

BULLETIN

DECEMBER 1972

40th ANNIVERSARY
1932-1972

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.

881 c.c. and over: Leo Leonard and Graeme Richards (Outright winner
(Chrysler Variant))



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



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



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



The World's Fastest Spark Plugs

692



— 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.

Club Captain:

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

Building: M. H. Lawson,
HCK 4656 O.

Vice-Presidents:

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

Deputy Club Captain:
P. Levett, phone 654-105,
662 Mt Albert Road, Royal Oak.

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

Membership Secretary:
B. J. Hamilton, phone POP 48-520

Secretary and Treasurer:

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

Chairmen of Sub-Committees:

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

Competition Licence Officer:
T. Molloy, phone 654-048.

Executive:

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

Trials: P. A. Meggison, 547-129
(Bus.)

Security Officer:
H. G. Southee, phone 607-682.

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

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

Custodian:
W. Ferris, phone 674-071.



AT THE RECENT AUCKLAND CAR CLUB 40TH ANNIVERSARY
COCKTAIL PARTY (LEFT TO RIGHT) LES McLAREN,
GEOFF WHITE, GEORGE HORNE, ARTHUR DEXTER, AND
BARRY WEBBER.

COVER PHOTO

OUR 40TH ANNIVERSARY. A SPAN OF 40 YEARS IS REPRESENTED
BY OUR FIRST AND TODAY'S PRESIDENTS, DICK MESSENGER AND
BARRY WEBBER AND THE CARS SHOWN. THE BEAUTIFULLY RESTORED
1932 RILEY (NOTE NUMBER PLATE) AND THE MAGNIFICENT DINO
FERRARI WERE KINDLY SUPPLIED BY MR GEOFF WALLS AND MR ERIC
PRICE. DICK AND BARRY BOTH CLAIMED TO BE IN TOP RUNNING
ORDER TOO.

Photograph by Jack Inwood.

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.

The Clubrooms will be open during the Christmas Holiday period. See advertisement in this bulletin.

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

.75M Circuit. 30 races, providing for all classes, Modified Saloons, Standard Production Saloons, Mini Seven, Sports, Formula Ford, Formula Vee, etc. Entries closed 1st December with the Secretary, Miss C.E. Dewar Phone 588-274 (Home) or 379-341 (Bus) but late entries may be accepted to fill races. Scrutineering 9.30 to 11.00 a.m. Practice commences 12 noon. Racing 1.00 p.m. Refreshments food, etc. available at the circuit. Marshals, etc. required. Please phone Eric Mallard, 677-519 (Home). A Christmas Barbeque will be held after the meeting. The Club will provide some cooking facilities and will have cold 10 octane available so remember to take your steaks, sausages, etc.

16TH DECEMBER - SATURDAY - CHRISTMAS SOCIAL AND DANCE

To be held at the Clubrooms from 8.00 to 12.30 a.m. Happiness Hour from 7.00 to 8.00 p.m. Tickets available now from Social Committee Chairman, Ray Stodart, or the Clubrooms at \$2.00 each. Swinging Band and Excellent Supper.

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

To be held at the Clubrooms from 2.30 p.m. to 4.30 p.m. Please ensure that the circular recently sent to you is returned completed to Mrs Dale Painter, P.O. Box 6607, Auckland.

3RD JANUARY 1973 - WEDNESDAY EVENING - PRE GRAND PRIX GET TOGETHER - Come along and meet the drivers from 8.00 p.m. onwards.

5TH JANUARY 1973 - FRIDAY EVENING - 40TH ANNIVERSARY BUFFET

DINNER - Waipuna Lodge Hotel - Tickets available at \$8.00 each. Our guest speaker will be Denny Hulme and as the ticket numbers are definitely limited, you are advised to purchase yours early. See separate advertisement in this Bulletin for further details.



OPEN & INVITATION

17TH DECEMBER - SUNDAY - DOG BOX CLUB CHRISTMAS SOCIAL -

To be held at the Cascade Room of the Royal International Hotel from 8.00 p.m. onwards. Tickets available from Mrs Doris Hill (Phone 862-758) at a price of \$3.00 each.

17TH DECEMBER - SUNDAY - "DUCKHAMS INVITATION SERIES" HILLCLIMB

Anderson Farm, Paremure. Entries on the day 8.30 a.m. to 10.30 a.m. Organised by the Auckland University Car Club.

31ST DECEMBER - SUNDAY - ROTHMANS INTERNATIONAL RACE MEETING -

BAY PARK RACEWAY - Events for New Zealand Gold Star, Formula Ford and G.T.X. Championship. Practice Day 30th December. Enquiries to Bay Park Raceways, P.O. Box 2197, Tauranga South. Phone 83-020.

3RD JANUARY - WEDNESDAY EVENING - PRE GRAND PRIX GET TOGETHER

To be held in the Members Lounge of the Clubrooms at 44 Stoddard Road, Mt Roskill

3RD JANUARY - WEDNESDAY EVENING - PRE GRAND PRIX GET TOGETHER

In the Members Lounge of the Auckland Car Club Clubrooms 44 Stoddard Road, Mt. Roskill. Meet the local and overseas drivers from 8.00 p.m. onwards. All drivers, mechanics and other crew members most welcome.

5TH JANUARY - FRIDAY EVENING - 40TH ANNIVERSARY BUFFET DINNER -

To be held at Waipuna Lodge Hotel. Tickets available at \$8.00 each but as there is a limited number you are advised to purchase yours early. Our guest speaker will be Denny Hulme. See separate advertisement in this Bulletin for further details.

6TH JANUARY - SATURDAY - AIR NEW ZEALAND INTERNATIONAL GRAND

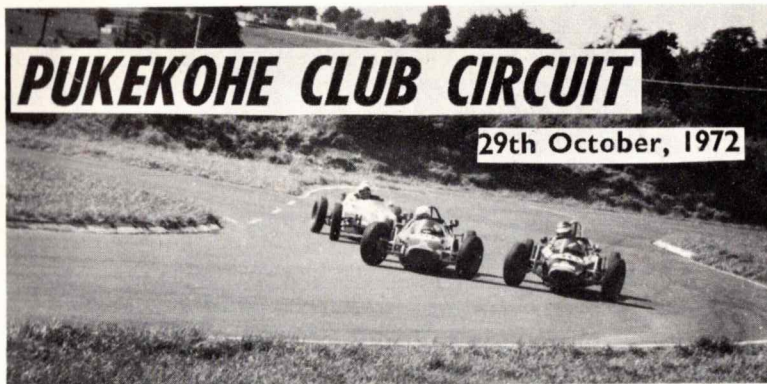
PRIX - PUKEKOHE - Tasman Cup meeting. Supporting events for Bank of New South Wales, Formula Ford and G.T.X. Championships. Practice days January 4th and 5th.

13TH JANUARY - SATURDAY - INTERNATIONAL RACE MEETING - LEVIN

MOTOR RACING CIRCUIT - Tasman Cup Series. Events also for Formula Ford, G.T.X. Championship Races.

PUKEKOHE CLUB CIRCUIT

29th October, 1972



With 105 entries for the Club Circuit much work was to be done for Officials, Race Secretary and Scrutineers alike, but with the paper work out of the way, practice saw one or two incidents, namely Reg Cook (Escort TC) making contact with Bruce Cork (Capri) with very little damage to the Capri but with considerable damage to the Escort. Also Joe Keucke (Spitfire) was unlucky enough to arrive at the Stable corner while Steve Ebrey (Triumph GT6) was all out of control and a fairly expensive crunching of metal was had thereof.

There were twenty-nine races held for various types of cars and everyone had a thoroughly enjoyable day. It was good to see Ken Flashman with his hand now out of plaster, having a go - Ken recently carved his hand up rather badly in the fan blade of a Formula Vee while working on it. Another notable performer was Sandra Findlay, the only lady competitor, who not only was prepared to compete with the boys, but also showed herself capable of beating them - come on girls, the Insurance Companies reckon you are a better risk than the men - so why don't more of you have a go - eh Pauline?!

With the limited amount of space for this month's bulletin and as coverage of the whole twenty-nine races could occupy nearly a quarter of the bulletin I have kept this report brief and apologise for not going into greater detail.

RESULTS

DON HADFIELD

RACE 1. Production Saloons 0 - 1500cc.

1. M. PETCH	Datsun 1200SSS	1171
2. R. KNAGGS	Ford Escort GT	1298
3. L. VANDERMEER	Morris Cooper 'S'	1293
4. T. TAPPER	Morris Clubman GT	1275
5. J. ROBB	Austin Cooper	998

RACE 2. Production Saloons 1501cc and over.

1. S. MURPHY	Holden Monaro	5000
2. G. CRAWFORD	Holden Torana GTR	2600
3. V. SMITH	Lotus Cortina	1558
4. B. CORK	Ford Capri	3000
5. R. VANDERKLEY	Ford Escort GT	2000

RACE 3. Mini 7.

1. J. HARVEY	Morris Mini	848
2. A. WRIGHT	Austin Mini	848
3. M. COX	Austin Mini	848
4. K. HOLSWICH	Austin Mini	848
5. I. ANDERSON	Morris Mini	848

RACE 4. Saloons 0 - 1000cc.

1. K. RAND	Austin Cooper 'S'	999
2. P. ADAMS	Morris Cooper 'S'	999
3. R. CAMPBELL	Morris Cooper 'S'	998
4. P. LEVET	Hillman Imp	970
5. W. SAMPLE	Austin Cooper 'S'	999

RACE 5. Saloons 1001 - 1300cc.

1. R. HANBURY	Morris Cooper 'S'	1275
2. T. THOMPSON	Ford Escort	1300
3. L. PORTER	Ford Anglia	1298
4. P. BATTEN	Morris Cooper 'S'	1293
5. L. RYAN	Austin Mini	1220

RACE 6. Saloons 1301 - 1600cc.

1. P. GILBERT	Austin A40	1600
2. J. RIST	Ford Anglia	1594
3. B. SUCKLING	Ford Escort	1558
4. J. BIDDICK	Ford Escort	1598
5. T. ERCEG	Ford Cortina	1600

RACE 7. Saloons 1601cc and over.

1. M. SOAMES	Ford Cortina	1760
2. G. CAMPBELL	Ford Anglia	1760
3. T. MAYES	Triumph Vitesse	1998
4. G. CRAWFORD	Ford Escort BDA	1601
5. M. FITZPATRICK	Holden Monaro	5000

RACE 8. Sports Cars.

1. C. Conway	MGB	1840
2. P. HOUGH	Triumph Hera'd	1275
3. P. BOYER	Triumph GT6	1998
4. R. ARCHIBALD	Triumph TR4A	2300
5. R. ROBERTSON	MG Midget	1098

RACE 9. Sports and Formula Ford.

1. P. HASKETT	FF Brabham	1600
2. N. LOWE	FF Titan	1600
3. P. MAHONEY	FF Brabham	1600
4. J. BOSWELL	Lotus Seven	1599
5. K. McNAMARA	Beach Buggy	1584

RACE 10. Single Seaters.

1. D. CROSS	M.E.R.	1275
2. J. HATTON	Formula Vee	1192
3. M. JONES	Formula Vee	1192
4. N. ROBERTSON	Formula Vee	1192
5. B. HARGRAVES	Formula Vee	1192

RACE 11. Production Saloons 0 - 1500cc.

1. M. PETCH	Datsun 1200SSS	1171
2. R. HARRINGTON	Ford Escort GT	1298
3. R. KNAGGS	Ford Escort GT	1298
4. S. FINDLAY	Austin Cooper 'S'	1275
5. T. TAPPER	Morris Clubman GT	1275

RACE 12. Production Saloons 1501cc and over

1. C. CRISP	Holden Torana XU1	3048
2. S. MURPHY	Holden Monaro	5000
3. R. VANDERKLEY	Ford Escort GT	2000
4. B. CORK	Ford Capri	3000
5. J. PAINE	Holden Monaro	5000

RACE 13. Mini 7.

1. A. WRIGHT	Austin Mini	848
2. J. HARVEY	Morris Mini	848
3. M. COX	Austin Mini	848
4. J. ANDERSON	Morris Mini	848
5. K. HOLSWICH	Austin Mini	848

RACE 14. Saloons 0 - 1000cc.

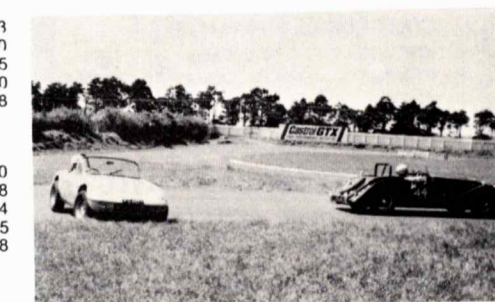
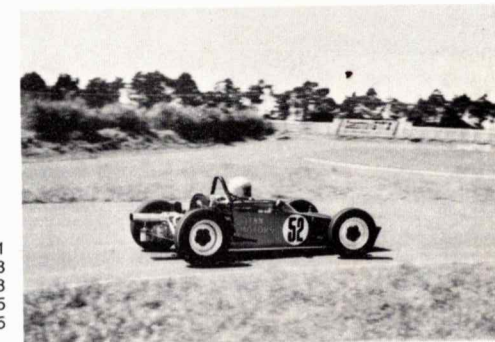
1. K. RAND	Austin Cooper 'S'	999
2. P. ADAMS	Morris Cooper 'S'	999
3. W. SAMPLE	Austin Cooper 'S'	999
4. J. EDMONDSON	Austin Mini	998
5. R. CAMPBELL	Morris Cooper 'S'	998

RACE 15. Saloons 1001 - 1300cc.

1. P. BATTEN	Morris Cooper 'S'	1293
2. T. THOMPSON	Ford Escort	1300
3. R. BREMNER	Morris Cooper 'S'	1275
4. L. RYAN	Austin Mini	1220
5. L. PORTER	Ford Anglia	1298

RACE 16. Saloons 1301 - 1600cc.

1. P. GILBERT	Austin A40	1600
2. K. STRAHAN	Ford Anglia	1498
3. J. RIST	Ford Anglia	1594
4. C. COOPER	Ford Anglia	1475
5. J. BIDDICK	Ford Escort	1598



RACE 17. Saloons 1601cc and over.

1. M. SOAMES	Ford Cortina	1760
2. G. CAMPBELL	Ford Anglia	1760
3. M. FITZPATRICK	Holden Monaro	5000
4. T. MAYES	Triumph Vitesse	1998
5. G. CRAWFORD	Ford Escort BDA	1601

RACE 18. Sports Cars.

1. C. CONWAY	MGB	1840
2. P. BOYER	Triumph GT6	1998
3. P. HOUGH	Triumph Herald	1275
4. N. ROBERTSON	MG Midget	1098
5. H. WILSON	Morgan Plus 4	2138

RACE 19. Sports and Formula Ford.

1. P. MAHONEY	FF Brabham	1600
2. L. LOWE	FF Titan	1670
3. R. MIL' EN	Beach Buggy	2994
4. J. BOSWELL	Lotus Seven	1598
5. D. DUNBAR	Mini Special	1220

RACE 20. Single Seaters.

1. D. CROSS	M.E.R.	1275
2. J. HATTON	Formula Vee	1192
3. M. JONES	Formula Vee	1192
4. B. HARGRAVES	Formula Vee	1192
5. N. ROBERTSON	Formula Vee	1192

RACE 21. Production Handicap 0 - 1500cc.

1. K. LATROBE	Morris Cooper	998
2. D. TRINGHAM	Ford Escort	1298
3. M. PETCH	Datsun 1200SSS	1171
4. J. ROBB	Austin Cooper	998
5. R. KNAGGS	Ford Escort GT	1293

RACE 22. Production Handicap 1501cc and over.

1. M. DRAPER	Fiat 125T	1508
2. J. PAINE	Holden Monaro	5000
3. B. TODD	Holden Torana GTR	2600
4. G. CRAWFORD	Holden Torana GTR	2600
5. C. CRISP	Holden Torana XU1	3048

RACE 23. Mini 7 Handicap.

1. A. WRIGHT	Austin Mini	848
2. J. HARVEY	Morris Mini	848
3. I. ANDERSON	Morris Mini	848
4. M. COX	Austin Mini	848
5. W. FOWLER	Morris Mini	848

RACE 24. 0 - 1000cc Handicap.

1. J. EDMONDSON	Austin Mini	998
2. P. ADAMS	Morris Cooper 'S'	999
3. P. HARVEY	Morris Cooper 'S'	999
4. K. RAND	Austin Cooper 'S'	999
5. R. CAMPBELL	Morris Cooper 'S'	999

RACE 25. 1001 - 1300cc Handicap.

1. R. KNAGGS	Ford Escort GT	1293
2. R. HANBURY	Morris Cooper 'S'	1275
3. S. ALGIE	Morris Cooper 'S'	1275
4. L. RYAN	Austin Mini	1220
5. T. THOMPSON	Ford Escort	1300

RACE 26. 1301 - 1600cc Handicap.

1. J. RIST	Ford Anglia	1594
2. T. ERCEG	Ford Cortina	1600
3. J. BIDDICK	Ford Escort	1598
4. K. STRAHAN	Ford Anglia	1498



RACE 27. 1601cc and over Handicap.

1. M. FITZPATRICK	Holden Monaro	5000
2. M. SOAMES	Ford Cortina	1760
3. G. CAMPBELL	Ford Anglia	1760
4. C. CRISP	Holden Torana GTR	3048
5. R. LISTER	Chev. Coupe	4500

RACE 29. Formula Vee Handicap.

1. I. ZONICH	Formula Vee	1192
2. J. HATTON	Formula Vee	1192
3. W. FOWLER	Formula Vee	1192
4. M. JONES	Formula Vee	1192
5. M. McNEIL	Formula Vee	1192

RACE 28. Sports and Formula Ford Handicap.

1. M. HART	Lotus Elan	1600
2. R. MILLEN	V6 Buggy	2994
3. P. BOYER	Triumph GT6	1998
4. P. MAHONEY	FF Brabham	1600
5. N. LOWE	FF Titan	1600



SOMETHING SPECIAL
CLUB HOURS

XMAS EVE
4 pm — 10 pm

XMAS DAY
4 pm — 12.30 am

New Year's Eve
4 pm — 12.30 am

MEET THE DRIVERS — OVERSEAS AND LOCAL STARS — WEDNESDAY, 3rd JANUARY, 1973 — 8 - 11 p.m.



The face on the right is familiar to most MotorSport people in New Zealand. The symbol above is new, but it represents the best in MotorSport and Automotive Photography — ten years' experience — the best of equipment — full-time service — catering to the pictorial requirements of the N.Z. MotorSport fraternity



FOR THE BEST IN MOTORSPORT PHOTOGRAPHY, *WHETHER* FOR SCRAPBOOK, ADVERTISING OR SHOWROOM WALL, USE THE FACILITIES OF N.Z.'s ONLY FULL-TIME AUTO PHOTOGRAPHER.

JACK INWOOD PHOTOS

P.O. BOX 9323 AUCKLAND

PH OH 64-496



Robbie Francevic



Motor racing started for me with my entry into the motor trade as an apprentice mechanic. In those days - the late 50's - things were pretty amateur. For my first meeting I was up at 5.00 a.m. to assist the Speed Committee in setting out grass track circuits (which meant planning them to suit my car's handling and getting several practice runs before competitors arrived for official practice, so consequently I managed to win many of these events). My father had assisted financially, and he said he would help for two years and then it was up to me. I felt motor racing had reached a crossroads of amateur and professional racing. When the two years was up, and not having much money, I decided that if I was to further my racing career I must adopt a professional attitude. We painted our Humber 80 a bright orange and white and started a Cassius Clay type promotion of myself. Unfortunately even today I'm regarded as a "big mouth". Believe me, though, sponsorship today may be gained through talent, but ten years ago it was not so simple and if I hadn't done what I did I wouldn't have driven the number of terrific cars I have.

My first drive in a single seater was in the ex Roy James ("Weasel", the Great Train Robber's driver) Brabham 1.5 which was brought to New Zealand for Ray Thackwell. We got this car off the boat two days before the first meeting at Partitutu Road Circuit at New Plymouth, and though I'd never driven it and the suspension pointed in every direction except the right one, it lasted long enough to win a race and set a lap record which was never broken.

Tony Kriletich, my mechanic and friend since I started racing, got us sponsorship from Coventry Motors. The cost factor decided us on a 1955 Customline instead of a 1962 Fairlane for what was to be the last season of Allcomer racing. We rebuilt the front suspension to our own design, and slid the chassis through the body interior. A roll cage held the body together and it was really a chassis racing, with a body suspended over it. But with a stock Hi-Performance Ford 42F engine and our re-designed suspension, the Custaxie went and handled well enough to win the championship without revving past 6000 rpm, at least one thou. below the engine's limit.

Peter and Glenn Urquhart of Coventry Motors and Air New Zealand sent Tony and me to America for five months, and we were lucky enough to do exceptionally well on the stock car tracks - in two-thirds of a season we captured "Rookie of the Year". At this point I had three choices - first, go to England to drive Formula 2 for Williment Racing; second, stay in America driving stock sedans for Ford; and third, back to New Zealand where my sweetheart (now my wife Rosita) and my friends and supporters were. Number three won!

I was foolishly confident that New Zealand's motor racing administration had matured, but to my dismay on arriving home I found MANZ apparently more interested in helping prevent our new Fairlane from competing, than in helping to get it accepted and racing. I wasn't even allowed to practice with other saloons. The car was eventually homologated over Christmas (two members staying back through Christmas to get a copy of the sheets to me). Coventry Motors had withdrawn in disgust, but to fulfil the Air New Zealand sponsorship deal we had to rush to compete at nine meetings and we only solved an engine problem in time for the last meeting, at which we broke the lap record for the 2.2 mile circuit of Pukekohe in practice - and promptly had a clutch failure. In one season our good racing record was gone and the sport had lost the best sponsor I have ever known.

Since then I have married and treat motor racing as a sport until I can afford a car that is competitive with the best. At the moment I am sponsored by Colin Giltrap and Jerry Clayton in "standard" production racing, and they're the best sponsors I could wish for. People used to say, when differences of opinion arose concerning my team, "A thousand Dallies can't be wrong". I hear they're saying this year, "A thousand and two Dallies"!

We started this season with the Clayton Motors Torana XU1 but in spite of steadily incorporating all the new factory parts from Australia in this car, and getting our lap times down substantially, we can't get near the best Charger, though in Australia the Chargers don't compare with the Toranas which are giving the improved GTHO's a run for their money. However, Colin Giltrap has acquired a Mazda dealership at 444 Great North Road, and we felt that a Capella (RX2) Coupé would be competitive in Group 2 of the GTX series.

Now that we've sorted out tyres and things we can head the rest off - well, we did last month at Pukekohe anyway - and the Wankel engine is so simple and reliable that we think we can leave it untouched for the whole series. This should give us a better chance in Group 2, where the pressure doesn't seem to have affected the competitors as badly as in Group 1. So for the rest of this series at least we'll be going Rotary in Group 2 and perhaps we can avoid the arguing that way.

A new field with a big potential is rallying. If it is properly guided and planned I'm sure rallying has a very big future in New Zealand, especially if we can have just a few more each year to make it worth building up a good car, and I've got some ideas about winning some, rather than just having a stab in a hastily prepared old car as we have been doing.

Highlight of some fifteen years' racing? Well, I always like the extra enjoyment everyone gets driving a championship series rather than any one race, so I think the most satisfying achievement so far was winning the 1967 Allcomer Saloon Car Championship in the Custaxie, a car which Tony and I virtually designed and built ourselves (with a little help from various Honorary Dallies)!

ROBBIE FRANCEVIC



SHOUTS & murmurs



... The Club is indebted to the Smith Brothers of Blockhouse Bay Hire Service Limited for the loan of power equipment used in upgrading the appearance of facilities at Club venues whenever the need arises. In particular we thank them for their assistance at Chamberlain Road, our hillclimb venue.

... Congratulations to Trials Chairman, Peter Meggison, on his marriage to Clarinda Poole on Saturday, 18th November.

... Elsewhere in this issue you will see an advertisement for the Club's 40th Anniversary Buffet Dinner. Tickets for this function are strictly limited and it is essential that you purchase early to avoid disappointment.

... The 40th Anniversary section of this Bulletin was written by past members and ex officials of the Club. We were delighted with the response offered to us by each and every person who has contributed. There is a wealth of historical information about the Club which unfortunately our limited space prevents us from publishing.

... Remember that there is no film evening in December. The next one will be held on the 18TH JANUARY.

... Congratulations to Sue and Greg Lancaster on the birth of their daughter.

... Frank Gardner in the SCA Freight Chev Camaro and Alan Moffat in the Ford Mustang will be driving at the Grand Prix Meeting on the 6th January.

... Our 40th Anniversary commemorative ashtrays are now available and may be purchased at the Clubrooms. There is a limited number of 40th Anniversary beer mugs for sale as well.

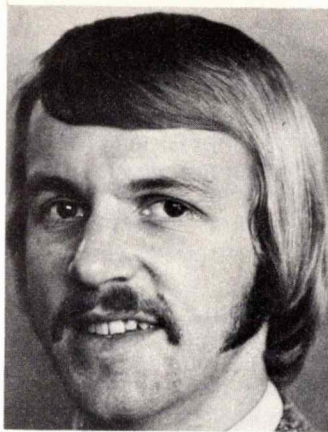
... The Club is anxious to trace a painting of the European Grand Prix at Rheims in 1958 which features Stirling Moss in the light green British Racing Partnership BRM and other drivers. This painting featured on the wall in our old Clubrooms at St James Street and measures 36" x 24" and was painted by Christine Zambucka. If you know the whereabouts of this painting please let us know.





THE PETER GILL COLUMN

In which on the occasion of the Club's 40th birthday, he takes a serious gaze into the crystal ball.



So now we are forty years old.

And it is an occasion which will generate a certain amount of well justified back patting, an achievement we can happily congratulate ourselves on. When I say "we", I speak from the position of honorary membership for the last eighteen months, a privilege very kindly bestowed on me by the Club, and which I share with three Apollo astronauts.

Unlike them, I can speak from earthly experience only. But even in the short time I have been associated with the Club, I have become aware, not only of the family atmosphere which exists at the very heart of everything the Club undertakes, and which President Barry Webber and Marilyn work so hard to preserve, but I can also feel the wealth of forty years of experience in the Club's atmosphere. We have a mature and stable organisation.

Nevertheless, let's not get carried away by the sense of complacency that forty years might bring. There is still plenty the Club can do yet.

I wonder if perhaps the Club has reached a stage where it can become more of a complete car club and interest itself in aspects of automotive activity other than competitive sport. I wonder if the time is not right for the Club to cater for all aspects of car ownership and enjoyment, rather than only those for which a competition licence is required.

I am thinking of such things as talks and workshop seminars on car maintenance, association with road safety campaigns, the re-introduction of small scale economy runs, and possibly even a service to the daily and weekly press whereby the Club would release articles of general motoring interest generated from its pool of experts, included in which could be the consumer testing of new models.

All these things, and many more which Club members would no doubt come up with, would go a long way to giving the non-competitive element in the Club some form of activity. It would extend the range of interests the car club caters for, and it would derive for the Club some considerable amount of both prestige and publicity which would make us not a Club interested in the enjoyment of the motor car, but also an authority on things automotive and a responsible body in the community to which others would look for guidance.

It may be that Club members are not interested in this sort of diversification, and even if they were, it is not the sort of thing that could be achieved over night.

But it could certainly be a reality by the time we hit the half century.

Auckland Car Club (Inc.)

40th Anniversary BUFFET DINNER

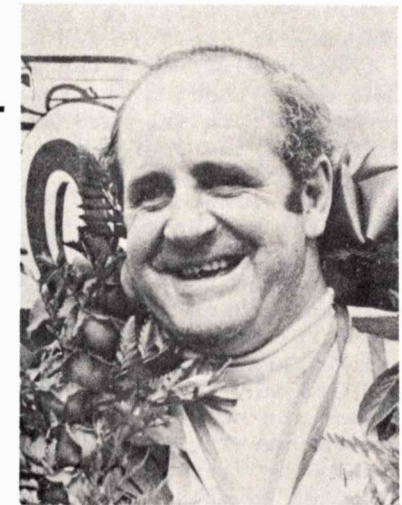
FRIDAY, 5th JANUARY, 1973

Waipuna Lodge Hotel

Waipuna Road, Mt Wellington.

Guest Speaker -

**DENNY
HULME**



*SUPERB MENU OF
SEVERAL COURSES*

Cocktails from 6.30p.m.

TICKETS \$8.00 EACH.

— includes cocktails and wines.

ATTENDANCE STRICTLY LIMITED TO 200.

Tickets available only from:

**RAY STODART, ERIC MALLARD, LES RANKIN, WILLARD
MARTIN, BARRY WEBBER**

BAY PARK


Oct. 22, 1972



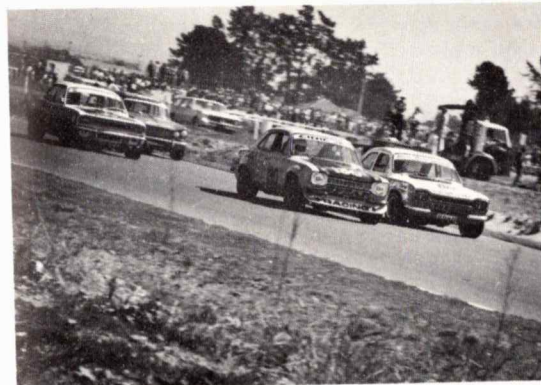
American Airlines and Bay Park Raceways had the good fortune to have the very best possible weather for many years for their Labour Weekend meeting, and what with a slightly cold wind to keep the less hardy types off the beaches and a captive crowd in the district they could hardly help but be successful.

Starting at Noon, they ran a 19 race programme which was originally intended to be 17, but such were the numbers of entries that the Group 2 and Group 3 GTX heats were divided into two extra races, and although the visiting Australian driver Malcolm Ramsey failed to win the glamour event, it was quite a change to see a genuine 4-door saloon car competing against the Firebirds, Mustangs, Camaros, etc.

Racing got underway with a motor cycle event featuring as usual, their rolling start, which keeps the top riders together in preference to the "hit and miss" method which scatters the field. Young Geoff Perry won from Peter Leahy and Trevor Discombe but not without a challenge from Ginger Molloy who unfortunately fell on the second lap with the bike bursting into flames at least ten feet high. Fortunately Molloy was not hurt but young Geoff Perry criticised the long delay in getting the Fire Boss to the scene, however it was noted at the time that Molloy was up and around immediately. Later in the day they ran another event, this time won by Leahy with Waterer second and Malloy on a much smaller machine third. Perry was going very quickly indeed trying to pull back Leahy when his Suzuki seized nearly putting him in the fence. He rode to the Pits, rejoining the event on the machine on which he won the earlier race, but of course was now too far behind to make any impression, but was beautiful to watch just the same.



First event for Saloons was the 0-1000 c.c. which started Reg Cook (Mini) on his very successful day which he won from Rex Hart (Mini) and Mark Reddish (Mini) third. Jim Richards was the only one to offer Reg Cook any opposition in his Hillman Imp, but he pitted early with problems, and only had the satisfaction of fastest lap at 1-9.3, the record being 1-8.6. The second 0 - 1000 c.c. Bank of New South Wales heat was won again by Cook, with Richards second and Hart and Reddish third and fourth. Cook, in this event, got under the old record leaving it at 1-8.3 but Richards replied with a 1-8.0 in his desperate attempts to catch Cook - so desperate in fact that he was given



the warning flag for apparently overtaking under the yellow flag.

The Castrol GTX Production Car series is getting bigger and better fields this meeting fielding nearly fifty cars over the three groups. The Group 2 cars went out first with Richards (Capri) avenging his earlier defeat against Cook (Escort RS1600) although Cook recorded fastest lap, Bill Shiells (Mazda) third, Francevic (Mazda) fourth and a fast improving Brian Innes in a Valiant Hemi Pacer, fifth. The Group 3 cars were next out and saw a grand three-way battle between Peter Ross, Richard Knaggs and Paul Curin all in GT Escorts. Ross well deserved his win for he had Knaggs and Curin all over him like a rash trying to get him to "blow his cool" while the two team mates were actually getting in each other's way, Curin eventually retiring while Knaggs, who had never driven at Bay Park before was second ahead of Dick Sellens (Toyota Corolla) who is improving each time out. Fourth was Mark Petch in the Datsun 1200SSS who, although at a Club Meeting a week later had no problem deposing the Escorts, could do nothing about them this time.

The fourth race of the day was supposed to be the Bank of New South Wales 0 - 6000 Championship event, but much drama was had before this race finally got under way. Firstly, just before the flag fell it was noted that Paul Fahey (Mustang) had the front wheels turned slightly inward, he being on the outside of the circuit and at flag fall Ramsay hesitated as did Dawson, Marwood got away like a shot and Coppins, anticipating a slow start moved slightly to the right to try to go through the gap - in the meantime with the rear wheels fighting for traction the Mustang of Fahey veered to the left taking Coppins and himself off to the right-hand side of the circuit - Marwood meanwhile disappearing into the distance. The race was then stopped as a large piece of alloy road wheel was found lying on the circuit and the obvious danger involved to a driver, who later turned out to be Paul Fahey, was too great a risk to take, so the field was returned to the Pits and out came the Formula Fords. On the second attempt to run the Bank of New South Wales 0 - 6000 event Ramsay in his Holden Kingswood broke a track rod and damaged the rear suspension on a warm-up lap, and was out of that round. Coppins (Pontiac Firebird) won this event from Marwood (Camaro), Fahey (Mustang) and Collingwood in the ex-Fahey Escort. At the time of writing, Marwood's second place was provisional only as there is apparently some doubt as to the eligibility of his car. The second Bank of New South Wales heat was again won by Coppins with Ramsay in the now repaired Kingswood second, Marwood third, Fahey fourth and Collingwood fifth, with Ramsay setting fastest lap.



THE CLUBMANS FORMULA

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

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

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

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



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The feature event of the day was the American Airlines Open Saloon event - again Coppins was victorious from Marwood and Fahey, with Rasmay fourth. Unfortunately the 0 - 6000 class was poorly supported and one could not help but wonder why the B.N.S.W. 1001 - 4200 cars were not run jointly in this event, at least filling up the field, although it turned out to be some of the best racing of the day as Halliday (Escort) and Boyle (Viva) had a fantastic duel, and it was only while getting involved with slower traffic while lapping that Boyle was robbed of a much overdue and well deserved win. Halliday won the first heat from Boyle with Sellens (Corolla) being third. Sundberg in the Escort put up quite a fight but unfortunately pitted in this event. In the second heat the order was the same except this time Sundberg was third with Sellens fourth.

With two heats for Formula Ford Championship and 6/10ths of a second covering the first six cars this promised to be a fantastic dice - and so it was with Robbie Booth (Lotus) winning from Graham Baker (Titan) with Neville Bailey third in the Palliser, fourth was Dave McMillan who also set a new Formula Ford record at 62.2 in his Titan. Young Brett Riley (Titan) who was going extremely well in this his second ever race, hit the fence at Castrol Corner, fortunately without injury to himself. The second Formula Ford heat was won by McMillan with Baker again second, Booth third and Bryan Scobie (Titan) fourth - both Baker and Booth recorded 62.4 being the fastest laps for this race, but not fast enough to break McMillan's new record.

The first heat for the Castrol GTX Group 1 cars was won by Leo Leonard (Charger E49) with Francevic (Torana) second and a surprising Patrick Smith (Falcon GTHO) third. In the second heat Leonard pulled away setting a new record before putting a rod through the side, leaving Francevic to win, Smith now second, and Geoff Sutherland (Charger E49) third, Coppins being fourth in yet another Charger.

The now established battle for Formula Vees between John Hatton, Marx Jones, George Hettterscheid and Ian Hodge was on once again, though this time Jeremy Gough managed to put his oar in splitting Hettterscheid and Hodge to be fourth in the first heat, and splitting Hatton and Jones to be second in the second heat with Hodge fourth and Hettterscheid fifth - and very close exciting racing it was.

The second heat for Castrol GTX Group 2 cars was this time won by Reg Cook with Richards this time second, Shiells third - these three cars all recording 1-15.4 though Cook's time was done in the first heat. Innes improved yet again to be fourth with Allan Carter now driving the ex-Coppins/Richards B. & H. winning Charger, fifth. The Group 3 GTX cars was a repeat performance with Ross winning from Knaggs, Sellens and Petch, Curin again falling by the wayside.

And so wound up a very long day, the final race being completed at 5.45 p.m. - the public sure getting value for money.

DON HADFIELD

 GET WITH **DUNLOP**



CROMBIE'S 'Experts' TRIAL



This year's Expert's Trial, also known as Crafty Crombie's Cartographical Capers was no different from other years, employing more difficult than usual traps but twenty-eight cars started and twenty-seven crews were busy arguing at the end. (Ray Stodart failed to finish).

Right out of the drive of the Clubrooms and the first trap was a manned check at the end of Stoddard Road, of which many failed to get. On to the Motorway South at Penrose where we couldn't find a 50 sign and off at Otara, after a very long 10 mile odo - almost as long as the Castrol. Ahead at Newbury St. caught many, being the entrance to the Otara Shopping Centre Car Park, and if you didn't fall for that there was still "Stay on this Road" which went around a corner. The come on check caught many here. Then a sign (right next door to Crombie's work) which had two spelling errors in it "No Job to Big No Job To Small" really had us wondering. It seemed like ages (about 5 minutes) before we got the correcting check.

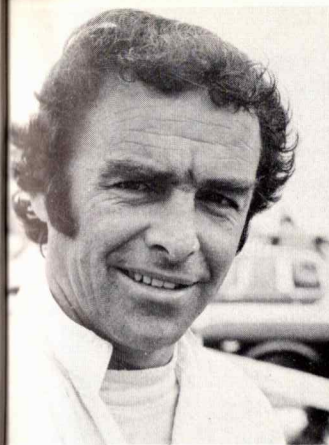
We then had to go right after the second School Bus Stop sign boy, were we lucky to see that sign by looking backwards at it so we turned right away from Bruce's come on check wondering how on earth we could ever get to it subsequently

We were caught by the "Avoid Redoubt Road" instruction, which was illegal according to the book. Then onto the great Germaine Greer subsection where eight lettered signposts had to be counted. With speed changes on every surface, we chucked timekeeping out the window and concentrated on check finding. Go left after 'Just in Time' was a great trap, there being an unmanned check HANS on the other side of the road to the sign which took too much attention of over half the field.

Then followed the map-reading section. The trap here was that wherever the road was clearly realigned from the road shown on the map you had to replot, U-turning where necessary. Basically this took us from Clevedon to Whitford to East Tamaki but only after trying every other road and doing nine U-turns on route. By the end of this subsection we had plenty of checks but had no idea of whether they were in the correct order. It was interesting to note that the winners were the only crew to clean sheet this well plotted subsection. Then the subsection to get us home. Watch for the sting in the tail. Well we did and found four of them.

A thoroughly tricky trial from which a lot was learnt, including the fact by Crombie that he should have started earlier as lead car as we caught him up - TWICE!

IMP



Dennis Marwood Comments



It is a pleasure to share a small part of this Anniversary Bulletin, and it has also been a great pleasure to have been a member of the Auckland Car Club for the past five years. Your Editor asked me to look back over my years of motor sport and on looking up my records I find that

the first race meeting I ran in was run by the Northern Sports Car Club. I remember driving up to Ardmore from my farm, two weeks after the Grand Prix in 1958, in my Sunbeam Talbot, just to watch, only to be talked into entering a race. On the 18th January 1958 we won the handicap race over 1500 c.c. on the "Little" Ardmore circuit. Those were the days when it was amazing to see one or two cars arrive on trailers, and even more exciting to find a car fitted with a pair of Webers. From that Ardmore meeting on I must admit that I had only one thing in mind, much to my parents' horror, and that was to modify a car with my own hands and win races. The farm development programme suffered drastic cuts in expenditure during the years 1958 to 1963 when my Bank Manager and Farm Advisory Officer between them, finally managed to convince me that I had my priorities mixed up.

During the 1963-64 season I retired with no plans for ever racing a car of my own again, only to find that in 1965 Ross Jensen approached me to try the Rothmans Cooper. This worked reasonably successfully for two seasons, gaining me second place in the Gold Star both years and I am very grateful to Rothmans, Shell and Ross Jensen for their help and encouragement during those two years.

Then followed several years of a mixture of cars with Feo Stanton and Ian Rorison and I must also thank both these men for the help and experience I gained driving for them. This phase of my motor racing is now over and I am looking forward eagerly to the future when we at Dennis Marwood Motors Limited, the new Datsun Dealership in Papakura and Performance Developments Limited will run a racing team, not seen previously in New Zealand.

Over the past fourteen years I have enjoyed many happy moments along with many sad ones, the sadest being the late Bruce McLaren's funeral. The happier moments have been meeting and learning from the above people as well as racing against and meeting drivers like Jackie Stewart, the late Jim Clark, Piers Courage, Rindt, Rodriguez, etc.

In future my hope is that I can give something back to motor racing by way of administration help and also continuing to run a car or team even when I am retired from driving myself. We have a long way to go here in New Zealand, even though we have produced the many international drivers we all know so well. Our

domestic racing is in dire need of a major re-organisation if we hope to maintain our image and standard with the rest of the world. Congratulations Auckland Car Club on your 40th Anniversary. DENNIS MARWOOD

EXPERTS TRIAL RESULTS

No.	Driver	Navigator	Rankin Section 1	Control Jens	Kevin Section 2	Control Clubrooms	Total Points Loss	Place
1.	Ivy Stephenson	R. Mogford	360	900	900	0	2160	16
2.	Peter Levet	Annette Levet	180	180	360	0	720	3
3.	Phil Jukes	P. F. Jukes	396.7	360	900	360	2016.7	15
4.	Barry Nicholl	Bob Williams	16.7	360	180	0	556.7	2
5.	Doug McCrae	Neil Mallard	739.3	540	360	180	1819.3	13
6.	N. Taylor	J. Wood	730.7	1060	540	360	2870.7	20
7.	Graham Hill	Gail Wellstead	733.3	756.3	1080	360	2929.6	22
8.	Rob Wyllie	A. Gordon	262.7	318.8	180	180	942.5	5
9.	Harley Arthur	R. Montgomery	1135.3	360	900	180	2575.3	17
10.	Neil Silcock	Peter Chapman	205.3	322.8	720	180	1428.1	8
11.	E. York	H. Lassey	778.7	900	900	540	3298.7	25
12.	John Wentworth	J. Wymer	427.3	269.3	720	180	1596.6	10
13.	M. Tree	G. Tong	601.3	430.2	360	360	1751.5	12
14.	Bruce Blacklock	Peter Batten	427.7	196.3	180	0	804	4
15.	Des Gulland	Jim Smyth	586.3	730.8	720	540	2577.1	18
16.	Philip Shanks	Susan McLean	421.3	843.8	540	180	1625.1	11
17.	Graham Morley	Peter Burton	559.3	252.8	360	0	1172.1	6
18.	Richard Halls	Harry Booth	370.7	15.7	0	0	386.4	1
19.	N. H. Harvey	N. J. Harvey	1219.3	410.3	900	360	2889.6	21
20.	R. Rugg	B. Clark	1096.7	221.3	1080	360	2758	19
21.	Rob Leeper	Lyn Leeper	1201.3	557.3	1080	360	3198.6	24
22.	O. van Bokhoven	K. van Bokhoven	1120.7	725.3	1260	540	3640	26
23.	Ray Stodart	George Banbrook	805.7	277.3	720	Forced to retire.	—	—
24.	P. Clements	W. Bosselmann	796.3	1440	1260	540	4216.3	27
25.	John Kilmartin	K. McAuliffe	360	275.3	540	0	1175.3	7
26.	W. F. Clark	Mark Parsons	214.7	515.3	540	180	1449	9
27.	Jim Donald	Terry Baker	556.3	543.3	900	180	1996.6	14
28.	A. Verry	C. Girven	757.3	761.3	1080	360	2958.6	23

DUNLOP NATIONAL MEETING

ORGANISED BY N.S.C.C.

11th NOVEMBER



Over the past years Northern Sports Car Club have been most unlucky with the weather, but today was an exception and it was sun-

shine and binkinis galore.

The feature race of the day was obviously the Gold Star event for single seaters and selected sports cars. It saw the debut of the new Begg FM5 driven by David Oxtan, just back from England. David led from start to finish and won by over a minute from Garry Pedersen, his fastest lap being 59.3 which augers well for this new car for this is slightly less than 2 seconds outside the record held by Graham McRae. Probably the most disappointed man of the race was Baron Robertson in his beautiful black Brabham BT23C who easily held second place till the fly-wheel came adrift, putting him out of the race. Baron has had chronic bad luck with this car and it looked like for once it was going to go properly. Neil Doyle was third, a further minute back, then came Robbie Booth, Graham Baker and Peter Hughes, all in Formula Fords. Dexter Dunlop (McRae) was unable to challenge any of the Formula A cars, let alone Oxtan, and he finally retired with a blown motor. I hope this is not another list of D.N.F's for Dexter Dunlop, as he has the best machinery that money can buy.

The closest racing of the day must have been the Castrol GTX Group 2 saloons and the Formula Fords. Robbie Francevic dominated both heats of the Group 2 cars in his Mazda Capella and it is notable this car has improved some four seconds per lap since the last meeting. Bill Shiells (Mazda) was also in flying form and in the first heat he managed to oust Richards (Capri) from third place, but in the second heat it was the reverse order with Richards this time being second, Shiells third and Cook (Escort) fourth, though Reg Cook finished second in the first heat, and although it appears on paper that these four drivers dominated both heats, in actual fact Brian Innes (Hemi Pacer) gave them a real rough time till leaving the Circuit at Tappenden Hairpin through lack of brakes in the first heat. He was still there pushing hard in the second heat to finish just behind Cook for fifth place, and throughout both heats Alan Carter (Charger) and Alan Woolf (Capri) had a ding dong go with Carter



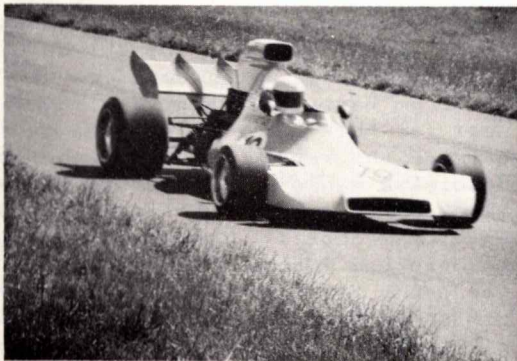
RepcO

COMPETITION Disc Pads

heading Woolf home in one and Woolf heading Carter in the next - an indication of how close it was, was that the first eight cars were all within one second of each other in practice.

The Third Round of the Formula Ford Championship was run in two five lap heats, and fantastically close racing it was, with Robbie Booth (Lotus), Dave McMillan (Titan), Neville Bailey (Palliser), Peter Hughes (Valour) and Graham Baker (Titan) fighting it out for the entire distance. Booth led for the first three laps from McMillan and Hughes in the meantime set a new record, but spun on the third lap and dropped right down the field to finish eleventh. McMillan took over to win from Booth with Bailey and Baker next. In the second heat Hughes led for the first four laps but was ousted by Baker and McMillan to finish third with Booth fourth and Bailey fifth, while further back down the field Scobie (Titan) and Mahoney (Brabham) continued another round of their Championship duel with Scobie heading Mahoney home in both heats.

The Castrol GTX Group 3 cars had the honour of first and last races and this class was a little poorly supported, with only nine cars. Mark Petch (Datsun 1200SS) dominated both heats but Sellens (Toyota Corolla SL Coupe) and Knaggs (Escort GT) set new records in their efforts so Petch won both heats, with Sellens second in the first heat, third in the second, Knaggs being third and second respectively, Ralph Emson (Fiat 125) being fourth in both.



Group 1 cars were again led by Leonard to win both heats in his Charger, setting a staggering new record of 1-13.8, the old record being 1-16.7. Patrick Smith (GTHO) seemed to have the speed, but not Leo's tenacity and although he blew Leo into the weeds on the opening lap of each heat down Cord Straight the moment of truth was at braking for the Hairpin and Leonard moved into a lead which was never headed. Rodger Anderson (Charger) drove an inspired but ruthless race to take second in the first heat from Patrick Smith but Smith held him off in the second heat, while Rod Coppins (Charger) finished fourth in the first heat and performed a "wall of death" act at Castrol Corner, fortunately without any harm or damage, though he retired from the event on the second to last lap. Francevic finished fifth in the first heat in his Torana, but Tim Bailey in the ex-Richards GTHO headed him off in the second heat.



The 0 - 1000 event was certainly lacking the quality with which we have become accustomed and saw young Mark Reddish (Mini) have his first ever win in five years of racing, though he wasn't hang-

ing about as his fastest lap of 1-19.7 would indicate. The best drama of the race was from Reg Cook who, due to the fact that he did not practice, the car being on display at the Motor Show on Saturday, started from the back of the Grid. At fall of flag he charged through the field like a "Robber's Dog" there being eighteen cars in the race, and Reg was fifth at the end of the first lap, fourth at the next then moved up to second place, but could not quite catch the flying Reddish and in the process came within 4/10th of a second of the record. The most notable feature of this chase was that in a straight line Cook was no faster - if as fast - as Rand, Valder or Hancock, all in Minis, in fact they made ground on him, but in the corners it was a totally different thing, so Reg came home a worthy second, Rand third and Valder fourth.

A first class day's racing was had by drivers and spectators alike and it was a shame there were not more spectators, but maybe on such a beautiful day, a lot of them went to the beach.
DON HADFIELD

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the wildcat story



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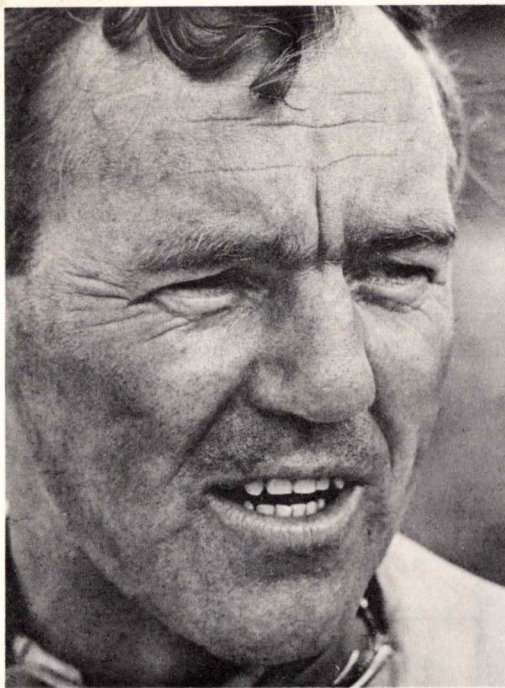
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MY MOST MEMORABLE CAR

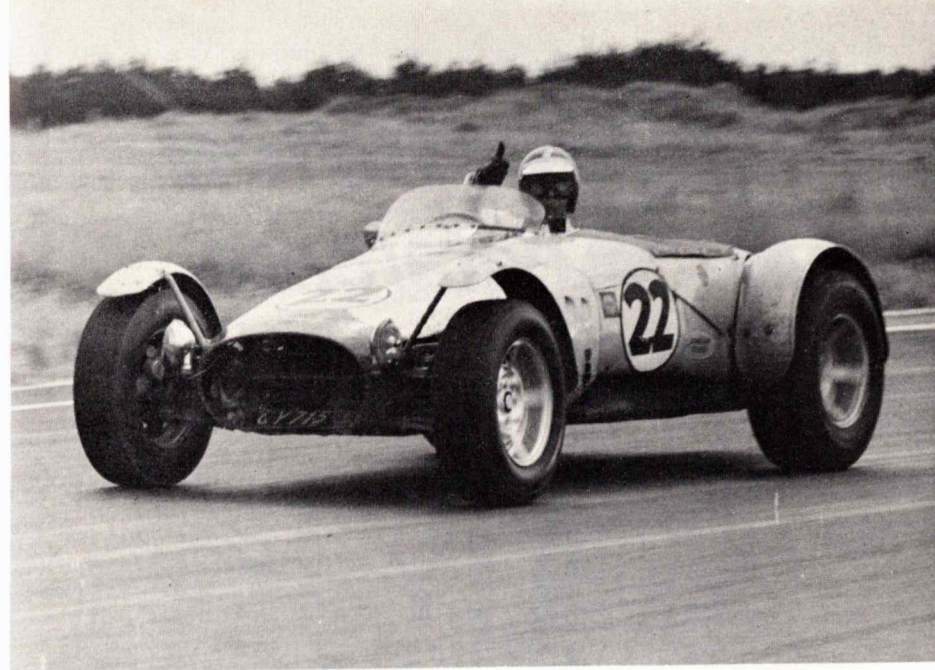
— JIM BOYD.

The Lycoming Special was designed and built during 1950/54 by an Auckland engineer, Ralph Watson, and from its inception proved to be an exceptionally successful design.

The main chassis components were originally fabricated in model form and all weight transfer effects and stress concentrations - thrusting and bending movements were simulated and any problems allowed for before a full-sized frame was built-up. Main framework consisted of two main chassis rails 3 x 16 tubing cross braces of the same material. The main chassis rails were used to supply air to the rearboard brake assemblies and proved quite adequate. Front main spring and suspension supports were fabricated in 14" steel and welded to main framework. Front suspension was by modified Zephyr coil springs. Austin A40 top shock linkages and lower support frames A40 king pin supports and stub axles. All brakes originally drum, off Austin A40 but these proved inadequate and were subsequently replaced by a set of Dunlop discs supplied by courtesy of the late Bruce McLaren after Bruce had been loaned the car at Wigram in 1956, when his own car was unavailable due to a mechanical fault. Bruce drove the car to 4th place in the Lady Wigram Trophy race and as a gesture supplied the then owner, Malcolm Gill, with a complete set of Dunlop discs - a real innovation in those first days of disc brakes.

The brakes are operated by twin master cylinders and front - rear braking pressures adjusted by a very cleverly designed linkage system, also combined with the hand brake lever system. Fly off system was used for hand brake control, this also Watson fabricated. Steering was by rack and pinion mounted on top of front suspension cross member. The steering column - a special Watson design - easily detachable with adjustable rake - universal compensated and easily removed for service.

Rear axle - De Dion principle with Watson modified Watts linkage for vertical and lateral location. Rear suspension control by Morris Oxford torsion bar - infinitely simply



adjustable in the cockpit. Differential - Ford V8. Type Diff assembly - modified to take short side axles to each rear assembly, then through specially fabricated rear bearing support housings with Jaguar Mark 7 wheel bearings. Short stub axles also manufactured from stock truck axles. Brakes at rear inboard with calipers supported on brackets off diff assembly.

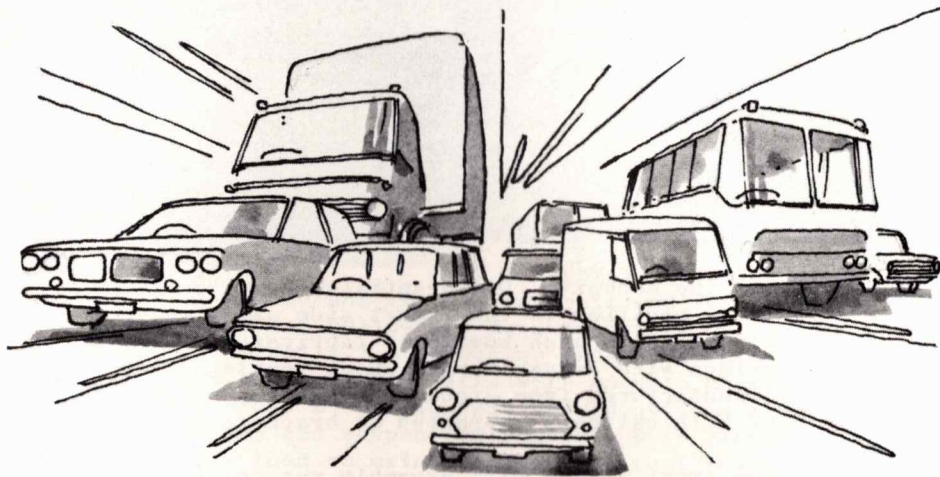
On the front of the diff assembly was bolted the rear end of the special modified 41 Studebaker gear box. This gear box was beautifully modified to give a step up drive of 2.8 - 1 overdrive in top gear - this was accomplished by cutting off the normal top gear to the main drive gear and fitting an outrigger bearing for the full support of the shaft at the front of the gear box. The front of the box at the lower section was then bored out to take another main drive shaft. The shaft drove the cluster gear by a special yoked shaft inside the centre of the cluster. This gave the effect of driving up through the cluster gear to the main shaft instead of the usual method of driving down to the cluster. A very clever Watson designed lubrication system was used to lubricate the top outrigger bearings and was all fully adjustable - this proved quite trouble free.

The gear box gave quite a few problems with coming out of gear under very heavy acceleration at hillclimbs and sprint meetings. Modification to the drive dogs did improve it considerably and a special hold-in lock for the gear change lever in low gear also assisted to prevent jumping out of low gear.

So in the rear of the car you have the De Dion axle - the diff housing and the gear box all in one unit and then the short drive shaft forward about 4ft long into the centre

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of the clutch assembly. This drive shaft was specially designed to absorb a major amount of the shock loads from the 5,500 cc low revving 3,200 engine, thereby smoothing out the power drive to the gear box.

The clutch assembly was Mark VII Jaguar with V8 truck clutch drive plate. The clutch release mechanism was specially fabricated and mounted in the bulkhead and operated the clutch through a Ford V8 release bearing - very simply removed and the clutch could be serviced without removing the engine or the gear box. The drive shaft was splined on the front end and fitted straight into the clutch plate and had a single universal on the rear end, which was bolted to a flange on the gear box.

The engine was a 225 HP Lycoming Aero engine with a specially modified crankcase with special large cylinders off a 450 HP supercharged Lycoming American airforce fighter plane fitted. Major engine problems encountered was the dropping out of the exhaust valve inserts and the pulling off of exhaust valve heads when cylinder head temperature was allowed to increase to over the safe limit (about 320° Centigrade). This temperature was controlled by the fuel mixture strength and was the only trouble the motor gave. Carburation was by a Watson designed and built fuel injection system. Fully compensated for mixture strength during full loads at low speed or light throttle work in traffic - a real advantage over ordinary carb. fitted vehicles.

The oil lubrication was of dry sump system with a 4 gallon oil tank on the L.H. firewall. Shell Aeroshell 100 oil was used with a special Shell anti-scuff additive. Oil consumption racing was about 1 pint in 100 miles.

The motor was modified in lots of ways from original and the cam shaft was specially ground. Larger valves fitted - cam timing changed - hydraulic tappets cleverly modified to prevent build-up and HP output improved by 50%. Engine revs standard about 1850-2000. The engine in modified state was regularly run to 3200 rpm. Altogether a most interesting motor car - good light steering - 1¼ lock to lock.

Road speed from 37 mph/1000 revs to 45 mph/1000 - making a terrific cruising car.

Ordinary road use 96 octane was adequate so long as the throttle was used judiciously and 100/130 racing fuel for race work. Tyre wear was very light and brake pads would last about three or four race meetings.

A car easily driven fast on good roads, loose metal or grass airfields.

I bought the car in 1963 and owned it for four years. The car competed successfully in numerous grass track meetings hillclimbs, sprints and has featured in sports car races on all New Zealand circuits.

The late Bruce McLaren drove it successfully and the late Jim Clark was thrilled to take it for a spin at Tere-tonga saying afterwards that he could have gone faster but the clutch was slipping (i.e. wheel spin) - the only privately owned race car he ever drove in New Zealand.

A really fabulous car.

JIM BOYD



THRU-A-HOLE IN MY HAT



Well the second qualifying round of the Gold Star Series was held at Puke on the 12th with an impressive programme line-up of 17 starters. Disappointingly, only five Formula 'A' cars were scheduled to appear, four only actually facing the flag, three of those hopelessly out-classed by the star performance of David Oxton in the Begg FM 5, so it looks as though the sun is really setting on the single seater scene in New Zealand. I seriously question the wisdom of putting these five litre cars out with Formula Ford and invited sports cars aggravating the hazards which the single seater pilots are faced with unnecessarily. Speed differentials are so great as was witnessed by 'Ping' lapping the entire field with the exception of Garry Pedersen in eighteen laps and having to pass 'clusters' of Formula Ford cars that its time M.A.N.Z. took a hand in preventing promoters staging such events. It's not so long ago that the old 2½ Climax engine cars were seriously discouraged from starting in single seater events featuring the then newer two litre BDA's and the Lotuses, of which there were quite a few in New Zealand and in my view, we are just inviting a disaster in a series which is described by M.A.N.Z. President, Mr R.W. Frost, as the premier racing series in the country. Let's face it, if we can't afford it, re-allocate the Gold Star to a field of cars who can lap within six seconds of each other rather than the potentially dangerous eleven at 12 seconds difference.

George Begg's latest projectile appears to be right up to the minute in technical construction with overseas trend in FA class from the brief glance we got of it over the shoulders of the large crowd that surrounded Dave's car and the brilliance of this Southland engineer must be recognised in looking at the results page when his cars come home first, second and third in this top competitive field. We got Dave at an unofficial 58.6 in practice on Saturday and that's just two seconds outside Frank Matich's lap record for Tasman Formula cars and for a car which was only completed on the Wednesday before the meeting and obviously still has a lot of sorting out to be done, the Oxton-Begg combination looks like a good even-money bet at this time for Tasman honours.

While on Pukekohe, I noticed that the plough and mechanical shovel have started forming the foundation for the chicanes which are to be placed in the back straight and on the top of Rothmans. Apparently the F.I.A. and the Insurance fellows have sprung into action and vetoed the existing circuit from a set of photographs

and plans taken to England by Ron Frost and these chicanes are to be erected to reduce the speed in the back and pit straights. Although it is too early to forecast the outcome of these chicanes and how they will affect drivers I am at a loss to understand why the chicane was placed on the top of Rothmans where so far we have lost seven cars from this corner and into the creek by slithering off on the grass, it would appear that from the construction when I walked over on Sunday, that if anybody does it wrong on top of the hill now, they will describe a graceful arc from the built up ramp on the creek side and spear into the creek at fairly high velocity. Drivers will have to re-adjust their thinking on the whole circuit with these chicanes in mind and no doubt the N.Z.I.G.P. will erect suitable safety barriers to the best of their ability, but I can't help thinking that these artificial speed deterrents might pose more problems than they are worth. The solution I don't know. All things considered, the circuit is on leased property, and after all it was made for 'hosses' and not for horse power originally.

The Northern Sports Car meeting last Sunday had a few quiet behind the scenes new innovations and one which caused some comment was the new rescue fire cross technique involving placing utilities and vehicles around the circuit equipped with fire fighting and crash emergency equipment. During practice on the Saturday the Dog Box Girls' Crash Rescue Van circulated with the standard production cars and with it's two white flags flying was conspicuous to drivers and although we hope these boys will never be needed they should be able to get onto an incident quicker than by releasing a vehicle from Race Control. It was most noticeable that many drivers were unsure as to whether they should pass the Crash Rescue Vehicle which drove a sensible line on the inside of the circuit so obviously there is some swatting up of the Rule Book necessary and a necessity for better communication with the pilots from the administrators.

On this matter of administration and training, it is time, I consider, that M.A.N.Z. set up a training and examination board for Flag Marshals throughout the country. The interpretation of some of the new rulings relating to double yellow flags, etc., is creating some confusion and while these volunteers do a marvellous job it is just a shame that there is no examining point to grade marshals for any particular circuit. Organising this would be a fairly big task but not an impossible one, as in the precincts of each district where there is a circuit it would appear that the Flag Marshal population is fairly stable. Those marshals that are interested enough to attend each meeting should be brought together, trained and examined and given gradings, the ultimate of which would be a class one marshal in charge of a point. From this a standard would emerge which would ensure continuity of marshalling and I know would certainly make the drivers a lot happier.

I wouldn't be the world's greatest mathematician but from a rough calculation of equipment for crash and rescue purposes now being available to circuits through the New Zealand Racing Drivers Club and the Dog Box Club, something like \$7,000 worth of gear is now involved. While a tremendous effort from these groups in subsidising the promoter's obligated equipment, the

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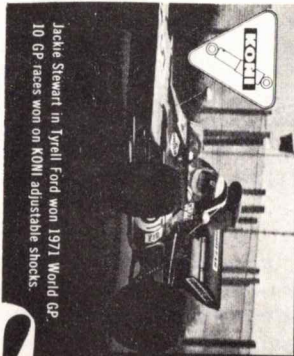
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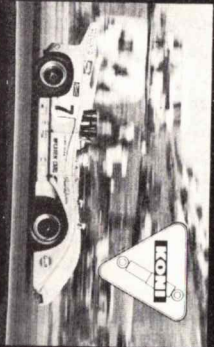
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David Hobbs in McLaren won 1971 "Continental" Series. 1969-1970 Series also won on KONIs.



John Morton in the BRC Datsun captured '71 Trans-Am 2.5 Series on KONIs. 1969-70 Series won on KONIs.

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latest equipment to be provided was three Water Gel Fire Blankets donated by the Dog Box Girls which are a medically constructed blanked in an antiseptic type of solution which can be removed from a five gallon container and thrown over any unfortunate competitor who happens to be a fire. Dramatic demonstrations have been given of this blanket and although we sincerely hope it will never to be used on one of our competitors, its great to know there are sufficient people about who care enough to assist the sport in this way.

Trevor Birch has just returned from the U.K. and sporting the latest Carnaby Street gear was seen at Pukekohe in November, a little pouchy under the eyes after his long trip, but certainly brimming with enthusiasm and latest developments for his problematical job as Chief Technical Officer for M.A.N.Z. This guy is really giving some constructive assistance to the sport and it is to be hoped that he doesn't become disgruntled with some of the bureaucratic decisions from M.A.N.Z. and the promoters because we can ill afford to lose men of this calibre. Trevor's Company, Graviner New Zealand Limited, are up with the latest technology on fire protection and whilst in the U.K. Trevor gained a lot of information on the Siffert tragedy which I am sure he will apply to the fire protection and crash rescue methods used on our circuits in an endeavour to prevent a similar incident here. We look forward to his ideas being materialised.

Bay Park at Christmas time it is rumoured will have the largest big banger tin top line up ever seen in this country for some time. Names being bandied around and the moment are Geoghan, Moffat, Jane, Chamberlain, Gardner and another Yank, but let me hasten to say this is rumour at this time but I don't think I am far wrong in saying that Bay Park will field possibly the best premier saloon car event ever seen in this country this year.

Casting an eye over the Castrol GTX Championship Group 1 cars at Pukekohe, it must have been hard for the laymen to distinguish between these and the genuine Group 2 saloon car. Racing tyres, open exhausts, liberal signwriting and 77 second laps gave a good value to the fans but the Northern Sports Club meeting lacked imagination with seven out of the twelve events scheduled, being standard production races. Where were the 0 - 4200 c.c. cars? Four Formula A's but no race for the six or so six litre cars? No Formula Vees? Just plenty of low budget, low prizemoney saloon car racing which must have given the worthy sponsors, DUNLOP, a feeling that they were participating in a Club meeting. Come on promoters, let us show a little more imagination. Obviously by the numbers who attended, Jo Public headed for the beach rather than the race track, realising that the programme didn't look like being a boomer.

Regardless of the lack of imagination in the programme, there was some good racing to be seen and the Leonard/Sutherland tie in the fourth qualifying round handicap event had the fans screaming.

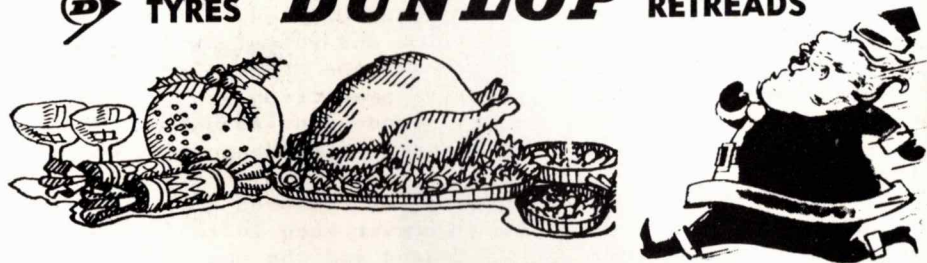
The motor racing calendar starts to move into full swing and there is the National Race Meeting at Ruapuna and another round of the Gold Star Events, which no doubt Dave Oxtan and

George Begg are looking forward to tremendously. Levin on the 2nd December and then Bay Park on the 30th December. Amongst this of course, we have got the Christmas holiday season and the usual rash of Fangios out on the open road.

This will be the last column for the year before old St Nicholas arrives, so may I take this opportunity to wish you all a very merry and a cool Yule.

STOP PRESS: Confirmed starters for Bay Park for their international December meeting will be Ian Chamberlain from the U.S.A. driving the American Airlines Camaro, Alan Moffat in the Coca Cola Mustang, Frank Gardner driving the SCA Camaro and current negotiations indicate that either Johnny Harvey or Bob Jane will appear for the Jane Corporation Team but this will be subject to final negotiations and dates as to when these popular pilots are available. Couple these with our New Zealand tin tops and this should be the mightiest tin top battle seen.

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Graham Spear reports

Is competitive saloon car racing in the process of being murdered in the Auckland area by a minority decision of a few Auckland organisers? This certainly appears to be the case when the 1001 to 4200 c.c. class and the 0 to 6000 c.c. class have apparently been banned from most Pukekohe meetings.

I feel that the decision not to run these classes obviously made by the Auckland promoters is unfair and that before making this decision some form of poll to either all car club members or the general public should have been made.

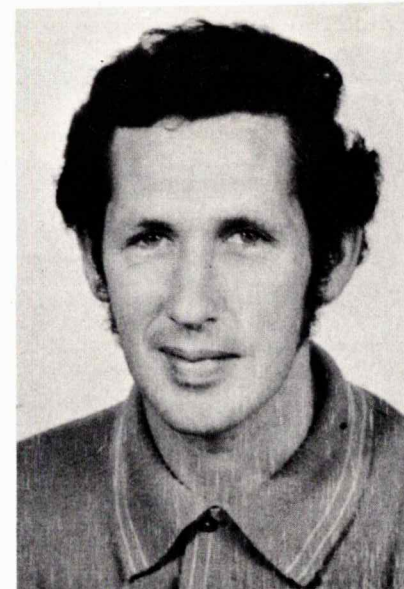
I feel that if they asked for all classes to be listed in order of preference they would learn something to their benefit but even so it is unfair to ban any class without informing drivers, owners and sponsors of their intentions before thousands of dollars are spent on a car that may race only a few times a year.

I realise that these classes were very poorly represented last year, but this is a new year and the competition in these classes is now better, and is going to get better still as more cars are definitely about to appear and some of these already appearing must sort out their problems.

I feel that we can look forward to four and possibly six cars contesting the lead in the 4200 c.c. class, this is the sort of close racing the public want. This is what they pay for. However, on to a new topic.

Why did we at Spears Motor Preparations choose our colour scheme of yellow with red and black? We have used these colours for our transfers and badges since 1967 and for our jackets, overalls, etc., etc, since the Speed Shop opened in 1970. These colours were chosen by a colour consultant who advised us to associate with a colour and stick to it for advertising purposes and as he said at the time, look at the AA signs of yellow and black they are more clearly visible than black and white signs and I firmly believe this myself. That is why I find the entry in Spear Motor Preparations Escort's log book regarding white backgrounds for black numbers a little absurd, surely the more clearly visible the number the better.

Spears Speed Shop is in the process of changing its image this year and after clearing all the knick-knacks that we seem to have collected over the years, we will carry larger stocks of



straight out competition and rally equipment, thereby we hope providing a better service for all types of motor sport. In keeping with this image our workshops are now called Spear Motor Preparations and we are expanding the performance side of our workshops with a new cam grinder and a new balancing machine; when these are put into operation we should be able to offer a better service to motor sport.

We are in the process of dynotesting a new fuller range of competitive exhaust extractors and when proven these will be released onto the market for the competitor and motorist who wants something better than the usual extractor. Spears will be open over the majority of the Christmas period this year mainly because in previous years we have had to put up with phone calls to our homes at all times of the day and night (including Christmas Day) and had to travel to and open up the shop for something or the other. I personally don't mind if the enquiry is a serious racing problem or requirement but to open up for standard car work does not amuse me.

We at Spears wish all Auckland Car Club members a Merry Christmas and happy motoring over the holiday period.

 GET WITH **DUNLOP**



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.

Graham Smith
Geoffrey Harriman
Alfred Jeffries
Gail Wellsted
Jonathan Fowler
William Parsons
John Wilson
Brian Peckett
Peter Coombe
Peter Bryan
Raymond Jackson
Lawrence Pennell
Christopher Mullins
John Paine
Colin Reed
Ross Tebbs
Rodney Utting
Norman Hollis
Murray Hart
David Honore

Mt Eden
Glendowie
Henderson
RNZAF Hamilton
Beachlands
Avondale
Te Atatu South
Papatoetoe
Mission Bay
Whangarei
Murrays Bay
Henderson
Mt Roskill
St Heliers
Takapuna
Murrays Bay
St Heliers
Northcote
Northcote
Mangere

Cortina 1300
Hillman Imp

Austin Mini
Consul 315

Viva
Sunbeam Rapier
Triumph 2000 TC
Anglia 1598
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Holden Monaro
Falcon GT
Anglia
Cortina GTE
Austin Healey Sprite
Lotus Elan
Mini Cooper

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

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STRAIGHT AHEAD



And as the sun sinks slowly in the West (well it is now summer) we say goodbye not only to HANS SPOTT'S column but to another hectic season of trialling. By the time you read this Kevin Lancaster's night trial will have been held, and the next trial will be the Picnic Fry Up in February.

Next season the Mercury Trophy Series will commence with the Radio I in March, A.R.T.E.C. having moved back to October, and both VW Owners and M.G. will put on events, making ten in all. Hans Spott (alias Peter Chapman) has retired as the Mercury Convener and is replaced by Ross Haldane who is joined by Warren Strand.

Talking of changes reminds me to congratulate Peter Meggison on taking over Alan Wilson's job as Trials Chairman. He has a busy season ahead and I understand a full season's events, including trials instruction evenings and mid-week novice trials are planned for the new year. It is obvious that many could and perhaps should attend these events and evenings as A.C.C. is not well represented in the Mercury or Gold Star series. In fact only Bruce Blacklock and John Crombie managed all the Mercury Trophy events this season.

Understand that several rule changes were made at the MANZ Conference and these will be reported on later. Also understand that stewards' decisions will be printed in the MANZ Newsletter which will avoid different decisions on the same point in different areas.

Until next issue, when there will be something more substantial to report on

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LETTER BOX

MOTORSPORT ASSOCIATION NEW ZEALAND

9th November, 1972.

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

I was sorry to read in last month's Auckland Car Club magazine an article by Dennis Marwood part of which constituted a diatribe against our sport's Chief Executive Officer Alan Smithard. The charge that Alan alone can make decisions implies dictatorship: such a charge is arrant nonsense. The members of the committee elected by the Car Clubs of New Zealand to administer the Sport for them (commonly and mistakenly and repeatedly referred to by a larger number of our members than should do so as "MANZ") have never, in my fifteen years of committee service ever reached a decision other than by democratic process. Indeed the committee knows damn well that MANZ (meaning of course all you blokes who are Car Club members) would tolerate nothing less. And I believe Dennis Marwood knows this too!

Dennis has a problem. He wants our sport to put the stamp of approval on a certain car so that it can be included in the list of "cars eligible for the G.T.X. Championship". The committee will not do this lightly until it is certain that to do so would be fair to all other competitors currently contesting the Series and would be the correct thing to do in the best interests of the sport as opposed to the interests of individuals whose motives seeking the stamp of approval, whilst understandable, may have little bearing on the case which has to be considered.

Loyalty is very hard to come by. It is not to be bought. Neither is honesty. Alan has both these fine qualities. To boot he is an able and industrious man. I for one would not wish to stifle any views he may have - in fact the whole committee has told Alan on several occasions to let it have his views on all kinds of matters. Our sport does not need a yes-man for a Chief Executive Officer.

Yours faithfully,
R.W.A. Frost
President

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

The late Reg. M. Grierson did more for the Auckland Car Club than any other member. He first took an active interest in motor racing in 1924 and was a committee member when the N.Z.M.R.D.A. was formed in 1932. He served the Association as President for four years. While on the Executive he was

largely responsible for the formation of the Association of New Zealand Car Clubs and later was active in the formation of the Auckland International Grand Prix Inc.

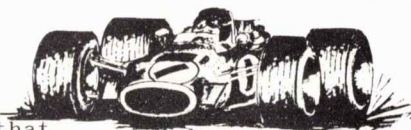
His leadership and Executive ability was more than responsible for the splendid organisation we have today than any other factor.

It would be fitting to commemorate his memory on this our 40th Anniversary. I can think of no more fitting tribute than to call the Clubrooms, Grierson Hall.



R.A. DEXTER

TRACKSIDE



* * * Trojan, the Croydon based company that

build production versions of McLaren racing cars, have announced that they will be making the F1 McLaren M19 available in F5000 trim next season. They also plan to put the F2 McLaren M21 as raced by Jody Scheckter into production.

The Racing Car Division of the company plan to have a fully updated version of the M21 completed early this month allowing customers to have the cars well sorted out for next year. The cars will be capable of taking the 2 litre Cosworth Vega as well as the BDA engine and will cost about £4,500. Trojan plan to build twenty cars in the initial run and some may be modified for use in Formula Atlantic.

Scheckter ran the original car this year with sponsorship from Impact and the season's best performance was a win at Crystal Palace. The car is currently being offered for sale.

Rather a surprise is the news that the M19 is to be made available for Formula 5000. Apparently a model was drawn up in anticipation of running in the Rothmans 50,000 but Trojan have yet to build one. They will only be built against individual customers orders and will cost about £7,000. Trojan's Bill Meece says that very little modification is needed for the conversion to accept a 5-litre Chevrolet engine.

The McLaren M22 - the F5000 car built this season - will not be continued with and McLarens have no plans for a replacement. The M19/F5000 car should prove highly competitive and it will be interesting to see how it compares with the McRae which was modelled along the lines of the Colnbrook car.

Also in production will be the McLaren M20 for Can Am and Interserie events, and again these will be built to customers orders. The car will be fully updated to accept the 7 or 8-litre aspirated Chevrolet or the turbocharged version. Several people are already reported to be interested in the car.

This year Trojan have sold about 20 cars and with their ambitious plans for next season, things are looking good for McLaren customers.

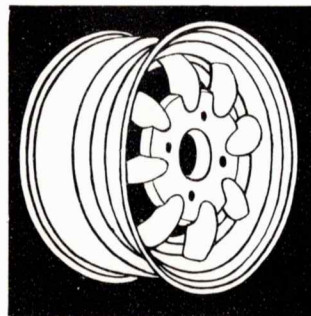
* * * Next year's Swedish Grand Prix will be sponsored by Hitachi the giant Japanese complex.

* * * Brian Redman mentioned to Italina reporters recently that he probably won't be seen in a Formula 1 car again. He wants to concentrate on F5000 both sides of the Atlantic.



Trials Trophy Points

B. Blacklock	119	I. Stephenson	14	S. Mathieson	6
J. Crombie	86	W. Painter	12	J. Jones	6
M. McNeil	63	G. Van Rompaey	12	S. Holmes	5
H. Giles	46	J. Wentworth	12	G. Morley	5
W. Martin	44	R. Halls	10	G. Crawford	4
A. Lylian	41	P. Chapman	9	D. Gulland	4
J. Killmartin	38	H. Roberts	9	N. Silcock	3
P. Levet	37	G. Young	9	R. Skeen	3
D. McRae	36	J. Busch	8	R. Stodart	3
R. Wylie	36	H. Russell	8	A. Jack	2
B. Nicholl	29	J. Samson	7	G. Howard	2
C. Shanks	24	M. Bercich	6	W. Parkin	2
S. Pearce	23	P. Robinson	6	W. Clark	2
P. Burton	14	P. Ashworth	6	P. Jukes	1



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EUROPEAN RALLY SCENE



Following the announcement of their sponsorship deal with Marlboro, the Lancia team made virtually certain of the International Rally Championship for Makes by winning the Sanremo Rally. Driving the winning car were Amilcare Ballestrieri, the former racing motorcyclist from Sanremo and Arnaldo Bernacchini. Second place went to Sergio Barbasio and Piero Sodano who in doing so clinched the Italian Rally Championship.

Both Lancia and Fiat were making strong efforts for victory in their home event, Lancia with six new Fulvias in the striking Marlboro Lancia Italia red and white livery and Fiat with four 124 Spiders. Two works Alpines represented the only foreign opposition, the rest of the field of 69 being Italian private entries.

The old Rally of the Flowers used to start and finish at Sanremo, remaining largely in the mountains which overlook the Riviera from which the event took its name. Two years ago it merged with the Sestriere Rally and the combined event started in Sanremo and went via Turin to finish at the ski resort of Sestriere. The amalgamation wasn't a particularly popular one, and this year the two events parted company, the Sanremo Rally to be again based in its home city, although six months later than its usual March date.

The first leg ran for 28 hours, covering 1272 kms which included 16 special stages. After a rest period of 18 hours in Sanremo, the second leg ran for 14 hours and covered 668 kms with 9 special stages. Such was the style of the event, that it compared very well with the Monte which takes place a bit further west in the same range of mountains. Both legs were a tighter equivalent of the Monte's "Mountain Circuit".

On the way up to the first stage, the Passo di Orego, there was advance warning of the first of the Lancia misfortunes. Lampinen's car started misfiring and mechanics checked it over but could find nothing. On the next stage over the Passo di Teglia, Ragnotti deranged the front suspension of his Fulvia when he went off momentarily. Lindberg gave his co-driver a shock when the steering of his Fiat came away in his hands.

Andersson's Alpine lost second gear on the fourth stage, this being the first sign of complete gear box failure. Mechanics had a look, but there was no time to change it and by the time the crew returned to the hotel, only fifth gear was remaining.

The misfiring in Lampinen's car was eventually traced to a blocked fuel filter. But the early rough running and overheating had had its effect, for the oil pressure failed. Paganelli had his Fiat's steering box changed and then with fading brakes, he went off, splaying the front wheels. Then Lindberg had the diff changed after cracking the casing.

At the end of the first leg an hour's servicing was allowed. In the Fiat camp, Lindberg had his gearbox changed to prevent it jumping out of second gear, Trombotto had a grumbling diff replaced and Paganelli had a driveshaft replaced and his front suspension and steering sorted out. Lancia were only having to replace shock absorbers, tyres and brake pads and taking up the slack in the steering.

Therier's Alpine led the rally as they started the second leg with a trio of Lancias and Fiats close behind. First to retire in the second half was Paganelli when his gear selector jammed in second. Then the report came through that Therier had stopped out in the mountains with a broken gearbox.

Munari's Lancia stopped in mid stage with a broken slippery diff and Kallstrom lost all his brakes before a steep descent. He had to take it very easy, and by the time he got to a service crew, he had run out of time.

- 1st A. Ballestrieri/A. Bernacchini (Lancia Fulvia)
 - 2nd S. Barbasio/P. Sodano (Lancia Fulvia)
 - 3rd H. Lindberg/H. Eisendle (Fiat 124 Spider)
- TULIPEN

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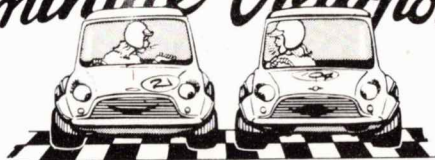
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EXCELLENT SUPPER

Feminine Viewpoint



I was very interested to read in David Oxton's letter in last month's Bulletin about the woman's liberation front appearing on the racing scene in Britain in such a forceful way. However, on glancing through 'Motor Sport' recently (a British magazine) under the heading of 'Rumblings', they make mention of how Gabriel Konig won three-in-a-row races driving, very competently, a Chevrolet Camaro. There was apparently no doubt whatsoever of the superiority of the Camaro and she was able to keep it comfortably ahead of Markey's BMW 3000 C.S. to take the chequered flag.

It would seem that woman's liberation commenced to make its presence felt as far back as the Muriwai Beach races. The photo at the foot of this page is taken at one of the meetings and the lady seated on the running board is none other than Alan Boyle's (Viva la Coke) mother. The driver of the car was the lady beside her, Mrs Nicks. Alan's father was the mechanic.

In the 40th Anniversary Section in his article 'The First Twenty Years' Arthur Dexter refers to Miss E. (Bessie) Christie who was quite successful driving a Studebaker. In 1949 she drove in an 18 hour Hepolite Trial alone and managed to complete the course.

When I was speaking to her she told me that when she went to take lessons her instructor took her to the top of Princes Street, gave her an instruction book and left her to it. She managed to sort things out for herself and believes this was the best way to learn. She also made the comment that she can remember when people thought that windscreen wipers were a great danger and any new accessories were treated with caution.

Although it would appear that women have been on the racing scene for many years, it has taken 40 years before we have actually been accepted in the assisting of running the domestic side of the Club. This was done by the forming of a Ladies Committee and is chaired by Dot Parkin.



EXIDE TROPHY

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. Up to and including Club Circuit, October 29, 1972.

B. Blacklock	37	M. Bercich	6	N. Robertson	3
P. Levett	32	B. Hargraves	6	P. Boyer	3
D. McCrae	23	D. Morris	6	R. Findlay	3
R. Wylie	18	D. Childs	6	R. Buisson	3
J. Kilmartin	18	P. Robinson	6	R. Robinson	3
W. Painter	16	A. Lillian	5	K. Hargraves	3
T. Thompson	16	S. Holmes	5	J. Kirker	3
G. Crawford	15	J. Donald	5	A. Sheffield	3
V. Smith	14	V. Reeve	5	A. Keucke	3
M. Soames	13	G. Wade	5	R. Hong	3
R. Millen	13	R. Rattenbury	5	D. Marwood	2
C. Shanks	12	M. Firth	5	T. Tapper	2
J. Wentworth	12	R. Hanbury	5	N. Mallard	2
D. Cross	12	J. Power	5	J. Biddick	2
M. McNeil	11	J. Harvey	5	W. Parkin	2
J. Richards	10	R. Nichols	5	D. Johnson	2
R. Halls	10	G. Morley	5	A. Jack	2
S. Pearce	10	G. Muir	5	B. Cork	2
P. Haskett	10	K. Rand	5	S. Hamilton	2
I. Stephenson	10	D. Halliday	5	P. Lewis	2
M. Petch	10	R. Campbell	5	K. Holswich	2
B. Platt	9	T. Benson	5	T. Barlow	2
B. Nicholl	9	P. Gilbert	5	R. Archibald	2
P. Chapman	9	G. Pederson	5	J. Boswell	2
N. Lowe	9	B. Suckling	5	R. Wymer	2
G. Young	9	D. Bremner	5	P. Swann	2
H. Roberts	9	D. Zimmerman	4	G. Jones	2
K. McNamara	9	G. Campbell	4	P. Sundberg	2
S. Murphy	8	P. Adams	4	C. Cairn	2
J. Busch	8	C. Turner	4	R. Edgell	2
P. Hough	8	P. Batten	4	J. Perkins	2
H. Russell	8	K. Latrobe	4	T. Mayer	2
P. Mahoney	8	P. Ross	4	M. Parsons	2
J. Crombie	8	S. Emson	4	R. Lister	2
J. Hatton	8	A. Wright	4	P. Jukes	1
W. Martin	8	W. McMath	4	M. McNamara	1
M. Cox	7	J. Rist	4	T. Holt	1
L. Porter	7	R. McCallum	4	G. Hill	1
J. Samson	7	B. Patrick	4	T. Sheffield	1
C. Conway	7	R. A. Findlay	4	W. Johnson	1
H. Giles	6	R. Stone	4	T. Foy	1
W. Sample	6	R. Knaggs	4	C. Parkinson	1
R. Stodart	6	S. Millen	4	B. Kendall	1
J. Jones	6	D. Gulland	4	B. Murphy	1
M. Jones	6	G. McShane	3	M. Ryan	1
W. Wymer	6	N. Silcock	3	A. Goubitz	1
		R. Leeper	3	J. Robb	1
		K. Burnett	3	R. Vandercley	1
		T. Mayes	3	I. Anderson	1
		V. Skeen	3	L. Ryan	1
		R. Willis	3	T. Erceg	1
		L. Vandermeer	3	M. Fitzpatrick	1

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ESCORT 1300 GT 1968 - Ideal for hillclimbs or rallies. Also a very quick road car. Potential 39.40 seconds Chamberlain Road. Modifications include Twin AO DCOE Carbs with new Warneford manifold. Four near new rally grip tyres on brand new 6" x 13" wheels. Flared front guards, adjustable shocks. Many other extras. \$1,995. PHONE 579-233 after 5.30 p.m.

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WANTED - Hewland Gearbox to suit Formula Ford. Please phone John - 81-378 (Res)

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FORMULA VEE - Ready to race. Guaranteed as fast as any in the country. McQueen body. Motor and gearbox recently overhauled to latest specs. Dunlop radials, koni shocks, spares. Will paint your colour choice. \$1,300.

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President's Message

As the year draws to a close I look back upon another busy twelve months of Club activity in all forms of motor sport.

This year marked our 40th Anniversary. A number of functions have been held to commemorate this and I take the opportunity to record my genuine pleasure in having renewed old acquaintances with past officials of the Club and also meeting for the first time several of our foundation members and others whose past dedication has steered the Club along the path of constant success. You will read articles and comments in this special 40th Anniversary Bulletin by these men and you will no doubt appreciate their efforts in years gone by. A club is only as strong as those who administer its policy. We are indeed fortunate to have been able to build on such a wonderful foundation provided by past office bearers, many of whom, unfortunately, are no longer with us.

The first forty years have passed. I have every confidence that future Club administrators and officials will, by looking carefully at our history, keep the Auckland Car Club firmly to the forefront of motor sport in New Zealand.

On behalf of the Executive Committee, Sub-Committees and all officers of the Auckland Car Club, I wish you happy and safe motoring over the Christmas season and implore you to show courtesy to other road users, for surely road courtesy is the starting point for the reduction in our tragic road toll.

To all members and friends of the Club I extend best wishes for Christmas and the New Year.

F. B. WEBBER,
President.



THE FIRST TWENTY YEARS

by ARTHUR DEXTER,
Founder Member.

In a recent Bulletin Dick Messenger recorded the history of motor racing in Auckland leading up to the forming and the first years of the N.Z.M.R.D.A., from which this Club evolved.

This is a record of the activities and the personalities involved in the Association during its existence, bringing us up to the start of the Auckland International Grand Prix (Inc.).

The Association was formed late in 1932 and A.R.E. (Dick) Messenger was elected President and Jack Johnston Secretary. The first Annual General Meeting was held on 22nd January 1934 and the following are the Presidents and their Secretaries of the corresponding years:-

	<u>President</u>	<u>Secretary</u>
1934	A.R.E. Messenger	J.F. Johnston
2nd Annual General Meeting 12.9.34	P. Seabrook	J.F. Johnston
1935 - 36	G.C. Smith	W. Laird Thompson
1936 - 37	R.M. Grierson	W. Laird Thompson
1937 - 38	R.A. Dexter	J. Gordon Hunter
1938 - 39	R.A. Dexter	G. Hunter
1939 - 40	R.M. Grierson	G. Hunter

Activities were suspended on 31st May 1940 for the duration of the war. The 8th Annual General Meeting was held on 17th October 1945.

1945 - 46	R.M. Grierson	L.M. Grieves
1946 - 47	R.M. Grierson	W. Wadham
1947 - 48	R.R. Marmont	C.R. Howard
1948 - 49	T.P. Frogley	C.R. Howard
1949 - 50	Name changed to Auckland Car Club	
1950 - 51	P. Overton	N.L. Mills
1951 - 52	Les McLaren	N.L. Mills
	Geoff White	L.K. Tucker

These were the ones that did a lot of the work and received most of the credit, however there were many others who did as much, and maybe more, for the Association and who received very little credit.

I would like to recall some of them before their names are completely forgotten.

First there was George Henning who at his own expense built the first speedway at Mangere and was an official at race

meetings for over 15 years, usually as a judge. He was elected the first Life Member of the Association in 1938. Kelvin Cuff had been trained to use the electric timing equipment imported by the A.A. for timing world records at Ninety Mile Beach. He usually acted as timekeeper from the formation years and for many years to follow and operated the same electric timing equipment for speed events at Muriwai and Hillclimbs when it was borrowed from the A.A.

George Campbell and Charlie Allen controlled the racing usually as starter. Jack Hedlund was always an official and had his truck always available to transport flags, pylons and equipment or tow a broken down vehicle home. Jack Harley, who distributed Castrol Oil on the local market, was always a keen official at race meetings. Lex Grieves, besides being Secretary in 1945, wrote many articles for the N.Z. Observer and acted as an official and competitor for many years. Two others who rendered the Association tremendous assistance in a very intangible way were Jack F. Baragwanath and Peter Hutt. Jack was motoring correspondent on the Herald staff and my personal friend. At the second Annual General Meeting I was appointed to the Committee and had the temerity to criticise the amount of publicity the Association was getting. As punishment I was made publicity officer.

I wrote build up articles before a meeting and write ups and reports, articles about any new car or racing personality and Jack Baragwanath put it all in the paper. He was a keen competitor in trials and won the first two reliability trials in 1933 and 1934. His premature death in the early years of the war was a great loss to motoring. Peter Hutt was an announcer on 1ZB Radio Station and ran a motorist's session on Saturday morning in the late 30's, and gave the Association much free publicity. He also gained third place in a reliability trial to Rotorua in 1939 in an old Ansaldo.

ACTIVITIES: It must be remembered that the N.Z.M.R.D.A., later the Auckland Car Club, was formed in 1932 because there was no other body organising motor sport. Two other facts should also be borne in mind; that this was the depth of the Depression, and that the two latest model racing cars were a 1930 supercharged Austin 7 and a Brooklands Riley of the same year. All the other competing cars were either locally constructed specials or, even by the standards of those days, vintage racing cars. Under these conditions organising motor

racing was extremely difficult and lack of public interest made prizemoney meagre and sometimes non-existent.

The first event run on 21st January 1933 at Hennings Speedway, Mangere, before about 2,000 spectators was very successful. The following drivers and their cars were prominent at this and other meetings - W.H. Hillson (Singer), I.C. Driver (Triumph), R.M. Grierson (Austin 7), R.E. Hemus (Austin 7), T. Butler (Morris), G. Logan (Wolseley

MOTOR CAR RACING.



NEW ZEALAND MOTOR RACING DRIVERS' ASSOCIATION.

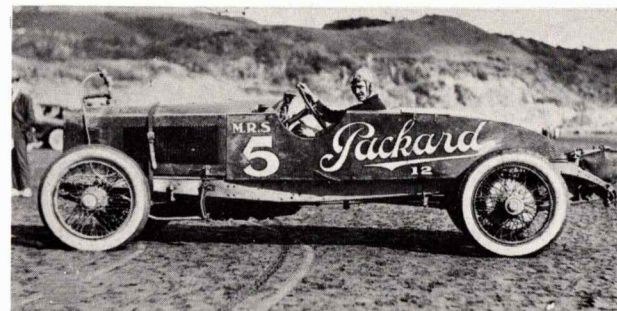
MOTOR RACING,

HENNING'S SPEEDWAY,
MANGERE.

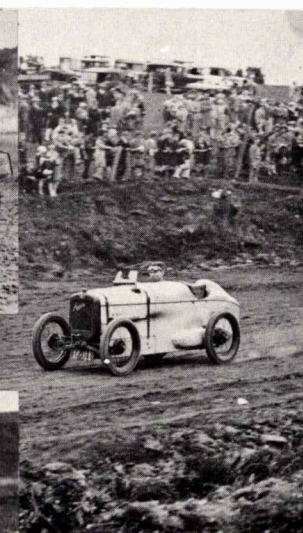
NEW ZEALAND'S FASTEST CARS AND MOTOR CYCLES.

2 P.M., SAT., JAN. 21.

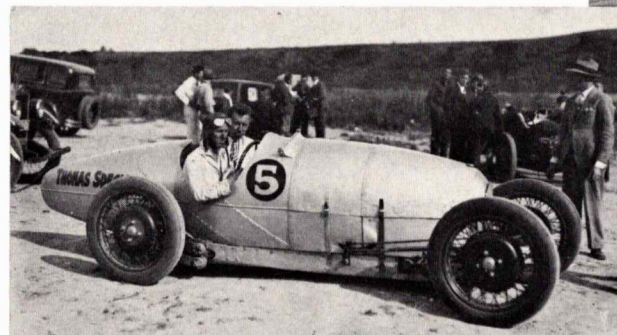
Admission, 1/-; Children, 6d.
Members Please Show Membership Cards at Gate.



Selwyn Craig (V12 Packard). Selwyn was the younger son of J.J. Craig. The motor was rebuilt by Bill Boyle and L. McLeod (Apprentice).



Austin Ulster with broken windscreen at Gloucester Park.



The Thomas Special (C. Sutherland).



The V12 Packard racing at Muriwai Beach.



Bert Shorter and riding mechanic W.M. Boyle in the Cadillac B. Muriwai Beach 1923. The car carries Meteor Motor Spirit sponsorship.



Arthur Dexter (Riley) after winning Orakei road race 1933. Note left hand rear wheel. See Dick Messenger's article "Racing in the Thirties".

Hornet), R.A. Dexter (Riley), T. Cooper (Bugatti) C. Edwards (Bugatti), B. Shorter (Essex), A.R.E. Messenger (Sunbeam), A.J. Roycroft (Austin), G. Smith (Roosevelt) and K.H. Worrall (Rover).

On 21st May 1933 speed trials were held on Muriwai Beach over a flying mile in two directions and the following records were established: Under 750 cc A.J. Roycroft (Supercharged Austin) 71.43 mph; Under 1100 cc A. Dexter (Riley) 81.71 mph Under 1500 cc C. Edwards (Bugatti) 75 mph; Over 3000 cc C. Kirby (30-98 Vauxhall) 84.91 mph.

Another meeting was held at Mangere in March and in December of that year the Association staged three races at an Air Pageant at Hamilton on a short dirt track. Six of our members took their cars to Hamilton and competed.

During the winter a reliability trial of about 150 miles over North Auckland roads was held and 28 cars competed. It was won by Jack Baragwanath in a Riley. In the winter of 1934 another reliability trial was staged on similar lines and the same driver also won this trial.

1934 saw some changes in competitors and the appearance of three very interesting cars. The Riley factory in England had sent one of their very successful racing cars to compete in South Africa and Australia and it was being returned to England when it was sold in Auckland to W. Galpin of Feilding. It was a considerably faster car than the Riley I was driving but the handicappers saw that I got a fair share of placings when we were competing together. Bill Galpin raced it at both Hennings and Muriwai. Gerry Mathieson had acquired a 1924 Miller Special once owned by Count Louis Zborowsky and had finally succeeded in curing the trouble in Number 5 con rod bearing at over 5000 r.p.m. (Gerry may query the actual figures) and was now usually the scratch man at most meetings. Gerry competed in this car through to 1938 and was very much respected both as a driver and a sportsman.

Dick Messenger had acquired the old Thomas Special and raced it at Mangere. Two meetings were held at Mangere in 1934 but the dust was proving a serious problem. At the second meeting in April in about the last race of the day both Gerry Mathieson in the Miller and myself in the Riley both crashed into the bank on the same lap. Both cars were damaged but no one was hurt. This proved to be the last race meeting at Hennings Speedway.

In December the Association again supported the South Auckland Air Carnival at Hamilton and six drivers took their cars down including Phil Carlton who had acquired the Thomas Special and Keith Worrall in the Rover.

Towards the end of 1934 the Onehunga Borough Council decided to close in and reclaim Geddes Basin, Onehunga, and called for suggestions from sporting bodies for a use to which the ground could be put. The Committee of the Association approached the Council with a suggestion that a motor racing track of approximately 5/8ths of a mile would be a paying proposition. This suggestion was adopted and the track formed. Unfortunately the Council opened the track and allowed it to be used before it was in a fit state for motor racing. No spectator facilities were provided and the track was not

surfaced. It was in fact in a very rough condition and dust again proved a great nuisance.

After considerable publicity the first race meeting was held on 5th January 1935 before a crowd of about 6,000. The meeting was opened by the Governor General, Lord Bledisloe and over twelve cars competed. Some of the new drivers at the meeting included Tom Cooper in a new Essex Special he had constructed and which he used for several years with consistent success, Ces Sutherland who now had the Thomas Special, L. McLeod of Helensville with a very nice Special he called the L.M.C., A. Sellars, C. Holst, and J.D. Todd with small Austins, A.J. Roycroft in a Bugatti and A.T. Bell in Bert Shorter's old Essex.

The star of the meeting proved to be George Smith driving a new "R" type supercharged Austin 7 which was the fastest car on the track. This car was imported and owned by Seabrook Fowlds and George Smith drove it for them for several years before he bought it himself. It is interesting to record the officials at this meeting as most of them rendered the Association good service over many seasons - Track Manager - W. Sinton, Judge - Bert Coltman, Announcer - L. Chirm, Lap Steward - L. Chambers, Flag Steward - R. Hood, Handicapper - Reg Grierson, Pit Steward - Neville Bonham, Track Stewards - McCarthy, Geo. Campbell, P. Seabrook and Jack Harley. Entrance to the ground was 1/- (10 cents). Similar meetings were held at Gloucester Park in February and March 1935. A new type of event was organised in April consisting of a mystery hunt to Helensville with gymkhana events in the afternoon. This was to cater for the non-racing members.

On 4th May 1935 a meeting was organised at Muriwai and a new car made its debut. A Lieutenant H.R.A. Kitson, a Navy man from England while stationed in New Zealand brought with him his 1930 SSK Mercedes Benz tourer. He had a locally constructed single seater offset body fitted. He raced it at this meeting and won the New Zealand Beach Championship with yours truly running second. George Smith let the Austin catch fire in this race. Later in May speed trials were again held on Muriwai Beach and cars were timed over a flying mile in two directions. The super-charged Austin driven by George Smith did 90.45 mph. I did 86.12 mph in the Riley and C. Segetin 68.05 mph in a Model A Ford.

Motor Specialties Limited this year awarded lapel badges called Hepolite Wings for speeds in the following categories - 75 mph Bronze; 90 mph Silver and 100 mph Gold. These were to be awarded annually as won.

On 2nd November 1935 we ran a very successful hillclimb at Queenstown Road, Onehunga. Although this was an acceleration test up a straight hill, one car succeeded in leaving the road and finishing up down a 20ft bank. Gerry Mathieson made fastest time in the Miller and George Smith was second in the Austin. On 23rd November of this year Muriwai was again the venue and Gerry Mathieson won the Championship with myself again running second. Two cars had changed hands, the L.M.C. now owned by C. Perrie and the Thomas Special by A.J. McGruer. W. Eddy was racing a Rugby Special, A. Donald a Hudson and Merv Hardy a Bitza.



T. Cooper gives his Essex the gun.

In 1936 an attempt was made to run a meeting at Hennings Speedway but bad weather caused the meeting to be abandoned. After two postponements a meeting was run on Gloucester Park, on 29th February. Gerry Mathieson again won the championship with myself second - I was still trying hard. This meeting should go down in history as it saw the commencement of the racing career of another great driver, Frank (Satan) Brewer. He won a race on the first day in a 1930 Chevrolet and the records state "Brewer put up a good performance, his car having covered 175,000 miles and having no shock absorbers". He went around most of the bends on two wheels. He also won a novelty event which included an egg and spoon race, a bicycle race and a lap of the track in their car.

Three more meetings were held at Muriwai this year, the first a mystery run and gymkhana on the beach and then in March the race meeting that was the highlight of my racing career. All the regular drivers were there and new ones included Ron Roycroft with a Wolseley Hornet (I think this was his first race meeting) B.A. Smith (Essex) and W.R. Hillson with a Willys 77. Although I had to be content with another second place, behind Geo. Smith in the Championship I won the other three handicap races, much to the consternation of the handicapper. A startling experience befel Reg Grierson who was driving George Smith's Austin; while travelling over 90 mph down the beach suddenly he found himself going backwards. He twisted the wheel and the car swung round and continued the race as if nothing had happened. You can imagine my amazement as I was going up the beach to see the Austin go past me backwards in the opposite direction. When I passed him again on the next lap I thought I was seeing things. That year I won the Championship Cup on points without winning a race.

Speed trials were held later in the year at Muriwai on 5th December 1936 and a Concours d'Elegance (Motor Show) was held in the grounds of the Ellerslie Racecourse. Over 80 cars were entered and the attendance was about 2,000. Cars ranged from a front wheel drive Cord to an 1895 Benz Gas Buggy which won the class for cars over 10 years old. Bad weather accounted for a very small attendance which was expected to boost the finances of the Association considerably. However, it was a thoroughly good show and did much to publicise the Association.

The needs of non racing members were receiving more and more attention with a weekend trip to Kawau Island and a picnic run to Muriwai.

In March 1937 two races and speed trials were held on Muriwai. The fastest cars this year were Geo. Smith (Austin) 93.91 mph, A. Dexter (Riley) 90.23 mph and F. Brewer (Ford V8) 87.6 mph. Later this year Geo. Smith drove the Austin in Speed Trials at Muriwai over one half mile in two directions. These trials were run by the Auckland Motor Cycle Club. He was timed at 100.17 mph average. The N.Z.M.R.D.A. awarded him Gold Hepolite Wings for this achievement and it is noteworthy that this was the only time a motor car was officially timed at over 100 mph on Muriwai before World War II.

Towards the end of 1937 H.J. Butcher, A.J. Roycroft, G.C. Smith and myself formed a company to race midget cars at Western Springs. Harry Butcher had been long associated with motor racing and was responsible for the Auckland Automobile Association sponsoring world record attempts at Ninety Mile Beach. I imported the Brooklands Riley which Reg. Grierson first drove and which I now owned. It would be difficult to say who was the most ardent motor racing exponent between Butcher, Roycroft and Smith although Butcher did not drive in competition. He was habitually an official at our meetings. I converted the Brooklands Riley into an unusual Midget car with the help of a Bugatti chassis from Roycroft. It had 6ft 3in wheelbase, 46 inch track and four speed and reverse gearbox. The wheels were 12". It was raced as a midget in second gear. I used this car in all competition events including racing at Muriwai. I arranged with the promoting company that all midget car drivers must be members of this Association and visiting drivers were elected honorary members. In this way the Association took care of the interests of the Speedway drivers and created and ran a benevolent fund for their benefit. With the majority of our drivers now competing at Western Springs big car racing tended to lag and more attention was paid to non racing members.

Our members who raced midgets during the first few years included G. Smith, G. Mathieson, R. Roycroft, F. Brewer, S. Casey, W. Register, L. Driver, B. Pearson, M. Danks, J. Stewart, M. Hughes, W. Danks, J. Bollard, J. Carter, W. Forder, C. Segetin, F. Mayer, H. McKenzie, M. Kirker, C. Driver, N. Maddaford, F. Keefe, I. Brewer, S. Owens.

For several years commencing 5th November 1937, we held a bonfire at Hennings Speedway.

In November 1937 Racing at Muriwai saw Ron Roycroft competing with a 1930 Brooklands Riley and A.W. Jones in a Ford V8. 1938 started with a big race meeting on Muriwai Beach. Two old trophies held by the A.A.A. but not competed for for many years were made available for events at this meeting. They were the New Zealand Light Car Cup and the H.J. Butcher Stock Car Cup. Geo. Smith driving a Ford V8 won the Miller Michelin Championship Cup, I won the Light Car Cup and M. Hughes driving another Ford V8 won the Butcher Cup. There were two races at this meeting for stock (i.e. Standard) cars. New drivers at this meeting included D. Young

(Ford V8), L. Flexman (Ford V8), M. Jones (Ford V8) and D. Kay (Chevrolet).

Scavenger hunts and gymkhana events were also held.

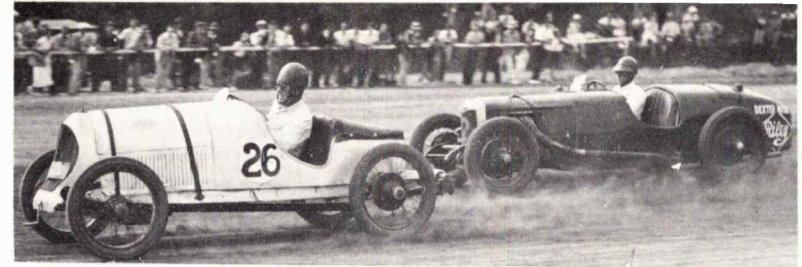
At speed trials on Muriwai in March the following speeds were recorded : A. Dexter (Riley Midget) 92.79 mph, G. Smith (Ford V8) 92.45 mph, D. Gatenby (V8) 77.2 mph, R. Marmont (V8) 77.12 mph, D. Kay (Chevrolet) 76.18 mph and H. Wright (V8) 75.95 mph. All these drivers were awarded their Hepolite Wings.

At the end of 1938 a new series of activities was initiated. Through the local Radio Station the destination of a weekend run in close proximity to Auckland was announced and when assembled gymkhana events and afternoon tea formed the entertainment. These were called runs with an object and brought in many new members. Sometimes 150 cars would assemble. It also brought in some of our first lady members. One of the venues was the old Hennings Speedway.

A race meeting at Muriwai in December combined four car races, acceleration and braking tests and a ladies race. Mrs Geo. Smith won the ladies race. On 18th February 1939 a reliability trial of 250 miles finished at Rotorua and there were 54 entrants. The winner, Mr A. Goss of Auckland, drove an Austin Big Seven. Car sports were held on the Sunday at Whakaue Reserve. Miss N. Hill was the only lady competitor. Other one day runs were held to Muriwai and Hunua Falls during this year.

For the race meeting at Muriwai Beach in 1939 I was unable to compete due to a serious accident that summer so I got B. Raper who worked at Seabrook Fowlds Limited and who had tuned and driven the supercharged Austin, to drive the Riley Midget. I figured he would be the safest driver to handle a car of this size and speed on the beach. The Riley was now doing nearly 100 mph. In the beach championship I was standing at the bottom turn and as the cars came down from the start on the first lap Bert Raper was leading M. Hughes in Geo. Smith's Ford V8 and George followed him in the Austin. The Riley had the best acceleration of them all. Raper pulled away each lap to gain a lead of over 100 yards going up the beach to the last turn. I thought we at last had a championship race in the bag. You can imagine my dismay when he came down to the finish 100 yards behind Hughes with the Austin an equal distance away third. He had missed a gear change at the top turn. K. Cutten (Morgan), R. Lees (Ford 10), D. Todd (Ford 10), Miss Levick (V8), Miss L. Dalley (Chevrolet), L. Nixon (V8) were other new drivers who performed well.

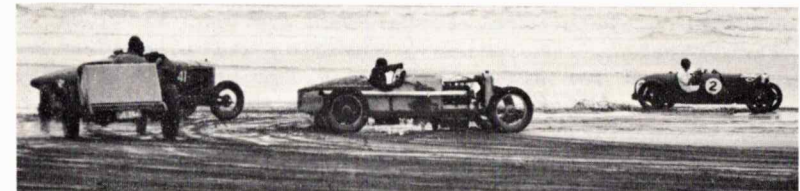
Two other ambitious events were planned during the winter of 1939. The first a reliability trial to the Chateau in October and the other a Centennial Road Race of about 100 miles over a closed road circuit at Glendowie. After a petition signed by over 90 of the 110 residents on the circuit was presented to the City Council permission was granted to run the races and preparations were made to attract overseas entrants. Prizemoney of over £300 was to be offered and much publicity was gained in the local papers for the event.



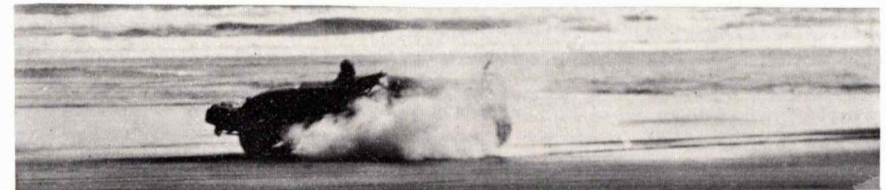
A. Dexter (Riley) passing A.J. Roycroft (Bugatti) at Gloucester Park Speedway. 1935.



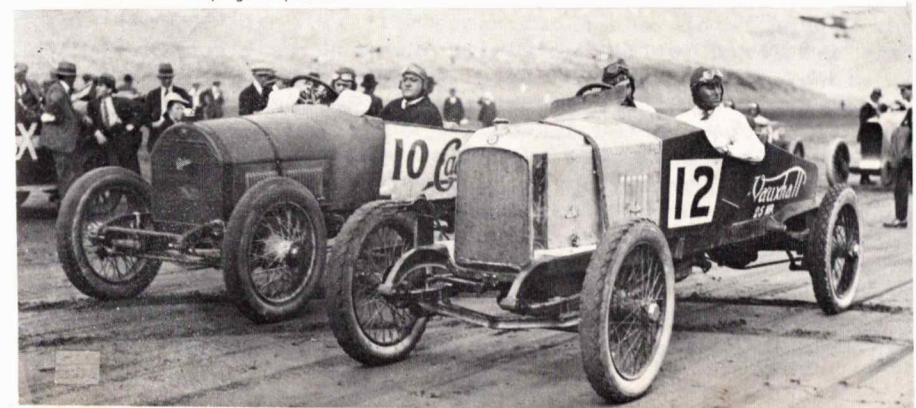
Beach racing Muriwai. The start (left to right) — V12 Packard (Selwyn Craig), Car No. 25 Hudson 6 cylinder model 0 (Johnny Johnson of Blue Taxis and eventually Johnson Blue Motors). Sponsored by Big Tree Motor Spirit from A.S. Paterson & Co. Ltd. No. 12 Vauxhall 25hp came from Australia. Very competitive, won a race beating Bert Shorter's Cadillac. Nearest camera Rugby (W. Eddy).



Beach race Muriwai 1935. A. Dexter (Riley) leads A.J. McGruer (Thomas), W. Eddy (Rugby) and C. Segetin (Ford).



S. Craig (Packard V12) spinning on Muriwai Beach after crossing stream. No. 10 Billy & Clem Ah Chee (Cadillac) and the Australian Vauxhall 25 hp No. 12. Note aircraft top right of picture.



The advent of World War II unfortunately put a stop to both these events. After carrying on with one day outings the Association decided in May 1940 to suspend activities for the duration of the war. Funds totalled £97 and there were 242 members, 25 of whom were already on active service.

While midget car racing the benevolent fund and drivers interests were looked after by the Association. New drivers joining the Association during these years included Ron and Ted Sutherland, C. Williams, J. Fitzgerald, M. Hodgson, Snow Ruffles, F. Crowther, R. Crowther, F. Brennan, Pee Wee Anderson, S. Armstrong, J. Malcolm, L. Powell, M. Buller, D. Herrick, J. Morris and J. Lough.

On 17th October 1945 the 8th Annual General Meeting of the Association was called, officers elected and the trophies held since before the war were re-distributed and the Association was in business again. A day outing to Runciman and a sports meeting in April 1946 was the first event. Starting from the Auckland Railway Station a reliability trial to Taupo was held on 28th September 1946 and attracted 37 cars. J. Stewart driving a 1930 Ford A was the winner and other members competing for the first time were G.W. White, R. Richter, I.R. Jones, N. Crowe, B.J. Maguire, L. Powell, J. Lough.

On 10th November 1946 the disused Seagrove Aerodrome on the South shore of the Manakau Harbour was used to stage a motor race meeting. There was a standing start, half mile acceleration test for different size cars and short car and motor cycle races. New competitors were W. Housego (M.G.), V. Clarke (Morgan), K. Nicholson (Ford), C. McKay (Ford), L. Peckham (Buick), Mrs J. Cole (Brough), G. Brown (Ford), C. Shuter (Ford), C. Laidlaw (Vauxhall), I.D. Nash (Ford).

In April 1947 another meeting was held at Seagrove and midget car races were included in the programme. The first Hepolite 18 Hour Reliability Trial on 18th July attracted 60 entrants and was won by B. and R. Gill with A. Power and C.D. Smith second, K.D. Nicholson and D.G. Kelly third. A total of 30 checks were included and the first prize was £100. Racing at Seagrove was again held in June 1948 and a bonfire was held on 5th November at Gloucester Park before 5000 people. On 11th December a hillclimb was held on the main road leading up Mt Eden. K. Cuff did the timing with the electric timing apparatus borrowed from the A.A. D. Herrick in a midget car made fastest time equal to 33 mph and R.J. Roycroft was second. Speed trials and short races were held at Seagrove in April 1949. In the flying $\frac{1}{4}$ mile event Reece Discombe drove his midget car at 100 mph and J. Bollard (Ford V8) was the fastest stock car. Bruce Johnston drove a Bentley and R. Roycroft a supercharged Austin.

In 1949 trials were held to Warkworth and Rotorua. It was during this year that the name of the Association was changed to the Auckland Car Club and in April 1950 a meeting was held on Muriwai Beach with a stock car handicap, stock car championship and New Zealand Beach Championship. The first resulted F. Shuter (V8) 1st, V.G. Davenport (V8) 2nd, L. Powell (V8) 3rd. Laurie Powell won the stock car championship from L.C. Bunyard (V8) and Geo. Smith (V8) won the

championship with H. Green (Wolseley Sp) second and P. Hoare third. The Hepolite 18 Hour Trial was held in August and Miss E. (Bessie) Christie drove the whole trial alone. McLaren and Irwin (V8) won the trial and Jones and Holmes (V8) were second. The route was via Pukekohe, Kawhia, Rotorua, Matamata and Waitakaruru to Auckland.

On 14th April 1951 the only speed event allocated to the Auckland Car Club by the Association of New Zealand Car Clubs was the North Island Beach Championship and was competed for at Muriwai Geo. Smith driving his Gee Cee Ess Special winning the event from A.T. Freeman (M.G.) and L. Powell (V8). A saloon car handicap was won by D. Herrick (V8) with R. Jensen (V8) second and Miss E. Christie (Studebaker) third.

The Hepolite Trial was increased to 24 hours in 1951 and included the Colville Ranges, Waihi, Tauranga, Rotorua and Matamata. The first prize was again £100 and out of 42 starters 40 completed the course. A.L. Power won the event with K. Nicholson second and G. Brown third. A. Power, L. McLaren and R. Grierson won the team prize.

In June 1951 a gymkhana in a paddock near Mangere Aerodrome was held and was well attended. Successful competitors included R. Sutherland, I. Chalmers, Miss B. Christie, R. Jensen, N. Laurie, O. Purdy, Mrs Ivan Jones.

The North Island Beach Championship was again held at Muriwai on 24th March 1952 and was won by F. Zambucka in a De Soto Special. There were 13 starters and R. Sutherland was second with R. Watson (B.S.A. Sp) third.

The Mount Eden Hillclimb in April proved an easy win for Geo. Smith in two classes, first with his Allard and again with the Gee Cee Ess Sp. Other successful competitors were H. Gilroy, R. Roycroft in a 1927 Bugatti, K. Orr, R. Mar-mont, G. White and R. Crisp. The 1952 Hepolite 24 Hour Trial attracted 76 entrants. Towns touched on were Clevedon, Waitakaruru, Whitianga, Coroglen, Waihi, Tauranga, Rotorua, Matamata, back to Tauranga, Te Aroha, Ohinewai and Clevedon. The winner was Sam Burman with B. Gill runner up and N. Anderson third. This now rated as a New Zealand Championship Trial and also carried a Hepolite Cup as well as £100 first prize.

Mention should be made of trophies that were donated, which in the absence of much prize money made the meetings more competitive.

W.S. Miller - Michelin Championship Cup won outright by Geo. Smith in 1939.

H. Robinson Cup - points cup for handicap events won by R.A. Dexter in 1938.

H. Moller (New Plymouth) Cup - won outright by myself in 1937.

Eden Motor Bodies Cup - won by Geo. Smith in 1937.

Kitson Trophy for Hillclimbs - Won by G.A. Mathieson.

Alec Burr (Kumeu) Cup - won by Seabrook Fowlds Ltd in 1935

All the above trophies were donated during 1935 and competed for usually on a points basis over the year. Most were won outright after two successive wins or three times at intervals. Other trophies were -
B.O. Goodall Lady Driver's Cup - donated in 1939 and won by Miss J. Levick.

Andertons Welding Works Cup - donated 1939 and won by K. Cutten
Motor Specialties Ltd donated the Hepolite Wings annually and
also the Hepolite Cup for trials.

SOCIAL ACTIVITIES:

Meetings of the Committee were usually held either in the homes or business premises of the principal officers of the Association each year. Annual General Meetings were arranged in various halls, notably the Manchester Unity Hall in Hobson Street, Sunday School Building in Queen Street and a Lounge in the Victoria Arcade. Many social evenings and smoko concerts were enjoyed by members in the Tiffin Tearooms and also in the lounge on the 4th floor of the Victoria Arcade.

In this review I have tried to mention at least once all those who have helped to build the Auckland Car Club to the fine Club it is today. There were many others who took a minor part and acted on committees who it has been impossible to mention. I apologise for any errors in facts which may have occurred and also for the omission to mention the names of anybody deserving mention.

I would like to congratulate the present Executive and Barry Webber for bringing the Club to the sound, healthy organisation it now is, and especially for the celebrations which have marked its fortieth anniversary.

R.A. DEXTER

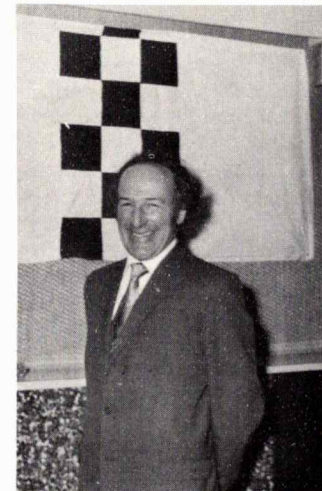


ARTHUR DEXTER - BROOKLANDS RILEY.



THE CLUB BADGE

By
GEORGE HORNE.



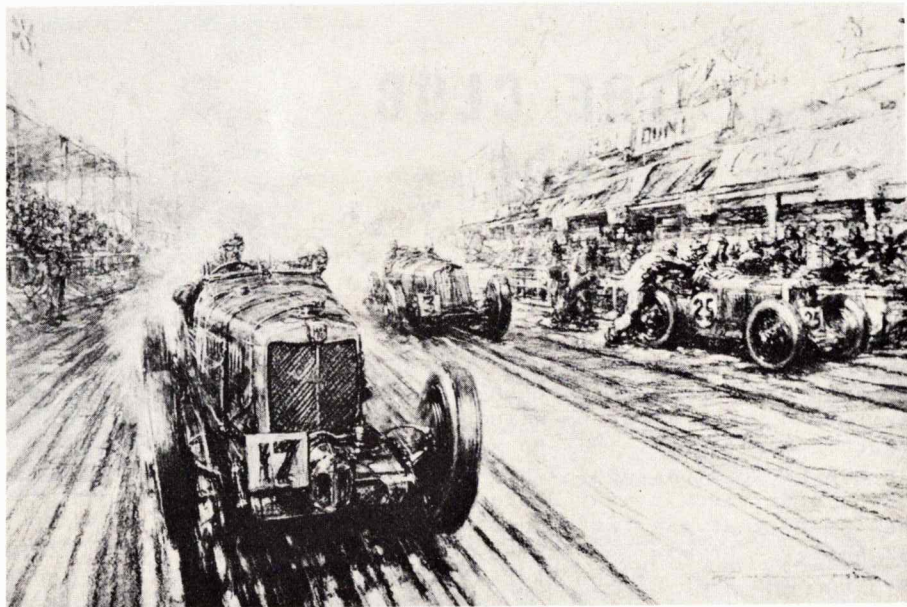
THE DRIVER - He'd never sat in the K3 MG Magnette before practice began on Wednesday; he'd never used the Wilson pre-selector box either. But he won the race the R.A.C. International Tourist Trophy, on the Ards circuit near Belfast, and wrote another chapter in the legend that was Tazio Nuvolari.

THE ARTIST - He was the finest technical artist who ever lived. In depicting some of the fantastic events of the 20th century - the association of man and machine which has made and shaped history - he has no peer. 'Though many have approached him in skill, no-one has matched his ability with atmosphere - the power and glory of great races, and great cars, characterise every one of his pictures. And one of the best of them - atmosphere and speed and the smell of Castrol R - is the frontpiece of "Circuit Dust", the complete story of MG racing in 1933, published the following year. He was Frank Gordon Crosby.

THE BADGE - On the following Friday, the 8th September, "The Autocar" published its account of the T.T. and there, to head it, was Gordon Crosby's first drawing of Nuvolari driving the Magnette. Just a black and white sketch, it was obviously the basis of the fine colour plate which appeared the following year in Barre Lyndon's book. And the fantastic thing is that the Magnette as drawn by Crosby - with Nuvolari goggled as he drove in the final stages, and mechanic Alec Hounslow looking out at Hamilton's Midget refuelling at the pits - is exactly the car that appears on early versions of the Auckland Car Club badge!

When I first saw the Club badge in 1950, it struck me that there was something familiar about that car! But it was a year or two before I rediscovered it in "Circuit Dust". And there it was, with just about every detail the same.

The same blower cowlung between the dumb-irons, with the S.U. carb on the nearside; the same front wheels, with the offside one coming straight at you and the brake drum showing on the inside of the other one - even the same brake cable flex curving over to the nearside backplate; there's the same radiator grille with a suggestion of the MG badge below the filler cap; the same bonnet strap and the scuttle line further back. The vertical lines of the erect aero screens are visible, heads of driver and mechanic are in exactly the same positions,



NUVOLARI WINNING THE 1933 T.T. AT ARDS IN THE MG K3 MAGNETTE. THIS IS HOW GORDON CROSBY SAW IT AT THE TIME.

and there, plain as can be, is the scuttle oil filler in front of the driver. The offside rear wheel is directly behind the front one and you can just see the lump which is the front of the exhaust manifold at the side of the radiator grille - just under where Stewart Island should be on the New Zealand bit for those who know their maps better than the K3!

But what about the racing number? It's '7' on the Club badge and '17' in Crosby's picture! Yes, I know - '17' is the right number; '17' is the number the car raced with, and it's most interesting that the badge has often varied from '17' to '7' and back again over the years. A lot of people think that that '7' proves it's the old Stutz at Muriwai Beach, but there's not the slightest resemblance between the two cars really, and for my money, '17' is the only proper number!

And most fantastic of all! Every once in a while, but very, very rarely, it seems to me that Gordon Crosby's perspective slipped a tiny bit. If you look long and hard at his wonderful painting of Nuvolari in the K3 you'll see that there ought to be a little of the nearside rear wheel showing up above the exhaust manifold; but there isn't. And there's no such wheel on the badge either, as you can see!

Did I say the resemblance was fantastic! With that missing wheel you'll never convince me that the Club badge shows anything else but Nuvolari in the K3 Magnette on one of the great days of motor racing history.

That issue of "The Autocar" for the 8th September, 1933 would have arrived in New Zealand late in the year, which was just about when a badge for the N.Z.M.R.D.A. was being thought

about, as far as I can gather from founder members and stalwarts of that predecessor of the Auckland Car Club. But "Circuit Dust", with its colour frontispiece probably wouldn't have been here until early 1935. Which leads us into the very interesting matter of car colours; but I won't go on - the deeper you go, the more there is to it.

You don't believe me? Then have a look at the envelope your Club Bulletin came in, and see what the Auckland Car Club badge should really look like. IT IS '17' you know!

And whoever did design that badge couldn't have picked a better car - or a greater driver.

GEORGE HORNE



LEONARD CHIRM

FIRST SECRETARY

I was never a competitor so all my memories concern my job as Secretary so I may be of help to you from that angle. It is just as well you are tackling this job at this stage as many who did so much are no longer with us. Here are some I recall who have died over the last few years who did great work in their day. Tom Cooper (who was badly wounded in the war), Geo. Smith, Jack Johnston (Motor Specs.), Reg Grierson, Claude Edwards and Phil Seabrook.



The first meeting was got together by Dick Messenger and held in Seabrook Fowlds Limited Showroom. About fifty turned up. Dick Messenger was made President and the Committee from memory was Dick Messenger, Phil Seabrook, Reg Grierson, Tom Cooper and myself as Secretary-Treasurer. Seabrook made their premises our meeting place and helped to get us under way. We had great help from the Herald per the late Jack Baragwanath and the Star from the late A.D. Seabrook. Our bank account was opened at the Town Hall Branch of the National Bank of New Zealand.

I was secretary for two years when the office work increased so much we appointed Jack Johnston and myself as joint secretaries. This gave us the help of Motor Specs. office for some of the paper work. Our Auditor was the late Jack Coppard. At the end of my third year the Association was incorporated and a paid Secretary was appointed, Mr Laird Thompson, (who later was connected with the Competitions Society - a musical outfit). I handed all records and Minute Books over to Laird Thompson. If they still exist they would tell a great story.

We had no funds whatsoever, except a membership charge. From memory I think this was £1.0.0d. Our first meetings were at Hennings Speedway at Mangere. This was on a farm owned by the late Geo. Henning who, though at that stage a wealthy old chap, was as keen as any. He had closed off a tidal inlet which gave us a circular track about a mile to the lap. Before

each meeting he would run his tractor and a scraper around the track and get into some sort of condition. I have an idea he was also on the Committee but we had great difficulty in getting him to accept any payment. It was usually £5.0.0d or £10.0.0d. according to our finances.

We always ran two motor cycle events. These hit us hard as we had to pay a gate percentage to the Auto Cycle Union who were based at Marton. They provided their own officials.

For car racing the handicapper was the late Jack Williams and the timekeeper a chap named Coltman. The Herald and Star never failed to publish photographs and great write ups, and the Auckland Aero Club on one occasion raced one of our cars with a Moth plane (a great draw for the public, with a gate taking cash boost).

All payouts were pro-rata. We took five per cent of the gate towards Association funds, then wages for gatekeepers, advertising and incidentals. From what was left we struck a ratio for prizemoney; so you could get the situation of some poor devil who had spent hard earned cash to get his car ready and managed a third place at the advertised value of £2.10.0d, dropped by pro rata to £1.17.6d, and then I would find he had not paid entry fees or was behind in his membership and I would feel very guilty posting him a certificate and cheque for 7s 6d. for his efforts. Still no one complained. I remember once Robbie the Mayor, competing in a motor cycle event, finishing the race and falling off his bike, and when he got up, I asked him for his 2/6d. entry fee.

Tim Bell, Mayor of Ellerslie was a competitor and Jack Harley, Deputy Mayor of One Tree Hill, was a very loyal supporter and could also have been on the committee of the Club.

Other than Hennings Speedway, we ran meetings at Muriwai Beach. Financially these were not so good though we got a permit from the Domain Board. It was hard to collect the gate takings. On one occasion we ran an excellent hillclimb at Helensville. This was financed by public donations and the electric timing was put on by the Army as part of an exercise.

We combined with the A.A. in aid of a charity appeal and ran a race meeting at Orakei. This was where the State housing area is today. The roads had been formed before the houses were built.

At this stage Reg Grierson had got the Onehunga Borough Council to make a track at Gloucester Park, Onehunga, but the plan caused a wide division of our Committee. Phil Seabrook resigned as President and Dick Messenger and I dropped off the Committee also. We felt we were letting George Henning down after all he had done for us. The Gloucester Park plan was a failure, one part of the track had been a rubbish dump and the cost of controlling the dust was beyond us.

This really terminated my active participation in the affairs of the N.Z.M.R.D.A.

LEN CHIRM



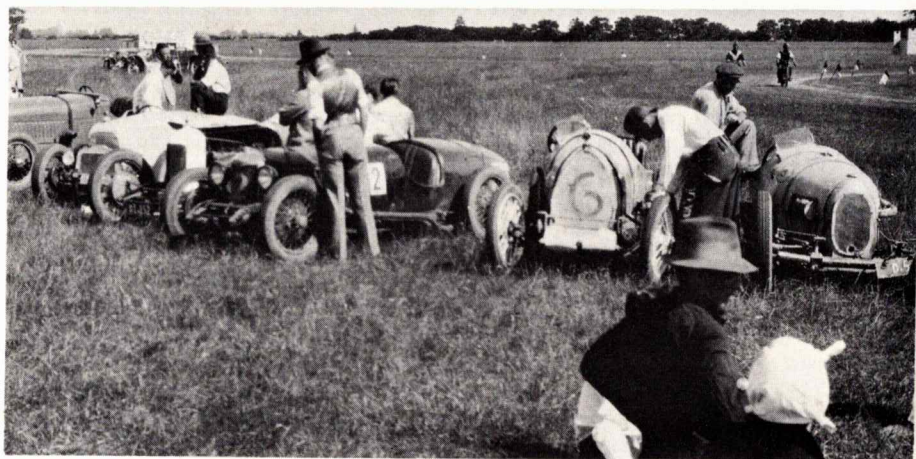
RACING IN THE THIRTIES

by DICK MESSENGER,
First President.

When this club was founded we had two venues for racing. Muriwai Beach, where we had been racing for ten years or more and the newly opened Mangere Speedway (Hennings). They were naturally entirely different in character. At Muriwai, all that counted was acceleration and flat out speed - I always thought it uninteresting. At Mangere, skill at sliding the car around the long curves was more important than maximum speed, it was really great fun. Muriwai Beach usually had a smooth surface, unlike Mangere, but there was a track condition that no modern racing car and few present day sports cars could negotiate. The start and southern turn were on the near side of a stream that crossed the beach at low tide, 9 inches or more deep with 6 inches of water in it and some 20 feet in width. The car would launch itself into the stream with a shattering impact and come out the other side with an even more violent shock. To enter the stream at any speed below 40 mph invited a shower bath. There was one occasion when I went through at about 40 or 50 with the warming up plugs fitted - the water came over me in a shower, blinding me. I felt the car screw left as it came out. I corrected what I thought was a suitable amount, while I dried my goggles with the cloth I always had tied on my wrist. Then there was a solid impact, I looked up as a green sea came over the bow! I was in the sea! I came out on one cylinder, just before it passed out.

Mangere Speedway, or 'Hennings' as it as usually called, had a flat clay surface, $1\frac{1}{4}$ miles around, with two almost straights connected by long curves each side. It had been made from a tidal basin, probably of volcanic origin, by putting a stop bank across the one place where the tide entered. The actual racing track was around the perimeter. Spectators sat on the banks above the basin. The clay surface was quickly scrubbed off, resulting in a dense yellow dust. Because of the widely varying speeds of the competitors, the races were usually handicaps. The dust was unbelievable, the only man who could see, for a while anyway, was the limit man. Those unfortunates who started from the back marks were supposed to go much faster, they would have had they been able to see. Many is the time, when coming up from the back straight heading into the late afternoon sun, I have buttoned up - listened - then steered towards an exhaust! I had no idea where I was.

Various devices were tried to allay the dust nuisance - calcium chloride, old oil and water - all were dispersed or just soaked in. There was one notable day when a couple of enthusiastic marshals, near the stop bank, tried throwing buckets of water on the track at the corner. A.J. Roycroft saw the wet patch, but too late, he went off on the inside, into a ditch. Unfortunately we did not get together after this race. In the next race, I came into the corner in a full four wheel drift, blinded by dust stirred up by half a dozen cars in front, I did not see the wet patch at all, I spun off into the dust fog, all idea of direction gone. George Smith in the Riley, who was just ahead of me, loomed up. I was heading straight at him! I pulled the car off and then staged a highly successful crash. Unfortunately, due to a bad viewpoint, I missed the most spectacular bit.



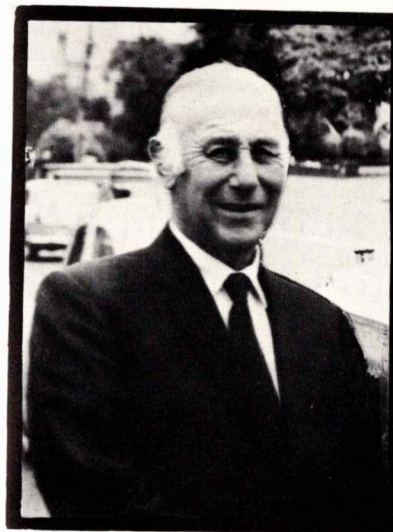
Then there was the day when Arthur Dexter crashed. Until that moment I did not know it was possible for a human being to run up a vertical bank, like a fly. Three of us were standing on the side of the track talking, when Arthur (who now had the Riley), came out of the dust, obviously having lost his way and heading for trouble. We three scattered - Len Chirm standing beside me, ran straight up the vertical bank! A much more astonishing feat that Arthur was about to perform. Arthur hit the bank, shot into the air, the car rolled in mid-flight, Arthur fell out and the car now descended on top of him. We were horrified, it is not pleasant to see one's friend killed. Then from under the car crawled a figure soaked in black oil and green slime from the ditch where he had fallen - Arthur! (Sorry to remind you of this now funny incident, Arthur).

In 1933 the Club staged what was possibly the first ever road race seen in New Zealand. As it was for a charity, a Queen Carnival, permission was obtained to close a road circuit through the newly sub-divided Orakei suburb. The start and finish was half-way along Coates Avenue, the circuit wriggled its way down to Reihana Street and then back to Coates Avenue. The main event of the day, a handicap named the

Prosperity Grand Prix, was won by Arthur Dexter in the Riley. On the last lap, Arthur went like the proverbial bat out of hell, almost took off as he came up into Coates Avenue, hit the far kerb a resounding clout - putting a five inch buckle in a rear wheel, but regardless he tore on down Coates Avenue to win from Reg. Grierson in the little supercharged Austin, by 10 yards. It was a really exciting finish.

We were all amateurs in the correct meaning of the word. A few received some help from the agents of a car, but none were professional. We raced for the sheer love of driving and enjoyed every minute of it. Speeds were low, when compared with the present day, but road surfaces were appalling - only Muriwai was smooth. Mangere was very uneven and bumpy as well as dusty - shocks had to be tightened dead hard to prevent the car leaping in the air. Very low pressure tyres would have helped, but they had not been invented. I envy the present day driver his car and road surface - 40 years of know-how are built into them. I wish there was space to tell you more of the drivers and personalities of that day - some other time perhaps.

DICK MESSENGER



Tribute to Phil Seabrook

by A. R. E. (Dick) MESSENGER.

One by one the pioneers of motor sport in New Zealand are taking their last chequered flag and entering into Valhalla. In September it was Phil. Seabrook - our first Vice Chairman and second Chairman.

Organised motor sport in New Zealand started at Muriwai in 1921. Phil was there, right at the beginning, he took part in the first race, riding in the mechanic's seat of a Premier, driven by Keith Caldwell. In the next year, 1922, he occupied a similar seat in a Vauxhall, driven by myself. Probably influenced by Phil's enthusiasm, his firm, Seabrook Fowlds Limited, were always strong supporters of motor sports. By 1922, they had acquired the agency for the "Paige-Jewett", a new lower priced car from an old firm. A popular publicity stunt of the period was the Auckland-Wellington record, (using the old main route through Taranaki, for the new road through the centre had not been completed at that time). Phil and his co-driver, Bill Sinton, took some surplus bits off a standard

Jewett Tourer and attempted the record. Their first attempt ended in disaster when the car slid on some loose metal at the entrance to Otaki Bridge and went through the railings on to the dry river bed. But their attempt, in April 1923, was successful. They took the record at 14 hours 58 minutes, beating the previous record of "Snowy" Bedford and George Campbell in a Rugby, by 27 minutes. Phil started in the 1924 N.Z. Motor Cup in the Jewett, now fitted with a light racing body. He would have done well, had the distributor not slipped its timing, for this was the year when the fastest entrants all fell by the wayside. Such is the luck of motor racing.

The long association with Austin started about 1925. First, one of the tiny "200 Miles Race" Sevens was imported. This was followed a year or so later by one of the super-charged "Cup" model sevens, a two-seater, which Phil drove with success in many events. In 1930, Phil and his co-driver, Reg Grierson, set up an Australasian Six Hour Dirt Track Record in the car on Mangere Track, covering 360 miles. Phil also won the 1930 Light Car Cup at Mangere, beating two cars of twice the capacity of the Austin.

Phil played an important part in the founding of the N.Z.M.R.D.A. and was elected Vice-Chairman at the first meeting. In 1934, he succeeded me as Chairman and I took his previous office. It was during this period that his firm imported that fantastic supercharged single-seater Seven. Increased business activity prevented Phil from driving it, as was intended, so it was George Smith who drove it for Seabrook Fowlds Limited.

In 1952, believing that we needed a motor sport enthusiast of eminence in the motor world to head my latest brain child, the International Grand Prix, it was decided after a discussion between Jack Johnston and myself, that Phil would be the ideal man. (It should be appreciated that the N.Z.I.G.P. was not in existence at this point). I persuaded Phil to accept nomination and he gave us the standing and leadership necessary to float the huge enterprise. Phil was a modest man, who never thrust his achievements into the limelight - the foregoing are just a few I recall through personal association. He played a big part in developing motor sport in New Zealand and in bringing our Club into existence.

DICK MESSENGER



GERRY MATHIESON & The Miller Special



I was a noted athlete before I took to motor racing but I decided I did not have the physique to win a New Zealand Championship although I did win several provincial titles in many various sports.

I started off motor racing in Stan Andrews' Model T Ford. Stan had done 99 m.p.h. in the Ford but had given himself such a fright he turned it in and I took up the car and started to race at Muriwai. It was quite successful until I broke the crankshaft when I was well away from the field. After this mishap I had to look around for something else to take its place and build up.

The Miller Special was imported into New Zealand by Bert Shorter when Count Zborowski (an exiled Russian) was killed and his estate sold the car. When the car arrived in New Zealand Bert immediately filled it up with gas and oil and tore up Shortland Street and down past the Cargen Hotel (Eden Crescent) and as he passed the hotel there was an almighty crash and the connecting rod came through the side and knocked two carburettors off it. It was immediately sent down to Gane Engineering who machined two connecting rods for it. They got it going again but it was never successful. It persisted in throwing the rods all the time at the back of the motor and ended up in benzine boxes in the finish.

I traced it around and found it out at Keith Cutten's place at Penrose but the motor was in pieces. I went out and bought it and managed to locate the chassis from someone else and then set to work on the mammoth task of rebuilding it. In all, I spent twelve months rebuilding the car. I wrote to Harry Miller in Los Angeles and asked him for details of the motor, valves, camshaft settings, etc. Harry replied and also sent a used blue print of the motor and all the specifications and valve timing but he said he had always been sorry he had ever let the car go out of America and he would deem it a favour if I pushed it over a cliff. Being a mechanic for the City Council I had everything in the machine and lathe line at my disposal.

After a year and various tests, I altered the wiring system in the motor. It used to run at 120lbs oil pressure but after further tests I found I could run it right down to 45lbs. In actual fact I ran it at 60lbs.

I first took it out to Muriwai and had a bit of a time trial there. Went from a standing start at one end and managed to reach the other end in what seemed a very good time. Coming back I piled it on a bit and reached 100 mph with an average of 78 mph. The other competitors were doing flying starts at the bottom end. I was very happy with the results but by now I had started to get really serious about it.



The other competitors in motor racing at that time were very confident it would fly to bits but I noticed when I first put it on the track at Hennings I was best, giving the nearest car to me a half minute start, so I was not really getting much of a break. As it happened I had quite a ball at the first meeting winning the handicap and scratch races.

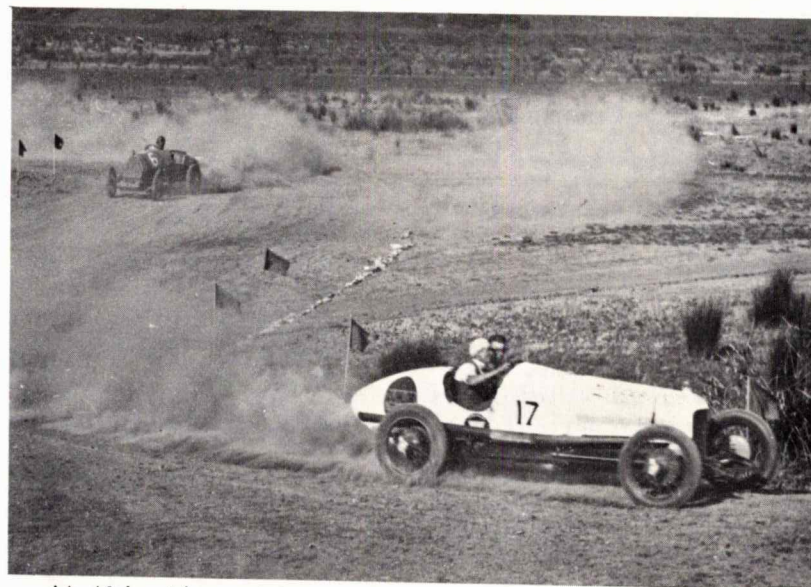
From 1933, 1934, 1935 and 1936 I was never defeated in a scratch race or a championship of any sort, winning the New Zealand Beach Championship, the New Zealand Track Championship at Hennings Speedway, the South Auckland Championship (on a half mile track), and the New Zealand Hillclimb Championship.

Putting a little humour into motor racing at that time A half mile track was built at Hennings Speedway at which I was racing the Miller Special on which I had worked and altered the motor. We all lined up for the start of this race and on the way up I was doing 110 mph in the straight when I burnt a piston so I only really had seven cylinders, which the boys were happy about. However, we lined up at the start of this championship and a chap named Phil Carlton was in the Thomas Special. George Smith, as usual, broke at the starter's flag. The cars were recalled back to the mark again and Phil Carlton in reversing back broke away but forgot he was in reverse gear and when the starter dropped the flag everybody took off and Phil Carlton took off at great speed backwards! It was a riot. I raced the Miller in second gear and ran it up to 6800 in second and bolted away to win by a street. It never blew up or did any damage to the crank case or anything else.

The Parry Thomas eventually passed over to me. I found a difference in camshaft and valve timing so modifications were made. This car was driven at Mangere by many drivers over a period of years.

At the time Gloucester Park was built the supercharged Austin which Phil Seabrook raced was brought into the country. It had a known speed of 117 mph and provided fairly good opposition to the Miller but actually it only defeated me once, in a handicap. In one of these races George Smith took me up and just as I was to pass him, George ran me out to the fence and I had to back off. After that there was a little bit of bad feeling displayed between George and I over that. I had a very successful run at Gloucester Park, the car being quite superior to anything else racing there.

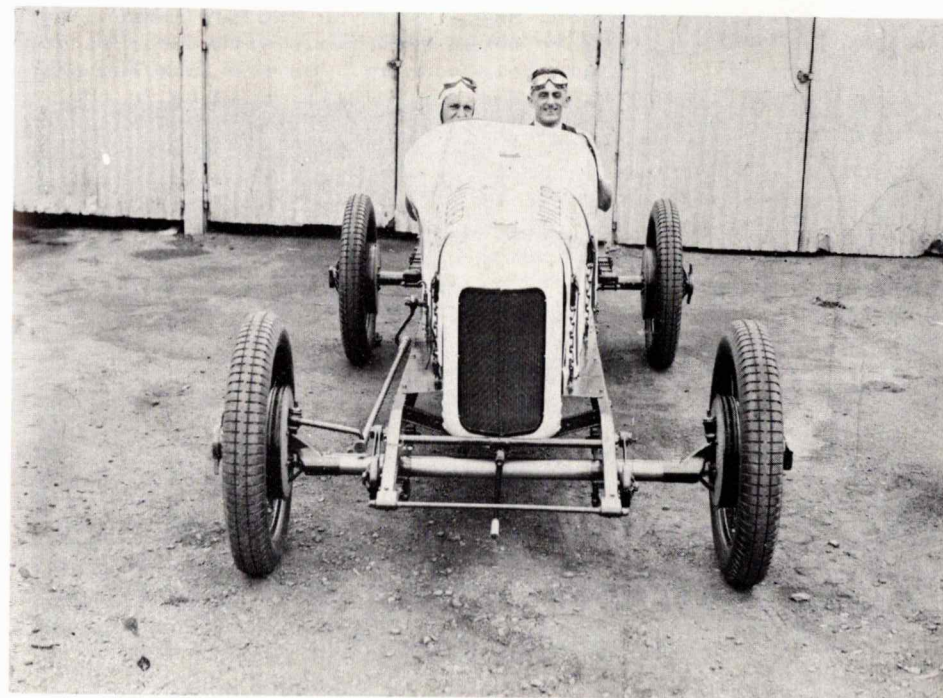
When Gloucester Park was established Hennings was out of date. Then Gloucester Park folded up because there was not enough attention paid to it and drivers started to lose interest because of failure to bring anything new into the country and what little racing we did was on the beach.



At this time midget car racing had come in and I built the first midget in Auckland, then followed George Smith and Arthur Dexter converted the Riley into a midget and he too, commenced midget racing.

I finally sold the Miller to an Australian and continued racing in midgets until I gave that away in 1942.

GERRY MATHIESON





Ken Armit

Branch Manager, Dunlop N.Z. Ltd, Auckland.

It is my very real pleasure to congratulate the Auckland Car Club on the occasion of their 40th Anniversary.

Whilst my own personal association with the Club only extends back five years, I would like to place on record my appreciation of the many kindnesses which have been extended to me by the executive members of the Club and also my thanks for some pleasant hours spent in their most congenial Clubrooms.

My interest in motor sport of course extends back many years to the early days of the Dunedin "Round the Houses" Road Races and the first meetings at Teretonga.

I was deeply involved with the organising of the early Dunedin road races so I have a full appreciation of the tremendous debt which motor sport owes to Car Club members. Without their wonderful support so willingly given, the meetings at Pukekohe and elsewhere would just not be possible.



WES KELSALL

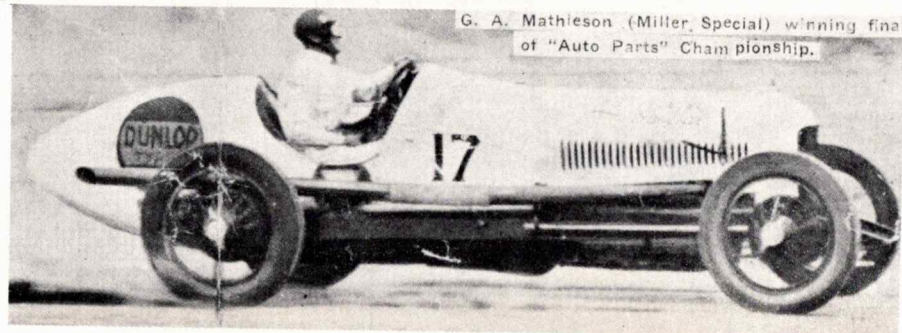
I feel too that some credit must be given to my own Company who are always represented by expert staff at all major race meetings. Arnold Stafford, Stan Morrah, Bob Fulton, Malcolm Kenyon and Cor Vandendungan are names synonymous with motor racing in this country. On the Auckland scene our own Wes Kelsall would be in the same category. All these men and the staff who have assisted them have done a sterling job and I know full well that the same excellent service will be extended into the future.



COR VANDENDUNGAN

Tyre design and technology have advanced tremendously as a result of experiences on the track and I feel sure that a deal of credit for faster lap times must fairly go to the Tyre Companies.

May motor sport and the Auckland Car Club continue to prosper.



G. A. Mathieson (Miller Special) winning final of "Auto Parts" Championship.



LES McLAREN

FORMER PRESIDENT

A think back by a past President of the Auckland Car Club to the early 1950 period reveals that one of the major difficulties facing the Club was that of venues for speed events and lack of close liaison between the major New Zealand Car Clubs. Local clubs at this time had been using Muriwai once a year, Seagrove Aerodrome out Waiuku way fairly regularly and Ardmore was a possibility but for only one meeting each year. Seagrove was being taken over by a University group and was to be of very limited future use and so out of these problems the seeds of the N.Z.I.G.P. project were sown.

If we were to be limited to only one circuit meeting each year, let's make it a big one representing all Auckland was the main theme and a host of detail work was started which involved personal guarantees by most of the more enthusiastic club members of that period.

The N.Z.I.G.P. was born and the first meeting in 1953 was the end product of endless meetings and much burning of the midnight oil.



LES McLAREN HILLCLIMBING THE AUSTIN HEALEY.

There were endless inspections meanwhile by the keener club types who scouted the countryside from Clevedon to Kumeu looking for alternative sites to lay down club circuits, but to no avail.

Tentative plans were laid towards the two major clubs using alternative weekends for club fixtures to prevent clash of dates for club events and the Association of New Zealand Car Clubs finally got off the ground in this period and began to really take control and issue permits for all types of motor sports. Genuine racing cars began to appear on the New Zealand scene and the centre of motor sport began to gravitate from the South Island towards the Manawatu and finally to Auckland which is now the acknowledged focus point for motoring sports in New Zealand.

The Auckland Car Club can take most of the credit for the satisfactory culmination in this trend of events and with its past and present band of dedicated enthusiasts, can look from its present very high and satisfactory position among the New Zealand Car Clubs and pat itself on the back for a job well and truly carried forward from the days of the 30 - 40 members of the original New Zealand Motor Racing Drivers Club of some forty years ago.

Best wishes for the future of the Club

LES McLAREN



AS I SEE IT

Reaching 40 years of age is not normally looked upon with much glee - in spite of the saying that life may begin at that age. Yet it is great to think that our club is now celebrating its 40th anniversary.

We can as members feel proud of belonging to what is in all probability the largest motoring club in Australasia. But whilst expressing my congratulations to the club, in general, I should in particular thank those who started organisation back in 1932 and have helped guide it over the years.

For the major part of 40 years, New Zealand has suffered from a distinct lack of motor vehicles. So it is rather surprising in a way that organisations such as car clubs have thrived as they have.

Well this column is entitled "As I See It" and as we have reached our first 40 years let's plan for the next 40 years. At times plenty of us wonder just where New Zealand motor sport is heading. We have had high peaks and depressions and I am inclined to think more of the latter than necessary.

In Brian Hill's article last month in which he was certainly not talking "through a hole in his hat" the point was raised about drivers jacking up their marketing ideas. This is very true but there is a mountain of work to be done before drivers need even think about marketing themselves.

Firstly the promoters and controllers of the sport have got to do some sorting out. Motor sport is an entertainment and must be promoted as such. Promotion is no amateur function, an amateurish job will and does make for a poor result. The person who comes to watch a motor race expects to be entertained, after all had he stayed at home the chances are he would have watched the telly. Why? Very simply to be entertained. So as I see it that is what we must compete with, that is what we must provide. Believe me, there are people involved in car clubs who would make very capable P.R. and promotions assistants.

What should not be overlooked is the fact that drivers are always looking for more money. For them to do so is quite reasonable after all they are the people who do the entertaining. Surely they are entitled to a fair share of a race day's proceeds.

In reality the whole business is a vicious circle because providing more prize money means getting more spectators along to watch, to be entertained and that means more promotion.

I was rather shocked to hear from a reliable source that cars competing in the 1973 Heatway Rally will have to carry Dunlop decals. My intention was to mention sponsorship in a future issue but let us look more closely at this case.

As it stands at present enter the Heatway and the Regs. state you will carry decals for Castrol, South Pacific Hotels, and Hatfields R/T's. Now it seems the organisers of the event in their search for more money have sold their souls. What happens if a driver is contracted to Goodyear. As it happens Mike Marshall runs on Goodyear tyres - What does he do? I'll tell you, he just doesn't enter. To do so he offends a sponsor. Surely Mike Marshall would be one of the greatest spectator attractions in New Zealand motor sport. Therefore it stands to reason the organisers want his entry, it enhances the event. The name of the game is PROMOTION. Let us hope that Wellington Car Club don't create the sort of trouble with the Heatway that Castrol have over the G.T.X. series with their insistence on carrying decals.

For those of you who are interested the Sunday Herald usually gives very good photographic coverage of major motorsport events. Heatway Rally received a full page of pics whilst B. & H. 500 received similar treatment. Then to top the lot the recent Gold Star meeting at Pukekohe not only got a full page of pics and about 12 inches of editorial but a photo on the front page. Would anyone care to tell me when motorsport last made the front page of a newspaper without there even being a death or major crash involved.

Well, these are things as I see them. If you don't agree write to the Editor and say why.

Norman Harvey - Motoring Correspondent
Sunday Herald.

Auckland Car Club

40th Anniversary



GEOFF WHITE

FORMER PRESIDENT

My first adventure with motor sport commenced in 1946 with a Brough Superior black drop head roadster. Terraplane motor. Maximum speed approximately 90 mph. The late Reg Grierson nominated me to the Club, then known as the New Zealand Motor Racing Drivers Association and later changed to the Auckland Car Club Inc. With this car, my first reliability trial to Taupo (organised by Reg Grierson). But alas, first place was won by John Stewart (of Hill and Stewart Limited) in a 1933 Ford Roadster and I had to be satisfied with second place. The grog after dinner flowed like water and everyone had a king size hangover - the first of many similar regretful moments. The next trial in this car resulted in a broken back axle and being towed 20 miles.

In those days we were allowed to carry a passenger in the speed events and in this car I had my greatest fright of racing events - flat out down the straight, passenger yelling "Faster, Faster", when up came the turning point, hitting 80 mph, applied brakes and down the pedal went to the floor board. Master cylinder failure. The way we went through that corner was nothing short of a miracle and gave me the biggest fright of my motoring moments.

It was in those early days that the competitors included such well known names as George Smith, Fred Zambucka, Laurie Powell, Ted Thompson, Ken Orr, Ian Chalmers and Les McLaren. The collection box was shaken under visitors' noses and the results left a lot to be desired.

1951. The big time in my life. Bought my first brand new car, a 1951 Citroen Light 15. Ross Jensen ported and polished the motor and with this car I competed in beach racing at Muriwai much to the regret of future body work which finished up full of rust. When I sold it they said it was not a car but a salt shaker!

This car was raced in a hillclimb at Mount Eden, club sprints and later at the hillclimb at Muriwai. Here I met for the first time Jim Boyd and Bill Beasley who did some wonderful work laying out communication and timing lines. The Auckland Car Club staged a speed event at Fowlds Park, Mount Albert, and my first opponent was Ben Ansley driving a Bristol sedan. Do or die was my thoughts and in came the Citroen with a better time than the Bristol. Hell's teeth.

It was at this period that I began doing the public address for the Car Club and covered the future events for many years, enjoying same thoroughly.

Auckland Car Club first Ball - Our previous socials had been held at various venues, somewhat mediocre, and with the staging of the Hepolite Reliability Trial I felt it was time we

upgraded these events and succeeded in swaying the Committee to stage the Auckland Car Club's first Ball - held at the Farmers Trading Company Skyroom. The guests brought their grog into the event in suitcases.

1953 - Les McLaren voted that I become Chairman and all voted in favour of same. I will never forget preparing my first Annual Report. What a headache!

HIGHLIGHTS - social Tamaki Yacht Club. No grog allowed. Everyone outside spotting in cars.

First Annual Ball - Suitcases full of grog and the ballroom full to capacity. A great success.

First Hepolite Trial - Finish at Auckland Railway Station with speed and braking tests in station concourse. Some exciting moments. Did my first commentary and enjoyed some soup brought in a thermo by an ardent supporter (my present wife).

Introduced Ross Jensen to Club and nominated him to the Committee, a great worker.

Became Club Captain, Vice Chairman, then Chairman for two years. Met hosts of wonderful people.

Bruce McLaren's early days. Austin Sports, Austin Healey, Bobtail Cooper.

Parties at Fred Zambucka's beach home, Eastern Beach.

Great nights - a wonderful host.

Organising Hepolite trials until 2.00 to 3.00 a.m. each night. Headaches galore.

Swim and shave in hot pool Taupo Reliability Trial.

Supper in Maori hall - Rotorua Trial, my table side guest a big Maori dog as high as I was!

Laurie Powell pushing my wife out of bed and pinching her hot waterbottle in a Rotorua trial.

Ross Jensen racing his 1934 V8 Roadster at Ohakea.

Ron Roycroft in his Alfa Romeo, Ohakea. What a road race back from Ohakea to Auckland. Fastest time to Gordon Brown.

Hillclimbs - Johnny Riley rolling his Chev Coupe - - Johnny Riley/Red Dawson duels. Jim Boyd in his Lycoming F.T.D. Bombay. Tom Clark driving his racing Ferrari in the hillclimb at Muriwai, loose metal surface, his remarks - "Like driving on ball bearings".

Grand Prix Cocktail Parties organised by BP held at Hotel Trans Tasman. Sir Keith Park's late wife, a most wonderful lady. The previous Mayor of Auckland, Tom Ashby, enjoying himself - a good guy. All the top overseas drivers present.

The Reliability Trial when we used an alarm clock and Dalton computer - finished second. Inevitably took wrong turns and became known as "Wrong Way White".

In conclusion, 40TH ANNIVERSARY. The tremendous enjoyment and wonderful hospitality the Committee and Chairman extended to my wife and myself. The last of the great Car Club hangovers.

Happy memories to all my great friends

GEOFF WHITE

40th Anniversary

AUCKLAND CAR CLUB & ROTHMANS ~ ~

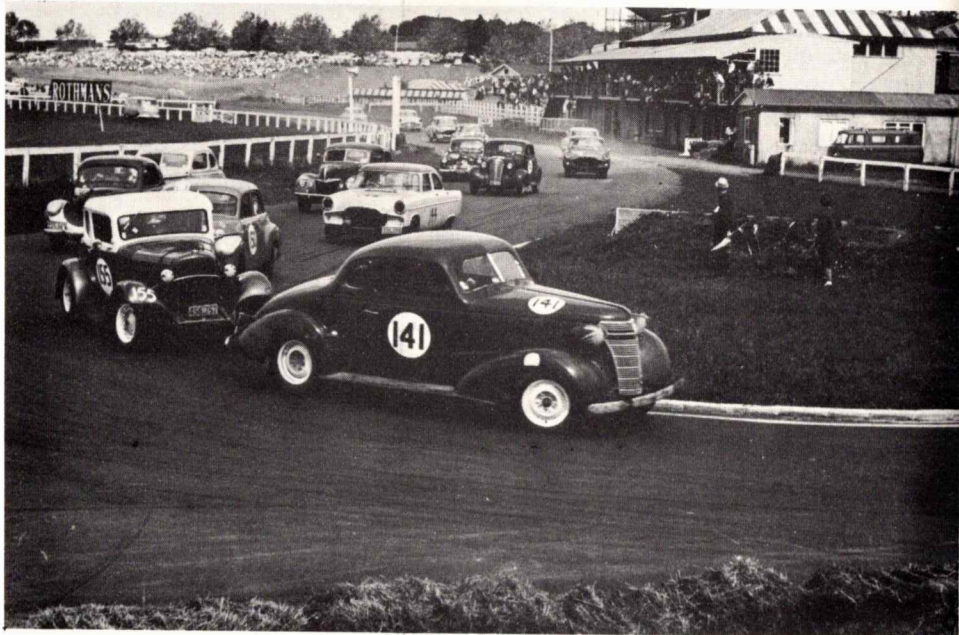
TEN HAPPY YEARS

This year marks the Auckland Car Club's 40th Anniversary and it is felt that it should not be allowed to pass without recapping on the close and harmonious relationship with Rothmans over the last 10 years.

The first association between the Auckland Car Club and Rothmans followed negotiations in 1962 between Rothmans Sales Manager, N.L. Yanko, Executive Car Club member, Eric Mallard and Club Vice President, then Club Captain, Les Rankin.

The first Rothmans Gold Star Meeting was actually held in the 1963/64 season and attracted a record number of 230 entries. These early Gold Star Meetings were mammoth events with as many as 17 races - the prize money however was nominal, the races short and the organisation somewhat amateurish when compared to the events conducted over recent years.

The meetings are now prestigious, the races have been lengthened and the prize money is more substantial. The events are more keenly contested and the organisation generally smooth and professional in approach.



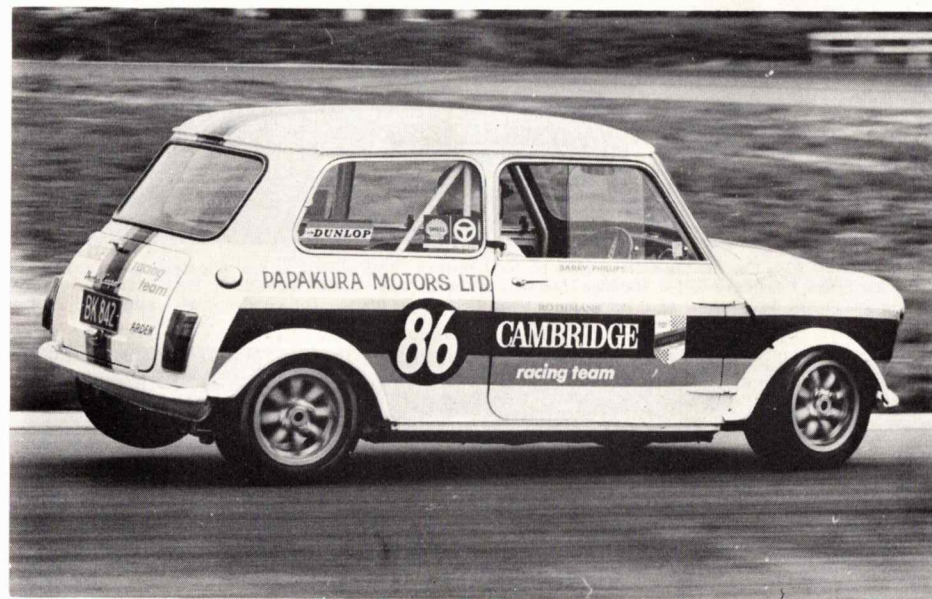
Coppins (Chev.) leads Souness (Ford), Harvey (Holden), Dawson Willys). Note the absence of advertising on cars in this early 1960's racing.

These meetings have seen drivers of the calibre of George Lawton and Dennis Hulme who emerged through events of this nature in the early days of motor racing in New Zealand. In fact the first recipient of the N.Z.I.G.P. President's Cup, still competed for annually as the main race trophy, was Dennis Hulme; today a

household name in the world of motor racing, both Formula 1 and Can-Am.

Rothmans decided in the mid 60's to become more actively involved in motor racing by forming a motor racing team, "Ecurie Rothmans", a driver promotion scheme designed to give promising local drivers the opportunity to compete and gain experience in competitive Formula 1 machines. The latest Cooper Climax was purchased and over the passage of time the following drivers were chosen by the Trust to compete in this car - Bruce Abernathy, Paul Fahey and Dennis Marwood. Dennis actually drove it into second place in the 1965/66 Gold Star Series. The car is now in the hands of the Museum of Transport and Technology and is one of the cars which will make up the "Bruce McLaren Memorial Display".

The 1968/69 motor racing season saw increased involvement with team sponsorship with the Lexington Racing Team comprising Rodger Anderson, Graham McRae, David Oxtan, David Simpson, Spencer Black, Jim Boyd, Roly Levis, Lawrence Brownlie and the late Bert Hawthorne. We are of the understanding that at this time this was the largest motor racing team in the world. Team sponsorship continued during the next two seasons with the Cambridge Racing Team, with drivers of the calibre of Jim Boyd, Barry Phillips, Spencer Black, Roly Levis, Graham Watson, Rod Coppins, Rodger Anderson, Ken Smith, Paul Fahey and the late Bryan Faloon.



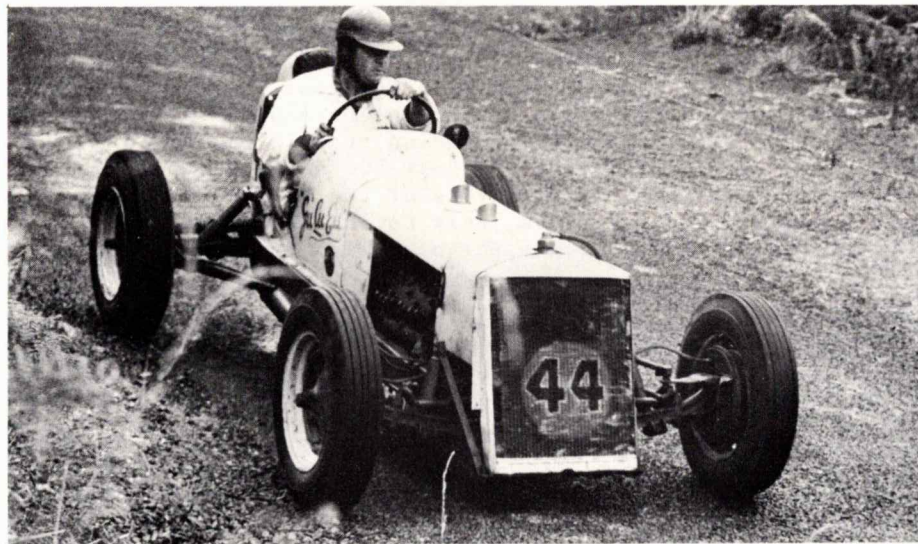
BARRY PHILLIPS - TEAM CAMBRIDGE MINI.

Another change came about at the start of the 1971/72 racing season when a sizeable promotional venture was staged with the appearance of the Winfield Racing Team comprising three drivers and four cars : David Oxtan driving a Begg FM 4 Formula 5000 and a single seater Formula Ford, Barry Phillips driving a

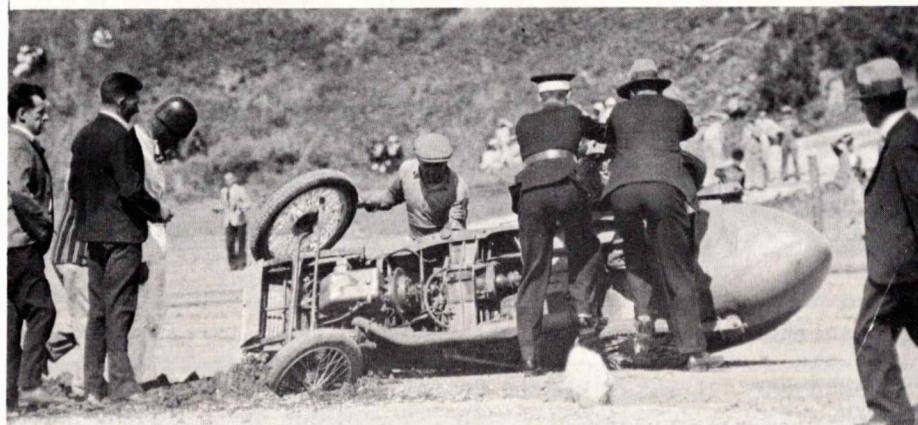
999 c.c. Austin Cooper and Rod Coppins in a Chevrolet Camaro.

It is interesting to note that since the increased involvement in team sponsorship, many of these names are now household names and what is particularly pleasing, many are members of the Auckland Car Club.

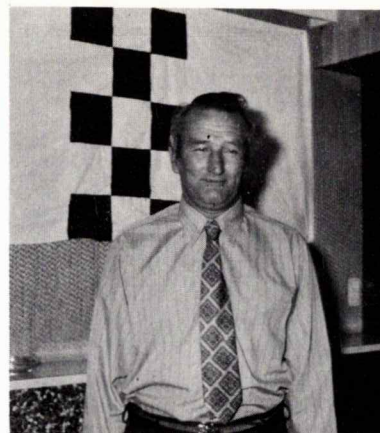
It is common knowledge and a very pleasing aspect indeed to know that over these years of association has developed, apart from the business aspect a lot of personal contact and camaraderie between car club members and Rothmans staff and as a gesture Rothmans presented a silver plaque commemorating 10 years of association with the club and all involved look forward to the continuation of what has been a most beneficial association for all concerned.



George C. Smith (Gee Cee Ess Special). In 1952 his New Zealand titles included the standing sprint (kilometre), beach racing (50 miles), hillclimb and the 100 mile road race at the Mairehau Circuit Canterbury. His Gee Cee Ess was built up from his midget car, the rear of it being the original stern of the midget. The number - 44 - was chosen because of the street number of Smith's garage.



C. Edwards' Bugatti comes to grief in the second heat 5 lap championship race at Gloucester Park Track January 1935. Edwards is wearing the crash helmet.



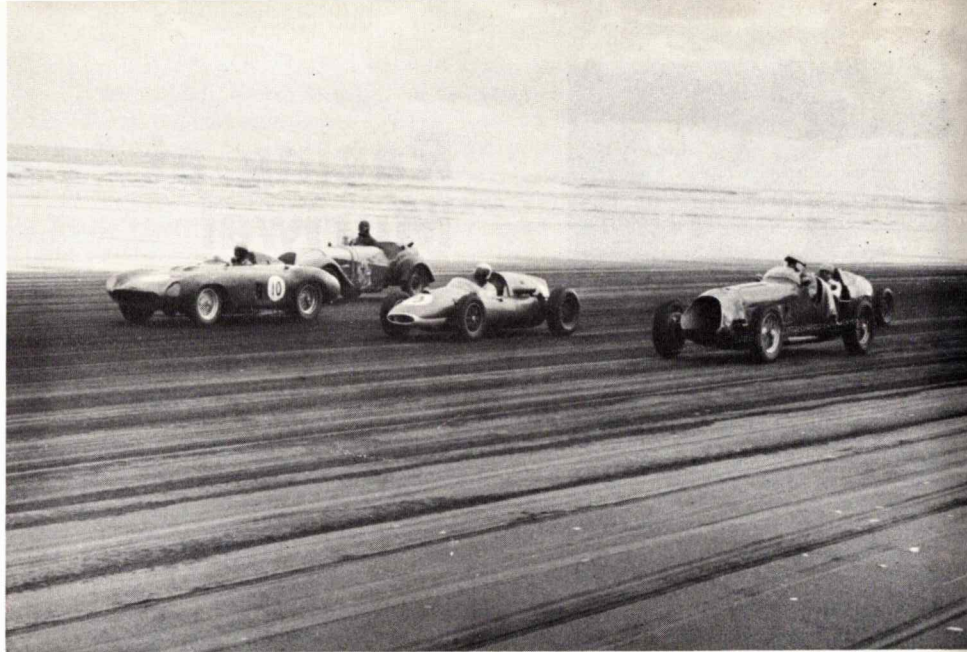
Racing at Muriwai

by IAN CHALMERS,
Former President.

From 1950 to 1963 the big-time racing was the North Island Beach Championships at Muriwai. These were usually 50 to 80 mile events and were considered the safest, cheapest and easiest to run. These were held on a stretch of beach approximately 3 miles north of the creek. One mile of beach being marked with turning drums, start and finish on the half mile mark. These were excellent days provided the beach was hard, the sun shone and the tide stayed out! A certain amount of know-how was required, cornering was a matter of getting around the barrel as quickly as possible- it became very difficult as the sand became churned up as a ploughed field. Keeping left was a MUST as once turned you were facing the on-coming cars and even at 90 mph this meant a 180 mph impact if you hit. After a few laps you would find the car running as if on tram lines as the car fell into the previous grooves made in the sand.

Reliability was the main object in long distance on the beach. Water-proofing and sand deflection was required on all cars. There was a day when the main race started and after three laps the wind and tide changed. Heading north on Lap 5 I looked to my left and saw the late Johnny Mansell standing in the water. I found out later he was standing on top of his car with his foot over the carburettor to stop the water going in. The next time round, the beach was a lot narrower and on-coming cars were passing one another at peak speed about 6 feet apart. Next time round, it was a matter of missing the waves coming up the beach. To drive into water a foot deep at speed is not an enjoyable situation. However, to keep out of the water, cars on the southern run were driving in the soft sand 2 feet away from the spectators. The Police then suggested that racing cease. It was something even to finish a race on the beach.

1963 - The last grand beach race was entitled by Eric Mallard "The Chalmers Benefit Race" weeks before it took place. There were quite a few Grand Prix cars in Auckland and lined up for the race was a small selection of these and the 'oldies'. All starters were lined up and taken round to give the impression of racing. T.V. News was mounted in the pace car. I decided to be cunning and held back from the main bunch, a little to one side and out of their slip-stream. Two laps were done behind the T.V. camera and then we were racing and it all happened in the first lap. Cars going out to the



THE LAST BEACH RACE 1963. IAN CHALMERS (FORD V8 SPECIAL) NEAREST WATER, JOHN RILEY (NO. 10 MONZA FERRARI EX KEN WHARTON) BILL THOMASSEN (NO.9 COOPER CLIMAX) AND IVAN CRANCH (MASERATI-JAGUAR) NEAREST CAMERA.

right and left. Being together in a group they had filled each others radiators and ignitions with sand. This was to be my big day as forecast and in the handicap event I gave Laurie Powell 8 seconds start (now he admits to having an over-bored Mercury motor in the old B4). Got Laurie by the first corner and Ivan Cranch lost ignition when the battery terminal jumped off. The race was all mine. From then on we did our racing on tar seal.

The Grand Master of beach racing was the late George Smith who was the only man in one year to hold all New Zealand titles - Beach races, hillclimbs and sprints. He went all the way to the South Island at his own expense to win £40 at the Oreti Beach Race (South Island Championship). Others to be recalled - Ron Roycroft, George Palmer, the late Fred Zambucka in the single seaters and in the saloons, Les McLaren, Ross Jensen.

Results of the North Island Beach Championships held at Muriwai on 14th April 1951 - G.C. Smith (4m 5.8s) 1st, F. Zambucka 2nd. Open Introductory Handicap - G.C. Smith 1st, A.T. Freeman 2nd and L. Powell 3rd. Open Sports Car Handicap - J. Aitken 1st, A.T. Freeman 2nd. Saloon Car Handicap - D. Herrick 1st, R. Jensen 2nd, Miss B. Christie 3rd.

IAN CHALMERS

AUCKLAND CAR CLUB 40th Anniversary



IVAN CRANCH

FORMER PRESIDENT

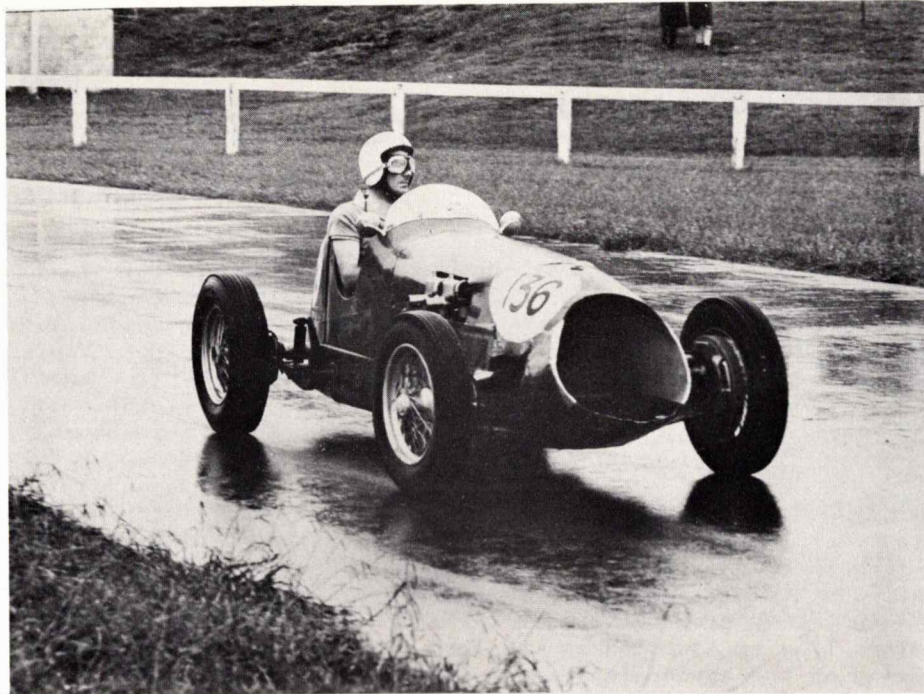
About fifteen years ago a man named Bill Burbidge walked into my shop, admired my old TC MG and asked if I belonged to a Car Club. So began what has been a long and happy association with the Auckland Car Club. I found out afterwards that Bill was looking for a replacement for himself on the committee and that the best way to get out of these jobs is to get someone else in.

Accordingly I took over Bill's job of Scrutineer which was a bit different to what it is today. I well remember Alan Woolf arriving at Muriwai Hillclimb in his Model Y Ford with the floor boards all loose, so we made him set to and screw them all down. He had his revenge though, about two hours later yours truly was helping on the start lineso Alan leaves the Ford (which was running on Nitro) going on the upwindside and in about ten seconds flat tears were flowing quite freely in all directions.

About this time Ian Chalmers who was President decided that he'd had enough so guess who got the job? Right first time. Fellow members about this time were Secretary - Doug Caldwell, Treasurer - Don Bairstow, Committee - Les Rankin, Peter Parkin, to name a few. Jim Waygood was a stalwart even then and I think Ces Baker was Vice President. These were really formation days as although the club had been going since 1932 we only had, I think, £400 and about two to three hundred members.

I am a firm believer that for a club to be successful it must be financial so about this time we became pretty mercenary. We ran everything for a profit, and you today can thank your lucky stars that we did. With the job of President went a seat on the Board of Control of the N.Z.I.G.P. This is where I learn't more about Committee procedure than anywhere else. At this stage the battles on the Board were long and bitter and very very correct on procedure. Between Bill Knox, Reg Grierson, Tom Clark, etc., things were really on but we still all remained friends outside the committees. These again were formative years and out of all this we achieved a racing circuit at Pukekohe. I remember spending all my Christmas holidays (two weeks) at Pukekohe laying out the circuit, haybales, etc. You name it, we probably shifted it.

Auckland Car Club Committees through all this were remarkable. No bickering ever took place that I remember. Everybody worked really hard and got on with whatever job needed doing. Growth was spectacular. We once ran a Hepolite Ball at the Farmers Trading Company using two dance floors and two bands for 700 people. Isn't this proof that people want to belong to something that's successful?



IVAN CRANCH (MASERATI-JAGUAR) AT PUKEKOHE CIRCUIT.

The Auckland Car Club Committee kindly gave me permission to become President of the M.G. Car Club in their, I think, second year. They were having a bit of a struggle at this stage and the Auckland Car Club thought they might be able to help. A shoulder to lean on perhaps.

So there we were, going to Auckland Car Club Committee Meetings, Board of Control N.Z.I.G.P. meetings, M.G. Car Club Committee meetings and in our spare time ???? helping Betty Dewar put out the monthly newsletter. Fortunately Betty runs a typing service and had all the equipment and knowledge, because I didn't have any clues at all. I used to go around to her place and between us we would write articles, cut out and paste up a whole bulletin ready for duplicating. Thank God Jim Waygood had a team to staple it together and post it.

Everybody who was associated with the Club throughout these years can puff up their chest with pride nowadays, because they helped lay the foundation for the magnificent organisation you enjoy today. May it go ever onwards.

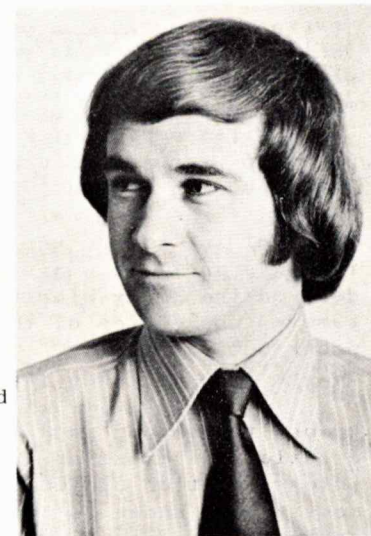
IVAN CRANCH



Auckland Car Club 40th Anniversary

Donn Anderson

Editor of 'Motorman'



An article on how well Jack Brabham went at Ardmore, winning the New Zealand Grand Prix at his fifth attempt. A story about the Levin international meeting -- also won by Brabham, with Archie Scott-Brown second and Bruce McLaren third -- and an article concerning Katie Moss.

These were highlights from the primitive sixteen page edition of Motorman, February 1958. It was the second ever edition of what was to become New Zealand's longest running motor sport publication. When Barry Webber asked me to write a piece on the history of 'Motorman' for the Auckland Car Club's 40th Anniversary Bulletin, I thought it may sound as if I was blowing my own trumpet a little loudly. However, Barry insisted that the publication had played an important part in local motor sport in recent years -- quite a compliment.

Issue Number 1, with it's 20 small handwritten pages, contained two pages of drawings, a review of 1958 cars, a report on the Sao Paulo Grand Prix, a story on the Mistral sports car, prospects for the 1958 New Zealand Grand Prix, a Teretonga Park report and the Ashburton Motor Show. The very first cover was a drawing of Bruce McLaren's bobtail Cooper Climax sports car.

The whole exercise began many more years ago than I like to remember. Motorman was created by a small schoolboy with two spare weeks of a May holiday in 1956. I was ten years old at the time, and an interest in things on wheels had been kindled by my father and older brother, Rodger. The first issue was produced at Muriwai Beach where we were staying for the holidays.

The publication carried the imaginative title of 'Car' -- not Motorman, that came almost two years' later -- and only two copies of that initial issue were carefully made by hand. One copy I kept, and the other was slipped into the letterbox of Mr and Mrs Les McLaren's bach at Muriwai. A very young Bruce McLaren was hillclimbing in those days and in actual fact Bruce was one of the very first readers of the magazine. I felt quite proud many years later that Bruce was still reading Motorman at a time when he was winning Can Am races and running high in Formula 1 fields. Throughout the history of the publication, Bruce was always encouraging and very enthusiastic. It was an annual occurrence to visit Bruce after his international racing and tape an interview.

'Car' was dropped at the end of 1957 and replaced by the title 'Motorman'. Brother Rodger actually thought of the name and although I was never really struck on the title, it stayed.

Several years later a prominent Wellington journalist told me 'Motorman' was a dreadful name for a motoring magazine. Bad or not, 'Motorman' it has been -- and I don't really think it matters what name a publication has so long as it does the job.

First copies of Motorman were produced on a jelly-block printing process. You mix up a firm jelly -- similar to the jelly pudding you eat, only this one is tasteless and rubbery -- and write the original in hectograph ink. This must be the most powerful ink in the world. If it gets on your hands or clothes, it stays until it wears off! The original is then placed face down on the jelly block and left for three minutes. Then it's removed and copies of the original are obtained by smoothing paper onto the jelly. The process is good for about 25 copies before the ink fades away.

Then the jelly is re-melted on the stove and left to set before the second page can be reproduced. I got the idea from a children's magazine, the name of which escapes me. So I went into production of two magazines -- Motorman, and a general newsy thing known as Sunbeams. Later in 1957 Sunbeams was scrapped, and I concentrated all efforts on Motorman which by this time had a grand circulation of 30 copies a month! It sold for 4d. a copy, or 4/6d a year on subscription.

In June 1958 the late Buzz Perkins, then manager of the New Zealand Grand Prix, approached me and said I was very welcome to use the Grand Prix's Gestetner duplicating machine. This was a big advance for the magazine which could now be actually typewritten! About the same time the Secretary of the Auckland Car Club made me a complimentary member of the club, and when that expired I became an ordinary member like anyone else.

Circulation rose to 100 copies with the first duplicated issue in July 1958. This edition included a report on an Auckland Car Club film evening of June 22 where a Mr Whitter gave a talk on trials. Mr Whitter had won the 1957 Ampol Trial in Australia and had just competed in the 1958 event. In the same issue was a report on the Mille Miglia and Le Mans, and an item on hotting up cars. There was also a piece on a new model arrival which read: "The new Holden has now arrived in Auckland. It was announced recently in Australia by GMH. It has tiny fins and a different grille which makes it look really nice. It has more chrome on the side." End of article!

Motorman expanded in size, and by late 1958 included a stock car section. With a schoolfriend, we used to go to Epsom stock cars and sell the magazine, with considerable support from commentator Bill Mudgway. Promotional events included a 75 mile car trial (NOT sanctioned by the controlling body!) and a Motorman car show. The lineup for the motor show, even by 1958 standards, was nothing to enthuse over: 1958 Morris 1000 Van, 1956 Zephyr, 1953 Bradford Van, 1954 Morris Minor Special, and lastly, of all things, a 1954 Speediecut lawn mower!

Price was maintained at 6d a copy and the subscription list grew, mainly from members of the Auckland Car Club and Northern Sports Car Club. Still the N.Z.I.G.P. continued to provide machine and paper for the magazine. The November 1959 issue carried items on the "revolutionary" new Ford Anglia and



Mini Minor, plus a report on the Auckland Car Club Bombay Hillclimb won by Peter Elford's Morgan.

The last duplicated Motorman appeared in February 1960, and the first issue to be printed on a cheap offset process was the following month. At last photos could be published, but as I now had to foot the printing bills, advertising reared its ugly head for the first time. \$7.00 for a full page ad. and \$4.00 for half a page -- with the circulation now boosted to 300 copies a month.

A 15-year-old Editor found his time busy, attention being divided between producing a monthly magazine and doing school work. Usually the former won! Scratchy reproduction of photos and tiny print caused a few problems but the magazine continued to thrive on a limited budget -- and it paid its way. The next big step was in early 1963 when an Auckland publishing company offered to produce Motorman on a professional basis. As a result, the first edition printed "letterpress" and on art paper appeared in March 1963. By this time I had joined the New Zealand Herald as a cadet reporter and worked on Motorman part-time.

Working as production manager for the publishing company, Jack Inwood became associated with Motorman for the first time, and it was his task to lay out the journal and produce most of the photographs. He continued to do this right until he went free-lance with his photography earlier this year. Motorman's circulation grew gradually, but it was hard work all the way. There are many problems in producing specialist journals in a country with the limited population of New Zealand, and it has never been an easy task.

Early in 1964 the page size of Motorman was increased and the magazine began to look a high class publication. The art paper was superb but rising costs today prevent the use of such expensive material. Motorman's chequered career was far from over. In December 1964 the publishing company ran into difficulties, and for several months Motorman was produced by the company in receivership.

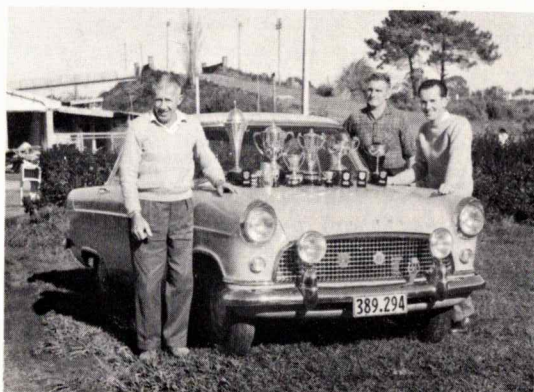
A second company took over publishing rights in June 1965, but this too was to fail little more than six months later. For the first time Motorman went off the market but six months later a third company rescued Motorman and production recommenced with the August 1966 issue. Like a Phoenix, Motorman rose again!

By this time we were becoming accustomed to moving our office furniture regularly, but the future was now destined to be a little rosier. Contemporary Productions in Anzac Avenue continued to produce Motorman until March 1969 when the present

publishers, Universal Business Directories Limited, bought out the magazines owned by Contemporary Productions. My biggest break from the magazine was in 1968 when I spent eight months tripping Europe and America, but I continued to write most of the editorial from abroad.

Motorman has occupied just on 15 years -- or much more than half -- my life, so I really can't imagine what it would be like to do anything else. It's been great fun, with ups and downs, and the satisfaction of seeing a new edition every month never wanes. I have received a lot from the local motor sport and motoring game -- but I think I've put a lot back into the sport as well. Like the Auckland Car Club, Motorman has covered a lot of ground in the last 15 years, and the mind boggles at what the next decade will bring. Good luck to both!

DONN ANDERSON



MARTIN LAWSON

LIFE MEMBER

I bought my first car and joined the Auckland Automobile Association in September 1931. In one of their Bulletins I noticed the

results of a short Economy Trial and from there my interest in trials grew.

In the year 1932 the New Zealand Motor Racing Drivers Association was founded and the first I can remember was a race along the beach at Muriwai which proved very popular and was kept up for a number of years, also a road race at Orakei, along Coates Avenue and the then new State housing area. The late Reg Grierson drove a racing Austin 7 and Arthur Dexter a racing Riley in these events.

In 1933 the late Phil Seabrook and Reg Grierson ran an economy trial for Austin cars and as I now owned an Austin Light 12-4 I entered this trial which was run around the lower North on a Saturday afternoon. A baby Austin 7 was the winner with an average of 64 miles per gallon, worked out on a ton-mile basis. I averaged 34 miles per gallon and was pleased with this, as I got a third placing with the heaviest car entered.

The next trial I can remember entering was a 150 mile reliability trial in May 1934. Passengers were allowed on this run also there had to be two licensed drivers, one to change places in each car to act as an observer. It's a small world and the driver to come in my car was a chap I went to school with. We had a lot of fun and worked out the average speeds more by

good luck than good judgement it seems now by today's standards. Our route took us up to the Puhoi Hotel for lunch, then a fairly straight forward run home to come down the Waikumete Hill where Bert Raper did a good 60 miles per hour in a borrowed Austin 7. Must have done it good as the owner said it was running better than it had ever done before. The following year there was a trial which took us to Warkworth for lunch, then a lapse over the war years to start again with the Hepolite, Khyber Pass Trophy and Expert Trials, and as some of you will remember, these were events well worth competing in. My most rewarding and enjoyable trials were shared with Barry Webber (Split Second Webber as he was affectionately known to myself and family, crew members and team mates) Club President these days and a mighty fine one too. Barry and I had about eight good years together competing in trials in and around Auckland with some ups and downs, some wrong roads and some successes, but always looking forward to the next one with as much enthusiasm.

Barry is a wizard at time keeping and Cliff Morrin, now the Club's Chief Race Handicapper, is a genius at map reading, we had Cliff with us on many occasions.

I competed in three Mobilgas Economy Runs. These were held in many other different countries throughout the world and results were compared. They were very well organised events and a great pleasure to take part in. Barry and I competed in my Ford Consul Mk II for two consecutive years 1960/61 with an average of 35.10 and 36.67 m.p.g. respectively. These were pleasing results as the Consul in the English Mobilgas Economy Run averaged 35.0 m.p.g. and no others overseas bettered our figures.

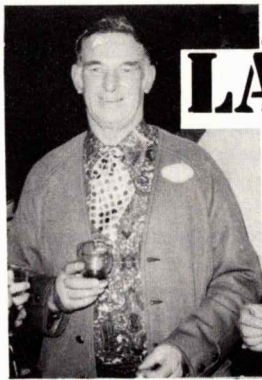
Among my earlier memories of race track meetings is Hennings Speedway at Mangere in 1933 or 1943 with Bert Raper, the late Reg Grierson and George Smith competing, the latter in his Roosevelt racing car. Then six or seven years later there was Seagrove Aerodrome out Waiuku way.

Hillclimbs, first at Muriwai where I can remember the late Bruce McLaren in his early teens just starting out, and then Chamberlain Road. Gymkhanas at Kihikihi, Cosby Farm, Clevedon, Waharoa Airfield, East Tamaki and Western Springs. Standing and Flying $\frac{1}{4}$ mile sprints at Otorohanga, Dargaville, Tokoroa, Kerepehi, Waipu Gorge, where there were a few smiles when Allan Woolf arrived in his Form 7, but they soon faded when he showed them what he and his little car were capable of.

Now to Waharoa and Raglan Airfields which were grass tracks and mighty dusty but a lot of fun. Ardmore Aerodrome was next where the saloon car really came into its own. I enjoyed the racing on this circuit. From there to Pukekohe race track and this was about the time I retired from racing.

I have seen the motor sport grow from a back yard tune up to what it is today. Perhaps there is not the fun in it now, but it is great to see the New Zealanders doing so well here and overseas. It was a great thrill for me when I was made a Life Member in 1970 after all the years I had been associated with the Auckland Car Club.

MARTIN LAWSON



LAURIE POWELL

RACE STARTER

I first commenced 'starting' motor races after I had finished racing midgets and stock cars which I had done for quite a few years and which I thought I would give away as costs were getting extremely high and demanding too much time, much to the detriment of my business. It was suggested by the then promoter that I do the starting at Western Springs as I knew all the chaps and how they raced and also their cunning little tricks. Having a good inside knowledge of the sport the starting proved to be quite trouble free and I did this job for two to three years until I found I disagreed with a few of the promoter's methods. In those days there were trams that used to wait at the top gates of Western Springs to convey the spectators back to town and the suburbs. The attendances were anything between 15,000 and 20,000 and if the tram drivers and conductors were kept after 10.00 or 10.30 p.m. overtime was charged to the promotion.

So that it happened in the 12 Lap feature race with twenty cars or so (the last race) screaming around on their set handicaps such as 10 yards, 40 yards, 80 yards, 120 yards, etc., they were not keeping their positions so I was slowing down and generally pushing both the middle markers to the back markers but after doing this perhaps two or three times and getting no results I happened to look across to the pit straight and there was the then promoter having his hands frantically to hurry everybody up. He told me after the race that the trammies would be on overtime rates of 3d an hour at that time so I told him what he could do with the starters job and that ended that.

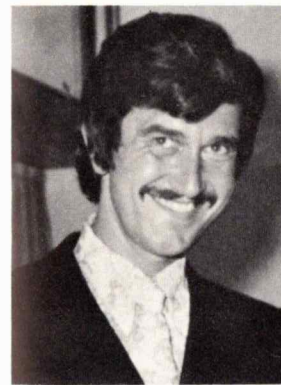
Then came the suggestion that I do the Auckland Car Club race meetings and then, backed by the Auckland Car Club, the N.Z.I.G.P. meetings and later the Northern Sports Car Club meetings, all of which I have been doing for approximately ten years or so now and have enjoyed every event to date.

I have had every assistance from all drivers both top liners and others. Knowing that in every race all drivers are very keen and 'toey' a good start, especially in the smaller races can make all the difference between first place and perhaps fourth place. A good driver is always on the 'ball' and tries to anticipate the flag and not get caught. I have not had many 'moments' over the years, except a couple of cars stalling on the start line and a half shaft breaking on the start line after the flag had fallen in a Grand Prix.

In conclusion I would like to thank all drivers over the years for their co-operation in making good clean starts.



LAURIE POWELL



Mike Stewart

Sales Manager, Duckhams Oil.

Congratulations to the Auckland Car Club on its 40th anniversary it's our anniversary, too, but only our first!

During that short time however, we feel that Duckhams have established themselves in New Zealand and, with attendances at hillclimbs, trials, national and club circuit events, Duckhams have become an integral part of the local motor racing scene.

Our policy at Duckhams is to help the clubman and the enthusiast, as opposed to "noting" with the big international "names". At Grand Prix time it is quite evident that everyone wants to be in the act - but when it comes to club circuit, who is there to support the clubman? At present Duckhams are the only manufacturer in attendance alongside Sandringham Tyre Service who ably represent Dunlop. Manufacturers nearly always want to be associated with major motor sport fixtures, but they should also realise that the whole business starts with the clubman - the backbone of the sport.

We have two racing service caravans in our New Zealand Operation one in the North Island and one in the South, and we endeavour to attend all race meetings at both club and national levels. Also in operation is a film library which has proven very popular with motoring clubs, especially since the introduction of our local film "Motor Racing Kiwi Style".

In the U.K. and in our other overseas companies the emphasis is once again with the clubman. Over the past few seasons however we have made an entry into Grand Prix racing, an exercise aimed at product development, to continually improve and develop Q20-50 and show it off as the world's most versatile and capable motor oil. Our policy is simple and strict - we use Q20-50 only, unlike many of our Competitors who find it necessary to produce specific racing oils to withstand the rigours and punishment of top class racing.

In the toughest test of oil the Formula 1 Grand Prix Series the very same Q20-50 that you can buy from your local service station, lubricates the Team Surtees cars, and the same oil successfully lubricated the Chris Craft/Alain De Cadenet Ford in the Le Mans 24 Hour Race, amazingly powered by a Formula 1 Cosworth DFV engine.

We sincerely hope our association with the Auckland Car Club will continue to prosper, and that we will be able to help motor sport and the clubman even more as we grow.

Happy birthday to all members - YOU HAVE A CLUB TO BE PROUD OF.

MIKE STEWART



BILL BEASLEY

FORMER PRESIDENT

Messages from past Presidents on occasions such as this usually seem to follow the same format - reminiscences, admonitions and congratulations and that's exactly what this contribution is going to be.

When I took over the Presidency from Ivan Parton the Auckland Car Club was even then one of the largest in New Zealand. However life for the Executive Committee was a great deal less demanding than it is today. Our one major event, the Hepolite, did take, considerable organising and always cost us money but its success more than made up for it. The Ball, which followed some two weeks later, had the advantage of being the first announcement of the results, as the iniquitous requirement for publication of provisional results had not been thought of. Stewards too, were an imposition still to come so that protests were confined to a brief acrimonious exchange with the plotters - which usually got you nowhere! The remainder of the year was filled up with hill climbs at Muriwai, grass gymkha as, trials and occasionally, when Ian Chalmers felt he had "Slow Coach" really going, a beach race.

Since then many things have changed, mostly for the better. My main criticism is that there are dangers as well as many advantages in the increasing sponsorship and professionalism of motor sport for I feel that the sporting aspect should always take

precedence. However, there are many changes on the credit side, not least of which is the greater co-operation between our club and other clubs, not only in Auckland but throughout the country. Perhaps M.A.N.Z., who are unjustly accused of being the cause of most of the evils in our sport, can claim the credit for this even if only by providing a common enemy! Within the club itself I have no doubt that the Clubrooms must also have improved the relations between competitor and organiser.

Finally the congratulations. I have no intention of praising the Club for achieving the age of 40 years. After all this is only a matter of waiting long enough - but I do heartily congratulate the successive committees who have achieved so much in as little time as 40 years. I am sure that future committees have been set a difficult task if they are to match the achievements of the past ten years in particular.

BILL BEASLEY



ERIC MALLARD

FORMER PRESIDENT



When I first joined the Executive Committee of the Auckland Car Club in 1959 the Club was going through a pretty lean period. The membership was struggling at 400 and while quite a number of events were being promoted, it certainly needed a 'shot in the arm' and at the same time a new President was elected in Ivan Cranch. In those days the Executive Committee comprised around the twelve to fourteen mark, much the same as the present day executive.

Discussions had taken place for many years on the acquisition of premises for clubrooms or the acquisition of property to build a small race circuit and about 1960 club members gave the executive their feelings that clubrooms were the main requirement. The percentage was 80 - 20 in favour of clubrooms. In 1961 Committee member, Tom Pearce, located a building in St. James Street in the city, owned by the Ministry of Works, which was in a fairly dilapidated condition that could be used as a temporary home. This building was available for a very small rental of £2.0.0d. per week. It was virtually a month by month tenancy but the committee felt justified in spending £400 on materials to facilitate renovations and improvements, the labour side being provided by members on a Wednesday evening. This feat was completed in about four months and considering the transformation accomplished this was nothing short of a miracle. Many amusing anecdotes could be told of these premises, such as the kitchen sink waste pipe finding its way through the northern wall of the premises only to terminate four inches through the wall, thus allowing the dishwasher to disperse on the neighbouring vacant section.

The floor was painted by a monstrous effort involving what is these days the Gemco Racing Team (Garry Pedersen, John Bernard and company) who painted themselves out to the street and found themselves with enough paint left over to give a Morris 8 sports car a basic coat. Looking around they found Gordon Southee's (our present Security Officer) Morris 8 sports car parked at the kerb. After considerable discussion Gordon convinced them that they were incorrect in thinking that his vehicle needed a repaint and so it remained the colour that it is today.

In early 1962 these premises were officially opened as the Club's first clubrooms and a gathering of past Presidents and motor sport personalities attended a very enjoyable evening. As in the present day clubrooms, many varied functions were held in these premises. However, with the advancement of the motorway the Ministry of Works were forced to give us notice and we were once more found homeless and we returned to the

Epsom R.S.A. Hall where all club functions had been held prior to the acquisition of St. James Street. We had now seen the advantages of having our own clubrooms and the hunt was on for new premises.

Over a period of years and some successful promotions the Club had a hard earned kitty of £5,000 which proved to be something less than adequate for the deposit on premises which we thought suitable for the Club. In the interim between St. James Street and Stoddard Road, many prospective properties were inspected by the Executive Committee. One project that a lot of work was put in on was Kiwitea Street which was Crown land. We had even gone to the extent of having architect's working plans drawn up and it became quite a blow when we found it was not possible to borrow money on this venture. A debenture issue was floated to raise funds for clubhouse finance but the project failed to receive the expected support.

In November 1965 our present premises were viewed by the Committee. At that time it was a disused shoe factory building with shoe dye floor stains between the holes cut in the floor boards for the machines. There was no ceiling upstairs and the building was virtually a metal shell. The grounds were in an overgrown state with some fennel and other indescribable plants reaching fourteen feet at the rear of the building which is now our car park.

By careful use of our barely adequate funds we secured the purchase of the premises and moved in. The upstairs area was completed with a lot of voluntary help from members under the direction of Martin Lawson. We operated in the upstairs area only, for approximately four years. It was impossible to use the downstairs area where the members' lounge is now located for several reasons, firstly, lack of funds to bring it up to its present standard and secondly, a major water leak which prevented the laying of floor coverings.

Having cured the water leak and with an improvement in the Club finances, due to an increase in membership, we began work downstairs. The facilities that exist at present in the members' lounge are as they were designed at that time.

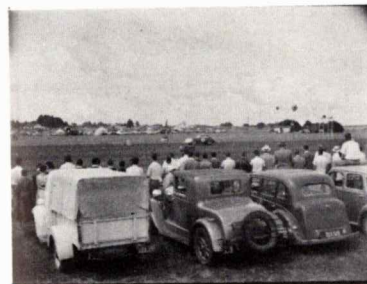
The completed clubrooms have always proved extremely popular with members and the fact that we now hold all our club functions there, including the start and finish of trials, social evenings, executive and sub-committee meetings, as well as storage of all club equipment, has more than justified the present expenditure on these premises.

The committee are constantly looking at ways and means to improve the existing premises. Needless to say, they are also always considering the purchase of larger premises, maybe of a several storey commercial nature and perhaps with sub-letting or leasing part of such a building it will not only pay for itself but provide a future income for the Club to promote all facets of its motor sport and activities. It has taken forty years to establish our position with clubrooms. With our present rate of progress and growth it seems clear that by our 50th Anniversary we could quite well have premises offering even better standards of member facilities. Only time will tell.

ERIC MALLARD

Jack Inwood — Mr Pix

(Professional Motor Racing
Photographer)



Heard the first Grand Prix at Ardmore on the radio while helping a friend to build a boat and decided right then that I'd be there next time. I was, and this is the picture I took (can you see the car?). Note the cars in the foreground.

The photograph was taken with a £20 camera.



Nine years at Motorman - had lots of fun days but two Buggies at Bethells Beach was best - fun and pix.



Rallies now hold much interest from the photo angle for me - my career - Heatway this year most satisfying for percentage of really good shots - took 1,000 pix. This is my favourite.



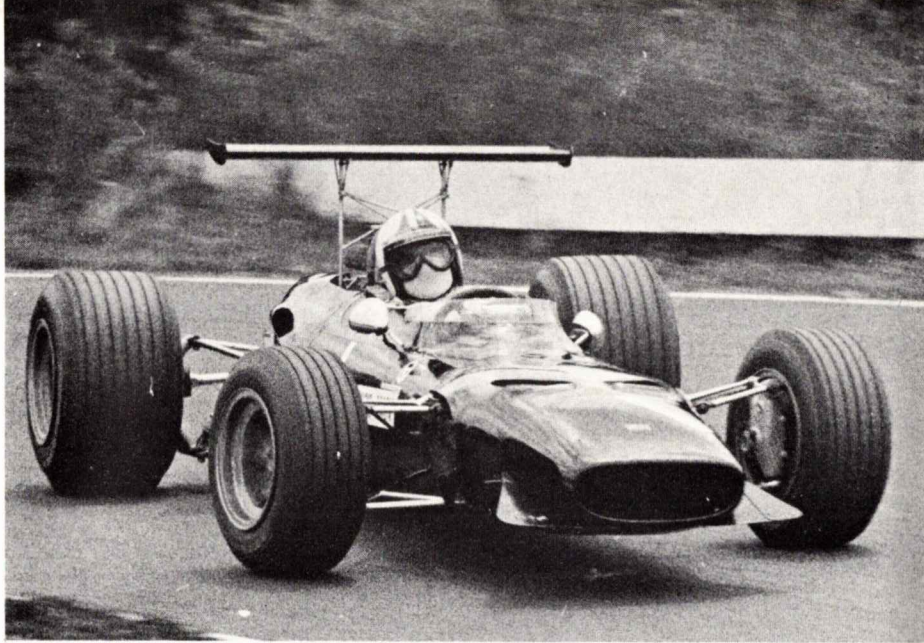
Lots of satisfaction in good car shots such as this one of a Fiat 128 taken for 'Motorman' Road Test.



Very hard to say which is best pic. This probably comes close though - McRae desperately trying to hold off Match - Grand Prix 1971. Taken with approximately \$2,500 worth of gear in the camera bag. Compare with first pic.



Most pleasant motor races in N.Z. were at Renwick. This is afternoon tea brought out by the people whose front lawn I was shooting from. Bad news today I'd have to refuse - too many calories!



The above photo is one of my favourite shots - definitely my favourite car - Great admiration for Chris Amon - deserves to be World Champion. This was a colour shot.

One of the most rewarding aspects of motor sport is the tremendous fellowship - This is Jim Lenz (right) a visiting mechanic from America who commented when we met in 1969 - "How are you going skinny kid?"



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