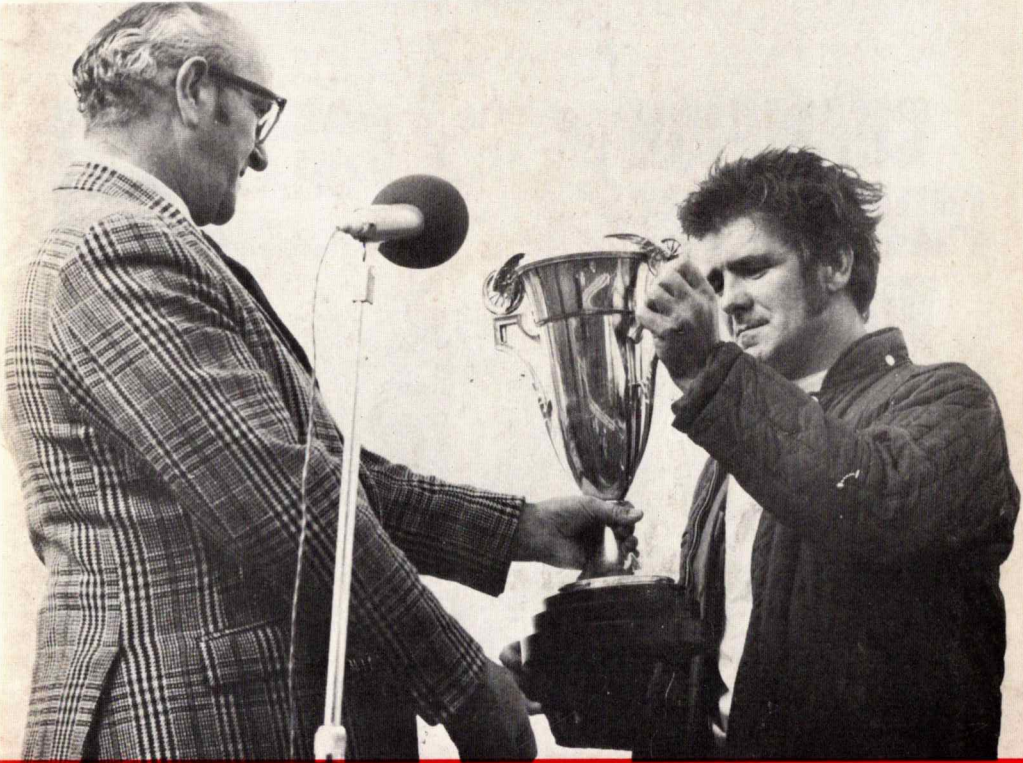


JUNE 1973



BULLETIN



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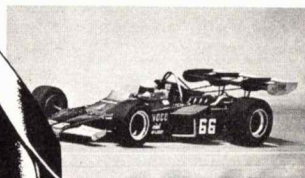
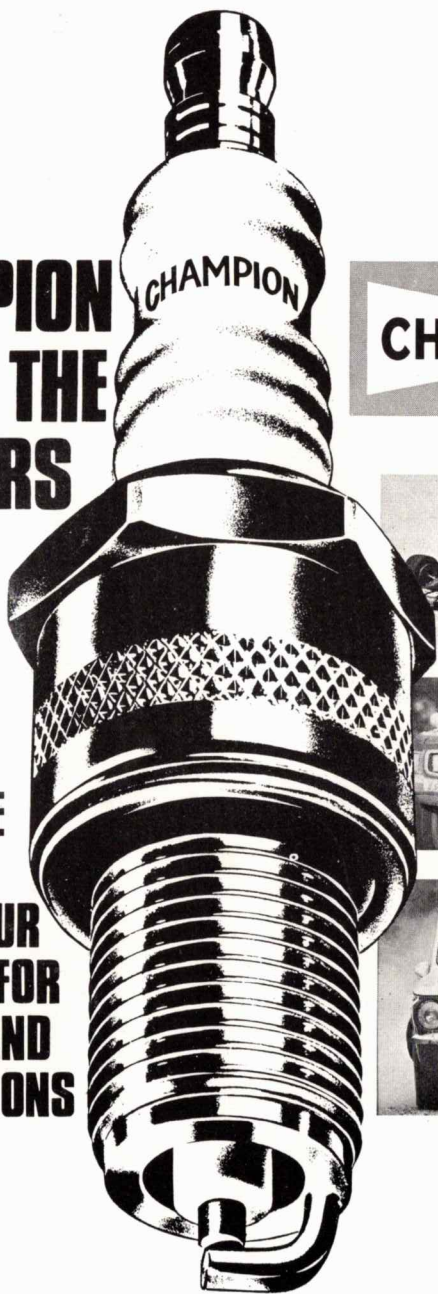
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1st, 2nd, 3rd 1972
INDIANAPOLIS 500

ALL STARTERS 1972
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ALL STARTERS
1972 HEATWAY RALLY

**PERFORMANCE
PROVEN
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CAR - RIGHT FOR
NEW ZEALAND
ROAD CONDITIONS**



- 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,
J. T. Molloy, I. L. Ivers, A. P. Levett,
C. R. Stodart, P. A. Meggison,
G. L. Spear, N. H. Harvey.
A. G. Wilson.

Club Captain:

R. E. Brown, phone 678-739.
16 Wayne Place, Mt. Roskill.

Deputy Club Captain:

A. P. Levett, 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: G. L. Spear, 75-180 (Bus.)
888-811 (Pvte)

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:

J. T. Molloy, phone 654-048.

Security Officer:

H. G. Southee, phone 607-682.

Custodian:

W. Ferris, phone 674-071.



CLUB MEMBERS MIKE MARSHALL/ARTHUR McWATT ON THEIR WINNING WAY IN THE SHELL TRIPLE HUNDRED RALLY IN CANTERBURY.

COVER PHOTO MR K.R. ARMIT, AUCKLAND MANAGER DUNLOP NEW ZEALAND LIMITED, PRESENTS BANK OF NEW SOUTH WALES CHAMPIONSHIP FINAL WINNER, ROD COPPINS, WITH THE EUROPA TROPHY AT THE CLUB'S DUNLOP NATIONAL MOTOR RACE MEETING AT PUKEKOHE IN APRIL. 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.

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

6TH JUNE - WEDNESDAY EVENING - 8.00 P.M. PUKEKOHE CAR CLUB CHALLENGE TO AUCKLAND CAR CLUB. Games Evening in the Pukekohe R.S.A. Clubrooms, Edinburgh Street, Pukekohe (adjacent to Pukekohe Town Hall). Darts, Bowls, Snookerette. Members bring your partners and everyone can participate - i.e. Auckland lady and gent vs. Pukekohe lady and gent. Full refreshment facilities available. This will be a night to remember.

12TH JUNE - TUESDAY EVENING - HEATWAY RALLY FORUM

To be held at the Clubrooms at 8.00 p.m. This evening is designed to assist those who will be competing. Heatway Rally Director, Mr Murray Thompson, will be present to discuss this year's event and answer your questions. Chief Technical Officer, Glen Johnston, will also be present to answer questions regarding vehicle specifications. Some of New Zealand's top rally drivers will be there to discuss car preparation and driving techniques. Ford Team Service Co-ordinator, Alan Wilson, will give a brief outline on how to plan your servicing schedule en route.

With the event only a month away this is your opportunity to obtain essential information. Be early.

13TH JUNE - WEDNESDAY EVENING - FIRST MID WEEK TRIAL

A short simple event. No maps but bring a sealed clock. Starts at the Clubrooms at 6.00 p.m. Duration 2½ hours. Entry Fee 50 cents per car. Plotter - John Kilmartin. The Bistro Bar will be open at the conclusion of the trial. Similar events have been run in Christchurch by the Canterbury Car Club and we feel that they should prove popular in our Club.

16TH JUNE - SATURDAY - ANNUAL BALL & TISCO PRIZEGIVING

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

24TH JUNE - SUNDAY - SPENCE'S SUNDAY SCREWBALL TRIAL

A simple gimmick trial; purely a family event. No clocks or maps required but an Auckland City road map may help. Starts at the Clubrooms at 1.00 p.m. Duration 3 hours. Bring the family and enjoy a Bistro meal afterwards. Entry Fee \$1.00 per car. Plotter - Spencer Pearce.

14TH JULY - SATURDAY MORNING - CLUBMAN'S RACE MEETING - PUKEKOHE - 2.2 MILE CIRCUIT.

The Race Committee is endeavouring to arrange some races in conjunction with the Pukekohe Circuit Stage of the Heatway Rally. Scrutineering would be at 8.00 a.m. and Practice at 9.00 a.m. Further details available in two weeks time from the Clubrooms.

21ST JULY - SATURDAY NIGHT TRIAL

Starts at the Clubrooms at 6.00 p.m. Duration 3 hours. Bring a sealed clock and current Waitakere Lands and Survey Map for a simple map-reading section. Entry Fee \$1.00. Plotter - Bruce Blacklock.

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

Starts at the Clubrooms at 9.00 a.m. Saturday, 4th August. Sealed clock required. One hour lunch break at Cambridge. Arrive Rotorua approximately 3.00 p.m. Return journey to Auckland starts in Rotorua at 9.30 Sunday morning and a lunch break will be at Te Aroha. The Trial finishes at the Clubrooms approximately 3.30 p.m. No intricate navigation just a simple run down to Rotorua and a weekend of fun. Entries are now open. 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.

25TH AUGUST - SATURDAY - AUCKLAND CAR CLUB SPRING INVITATION MERCURY TROPHY TRIAL.

Keep this date free as we want a good representation for this event from all our trialling enthusiasts. Alan Wilson and Arthur McWatt are the Plotters.



2ND JUNE - SATURDAY - CASTROL GOLD STAR TRIAL

Organised by the Northern Sports Car Club.

3RD JUNE - SUNDAY - INVITATION HILLCLIMB

Crawfords Road (sealed) venue. Scrutineering 8.30 a.m. Practice 9.30 a.m. Organised by the Tauranga Car Club.

9TH JUNE - SATURDAY - MONSOON TRIAL

A Mercury Trophy event organised by the Pukekohe Car Club.

9TH JUNE - SATURDAY - RON RUTHERFORD MOTORS GOLD STAR TRIAL

Entries close 4th June for this event. Approximately 12 hours duration. Organised by the Canterbury Car Club, P.O. Box 25-050, Christchurch.

23RD JUNE - SATURDAY - THE HI-FI SPECIALISTS/AWA GOLD STAR TRIAL

A ten hour event. Entries close 15th June with the Secretary of the Meeting, P.O. Box 383, Dunedin. Organised by the Triumph Automobile Association.

7TH/14TH JULY - HEATWAY INTERNATIONAL MOTOR RALLY

This year's event finishes in Auckland with special stages being held on Pukekohe Motor Racing Circuit and in the Woodhill State Forrest. Full details of these stages will be published in your July Bulletin. Refer to Closed Club Events for Clubman's Race Meeting.

28TH JULY - SATURDAY - CHAMPION SPARK PLUG GOLD STAR TRIAL

A.S.R.s and entry forms available from Auckland Rallies & Trials Club, P.O. Box 55-021, Auckland. 5.

25TH AUGUST - SATURDAY - AUCKLAND CAR CLUB SPRING INVITATION

MERCURY TROPHY TRIAL. Further details will be published in next month's Bulletin.



It's time you let the cat out



Manufacturers of massed-produced cars are always faced with having to supply a vehicle which is acceptable to the majority and it must always, therefore be a compromise.

This does not allow them to cater for the more discriminating owner, who requires something different, but cannot afford to purchase a specialist vehicle.

Our aim at WILDCAT, is to offer performance equipment that is well designed, easy to fit, and reasonably priced.

Our skilled staff are prepared at any time to give advice, on carrying out fitting and tuning for you.

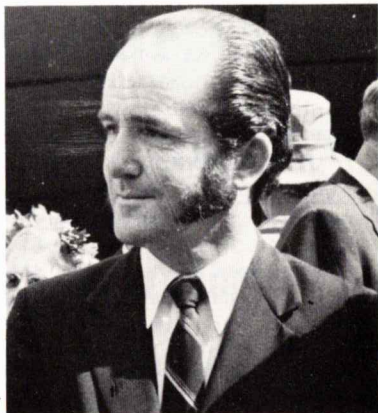
Available from WILDCAT is a complete range of automotive accessories, including manifolds, carburettors, freeflows, camshafts, floor change units, mufflers and alloy wheels. WILDCAT Performance Equipment is available from authorised dealers or from GRIFFITHS EQUIPMENT LTD., 142 ALBERT STREET, AUCKLAND. PHONE 31-104.

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WILDCAT is a member of the GRIFFITHS GROUP OF COMPANIES.

PRESIDENT'S REPORT 1973



On behalf of the Executive Committee I have pleasure in reporting to Members on the Club's activities during the financial year which concluded on 28th February 1973. This year marked the 40th anniversary of the Club and has proved to be a busy one in all aspects of our functions and events.

MEMBERSHIP : The number of financial members rose from 1,134 to 1,188 and this is an all time record. There was also a rise in the number of wife members from 113 to 150. The number of resignations was the smallest we have ever received in any one year.

The task of keeping membership records in order was again carried out by Ben Hamilton. His dedication to detail and his conscientious approach to the job of Membership Secretary is greatly appreciated by the Executive Committee.

It is pleasing to see that a large cross-section of members took an active part in the Club's wide variety of events.

FINANCE : Similar to last year, costs have again increased and we are fighting a continuous battle to compensate for the serious inroads which this situation inflicts upon the Club's financial position. The membership fee remained at \$8.00 per annum but I assure you that a substantial increase will be necessary if we are to make any satisfactory future progress.

Notwithstanding the increase in running costs, our financial position is still healthy, thanks almost entirely to increased income from events. Our Statement of Account shows a net income of \$7,527 after allowing depreciation totalling \$1,660. The net book value of Club assets rose from \$49,038 to \$56,566. If we are to expand and maintain a good growth rate then effective control and management of funds is essential. The strength and future prospects of any Club is closely tied to its financial resources.

CLUBROOMS : Our Clubrooms again proved their value through the number of meetings held in them. They offer pleasant surroundings for social activities and are used extensively for official meetings.

Improvements to the upstairs kitchen are beginning and with the installation of modern cooking facilities a bistro-type cuisine will be available to members.

Our Custodian Bill Ferris has continued to give us wonderful service in looking after our premises. For some five years now he and his wife have maintained the Clubrooms

to an extremely high standard and have earned the respect and affection of all members who meet them. During the year the Executive Committee unanimously voted both Bill and Marg Honorary Members of the Club as a mark of our appreciation for their help so readily given.

CLUBHOUSE SUB-COMMITTEE - RAY STODART, PETER SCHENKER (Chairmen) : Ray Stodart retired as Chairman prior to Christmas and his place was taken by Peter Schenker. A vote of thanks goes to Ray for the effort he put in to this Sub-Committee's programme.

Informal evenings were held each Thursday, Saturday and Sunday, together with eleven film evenings. Three socials and dances took place at the Clubrooms and three technical discussion evenings were held. An Inter-Club Cocktail Evening was held in June so that the committees of other Auckland area Clubs could meet our Executive and Sub-Committees socially and the evening presented an opportunity for all Club Executives in the Auckland area to become better acquainted.

As usual a pre-Grand Prix evening proved most successful with visiting drivers in attendance.

In December the children's Christmas party drew a large attendance and was enthusiastically enjoyed by the children.

With 1972 marking the Club's 40th Anniversary, several functions were held to commemorate the occasion. A cabaret-type evening at the Clubrooms in July was followed in September by a gents-only smoking evening held at Alexandra Park Raceway. A Cocktail Evening in the Members' Lounge was well attended in October.

The pool table installed last year in the games area upstairs proved very popular and another table has been added.

The Annual Ball was held at Mandalay, Newmarket, and was an outstanding success. The Ball is our largest social event each year and was again arranged by Eric Mallard. We are indebted to him for making this year's Ball such a resounding success.

LADIES SUB-COMMITTEE - MRS DOT PARKIN (Chairwoman) : A Ladies sub-committee was formed to assist and advise on catering, and preparation of food for events as well as for various other aspects of Club life where a woman's touch is advisable.

A fashion parade was held in October and proved popular. Housie evenings were initiated and will be held regularly.

TRIALS SUB-COMMITTEE - ALAN WILSON, PETER MEGGISON (Chairmen) : During the year Alan Wilson retired and his position was filled by Peter Meggison. We thank Alan for his organisation of this aspect of Club activity.

Nine Club trials were held including a Weekend event to Rotorua. One Inter-Club and one Gold Star trial were also held. We are indebted to TISCO N.Z. Limited for their continued generous support of our Gold Star event.

It is pleasing to note that our trials this season were well supported by members.

Three trials instruction evenings held during the year were of value especially to those members new to trialling.

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
NOW**

\$7.00 Single

all inclusive

Limited Number Available



SPEED SUB-COMMITTEE - RON BROWN (Chairman) : Four hill-climbs were held at Chamberlain Road. These included one Gold Star event and one invitation event for the newly inaugurated Inter-Club series. Radio timing gear was purchased and when working effectively should supercede the present wire system.

Four gymkhanas were organised including our annual event against Hamilton Car Club. After several years I am pleased to report that we defeated Hamilton after a close struggle.

A sprint meeting was staged at Pukekohe.

RACE SUB-COMMITTEE - LES RANKIN (Chairman) : Two National and four Club Circuit meetings were held at Pukekohe. Our National Meetings sponsors, Dunlop (April) and Rothmans (October) again supported us generously and we are grateful to these companies for their assistance. It is pleasing to report that we had better weather conditions for our National meetings and in consequence better financial returns than last year.

Club Circuit meetings were again very popular with competitors.

An evening race meeting at Western Springs in April was a financial success.

BULLETIN : The high cost of producing the Club magazine is most disconcerting but I point out that it covers all activities of the Club and is received by all members irrespective of what form of the sport they follow. It is an integral part of members' subscriptions.

The standard of the Bulletin has continued to rise. We have a grand team of regular writers and photographers.

In particular I would thank Jack Inwood for supplying our splendid cover photographs. Doug McCrae voluntarily came forward offering his help and we are deeply grateful for his assistance with the printing of headings, results and various advertising layouts. The December Bulletin contained 96 pages and was set up as our 40th Anniversary issue. One half of the contents was written by past Club officials and members and dealt with the Club's 40 year history.

N.Z.I.G.P. (INC.) : We were represented on the Board of Control by Messrs. Rankin, Martin, Ivers and Bruce and we extend our thanks to them for filling these positions so well.

Mr J.L.M. Waygood was again our Director on Grand Prix Management Limited and is a most worthy representative. It pleasing to note that our dividend from N.Z.I.G.P. again increased.

M.A.N.Z. : Our levy and subscription paid to M.A.N.Z. rose from \$365 to \$595. Our governing body, no less than ourselves, is constantly subjected to rising costs and part of these, at least, have to be passed on to Clubs. While M.A.N.Z. comes in for more than its fair share of criticism from all angles, we must do our best to support this body. After all, a game of football with no referee would be no game at all.

GENERAL : It was pleasing to see members come forward during the year to assist the Executive and Sub-Committees in their tasks. Such assistance so readily given is greatly appreciated by these officials and is perhaps the very life-blood of a Club such as ours.

Our 40th Anniversary celebrations concluded with a buffet dinner at Waipuna Lodge and guest speaker was Denny Hulme. Phil Kerr, joint managing director of McLaren Racing and a past official of this Club also attended with his wife. Patricia McLaren was also present. Denny Hulme and McLaren Racing presented trophies to the Club to be competed for in annual competition by members. We sincerely thank them for these generous gestures.

My wife and I by invitation represented the Club at a Civic Reception given to the Governor General, Sir Denis Blundell and Lady Blundell and their family by the Auckland City Council at the Auckland Town Hall in October.

The Museum of Transport and Technology at Western Springs are to open a new Transport Pavilion at the Museum in March. One of the stands in the exhibition is to be dedicated to Bruce McLaren and will feature cars that he drove. To enable the Museum to complete this stand the Club donated \$200 together with an offer of manpower and technical assistance to help set it up.

Our Secretary-Treasurer, Mr G.J. McKinstry, has now completed his thirteenth consecutive year in this position. Garry is a busy chartered accountant but always makes himself readily available to assist Club officials. He has been a tremendous help to me and I invariably seek his counsel in all important financial matters concerning the Club. The Executive Committee thank him sincerely.

In conclusion, I extend my gratitude to all who have worked hard during the year to keep this Club to the forefront of motor sport in New Zealand.

F.B. WEBBER
President

AUCKLAND CAR CLUB

Pit Stop Bistro Bar

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

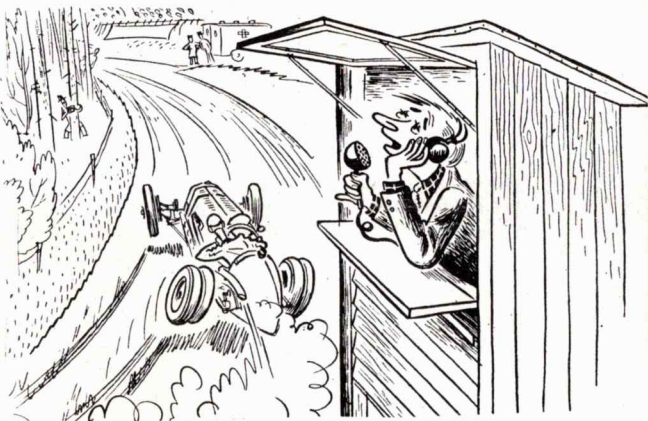


**Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.**

Children Welcome Sundays

DUNLOP RACE MEETING

by *Don Hadfield*



The final race meeting of the season run on Pukekohe by the Auckland Car Club was to be the Grand Final of the Bank of New South Wales N.Z. Saloon Car Championship. The Bank Championship was basically cut and dried with Coppins an easy winner but the others had the opportunity to notch up a few more points. The OSCA final was not so simple with Ron McPhail (Escort) leading by two points from Grant Aitken's very rapid Mini Clubman and a further five points away was Wayne Huxford (Escort) and Harvey Kibble (Cooper S).

The first race of the day was a Bank of New South Wales final for the up to 4.2 litre cars and it was convincingly won by Don Halliday (Escort BDA) from Peter Sundberg and Blair Paton, both in Escorts. It wasn't quite that simple however for Alan Boyle in the Coca Cola Viva who fought them all the way and set the fastest lap though just outside the record and it was most unfortunate indeed when he retired with a broken cam shaft and most of the life went out of the race. So the Championship was sewn up, Halliday having 68½ points, Alan Boyle 46½ and Peter Sundberg only ½ point away with 46.



The second event was another Bank final this time for the 1000 c.c. cars and Cook continued his domination to win once again, although it didn't look so good for him as he had had consistent trouble with the fuel injection belt during practice and he had also retired in the previous race, but he won the important one and that is all that

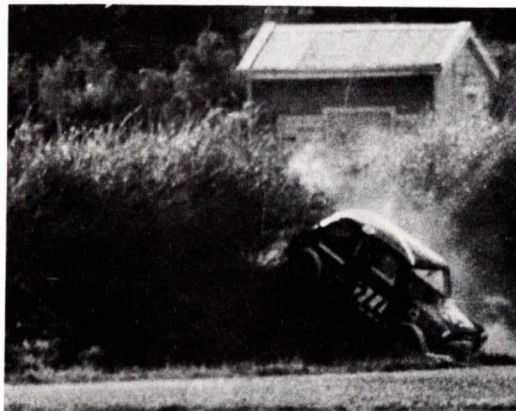
matters, this sewing up the Championship, with Rex Hart second in the race as well as the Championship, Peter Harris being third from Mark Reddish though these two positions were reversed for the Championship. The race itself was full of incidents and excitement mostly supplied by Jim Richards (Imp) till his retirement, Barry Phillips' Mini only completed half a



PHOTOS BY BERNARD TREVOR
PHONE HSN 36-263

lap, Graeme Morris (Mini) spun and hit the fence near the end of Cord Straight, Jim Harvey (Mini 7) spun at Castrol and climbed the bank in reverse, Reg Cook was lucky to win however for the engine cut out several times during the race, finally quitting altogether as he crossed the line to receive the flag. Another good wheel to wheel dice during this event was provided by John Provo and Lyn Rodgers both in Mini 7's, their tussle being finally decided after they collided on the Shell Chicane, Provo pulling away to win this battle and also coasting over the line to finish.

The big saloons were wheeled out for the third race of the day and much drama was rife as Graham Baker was in obvious clutch trouble coming down to the line after the warm-up lap. With the flag about to drop Baker was again in trouble and his crew rushed to push-start him. Meanwhile Dawson was champing at the bit in his usual style while in contrast "Hot Rod" Coppins



seemed cool, calm and collected. As the flag came down one of the individuals who had been assisting the push-start on Baker's Mustang changed his mind about being on the left hand edge of the Circuit and ran in front of the now moving Dawson Camaro - fortunately for him he did not become a bonnet mascot but it was more good luck than good management. Red in the meantime stormed away like a robber's dog into a lead that nobody seemed able to challenge, but on the 10th lap an ominous puff of smoke came from the Kensington Camaro as he rounded **Champion Curve**. Going down Cord Straight the pace eased off and after negotiating the Shell Chicane Red pulled off the circuit and retired, a very disappointed man with a reported broken fan belt. And so the race ran out with Coppins winning in his Huttons Pontiac Firebird by just over 1 minute from Graham Baker in the PDL Mustang, Baker however set a new lap record during the race, the irrepressible Halliday was third with Paul Hammond E49 Charger a very distant fourth. During the race Graeme Addis in his Wild Wheels Charger was having a friendly dice while disposing of Tony Warren in his Pacer, with Paul Hammond, at the Shell Chicane Addis tried a demon late brake in the automatic Charger to squeeze past Hammond, but when he arrived at Tappenden's Hairpin and applied the brakes, to his dismay found no one home and so left the circuit at around 60mph with the transmission now in low and for the first time finding out what the scenery was like down there. A little while later he resurfaced doing a slow lap awaiting the return of the brakes and for Paul Hammond to catch up again so "Gladdis" could return to the game at hand. This race was as mentioned before, the final of the Bank of New South Wales Championship with Coppins having $74\frac{1}{2}$ points,



PHOTOS BY JOHN LAWTON

Dawson 41½ for second, Fahey 31, Baker in the same car 25 and Sundberg with 15½. It is interesting to note that if you add Fahey's and Baker's points together they would total 56 which would have made the PDL Mustang second, still a long way behind Coppins.

Straight out of the Mustang and into the little Formula Ford Titan went Graham Baker and much is to be said for this man's ability for a harder contrast would be difficult to imagine. Baker won this race from Neville Bailey although Bailey set fastest lap and broke his own record, but just couldn't head Baker home, but at least the Palliser still held the record. Grant Walker was 3rd in his Elfin with Brett Riley (Titan), 4th. During the race Don Wood had yet another collision and once this driver contains his exuberance he will be very interesting to watch for his Palliser appears to have the handling and speed of the others and the driver has the courage but not yet the experience.

The next event was the Ace Osca North Island final and a goodly number of Bank of New South Wales cars made up the front of the grid - there were also sixteen scratchings from this event and six additions. The challenge that was expected to come from the South Island contenders unfortunately did not materialise except of course in the case of Graham Baker. Unfortunately Bruce Jenner did not start as he blew his motor in practice, the ex Coppins Camaro now looking very smart in its new colours and carrying the number of 791. It was understood that for the coming season the numbers on saloon cars



would be, where possible, reduced to two figures, but Jenner tells me that he has reapplied to N.Z.R.D.C. for his old number, and has been granted it - so it appears that the only way promoters will be able to control the ridiculous use of these larger numbers is to ignore the permanent number system and issue a number at each different race meeting,

and if this does happen, the competitors have only themselves and the N.Z.R.D.C. to blame. Meanwhile - back to the race. Other notable non-starters were Kevin Haig (Mustang) and John Armstrong (Mustang) and for those who may wonder why the Auckland Car Club advertised these competitors to appear when they did not, must understand that the Osca organisation negotiated with A.C.C. some months before for all these drivers to race and the Car Club has in it's possession a letter from Osca quoting the facts, figures and details of the cars that would be at this meeting - so despite the stories you may hear that some of these drivers never intended to come, the Club in all good faith, dealing with Osca as a body, was unaware of this. At flag fall Baker and Coppins stormed

away but there was a mighty shunt as Peter Kocis (Torana XUI) became involved with Jim Richards (Imp) sliding off the track onto the grass finally finishing up amongst the safety tyres at the foot of the terraces and one very shaken photographer walking away virtually unharmed. This could have been a very nasty incident and it is well to remember that danger areas must be kept clear at all times. Baker won by $1\frac{1}{2}$ seconds from Coppins with Don Halliday 3rd and the first of the genuine Osca cars 4th in the hands of Paul Kirk in his Viva Buick, being some 47 seconds in arrears, Blair Paton was fifth with Ron McPhail 6th, giving Kirk the overall lead from McPhail with the unfortunate Aitken 3rd who was eliminated during the race in an incident with Glen McIntyre's Fiat.

After about a 20 minute break there were various handicap events with Les Fraser-Jones (Valour) winning the Formula Ford event from Grant Walker, Neville Bailey and Don Wood. The second to last race of the day saw a saloon car handicap and Ron Robinson's A40 Farina was promptly disqualified for exceeding his handicap by a country mile, the winner then became Glenn McIntyre in his Fiat 124 Coupe with Blair Paton 2nd and Peter Batten (Cooper 'S') third.

The last race of the day was a handicap saloon event and featured the "big banger" saloons plus almost anything that would still run. Graham Baker had yet another win with Coppins second, Sundberg 3rd and Graham Anderson (Holden Torana XUI) fourth. The sight of these big saloons forcing their way through the slower traffic really kept a quite reasonable crowd happy to go home with, and we may see a lot more of handicap racing this coming season, in fact when you think about it, all racing other than motor cars, is held on a handicap basis to give everyone an equal opportunity to win the various Championships no matter how much money each and every one is prepared to spend and perhaps this would be a good idea in car racing as well and put an end to long drawn out processions.

So with the arguments and discussions being held for the forthcoming season on various classes we will just have to wait and see, for nobody likes change, but change there will have to be or we will soon have no crowds at all - by change I mean not necessarily formula or classes, but the standard of competition we are dishing up to the paying public who are slowly but surely dwindling away.

DON HADFIELD



SERVICE WANTED

Service Vehicle (Utility, Van, Station Wagon) for Heatway Rally support on Houltram/McMillan Ralleye Imp - two mechanics have been picked but intended support vehicle has been demolished.

Driver/Owner would be required to be away from work from the 2nd July to the 14th July and would be expected to share costs with mechanics.

PHONE 662-605 - ASK FOR RON - OR SEE RON McMILLAN
AT JOHN W. ANDREWS, KHYBER PASS WORKSHOP



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.
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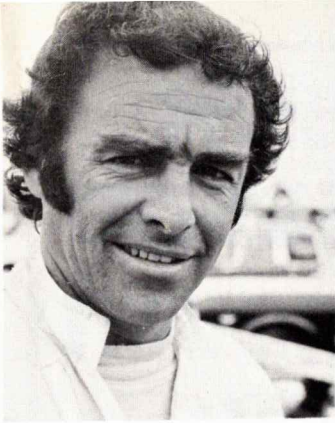
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Dennis Marwood Comments

We have had the decision of the R.A.C. Stewards on the interpretation of the particular rule in Schedule G which M.A.N.Z. decided excluded the Datsun SSS. The Stewards decided that M.A.N.Z.

were correct in not allowing the cars to compete until 200 had been produced, and we accept their decision. However, that was last season and M.A.N.Z. have now admitted the rules as they stood in the 1972/73 Year Book were wrong as they will be changed for the 1973/74 season. The main changes will be that 100 identical cars to the one being raced must be in New Zealand which effectively excludes cars which are not available to the buying public. The Escort G.T. is a fine example, only 31 of these are registered in New Zealand so they will not be eligible for next season's GTX series. The Datsun 1200SSS will be, as 200 will have been produced by the time you will be reading this.

One of the major reasons why I felt the matter of eligibility last season was wrongly defined, was that an imported car which only had to have 5 examples in New Zealand was able to race while another car assembled in this country at a rate of 250 per annum and available to the public to buy was not able legally to race.

M.A.N.Z. have obviously decided my reasoning to be correct, and we will have a much fairer situation next season, but why did I have to go to so much trouble and expense to achieve this?

One of M.A.N.Z. Chief Executive Officer's reasons given to me last year for not accepting the Datsuns was that if they did accept them, they would have had to face an appeal to R.A.C. Stewards against their acceptance. This must be the most illogical reasoning I have ever heard of, because, as a result of M.A.N.Z. not accepting the Datsun, they had to face an appeal anyway.

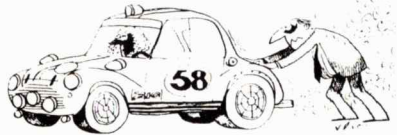
The particular wording of the rule in question was so loosely written that M.A.N.Z. themselves could have accepted the cars as they have now admitted that they are morally eligible by changing the rules for next season.

Datsuns of course have not been set back much by their non acceptance for last season's racing, as we were able (Mark Petch and myself) to race them and cross the line first and second, which to the spectators means they won anyway.

They are so far ahead of Toyota in the development of competitive cars that we predict that within about five years Datsun will be as strong in rallying and racing as Ford are.

Within this period we hope to develop Dennis Marwood Motors Limited into the leading stockist of performance parts for Datsuns for rallying or racing, and believe me the factory have such a comprehensive list of optional parts available it is staggering. They don't just concentrate on one model like Ford do with the Escort, but have the same complete line of parts available to suit the B100 engine (1000 c.c. f.w.d. Cherry), B110 engine (1200 c.c. Sunny Coupe), 510 engine (1600) 610 engine (180B), 160J, 240K (6 cyl. 2.4), 240Z (6 cyl. 2.4). DENNIS MARWOOD

Duckham's Daylight Car Trial



As usual Auckland University's Car Club trial attracted a good entry of about 80 competitors. The day started off very wet but cleared slowly and for most of the day we enjoyed pleasant trialling conditions.

The first section was fairly straight forward with a couple of overriding instructions thrown in to keep you on your toes and an instruction that was not numbered. This section took you to Onewhero from where a mapreading section commenced. This section was a little unconventional in that you could plot into a no exit road and U turn at the un-navigable end. This obviously put quite a few people off course but if you picked up the little no exit roads it provided no problems except for HUNTERS RD which had a little arrow pointing to it.

The following subsection went from Mercer to Te Kauwhata with no exit roads not existing and requiring you to count wooden and concrete bridges carefully. Some people still think that if you divide 1.6 by one half you get .8.

After lunch there was another section with some tricky overriders and had timekeepers looking for a DERESTRICTION sign. This led to a touring section - through the Maramarua State Forest! Would-be rallyists really enjoyed the drive through the forest which was supposed to take 15 minutes. All bad corners were well marked and the roads were in good condition even if rather wet.

Then down to some serious trialling again through Hunua and similar roads that the TISCO was run on. Signs on the right hand side of the road did not exist but only about two crews realised that this applied to NO ROAD signs also. A straightforward trip back to the East Tamaki Bowling Club and a few ales finished the event off.

Congratulations must go to the plotters for a first class event, which was won by Ray Spence of the Hamilton Car Club, followed by Auckland Car Club member, Andrea Morley. ●

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

HALDA SPEEDPILOT

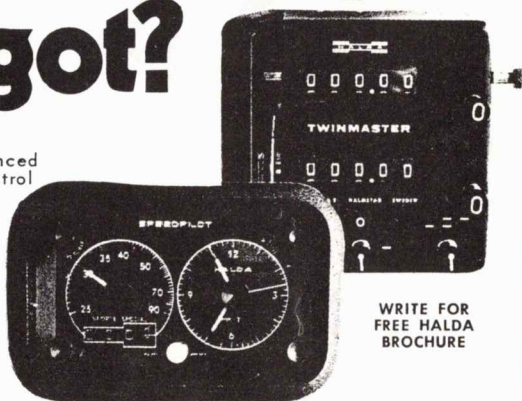
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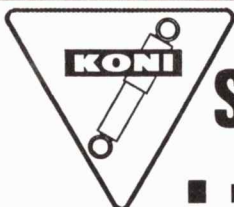
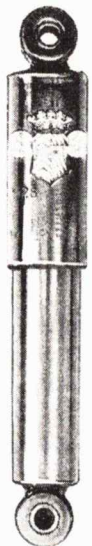
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STRAIGHT AHEAD



The last month has been a little easier on the cars from a trialling point of view in that over Easter there was no trial to compete in. Kevin Lancaster's trial went off well, it being heartening to see forty-six entrants. Some interesting points arose, including those who wanted to get Dennis McCarthy's KCEHC twice, those who looked for a trap when handed ADDITIONAL INSTRUCTIONS, and those who applied the straight ahead and left the Motorway coming north at Manurewa (this one is definitely on)!

Auckland University Car Club's Duckhams Daylight Trial had a good turn out - Harry Booth was last car away at number 80 - and most competitors from the Auckland Car Club seemed to enjoy it, even if they did not do too well, apart from Andrea Morley and Crew who came home second, which augered well for our Club placing, but alas only fifth in points. If I get final results in time I will put a table of Mercury Points somewhere in this issue.

Since my column has begun I have had several comments about my reference to "browns" and that I shouldn't make these references, but the comment I liked most was that from Graeme Morley who said that everytime we get plonked we dip out in the results.

I am not going to throw any mud at GT 1.5 this month because Gerry Willis was so kind to point out that GR 006 was fastest around the TISCO route whereas $3\frac{1}{2}$ hours slower GT 1.5 was slowest around the route. I liked it and he didn't - perhaps there is a moral there somewhere. In fact I am going to risk a trip with his crew shortly - that should provide an interesting write-up.

If my column isn't here next month I haven't resigned, I will have gone to a foreign country - South Island, ferries permitting.

GRID REFERENCE 006

(I would like to point out that GT 1.5 mentioned in this column is a frequent trials reporter in another Car Club Magazine - Ed.)



TYRES

DUNLOP

RETREADS

Sunday Afternoon Trial

6th MAY

We arrived at the Clubrooms with the view of an early number, however we were mistaken. The early birds



catch the worms don't they Bob Williams. With a shortage of officials we helped seal clocks and read our A.S.R.s. With all clocks sealed, we proceeded to the start.

From the start we turned right and proceeded to the Motorway via Mt Albert and Penrose. Once on the motorway the first job was setting the Halda to correspond with the plotter's. We left the Motorway at Wiri Exit. The first check was a go left to collect BANG. This was a two wheeled track just before the main road junction. Having got that one under our belts we moved on to the next which was a double banger. Hands up those who got COMPULSORY STOP as a sign. Very good. We then proceeded ahead to get a home-made sign, but this was spelt wrong so you still went ahead and picked up your check. We then had a pleasant drive getting a few check.

Then came a might drive through Ardmore Quarry Road where a straight ahead road was used but the check went missing and was replaced by a tractor! We found the end of Sub-section Check in Dominion Rd, Papakura.

Section 2 was a clever backward section with signs quoted backwards. A check went missing in an important position causing cars to go a few miles off course. The end of this section ended in Check being spelt backwards - KCECH. For those who got it they proceeded across the main road to get an additional arrow and a check.

Section 3 was a touch of Levin Gold Star with adding up of mile-ages and the going right or left if no listed instruction fitted. It was a fairly easy section with the sting in the tail with an A.A. mileage sign post, a U turn check and a drive to the Clubrooms.

This was an excellent trial well plotted and extremely enjoyable.

Thanks go to Kevin Lancaster, John Kilmartin and all other officials. ●



(Results page 23)

As I See It

**Norm Harvey,
Motoring Correspondent
Sunday Herald**



I concluded my article last month by saying I would comment further on OSCA following our National motor race meeting on 29th April. You may well say, what else is there to say after their performance? The answer to that is plenty, most of it being directed at the OSCA people themselves.

Firstly, I honestly think that OSCA did not do their Sponsors, ACE, any great justice at Pukekohe, nor did they exactly win the good will of the larger than normal crowd of spectators. The full list of intended entries did not materialise and many, in fact the largest portion seemed quite happy to eliminate themselves during practice, including one clown who charged into the Rothmans chicane not really knowing which way to turn - tremendous stuff, I don't think.

Many of the cars were turned out in a neat and tidy fashion on the other hand many were not and so again helped to drag down the overall standard. A large sector of the crowd went specifically to see the OSCA cars racing and they along with a number of regular club members and officials were, to put it mildly, disappointed. You may think from what I have said that I am no fan for the OSCA type of vehicle. In fact quite the opposite is true, the whole idea of the OSCA cars appeals to me.

Most of us remember the days of the rather wild All-comers, which through their excessive trend towards the ridiculous eventually fell from favour with the administrators. In a country as small as ours we have far too many classes of cars and one way to overcome this may be to combine what we now know as BNSW cars with OSCA. The OSCA boys may not like it but it would do wonders for saloon car racing which seems to be heading into the type of decline single seater racing is now coming out of.

Regretably, it seems that the annual general meeting, regardless of the organisation, drew a smaller attendance than a normal club activity would. However, I should like to take up a subject discussed at the A.G.M. concerning the need for an Auckland motoring clubs co-ordinating body, as proposed by Derek Etherington. We are the largest car club in the country and our city is the largest city which means that on average it should have a greater number of car clubs, which I think it does. What we do lack is a regional co-ordinating body made up of members from all the recognised car clubs in the area.

A number of our members, including myself, are former Wellington residents and are familiar with the activities of the Wellington Motor Sport Association. This body consisted of a representative of each of the area clubs whose

job it was to co-ordinate dates, events, etc. and generally act as a meeting forum for member clubs. Once each year all club members in the area used to receive through the mail the WMSA (pronounced Wimsa) Events Calendar. After many hours of hard work by the Association all dates for events were worked out and entered in this calendar which a car club member could use to plan his months or years motorsport activity.

With the increasing popularity of rallying a body in Auckland organised along these lines could help overcome many of the man power problems associated with running such an event.

To conclude this month's offering, I wish to refer you to the writings of one GR 006 who in his second to last paragraph in last month's Bulletin states that "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".

The two rules referred to by GR 006 read as follows, "The C.R.I.s shall not include any instruction designed to confuse or deceive the participants and each and every such instruction as to the route to be followed and/or the time or average speeds to be maintained by competitors shall be substantive, clear, and not dependent on any extraneous factor". And 19/5 goes on "The route through a 30 and/or 40 mph, 48kmh (and/or 64kmh) area must not involve intricate route finding or any unnecessary deviations from the most direct or reasonable route".

It would appear that these rules have been included in the trials regulations for a specific reason. What is more they are intended to be applied absolutely. It is through the lack of application of these specific rules that many people who over past years have entered trials have eventually lost enthusiasm for Gold Star and similar trials.

As it appears, trials have become little more than navigational exercises, the driver being about the last consideration.

There will be people who may not agree with what I have saiddon't phone me, write to the Editor.



AFTERNOON TRIAL RESULTS:

1st	Steve Hamilton	84.8	points	lost
2nd	Maurice Hiestand	180.0	"	"
3rd	Ross Wilson	195.9	"	"
4th	Barry Nicholl	214.2	"	"
5th	Dennis Bone	255.4	"	"
6th	Andrea Morley	360.0	"	"
7th	Peter Levet	383.4	"	"
8th	Martin Boyle	438.3	"	"
9th	Ross Montgomery	445.3	"	"
10th	Wayne Parkin	549.3	"	"

CLUB CIRCUIT CHAMPIONSHIP MEETING

13th MAY

RACE 1 - FORMULA VEEs

1st	J. Hatton	Formula Vee
2nd	M. Jones	Formula Vee
3rd	R. Whiting	Formula Vee
4th	T. Holt	Formula Vee
5th	I. Zonich	Formula Vee

RACE 2 - MODIFIED PRODUCTION

SPORTS CARS

1st	N. Fava	M.G. Midget
2nd	T. Roberts	Lotus Elan
3rd	P. Boyer	Triumph GT6
4th	D. Walsh	Datsun 240Z
5th	P. Foulkes	A/Healey

RACE 3 - SPORTS RACING CARS

1st	R. Millen	Ford Buggy
2nd	G. McGregor	U.2
3rd	N. Finlay	Lotus
4th	D. Cross	MER Special
5th	C. Conway	MGB

RACE 4 - FORMULA FORD

1st	B. Riley	Titan
2nd	R. Stone	Cuda
3rd	F. Gilbert	Brabham
4th	G. Campbell	Titan

RACE 5 - STANDARD PRODUCTION

SALOONS 0 - 1500 CC

1st	L. Vandemeer	A/Cooper S
2nd	C. Humphrey	A/Cooper
3rd	P. Robinson	M/Cooper S
4th	M. McHugh	Escort GT
5th	S. McHugh	Ford Escort

RACE 6 - STANDARD PRODUCTION

SALOONS 1501CC & OVER

1st	G. Addis	Charger
2nd	G. Sutherland	E49 Charger
3rd	G. Crawford	Torana XUI
4th	B. Cork	Capri GT
5th	R. Hong	Torana XUI

RACE 7 - MINI SEVEN

1st	M. Cox	A/Mini
2nd	J. Watson	A/Mini
3rd	M. Macy	M/Mini

RACE 8 - SALOONS 0 1000 CC

1st	W. Blakemore	A/Cooper S
2nd	G. Morris	M/Cooper
3rd	W. Wymer	M/Cooper S
4th	D. Honore	M/Cooper
5th	I. Fletcher	Hillman Imp

RACE 9 - SALOONS 1001-1300 CC

1st	B. Sample	A/Cooper S
2nd	P. Batten	M/Cooper S
3rd	W. Wymer	M/Cooper S
4th	T. Thompson	Escort
5th	L. Cate	A/Mini

RACE 10 - SALOONS 1301-1600 CC

1st	R. Robinson	Austin A40
2nd	K. Strahan	Anglia
3rd	G. Crawford	Torana XUI
4th	B. Grove	Anglia
5th	R. Armstrong	Escort TC

RACE 11 - SALOONS 1601 & OVER

1st	M. Soames	Cortina
2nd	G. Addis	Charger
3rd	G. Crawford	Torana XUI
4th	J. Hallen	Escort
5th	S. Cooper	Falcon 500

RACE 12 - FORMULA VEEs

1st	I. Zonich	F.V.
2nd	Tim Holt	F.V.
3rd	M. Jones	F.V.

RACE 12A - MODIFIED PRODUCTION

SPORTS CARS

1st	N. Fava	MG Midget
2nd	P. Boyer	Triumph
3rd	T. Roberts	Lotus Elan

RACE 14 - SPORTS RACING CARS

1st	G. McGregor	U2
2nd	R. Millen	Buggy
3rd	P. James	Buggy

RACE 15 - FORMULA FORD

1st	B. Riley	Titan
2nd	R. Stone	Cuda
3rd	F. Gilbert	Brabham

RACE 16 - SPEED GROUP SALOONS

1st	R. Irving	Mazda
2nd	R. Utting	Datsun
3rd	K. La Trobe	M/Cooper

RACE 17 - SPEED GROUP SALOONS

1st	B. Cork	Capri GT
2nd	M. Cox	A/Mini
3rd	I. Fletcher	Imp

RACE 18 - SPEED GROUP SALOONS

1st	R. Edgell	Imp
2nd	R. Hong	Torana XUI
3rd	L. Abbot	Imp

RACE 19 - SPEED GROUP SALOONS
 1st G. Sutherland Chrysler E49
 2nd P. Hough Triumph
 3rd G. Morris M/Cooper

RACE 20 - SPEED GROUP SALOONS
 1st M. Soames Cortina
 2nd B. Sample A/Cooper S
 3rd G. Addis Chrysler

HANDICAPS:

RACE 21 - FORMULA VEES
 1st J. Hatton F.V.
 2nd M. Jones F.V.
 3rd I. Zonich F.V.

RACE 22 - MODIFIED PRODUCTION SPORTS
 1st C. Conway M.G.B.
 2nd N. Fava MG Midget
 3rd J. Campbell MG Midget

RACE 23 - SPORTS RACING CARS
 1st R. Millen Ford Buggy
 2nd M. Williams Lotus 7
 3rd G. McGregor U2

RACE 24 - FORMULA FORD
 1st G. Campbell Titan
 2nd B. Riley Titan
 3rd D. Cross M.E.R.

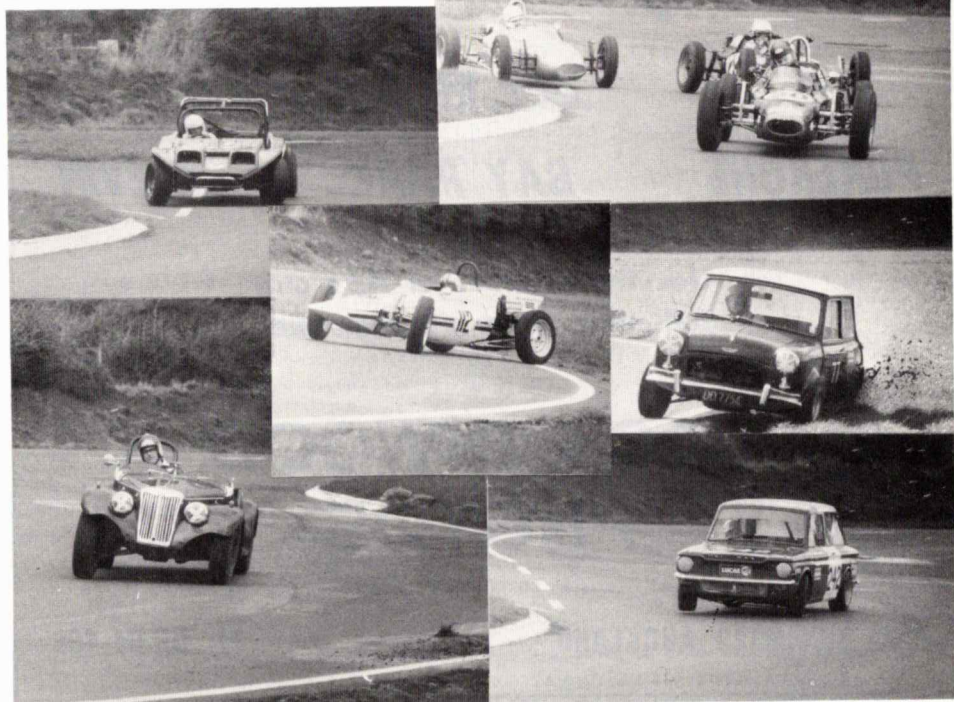
RACE 25 - STANDARD PRODUCTION CARS 0 - 1500 CC
 1st R. Hutchins Fiat 1500
 2nd P. Robinson M/Cooper S

RACE 26 - STANDARD PRODUCTION SALOONS
 1st R. Irving Mazda
 2nd G. Addis Chrysler
 3rd S. Algie Escort TC

RACE 27 - SALOONS 0 - 1000
 1st G. Morris M/Cooper
 2nd M. Cox A/Mini
 3rd L. Abbot Imp

RACE 28 - SALOONS 1001 - 1300 CC
 1st B. Sample A/Cooper S
 2nd P. Batten M/Cooper S
 3rd L. Cate A/Mini

RACE 29 - SALOONS 1301 & OVER
 1st R. Armstrong Anglia
 2nd M. Soames Cortina
 3rd I. Gill Prefect





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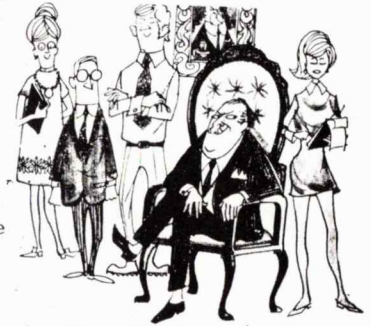
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SHOUTS & murmurs



. . . At the Club's May film evening on Thursday 17th, the Denis Hulme Trophy and the Bruce McLaren Motor Racing Trophy were presented. These trophies were given to the Club by Denny Hulme and Patricia McLaren when in New Zealand in January this year. They are for annual competition by Auckland Car Club members. The Executive Committee has decided that the Denis Hulme Trophy will go each year to the member who achieves the greatest success in motor racing, whilst the Bruce McLaren Racing Trophy will be awarded to the member who shows the most endeavour in motor racing. Being presented for the first time this year the Hulme trophy went to David Oxtan and the McLaren trophy to Garry Pedersen. With David being in England, his father and mother attended and Mrs Oxtan received the trophy on David's behalf. The presentation was made by Marilyn Webber. On behalf of the Club, Les McLaren presented the McLaren Racing Trophy to Garry Pedersen. We congratulate David and Garry.

. . . We extend our sympathy to Club Competition Licence Officer and Executive Committee member Terry Molloy on the recent death of his father.

. . . Availability of overseas funds for racing cars --- Members are advised that the Motorsport Association New Zealand holds an overseas funds allocation to the sum of \$17,000 which may be used on application for the importation of racing cars. Although the allocation is permitted to be used for racing vehicles of all types, including saloons, preference is given to the importation of single seaters.

. . . The Pit Stop Bistro food bar at the Clubrooms is the Swinging place to eat on Thursdays and Sundays in the evenings. Roast dinners, steaks, fish, hamburgers, etc., - you name it - its all there prepared by Trevor Busst for your enjoyment at very reasonable prices. Thursdays 7.30 to 10.30 p.m. Sundays 6.00 to 9.30 p.m.

. . . At the Annual General Meeting held on 30th April some changes took place in the Executive Committee. Paul Fahey and Ian Stapley were not available for re-election. John Crombie and Peter Schenker were not re-elected. We are grateful to these members for their past help. Elected to the Executive were Graham Spear and Norman Harvey. We think you will benefit from the efforts of these two new Executive members.

. . . Congratulations to Peter Levet and Bruce Blacklock. Peter achieved a hat trick in Club trophies. This year he has carried off the Exide Trophy, The Sandringham Tyre

Service Shield and the Avenue Cup. Bruce narrowly lost the Exide Trophy to Peter but convincingly won the Trials Trophy.

. . . Garry Pedersen and Richie Wheaton arrived back from the U.S.A. on Sunday, 13th May with some boxes of "bits and pieces". What they contain is the best kept secret since the Normandy landing.

. . . Best wishes to Randell Edgell and Janice Mallard who recently announced their engagement.

. . . Club members Mike Marshall and Arthur McWatt last month won the Shell Triple Hundred Rally in Canterbury in the Escort 1800 brought back from England by Mike. We predict that whoever beats this combination will win this year's Heatway.

. . . Mike Stewart, Duckhams Sales Manager in New Zealand, recently returned to England after a two year term of duty here. He and his wife Jan flew out from Auckland on Sunday, 13th May. Those in New Zealand motor sport who came to know them will greatly miss Mike and Jan. Before leaving, Mike introduced his successor, Ian Ponsford. We are sure that Ian and his wife will soon adapt to become Honorary Kiwis.



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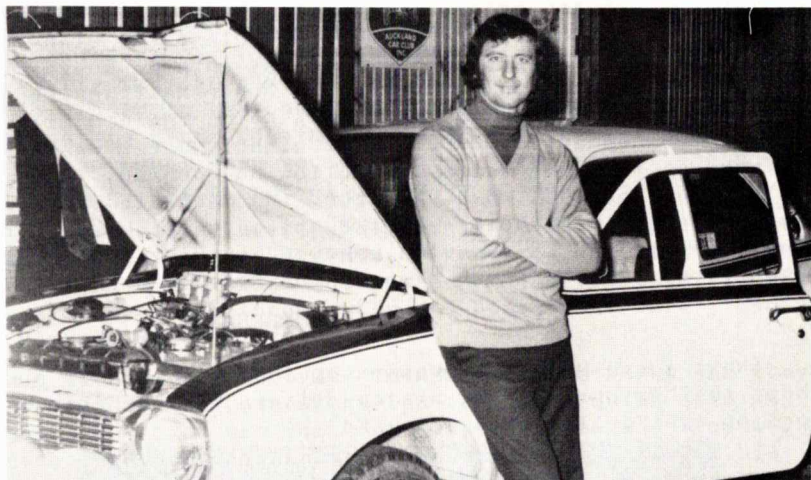
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Rallying in Britain

by Mike Marshall

Following the Dukeries Rally prizegiving, that is, at 11.30 p.m., Peter Bruin and I left Nottingham and headed for Newcastle and the Border Rally, a trip of about 3 hours. We were to sleep at my borther-in-law's and leave for Hawick at 6.30 the same morning. We were all pretty second hand when we arrived at scrutineering. The weather was cool but not really bad and our main problem was a blown manifold gasket something which had developed on our run up. Peter proceeded to remove the exhaust manifold, a job which required undoing a dozen $\frac{1}{4}$ " nuts in very awkward positions, while John Stoker, my navigator for this event, and myself went through documentation processes. We were car number nine and Peter was still calmly tightening nuts as car seven left.

We started the motor with the job half done, did a lap of the carpark which also contained the start, and having officially started went back and finished the job, now made worse by hot exhaust pipes. Eventually we were on our way.



John was used to my driving as we had serviced together on the Lindisfarne Rally and we settled in quite quickly. It was a long run to the first stage and we soon made up our lost time.

At the start of this stage the front runners were all playing ducks and drakes waiting for each other to go off first and we were eventually the fourth car away. At last we were on territory which reminded me of home and we were soon making pretty good progress. About halfway through this first stage something started scraping on the driveshaft and this turned out to be the right hand rear radius arm, which had pulled out from the floor. However, it was not making a lot of difference and by the end of the third stage we held a narrow lead over Bill Taylor and Jimmy Rae, both in R.S.

Escorts. However, on the fourth stage the remaining radius arm broke, having had to do twice the work as was normal, and axle tramp was a small problem. At the halfway mark we were first equal with Bill Taylor and were confident that a good placing was possible if only we could keep the old girl going. Unfortunately the rear shocks rapidly deteriorated and after a further three stages the handling rapidly deteriorated as well and on a medium right hander we gracefully oversteered into the loose with something drastically wrong. A quick inspection showed the centre bolt of the spring had broken and the spring had fallen to bits. In the process we had bent a driveshaft so for us the Border Rally was over. It was now a case of sitting on the edge of the road for three hours while 150 or so cars scraped and clattered past.

I can tell you from experience that the Kielder Forest is a cold and inhospitable place to spend a winter's afternoon. I could not sit in the car in case someone came around the corner and hit us so I stood there and slowed the other competitors down. The last thing I wanted was for someone to run into the rear of my car. That privilege was to be reserved for Lieth Asterhag on the R.A.C. Rally.

The Escort was subsequently towed back to Newcastle minus the driveshaft and repairs were made by Peter and myself with very grateful help from Alan Conley, the Clan Crusader man and his garage in Wylam just outside Newcastle. With Alan's help we manufactured a new driveshaft and repaired the suspension eventually getting away on the 600 mile journey to London at 10.00 p.m. that night. Peter was to start work at McLarens again the following morning.

Back at Boreham two days later, the mechanics walked around our car, in disbelief that despite its looks it performed so well, and it was with renewed interest that they helped us prepare for the big one. The R.A.C.

MIKE MARSHALL

(Next month Mike will report on the R.A.C. Rally and we hope that Arthur McWatt, his co-driver, will be able to report on the Shell Triple 100 - Ed)



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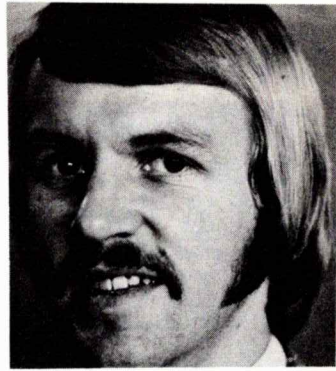
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THE PETER GILL COLUMN



Performed the annual ritual of making out the tax return the other day. Not a pretty sight. Especially when that rather large proportion of the taxable income that was spent on owning and operating a car for private use is not tax deductible. And not only is it not tax deductible, you usually end up paying tax on it twice.

First of all, it is your privilege, as a member of the working class, to earn your sheckles. If you are a wage and salary earner the tax man gets first grab before you even see it.

Now, clutching your pay packet, already made so much lighter (therefore easier to carry home), by the Commissioner of Inland Revenue, you set about feeding those hungry mouths. Especially the one that's very partial to 93 octane. The little dinger in the bowser dongs eight times and the tax man rubs his hands together in glee. Petrol tax. You paid tax on the money when you earned it, you paid it again when you spent it.....on petrol. And on annual re-licencing.

The manufacturer paid anything from six per cent to fifty-five per cent duty when he imported your car or the parts to make it. That got passed on and you paid it out of your already taxed income when you bought the car. Then you registered it.

The poor old private motorist is the first one they think of when the government has to make a quick quid at budget time. You use that car to get you to and from work because 'Robbie' hasn't got round to building one of his rapid rail stations out your way yet. But for as long as you are not using that car in the job, you can't claim any tax exemption.

There are plenty of categories on an IR 5 form which you could try putting your car under. "Dependent Relative" wouldn't be a bad description. "Charitable Donations" is much nearer the mark though.

PETER GILL

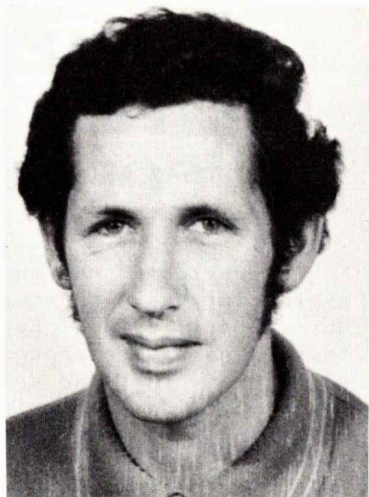
(Peter,

You will be interested to learn that motor cars also form part of a deceased person's estate for death duty purposes - Ed.)

Graham Spear reports

ENGINE BLUE PRINTING

Engine blue-printing is necessary for reliability and also in most cases blueprinting will give considerable horsepower gains. This can be seen by comparing the GTX cars with their standard counterparts. I will not go into every facet of blue printing an engine as this would fill the whole Bulletin but I will mention most of the major points.



The cylinder block should be checked for parallel between the main journals and the block face and if this is not right it must be corrected by off-setting the block and planning true. Conrods should be checked for length and if there is any variation it is normal to face the piston crowns the corresponding amount and matching them to the conrods. All motor parts must be balanced and the rods are of the utmost importance as they must be balanced end for end and also for total weight otherwise they affect both the crankshaft balance and the piston balance.

The valves and valve seats are redone and it is important to get the right width and position when doing this, all seat diameters must be the same size. After the valves are resealed into their new position the combustion chambers are checked to ensure that they all have the same cubic capacity.

As most rockers vary in their rocker ratio slightly it pays dividends to sort out the four with the highest ratio of lift and use these for the inlet valves. This will help ensure smoother running and also keep the motor under more even loadings.

Fitting copper lead bearings is important and this is our normal installation procedure.

Check bearing cavities for size and ovality before fitting the bearing shells. Make sure everything is perfectly clean, particularly between the shells and the bearing cavities. Fit the bearing shells and correctly tension the bolts or nuts, whichever the case may be. Now measure again for clearance and ovality, the clearance should be $.001\frac{1}{2}$ " to $.002\frac{1}{4}$ "; now undo one bolt on each main and or big end and check with a feeler gauge how much gap there is between the matching faces on the loosened side. This should be $.004$ " to $.008$ " any less and the shell may spin, any more and the excessive crush may distort the bearings allowing them to either seize or pickup. Now fit the crankshaft to the block or the conrods to the crankshaft whichever the case may be

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and check dry that everything is free (do not use oil as this gives a false feel and will also hide any markings on the shell that may point to a problem). Now strip and reclean everything and you are ready for final assembly.

Cam timing can make or break any motor and this is all the more confusing as often the correct cam position is not the best one, sometimes advancing or retarding a cam will give quite a performance gain, the amount of advance or retard should be kept within 7° either way. Advancing the cam will give the engine more torque and low end power whereas retarding the cam gives the engine more top end power at the expense of bottom end power. As normally one tooth is 18° it becomes necessary to vernier the sprocket or sprockets when timing out the cam. Cam timing should never be done with the springs and tappets in operation as valve spring tension through the rocker ratio is usually 250ft lbs and this flexes the cam and can give up to 15° error. To check that a cam is in the correct position is done by checking the maximum lift positions in relation to the timing figures. This position can be found by adding the inlet timing figures to 180° dividing by 2 and taking away the first or smallest timing figure.

Example:

Take a 45.75/75.45 cam
 $45+75+180 = 300$
Half 300 = 150
 $150 - 45 = 105$

Full lift position is 105° as can be seen from the example.

To find the full lift position of the cam is done by the use of a dial indicator and a degree plate and the best method is to go .010" either side of maximum lift and then split the two lines.

Tappets effect cam timing although it does not pay to go too far away from the vehicle manufacturer's settings as a much tighter tappet setting will increase the duration and may cause the valves to burn out whereas a much larger tappet setting can drop the valve onto the seat too quickly and cause early valve bounce and its associated problems.

Inlet and exhaust manifolding should be matched to the cylinder head and it also pays to streamline the carb venturi, butterfly and butterfly spindle as this increases induction efficiency.

I think this article covers the basics of engine blue printing and as can be seen the amount of time that can be spent blue printing an engine can be quite considerable but with the reliability and performance gains normally expected is extremely worthwhile. ●

 GET WITH **DUNLOP**

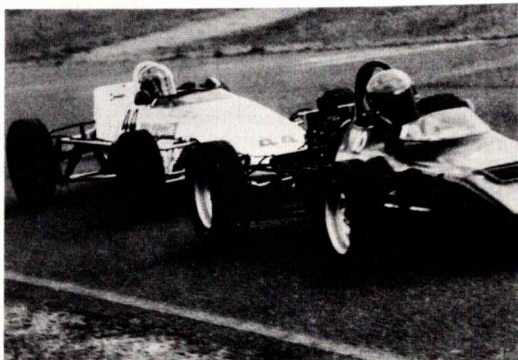
VEE FOR VICTORY

(Some thoughts on Formula Vee Racing by the Public Relations Officer of Formula Vee Association Inc.)

The following is an account of the recent Coca Cola meeting at the Bay Park Raceway, held during the Easter weekend, with particular reference to Formula Vee racing.

Practice for Formula Vees was conducted in very heavy rain, in fact, water wings would have been of more use to the drivers than their goggles. High 'rooster tails' were the order of the day throughout practice, with not much swapping of places as it was almost impossible to see anything at all. Several spins were reported, Ivan Zonich hit the fence at Harmans damaging his front suspension and bending his chassis, but the main excitement of the day was when George Hetterscheid put his Vee into the fence at the exit from Harmans corner, at high speed. George dismantled about twelve feet of very substantial Bay Park fence, carried on across the grass, and, finding himself back on the circuit he carried on. At the conclusion of practice George returned to his pit, examined his car, and found -- absolutely no damage whatsoever!

While most other classes of motor racing had already a cut and dried championship winner, the Formula Vee Championship could have gone to any one of three drivers on the day.

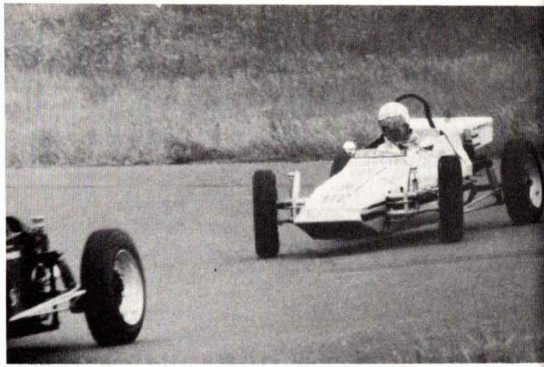


Ian Hodge of Sawyer Racing is the new Formula Vee Champion, and he richly deserves the honour, but it was not until the final flag fall that this was decided. Either his team-mate, George Hetterscheid, or his arch rival, Marx Jones of Autoland Racing, could have taken the title.

The race itself saw the two Autoland cars jump into the lead, followed closely

by Ian Hodge, Jeff Goile, George Hetterscheid, Tim Holt, Jeremy Gough and Ray Whiting. This bunch battled it out together, gradually opening out a gap from the rest of the twenty-seven car field, with John Hatton of Autoland Racing establishing a lead, and winning in fine style. Lap five saw Tim Holt retire with a broken rotor arm while running in fifth place, while Jeremy Gough, although driving without any top gear, held off a strong challenge from Ray Whiting. One of the finest pieces of driving to be seen in a Formula Vee for some time, was the performance of young Jeff Goile. Jeff, driving a particularly tidy Valour Vee, and just completing his very first season in Vees, drove an extremely fine race to finish in fourth place. It is only a pity that the 'powers that be' don't take more notice of this very closely fought series, as some very fine drivers are emerging, notably, the new champion, Ian Hodge, and Jeff Goile.

To summarise, this class of single seater racing must be one of the closest fought of any in the country, with the championship still in doubt right up to the final flag fall. Very close racing was seen at all circuits during the year, with several of the newer drivers moving up, and obviously preparing to challenge the supremacy of the older hands.



Standard of preparation of the Vees raced today is very high, with the cars driven by Ray Whiting and Jeff Goile being superb. Tim Holt's 'J & B Scotch Whisky' Vee certainly looks the part, while the two Sawyer cars, both look, and go well. However, a number of the other Vees look very 'dumpy' to say the least, and these drivers should look to improving and modifying their bodies during the off season.

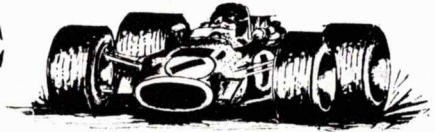
The Formula Vee Association recently printed a little 'hand out' sheet, and this sheet was distributed by the drivers themselves to the spectators. This was done in an effort to let the public know a little more of what Vee racing is all about, and telling them a little about the drivers. The youngest driver in the series was sixteen years old, while the oldest driver was forty years older, at fifty six years young; all occupations were covered, from University students to motor mechanics, from joiners to insurance agents. The 'hand out' sheet invited members of the public to 'pop' over to the Pits at the conclusion of the meeting to have a chat with the drivers, to have a look at the cars, and even, perhaps, to have a drive. The J & B Scotch Whisky car was seen to have at least six different drivers during the weekend, including no less a person than Jim Richards (Mr Sideways) and MANZ executive member, Jim Carney.

When the cost of Formula Vee racing is taken into account, anything from \$900 to \$1600 including the trailer, and set alongside the speeds attained of up to 120 mph, then this class MUST be considered to be extremely good value!! The top speeds attained by Vees at Bay Park and at Levin would be between 110 and 115 mph, while the Pukekohe back straight would show easily 120 mph. This is no mean feat when you consider that these engines are basically a cooking Volkswagen motor. Close competitive racing, at a minimum of cost, a minimum of maintenance, and a maximum of enjoyment, this then, is Formula Vee.



 **DUNLOP**

TRACKSIDE



. . . Prior to arriving at Barcelona for the Spanish GP, Emerson Fittipaldi was at Zolder with John Player Team Lotus for tyre testing and actually lapped in 1m 24.2s, equalling Peter Gethin's McLaren M8E outright record. But Fittipaldi had to negotiate a new chicane on the outward leg to do so!

. . . Could British Leyland be re-entering competition by a devious route? Rumours are circulating on the American West Coast that Bob Tullius and Brian Furstenau, co-owners of Group 44, the private team which races TR6s, GT6s and Spitfires for British Leyland in SCCA events, might be setting up a similar operation in Britain for BL. The rumours say that BL consider Tullius the man to put them back on the winning map on home territory, just as he has in the States. Perhaps with the forthcoming 16-valve Dolomite for Group 2 racing?

. . . In a remarkably honest moment of brutal self-appraisal, popular Canadian Formula 2 amateur David McConnell packed up his Surtees TS15 into his massive transporter after the first practice session at Nurburgring and announced "that's it, I'm retiring, I won't race again".

The shock news came after many weeks of heart-searching by McConnell, who has already four seasons' competitive racing under his belt and was financing his ambitious 1973 Formula 2 programme entirely from his own pocket. Although he has many business commitments back home in North America, where he and his brothers run a property dealing business, McConnell is far more honest in his reasons for calling it a day.

"I figure for the money that I'm spending, it's impossible to get into F1 and as I'm not really good enough to make the grade without sponsorship, I've chosen this moment to stop. I'm very satisfied with my results and all the help I've received from Brian Hart and John Surtees, but now is the time to call it a day".

. . . Preparations for the Hitachi-sponsored Swedish Grant Prix at Anderstorp on June 15-17 are reported to be well under way. It will be the first championship Formula One race held in the Scandinavian country and interest is running high. Prince Bertil of Sweden will be the patron of the meeting and he is referred to by the Swedes as their Motor-Prince.

The 2.49 mile circuit has been recently improved and Jackie Stewart has visited the venue to view the work and is reported to be satisfied. Scandinavian Raceway, the organisers of the meeting are expecting a crowd of 60,000 and there will be seated accommodation for 11,000.

The present lap record for Anderstorp stands to Ronnie Peterson following a one-off appearance before his home crowd last year in the March 721X when he lapped in 1m 28.4s at an average speed of 101.65 mph so it will be interesting to see how Peterson goes in the John Player Special in July.

. . . Brian Redman scored an excellent victory in the opening round of the L & M F5000 Championship at Riverside. Driving Jim Hall's Lola T330 with an Alan Smith carburetter engine he beat Jody Scheckter's Trojan - with similar power - by 12 seconds. Tony Adamowicz was third in a Roy Woods Lola T330, David Hobbs fourth in a Hogan/Haggar Lola T330, Peter Gethin fifth in the works Chevron B24 and Brett Lunger sixth in the Hogan Lola T330.

The race was run in two heats and a 40-lap final, into which went the fastest 10 from each heat plus four chosen by the organisers. Redman won the first heat despite fluctuating oil pressure on the straight, from Scheckter who finished with a broken suspension link. In the second heat Lunger won from Adamowicz, Max Stewart (Lola) and Gethin. Graham McRae retiring with mixed oil and water in his 540 bhp "super-Bartz" engine.

Redman was on pole for the final but Lunger forged ahead, and looked unbeatable until his throttle stuck open and went off into the sand after 20 laps. He got going again, but well back. Redman was able to stroke his Lola home, looking after his oil pressure as Scheckter was hampered by a brake problem.

. . . At the wheel of his Sid Taylor Trojan, Jody Scheckter scored his first Formula 5000 victory by beating Peter Gethin works Chevron B24 in a close finish in the final of the second L & M Championship race at Laguna Seca.

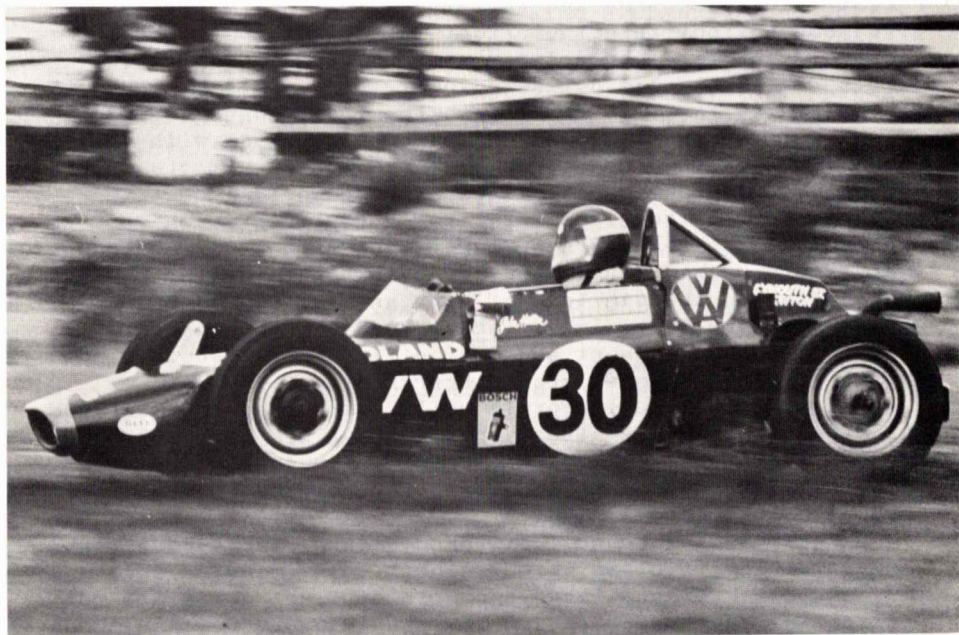
The first 30 lap heat went to Scheckter from David Hobbs in the Carl Hogan Lola, while Gethin stroked to an easy victory in the second in front of Gus Hutchison March. His front row compatriot Brett Lunger lost a lot of time on the pace lap when Graham McRae's McRae suffered a jammed throttle and rammed him from behind. McRae didn't continue, but Lunger managed to qualify for the final although he was forced to start on the back row of the grid.

When the flag fell after the pace lap, Scheckter took an immediate lead and quickly pulled out a nine second advantage over Gethin. But gradually Peter fought back to just under two seconds with a lap left to run; but the intervention of a back marker prevented him from having a final go at the South African and he ended up second.

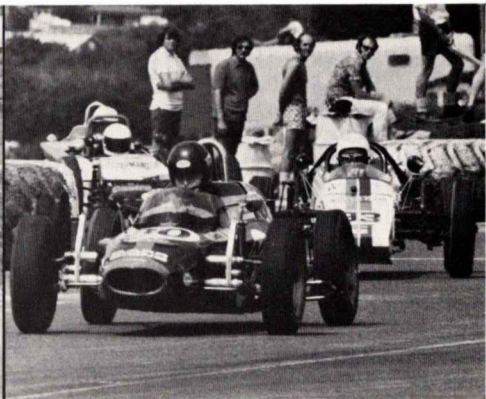
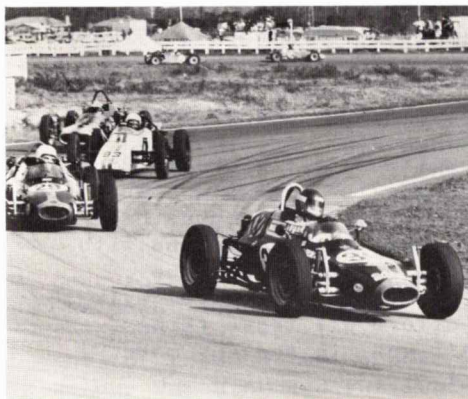
Third was David Hobbs ahead of Hutchison, Eppie Wetizes (Lola T330) and Lunger. After setting fastest lap at 59.9s over two thirds quicker than McRae's 1972 record, Adamowicz wrote off his Lola in a big accident but emerged unscathed.

Mrs Marie Molloy, Terry and family wish to thank all those friends and members for the cards, floral tributes, and kindness in the loss of their husband and father.

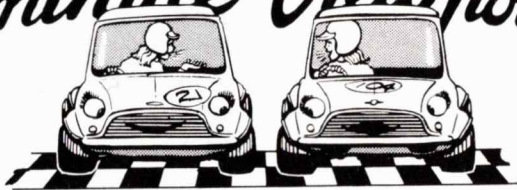
JOHN HATTON wishes to thank **AUTOLAND** for their Formula Vee Sponsorship during the past season.



John also thanks **DUCKHAMS** and recommends their products which helped him have a successful season.



Feminine Viewpoint



On being asked to write an article for Feminine Viewpoint, I find only two subjects come to mind. Our family's recent trip to England and Rallying. So I shall try and give some insight into the effort involved in pursuing the sport of your (or should I say your husband's) choice.

Obviously I'm not an advocate of Women's Lib, but I find very few families where both the people have been successful in sports of one kind or another. So with this in mind, we decided on a trip to the U.K. for Mike to learn and gain more experience in the rallying world and at the same time for me to visit relatives and places which I hadn't seen for ten years or more. So saying, we cashed up what assets we had, just about everything except the house, and sallied forth with lots of hope and far too much luggage, and set up house in a place called Clacton-on-Sea. This is a holiday resort and may be fine in the summer, but as rallying is a winter sport, Brrrrrr

It was close to Ford's rally company so that was the main thing. Mike was already building up his car, which he had bought within weeks of arriving, which just goes to prove no matter where in the world you go, these guys still work all night long!!

The children and I explored around and found a park and a beach quite close which, albeit cold, made us feel more at home. Mike entered a couple of Club rallies to get the feel of it over there and after doing very well in these two (after all in a club rally you can get 180 starters and at least 50 of these are all very, very fast, with the rest of the field not too far behind either - spectator wise it is fantastic to watch), it was back to Boreham to make lots of modifications to the car before any further work was asked of it. Arthur McWatt and Ray Stone came over to join us, after negotiations with the New Zealand Wool Board had made our trip into a Kiwi assault on the R.A.C. Rally, and with Ken Sleath there on holiday, everyone set to work on the Escort.

With five adults, and sometimes six, as Peter Bruin made the long trip down from London a few times to help, our grocery bills were bigger than those shopkeepers had ever seen. Mainly retired people live in Clacton and with them not spending much I'm sure we left them with the impression that New Zealand surely must be a land of milk and honey if young families can afford all those things. Even so, I'm sure those boys don't want to see any more sausages or mince for a long time!

Life was all work and no play though, with the boys leaving at 6.30 in the morning and not finishing until 10 or 11 at night. The highlight of those few weeks for the kids and myself anyway, was the weekly trip to the "Washerama" (true!) in Clacton. The boys with their plastic bags full of washing, would throw all the clothes in a machine, switch her on, and sprint down to the local on the corner for a quick pint before the machine stopped. Must have looked a bit weird to the locals too, to see this Escort van pull up and all the bodies and bags tumble out of the back.

The R.A.C. Rally was a bit sad as you have no doubt heard, but great lessons were learnt on how to fix a clutch properly and so we had a week looking around England whilst following the rest of the rally. In muddy forests at midnight! You must be joking!! Even Mike and Arthur, who usually have the comfortable way to do it, say that spectators have to be really keen. From then on it was back to Boreham to fix the car up again. I must admit that the Escort looked superb in all its "Wool Mark" finery at the start of the rally but no matter, it had to be fixed for the advertising people to take all their films and things.

The boys worked like fiends until it was time for them to leave for home at Christmas. The next event on our calendar being the arrival of junior, which I must admit was a great relief and gave me a bit more bounce in my step. So much so that I arranged to go to Ireland with Mike and his Kiwi cronies from London. The children, duly given to relatives of mine for a week, we set off with big white hankies to wave at all the troubleshooters, but never needed them, thank goodness. We got a great reception in Galway with Mike being one of only three overseas entries. The others it seems were put off by the troubles, but really the people were great and I feel it must be a minority group who cause all the strife. Still, musn't bring politics into sport. (oops!) Ireland we thought was very pretty and it was whilst watching the Circuit of Galway that I learned to jump up banks, into ditches, over stone walls and yes, even into a paddock full of bulls, all to get out of the way of very fast rally cars, doing their thing on special stages.

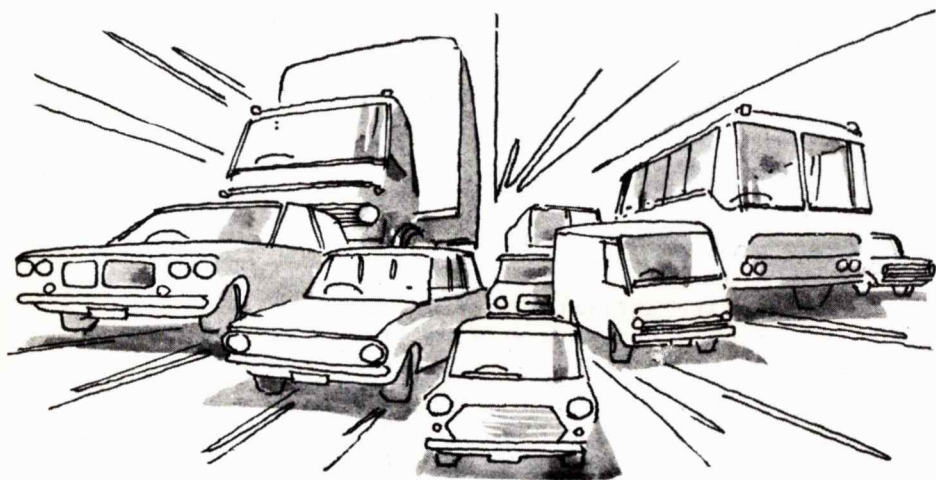
I must add a word of warning, that this should not be practiced by a novice and preferably only when there is a hefty male around to push you that last six inches up and onto the wall. Really quite dangerous but very, very exciting to watch these cars go by at such close quarters.

Once again fate had hit us where it hurt, in the pocket, and the front of the car was bent again. I don't think either of us could have faced the old routine of "fixing it again", after all we were supposed to be on holiday. Back to England we went and started to pack up our gear for the long trip home. It was a great experience and one point I would make is that after meeting wives and girlfriends from car clubs over there, life is really no different for them but we do have a far better climate in which to do our watching and waiting.

MARGARETTE MARSHALL

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EUROPEAN RALLY SCENE

After several years in which victory in East Africa's premier event has eluded him, Shekhar Mehta finally won the Safari Rally which ended at Nairobi on Easter Monday. With co-driver Lofty Drews, they drove a Datsun 240Z to finish one minute ahead of Harry Kallstrom in a Datsun 1800 SSS.

The event was divided into its usual northern and southern legs with the start, half way and finish at Nairobi. There were also rest halts at Dar es Salaam and Eldoret, and other stops at what are called Bunching Controls where cars are held and then restarted to prevent elongating the field. Total maximum permitted lateness for the whole route was 27 hours, and this is necessary to allow for the very high average speeds and possible changes in weather conditions. It is worth noting that the winner lost well over six and a half hours over the whole route.

The start area outside Nairobi's City Hall was a mass of excited, cheering people, displaying enthusiasm such as can only be found in Africa. Kenya's President Jomo Kenyatta waved the first few cars away with his inevitable fly whisk. The route out of town was South and onto the Mombassa Road for an easy 25 miles before the first murram road. This meant the first taste of dust, and there was no doubt that the leaders were going to press on hard to avoid being dusted by their rivals. The first section was 50 miles long and 35 minutes was the time allowance. Clark and Makinen (Escort) and Waldegard (Porsche) were the only ones to clean it.

The route progressed into the Taita Hills and the Tsavo National Park. Clark put up consistently good times and by the time the rally reached Dar es Salaam, he was leading by half an hour from Kallstrom, Makinen, Aaltonen (Datsun 240Z) and Waldegard very close behind and Mehta the best placed local driver.

On the tight and twisty climb up and down the Usambaras, Fall (Datsun 1800) went off and was pulled back by Mikkola (Escort) who later went off and spent half an hour winching himself out of the mire. Shankland (Peugeot 504) had a brush with a tree stump and Huth (Peugeot 504) had a minor skirmish with a bus.

Preston (Escort) had the cylinder head gasket changed after it blew, but there was little that could be done about the cylinder block. He had quite a struggle to get around the route, but it was the only works Escort to finish.

Zasada retired his Porsche when he went into a corner too fast, clipping a bank and rolled over. Waldegard had lost his brakes when a brake pipe burst behind the back plate. The old problem on Porsche is that when shock absorbers become soft

or broken, the suspension rattles apart when driven hard on uneven ground. Several times Waldegard had his Bilsteins break up with the result that he had to drive slower to prevent more serious damage. As it was, the vibrations caused gearbox problems when the selectors jammed between gears.

Clark had to have a cracked manifold welded up and the front struts were changed. On the road out of Nairobi just after the start of the second half, the steering on his Escort went completely haywire, the bolts were missing from the bottom of the front struts. It took about 40 minutes to rectify and although it meant losing the lead by a few minutes, it resulted in nearly 20 cars getting ahead to scatter the dust.

He pulled out all the stops to make up time, but the patched up exhaust began to blow again until it completely broke away with the result that the hot exhaust made a mess of the alternator diodes and their wiring. There wasn't sufficient time available for the necessary repairs and so Clark's drive came to an end.

Makinen retired shortly after when he rolled the Escort several times, breaking the front struts and smashing the battery. Aaltonen had some trouble when the brake pedal stuck down and Shankland lost a wheel. Mehta had a broken wishbone replaced.

After the final halt, Shankland rounded a corner a little sideways, and when the tarmac gave way to dirt, the Peugeot spun and rolled down the road. Aaltonen's 240Z slid on a patch of mud into a bank and rolled. A few miles further and Mikkola stopped when a rock tore away the steering. Both drivers ended their rally in the shadow of Mount Kenya, very close to the finish.

Kallstrom lost a few minutes when he got stuck in the mud and at the finish Mehta was one minute ahead of Kallstrom.

- 1st S. Mehta/L. Drews (Datsun 240Z)
- 2nd H. Kallstrom/C. Billstam (Datsun 1800 SSS)
- 3rd O. Anderson/J. Todt (Peugeot 504)

TULIPEN

 **TYRES DUNLOP RETREADS**

LETTER OF APPRECIATION

The TISCO Trial of 1973 has certainly been the most successful trial the Club has promoted. This was made possible by solid backing from all Club members, far too numerous to name, but all of whom should receive a personal letter in the near future.

The Chairmanship of any event is always difficult. However, this year I found the task far more easy than I ever dreamed. Those from whom assistance was requested spared no effort to complete their task, thus contributing to make such a high quality event.

PETER MEGGISON
Chairman

1973 Tisco Trial Committee



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.

Calvin Campbell	Blockhouse Bay	Vauxhall Viva
John Paladin	Kaukapakapa	Simca
John Neil	Epsom	Austin Clubman GT
Laurence Bennett	Kaukapakapa	Anglia
Christine Drum	Papatoetoe	Mini Clubman
Kerry Spackman	Mt Roskill	Falcon
Patrick Kellett	Mt Roskill	Mini
Alan Blomfield	Hamilton	Holden
Alan Pearce	Otahuhu	Ford Maverick
Phillip Campbell	Avondale	Fiat 124 Coupe
S.C. Gillespie	Torbay	Fiat 1500
Alan Fowler	Torbay	Austin Cooper
Bill Perry	Waiuku	Morris 1100
Eric Bone	Mt Roskill	Vauxhall Cresta
Frederick Grice	Balmoral	Viva
Peter List	Auckland	M.G. Midget
Douglas Harvey	Balmoral	Cortina
Susan Burdett	Mangere	Morris Mini
Denis Morton	Glenfield	Austin Healey
Kevin Williams	Mt Roskill	Boss Mustang ² / ₃
Wayne Winn	Meadowbank	Cortina
Keith France	Manurewa	Austin Cooper
Linda Shanks	Auckland	Toyota
Raymond Bailey	Howick	Escort
Michael Pilcher	Rothesay Bay	M.G.B.
Richard Williams	Royal Oak	Hillman Imp
Bernard Pisarek	One Tree Hill	Lotus Elan
Ivan Fletcher	Remuera	Escort 1300
Anthony Roberts	Manurewa	Datsun 1200 Coupe
John Bidois	Westmere	Austin Mini
David Scott	Birkdale	
Lynn Cate	Hamilton	

FRIDAY FILM EVENINGS



The two Friday films to be shown in June are
FRIDAY - 8TH JUNE - The Lady in the Car with Glasses
and a Gun

FRIDAY - 22ND JUNE - The Burglar

The films start at 8.00 p.m. and are 2 - 2½ hours duration. Supper provided, refreshments etc. Donation 70 cents.

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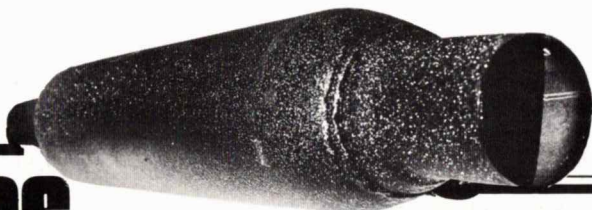
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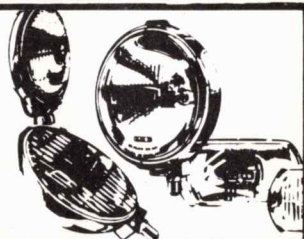
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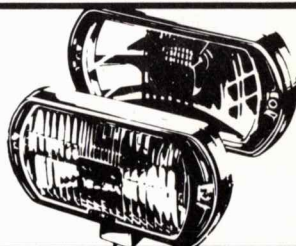


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