



# BULLETIN

FEBRUARY, 1973.



## *Repco*

COMPETITION  
Disc Pads

# Something the crowds didn't see

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

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



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



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



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



DEPENDABLE  
**CHAMPION**  
SPARK PLUGS



*The World's Fastest Spark Plugs*

- BULLETIN -

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

## CLUB OFFICERS

**President:**

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

**Vice-Presidents:**

L. F. Rankin,  
Phone 84-164 Papakura,  
3 Arthur Place, Papakura.  
W. J. Martin, phone 566-437,  
6 Melissa Place, Pakuranga.

**Secretary and Treasurer:**

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

**Executive:**

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

**Club Captain:**

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

**Deputy Club Captain:**

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

**Chairmen of Sub-Committees:**

Club House: P. Schenker, 674-544.

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

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

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

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

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

**Membership Secretary:**

B. J. Hamilton, phone POP 48-520

**Competition Licence Officer:**

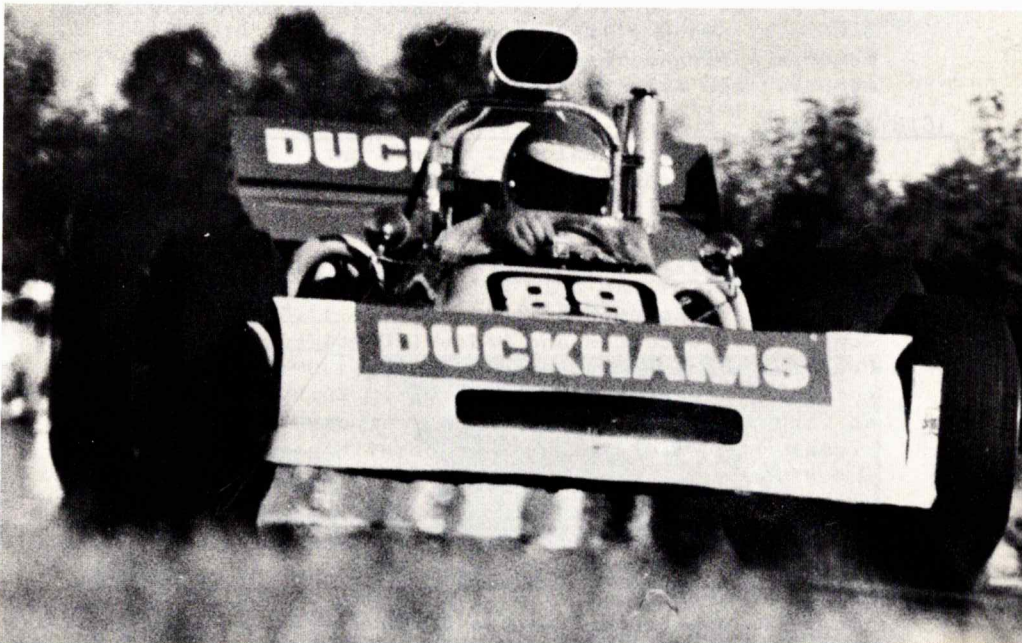
T. Molloy, phone 654-048.

**Security Officer:**

H. G. Southee, phone 607-682.

**Custodian:**

W. Ferris, phone 674-071.



**CLUB MEMBER GARRY PEDERSEN (DUCKHAMS BEGG FM4) DROVE CONSISTENTLY TO FILL 5TH PLACE IN THE 20TH AIR NEW ZEALAND INTERNATIONAL GRAND PRIX.**

### COVER PHOTO

PHOTOS - JACK INWOOD

**CLUB CAPTAIN RON BROWN ACCEPTS THE BRUCE McLAREN MOTOR RACING TROPHY ON BEHALF OF THE AUCKLAND CAR CLUB FROM PATTI McLAREN. AUCKLAND CAR CLUB MEMBERS WILL COMPETE ANNUALLY FOR THIS TROPHY.**

# 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.

## 15TH FEBRUARY - THURSDAY EVENING - CLUB NIGHT & FILM EVENING

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

## 18TH FEBRUARY - SUNDAY - CLUB CIRCUIT MEETING - PUKEKOHE

Races for modified saloons, sports cars, Formula Ford, Mini 7, Standard Production Saloons, Formula Vee, etc. Entries (\$1.00) close on Friday 9th February with Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Phone entries are acceptable - Phone 588-274 (evenings). Late entries (\$2.00) can only be taken to fill races. Scrutineering and documentation 9.30 till 11.00 a.m. (Check Competition Licences and Medical Certificates, etc. now!) Practice commences 12 noon. Racing 1.00 p.m. Food and refreshments available at circuit. Entry forms available at Clubrooms on which under 20 year olds need a counter-signature. Offers of assistance with official duties on the day are welcomed. Phone Eric Mallard 677-519 (Res).

## 24TH FEBRUARY - SATURDAY AFTERNOON - GYMKHANA

As the venue has yet to be confirmed this will be notified by an insert with this Bulletin and Club Lounge notice board. Start time will be 1.30 p.m. A look at the progress points chart will show that the Sandringham Tyre Service Gymkhana Shield is still wide open, and some keen competition will be witnessed at this event.

## 25TH FEBRUARY - SUNDAY - PICNIC TRIAL

Starts Clubrooms at 10.00 a.m. Duration 2 hours. Simple event. Bring togs, food and refreshments. High tide at Snells Beach at 1.00 p.m. Entry fee \$1.00. Sealed clock required.

28TH FEBRUARY - WEDNESDAY EVENING - TRIALS INSTRUCTION NIGHT

To be held at the Clubrooms at 8.00 p.m. Bring your problems to be solved and hear how it is done. All welcome, particularly those who have little or no trialling experience.

4TH MARCH - SUNDAY - HILLCLIMB

Chamberlain Road, Bombay. Entries accepted on the day between 9.00 a.m. and 10.30 a.m. Club miniatures for first in each class, performance certificates for second and third. Remember to take Safety Helmets, Overalls, Competition Licence, Fire Extinguishers, etc. Offers of assistance with various duties on the day would be appreciated. Please 'clock in' early or phone Ron Brown 678-739 (Home).

10TH MARCH - SATURDAY NIGHT - LEARNERS' TRIAL

Starts 6.00 p.m. Otara Town Centre. Duration 2 hours. This is a short easy trial with explanations afterwards. Entry fee \$1.00. No map required but bring a sealed clock. Trial finishes at the Clubrooms.

17TH MARCH - SATURDAY - GYMKHANA

Further details in next month's Bulletin.

25TH MARCH - SUNDAY - ECONOMY RUN

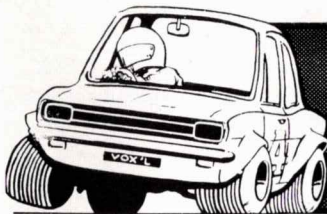
Starts 10.00 a.m. Panmure Motors Limited, Panmure. Entries open to cars and station wagons. Sealed clock required. This will be a straight forward enjoyable event. Finishes at the Clubrooms at approximately 3.00 p.m. Entry Fee \$1.00. Any club member can enter this event.

14TH APRIL - SATURDAY - TISCO GOLD STAR TRIAL

Starts at Hamilton. Duration approximately 14 hours. A.S.R.'s and entry forms available soon.

15TH APRIL - SUNDAY - CLUB CHAMPIONSHIP HILLCLIMB

13TH MAY - SUNDAY - CLUB CIRCUIT CHAMPIONSHIPS - PUKEKOHE



**OPEN &  
INVITATION**

3RD FEBRUARY - SATURDAY - NATIONAL RACE MEETING - TIMARU

Main events, B.N.S.W., G.T.X. and Formula Ford.

3RD FEBRUARY - SATURDAY - BARDAHL INTERCLUB HILLCLIMB

Anderson's Farm, Paremoremo. Second round in the series. Entries 8.30 a.m. to 10.30 a.m. Practice 10.00 a.m. Organised by the Auckland University Car Club.

4TH FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB

Cossey's Farm, Drury. Organised by the Northern Sports Car Club.

11TH FEBRUARY - SUNDAY - NATIONAL RACE MEETING

Ruapuna Park, Christchurch. Main events - G.T.X. and Formula Ford.

11TH FEBRUARY - SUNDAY - BARDAHL INTERCLUB HILLCLIMB

Bright Road, Waiuku. Entries on the day till 10.00 a.m. Scrutineering 9.00 a.m. Organised by the Pukekohe Car Club.

11TH FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB - MT NGONGATAHA

Organised by the Rotorua Car Club, Box 365, Rotorua.

17TH FEBRUARY - SATURDAY - GOLD STAR HILLCLIMB - MARAMARUA

Organised by the Thames Valley Car Club, Box 22, Paeroa.

24TH/25TH FEBRUARY - SATURDAY/SUNDAY - INVITATION SPRINT/HILLCLIMB

- Saturday - Sprint at Bay Park. Sunday - Hillclimb Organised by the Tauranga Car Club. Entries on the day.

25TH FEBRUARY - SUNDAY - INVITATION HILLCLIMB

Anderson's Farm, Paremoremo. Organised by the University Car Club, Box 22-360, Otahuhu.

3RD MARCH - SATURDAY - INVITATION GYMKHANA

Held over two days, Saturday and Sunday. Further details may be obtained from Wairoa Car Club, Box 174, Wairoa.

4TH MARCH - SUNDAY - GOLD STAR HILLCLIMB

Kaipikari Rd, Urenui (.6 mile sealed). Further details may be obtained from Taranaki Car Club, Box 704, New Plymouth.

11TH MARCH - SUNDAY - NATIONAL RACE MEETING - PUKEKOHE

Organised by the Northern Sports Car Club. Main events - Bank of New South Wales, Formula Ford and G.T.X. Championships.

17TH MARCH - SATURDAY - NATIONAL RACE MEETING - LEVIN

Main events - Bank of New South Wales, Formula Ford and finals of G.T.X. Championship. Further details from Levin Motor Racing Circuit Ltd, Box 989, Palmerston North.

7TH APRIL - SATURDAY - INVITATION TRIAL

8 Hour Event. Organised by Matamata Car Club, Box 274, Matamata.

14TH APRIL - SATURDAY - TISCO GOLD STAR TRIAL

Organised by the Auckland Car Club. Commences at Hamilton. A.S.R.'s and entry forms available soon.



**ENTHUSIASTS FIT**

**DUNLOP SP RADIALS**





ACC's ROSS SENNE

# HAMILTON C.C. v AUCKLAND C.C. GYMKHANA

Sunday, 26th November

This was the 16th event for the shield and chain. The last three years Auckland has been the loser.

Hamilton fronted with sixteen cars, enough drivers for those cars and a few more vocal supporters. The tests were the well used M.G. Interclub variety set out widely to give the big cars a chance.

Auckland fronted with 31 cars which gave us an edge, not so much because of the number of vehicles but the fact that we had more cars with the engines over the driving wheels. The result was computed, as is the habit in this most enjoyable event, by taking the best ten times from each club in each test. In the end Hamilton lost by 1343.5 seconds to Auckland's 1302.6, a very small difference, so Auckland had better practice before next year's event.

Note that the two fastest men overall were John Crombie and Peter Levett, both members of Hamilton Car Club, but after many dire threats, they ran for Auckland. Hamilton are threatening a strong challenge for this year and promise to throw a barbeque. Oh yes, Auckland won convincingly in the boat race afterwards under the totally biased supervision of Eric Mallard.

SPINNER



HCC's PRESIDENT ALAN GOUGH

**AUCKLAND CAR CLUB**

A6/1	S. Hamilton	Mini	133.9	3
A6/2	P. Batten	Mini	135.2	5
A8	R. Rugg	Austin 1100	138.4	
A14	Miss G. Wellsted	Mini	146.6	
A28	D. Gulland	Morris 1100	133.6	2
A42/1	K. La Trobe	Morris Cooper	135.0	4
A42/2	R. White	Morris Cooper	128.4	1
A46	J. Hyde	Morris 1100	136.9	
A56	G. Greaves	Austin Cooper		
B18	J. Crombie	Austin Cooper S	125.8	1
B34	J. Perkins	Renault R8	143.0	4
B:8	P. Levat	Mini	127.1	2
B50	B. Blacklock	Morris 1300	134.0	3
B52	J. Busch	Austin 1300	144.3	5
C2	J. Riddell	Viva	161.8	
C10	R. Wylie	Prefect	139.8	2
C20	R. Stodart	Escort	148.6	4
C30	C. Turner	FIAT 1500	142.1	3
C32	A. Jeffries	Singer	137.7	1
C44	A. Gorbitz	Minor	152.5	5
C60	S. Hagland	MG Midget		
D4	W. Painter	Alpine	132.9	1
D12	B. Kirk-Burnnand	Hunter	136.5	2
D16	G. Hill	Holden	145.2	5
D22	R. Grice	Escort	174.6	
D24	R. McLeod	Humber	154.9	
D26	D. McCrae	Escort	158.2	
D36	K. Bennett	Capri	146.8	
D38	R. Senne	Hillman	142.0	4
J40	B. Platt	Torana XU1	141.9	3
D58	K. Brown	Charger		

**HAMILTON CAR CLUB**

A13	D. Jobe	Austin 1100	137.2	5
A15/1	P. McFarlane	Mini	130.8	1
A15/2	B. Audas	Mini	131.2	2
A17	D. McCracken	Mini	133.1	3
A27	L. Cate	Mini	135.3	4
A29	I. Bain	Imp		
B11	R. Nolan	Skoda Rallye	133.3	1
C19	B. Miller	FIAT 1500	148.7	4
C21	D. Cowley	Minor	143.5	2
C23	A. Gough	Datsun	134.4	1
C25	W. Lewis	Anglia	140.4	3
D1	R. O'Fee	Vitesse	133.2	1
D3	K. Rolfe	Valiant	148.4	5
D5	S. Davis	Valiant	146.5	4
D7	D. Ford	Vanguard	144.3	3
D9	L. Oliver	Cortina	142.9	2

**Classes:**

- A — 0 - 1100cc: engine over driving wheels.
- B — 1101cc and over: engine over driving wheels.
- C — 0 - 1500cc: engine not over driving wheels.
- D — 1501cc and over: engine not over driving wheels.

**Top 10 Total of Each Test:**

	1	2	3	4	Total
Auckland	318.9	227.7	324.0	432.0	1302.6
Hamilton	335.0	232.2	343.9	432.4	1343.5

Winning Margin to Auckland: 40.9 seconds.



# the wildcat story



**BERT ANDERSON**  
Bert is Manager in charge of performance equipment, and is well known in car club circles. He is always ready with friendly advice.

**LANCE McLEAN**  
Lance looks after the technical side of Wildcat, and is always ready with sound advice to solve your technical problems no matter how complex.

For two decades the Griffiths Group of Companies have been involved with performance equipment. Wildcat was created to fill the need for a specialist speed and performance centre, where expert advice could be given to the trade and customers by men who are leaders in this field.

Wildcat is a specialist organisation competing in an extremely specialised field, with a team of specialists solving special problems.

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# SHOUTS & murmurs



. . . Peter Schenker has taken over from Ray Stodart as Chairman of the Clubhouse Sub-Committee and has been co-opted onto the Executive Committee. We sincerely thank Ray for his past assistance always so readily given. Ray will remain on the Executive Committee.

. . . We hear that at the Bay Park New Year race meeting the spirit of New Year's Eve really took over later - much later - in the day at Willow Park Motel. The swimming pool received many unexpected fully dressed bathers. One of the first to go in was Eric Mallard recording largest splash of the night. Mark Petch took the altitude record by being launched from the first floor.

. . . The Museum of Transport and Technology at Western Springs is to open a special stand. It will be the Bruce McLaren Memorial Exhibition and will feature several of Bruce's former cars. To enable the Museum to complete the exhibition stand we have donated \$200 and offered any man power or technical assistance. It is understood that this stand will be opened next month.

. . . Congratulations to club members David Oxtan and Garry Pedersen on their respective first and second placings in the New Zealand Gold Star Championship.

. . . There are now only a few of the Club's 40th Anniversary beer mugs and ashtrays left in stock. These can be purchased at the Clubrooms but you may have to hurry to be in time. Beer mugs \$1.00 each or 6 for \$5.00. Ashtrays \$2.00 each.

. . . At last! At last! We have managed to beat the Hamilton Car Club in our annual inter-club gymkhana. Results and pics elsewhere in this issue. At an informal ceremony in our clubrooms after the competition Hamilton President, Alan Gough, presented the victor's chain to Barry Webber who, in turn, hung the Defend Her Loser's Shield around Alan's neck.

. . . On display in the Members' Lounge at the Clubrooms are the trophies that Denny Hulme and McLaren Racing donated to the Club for annual competition. These beautiful trophies were presented to the Club by Denny Hulme and Mrs Patti McLaren at the 40th Anniversary Buffet Dinner on Friday 5th January.

. . . Also on display at the Clubrooms are four of the oldest New Zealand motor racing trophies we have seen, dating back to 1922. They are the property of the Automobile Association (Auckland) and were kindly brought along to the Buffet Dinner by Mr D.R. Jaggard-Smith, President of Automobile Association (Auckland). They have been temporarily loaned to the Club and

we are sure that members will enjoy the opportunity to view these silver awards of yesteryear.

. . . It's a hard old world. Consider the case of Peter Gill just before Christmas. Club President, Barry Webber, delivered to Broadcasting House one of those nice ceramic ashtrays the Club had made for the 40th Anniversary, along with a note of appreciation for bulletin work. Peter unwrapped the ashtray at his desk in the NZBC Newsroom, and because it's quite an unusual looking memento, he couldn't make out what it was for the first few seconds. So he asked journalist Frank Boyle who sits next to him. Quoth Boyle: "That's an ashtray and you don't smoke, I do". With that, in true journalistic fashion Boyle commandeered the prize article to adorn his desk. Peter now kids him that it's the Motoring Journalist of the Year Award, and that the Auckland Car Club will be coming back for it next year to award to someone else.

. . . Closing date for the March Bulletin is 15TH FEBRUARY. Please, please, take heart and pity for your editor and make an effort to send all copy to P.O. Box 2018, before that date.



## **HALLIDAY RACING DEVELOPMENTS**

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PHONE 864-743

**RACE EXHAUST SYSTEMS**

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**SUSPENSION MODIFICATIONS**

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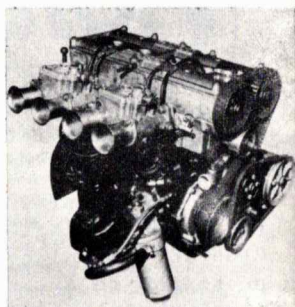
**FULL HEAD MODIFICATIONS**

**— ANY STAGE**

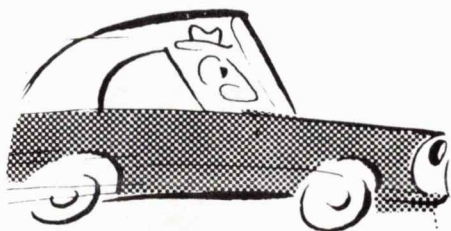
**CYLINDER REBORING — \$3 PER BORE**

**EXCHANGE MODIFIED CORTINA ENGINES**

**B.D.A. & LOTUS SPECIALISTS**



**GET WITH DUNLOP**



# INTER CLUB GYMKHANA

Organised by M.G. Car Club

## The 'GRATE' 1972 Gymkhana

The interclub gymkhana shield, presented many years ago by our colleagues, Hamilton Car Club, was belatedly contested on the 3rd December. Late notification meant we were not able to inform all you contestants out there in reader-land and only a few heard the word by grapevine.

This year entries were divided into classes which is a great evener - who wants to run a Detroit length station wagon against a shortened Mini?? But in my opinion the tests were still far too tight. A pity, as wider spreading makes the tests more enjoyable without the larger cars having to have extra to's and fro's but still finds winners. As mentioned above Auckland was not represented by great numbers but those who came were certainly trying their best (even at the price of a synchromesh reverse for a Mini box).

Bryce Platt was present in his brand new XUI which is a great gymkhana car as it can be and was steered through 180 degrees solely with the right foot. Kevin McNamara and his wife, Margaret, were both putting up good times in the Buggy with those big, big, tyres. John Hagland in his Sprite deserted the M.G. Club and ran for us.

Keith Latrobe shared his 998 Cooper with Bob White who promptly drove it quicker than Keith. Kerry Bennett, Graham Hill, Des Gulland, Ray Stodart and John Crombie were all trying - some of them very trying. Graham trying to flip Gail's Mini and the Tauranga bloke succeeding in flipping the Triumph 2000. The organisers telling everyone that "unsporting aids, e.g. knobbly tyres were not allowed", only to let their own members use Town and Countries and then saying "Well you give us a definition of knobbly tyres".

This aspect really upset the writer and left a harsh note. May I suggest that this competition should be run by a group made up from several clubs instead of just one. Next year, or should I say this year, 1973, a tentative date has been set for 3rd or 4th March. In the last event we came second. Let's move up a bit, not too much, one place will do.

THE GRATER

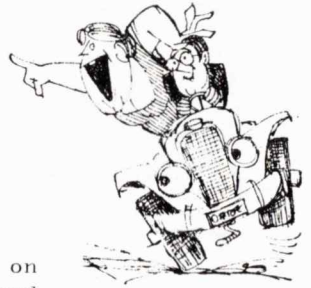
**ENTHUSIASTS FIT**

**DUNLOP SP RADIALS**



# Saturday Night Trial

26th November



Dad asked me if I would like to go on this trial and I thought it would be a good idea because it gave me a chance to tell him where to go without getting a clip under the ear.

We went to the start and completed the paperwork, sealed our clock and soon we were on our way.

From the start at the Otara Shopping Centre Car Park we travelled South out along the motorway using straight forward instructions to finish the Touring Section at Pukekohe.

We managed to get the U-turn check in NO EXIT RD. Then we came to the instruction "Go left at crossroads in order to cross railway lines", but wouldn't go over the railway lines but went straight ahead, because the intersection was not a crossroads as there was a fifth road leading up to the Paerata Dairy Company factory and further down the road there was a check. (Dad was right for a change).

In Section 2 we came across the instruction "Go right at NEXT INTERSECTION" so as there was no sign with NEXT INTERSECTION on it at the next intersection, we went straight ahead and got a check.

In the next subsection we were told to go left at crossroads. This caused a little trap at Buckland with George Crescent on one side of the road and a small gravel track on the other side of the road forming a crossroads and upon turning left we found another check.

At the end of Section 2 we caught up with the lead car and had a 40 minute break, due to a misunderstanding between the organisers and a check. Thanks to the competitor who withdrew at this point and volunteered to man the check.

In Section 3, Sub-section A, we were told to go right into Drury Hill Road but the actual name of the road was Drury Hills Road and the straight ahead rule took us down to get a U-turn check.

The next instruction said "Keep ahead at Appleby Rd" and we came across a check Appleby Rd, but this was not completing our instruction and at the next intersection we kept ahead at Appleby Rd. From there Sub-section B took us along the motorway through Onehunga and at the back of Hillsborough we came across some funny looking crossroads at which we were told to go left and found an unmanned check on a very potent looking Ford 10 Fast Back. From there we proceeded back to the Clubrooms.

This was a very well plotted trial and our thanks to Kevin (Krafty) Lancaster and his helpers.

PETER JUKES



# STRAIGHT AHEAD



There were several changes made to our trialling rules at the last M.A.N.Z. Conference. At some stage no doubt an official communication will inform us of the exact new wording and when they become operative. The writer has enquired of several people, all of whom should know when the changes become operative, but none know. However, a brief word on the changes -

1. Where clocks are misread by one hour, organisers can correct the mistake.
2. Old Rule 26/8 (the dreaded "after" rule) has been deleted and the position will be as it was prior to its introduction.
3. Instructions are not now limited to "Go Left" or "Go Right" for a change of direction.
4. Partly obscured signs may not be used. ( I wonder if Joan had anything to do with this).
5. To pass a road in mapreading now means (if you didn't know of Barry's protest in the Castrol) that you may not use the said road during that instruction.
6. The most important appears to be a rule that it is now possible to make a written claim at the end of a trial, and if the claim is disallowed the competitor then has half an hour to make a protest.

There were a few other tidying ups but I believe (I wasn't there) that the above changes were the main ones. I hope I find out when they will come into force.

Keven Lancaster's trial was the last sortie of last year and a good well plotted trial it was with not too many tricks thrown in, and interesting all the way. Kevin handed out a 'Crombie type' explanation sheet at the end so that everyone was able to understand most of their mistakes.

By the time you read this your brief respite from trialling will be almost over. On 25th February starting at 10.00 a.m. from the Clubrooms the annual Picnic Trial will be held. Bring your togs. (This includes Eric Mallard who followed a straight ahead after Bay Park and went swimming fully clothed). On Saturday, 10th March starting at 6.00 p.m. from the Clubrooms there will be a Learner's Trial and on the 25th March starting at 10.00 a.m. from Panmure Motors an economy run will take place. On the 24th March Mt Maunganui Car Club are running their annual open trial and also in March Northern Sports Car Club Invitation Mercury Trial takes place.

Yours truly went in another Club's trial last year known as Monty's Revenge, the penultimate instruction reading "Go left into Mt Richmond Domain". Well there was this sign at bumper height and we nudged it. We expected someone to jump up from behind the wall with a card saying something like "Go straight to Control, do not collect 180, do not go to jail", but they didn't - I am sure F.T. 125 will reply but I bet him a brown he's wrong - he has to be - no one got the check. There has been a lot of work going on plotting and I hear this year's TISCO is well under way - don't forget the date 14TH APRIL.

See you next month

GRID REFERENCE 006

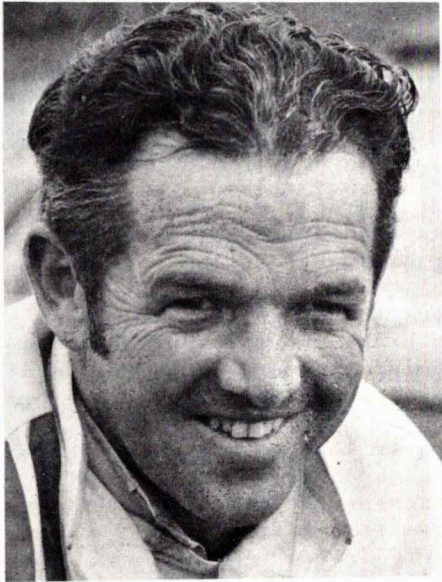
N.B. Just learned that Northern's Radio I Trial for the Mercury Trophy Series will be held on Saturday, 17th March and entry forms are available from the Secretary, Mrs C. Stillman, 28 Robbies Road, Cockle Bay, Howick - Phone Howick 44-826.



### SATURDAY NIGHT TRIAL, NOVEMBER 25th, 1972

Place	Driver	Car	Points Loss
1	PHIL JUKES	Simca 1000 GL	48.7
2	BRUCE BLACKLOCK	Morris 1300	106.3
3	DOUG McCRAE	Ford Escort	252.5
4	KEITH LA TROBE	Morris Cooper	296.8
5	PETER LEVET	Morris Mini 1100	386.3
6	R. B. WYLIE	Ford Capri 1600	414.2
7	JOHN KILMARTIN	Morris 1100	616.7
8	COLIN TURNER	FIAT 1500	657.0
9	WAYNE PAINTER	Sunbeam Alpine	875.3
10	RAY STODART	Ford Escort	904.9
11	DES GULLAND	Morris 1100	995.5
12	M. S. ALLEN	Holden	1031.7
13	W. R. BOSELMAN	Simca 1000 GL	1379.0
14	BILL CLARK	Chrysler Valiant	1774.2
15	D. S. EMSON	Vauxhall	1679.5
16	GRAHAM HILL	Holden Kingswood	2742.0

**ENTHUSIASTS FIT**  
**DUNLOP SP RADIALS** 



PAUL FAHEY HAS LIFE  
ASSURANCE WITH  
YORKSHIRE-GENERAL  
BECAUSE —

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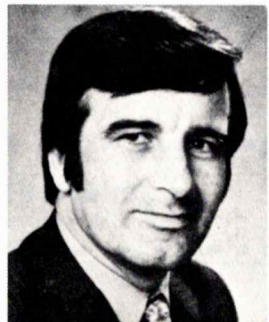
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# AS I SEE IT

NORMAN HARVEY ~



MOTERING CORRESPONDENT SUNDAY HERALD

The 1973 Grand Prix is over and what a race it was. Surprise of the day must have been the way in which John McCormack cleared out ahead of Graham McRae as the cars came through the Rothmans chicane.

Plenty has been written about those two chicanes, much of it constructive, most of it rubbish. Certain drivers made what I consider to be less than helpful remarks, but let us at least realise that without those chicanes there would have been no G.P.

During the G.P. cocktail party I had the chance to speak with Alan Rollinson, Steve Thompson and Allan Brodie. Both drivers seemed quite prepared to accept the circuit as it was. As Thompson said he has never known it any other way, the circuit is there to be raced on so let's race.

During my chat with Thompson, Rollinson and Brodie it was plainly obvious that all three work very hard not only for the respective teams but for the sponsors as well. Indeed it was a shame that a few more drivers were not able to hear their comments. In their short speeches both Thompson and Rollinson made mention of their sponsors.

Earlier in the evening Allan Brodie told how the Surtees F5000 car that Thompson had driven in Britain last year was put on display at the Ideal Home Exhibition. As most readers will know by now Servis Appliances, who sponsor Brodie's team, manufacture washing machines. At the beginning of the exhibition such firms as Hoover, Singer, etc. were scoffing at this racing car on a washing machine stand. At the end of the exhibition however they were somewhat less than happy. It seems that the Servis display was a huge success.

Sponsorship works in both directions, for the driver and for the sponsor, as we all know to gain and retain sponsorship in motorsport it is essential to keep the sponsor happy. Earlier this year I recall speaking to a number of people regarding the potential of Alan Rollinson at that stage he wasn't considered too highly as a Tasman prospect. Well he proved a few people wrong with his performance in the Grand Prix. There is no doubt that he finds the McRae more to his liking than the Lola T300.

Speaking of Lola T300's, last year it seemed that to do well in F5000 in the U.S.A. or Europe a Lola T300 was the car to have. Well not only did Graham McRae send them scattering on more than one occasion but after only one year they have an aged look about them, nor do they seem as competitive.

In the first two years of F5000 the McLaren M10A and then the M10B dominated things somewhat and now it seems McRae cars will do the same. Certainly an achievement for New Zealand motoring racing ability.

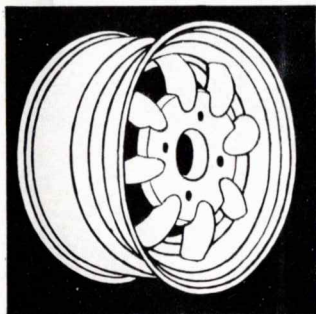


On Sunday December 31st, Sunday Herald carried a six page feature on the Grand Prix. Centre piece of this effort was a double page spread of pictures covering the first ten years of the N.Z.I.G.P. Such shots are rather difficult to find these days in spite of an extensive photo library at the Herald. Next year we shall probably try to cover the remaining ten years of New Zealand Grands Prix.

And what of next year's event, remember it is only 11 months away. Let us hope that John McCormack's remarks about the chicanes are given serious thought by the Grand Prix Executive, especially regarding the Rothmans chicane which McCormack considers should consist of only one direction change not two.

Why not do away with the Rothmans chicane completely and utilise the full 2.2 mile circuit, surely the elbow after the pits would slow the cars down past the stands. Such a move would help restore our premier motor race to some of its former glory. After all it can't be much fun punting a 5 litre racer around what has become little more than a go-kart track.

NORM HARVEY



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# 40th Anniversary Gold Star Hillclimb

18th November

No.	Driver	Car	cc	Fastest Time	
A7	Steve Hamilton	Mini	848	45.002	3
A11	Keith Latrobe	Cooper	998	43.254	2
A14	Glynn Muir	Mini	998	41.937	1
B2	Ray Stodart	Escort	1298	42.341	5
B17	Ted Thompson	Escort	1298	39.881	4
B218	T. Johnstone	A40	1120	43.410	
B20	Ken Snook	Escort	1298	44.022	
B22	Dennis Tringham	Escort	1298	42.550	
B77	Peter Levett	Clubman	1293	38.397	1
B140	Peter Batten	Cooper S	1293	38.474	2
B19	Steve Little	Escort	1298	43.846	
B50	Graham Wing	Datsun	1171	44.438	
B139	Roy Hanbury	Cooper	1293	39.292	3
C32	Ray Doherty	Escort	1598	40.743	4
C33	Rex Rattenbury	Escort	1598	40.025	2
C34	Jim Biddick	Escort	1598	41.491	
C35	Pete Bryan	Anglia	1598	40.145	3
C36	Doug McCrae	Escort	1598	40.985	5
C37	John Rist	Anglia	1594	42.569	
C38	David Morris	Anglia	1598	38.994	1
C39	Rodney Atchinson	VW	1584	41.396	
D71	Robert Wymer	Triumph	1998	44.026	3
D72	Allan Woolf	Vitesse	2498	38.402	1
D8	Bruce Durbin	Magnette	1622	42.214	2
E42	Doug Bremner	VW	2700	35.135	1
E123	Roger Lister	Chevrolet	4500		
F6	Rod Millen	Buggy	2994	36.470	1
F4	K. McNamara	Buggy	1584	39.120	2
F9	John Campbell	MG	970	43.463	4
F10	Paul Swan	Buggy	2994	39.688	3
G1	Ken Flashman	Vincent	998	36.652	2
G24	Murray Firth	Norton	600	37.531	3
G191	John Warring	Terrapin	1310	37.796	4
G27	Steve Boreham	Vincent	998	35.254	1

FTD: D. Bremner 35.135 (New Record).





## THRU-A-HOLE IN MY HAT

The Twentieth New Zealand International Grand Prix came in for its fair share of criticism from all quarters because of the chicanes, the lagging timetable and the lack of big name drivers. Mr Ron Frost achieved his aim of bringing the speed of the cars down in the two crucial points on the circuit and despite the opinion of Graham McRae, very certainly more qualified than the writer to advise on how these chicanes should be constructed, it has come to light that the New Zealand Racing Drivers' Club comprising a wide cross-section of competitors in these Islands were never officially approached for an opinion.

We have attended every Grand Prix since Stan Jones from Australia thrilled sixty five thousand fans at Ardmore and never have we seen such a crop of mechanical retirements in this premier event. I'll bet dollars to doughnuts that before the Twenty-first Grand Prix, serious modifications are made to the existing chicanes. On Page 31 of the N.Z.I.G.P. programme, a map of the new modified Pukekohe circuit was shown and I was struck by the fact that the width of the track was shown to be the same all the way round. This being the case, on paper, the chicanes don't present much of a problem to the drivers but perhaps it would be a good idea if the organisers printed in bold type on the bottom of the page the words "Not to Scale"!!!

The Women's Motorsport Association of Australia (the same as our Dog Box Club) had three of their members assisting the Fire Boss and the Crash Rescue Crews for the Grand Prix. What enthusiasm. These three guys came from Australia at their own expense, complete with air cutting equipment, special rescue tools and a qualified knowledge of procedure to assist our boys and although fortunately their services were not needed, an inter-change of ideas in fire and rescue technique was invaluable. Arrangements to have them attend the Tasman Series in New Zealand were hastily prepared, but next year they plan to bring even their own vehicles. These W.M.S.A. guys are truly dedicated and the only sour note on the whole proceedings was the final decision by the organisers not to utilise all the vehicles available for the Grand Prix provided by business houses because of the inexperience of some of the drivers in race traffic. This poses a real problem because how are these drivers to get experience if they don't go out and practice and if they do, what are the consequences to the competitor striving for the best time for grid position against the safety and quick

mobility to the scene of any accident. This matter will have to be resolved urgently before we suffer another Lawrence/Faloon incident or similar. It is to be hoped that the promoters consult with the existing organisers of the facilities available and strike a standard for all circuits throughout New Zealand that training and equipment can be provided on a stable and reliable basis pronto.

While we are on this subject of volunteer helpers it is amazing throughout the different circuits the attitude to the provision of car passes and tickets which pervades. I know that promoters have been 'stung' before by people presenting false claims to obtain a free ticket and this has made them naturally very cautious. Suggestion to M.A.N.Z. - study the overseas principle of issuing permanent passes as are issued to the international press to key officials who are selected for their jobs because of their trustworthiness and have the responsibility of these officials sanctioned with the promoter for the supply of additional tickets and passes for any service that he is in charge of. No-one should have to beg for tickets if he is assisting at a meeting, especially if he is a participant, as it is a degrading, time-consuming and embarrassing situation to have to ask for tickets for volunteer workers who can be easily discouraged from continuing with the very worthwhile job that they do for nothing for the promoter.

The 40th Anniversary Auckland Car Club Bulletin is a collector's item. The high standard of preparation and articles contained was a tremendous effort by the A.C.C. and top marks must go to Barry Webber and his worthy team who produced this historic document. The culmination of Anniversary activities was the Buffet Dinner and Denny Hulme as guest speaker climaxed an eventful year and raised the Club's public relations tremendously.

David McConnell of the DMW Racing Team and his Surtees TS 15 from Canada have unfortunately packed their bags and returned to the Northern Hemisphere with two blown engines and a big expense bill. No wonder the Australians want to run their four races before New Zealand as the field becomes depleted after the hard competition here.

In my view, the Bruce McLaren Memorial Medallion should be hanging around the neck of Auckland Car Club member Garry Pedersen. The qualification between 'resident' and 'non-resident' driver through an F.I.A. Competition and New Zealand Competition Licence juggle is ludicrous. Maybe M.A.N.Z. can do something about this for the future. Let's hope so, before all enthusiasm from New Zealand pilots is throttled by administration intricacies.

Let's have a look at the Tasman Series in retrospect after Wigram and Teretonga because the high gate costs to the general public and our shrinking world in the jet age is rapidly limiting motor racing to the hardened enthusiast while promoters are struggling to maintain net profitability on meetings which, let's face it, if they don't get, motor racing suffers generally.

Till next month,

Adios Amigos

# TRACKSIDE



John Nicholson, McLaren Racings' F1 engine builder for the last two seasons and himself a racing driver, has quit Colnbrook to set up his own engine maintenance shop.

The 30 year old New Zealander has entered into a business partnership with McLaren's joint Managing Directors, Teddy Meyer and Phil Kerr to form Nicholson-McLaren Engines Limited, a new company that will operate from premises in Green Lane, Hounslow.

Nicholson has installed two Heenan and Froude dynamometers, the larger £4,800 unit capable of taking 1,000 bhp engines, in his 4,500 sq ft premises and at present is employing a staff of five. He plans to double the staff when he makes the move from the McLarens to Middlesex in about two months.

Working for Nicholson are Kiwis John Steenson and Tom Hooker and Eric Gaynor has just joined from Dealer Team Vauxhall having previously worked on the Repco F1 engine in Australia. Shortly joining the new set-up will be Clive Byfield who has worked for Maranello Concessionaires, the Ferrari importers.

Initially the company will service the ten Cosworth DFVs to be used by McLaren in F1 this season, the two 8.6 litre engines for the ex-Denny Hulme McLaren M20 which is to be campaigned by Helmut Kelleners in Interserie, and the engine for the McLaren M8E which Kaye Griffiths is to run for himself and Ganley.

Incidentally Nicholson says that he has already modified all the McLaren F1 engines to the 13 series, 1973 specification and that in about six months time the company will be looking for additional work and are hoping to attract other Grand Prix customers.

The young Aucklander went to Europe four years ago after

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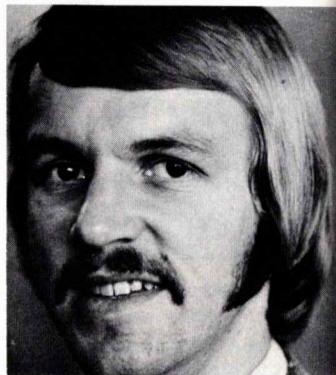
managing an engine reconditioning shop in New Zealand. He joined McLarens on his arrival and started work on the Can-Am engines, first in England and then in Detroit, but when Cosworth opted out of McLaren engine builds at the end of 1970, Nicholson was brought back to take on the task.

Like several of his countrymen he is not only an engineer but a driver, and before going to Britain he competed in his country's National Formula with some measure of success in the ex-Graeme Lawrence Brabham BT18. In Britain he raced a March 702 during 1971 in Formula Atlantic but had a more successful season last year when he switched to the Lyncar, finishing third in the Yellow Pages championship after a good win at Mallory Park and other consistent drives.

Nicholson will have a busy time this season as he plans to continue in Atlantic with the Lyncar backed by Pinch (Plant) Limited, a Hornchurch haulage company, and build up his new engine rebuilding concern.



## THE PETER GILL COLUMN



The storm of protest about the new chicanes, threatened strikes by top saloon car drivers and a seemingly illogical sale of radio commentary rights, none of these things prevented the Grand Prix meeting being one of the best day's motor racing I can remember.

Obviously the furore over the new chicanes was the best publicity the event could get, and I don't think I would be far wrong if I suggested that the alleged villains of the piece, the Grand Prix Association who decided on the alterations, perhaps gently and subtly inserted a large wooden spoon and gave the whole business a bit of a stir.

Never have I seen those veteran targets of Grand Prix invective, Ron Frost and Eric Mallard, so delighted to be criticised by every know-all in the business. With the help of the weather, it paid off at the gate.

The threatened drivers' strike was just another variation on the old theme. Motor racing is an expensive business in which a lot of money changes hands and everyone wants part of the cop. In the end, common sense and reason prevailed, and no one got near the Aussies anyway.

As for the sale of the radio commentary rights so that no live commentaries on the Grand Prix could be broadcast by any station outside Auckland and only one inside, well, many people have asked me my thoughts on that. But out of respect for my employers, the N.Z.B.C., I'm not saying anything.

However, as far as our radio and television news reporting went, plus our previews, reviews and what have you, I am always impressed by the ready co-operation of the people with the various information required. People like Eric Mallard, Willard Martin and a certain Morrie Chandler, to mention but a few. Time and again at the various race meetings, people such as these are quick to help with official times, crowd estimates and race information, which could be otherwise very difficult to get.

Nevertheless, I started out by saying that despite all sorts of mechanical ailments in the Grand Prix itself reducing the scale of the battle somewhat, (and some people were quick to blame that on the new chicanes too), it was a very good day's racing and entertainment, helped enormously by a few imaginative sideshows like the tractor race, the giving way of the Cortina, and the Los Angeles Hell Drivers, who not only don't have insurance salesmen ring them up but are also very good at delaying the whole afternoon's racing programme.

And for my parting shot, a last bit of back-patting. There's no-one who would deny that Barry, Marilyn and those that they press-ganged into contributing, did a marvellous job on that 40th Anniversary souvenir bulletin. So until I find something to moan about in March, a Happy New Year to all.

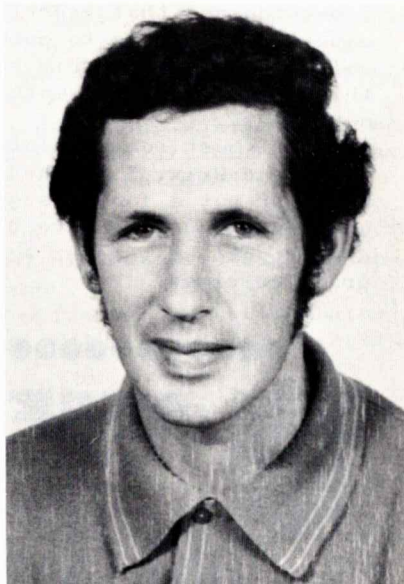
PETER GILL



## Graham Spear reports

We are into the New Year and we seem to be coming right with Spear Motor Preparations Escort. I must admit we had motor problems and did not race at the Bay Park meeting on the 31st December, oil surge during practice had wrecked the main bearings and subsequently wore the mains on one of our steel crankshafts, this problem was mainly caused by the car handling so much better that the sump was no longer adequate. We then had the choice to either slow the car down or fix the oil surge problem, as can be seen from the Grand Prix meeting we decided to fix the oil problem and it was most gratifying to us when the car shot off the grid into first place and was never headed on the way to the chequered flag.

We were a little worried as we had fitted a 4.1 diff and had expected an acceleration loss compared with the usual and probably correct choice of a 4.4 diff especially with the







room. Cocktails had been planned until about 8.00 p.m. but the enforced late arrival of some guests, due to practice for the Grand Prix to be held next day, necessitated delaying dinner for a while. This, however, gave guests added time to meet and talk while enjoying drinks in an amicable atmosphere.

The meal amounted to a four course affair and the standard and presentation of the food was magnificent. Throughout dinner, stewards replenished wines at the tables.

Jack Christie was an able Master of Ceremonies. Barry Webber briefly introduced the twelve official guests of the Club who occupied the official table. Representing the Mayor and Mayoress of Auckland were Mr and Mrs I. McKinnon. Ian, a long-standing friend of the Club is a Councillor on the Auckland City Council. Ian is also a past President of N.Z.I.G.P. Mr and Mrs D.R. Jaggard-Smith were next introduced. Mr Jaggard-Smith is the President of the Automobile Association (Auckland). The A.A., of course, promoted motor racing in Auckland before the formation of Car Clubs. Mr A.R.E. (Dick) Messenger the Auckland Car Club's first President in 1932, when it was the New Zealand Motor Racing Drivers Association, was there sparkling on all eight. It was a privilege to again enjoy his company. Mr and Mrs Les McLaren were very welcome guests and Mrs McLaren looked particularly charming. Patti McLaren, in New Zealand for a few brief weeks before returning to England, graciously came up from Christchurch for the occasion and it was a pleasure to have her with us. Phil Kerr, joint Managing Director of McLaren Racing and his vivacious wife, Sandy, are a particularly popular couple wherever they go. Phil is a past Vice President of the Club and no stranger to many members who took the opportunity to renew their acquaintance with him.

Our official speaker and Guest of Honour was Denny Hulme, who certainly needed no introduction. His lovely wife, Greeta, quickly made friends with many guests who were immediately aware of her quiet humour and natural charm.

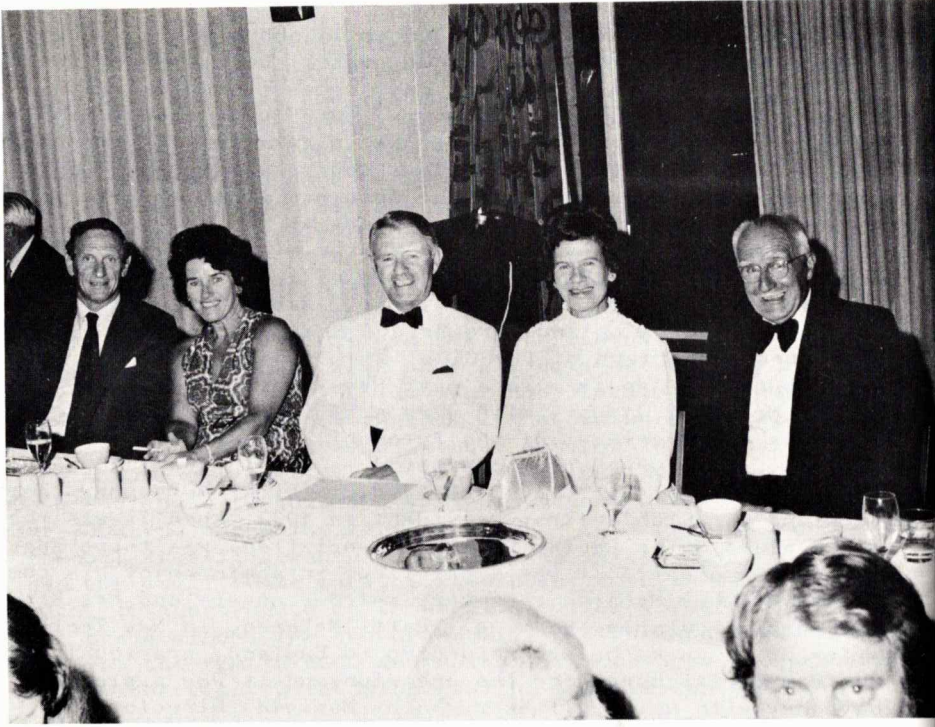
When he spoke, Denny held the undivided attention of everyone present. He spoke briefly of his motoring experiences and future hopes. He ended all too soon.

Phil Kerr followed Denny with a few words about McLaren Racing and their future. Club Vice President Les Rankin replied to Denny on behalf of the Club.

A wonderful surprise followed the speeches. Two trophies were presented to the Club. Denny Hulme handed to Barry Webber a silver rose bowl engraved as The Denis Hulme Trophy. On behalf of McLaren Racing, Mrs Patti McLaren presented a silver salver to Club Captain, Ron Brown. This is the Bruce McLaren Motor Racing Trophy. Both trophies will be competed for annually by Club members.

Barry Webber probably summed up the feelings of all present when, in thanking Denny Hulme and Patti McLaren for these generous gestures, he said that as long as there was a Denny Hulme driving cars in competition and a McLaren Racing Team he would always be proud to be a New Zealander.





## 40th Anniversary Dinner



MR I.W. MCKINNON & MRS V. MCKINNON (AUCKLAND CITY COUNCIL), BARRY & MARILYN WEBBER (AUCKLAND CAR CLUB), DENNY AND GREETA HULME. THE ROSE BOWL IS THE DENIS HULME TROPHY.

GUEST SPEAKER, DENNY HULME, ADDRESSING GUESTS AT THE FUNCTION.

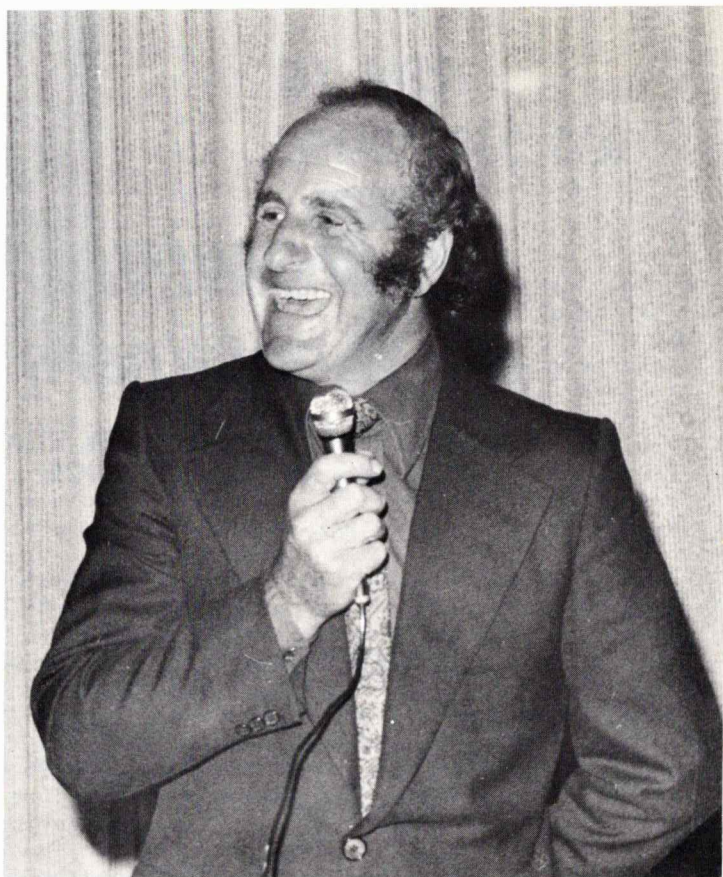
LEFT TO RIGHT - MASTER OF CEREMONIES, MR J.B. CHRISTIE & MRS VAL CHRISTIE, MR & MRS D.R. JAGGAR-SMITH (AUTOMOBILE ASSOCIATION (AUCKLAND) INC.), MR A.R.E. (DICK) MESSENGER (FIRST PRESIDENT).



PHOTOS

Jack Inwood,

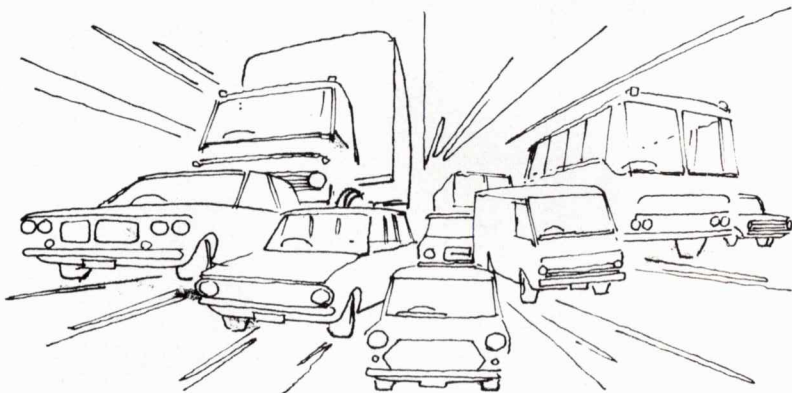
p.o. box 9323 auckland.



McLAREN RACING WAS WELL REPRESENTED. LEFT TO RIGHT - PHIL KERR (JOINT MANAGING DIRECTOR) AND HIS WIFE SANDY, MRS PATTI McLAREN, RUTH AND LES McLAREN.

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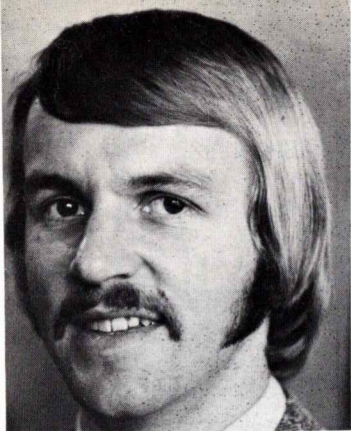
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## MY MOST MEMORABLE CAR

— Peter Gill

It had the most remarkable propensity for revealing the then fashionable suspenders and stocking tops of its many and varied various female passengers; it grew its very own breed of fungus under the carpets which defied all reasonable attempts at eradication; it came equipped complete with the most symphonic engine knock you could wish for; and when the front suspension was in one of its moods, the entire car would shake and shudder like something possessed until you slowed down, even though you were only doing 25 mph; and it was by far my most memorable car.

Probably for many members of car clubs, their most memorable cars were racers of one description or another, or perhaps sports models, rally cars or some other unsuspecting vehicle that found itself pressed into competition by a zealous and optimistic owner. Not so me. Unlike some of the more seasoned club members (it sounds better than old), I have only been, in the eyes of the law, old enough to drive a motor car these last nine years, so digging out my warmest motoring memoirs hasn't caused me any coughing fits amongst the disturbed dust of my automotive archives.

For my story, we go back epochs in time to 1967, the year that ten bob's worth of gas gave way to the dollar, era too of mini skirts and the last of those bold, brazen suspenders and stocking tops, so skillfully revealed somehow by the shape of the giant aircraft seats in my most memorable car.

The N.Z.B.C. had given me a year off to concentrate on a university course I'd been doing part time up until then, and I had joined the ranks of the bearded, jandal-wearing student population whose education was costing them a hell of a lot, and who therefore had to settle for cheap transport or none at all.

I was eighteen then, and living at Whenuapai with my parents, and the none-at-all option wouldn't have been very feasible if I was to get to lectures. I had bought and sold a number of distinctly doubtful motor vehicles prior to that, but the time had come when a modestly priced but nevertheless infinitely respectable motor car was required.

I don't think I'll ever forget my father's expression the Saturday morning I arrived home with it.

"What? A University student with a bloody Armstrong Siddeley! What the hell next?"

I had seen an ad in the paper seeking offers on a 1956 Armstrong Siddeley Sapphire 236 at a Remuera address, and I had a vague sort of premonition that it might go cheap, and when I arrived there it's elegant, regal lines really touched my soft spot for stately English saloons.



Mind you, there were a few dents in the grey aluminium body. The sort of thing an insurance company must class as "an act of God", since they had been caused; the advertiser explained, by a freak tornado which had hit the area and lifted the roof of a nearby old folks home, sending sundry hunks of four-by-two sailing into the Siddeley leaving a few dings. They were now apparently non-optional extras.

Then there was that interesting tap-tap-tap in the bulky but impressive 2.3 litre six cylinder motor. The owner assured me that this was no more than one con rod bent and touching the bottom of the bore each cycle!!! That's all, and he said he'd confirmed it by dropping the sump and having a look.

No rear bumper, and one headlight rim missing. Oh yes, and then there was the reverse gear. Now that was a problem because part of the cluster had sheared and was presumably frolicking around in the transmission oil .... a common fault on this model, he assured me. The effect was that reversing the Siddeley was one and a half mile per hour ceremony of jerking and jolting accompanied by the most heart rending clonking and banging that ever emanated from a gearbox, as there was only about every twelfth tooth left to engage. Reversing uphill was out of the question altogether, as I found out to my embarrassment when late one night after lectures it became necessary to reverse the Sapphire a few feet uphill to get out of a parking space. Fellow club member, Bruce Anderson, who used to travel with me to and from Varsity from time to time, had to break into a Morris Minor parked in front and roll it forward as the Siddeley absolutely refused to go backwards.

But despite these iniquities, and others I didn't know about until later, the car looked absolutely picturesque, and despite the knock, drove like a Duchess's dream.

Then I asked the owner a silly question. How much did he want in my hard-earned money to part with this gorgeous piece of Anglo Saxon engineering. It was just prior to decimal currency and the bloke had a fixation about sixty quid. Sorry, I told him, mustering every bit of man-of-the-world hard bargaining

expression into my eighteen year old face. I'll give you forty seven pounds ten and I'll be really generous and pay the change of ownership fee.

Ah, such bliss, thundering home on the North Western Motorway to Whenuapai, the soft caressing of con rod against bore-bottom, sounding like Woody Woodpecker hard at work on his favourite tree as the needle climbed on the beautiful graphics of the walnut surrounded Siddeley speedo.

A four-on-the floor gearstick is not the sort of thing you might expect to find in such a car as a Siddeley, but the Sapphire 236 models had just such a device for the sorting of cogs, and very lively and spring-loaded it was too, doing the job like the proverbial hot knife through butter.

There was a heater-blower unit that was as near as dammit to full air conditioning, and other built-in extras the enlightened Armstrong Siddeley people included into their cars in '56 which were only just showing up on more common cars then in 1967. Things like two speed wipers, side flashers as well as front and back, handbrake light, a soft, red, rheostatically controlled dash lighting designed not to glare or upset the darkness adaptation of the eyes, and a charming lever arrangement I've not seen on any car since which with slight pressure thereupon would zap the driver's window down.

It was manual, not electric, and quite ingenious. There was no window winder at all, and pulling the lever lightly zapped the window up again. Among the slightly less exotic features, but quite something for a student to boast about in 1967, were hydraulic tappets, power brakes, engine bay, glove-box and boot lights, every instrument you can think of, exquisite upholstery and carpet, the latter a little damp in places, but loomed beautifully enough by craftsmen to make the Bremworth ads look sick.

Then there was the smell. A unique smell inside which I delighted in telling everyone was a mixture of cigar smoke, walnut and leather, but which I later suspected but never let on was more probably the luxuriant crop of fungus which I found growing underneath the carpet where a little water had been getting in somewhere. The fact that there was fungus growing inside Peter's Armstrong is still the cause of great mirth to my mother.

According to the ownership papers the Siddeley had been the chariot of a distinguished Auckland Magistrate who had bought it new, so I guess it spent many a lazy day parked outside the Magistrate's Court in the late fifties, among the equally gargantuan but not nearly as distinctive police Super Snipes (those were the days), and the first of the FE Holdens to be acquired by our esteemed constabulary.

She drove beautifully, the knock and the ailing reverse gear just becoming a part of my life. The annoying shudder at 25 mph was the only real bind. The whole car would be seized by tremors which must have registered six on the Richter scale, but following an hour's experimentation with the steering and suspension geometry by a local garage it disappeared.

From time to time, the Siddeley, improved by much polishing of its aluminium body still complete with tornado damage

would sneak into professorial carparks at the university because all the meters were full. And there it would bask in the aristocratic atmosphere of Jaguars, Daimlers and Mercedes owned by the academia, without causing so much as a bat of the eyelid from the eagle-eyed gestapo waiting to pounce on any mere student who even looked as though he was remotely thinking about parking in a professor's carpark.

The car was an instant hit with the birds ("An Armstrong what? Sidney? Never heard of it but it's dead smooth"). Most of them spent most of their time keeping their stocking tops covered, except a daring few who just sank into the regal seats of the antiseptic Siddeley and just wafted along, stocking tops and all. I still don't really know why that car had that effect but it did, and it was fun in those days. Of course, changing fashions would have eventually killed that sport anyway.

One evening, alone in the car, I was creaming down the North Western Motorway when the oil pressure needle suddenly took a dramatic dive right down to the stop on the dial. It was one of those unfriendly motorway nights, with visibility very low, and I didn't really want to stop. So bold as brass, I drove the seven miles home to Whenuapai. An incredibly strange thing to do, but I did it. When I got home there wasn't a drop of oil showing on the dip stick because of a burst oil seal. Yet the engine didn't give any hint whatever of any damage after its practically oil-less seven mile drive, and with a gallon of oil and a new seal it was as good as before, knock and all.

Apart from the oil seal, the front suspension job and one warrant, I did absolutely nothing to that car in the ten months I had it, driving it every day. I doubt if it would have even got an oil change had it not emptied the oil out when the seal blew. All I did in those days of student economy, was pump in gas, gas and more gas, and still it seemed to run out in the most inconvenient places.

I did get one puncture, and it was that puncture believe it or not, that caused the eventual parting of me and my most memorable car.

Having no jack, because in a fit of brilliance I had driven the car off the jack one day by mistake, I was ruefully surveying the problem of how I was going to change this wheel at the side of the road. As fate would have it, just at that moment along came an old Armstrong Siddeley Lancaster with the truest, bluest Siddeley fan at the wheel.

As we jacked up my car on the old Lancaster's lifting gear, he remarked that he would very much like to buy the Sapphire.

He rang me up frequently after that to try to persuade me to sell it. Finally the prospect of dollars got too much for a meagre student, I weakened, and we agreed on a price of three hundred dollars, two hundred and five more than I had paid.

It's the sort of exploitation I wouldn't dream of now I'm older and wiser, but he seemed happy enough with the price and the deal was done.



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And so ended my Armstrong Siddeley days. Sometimes when I see the door sheetmetal on my Hillman Avenger bend inwards merely when I place the key in the lock, and listen to its rattles and groans most unbecoming of a car only a few months old, I fondly remember those solid old motoring days of stately Siddeley Sapphires and sexy stocking tops.

PETER GILL



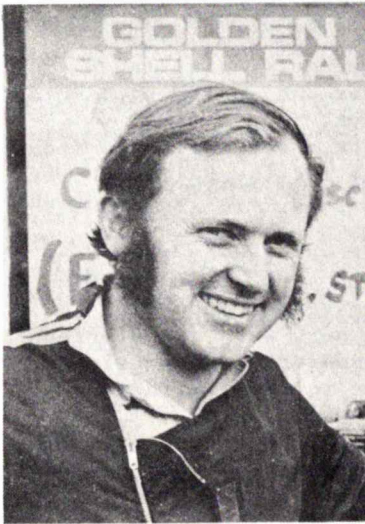
## NEW MEMBERS

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.

Russell Dick	Mt Roskill	Escort
David Oliver	Epsom	Austin Mini Cooper
John Jones	Mt Eden	Holden Premier
Lynda Jones	Mt Eden	
John Banks	Pakuranga	Anglia
Christopher Barker	Panmure	Lotus Anglia
Garry Joynt	Herne Bay	Valiant
Eddie Liparts	Kumeu	
William Sutherland	Mt Roskill	Valiant Pacer
Alan Malberg	Mt Eden	Escort
Ross Bourne	Pt Chevalier	Mini
David Morgan	Epsom	Torana XUI
Simon Burcher	Epsom	

## ***Trials Trophy Points***

B. BLACKLOCK	128	G. YOUNG	9
J. CROMBIE	86	J. BUSCH	8
M. McNEIL	63	H. RUSSELL	8
H. GILES	46	J. SAMSON	7
D. McRAE	44	K. LATROBE	7
W. MARTIN	44	M. BERICH	6
P. LEVET	43	P. ROBINSON	6
J. KILLMARTIN	42	P. ASHWORTH	6
A. LYLIAN	41	S. MATHIESON	6
R. WYLIE	41	J. JONES	6
B. NICHOLL	29	S. HOLMES	5
C. SHANKS	24	G. MORLEY	5
S. PEARCE	23	G. CRAWFORD	4
P. BURTON	14	D. GULLAND	4
W. PAINTER	14	R. STODART	4
I. STEPHENSON	14	N. SILCOCK	3
G. VAN ROMPAEY	12	R. SKEEN	3
J. WENTWORTH	12	A. JACK	2
P. JUKES	11	G. HOWARD	2
R. HALLS	10	W. PARKIN	2
P. CHAPMAN	9	W. CLARK	2
H. ROBERTS	9	C. TURNER	2



## IN ENGLAND WITH MIKE MARSHALL

— Arthur McWatt

If someone had told me six months ago that I would be competing in the R.A.C. Rally I would have told them they were nuts. However, thanks to the New Zealand Wool Board and QANTAS Mike and I were able to start in this event which is regarded by European Manufacturers as one of the most important International Rallies to win.

Mike left in September with his family to see what was offering in England and although he was given a lot of encouragement and advice he was forced to purchase his own car, an ex Ford A.V.O. development Escort RS 1600.

It was well used and no one gave Mike much of a show until he made them take notice with his 9th placing in the Dukeries Rally against England's top rally drivers including Roger Clark, Chris Selater, Will Sparrow, Adrian Boyd and many others. He won a number of stages and would have been higher placed but for a few minor problems that lost him some time.

The next day he competed in the Border Rally in Scotland and was leading this event when in the late stages of the rally the rear tramp rod mountings broke away from the floor and he was forced to retire.

Mike then returned to Boreham to begin rebuilding the car for the R.A.C. Rally. Ray Stone, Ken Sleath and myself flew to England in early November to join Mike in preparing the car for the rally and we all stayed with Mike and Margarette at Clacton about 40 miles from Boreham.

The R.A.C. started at York on 2nd December and 12 hour days and seven day weeks were worked to get the car ready on time.

Mike had impressed Stuart Turner, Director of Ford's Competitions Department and a corner of the workshop at Boreham was made available for us to work on the car.

The car quickly took shape with tremendous assistance from the boys at Boreham and as it was being built alongside the Works cars of Makinen, Clark, Mikola and Cowan it contained as many Works modifications as possible. Due to lack of finance the engine was down on power to the Works cars. Clark and Makinen were using 2 litre alloy block motors, dry sumped with fuel injection while Mikola and Cowan used cast iron 1800 c.c. versions and they all ran 5 speed 2F gearboxes, the 2 litre



versions producing 220 bhp and the 1800 cc 190 bhp. Mike's car was similar to Mikola's but we were only using the 4 speed rocket gearbox and an 180 h.p. motor with cast iron block.

Peter Bruin took a week off work from McLaren's to join us for the Rally. Peter had also been assisting us at weekends when possible.

On 2nd December we started from York in position 44 which says a lot for Mike as the drivers were seeded according to their ability and there were 191 starters and at least one hundred drivers being unable to get their entries accepted due to the limitations imposed by the R.A.C.

However we were soon in trouble with the engine misfiring on the very first stage. It was only intermittent but was real bad when pulling out of corners.

Mike traced it to a loose ignition wire after the third stage but at this point we were push starting the car as we had lost the use of our clutch during the second stage.

We attempted to repair the clutch at our next service point but it meant removing the gearbox and there just wasn't time for a job like that without exceeding our half hour maximum lateness and that meant exclusion.

We started the fateful 5th stage in heavy rain. This stage was known as the "Great Orme" and is a private tarseal road running around the side of a cliff with a rock wall between us and a 300 foot drop into the sea below. Mike attempted a clutch start for this stage as it was slightly uphill away from the start line. This did not come off and we stalled on the line and had to jump out and push the car until it was going fast enough for Mike to ease the gear lever into first. Finally we were off but our run was short lived when we left the road on a sharp left hand bend and crashed into the rock wall on the outside of the bend demolishing the car and ten feet of the wall.

Mike was stunned in the crash when he bumped his forehead on the roll bar and was taken to the local hospital. The second car after us also left the road at this point and rammed his BMW into the rear of the Escort and he also retired from the event.

The next day we picked up Mike from the hospital and headed for York on our Service Vehicles (kindly loaned to us by Ford) and spent the second half of the rally spectating. Following the after rally functions Mike, Ken and Peter headed North to enjoy some of Andrew Cowan's hospitality and for Mike to present the trophies at the prizegiving for the Border Rally. Ray and I headed back to Wales to pick up the Escort and with it on a trailer returned to Boreham.

The body shell was a bit beyond repair and a new shell was purchased after which we all set to work to rebuild the car. The bodyshell was a standard Escort and a lot of work was required to fit new flares, rear turrets and many other mod-

ifications. It was with some reluctance that at this stage Ray and I had to leave Mike and Ken and return home.

However, Ken was remaining for some time to assist Mike and it is hoped to have the car rebuilt by the end of January to enable Mike to compete in two further rallies before shipping the car home.

On the 2nd February Mike plans to take part in the "Circuit of Galway" with Murray Taylor from Motoring News (formerly of Christchurch) as co-driver. He has also entered the "Snowman Rally" in North Scotland and for this event he will have Mick Jones, Boreham's Works Foreman, as co-driver.

Following these, Mike will be shipping the car home and he and his family are due back in New Zealand during March. Although we were all disappointed at our retirement so early in the R.A.C. we certainly did not waste our time or our sponsors' money as the experience gained in competing and especially building the car was invaluable and will assist us in our future rallying.

All those with whom we came in contact in England were of great assistance to us. Goodyear, BP and Ford looked after our needs wherever possible and Mick Jones and Bill Barnett (Ford's Rally Manager) at Boreham were two who personally went out of their way to see that we got all the assistance needed.

We feel we let down a lot of people who supported us but if it can be arranged Mike will be making every effort to return to compete in the 1973 R.A.C. and make amends.

ARTHUR McWATT

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# PUKEKOHE CLUB CIRCUIT

10th December

## 1. Formula Vee.

1	M. JONES	Formula Vee	1192
2	J. HATTON	Formula Vee	1192
3	R. WHITING	Formula Vee	1192
4	B. HARGRAVES	Formula Vee	1192
5	P. KING	Formula Vee	1192

## 2. Formula Ford.

1	B. RILEY		Titan	1600
2	P. HASKETT		Brabham	1600
3	F. GILBERT		Brabham	1600
4	G. WALKER		Elfin	1600
5	N. BAILEY		Palliser	1600

## 3. Sports/Racing Cars.

1	J. BOSWELL		Lotus 7	1558
2	R. MILLEN		V6 Buggy	2994
3	D. DUNBAR		Mini Special	1220
4	C. CONWAY		MGB	1540
5	P. BOYER		Triumph GT6	1998

## 4. Standard Production Saloons 0 - 1300cc.

1	M. PETCH		Datsun SSS	1210
2	L. VANDEFMEER		Morris Cooper S	1293
3	T. TAPPER		Mini Clubman GT	1275
4	B. FOWLER		Austin Cooper S	1275
5	R. CAMPBELL		Ford Escort GT	1300

## 5. Standard Production Saloons 1301 & over.

1	R. HONG		Holden Torana XU1	3310
2	M. FITZPATRICK		Ford Capri	2994
3	K. GREEN		Holden Torana XU1	3072
4	R. FINDLAY		Ford Falcon GT	5700
5	S. MURPHY		Holden Monaro	5400

## 6. Mini Seven.

1	J. PROVO		Austin Mini	848
2	M. COX		Austin Mini	848
3	J. WATSON		Austin Mini	848
4	D. QUINN		Austin Mini	848
5	C. HUMPHREY		Austin Mini	848

## 7. Saloons 0 - 1000cc.

1	M. NELSON		Austin Mini	999
2	R. EDGELL		Hillman Imp	998
3	J. EDMONDSON		Austin Cooper	998
4	R. CAMPBELL		Morris Cooper	998
5	K. RAND		Austin Cooper S	999

## 8. Saloons 1001 - 1500cc.

1	P. HAUGH		Triumph Herald	1275
2	K. STRAHAN		Ford Anglia	1498
3	R. HANBURY		Morris Cooper S	1293
4	P. BATTEN		Morris Cooper S	1293
5	T. THOMPSON		Ford Escort GT	1301

## 9. Saloons 1501 - 1600cc.

1	R. GILBERT		Austin A40	1600
2	R. ROBINSON		Austin A40	1598
3	T. FOY		Ford Escort	1598
4	C. READ		Ford Anglia	1500
5	R. DOHERTY		Ford Escort	1598

## 10. Saloons 1601 & over.

1	G. CAMPBELL		Ford Anglia	1764
2	D. HALLIDAY		Ford Escort	1601
3	G. SUTHERLAND		Chrysler Charger	4348
4	M. SOAMES		Lotus Cortina	1764
5	R. LISTER		Chevrolet	4500

## 11. Formula Vee.

1	M. JONES		Formula Vee	1192
2	J. HATTON		Formula Vee	1192
3	R. WHITING		Formula Vee	1192
4	B. HARGRAVES		Formula Vee	1192
5	T. HOLT		Formula Vee	1192

## 12. Formula Ford.

1	N. BAILEY		Palliser	1600
2	B. RILEY		Titan	1600
3	P. MAHONEY		Brabham	1600
4	P. HASKETT		Brabham	1600
5	F. GILBERT		Brabham	1600

## 13. Sports/Racing Cars.

1	R. MILLEN		V6 Buggy	2994
2	D. DUNBAR		Mini Special	1220
3	P. SWANN		V6 Buggy	2994
4	J. BOSWELL		Lotus 7	1558
5	C. CONWAY		MGB	1840

## 14. Saloons.

1	B. COMPTON		Triumph Herald	1147
2	J. ROBB		Austin Cooper	998
3	G. NICHOLLS		Ford Escort	1298
4	J. WATSON		Austin Mini	848
5	J. QUINN		Austin Mini	848

## 15. Saloons.

1	M. PETCH		Datsun SSS	1210
2	L. CANDERMEER		Morris Cooper S	1293
3	T. TAPPER		Mini Clubman GT	1275
4	A. FOWLER		Morris Cooper S	1275
5	B. FOWLER		Austin Cooper S	1275

## 16. Saloons.

1	B. CORK		Ford Capri	2994
2	A. SHEFFIELD		Ford Capri	2994
3	S. SIMS		Mazda	1100
4	G. A. CAMPBELL		Torana GTR	3310
5	J. PAYNE		Holden Monaro	5000

## 17. Saloons.

1	S. MURPHY		Holden Monaro	5400
2	M. FITZPATRICK		Ford Capri	2994
3	B. TODD		Holden Torana XU1	3048
4	K. STRAHAN		Ford Anglia	1498
5	T. FOY		Ford Escort	1598

## 18. Saloons.

1	R. HONG		Holden Torana XU1	3310
2	K. GREEN		Holden Torana XU1	3072
3	R. CAMPBELL		Morris Cooper	998
4	P. HAUGH		Triumph Herald	1275
5	P. BATTEN		Morris Cooper S	1293

## 19. Saloons.

1	L. GOOCH		Austin Mini	848
2	G. SUTHERLAND		Chrysler Charger	4348
3	K. RAND		Austin Cooper S	999
4	M. NELSON		Austin Mini	999
5	R. ROBINSON		Austin A40	1598

## 20. Formula Vee Handicap.

1	R. WHITING		Formula Vee	1192
2	M. JONES		Formula Vee	1192
3	T. HOLT		Formula Vee	1192
4	I. ZONICH		Formula Vee	1192
5	J. HATTON		Formula Vee	1192

**21. Formula Ford Handicap.**

1	P. MAHONEY	Brabham	1600
2	N. BAILEY	Palliser	1600
3	P. HASKETT	Brabham	1600
4	F. GILBERT	Brabham	1600
5	G. WALKER	Elfin	1600

**22. Sports/Racing Cars Handicap.**

1	C. CONWAY	MGB	1840
2	P. BOYER	Triumph GT6	1998
3	R. MILLEN	V6 Buggy	2994
4	K. McNAMARA	Buggy	1584
5	R. ARCHIBALD	Triumph TR4A	2176

**23. Standard Prod. Saloons 0 - 1300cc Handicap.**

1	M. PETCH	Datsun SSS	1210
2	T. TAPPER	Mini Clubman GT	1275
3	A. FOWLER	Austin Cooper S	1275
4	L. CANDERMEER	Morris Cooper S	1293
5	R. CAMPBELL	Ford Escort GT	1298

**24. Standard Production Saloons 1301cc & over Handicap.**

1	S. SIMS	Mazda	1100
2	B. TODD	Holden Torana XU1	3048
3	M. FITZPATRICK	Ford Capri	2994
4	J. PAYNE	Holden Monaro	5000
5	V. SMITH	Lotus Cortina	1558

**25. 0 - 1000cc Handicap.**

1	R. CAMPBELL	Morris Cooper	998
2	R. EDGELL	Hillman Imp	998
3	J. PROVO	Austin Mini	848
4	M. COX	Austin Mini	848
5	D. OLIVER	Austin Cooper	997

**26. 1001 - 1500cc Handicap.**

1	R. BREMNER	Morris Cooper S	1275
2	T. THOMPSON	Ford Escort GT	1301
3	P. HAUGH	Triumph Herald	1275
4	P. LEVET	Mini Clubman GT	1293
5	K. STRAHAN	Ford Anglia	1498

**27. 1501cc & over Handicap.**

1	M. SOAMES	Lotus Cortina	1764
2	G. CAMPBELL	Ford Anglia	1764
3	G. SUTHERLAND	Chrysler Charger	4348
4	C. REED	Ford Anglia	1500
5	K. DOHERTY	Ford Escort	1598

pix - kevin lancaster  
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# 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.

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# Feminine Viewpoint



Next month we hope to be able to publish an article by Sandy Kerr (whose husband, Phil Kerr, is a joint Director of McLaren Racing and also a past Vice President of the Club). At the moment Sandy is having a quick look at the North Island before departing for England. By the time you read this article Sandy will, no doubt, be actually in the midst of writing her article. Time permitting, she hopes to write a few articles for us and these should prove very interesting.

\* \* \* \* \*

From March onwards the Ladies Committee propose running monthly Housie Evenings and the date of the next one will be published in the Bulletin. Come on girls, rally round and bring all your friends, husbands, boyfriends, etc. for a thoroughly enjoyable evening.

\* \* \* \* \*

The following article appeared in the National Newsletter put out by the New Zealand Automobile Association and the President of the Auckland Automobile Association thought it might be of interest to our ladies and suggested we publish it in our column -

"Keeping up with fashion is a costly trend for girls - but it can be dangerous, too. A couple of years ago the maxi skirt was condemned as a hazard for women drivers. Now it's boots and shoes with platform soles. And worst of all - clogs.

This new style of footwear is completely unsuitable for driving. The built-up soles, maybe as high as four inches, mean the driver has no feel of the pedals, and because of the extra height, could be particularly dangerous when sudden braking is called for. Clogs with no heel support are especially risky.

The solution is simple. Keep a normal pair of shoes in the car for driving but make sure to put the height-builders in the back of the car. If you keep them in front, they could get caught under the pedals."

Imagine the colour of my face when he looked down and noted that I was shod in bright yellow clogs!!

\* \* \* \* \*

 **TYRES DUNLOP RETREADS**



## EUROPEAN RALLY SCENE

Roger Clark and Tony Mason driving a Works Escort RS won Britain's R.A.C. Rally outright. The car was using Ford's new alloy 2 litre engine, producing 245 bhp with petrol injection and they were over three minutes ahead of last year's winner, Stig Blomqvist in a Works Saab.

The rally was shorter by one night than in previous years, but the stage concentration was just as before with 72 stages planned. They were predominantly forest stages, but some were on private estates. These were unpopular with competitors, but it was appreciated that they were included as spectator attractions. There were thirteen non-forest stages, some being completely "Mickey Mouse" such as weaving through the oil drums at Prestatyn and the sprint along the promenade at Colwyn Bay.

The major Works teams were entered from Ford, Saab, Lancia, Datsun and Fiat, with dealer supported entries from GM Sweden, a number of Finnish dealer teams and Vauxhall. British Leyland had one Marina entered by Dunlop to try out the new Total Mobility tyres. Another interesting entry was the Celica, a 1600 twin cam entered by the Toyota factory, their first venture outside the Far East. Mike Marshall and Arthur McWatt were entered by Woolmark New Zealand in an ex-works 1800 c.c. Escort BDA built by Mike in the corner of the Boreham workshops.

It was raining on the morning of the start, but this didn't seem to deter crowds who turned up to watch the cars. The first stage was a sea of mud, and quite a number of cars collected dents as the result of sliding into trees. Hibbert spun his Daf and blocked the stage when the car became wedged, but many helping hands got him going again. Marshall was in trouble from the start when the Escort was misfiring badly, and was traced to a slipping cut-out. A more serious problem was the slow disappearance of the clutch which was traced to the slave cylinder.

From the start in Yorkshire, the rally headed out towards North Wales, and the second group of three non-forest stages. Around the winding road of the Welsh Coast on the Great Orme stage, Marshall came to grief. Missing a clutchless gear change, he rammed the wall, knocking himself unconscious and writing off the car and wall.

Heading southwards for the first of the real stages, the rally took in the forests of Clocaenog and Penmachno. Clark had dominated the early stages but in the Welsh forests, the Fiat of Lindberg took over the lead. Orrenius had his Saab's electrics go completely wrong when the transistorised ignition failed and he lost a lot of time. Kullang had trouble with a faulty battery master switch on his Ascona. Cowan also had electrical problems when the transistors failed in his Escort and Makinen lost a wheel when the studs broke. This cut Ford's hopes in half.

Lindberg retired in mid Wales when the differential broke up. Blomqvist, fighting hard to keep up with Clark, encountered a sheep on the Epynt ranges and broke two lights, the radiator and water pump. Mikkola's water temperature rose in the Escort until it finally boiled itself to a standstill, the head gasket blown. Thus Ford's hopes now rested with Clark.

The stage at Silverstone used the gravel ring road round the outside of the circuit and there were large crowds of spectators. Sutton Park near Birmingham was another spectator benefit and it was here than Blomqvist managed to get his Saab to straddle a park bench, destroying his second radiator.

After a night's rest at York, crews headed north for the forests of Yorkshire and Kielder. Clark came off the Dalby stage with the Escort sounding decidedly unhealthy. A second fuel injection pump was fitted and there was no more coughing round fast corners on full throttle.

Culcheth came out of the Dalby stage with a flat front tyre on the Marina and had only lost a minute in 15 miles on the new Dunlop tyres, but then ran the bearings on the next stage. On Drumjohn in the South of Scotland, Eklund left the road permanently, which ended Saab's hope of the team prize. Fall dropped completely out of the running when the differential failed on the big Datsun, but he was lucky enough to be able to get it changed.

On the final run in section to York, a front wheel bearing broke up on Clark's Escort, so a bearing was used from Cowan's car, now being used as a service vehicle.

- 1st R. Clark/T. Mason (Ford Escort RS)  
 2nd S. Blomqvist/A. Hertz (Saab 96)  
 3rd A. Kullang/D. Karlsson (Opel Ascona)

TULIPEN

  
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B. PLATT .....	8	D. McCRAE .....	4
C. TURNER .....	7	S. HAMILTON .....	3
R. STODART .....	5	R. LEEPER .....	3
R. WHITE .....	5	B. BLACKLOCK .....	3
J. CROMBIE .....	5	K. BURNETT .....	3
A. JEFFRIES .....	5	G. HILL .....	2
W. PAINTER .....	5	A. GORBITZ .....	2
J. POWER .....	5	K. LA TROBE .....	2
K. McNAMARA .....	5	R. SENNE .....	2
M. PETCH .....	5	N. MALLARD .....	2
J. PERKINS .....	4	D. JOHNSON .....	2
D. GULLAND .....	4	P. BATTEN .....	1
R. WYLIE .....	4	J. BUSCH .....	1
B. KIRK BURNAND .....	4	M. McNAMARA .....	1



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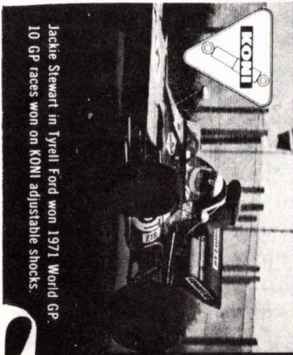
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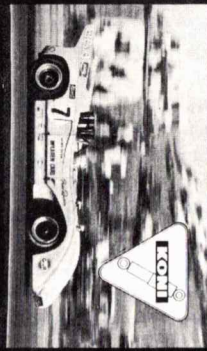
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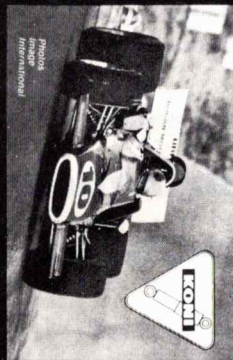
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FOUND - Crash helmet. Yellow. Size 7½. Bell Toptex. Vvisor taped on. This helmet was left in the Duckhams caravan at the Grand Prix meeting. Owner please form a queue at the office of Duckhams Oils N.Z. Limited, 337 Great South Road, Otahuhu.

.....

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# 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, December 10, 1972.

B. Blacklock	46	J. Jones	6	J. Kirker	3
P. Levet	38	W. Wymer	6	A. Sheffield	3
D. McCrae	31	R. Edgell	6	A. Keucke	3
R. Wylie	23	P. Batten	6	R. Whiting	3
J. Kilmartin	22	K. Rand	6	F. Gilbert	3
W. Painter	18	M. Bercich	6	J. Watson	3
R. Millen	17	D. Morris	6	J. Edmondson	3
T. Thompson	17	D. Childs	6	G. Sutherland	3
G. Crawford	15	P. Robinson	6	D. Dunbar	3
M. Soames	15	A. Morley	5	K. Green	3
M. Petch	15	S. Holmes	5	R. Lister	3
V. Smith	14	J. Donald	5	D. Marwood	2
P. Haskett	14	V. Reeve	5	N. Mallard	2
P. Haugh	13	G. Wade	5	J. Biddick	2
J. Hatton	12	R. Rattenbury	5	W. Parkin	2
C. Shanks	12	M. Firth	5	D. Johnson	2
J. Wentworth	12	J. Power	5	A. Jack	2
D. Cross	12	J. Harvey	5	B. Cork	2
M. McNeil	11	R. Nichols	5	S. Hamilton	2
M. Jones	11	G. Morley	5	P. Lewis	2
M. Cox	11	G. Muir	5	K. Holswich	2
P. Jukes	11	T. Tapper	5	T. Barlow	2
K. La Trobe	11	M. Fitzpatrick	5	R. Archibald	2
J. Richards	10	R. Findlay	5	R. Wymer	2
R. Halls	10	J. Provo	5	P. Swann	2
S. Pearce	10	B. Riley	5	G. Jones	2
P. Gilbert	10	M. Nelson	5	P. Sundberg	2
I. Stephenson	10	T. Benson	5	C. Cairn	2
B. Platt	9	G. Pederson	5	J. Perkins	2
B. Nicholl	9	B. Suckling	5	T. Mayer	2
P. Chapman	9	D. Bremner	5	M. Parsons	2
N. Lowe	9	D. Zimmerman	4	B. Fowler	2
G. Young	9	P. Adams	4	G. Walker	2
H. Roberts	9	P. Ross	4	D. Quinn	2
K. McNamara	9	S. Emson	4	C. Read	2
C. Conway	9	A. Wright	4	G. Addis	2
D. Halliday	9	W. McMath	4	M. McNamara	1
G. Campbell	9	J. Rist	4	T. Holt	1
S. Murphy	8	R. McCallum	4	G. Hill	1
J. Busch	8	B. Patrick	4	T. Sheffield	1
H. Russell	8	R. A. Findlay	4	W. Johnson	1
P. Mahoney	8	R. Stone	4	C. Parkinson	1
J. Crombie	8	R. Knaggs	4	B. Kendall	1
W. Martin	8	S. Millen	4	B. Murphy	1
B. Hargraves	8	D. Gulland	4	M. Ryan	1
R. Campbell	8	T. Foy	4	A. Goubitz	1
R. Hong	8	P. Boyer	4	J. Robb	1
R. Hanbury	8	G. McShane	3	R. Vandercley	1
L. Porter	7	N. Silcock	3	I. Anderson	1
J. Samson	7	R. Leeper	3	L. Ryan	1
L. Vandermeer	7	K. Burnett	3	T. Erceg	1
J. Boswell	7	T. Mayes	3	P. King	1
R. Stodart	7	V. Skeen	3	C. Humphrey	1
C. Turner	7	R. Willis	3	R. Doherty	1
R. Robinson	7	N. Robertson	3	N. Bailey	1
H. Giles	6	K. Hargraves	3	S. Murphy	1
W. Sample	6	R. Buisson	3	K. Strahan	1



# LETTER BOX



## Castrol N.Z. Limited

19th December, 1972.

The Editor,  
Auckland Car Club (Inc.)  
Bulletin,  
P.O. Box 2591,  
AUCKLAND.

Dear Sir,

Some comments expressed by Norman Harvey in the latest edition of your Bulletin perhaps require clarification.

The articles governing the Castrol GTX Championship as regards the wearing of decals by competitors do not differ from the Bank of New South Wales or Formula Ford championships. To be eligible for awards in all three championships competitors must wear decals.

Castrol has never tried to interfere in the running, or influence decisions, connected with the championship it sponsors. Individual competitors who have attempted to gain the Company's backing on procedural matters will certify to this.

As far as the GTX Championship is concerned, M.A.N.Z. draws up the regulations, M.A.N.Z. polices these regulations and meets out the penalties to those who digress.

The expectation of sponsors that decals be worn is a universal one. Shell had it for the Golden Shell, Wills had it for the Benson and Hedges; Atlantic had it for the Atlantic 100 offshore power boat race.

For let's be fair. While, in general, sponsors are interested in the advancement of the sport, they are entitled to some publicity return for the money they spend.

Yours faithfully,  
CASTROL N.Z. LIMITED  
(D.R. Lynch)  
Publicity Manager



**BULLETIN CLOSING DATE**  
**15th FEBRUARY!**



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M.A.N.Z. has advised of the following alterations to the Castrol G.T.X. Championship Schedule of Vehicle Classifications. Two separate notices were received on the following dates:-  
19th December 1972 - Castrol GTX Championship - Schedule of Vehicle Classifications (2)

Group 2 Add Chrysler Charger 770, Automatic, 230 h.p., 265 c.i. 4342 c.c. 6 cylinder 14 x 6 $\frac{1}{2}$ J pressed steel wheels with 185 x 14 radial tyres.

16th January 1973 - Castrol GTX Championship - Schedule of Vehicle Classifications No GTX 3

Would you please amend the Schedule of Vehicle Classifications (1) issued to you previously as follows -

Group 2 Delete Morris Cooper 'S' 1275 and  
Morris Mini GT 1275

Group 3 Add Morris Cooper 'S' 1275 and  
Morris Mini GT



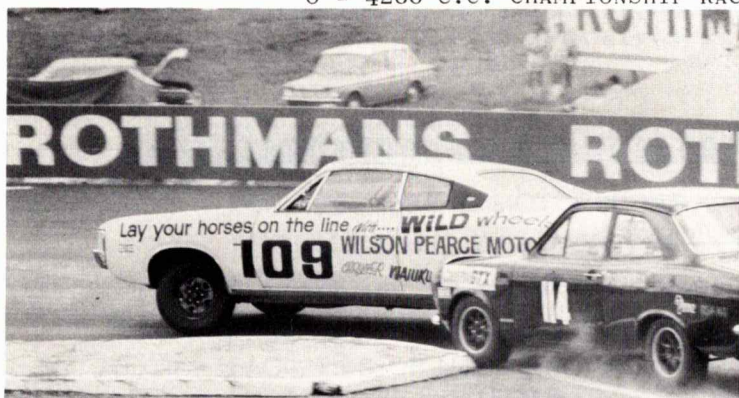
## NEW MEMBERS contd/...

Maurie Wright	Onehunga	Vauxhall
Bernard Trevor	Ranui	Austin A35
Robert Harper	Mangere	Mini
John Crocker	Hamilton	MK 3 Healey Sprite
Alan Crocker	Hamilton	Formula Ford
Robert Crocker	Hamilton	Peugot 404
Kimberley Crocker	Hamilton	Herald Vitesse
Raymond Williams	Otahuhu	Valiant
David Jennings	Howick	Lotus Anglia
Charles Dempsey	Glendowie	M.G.B.
Gary Lang	Wellington	Torana XUI
Barry Sharp	Sandringham	Mazda Capella
Grant Averis	Mt Roskill	Gortina 2000 GT
Murray Williams	Mt Roskill	Lotus 7
John McNickle	Titirangi	Falcon GTHO
Chris Cornthwaite	Papakura	Hillman Hunter
Robert Crompton	Torbay	Triumph Herald
Keith Sunbeam	Herne Bay	M.G.B.
Graham Simms	Herne Bay	Mazda RX 2
Susannah Simms	Herne Bay	
Wayne Wheaton	Te Atatu	Austin Mini
David Schollum	Takapuna	Elden MK 8
John Goodwin	Mt Wellington	Vauxhall Velox
Janelle Goodwin	Mt Wellington	

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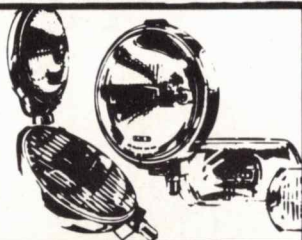


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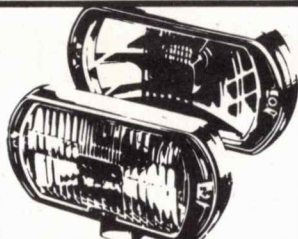


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