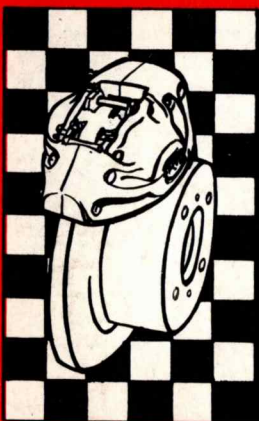


MAY 1973



BULLETIN



Repco

COMPETITION Disc Pads

Something the crowds didn't see

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

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



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



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



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



DEPENDABLE
CHAMPION
SPARK PLUGS



The World's Fastest Spark Plugs

— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland

CLUB OFFICERS

President:

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

Vice-Presidents:

L. F. Rankin,
Phone 84-164 Papakura,
3 Arthur Place, Papakura.
W. J. Martin, phone 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.

Ladies: Mrs. Dot Parkin
(GLE 7835)

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.



Consistent Club Member in both National and Club Events Wal Wymer.

COVER PHOTO Auckland Car Club Committee man, John Crombie, participating in the TISCO Trial Acceleration and Braking Test at Hamilton.

PHOTOS — 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. Pit Stop Bistro Bar also open for meals. 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.

5TH MAY - SATURDAY NIGHT - LADS & LASSIES SOCIAL:

Only the Lads pay and the Lassies (as many as you like to bring along) are charged no admission. Tickets \$4.00 each which includes your ale.

6TH MAY - SUNDAY - AFTERNOON TRIAL:

Fairly easy route in East to South of Auckland area. Simple timekeeping, interesting instructions. No maps required but take a sealed clock. First car leaves the Clubrooms, 44 Stoddard Road, Mt Roskill, at 1.00 p.m. Duration approximately 3 hours and the trial will finish at the Clubrooms. An explanation sheet will be handed out at the finish where usual refreshments plus the Club's new Bistro Bar service will be available.

9th MAY - WEDNESDAY EVENING - HOUSIE:

Held in the Members' Lounge at the Clubrooms commencing at 7.45 p.m. Everybody welcome.

13TH MAY - SUNDAY - CLUB CIRCUIT CHAMPIONSHIP RACE MEETING

Races for modified saloons, standard production saloons, Formula Ford, Formula Vee, Mini 7, Production Sports, Sports/Racing etc. Annual trophies will be awarded to the winner of each of the first round of scratch races. Entries (\$1.00) close on Monday, 7th May, with Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Phone entries are acceptable (588-274 evenings). Late entries (\$2.00) can only be accepted to fill certain races. Scrutineering 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Entry forms available at the Clubrooms. Usual refreshments service at the Circuit. A Bistro type meal will be available at the Clubrooms later at a reasonable charge.

17TH MAY - THURSDAY - CLUB NIGHT AND FILM EVENING:

At the Clubrooms, 44 Stoddard Road, Mr Roskill. 8.00 p.m.
Good films, supper, discussion, etc. Mike Marshall's
genuine Works Rally Escort will be on display.
Mike will be on hand to give advice and help you with any
problems you may be having with your entry for the forth-
coming Heatway Rally.

27TH MAY - SUNDAY - HAMILTON CAR CLUB V. AUCKLAND CAR CLUB

ANNUAL GYMKHANA - This year's event will be held on the
grass infield of the Hamilton (Claudelands) Showgrounds
and no coarse treads will be permitted. Make it a day
out for the whole family. All Club members eligible to
compete. Convoy will leave from outside the Reidrubber
Factory at the Great South Road, Penrose Motorway Junction
at 8.30 a.m. Competition begins at 11.00 a.m. Hamilton
say there's just no way we can retain the Winner's Med-
allion Chain so let's show them that last year's effort
was no 'fluke'.

3RD JUNE - SUNDAY - QUEENS BIRTHDAY WEEKEND - THE 'ORIGINAL'
BEER & BURGER EVENING - See separate advertisement in
this Bulletin.

12TH JUNE - TUESDAY EVENING - HEATWAY RALLY FORUM

To be held at the Clubrooms at 8.00 p.m. Heatway Rally
Director, Mr Murray Thompson, will be present to discuss
this year's event and answer your questions. As well, a
number of top competitors and service crew managers will
be on hand to help you with your route planning, etc.
Full details will be announced in the June Bulletin.

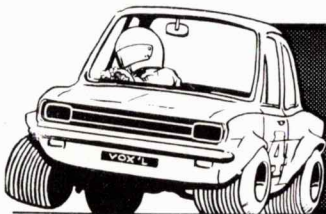
16TH JUNE - SATURDAY - ANNUAL BALL & TISCO PRIZEGIVING

To be held at the Mandalay Ballroom, Newmarket. See
separate advertisement in this Bulletin.

4TH & 5TH AUGUST - SATURDAY/SUNDAY - ROTORUA TRIAL

Entries are now open for the annual Rotorua Trial.
Total cost of \$12.50 per person includes dinner, bed and
breakfast, admission to Saturday night social and trial
entry fee. A deposit of \$5.00 per person is required
with your application form. These are available from
Mrs Val Martin, 6 Melissa Place, Pakuranga, Phone 566-437,
or from the Clubrooms. Further details in next month's
Bulletin.





OPEN & INVITATION

6TH MAY - SUNDAY - INVITATION HILLCLIMB:

Bright Road, Waiuku. (Sealed). Entries on the day 9.00 a.m. to 10.00 a.m. Organised by the Pukekohe Car Club.

12TH MAY - SATURDAY - DUCKHAMS DAYLIGHT CAR TRIAL:

Starts Papakura 8.30 a.m. Finishes approximately 3.00 p.m. East Tamaki. Entries close 4th May at 5.00 p.m. Late entries accepted. Organised by the Auckland University Car Club, P.O. Box 22-360, Otahuhu.

12TH MAY - SATURDAY - SHELL TRIPLE HUNDRED RALLY:

300 miles. 12 hour event. North Canterbury area.

19TH MAY - SATURDAY - EBBETT MOTORS TRIAL:

Entries close 9th May. Late entries 15th May. A.S.R.'s and entry forms available from the Clubrooms or the Organisers, Hamilton Car Club Inc., P.O. Box 6029, Heaphy Terrace, Hamilton.

19TH MAY - SATURDAY - THE LESLIE MOTORS TOYOTA GOLD STAR TRIAL

10 hour event. A.S.R.'s and entry forms available from the organisers, Otago Sports Car Club, P.O. Box 299, Dunedin. Entries close 9th May.

26TH MAY - SATURDAY - MATAMATA MOTORS TRIAL:

8 hour event. Entries close 11th May. A.S.R.'s and entry forms available from the Matamata Car Club, P.O. Box 274, Matamata.

27TH MAY - SUNDAY - NATIONAL MOTOR RACES - RUAPUNA PARK:

Enquiries should be directed to the Canterbury Car Club, P.O. Box 25-050, Christchurch.

2ND JUNE - SATURDAY - CASTROL GOLD STAR TRIAL:

Starts Saturday evening at the Chateau Tongariro, finishes Sunday afternoon, Mt Richmond Domain (Northern Sports Car Clubrooms). Approximately 450 miles. A.S.R.'s and entry forms available from Mrs B.A. Chandler, 7 Carole Cres., Pakuranga. Organised by the Northern Sports Car Club.

9TH JUNE - SATURDAY - MONSOON TRIAL:

A Mercury Trophy event organised by the Pukekohe Car Club. All entrants enquiries should be directed to P.O. Box 174, Pukekohe.


7TH/14TH JULY - HEATWAY INTERNATIONAL MOTOR RALLY:

Starts Christchurch and finishes Auckland. Various stages of entry begin closing 1st June. Supplementary Regulations available from the Secretary, H.I.M.R., P.O. Box 5142, Wellington.

13TH/17TH JANUARY 1974 - SHELL '74 INTERNATIONAL MOTOR RALLY:

An associated activity of the 10th British Commonwealth Games to be held in Christchurch from 24th January.
 Entries open 1st May. Regulations now available from
 Rallysport Promotions Ltd, 989 Colombo St., Christchurch.

Gymkhana 17th March

0 - 1100, ENGINE OVER DRIVING WHEELS				1101 & OVER, ENGINE OVER DRIVING WHEELS			
Driver	Car	Time	Place	Driver	Car	Time	Place
R. DUNCAN	Morris Mini	132.6	1	P. LEVET	Morris Mini 1220	135.8	1
A. BAGNALL	Austin Mini 998	140.0	2	B. WILLIAMS	Morris Mini 1220	136.0	2
D. GULLAND	Morris 1100	140.6	3	J. PERKINS	Renault 1108	141.7	3
C. PARKINSON	Austin Mini	140.8	4	B. BLACKLOCK	Morris 1300	145.3	4
D. OLIVER	Austin Cooper	150.9	5	1501 & OVER, ENGINE NOT OVER DRIVING WHEELS			
C. MACKENZIE	Riley Elf	164.0		W. PAINTER	Sunbeam Alpine	142.0	1 =
0 - 1500, ENGINE NOT OVER DRIVING WHEELS				B. PLATT	Holden XU1	142.0	1 =
B. KIRK-BURNARD	MG 1275	134.2	1	J. McCOMB	Holden XU1	145.0	3
C. TURNER	FIAT 1500	149.2	2	P. MEYER	Triumph 2000	148.0	4
A. JEFFRIES	Ford Anglia	152.0	3	J. FOGELBERG	Triumph 2000	148.4	5
S. McHUGH	Ford Escort 1298	153.5	4	K. BENNETT	Ford Cortina 1993	149.8	
J. RIDDELL	Vauxhall Viva	154.8	5	G. HILL	Holden Kingswood	151.5	
J. WILSON	Vauxhall Viva	157.0		B. CORK	Capri 3000	155.7	
M. McHUGH	Ford Escort	157.0		R. SENNE	Hillman	155.5	
				M. DAWSON	Cortina 1600	158.4	
				R. McLEOD	Humber 90	159.4	
				P. WARD	Chrysler AP6	160.5	
				D. O'CARROLL	Torana GTR	162.8	
				W. MINETT	Zephyr	175.5	
				R. GRICE	Escort GT	175.9	
				* FTD: R. DUNCAN, Morris Mini, 132.6.			

Beer & Burger Evening

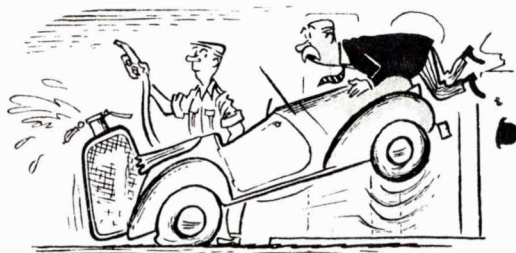
TO BE HELD AT THE CLUBROOMS,
 44 STODDARD ROAD, MT ROSKILL

SUNDAY, JUNE 3, QUEEN'S BIRTHDAY WEEKEND.



TICKETS AVAILABLE FROM THE CLUBROOMS
 LIMITED NUMBER ONLY
 BE EARLY TO AVOID MISSING OUT

WIDE RANGE OF BEER AND BURGER FILLINGS
 PRICE OF TICKETS: \$2.50



Phil's Phony Phuel Phun

otherwise known as
The Economy Run

A disappointingly small number of cars faced the starter at Panmure Motors for the first section (stage) of the 1973 Economy Trial held on the 24th of March.

This event had been plotted by Phil Jukes to give realistic miles per gallon figures by use of testing roads and average speeds that could not be maintained by coasting. The route was roughly Auckland - Pukekohe - Te Kauwhata - Meremere - Pukekohe - Auckland and used virtually every hill and gravel road which was possible to use. By the use of such roads, everyone had to drive realistically and some quite surprising results emerged.

After tanks had been sealed, cars completed the 160 mile run and were then refilled to determine their actual miles per gallon figure. At a point near the finish of the event all cars were run over a weighbridge and their weight recorded in tons and part thereof. These two figures were then multiplied and an actual ton-miles per gallon figure obtained.

This was all very well but did not take into account those naughty people who had driven too slowly so lateness at the checks was added in minutes and subtracted from the ton-miles per gallon figure as a penalty. This then gave the result which counted.

Sympathies to Robert Wylie in the MGB who recorded best ton miles per gallon but was something like 4 minutes slower than Peter Levet's Austin Maxi and so was relegated to second.

In point of fact the Maxi was fastest round the course being only one minute late overall. In third place came Bruce Blacklock in the Morris 1300 (second fastest and only two minutes late). The Economy Run turned out to be the decider for the Exide Trophy and produced the close finish shown elsewhere in the Bulletin.

The weighbridge provided food for thought.
Would you believe a Maxi weighing 3,080lbs?

No!

Well how about a Torana weighing 3,185lbs? (Heaviest of the day)

Thanks to Phil Jukes for plotting the event and to all the other members who did checks, weighed cars, and calculated results.



Thanks also to Panmure Motors for the use of their facilities.

Come on the rest of you - let's see a real big entry in the next Economy Run.

ECONOMY TRIAL RESULTS

CAR NO	ENTRANT	CAR	M.P.G.	TMPG WITH PENALTIES	PLACE
1	J. WILSON	VAUXHALL VIVA	26.43	-20.35	15th
2	R. GRICE	FORD ESCORT	25.02	18.66	6th
3	G. CAMMICK	TOYOTA	42.14	9.54	9th
4	R. SENNE	HILLMAN MINX	27.85	13.21	10th
5	R. WHITE	MINI VAN	50.8	18.36	7th
6	P. LEVET	AUSTIN MAXI	28.60	38.22	1st
7	N. KING	HILLMAN HUNTER	38.13	20.68	5th
8	P. GRIFFITHS	HILLMAN AVENGER	31.71	8.42	11th
9	R. McRAE	SUNBEAM RAPIER	29.66	0.12	13th
10	J. CARSON	HOLDEN	26.25	17.33	8th
11	R. WYLIE	M.G.B.	35.99	36.39	2nd
12	R. VISKOVICH	CORTINA	28.10	6.63	12th
13	M. BOYLE	PEUGEOT	30.50	33.93	4th
14	B. BLACKLOCK	AUSTIN 1300	34.10	34.50	3rd
15	N. SILCOCK	HOLDEN XUI	R E T I R E D		-
16	S. EMSON	FIAT 125	22.88	-4.85	14th



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.

**GRIFFITHS EQUIPMENT LTD.,
SHOWROOM
142 ALBERT STREET,
AUCKLAND.
P.O. BOX 5575
PHONE 31-104**



HILLCLIMB

APRIL 15, 1973

Photos by PETER DEAN

Phone 81-409(res)

Driver	Car	cc	Time	Place	Driver	Car	cc	Time	Place
SALOONS, 0 - 1000cc					SALOONS, 1601 - 2500cc				
A. ISBEY	Mini	998	40.678	1	G. CRAWFORD	Escort	1603	38.559	1
S. WARD	Cooper	998	42.101	2	J. POWER	Firenza	1972	40.266	2
R. WILLIS	Minor	972	45.707	3	V. McWATT	Cortina	1986	41.161	3
					R. IRVING	Mazda	1864	41.220	4
					T. BENSON	Viva	2498	42.200	5
SALOONS, 1001 - 1300cc					SALOONS, 2501cc AND OVER				
P. BATTEN	Mini	1293	39.313	1	D. BREMNER	VW Corvair	2700	35.617	1
W. PARKIN	Escort	1298	39.302	2	N. SILCOCK	Torana XU1	3038	38.422	2
P. HAUGH	Triumph	1275	40.011	3	P. WARD	Valiant	3700	41.724	3
C. HUMPHREY	Cooper	1098	40.784	4	P. SWANN	Falcon Ute	4100	42.863	4
K. SNOOK	Escort	1298	42.161	5	O. CLEMENTS	Valiant	3750	42.797	5
B. TREWHEELA	Escort	1298	42.707		J. McDONALD	Cresta	3300	44.807	
R. UTTING	Datsun	1200	44.471		SPORTS CARS				
SALOONS, 1301 - 1600cc					R. MILLEN	V6 Buggy	2994	34.387*	1
V. SMITH	Cortina	1558	39.637	1	P. BOYER	Triumph GT6	1998	39.650	2
D. McCRAE	Escort	1588	39.891	2	W. PAINTER	Alpine	1598	40.509	3
M. KING	Gallant	1598	40.728	3	RACING CARS				
* FTD. R. MILLEN, 34.387 (New Hill Record)					K. FLASHMAN	Vincent	35.050	1	
					D. CROSS	MER Special	35.491	2	



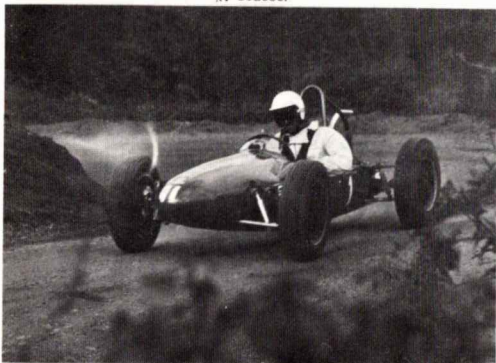
F.T.D. ROD MILLEN



N. SILCOCK



W. PARKIN



K. FLASHMAN



A. ISBEY



T. BENSON



C. HUMPHREY



P. BOYER



S. WARE



P. BATTEN



D. BREMNER



G. CRAWFORD



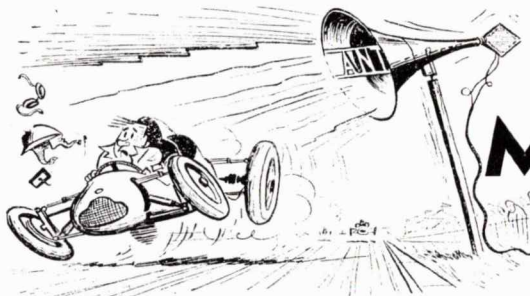
J. POWER



V. SMITH



D. McCRAE



Levin Motor Races

by Don Hadfield

The race meeting on March 17th at Levin was the final of the Castrol GTX, the second to last for Formula Ford and the third to last for the Bank of New South Wales, and with most of these Championships cut and dried, there were no real surprises in store.

On the Friday sharp at 10-01 competitors started turning up in their droves for private testing and practice, and soon a full scale session was under way and it raged fast and furious till 6-00 p.m. The effort and action that went into this session sometimes put the race day to shame, with Graham Morris rolling his Mini and Norm Smith stuffing his Hustler FF into the fence - I wonder if he was trying to "out hustle a Hunter".

Race Day looked fine and it remained so except for a short sharp shower in the morning. A tremendous amount of time, money and effort had been poured into promoting this meeting, and anyone who thinks it is easy should volunteer their services sometime, and at the end of the day when a disappointing crowd disperses to go home, I will personally lend them a length of rope, for that is how I felt at the end of this day! But I digress.

With "Hot Rod" Coppins in his Pontiac Firebird having sewn up the Championship, it remained for him and Red Dawson to dispute the two heats for Graham Baker in the PDL Mustang, although very happy with his times on Friday, was suffering from a faulty limited slip diff. and in each race was left well behind at the start. Dawson dominated both heats, and there was nothing very much Rod could do about it. Graeme Addis featuring extremely well in his Charger 770 mainly due to the lack of competitive cars in this class, and it seems laughable that a Standard Production car should be fourth though well in arrears.

One of the bad features of the day was the number of entries that entered but never arrived, quite a lot without even notifying of their scratching, the Mini 7 being extremely bad for this, and at one time having only five cars on the Circuit. This particular class of racing is not highly spectacular and if the competitors want the promoters to field races for them, they have only themselves to blame when next season they find themselves relegated to Club Circuit activities, as the promoters are all suffering from falling attendances, and it may well be the sheer boredom of watching such a race which could be one of the major factors. To be fair, some of the competition was eliminated from this event when

Reg Cook crashed John Provo's Mini during private practice on Friday, a broken rose joint was believed to be the cause.

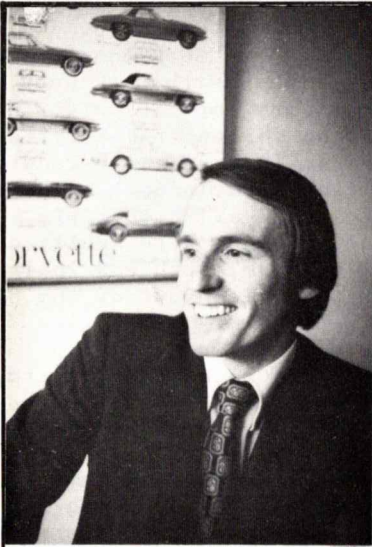
In the final rounds of the Castrol GTX Reg Cook continued his domination of the series in the first heat with Dick Cook following all the way, but unable to make any impression on Reg. It turned into a bit of a procession for the two Escorts drew well clear of the field. Bryan Innes (Pacer) and "Gladdis" (Charger) fought it out for third position with Innes taking over on the 10th lap, only to leave the track at the Hairpin with the car on fire. The Fire Control Marshals were really on the ball and buried the Pacer in a sea of foam, such was their enthusiasm, they even tore the battery post clean out of the battery. In the second heat Reg Cook with a very sad engine finished fourth, after leading the field, with Innes taking the Chequer this time, Dick Cook second and Graeme Addis third. So Cookie sewed up the Castrol GTX Championship series for the 1972/73 season.

Six cars only turned up for the Castrol GTX Saloons Gp. I and Ron Rutherford put on a smooth polished armchair display in his E49 to win from Paul Hammond in the ex-Rod Coppins E49 and Ralph Emson was third in his Torana XUI. In the second heat Rutherford again disappeared into the distance, but a grand old battle was on between Paul Hammond and Dick Cook who was doing a Reg Cook Ruapuna effort by using Reggies racing tyres and wheels on his Escort RS1600, so Hammond and Cook battled it all the way and Cook just won after Hammond went wide at the Hairpin on the 10th lap and for the final two laps Hammond tried all he knew but just couldn't catch the flying Dick Cook.

Formula Vs, a very large field of them, put on their usual cut and thrust display and Ian Hodge and George Hetterschied led the field from start to finish with John Hatton and Marx Jones third and fourth. It seems a shame that this type of racing does not inspire the public for these little cars are very difficult to drive, deceptively quick, certainly competitive and always have very full fields.

Formula Ford racing were probably the best events of the day. In the first heat McMillan led for the first two laps then Baker got through for a while with McMillan retaking the lead to win convincingly with Neville Bailey just displacing Robbie Booth. In the second round a tremendous tussle ensued with all the top drivers on each other's backs. On the 6th lap Bailey slid off the track at Cabbagetree Corner, taking Robbie Booth with him, Robbie actually flying through the air and demolishing the flag stand, both cars being damaged but fortunately not the drivers. Graham Baker won this one from Dave McMillan and an ever present Peter Hughes third.

The final race of the day was also for Formula Fords, and was called a "Black Flag Handicap Race". The Handicap consisted of a reversed grid with the slowest cars on the front row and the fastest cars at the back, they were then black away, and at the end of the 2nd lap the last car was flag flagged off and so it continued each time around till there were only two left. In theory it should have been about a 25 lap race, but with the odd one or two missing plus several of them flying off the circuit during the event it was all



Peter Hill, club member has this to say -

"Despite the fact that I only do half a dozen hillclimbs and two club circuits a year, two insurance companies wanted to charge a large extra rate or they would not fully cover me.

I went to Yorkshire-General and they gave me full cover at normal rates"

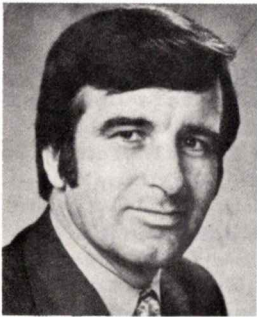
Many other top sportsmen insure with Yorkshire-General because we acknowledge that this is a modern world.

People race motor cars — motor bikes — fly aeroplanes — parachute — scuba dive — ride and jump horses.

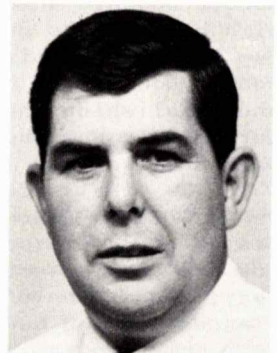
We do NOT normally exclude any of these activities, we do NOT normally increase your premiums because of them.

Why have life assurance that excludes or loads any of these activities?

Why not phone either Peter, at 34-344 (day), 24/85-298 (eve.), or Doug, at 258-878. It cost no more than a little time but could result in big savings to you.



Peter Robinson



Doug Cowper

over in 15 laps leaving Peter Hughes to win from Bryan Scobie and Dave McMillan with Lloyd Owen fourth. It was very gratifying that the bulk of the crowd - all 1800 of them - stayed to watch the event and from general discussion everyone enjoyed it immensely.

As an additional feature that day Graeme Lawrence, Baron Robertson, Garry Pedersen and hopefully, Dexter Dunlop, along with about four others who were also supposed to come, it was hoped to field some sort of a race for these cars as a bonus for the competitors and public alike. Unfortunately you can't make much of a race with three cars for Dexter never arrived for the first event, and during a special practice session of which he completed not quite one lap, Dunlop suffered a hole in the sump of the McRae, but it was great to see Graeme Lawrence back at the wheel of a single seater and we wish him luck for the future. Adding spice to the cake was Rod Millen in his V6 Buggy and try as he might the whole deal was a bit of a farce, but you can't make a cake rise without baking powder.

And so wound up $3\frac{1}{2}$ weeks of very hard work doing three and a half thousand miles and spending $4\frac{1}{2}$ Thousand Dollars, with some very hard lessons learnt. I would like to add that if the competitors expect promotion by the organisers, late entries must become a thing of the past for there is no way to promote someone you don't even know you are going to have! So, the next time you receive an entry form or for that matter you intend to race at a meeting, fill in your entry immediately and send it straight back, and who knows, your name, your car and even your Sponsor might get themselves mentioned in some paper, radio or even TV, but if you don't enter on time, nobody wants to know and at a Race Meeting where about one in three people buy a programme and don't have a pen anyway, who knows who that guy is out there who is a late entry - so to the Press, the P.A., the Organisers and the public the late entry is just a damn nuisance.

DON HADFIELD

(Methinks that Don's opinion of any driver who enters and then doesn't turn up at the meeting would be greatly unprintable! - Ed.)



SITUATION WANTED

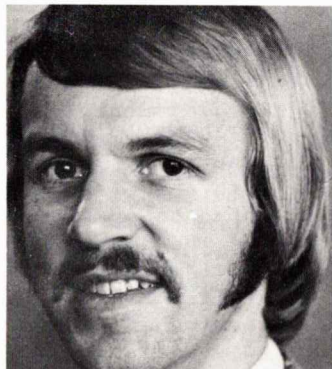
Experienced co-driver requires ride. Will share expenses. Easy nature. This very experienced navigator has been Scottish Road Rally Champion for the last two years running and usually co-drives for Willie Cowan (Andrew's brother) on special stage events. Has competed in numerous Scottish Rallies and partnered me to third place on the Snowman Rally.

CONTACT MIKE MARSHALL - PHONE 677-926.



Bulletin Closing Date 15th MAY

THE PETER GILL COLUMN



Well, now it's happened.

The farcity of accepting special production hot-up jobs for the Benson and Hedges has shown up glaringly.

Production of the Fiat 125T is to end a long way short of the two hundred required to make it eligible for the race.

But of course, it's too late. The race is over and done with long ago.

It's this sort of thing that makes me think seriously about just how closely I want to be associated with motor racing.

The rules demand a production run of 200 and that's that. If the Grand Prix Association accepts any more hot-up jobs for the race without demanding a proper legal document assuring them that the two hundred qualification will be met, then they are making some sort of fun parlour out of the rule book, and letting down the public, other competitors and manufacturers.

Either it's two hundred cars or no start. Or a completely new set of rules. But for goodness sake, people must know where they stand.

Turning now to another tack: there are some very encouraging things happening in the local motor trade at the moment under the very no-nonsense leadership of Harley Russell, President of the Auckland Branch of the Licensed Motor Vehicle Dealers Association.

At last the LMVDA has begun to stand for something. With Harley at the helm on radio shows and through a public relations campaign, people are beginning to find out that there is such an association and that it will look into any genuine complaint. The news media now finds it can get simple, open, frank answers to its questions. And Harley has gone as far as collaborating with Labour MP Dr Michael Bassett to put together a private members bill to sort out some aspects of motor retailing. The Bill's provisions call for tougher licencing requisites for dealers, an industry ombudsman to hear dealer's and customers' complaints and re-designed registration forms to show whether a car is under hire purchase when it is put up for sale.

The industry has needed a man like Harley Russell for a long time.



1973 TISCO GOLD STAR TRIAL



"Just a few drinks" we agreed. We had an early number for a change this year in the long looked forward to TISCO Gold Star Trial so we went down Friday night to the start at Hamilton and stayed at the same hotel as the officials, the Army (who did a mighty job the next day on communications), and most of the other crews who had elected to travel down the night before the event.

We were woken up the next morning at 5.30 a.m., after retiring at 2.00 a.m., had a proper breakfast and then went to TISCO (Hamilton) for the start.

A straight forward run out of Hamilton, through the odd check which was very close to our Halda setting and then into the first mapreading which, in our mapreader's opinion, was one of the best parts of the trial. The second instruction involved going back to a point behind you and the nearest useable loop included part of HOWDEN RD but you were told not to use HOWNDEN RD. On the map there was a spot height of 255 feet, written sideways to HOWDEN, in a different type size, but the 2 almost made the road look as though it was HOWNDEN RD. Well we got this check, quarter of an hour late, not by using our map index, but by the age old trick of following other cars!! Then a neat instruction to use a realigned road. Well of course you had to use the realigned road but on the next instruction coming back after using a small loop you were not told to use the realigned road and although the old bridge wasn't there any more, you still had to use the old road as per the map leading to it. Then pass Fletcher Rd which overlapped another intersection. You then had to go through a hole in the map. We fell for this two years ago in the Ebbett Motors Trial and our map was premarked "HOLE" (i.e. there was a gap in the road so you couldn't use it). Then a measurement exercise, then another more complicated alternative routes measurement. Then, with all the card complete so far, we got sucked in by being told not to use Te Rore Paterangi Road during a measurement exercise but the road on the map was actually Rd not Road. The map reading ended at Ohaupo, where the Army were relaying results to TISCO in Hamilton.

Then followed a subsection with turns on time and on mileage which included an instruction to take the line of most deviation - which meant do a U turn. We then came to Section 2 Subsection B which at the last moment we remembered had a definition applying thereto back in the A.S.R.s. This subsection cost us a lot of checks even though we did find Bob Williams' home made signs. Then into lunch at Hamilton at the same hostelry, where we had wine, if not dined, the night before. This brought back painful memories but several (3) Disprins partly cured this and we had a mighty smorgasbord

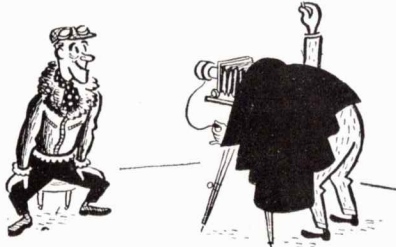


The face on the right is familiar to most MotorSport people in New Zealand. The symbol above is new, but it represents the best in MotorSport and Automotive Photography — ten years' experience — the best of equipment — full-time service — catering to the pictorial requirements of the N.Z. MotorSport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



NOW AVAILABLE:

TISCO PIX



ALSO

PUKEKOHE

BAY PARK

LEVIN

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

**JACK INWOOD
PHOTOS**

P.O. BOX 9323 AUCKLAND

PH OH 64-496

lunch. Then our driver took off like the wind, took the front wheels off the Cooper, put on the racing rubber to give us a psychological advantage for the Acceleration and Braking Test. The Honourable Mr Muldoon dropped the flag, our man spun the wheels, spun the wheels and continued spinning the wheels. However, Crumplecar made third fastest time and then let his friendly gymkhana rivals from Hamilton Car Club set about changing his wheels over again. They did this quite quickly. Very quickly, in fact - thank you Brian and Neil - in 105 seconds.

Then Section 3 subsection A which was a straight forward subsection except for instruction 23 which said Go first right after McRae St No Exit (in Morrinsville) except that those words were on two signs so we continued straight ahead and got a hand out check. Then onto the second mapreading

section on the Te Aroha map the main condition applying to the section, which had only six instructions, being to use as little as possible of all provincial highways. This involved a lot of out of the way travelling but got us two U-turn checks. We thought we were doing this all clean until we came to a check who gave us four gaps. This was funny as we had had three just out of Morrinsville. It transpired that inadvertently two checks had been told to fill in their checks on the wrong line, but it was amusing to see these gaps get filled up as we continued on our way.

Unfortunately, the major portion of this subsection was deleted.

Then a subsection of three columns of instructions with named no exit roads not existing overridden which had one trap where there was an extra no road sign put up. This gave us the only demon check in this subsection. We then arrived at Paeroa where we were mere minutes behind the lead cars, but our hopes of catching them up were dashed to nought as we had to take a half hour rest. We were treated to a free topping up of Duckhams and enjoyed the company of Wayne and Dale Painter who were in charge of the Control. Jackie Scott was also there and told us that she had heard the interim results on the radio and that Bruce Blacklock was very well placed. Unfortunately disaster was to settle on Bruce again (coming home from the Lemon & Paeroa Trial he had cracked his head - cylinder-wise that is) and he was to lose all his electrics. We knew our own Mickey Mouse electrics might play up and we took off.

This first subsection involved several overrides and a layout condition and had a lot of well placed checks, some of whom were not visited very often. This took us to Waitakaruru where we started another Backwards Benefield's subsection. Went past Mr Pix (Jack Inwood) in the dark who flashed his





camera at us and where we managed to drop yet another check, yet managed to sniff another one out, we don't know how, but it had been so long since we had the last one, we felt we had to get one somewhere. Then from Mangatawhiri to Papakura we had named no exit roads are non-existent subsection where the plotters managed to sneak in four devious instructions

two of which caught us blind. Then onto the Clubrooms via Onehunga where we spotted a funny instruction, "Go right at " Go right at nothing, very funny, but we found Peter Levet waiting for us who gave us the additional word "Tee". Then on to Eric's Pit Stop Bistro Bar where we had another meal and in our own words "a few drinks".

We thoroughly enjoyed this trial as most people we spoke to agreed that they did as well.

In closing I would like to thank all the plotters, the checks, the officials, the results worker outerers and a very big thank you to TISCO. See you all next year.

CROMBIES CREW



the muscle muffler

Cassino Rallye sports muffler

BUILT FOR SOUND. LIKE NOTHING YOU'VE EVER HEARD.

SOUNDLY BUILT, LIKE NOTHING YOU'VE EVER SEEN.

- STRONG construction for hard work — like club work!
- STRONG on looks — The Beautiful Muffler!
- Quiet when you're taking it easy — but floor the action pedal, listen to Rallye come on STRONG.
- STRONG backing on quality — full 12 month warranty.

Club members — buy direct and get 10% discount!

Heatway Entrants

SPECIAL OFFER — phone Derek Etherington NOW at 501-177 — get his special deal, the right muffler for your rally car at a VERY SPECIAL PRICE.

CASSINO COMPONENTS

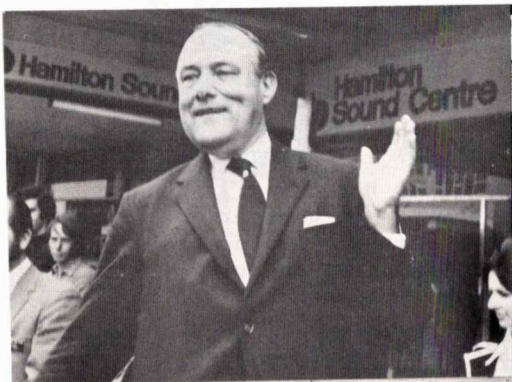
22 Morrow St., Newmarket,
Phone 501-177



1973 TISCO TRIAL



14th APRIL



TOP LEFT:
THE HON. R.D. MULDOON, DEPUTY LEADER OF THE OPPOSITION, STARTED THE CARS ON SATURDAY AFTERNOON AT HAMILTON.

MIDDLE LEFT:
MISS TISCO (LYNN MURPHY) FAREWELLING COMPETITORS AT THE AFTERNOON START.

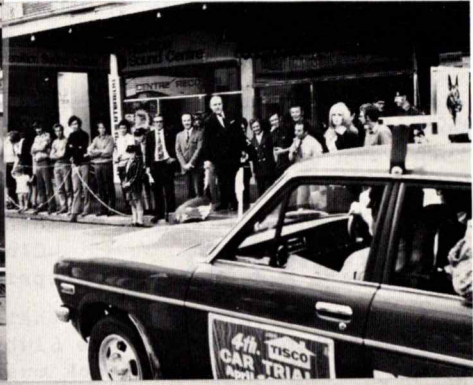
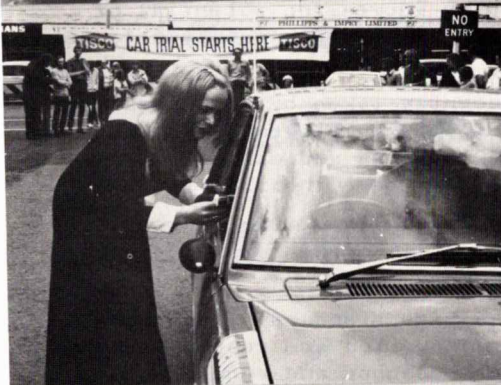
BOTTOM LEFT:
CLUB MEMBER, PETER ASHWORTH (BRISTOL 501), IN THE PIRONGIA AREA. A SPLIT FUEL TANK LATER CAUSED HIS WITHDRAWAL AND HE FAILED TO WIN THE OLDEST CAR TROPHY.

BELOW:
MR MULDOON FLAGS AWAY CLUB MEMBER IVY STEPHENSON (DATSUN 1200SSS).
MR MULDOON PICTURED BETWEEN MR MULDOON AND COMMENTATOR, DON HAUFIELD, SHOWS INTEREST IN IVY'S START.

BOTTOM:
JOHN CHORLIE, COMPLETE WITH RACING RUBBER, HEADS FOR THE AUSTIN COOPER 'S' PRIOR TO COMPETING IN THE ACCELERATION AND BRAKING TEST.



Photos by JACK INWOOD



SHOUTS & murmurs



. . . In this year's Heatway Rally Mike Marshall will be driving the car in which Roger Clark did not finish the East African Safari after building up half an hour's lead.

. . . We understand that the inevitable has happened - Roy Hanbury's Mini, following yet another roll, cannot be satisfactorily straightened and requires a new body. Any person knowing of a suitable body should contact Roy, through Mike Marshall (Phone 677-926) as soon as possible.

. . . We hear rumours of rumours that Reg Cook may be purchasing Kevin Bartlett's (Big Rev Kev of Chesterfield fame) Lola T300. If this is true it adds to an increasing potential of New Zealand owner/driver cars and we all know how adaptable Reg is as a driver.

. . . Disciplinary action was recently taken by the Executive Committee against two Club members for two separate incidents involving noise when leaving the Clubrooms and discourtesy to Club officials. The following members have incurred penalties:-

Mr P. Glamuzina - 3 months disqualification from all
Club activities

Miss R.J. Wallace - Reprimand

Members are reminded that a high standard of conduct is required when attending the Clubrooms. You are responsible for visitors. The Visitors' Book must be signed and regulations must be complied with. Any form of violation of Club Rules or discourtesy to Club officials will not be tolerated.

. . . We hear that Hannu Mikkola will be driving in this year's Heatway Rally, also in another ex Safari car, and there is a strong possibility that his co-driver will be Tony Mason who partnered Roger Clark to victory on the R.A.C. Rally. Andrew Cowan and Jim Scott, last year's winners, will also be competing.

. . . Further way-out rumours are that Club member, Wayne Jones, may be appearing in the Heatway Rally co-driving with yet another international rally driver.

. . . Barry and Marilyn Webber attended a function on behalf of the Auckland Car Club at the Museum of Transport and Technology, Western Springs, on 31st March last. The occasion was the opening of the new transport pavilion at the museum by the Governor General, Sir Denis Blundell. Included in the exhibits in the new pavilion is a stand dedicated to Bruce McLaren. This Club recently donated \$200 plus man power and technical assistance to have the stand completed. The stand will incorporate cars driven by Bruce McLaren.

Auckland Car Club



ANNUAL BALL

& TISCO PRIZEGIVING

MANDALAY BALLROOM

16th JUNE

FIRST CLASS ENTERTAINMENT

8.00pm to 1.00am

EXCELLENT BAND



BANQUET SUPPER

FLOORSHOW



Tickets on Sale from Thursday

17TH MAY

\$7.00 Single

all inclusive

Limited Number Available



. . . Robin Curtis, previously New Zealand Editor of Motoring News International, has resigned his post and will be editor of a new tabloid style magazine to appear shortly. We also hear that Donn Anderson has left for England and that Motorman will be published from Wellington. If current rumours prove to be true, there will no longer be any New Zealand motoring magazines with the folding of Autonews in the South Island.

. . . Have you had a meal in the Clubrooms recently on a Thursday or Sunday evening? The Club Pit Stop Bistro Food Bar is now operating and we assure you that all appetites can be satisfied when you visit the Club on these evenings. Sit-down meals ranging from roast dinners to fish and chips are available and members have already shown their appreciation of this additional service in the Clubrooms. In future, bring the wife and kids on Sunday evenings. From 6.30 p.m. on meals are available for all the family.

. . . We hear that the Gemco Olds Sports Car (holder of the outright lap record on the 2.2 Pukekohe Circuit before chicanes) will be featured on the Meremere Drag Strip.

. . . The Pukekohe Stage of the Heatway Rally will see the cars being released in groups of twenty at a time. The Special Stage along Highway 18 (Riverhead-Albany area) has been cancelled due to expected problems with spectators and spectator parking.

. . . We hear that Kenny Sleath, who recently accompanied Mike Marshall to England for the R.A.C. Rally, has purchased a 1275 Cooper. We are now wondering just what was learnt at Boreham.

. . . The Wool Board has developed a new stretch woollen fire proof overall fabric which will shortly be available in New Zealand.

. . . In a recent letter addressed to the N.Z.I.G.P. from Graham McRae the following information is revealed:-

"Just a rough idea of what speeds I am getting according to Hewlands gear ratio charts and my tachometer, at Levin I pull approximately 152 on the main straight while at Pukekohe and at Wigram on the main back straight I pull approximately 182, by the time I get the car straightened up when I exit Rothmans, and that is well before the track crossing, I am doing approximately 143 and pull 168 before I shut off for the right hand Champion Curve (Pukekohe).

On the engine side, Bartz offers a complete engine on carbs for \$6,000 plus a complete engine less manifolds and ignition for \$4,300 (U.S.), so the New Zealand Racing Drivers Club should look into this perhaps a little more completely and find that they can get virtually two engines for \$8,000 (N.Z.), whilst our own car's price is completely open to private treaty.

Perhaps after Brands Hatch and some more racing during this year people will not be able to knock F.5000 any longer."

. . . Plans for the introduction of a New Zealand Racing Drivers Championship for 1973/74 have been announced by Mr Ron Frost, Managing Director of the New Zealand International Grand

Prix and spokesman for the New Zealand Motor Race Promoters.

A series of at least seven rounds will be held at New Zealand circuits and each will carry substantial prize-money in excess of \$2,000 per race.

Proposals are for overall championship prizes of \$1,000, \$700, \$500, \$300; race prizes of 1st \$500, 2nd \$350, 3rd \$300, 4th \$250, 5th \$200, 6th \$100, and for the Series to commence in October. A novel proposal is that \$2 will be paid for each mile raced by each driver. The Series will be run under the M.A.N.Z. Gold Star single seater regulations which permit 5 litre and 2 litre racing cars.

The proposed launching of this Championship has been made possible by sponsorship from Black and Decker Limited. The New Zealand International Grand Prix will be assisting with a contribution of \$3,000.

1973 FINAL

Sandringham Tyre Service Gymkhana Shield Points



P. LEVET	18	A. BAGNALL	4
C. TURNER	16	B. WILLIAMS	4
B. KIRK-BURNARD	13	K. BURNETT	3
B. PLATT	12½	G. HILL	3
W. PAINTER	12½	P. BATTEN	3
J. POWER	10	J. SALE	3
R. DUNCAN	10	J. BUSCH	3
J. CROMBIE	9	J. RIDDELL	3
R. WHITE	8	J. McCOMB	3
A. JEFFRIES	8	A. GORBITZ	2
S. HAMILTON	7	K. LATROBE	2
J. PERKINS	7	R. SENNE	2
D. GULLAND	7	N. MALLARD	2
B. BLACKLOCK	6	D. JOHNSON	2
D. McCRAE	6	C. PARKINSON	2
R. LEEPER	6	S. McHUGH	2
R. STODART	5	P. MEYER	2
K. McNAMARA	5	J. SMYTH	1
M. PETCH	5	C. MACKENZIE	1
R. WYLIE	4	M. McNAMARA	1
B. TREWHEELD	4	D. OLIVER	1
M. COX	4	J. FOGELBERG	1

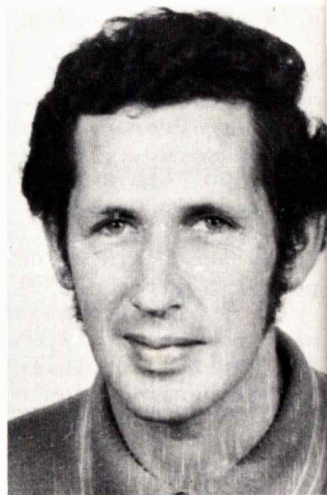
A MESSAGE FROM THE SPONSOR -

Well folks, the Sandringham Tyre Service Shield has been won again. This year by Peter Levet. Next year it could be you!

Next season we hope to have more regular events for this trophy with three events on grass surface and three on tar seal. We also hope to introduce some novel approaches, which, we hope, will make the tests a little more tougher but which will even the class sizes a little bit more. This will ensure that the small cars will have to negotiate more accurately, likewise the larger cars.

It was very pleasing to see the interest that the final rounds for this trophy drew, not only from competitor, but also spectators. It is hoped that a couple of volunteers will be organising the next season's events to improve the interest in future.

Graham Spear reports



This year's racing season is drawing to a close and there has been considerable controversy regarding classes and various car eligibility to race. This affected us here at Spear's as much, if not more so, than a lot of other owners and sponsors. We sponsored Mark Petch by doing considerable work on the Datsun SSS Number 45 and although he won the Group 3 GTX Series, he has been relegated out of the results altogether, subject of course to ratification. After we blue printed Mark Petch's motor the car went to the various circuits and had 13 wins, 11 of these wins in a row which is quite an achievement for both the motor and the driver. This car has won on Levin, Wigram, Teretonga, Timaru, Ruapuna and Pukekohe and actually finished 3rd overall in the GTX Series behind Cook and Leonard who are in Group 2 and 1 respectively.

After we prepared the motor it was inspected and sealed by a MANZ technical officer and was never touched apart from occasional oil changes during the whole racing season proving this to be one of the most reliable cars on the track.

It looks like the future class changes have caused a great deal of panic amongst the racing fraternity as these changes have affected many people and with the elimination of the big bangers from circuit racing, this leaves these vehicle owners with many thousands of dollars worth of cars laying idle.

Rumour has it that O.S.C.A. won't let the big bangers in their classes as they can't stand the competition and this rumour if it is true will completely wipe the big bangers from the circuit tracks. Other rumours floating about are that Ross Johnson and Jack Nazer depart for Australia in May of this year to purchase vehicles for the coming season and that Reg Cook is endeavouring to purchase Bartlett's Formula A car for the forthcoming season.

We at Separ's will be sponsoring a 2 litre sports car in the coming season, as this is a new class and will probably need support to make it successful. We will use one of our Lotus 1996 c.c. motors for this class and this will be in Frank Brae's car. I will go into this further at a later date.

With our other motors we will probably have a go at Drag Racing as I feel with the new track just opened, this sport will grow very quickly and probably pass circuit racing in popularity if the circuit track organisers and M.A.N.Z. continue to dramatically change the rules and classes each year.

 TYRES **DUNLOP** RETREADS

save money

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



cut out and post with \$2.00 to:
SPEARS SPEED SHOP
89-91 New North Rd. Auckland, 3.

Name _____

Address _____

exclusive to Spears!



cibiè
heuer

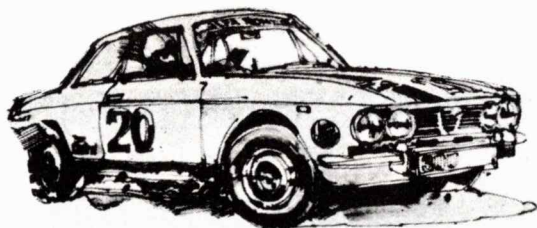


The fantastic range of Cibie auxiliary and rally lighting is now available at Spear's Speed Shop. Proven superior on the international rally scene. Included in this range is the Oscar, super Oscar, 7 inch Biode replacement unit, and a large range of fog and spot lights. Cibie lights up the world, because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

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

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

ca662



THE LEMON & PAEROA TRIAL

The Lemon & Paeroa started disastrously for us this year, as it did last year, except this year to the person, not the car. The trouble mainly was that the previous night we went to the Radio I Trial Prizegiving and had a few drinks, and a few more, and a few

Even starting at the tail end didn't give us sufficient recovery time. However, the trial was up to its usual standard of a well plotted, well checked, moderately hard trial. We started badly by spotting a trap early on, proceeded ahead looking for a check, and drove right past a manned check. That really upset us.

The first mapreading subsection was not too tricky, but being still unnerved at driving past a manned check, we went and used a named road instead of passing it. This set our standard for the day.

Eventually, about 4.00 p.m. we arrived at Waihi where we had lunch. After lunch there was a good pair of instructions which caught many. Instruction 1 read "Stay on this road to cross bridge" and Instruction 2 read "After crossing bridge, go first right". Well, needless to say, there was a road on the right just after the first bridge, but the secret was that one didn't complete Instruction 1 until one was off the bridge, and as each instruction must be completed in its entirety, and you cannot execute two instructions simultaneously, one had to cross a second bridge before going right.

Then we had a backwards subsection. I am told unofficially that these are called "Backwards Benefields" in honour of Doug who first devised them.

Then a subsection with lots of overriders which got us totally lost and a maximum late before reaching the free L. & P. break just out of Morrinsville and then onto mapreading. This subsection had only seven instructions and were all in the Manhire, No. 7, No. 4, and No. 8 roads area but with lots of U-turn checks involved, lots of replotting and good practice for the TISCO (even though we didn't know it at that time). Then followed an AA signpost only subsection that commenced the end of the trial. We dropped umpteen dozen checks overall but fortunately Bruce Blacklock's and Andrea Morley's crews both did well to finish 8th and 11th, so Auckland Car Club came out quite well up.

A good trial, ruined by a rotten hangover.

G.R. 006



STRAIGHT AHEAD



It has been very pleasing to see since my earlier stirrings that two clubs have run major trials to the new rules. I hope more follow suit.

Did you triallists also note that the Speed Committee are running hillclimbs with CONTROLS half way up the hill??

Getting back to my one and a quarter Favourite Theme (e.g. FT 1.25), I recently had to protest on one of his trials and this gentleman told me to pay no attention to local body whatknots or local body whizzos. Well this is quite okay if he puts it in the A.S.R.s in CAPITAL LETTERS. Still he made up for it by shouting me some of you know what.

In this respect the dozen brown I offered last month have gone unclaimed, (not even G.T.I.S. nee FT 125 or AUCC members have tried to obtain them) but I would still be cautious in this month's Mercury event at Controls, which said event is the University's Duckhams Daylight on the 12th. The weekend before is another of Kevin Lancaster's trials which judging by his last effort should be an enjoyable affair. (Further details in Coming Events).

Later in the month is the Ebbett Motors Trial run by the Hamilton Car Club which is always an enjoyable event, and the next weekend - the 26th May - is Matamata Car Club's open trial.

While you have still got your cheque book out and posting off entry forms don't forget the Castrol at Queens Birthday weekend, or the trial which in the last three years has been acclaimed by all as the most enjoyable, and that is the Levin Gold Star Trial at the end of June. And for good measure, there are the South Island events in between.

For this month's serious in-depth comment (You've got to be joking - Ed.) I have been worried about Rules 19/4 and 19/5 which, if applied absolutely, could make all trials solely speed judging trials with no navigational expertise required. I hope the day never comes.

For any of you hoping to go in the Castrol Gold Star Trial, I have just received an announcement and A.S.R.'s and these are readily available if you want one but I read in Canterbury's Bulletin that "This trial starts April 2nd in the evening and ends Sunday June 3rd". With this sort of event, who needs Heatways??

GR 006

What's the rally driver got that you haven't got?

HALDA SPEEDPILOT

is prized by beginner and advanced rallyist alike for simplified control of time, distance and speed.

HALDA TWINMASTER

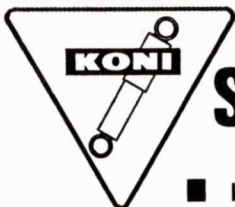
guarantees 99.6% accuracy on dual mechanical counters with instant reset features.

HALDA TRIPMASTER

(not shown) single mechanical counter featuring accuracy and reset as Twinmaster.



WRITE FOR
FREE HALDA
BROCHURE



Special 'D'

SHOCK ABSORBERS

■ RACE AND RALLY PROVEN

■ IMPROVED HANDLING ■ ADJUSTABLE

7 inch Headlamp Replacement Unit (170mm)

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



BUY

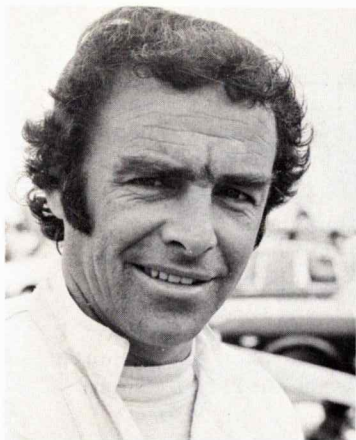
CARELLO

ALL AVAILABLE FROM

N.Z. TRANSPORT SUPPLIES LTD.

Olympic Pool Building, Newmarket. Phone 545-078

P.O. BOX 9145, NEWMARKET.



Dennis Marwood Comments

April is the month following most Companies "end of trading" for the year - 31st March is here and we have been able to up our turnover by 25% over the previous year. Along with most trading companies though, we are find that with wages rising, manufacturing raw materials rising, imports rising, transport costs, etc. rising, that it is very doubtful that our profits are rising. However, it is fun trying and much more interesting importing from other countries, designing new products etc. than milking the old herd of Jerseys twice a day. Now I have to learn a new trade - selling Datsuns. I am sure there will be no trouble in finding owners for lots of new Datsuns, but the trade-ins and used cars will not be so easy. The new Dealership is taking shape, with carpenters, painters, plumbers, electricians all working at the time of writing so that we can open the doors of Dennis Marwood Motors Limited on the 7th May, about the time you will be receiving your Bulletin.

.... It looks as though our F.I.A. Group II type car is being phased out after next season but I personally have reservations about the wisdom of the move. Replacing it with Australian Group 'C' specification cars, which are F.I.A. Group I with slight mods. allowed, is going to make racing cheaper (for the New Zealand Championship that is) but for how long? In Australia this season just commenced, their Australian Touring Car Championship is for this type of car. The regulations allow the replacement of the carburettor with any other make or type but the original intake manifold must remain. They (the Aussies) are replacing the Strombergs on the Toranas with Webers and Dellortos-Lynx have made an adapter to enable this. The Chargers of course already have Webers but some top runners are fitting the new 48mm DHLA Dellortos with success. We have just landed some of these 48 DHLA carbs which are ideal for a 2 litre 4 cylinder or 4 litre six, or even a V8 on a cross over inlet.

.... We at Performance Developments Limited have just had a visit from the General Manager of Lynx Engineering of Sydney - he is married to a Kiwi girl so he is a frequent visitor to Auckland - they have just opened a new tyre and wheel mart. similar to Bob Janes' 'T' Marts. in Parramatta Road, selling Shelby wheels and tyres. They are involved also in the new P76 which Leyland are releasing soon in Australia. The new V8 Alloy engine is balanced by Lynx but not in the usual way. They are delivered to Lynx as a complete engine assembly, hooked up to a drive shaft, and rotated by a 327 Chev through an auto trans and balanced. The new V8 Leyland engine should have

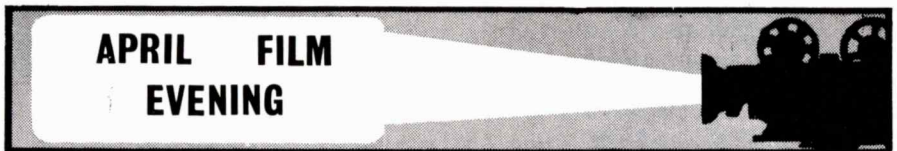
a lot of potential for tuning with its light weight. Lynx Engineering are now the Australian Agents for Dellorto carburettors, as well as Berkeley Jet-Drives and TRW performance replacement parts, three agencies which we hold for New Zealand.

.... Talking jet-drives, we have imported one of Berkeley's mini jets, and are fitting it to a Fyran aluminium dinghy (9ft 6ins) and powering it with a 2 stroke twin Hirth engine of 32 h.p. by courtesy of Richard Brocklehurst of D.I.S. Industries. The jet only weighs 24lbs and is suitable for Kart type engines up to 40 h.p. Should be a lot of fun as the whole set up will only weigh a bit over 200lbs, and should do around 28 to 30 mph. We are importing some more of these units which only retail for \$160.00.

.... Hot Rodding in New Zealand has reached maturity with the opening of the Champion Dragway at Meremere on Easter Monday. This is the first pure drag strip in New Zealand and although we are at least 25 years behind America in this respect, we have shown them up in Can Am and F5000 racing over recent years, so don't be too despondent that we are so far behind in dragging. The Pukekohe Hot Rod Club are to be congratulated for their work in organising this strip. It is well worth while a trip down to see the events. They hope to run a monthly meet all year round with extra two day meets during the summer and long weekends.

.... Rally time is nearly with us again and everyone is again talking of the Heatway. I was considering running a car myself, but with the opening of the Datsun Dealership so close, very little time has been left for the Rally. Instead I will probably take the Performance Developments Escort Van round with all our goodies like SPAX shocks, overalls, Dellorto jets on board. More than ever this year I think the Rally will be won by the team who keep their cool and finish in one piece.

DENNIS MARWOOD



At our April Club night and Film Evening Graham Spear arranged the New Zealand premier of two excellent films - The 1972 Hardie Ferodo 500 and a portrayal of Clay Regazzoni - the Formula 1 driver. We had hoped to have Mike Marshall's Works Escort on display but unfortunately shipping delays meant that it was still four days from New Zealand. However, Mike's car will be on display at the next film evening on the 17th May.

Murray Thompson, Rally Director of the Heatway, gave members an interesting insight into the 1973 Heatway including where it is going and what Works entries will be competing.



FORD RALLY PARTS

JOHN W. ANDREW HAVE THE LARGEST STOCK AND THE LATEST INFORMATION

After a month working at Boreham, preparing Mike Marshall's car for the R.A.C. Rally, Ray Stone has all the latest information on Ford rally parts. This information is available to Heatway Rally entrants **only** from the Superford Division of John W. Andrew. Write or call Ray Stone, Chris Moon or Murray O'Donnell at John W. Andrew, Box 8520, Auckland or 'phone 364-280.

EX STOCK

1. Limited slip diff. units.
2. Selection of rear axle ratios.
3. Bullit gear boxes and ratios.
4. Special twin cam and BDA engine mountings.
5. Special gearbox mountings.
6. Special drive shafts.
7. Genuine twin cam rear axle control links.
8. Complete twin cam front suspension units with a full range of strut settings and spring rates.
9. BDA engines.
10. 130 bhp or 160 bhp clutch assemblies.
11. Special exhaust manifolds made to

order plus high capacity oil pumps, BDA sumps, high ratio rack and pinion steering, competition rear shock absorbers, disc brake conversions, etc.

ALSO AVAILABLE

1. Body shells.
2. Rocket gear boxes and ratios.
3. Atlas rear axles.
4. Internal roll cages to FIA specs.
5. Twin plate sintered clutches.
6. Alloy blocks.
7. 1800cc and 2000cc pistons.
8. Steel crankshafts and rods.
9. Pedal boxes for adjustable dual-line brakes.
10. Dry sump pumps.

Only John W. Andrew offer Superford Service



John W. Andrew

SUPERFORD

John W. Andrew & Sons Ltd. LMVD. P.O. Box 8520 Auckland, Phone 364-280

Rallying in Britain

by Mike Marshall

After several weeks of negotiating with Ford Advanced Vehicles Operation I finally picked up my Escort RS 1600 only three days before the Dukeries Rally and it was hardly ready to "go". The braking bias was mainly to the front and the whole car was in need of a good tidy up. It had been used by A.V.O. as a development vehicle for production rally equipment and had also been lent to the Press for road tests, and in the process had suffered in the bodywork. It had only been used in three rallies by Roger Clarke, Mike Hibbert and Stuart McCrudden respectively and had not finished any of these events.

After collecting the car I gave it a good clean up and took it to Boreham to try it around the test rally circuit. It seemed to have about as much power as my Hitachi Escort, the Bilstein suspension soaking up the bumps with ease, but displaying strong understeering traits on the tarseal. In fact handling



on seal was in no way as good as my previous car. The specification of the car was as follows - 1800 c.c. Iron block steel crank and rods, Mahle pistons, Weslake head, BD 3 Rally cams, 45 Dellorto carbs, Rocket gearbox, Atlan axle, World Cup cross-member, Tech Del mag sumpguard, Contour seats, Minilite wheels, Outboard rear shock absorber

turrets. The engine was built by Weslake and reputedly gave 165 B.H.P. on Lucas Opus ignition which was electronically limited to 7200 R.P.M. which with the 5.14 to 1 gave a top speed of only 98 m.p.h. which was somewhat of a handicap on the faster stages, but gave impressive acceleration. The fully developed Escorts run to about 125 m.p.h. using a 5.14 diff and 9000 R.P.M. My engine was later rebuilt and further modified to full specs. and gave only 5 B.H.P. less than the 1800 c.c. Boreham "Works" engines, with better low down torque, a feature which pleased both Ray Stone and myself.

After the shakedown on Borehams Circuit I made some adjustments to the braking ratio and set off to Nottingham for the Dukeries Rally with Peter Bruin who was to be my service "crew" and met my co-driver Dave Henderson at scrutineering. I was seeded number 31 and about 2 miles from the start our

first problem struck. The accelerator was sticking on full throttle! Fortunately a long touring section to the first stage gave us time to remedy the problem but we were both a bit uneasy on the first stage in case it re-occurred. In England, because of the nature of most of the stages, no route instructions are given for the stages, you simply follow the arrows. My first problem was to be slowing down enough following sighting the arrows, to take the corner, and we shot past two intersections on this first stage, dropping 1 minute to Roger Clarke in the process. However we made amends on the second stage by taking fastest time from Hibbert, Sclater and Clarke. Some of the stages in this event did not suit the Escorts low top speed and we dropped a lot of time on an eighteen mile stage consisting of five laps of an airfield. The track used on this airfield was in places 80 to 100 feet wide, and you could indulge in some 90 m.p.h. sideways slides. It was during one of these slides that we hit a bad join where one of the concrete slabs had sunk and stripped two wheel nuts on one rear wheel. It is worth noting that the Minilite wheel did not suffer in any way.

At half way we were pleased to find we were in sixth place and had been fastest on two stages. The second half of the event went very well for us and we estimate that by the second to last stage we were up in fourth place behind Clarke, Hibbert, and Sclater when we overshot an intersection and stalled with the engine refusing to restart.

The delay dropped us to 7th and a protest scrubbed one of our better stages relegating us further down to 8th. The £10 prizemoney was enough to cover the petrol costs for the day and we were quite happy to finish 8th out of 180 starters.

(Next month the Border Rally and R.A.C.)

MIKE MARSHALL

AUCKLAND CAR CLUB

Pit Stop Bistro Bar

Open Thursdays from 7-30 p.m.
Sundays 6—9-30 p.m.



**Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.**

Children Welcome Sundays

N. H. RAMBLINGS

Norm Harvey,
Motoring Correspondent,
Sunday Herald



The announcement made by M.A.N.Z. recently giving details of the Black & Decker Gold Star Championship has been received with much relief by all those who are keen followers of motor racing.

Single seater racing has always been the premier class of motor sport and after some ten years it appears that this class is about to come in from the cold. With a total purse of \$17,000, the drivers of the 5 and 2 litre cars now have some money to race for. If only half the rumours regarding drivers moving up to big single seaters are true then the coming Gold Star series will be something to bring spectators to the circuits.

During this past season Formula Ford has provided the best competition of any class, due to the equal performance of both cars and drivers. Dave McMillan for whom I undertook some public relation work certainly had to drive for his win in the series.

At present Dave is instructing at Fred Opert's Race Drivers' School not far from New York. He will be contesting the U.S. Formula Super Vee Championship also this season. Super Vee it seems is growing quickly in the States, the championship races being run in conjunction with Can Am and L & M F5000 events. Prize money I understand runs at about \$10,000 per race.

One of the familiar faces at most of the motor race meetings up this way, Mike Stewart of Duckhams, leaves New Zealand shortly to take up a position in Duckhams Head Office back in the U.K. During his stay Mike has done much to promote his Company's excellent products in this country. To Mike and Janet all the very best on your return to England.

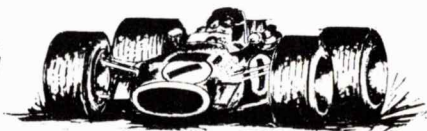
On Saturday, 14th April, my wife, Jo, and I took advantage of the Club's new cooking facilities. What with the competitors in the TISCO Trial arriving as well, the kitchen staff did a great job. Thank you Eric Mallard & Associates.

April 29th promises to be an interesting day, giving spectators the chance to see O.S.C.A. cars at Pukekohe for the first time. I hope to comment further on this class in my next offering.

NORM HARVEY

 TYRES **DUNLOP** RETREADS

TRACKSIDE



. . . The brand new Alan McCall designed Tecno Formula 1 car recently took its first tentative test laps in the wet at Misano Adriatico in the hands of Chris Amon, and this was soon followed by the news that McCall was having nothing more to do with the Italian team and returning immediately to England.

It appears that this split is the result of mounting tension and aggravation between Pederzani and McCall and Eddie Weiss, who were both recruited before Christmas to go to Bologna and work on the new Grand Prix car.

McCall said "It's been developing over some time; we've put in one hell of a lot of effort over this car. I was originally hired to design a Formula 1 car for Tecno and I ended up virtually building the thing with Eddie Weiss; I reckon they got a pretty good and cheap deal for that chassis".

It appears that the Italian way of doing things in the racing car world was directly opposed to McCall's methods and the way in which they had to make their moulds for the body panels particularly aggravated the New Zealander. "Just every scratch showed on the surface of the fibreglass when it was moulded; and, believe me, Italian fibreglass is really bad news".

Before testing at Misano Adriatico the rolling chassis with oil and water weighed in at 12 kilos under the minimum weight limit and Amon expressed himself delighted with the flat-12 motor which he feels has more than adequate power. Apparently Martini & Rossi allowed snooping Italian journalists in to take photographs of the new car at Misano, but none are yet available outside Italy.

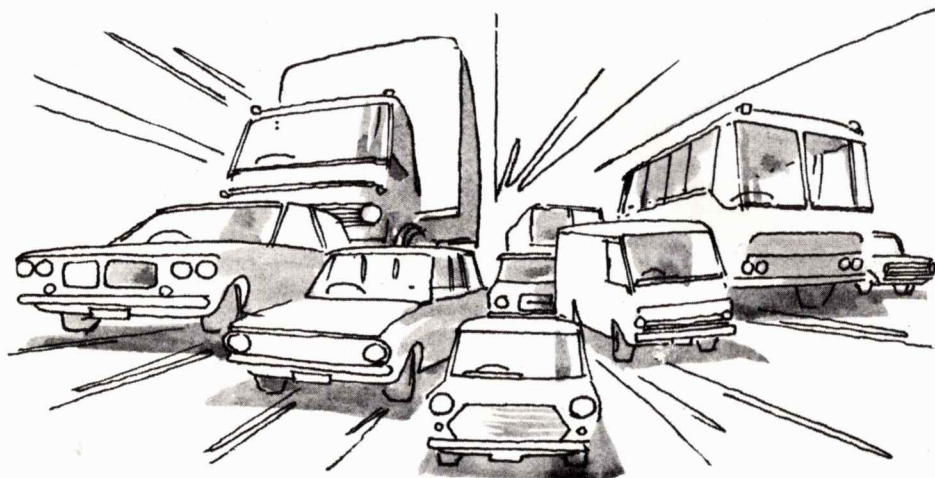
But the saga continues with the arrival, allegedly, of the first Gordon Fowler designed, John Thompson built chassis in Italy. In McCall's opinion it's unlikely that the English built car will ever run and he reckons "his" chassis could be race-ready for Silverstone mid April. Time alone will tell. Will the real Martini Rossi Tecno F1 car stand up please?

. . . Former World Champion Graham Hill is one of the first entries to be announced for the Avon Motor Tour of Britain in July. Hill, who hasn't taken part in a rally since 1967, will drive a Datsun Bluebird 180B SSS in the £1,059-£1,500 class as part of a three car team entered by Datsun (Baker Street) Ltd. Managing Director of Datsun Baker Street is David Joliffe, who actually worked as a mechanic for Hill some ten years ago.

Hill thinks the event, which includes special stages at Llandow, Oulton Park, Silverstone, Snetterton and Brands Hatch, will give racing drivers a good chance of doing well. Says Hill: "The majority of the event will be run on racing circuits and I won't have to do any of that dangerous driving in the forests at the dead of night!"

Haere Tonu mai **R**OMINION *ental cars*

CARS VANS MINI BUSES TRUCKS



AVAILABLE 24 HOURS A DAY 7 DAYS A WEEK

AUCKLAND: 73 Beach Road, Phone 364-044

SOUTH AUCKLAND: Bairds Road, Otara, Phone Pop 48-194

TAURANGA: 140 Cameron Road, Phone 89-083

TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLLENHEIM: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

DUNEDIN: 144 Great King Street, Phone 77-719.



Haere Tonu mai
ROMINION
ental cars

Dominion Rental Cars
P.O. Box 23-242, Auckland
Branches throughout New Zealand



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.

Allan Paul	Otahuhu	Ford Escort
Urlich Madsen	Whenuapai	Escort
Rodney Byrn	Papatoetoe	Datsun
Phillip Lepou	Mangere East	
Alec Isbey	Herne Bay	Mini Cooper
Mark Parsons	Mt Albert	
Robert Grayson	Papakura	Zephyr Mark III
Mr & Mrs John Appleby	Papatoetoe	Prefect 107E
Anthony Bradley	Mt Eden	Mini
Bruce Sergent	New Lynn	Escort
David O'Carroll	Herne Bay	Holden Torana GTR
Trevor Tamatea	Glendene	Cortina GT
William Adams	Mt Wellington	Hillman Avenger
Ronald Clark	Mt Roskill	Zephyr
Gray Paterson	Kohimarama	
Rupert Gardiner	Papatoetoe	Cortina
Robin Bennett	Kaukapakapa	Hillman Avenger
Graeme Bennett	New Lynn	Vauxhall Viva
Miss Shona Kirk	Glen Innes	Consul 315
Miss Heather Kirk	Glen Innes	Consul 315
Clive Gott	Mt Albert	Austin 1800
Richard Armstrong	Cambridge	Vauxhall
Desmond Eggelton	Papatoetoe	Hillman Avenger
John Good	Papakura	Pontiac
Anthony Gould	Papatoetoe	
Edward Willoughby	Papatoetoe	
Mrs Elvie Williams	Otahuhu	Chrysler Charger
Kenneth Pospisil	Devonport	Ford
Barry Plummer	Remuera	Hillman
Terence McDowell	Onehunga	Fiat 125T
Brent Bellamy	Remuera	Triumph 2000
Chris Havord	Avondale	Ford Prefect
John Ure	Mangere	Mini
Garry Sutton	Pakuranga	Torana GTR
Miss Beverley Belcher	Epsom	Ford Escort
Bruce Andrews	Pt Chevalier	
Kenneth Cheetham	Royal Oak	Ford Falcon
Geoff Glover	Royal Oak	Ford Cortina
Warren Strand	Howick	Morris 1300
Michael King	Glen Innes	Galant
Stewart Garmey	Mangere Central	Austin A40
Jonathan Seal	Kohimarama	Morris Cooper
Barry Redway	Newmarket	Commer Van
Noel Ronberg	Mt Roskill	Standard 10
Murray Skudder	Takapuna	Cresta
Ronald Lansdowne	Devonport	Vauxhall

Trials Trophy Points

Final for 1972 - 1973

B. BLACKLOCK	152	B. TREVOR	8
J. CROMBIE	106	M. BOYLE	7
A. MORLEY	65	J. SAMPSON	7
R. WYLIE	64	K. LA TROBE	7
M. McNEIL	63	A. JEFFERIES	7
P. LEVET	57½	M. BERICH	6
W. MARTIN	54	P. ROBINSON	6
H. GILES	46	J. JONES	6
D. McCRAE	44	N. KING	6
J. KILLMARTIN	42	S. HOLMES	5
C. SHANKS	35	G. MORLEY	5
B. NICHOLL	29	R. STODART	4½
S. PEARCE	23	B. KIRK-BURNAND	4½
P. JUKES	20	G. CRAWFORD	4
R. WILSON	16	N. MALLARD	4
S. MATHIESON	15	D. GULLAND	4
P. BURTON	14	R. WHITE	4
W. PAINTER	14	N. SILCOCK	3
P. CHAPMAN	14	R. SKEEN	3
I. STEPHENSON	14	I. STAPLEY	3
R. GRICE	14	J. CARSON	3
P. ASHWORTH	14	D. CHILDS	2
S. HAMILTON	12	A. JACK	2
G. VAN ROMPAEY	12	M. WIGHTMAN	2
J. WENTWORTH	12	G. HOWARD	2
P. MEGGISON	10	W. PARKIN	2
R. HALLS	10	W. CLARK	2
H. ROBERTS	9	C. TURNER	2
G. YOUNG	9	D. BONE	2
L. ABBOTT	9	C. CAMMICK	2
H. RUSSELL	8	R. SENNE	1
J. BUSCH	8	B. HAMILTON	½



TYRES

DUNLOP

RETREADS

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

FARRAND RD.
BOX 53 KUMEU.

PH. WEI. 8500
(AK. Exchange)

Prices	}	4 cylinder	\$ 22	For complete job, comprising crank, flywheel, clutch, rods and pistons. Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.
		6 cylinder	\$ 24	
		V6 & V8 Car Type D Shafts	\$ 37 \$ 13	

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

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



EUROPEAN RALLY SCENE

From an eighty strong field, two factory Alpines ran out clear leaders of Portugal's TAP Rally which finished at Estoril. Outright winners were Jean-Luc Therier and Jacques Jaubert ahead of their team mates Jean-Pierre Nicolas and Michel Vial.

In just seven years, the TAP Rally has developed from a recreational contest for members of the sports club of Portugal's airline to a full scale international rally with its own style and character. Its progress reaches the pinnacle this year with selection as a qualifying event in the World Championship for Makes.

The TAP got under way with various starting points leading to the converging point Coimbra in central Portugal. The majority chose Lisbon to start, the others starting from Copenhagen, Paris, Porto, London and Madrid. After the run down to Coimbra came a common run to a night stop at Ofir in the north. There was one special stage in the common run which served as a seeding test, to determine the order of restart from Ofir.

There were four stages in the leg from Ofir to Lisbon and another overnight halt. The next leg with twelve stages and tight road sections was the first of the difficult ones and was followed by a morning break at Viana do Castelo in the north. The final leg ran to Estoril and included fifteen stages and more tight road sections.

The Dieppe team of Alpines had very few problems and had Darniche not collected two rear wheel punctures on the same stage, they might have had a repeat of the Monte Carlo 1-2-3. With only five stages to go, the battering of rim against bed rock took its toll on suspension and eventually the car had to pull out. A petrol pump failed on Nicolas' car which was quickly changed.

Fiat had sent three of its 1.8 litre 124 Spiders and there were also three of the smaller 1.6 litre cars entered by the local distributors. The Fiats were not as fast as the Alpines, and at half way, the works cars were running as a group behind the Alpines and a BMW. The majority of retirements occurred in the final leg. Paganelli had his cylinder head gasket blow and the thick smoke from the exhaust pipe led to reports that he was so tenacious that he was continuing despite catching fire. Eventually the failure forced the Italian to retire, and they were soon followed by Pinto who had suspension problems and a wheel break. The third works Fiat disappeared when Waldegard went off the road and rolled down a mountain side to become totally wrecked in the undergrowth. But the Swedes emerged unharmed and climbed back to the road.

Warmbold had the only works BMW, a 16 valve 2002 Ti and this was the only other car to mix it with the Alpines. He had moved up to second place and was challenging for the lead when

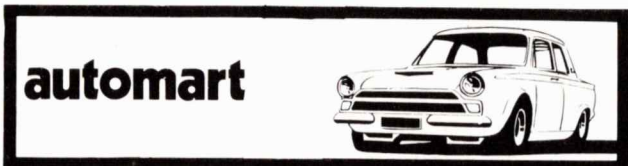
the car's steering lost its precision and he found it impossible to prevent wander. Then the front wheel clipped a tree stump which bent the steering arm and the BMW retired.

Andersson again had the Toyota Celica and although still underpowered, he was putting up reasonable times. On one of the tight road sections, Andersson rounded a right hander a bit too fast and had the car go sideways with the back end hanging over the verge. Half way round the corner, the verge gave way to a solid wall, and as the car rammed the wall it instantly became banana shaped and rolled.

Although Romaozinho's Citroen was by no means the fastest of the locally entered cars, it was intelligently driven. When the works cars retired almost en masse on the last night, the big French car moved up behind the Alpines.

- 1st J-L. Therier/J. Jaubert (Alpine Renault)
- 2nd J-P. Nicolas/M. Vial (Alpine Renault)
- 3rd F. Romaozinho/J. Bernardo (Citroen DS)

TULIPEN



AUSTIN A40 FARINA - Fully modified 1600 c.c. crossflow Ford motor. Lotus clutch, MK I Cortina gearbox, Mark II Cortina Diff, widened Lotus rims, Dunlop racing tyres. Modified front suspension with Humber 90 discs and Armstrong adjustable shocks. Conforms to O.S.C.A. Regulations. Complete with trailer and several spares. \$1,650 complete or \$850 less motor and trailer.

PHONE : 82-483

.....

MK I CORTINA GEARBOX SPARES - Brand new 1st and 2nd gears and synchro hub. Second hand 1st and 2nd gears and complete set gearbox casings and column change selectors. Offers.

PHONE : 82-483

.....

Complete set of Veglia Borletti electric gauges, oil, amps, temperature, plus electric tachometer. All with dashboard attachments and fittings.

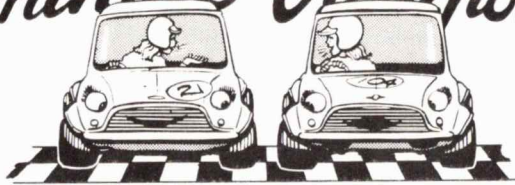
Also one set (25) chrome wheel nuts

2 stainless steel head-lamp covers

Contact G.H. Paterson - Phone 589-095 (Evenings)

.....

Feminine Viewpoint



Race of Champions, March 18th, the first Formula 1 meeting in England and to me one of the first signs of Spring. On Saturday, practice day, the weather lived up to my expectations by being warm and sunny. We left home (Walton-on-Thames) at about 8.15 a.m., with Denny and Greeta Hulme, plus their two children, Martin aged 6 and Adele aged 2. I had my daughter Julia aged 10 with me, so as you can imagine we were somewhat cramped in the car, but that's what family outings are all about, isn't it??

After a peaceful journey of about one hour we arrived at Brands Hatch. Phil and Denny did their usual disappearing act with a brief see you later, which, translated, means roughly about lunch time. Now, Greeta and I had to think, what to do with three kids until lunch. First, let's have some breakfast which, being well organised girls, we omitted to do before leaving home. That proved to be a good idea as it took up 45

minutes and by that time practice had begun. Not being allowed into the Pits with the children, Greeta and I joined the merry throng along the fence. Well, it was the most hectic practice I have attended for some time. I think we may have seen 15 minutes of the actual practice, the rest of the time was spent chasing Adele in and out of people's legs, retrieving Julia and Martin from a T.V. gantry which they had decided would be fun to climb, trotting off to find the 'loo', and in the end taking three grubby children for a good scrub-up.



Needless to say we gave up watching practice and retired to the comfort of the Yardley caravan where lunch was being laid out. Lunch at Yardleys is always very good and we can sit outside and enjoy a glass of wine as well as good food and sun-

shine. The children of course always enjoy themselves eating and drinking Cokes. This for us was a much better idea and far less strenuous!! Practice finished at 1 o'clock and the men returned with Denny somewhat down in the dumps as he had been stuck out in the country for about one hour due to a broken rotor arm in the distributor. Still he managed to get 9th place on the grid but not the 100 bottles of champagne which is given to the driver who has the fastest practice time; this being won by Beltoise in a B.R.M.

Lunch over and all the chit-chat finished, we decided the children had had their day's fun and bundled everyone into the car. "Let's Go", shouts Denny and we are off. Half way home I was about to become the most unpopular person of the day as I had suddenly realised I had left my handbag in the Yardley caravan at the track. My heart sank, my courage left me and I said nothing, I just crossed my fingers and hoped it would still be there the next day.

Sunday, Race Day, and even before the race day began we were all suffering. The clocks had been put forward so we were all up one hour earlier than usual, that meant it was 6 a.m., although the clocks said 7 a.m. For Greeta and myself this was to be our day, we left the children in the capable hands of my mother and took off - literally - from Fair Oaks Airfield in a four seater Cessna 172. This is certainly the way to travel, only 20 minutes and almost door to door; in fact the plane lands in a car park on the circuit - what could be more convenient! It was rather early in the day but already the crowds were gathering even though the weather had turned much colder. Greeta and I, looking for somewhere warm went along to the Dog House Club room where we met Bette Hill who is the Club President, and incidentally Greeta is Vice Chairwoman. I am just a plain member being a comparatively new girl! We spent the rest of the morning wandering around the paddock rubbing shoulders and bumping into well known celebrities from other forms of sport such as Henry Cooper, Ivan Mauger, Chay Blyth, Clement Freud, David Duckham, Reg Harris, Richard Meade, to name just a few. They were racing drivers for the day and entering the Evening News Champion Consul Race, in aid of SPARKS, the sportsmen's charity which aids research into crippling diseases. It was only a 10 lap race around the short circuit but it was great fun with more cars spinning off, going backward or cutting corners, than keeping in a straight line. The winner was Chay Blyth and for this he won £500. I think they should have a similar race for the wives of the drivers and their managers - I rather fancy the idea of winning £500.

As the day went on it seemed to be getting colder and colder so we retired to the warmth of the Yardley caravan where we enjoyed a cup of laced coffee and wow, does it warm you up. Oh, I omitted to mention that I found my handbag just where I had left it which was just as well as my fingers were going numb from being crossed so long!!!

Two o'clock, time to trot off to the Pits as the race was about to begin. We donned our ear muffs which made us look rather like ground aircraft controllers, but they really do keep out the roar as the cars take off. The start was not too

good as Jody, our number two driver almost stopped on the grid with clutch problems but finally took off in last position. He did very well though and worked his way up to third place before spinning off 18 laps from the finish. Denny was going like a bomb and Greeta was overjoyed. He was in the lead with only two laps to go. We thought he was home and dry but he began to slow down, his clutch had gone. What a disappointment but he did manage to scrape into second place. Well, you can't win 'em all.

SANDY KERR

THE MOSS MCKENZIE MOTORS TRIAL



This trial, organised by the Mount Maunganui Car Club, has had good reports in the past and in an endeavour, which proved highly unsuccessful, to get some experience, we packed our bags and took off for the Mount. We arrived five minutes before our start time but the organisers, recognising instant panic in our minds, gave us a new time out.

We set off to reach Te Puke where we started the map reading. This map reading almost exceeded Brian Green's map reading exercise for sheer enjoyment. They even have a road down there named on the map as "No Road".

J. FENTON & CO. LTD

492 GREAT SOUTH ROAD, OTAHUHU

Ph. Oh 67-202

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

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

After the map reading we first got check "Car" but as only two others got this check and there were numerous protests, weight of numbers won and it was deleted. (Weight of money!!) Then came a course through Maketu and on towards Te Puke which led us through a demon intersection which had five roads, not four, so guess who dropped a check. In fact it looked like a come on check parked just beyond in the form of Ray Spece but on this occasion if you fell for the come on you didn't get penalised - very twisted - and then Ray had the audacity to hand you an additional instruction which said "Proceed ahead to pass through the township of Te Puke". Just how dumb does he think we are?? Yes, we nearly fell for it like some did. And so on to lunch at the Mount with my clock showing a time of 4.30 p.m.

After lunch we went north (around Bethlehem) in one of the best plotted sections I have experienced lately. Take "Roads signposted as No Exit are deemed to be no exit". So this didn't mean anything even if it did catch a number of people.

At the end of the trial the Mount Maunganui Car Club were running their annual social, which we attended, and had several servings of the great NOSH-UP and finally took off for home.

A long tiring day, but well worth it for experience and for sheer enjoyment.

G.R. 006



HALLIDAY RACING DEVELOPMENTS

14 KITCHENER RD, SANDRINGHAM
PHONE 864-743

RACE EXHAUST SYSTEMS

EXCHANGE RACE & ROAD CAMS

SUSPENSION MODIFICATIONS

ALL ENGINE MACHINING

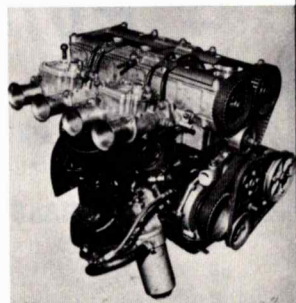
FULL HEAD MODIFICATIONS

— ANY STAGE

CYLINDER REBORING — \$3 PER BORE

EXCHANGE MODIFIED CORTINA ENGINES

B.D.A. & LOTUS SPECIALISTS



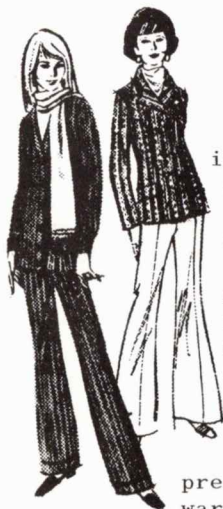
Exide Points are awarded on the following basis — **Trials:** 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. **All Other Events:** 5, 4, 3, 2, 1 for each class.

FINAL 1972-73

EXIDE TROPHY

P. Levet	75½	R. Stodart	8½	C. Parkinson	4
B. Blacklock	73	R. Edgell	8	N. Silcock	3
D. McCrae	38	H. Russell	8	G. McShane	3
R. Wylie	32	P. Mahoney	8	K. Burnett	3
W. Painter	29½	W. Martin	8	T. Mayes	3
R. Millen	26	R. Campbell	8	V. Skeen	3
T. Thompson	26	D. Childs	8	N. Robertson	3
J. Kilmartin	26	P. Adams	8	K. Hargraves	3
D. Cross	21	S. Emson	8	R. Buisson	3
G. Crawford	20	S. Ward	8	J. Kirker	3
P. Jukes	20	G. Cann	8	A. Sheffield	3
V. Smith	19	G. Sutherland	8	A. Keucke	3
M. Cox	19	B. Trevor	8	F. Gilbert	3
C. Shanks	19	J. Samson	7	R. Lister	3
S. Millen	19	J. Boswell	7	J. Goodwin	3
M. Soames	17	G. Addis	7	S. Matheson	3
P. Haskett	17	R. Robinson	7	I. Stapley	3
P. Batten	17	T. Tapper	7	L. Sale	3
J. Hatton	17	D. Gulland	7	P. Ward	3
C. Turner	16	R. White	7	P. Henley	3
R. Hanbury	15	M. Boyle	7	C. Cooper	3
M. Petch	15	H. Giles	6	G. Lancaster	3
M. Jones	15	J. Jones	6	M. Williams	3
J. Power	15	W. Wymer	6	J. Riddell	3
K. McNamara	14	K. Rand	6	J. Carson	3
K. La Trobe	14	M. Bercich	6	J. McComb	3
P. Gilbert	14	D. Morris	6	D. Marwood	2
P. Chapman	14	P. Robinson	6	J. Biddick	2
R. Grice	14	R. Nichols	6	D. Johnson	2
B. Platt	13½	B. Suckling	6	A. Jack	2
B. Kirk-Burnand	13½	J. Watson	6	B. Cork	2
P. Haugh	13	R. Leeper	6	P. Lewis	2
J. Wentworth	12	R. Whiting	6	K. Holswich	2
J. Crombie	12	J. Edmondson	6	R. Archibald	2
L. Vandermeer	12	G. Walker	6	G. Jones	2
M. McNeil	11	N. Mallard	6	P. Sundberg	2
A. Morley	11	K. Strahan	6	C. Cairn	2
R. Wymer	11	K. Flashman	6	M. Parsons	2
J. Richards	10	N. King	5	W. Parkin	2
R. Halls	10	P. Swann	5	D. Quinn	2
S. Pearce	10	S. Holmes	5	T. Barlow	2
I. Stephenson	10	V. Reeve	5	C. Read	2
R. Rattenbury	10	G. Wade	5	G. Hill	2
S. Murphy	10	M. Firth	5	W. Wightman	2
J. Busch	10	J. Harvey	5	D. Clements	2
B. Hargraves	10	G. Morley	5	S. McHugh	2
R. Hong	10	G. Muir	5	L. Gooch	2
W. Sample	10	M. Fitzpatrick	5	J. Mahon	2
J. Donald	10	R. Findlay	5	A. Crocker	2
M. Nelson	10	B. Riley	5	C. Cammick	2
P. Meqqison	10	G. Pederson	5	T. Sheffield	1
A. Jeffries	10	D. Bremner	5	W. Johnson	1
R. Duncan	10	D. Dunbar	5	B. Kendall	1
D. Halliday	9	E. Fowler	5	B. Murphy	1
G. Campbell	9	N. Goodwin	5	M. Ryan	1
B. Nicholl	9	J. Lawton	5	A. Goubitz	1
T. Benson	9	L. Rogers	5	J. Robb	1
N. Lowe	9	G. Bloor	5	R. Vandercley	1
G. Young	9	R. Willis	5	I. Anderson	1
H. Roberts	9	J. Perkins	5	L. Ryan	1
C. Conway	9	R. Knaggs	4	T. Erceg	1
L. Porter	9	D. Zimmerman	4	P. King	1
J. Provo	9	P. Ross	4	C. Humphrey	1
S. Hamilton	9	A. Wright	4	R. Doherty	1
L. Abbott	9	W. McMath	4	M. McNamara	1
		J. Rist	4	N. Bailey	1
		R. McCallum	4	W. Cann	1
		B. Patrick	4	P. Judd	1
		R. A. Findlay	4	T. Holt	1
		R. Stone	4	J. Smyth	1
		T. Foy	4	C. MacKenzie	1
		P. Boyer	4	D. Simson	1
		K. Green	4	W. Blakemore	1
		B. Trewheela	4	J. Dempsey	1
		A. Fowler	4	R. Senne	1
		A. Baonall	4	D. Oliver	1
		R. Williams	4	J. Foaelberg	1
		T. Mayer	4	S. Hamilton	½

Fashion Parade



Fashion has become something not only of interest to the fashion conscious fairer sex, but also, very much a part of the well groomed male.

This was very apparent at the recent fashion parade held at the Clubrooms on 4th April.

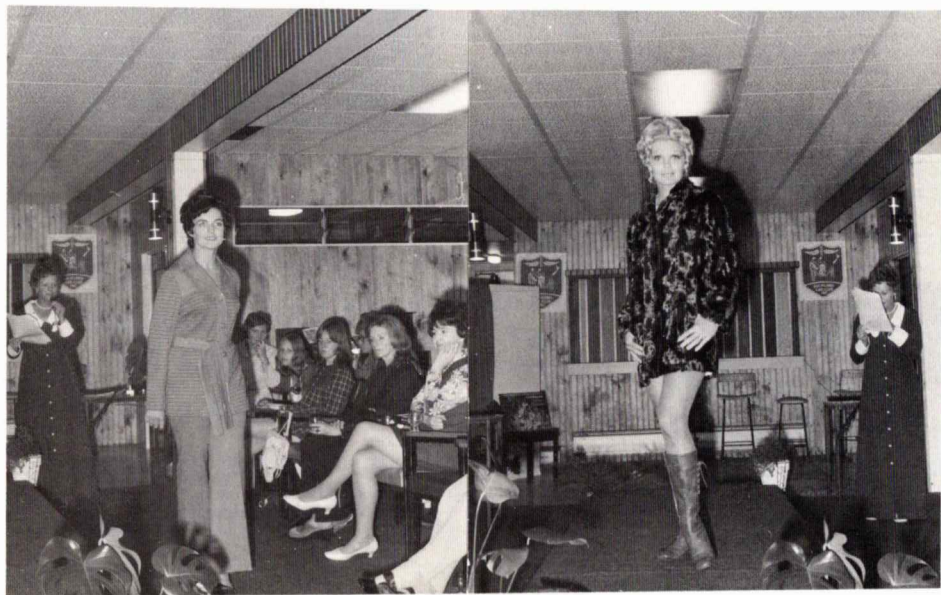
For those wives who by devious or fair means persuaded their husbands to attend, hopefully with cheque book in hand, were no doubt rather disappointed when orders for suits, fairisle sweaters, shirts and sheepskin jackets passed over the counter favouring their wardrobe.

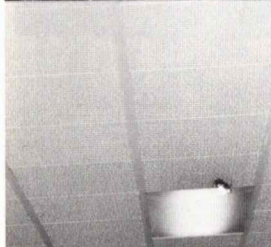
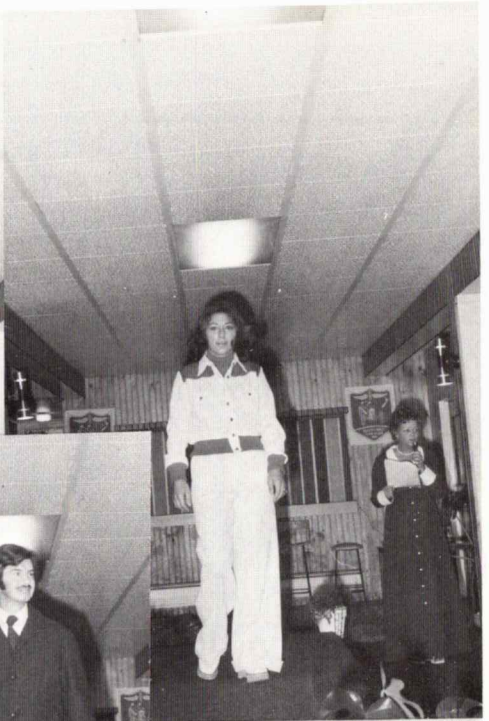
Throughout the evening eight models presented an array of garments to compliment any wardrobe. For the younger set, flared trousers, tank tops and colourful tartan ankle length skirts were well received, followed by fashions suitable for the more mature figure.

Eric Mallard proved to be rather overworked as a wine steward as assorted wines and sherries were available for tasting.

Our thanks go to all those who contributed in some way in making this the enjoyable but rather expensive evening for some, it turned out to be.

Special thanks go to Shirley Harrison of Raymonda Fashions, Green Bay, and Alan Steel Menswear Limited, for the garments; and to Ron Perillo for the shoes.





Photos by SHEILA MACDONALD

Phone 569-848(res).



Get **GIRLING** *Rally Ride*

LUCAS



Constant
performance
shock
absorbers

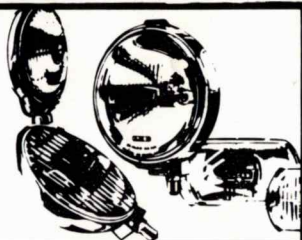
FIT **GD**
LUCAS

STROMBERG CARBURETTORS



we have the lamps
you're looking
for

LUCAS



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

LUCAS

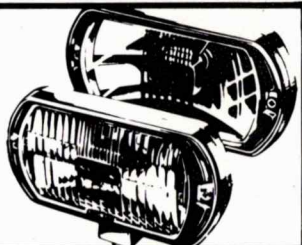


...**Quikafit**



add safety and style
to your car

LUCAS



JOSEPH LUCAS (N.Z.) LTD.

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



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

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

Simoniz Speedwax—a shining example of car protection.