advertising are still juggled by M.A.N.Z. Promoters want the big names, but the sponsors want to pay, but the cheese paring over the points is ludicrous. The solution? Drivers, jack up your marketing ideas. Promoters, maybe less meetings with better money. Sponsors, increase your profit and re-allocate your racing budget. All would do well to remember that nothing happens until somebody sells something.

Malcolm Ramsey in the 5AD City State Racing Team Kingswood appearing at Bay Park at Labour weekend is another breath of enterprising promotion that Bay Park has been well known for. Four race meetings have been staged in New Zealand so far this season and only in the deep South have they catered for the big banger tin tops. When will the other promoters get their heads out of the sand and realise that the single seater scene, apart from the Formula Ford group, is history. Motor racing is a circus but not all big tops have three rings.

The N.Z. Racing Drivers Club in Auckland are looking for volunteers to man their Fire Boss and new rescue vehicle projects this season. Contact Brian Hill, 862-758 if you are willing to help. The Dog Box Girls through Tim Bailey have recently donated another rescue vehicle so more hands are needed.

It is pleasing to see the Promoters have started a subsidy scheme to assist with financing these projects, maybe out of all of this will come some revised standards in fire and safety on our circuits.

Speaking of standards, Trevor Birch, M.A.N.Z. Technical Officer, is to be congratulated on the manner in which he is carrying out his job. Not all his decisions have proved popular but he has got the grit to interpret the Rule Book and make a decision. It'll be interesting to see what Trevor comes back with from the U.K. I'll bet there are some promoters and drivers who have already started biting fingernails.

Tough bake of the month - Garry Pedersen writing off the McLaren.

Back slap of the month - Auckland Car Club's 40th Anniversary programme.

Red faced department - the ambulance with a jammed choke being 'dated' by the Fire Boss in front of 7,000 fans during the Pedersen incident.

Cooler character in an emergency for the month - Les Rankin when faced with the news that a drunken customer had divested himself of his clothes at the last Pukekohe meeting and was a greater attraction than the Gold Star race.

Till next month,

Saludos amigos



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# EUROPEAN RALLY SCENE

Fiat picked a second victory in the Constructors' Rally Championship series when Hakan Lindberg and Helmut Eisendle were outright winners of the Austrian Alpine Rally which finished in Baden. They were driving a Fiat 124 Spyder similar to the one in which they won the Acropolis earlier this year.

Although there were just under 60 starters, the event was well supported by the regular manufacturers, with works cars from Saab, Lancia, Fiat and BMW and a strong team of Volkswagens from VW-Porsche-Austria, better known as Porsche-Salzburg.

The 1600 mile route was planned with 21 special stages totalling just over 200 miles. The event was compressed into 48 hours with two short stops of a couple of hours each to divide the rally into three legs. Although a road book was issued by the organisers, it was decidedly sketchy and the roads were hard to find even in practice when there was plenty of time. Some crews wrong slotted in the event itself, so private entrants who had no time to waste must have had a tough time staying on the proper route.

From the start there was a round about route of 100 miles to the first special stage, a six miler on smooth gravel but with such a proportion of tarmac that some crews used racing rubber. On most rallies, the first few stages invariably reap the biggest harvest of incidents, and in this respect the Alpenfahrt was no exception.

Fall's BMW stopped suddenly and he found the rotor arm broken. After fitting the spare rotor, he was following Bochnick's Citroen through the next village and was surprised to see it belching sparks, flame and smoke from its underside. The big Citroen was forced to a stop to put out the fire. Then a VW darted out of a side road, looking for the end of the stage. Herrmann had wrong slotted and had to back track. Fall broke another rotor before the start of the second stage and by the time a new distributor was fitted, he was over time, so headed back for Baden.

On the second test, the Saab of Blomqvist went wide on one corner, dropped a side into a ditch, pulled out and spun. They managed to get off the stage, dragging the rear left wheel which was almost flattened beneath the car. With no hope of continuing, they set off for Baden. First the tyre came away, then the wheel and after the back plate came off, they stopped to remove the spring. When Fall came along, they were treated to the sight of Blomqvist driving ahead of them on three wheels while their own was showing 6000 rpm in top gear on four.

Warmbold was setting a fast pace in the BMW, beating Blomqvist by only  $2\frac{1}{2}$  seconds on the first stage, but on the next he was nearly three-quarters of a minute ahead of team mate Aaltonen over 12 miles. Arriving at service points, Warmbold's discs were glowing in the dark, but this was a problem which all quick drivers were finding. The discs on Eklund's Saab were approaching white heat and mechanics were having to be careful changing wheels.

On the seventh stage on a tight right hander, bordered on the outside by a rock wall, Warmbold went wide, scraped along the rock and ran up it in a wall of death fashion before landing on the roof. Although it didn't take long to right the BMW, it was extensively damaged and they retired.

Paganelli put a rod through the block of the Fiat and the diff. of Kallstrom's Lancia packed up. Aaltonen didn't get much further when the diff. pinion stripped on the last of the BMWs.

Lampinen's Lancia took the lead for a trouble free run through the second leg when 18 survivors were cut back to 14.

On the final leg, Lampinen retired when the oil filter housing broke and the remaining Lancia of Barbasio put a rod through the side of the block. Eklund dropped a place after wrong slotting.

- 1st H. Lindberg/H. Eisendle (Fiat 124S)
- 2nd G. Janger/H. Gottlieb (VW 1302S)
- 3rd P. Eklund/B. Reinicke (Saab V4)

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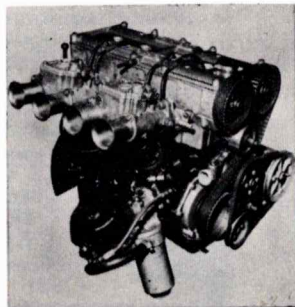
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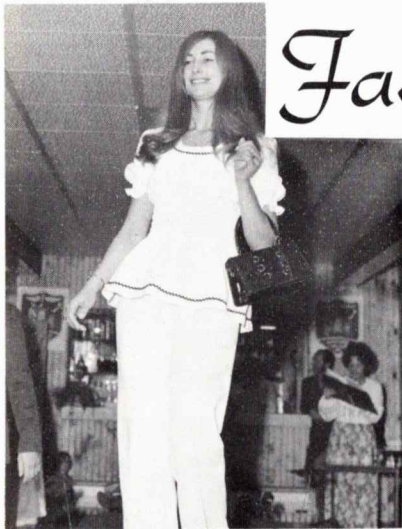
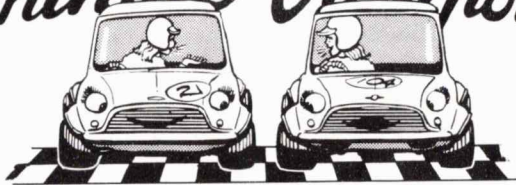
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# Feminine Viewpoint



## Fashion Parade

October 15, 1972

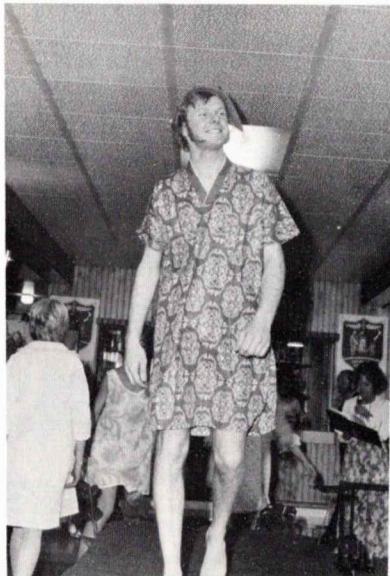
The afternoon of Sunday, the 15th October, saw the Clubrooms converted temporarily into a fashion salon with catwalk, satin drapes and potted plants. Upstairs in the dressing room there was a multi-hued scene of clothing and bustling people including makeup specialists and hairdressers.

As the Parade itself moved through bikinis, swimsuits and into shorts and casual wear, the new vibrant citrus colours and the ever

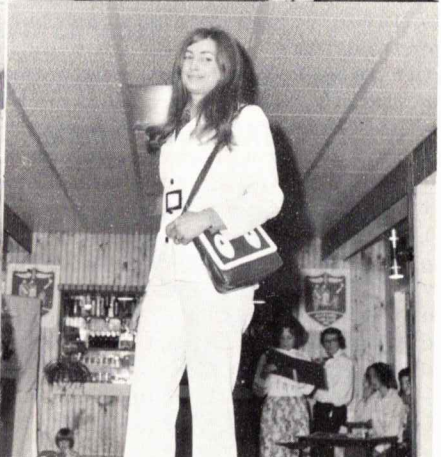
popular shade of purple were to be seen in both male and female wear.

Clever co-ordination by compere, Mrs Betty Aitken, merged separate outfits into sets and groups. Casual-wear for men in crimplene was very popular and displayed to advantage by models Owen and Dave and also Club member, Peter Schenker. Navy, red and white were among the colours chosen by all the girls and were shown well in all styles from blazers, slack suits and trousers to a smart cat-suit for evening wear. A mixed collection of nightwear including a night shirt and peaked cap worn by Dave was well received by the enthusiastic audience. To conclude the parade a beautiful wedding gown and bridesmaid's dress were shown.

Our grateful thanks to Mrs Shirley Harrison of Raymonda Fashions Green Bay, and Alan Steel Menswear Limited for the garments; and to Dadleys of Queen Street for the shoes and bags.







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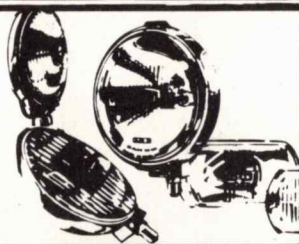


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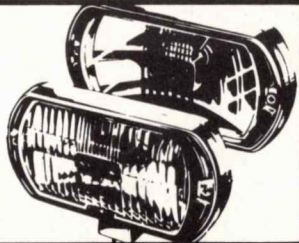


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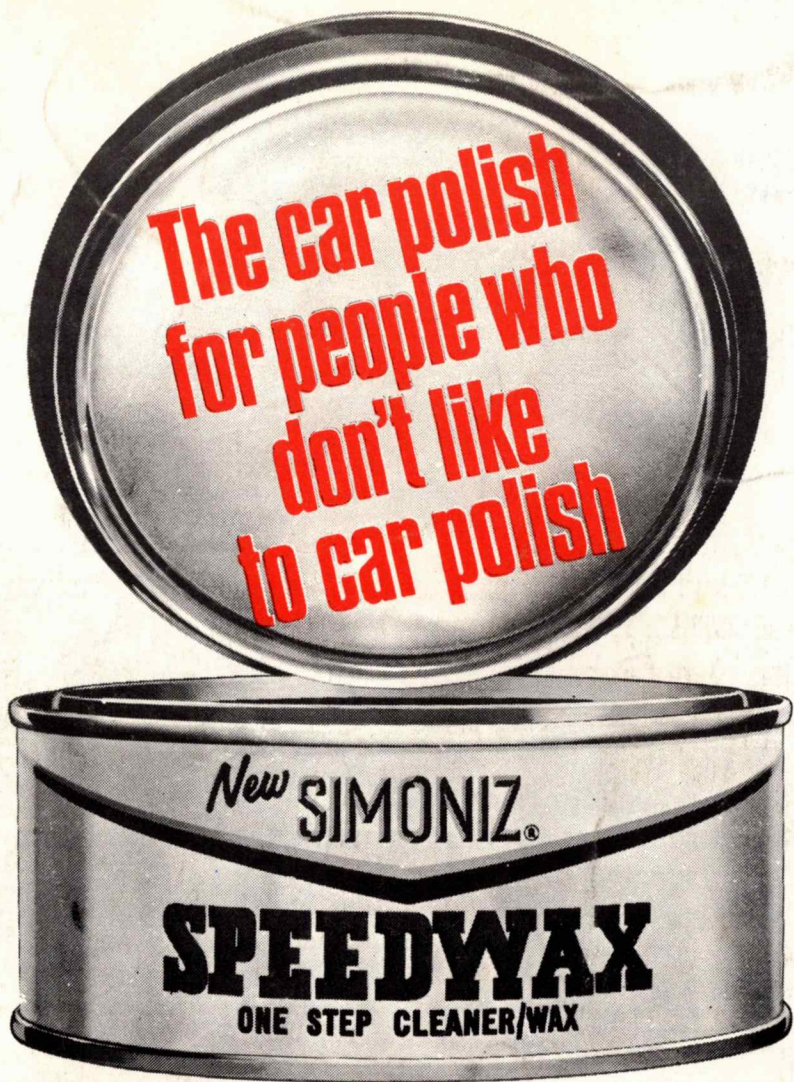
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