

JULY 1973



BULLETIN



Repco

COMPETITION Disc Pads

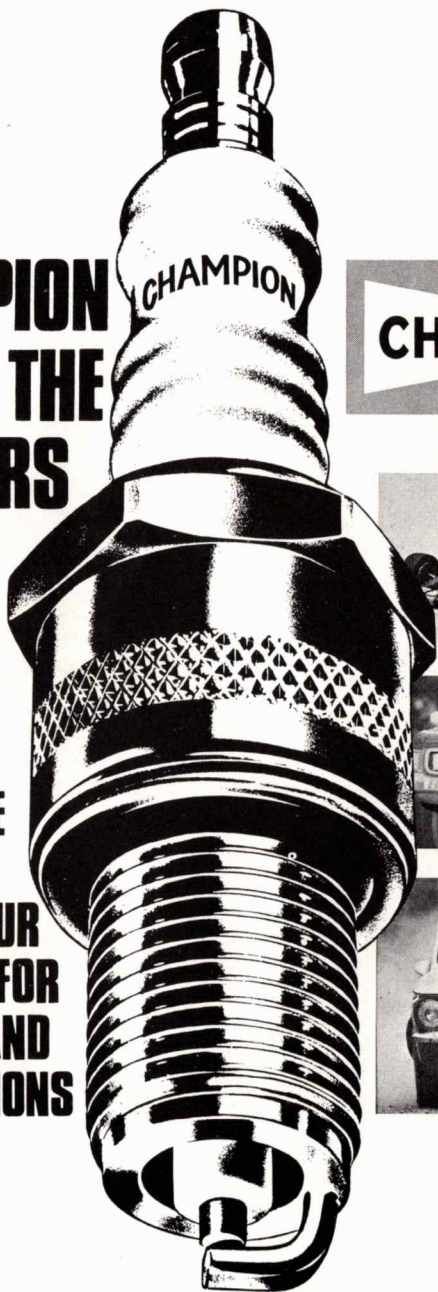
CHAMPION POWERS THE WINNERS

1st, 2nd, 3rd 1972
INDIANAPOLIS 500

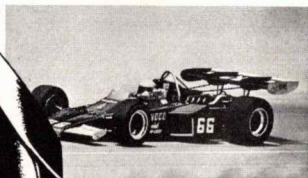
ALL STARTERS 1972
BENSON & HEDGES 500

ALL STARTERS
1972 HEATWAY RALLY

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— 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. Levet,
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. 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: 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:

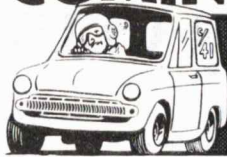
W. Ferris, phone 674-071.



OUR PICK TO WIN THIS YEAR'S HEATWAY RALLY, CLUB MEMBERS MIKE MARSHALL/ARTHUR McWATT

COVER PHOTO TISCO SECRETARY, FRANK TRAINER PRESENTS THE AWARDS FOR FIRST PLACE TISCO GOLD STAR TRIAL TO G. CRAIG ON BEHALF OF R. CROFT, THIS YEAR'S WINNER.

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.

6TH JULY - FRIDAY NIGHT FILM EVENING

The first of the July Friday Evening Films will be "Luv" which is a comedy starring Jack Lemon, Peter Falk and Elaine May. Please see separate advertisement regarding the other films to be shown on these evenings.

14TH JULY - SATURDAY - CLUBMAN'S RACE MEETING - PUKEKOHE

An Invitation Clubman's Race Meeting will be held at Pukekohe on the 2.2 mile circuit in conjunction with the Heatway Rally Special Stage. Events will be held for Production Saloons, Modified Saloons, Formula Vee and Sports Cars. Entries close on FRIDAY, JULY 6TH, with Miss C.E. Dewar, C/- Alans Office Services, 23 Shortland Street, Auckland. Entry Fee \$1.00. Entries will also be accepted by phone, 379-341 (Business Hours). Scrutineering 8.15 a.m. to 9.15 a.m. Usual requirements including Competition Licence and Medical Certificate, etc. This event is organised by our own Club.

19TH JULY - THURSDAY EVENING - CLUB NIGHT & FILM EVENING

Held at the Clubrooms, 44 Stoddard Road, Mt. Roskill at 8.00 p.m. Good motoring films, supper and discussions etc. New car on display.

21ST JULY - SATURDAY - 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. Meals available from the Pit Stop Bistro Bar at the Clubrooms afterwards.

22ND JULY - SUNDAY - BISTRO DINNER & DANCE NIGHT

Admission Free. Dinner from 5.30 p.m. Music from 6.30 p.m. to 10.00 p.m.

8TH AUGUST - WEDNESDAY EVENING - GAMES EVENING

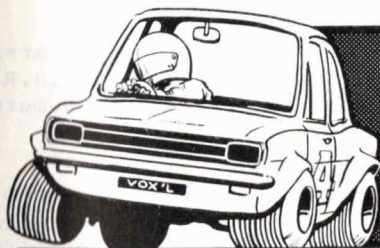
The Northern Sports Car Club have challenged the Auckland Car Club to a Pool and Table Tennis Competition. This will take place at the N.S.C.C. Clubrooms, Mt Richmond Domain at 8.00 p.m. Further details next Bulletin.

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 week-end of fun. Entries close with Mrs Val Martin, 6 Melissa Place, Pakuranga, Phone 566-437, on 13th July. Entry forms available from the above address or the Clubrooms. 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.

25TH AUGUST - SATURDAY - AUCKLAND CAR CLUB SPRING INVITATION MERCURY TROPHY TRIAL. - See Open and Invitation Events for further details.

 **TYRES DUNLOP RETREADS**



**OPEN &
INVITATION**

7TH JULY - SATURDAY - HEATWAY RALLY

First car leaves Christchurch at 6.00 p.m.

14TH JULY - SATURDAY - HEATWAY RALLY

The first car arrives at the Auckland finish early Saturday afternoon. The final division includes the Hopu Hopu Special Stage at 7.30 a.m. following a breakfast break at the Waikato Motor Hotel at 6.00 a.m. From there, competitors travel to the Pukekohe Motor Racing Circuit. The first car is due at the circuit at 9.30 a.m. and at this stage the Rally Cars will complete 10 laps - twenty cars at a time from a grid start. The final Special Stage will follow being held in the Woodhill State Forest.

14TH JULY - SATURDAY - CLUBMANS RACE MEETING

An Invitation Clubman's Race Meeting will be held at the Pukekohe 2.2 mile circuit in conjunction with the Heatway Rally Special Stage. Events will be held for Production Saloons, Modified Saloons, Formula Vee and Sports Cars. Entries close on FRIDAY, 6TH JULY, with Miss C.E. Dewar, C/- Alans Office Services, 23 Shortland Street, Auckland. Entry Fee \$1.00. Entries will also be accepted by phone 379-341 (Business Hours). Scrutineering 8.15 a.m. - 9.15 a.m. Usual racing requirements including Competition Licence and Medical Certificate etc. apply. Organised by the Auckland Car Club.

22ND JULY - SUNDAY - MONSOON TRIAL

A 2 - 3 hour Mercury Trophy Trial starting at the Pukekohe A. & P. Showgrounds at 12.30 p.m. Further details available from the Pukekohe Car Club, P.O. Box 174, Pukekohe.

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

Approximately 12 hours duration. South Auckland area. A.S.R.'s and entry forms available from Auckland Rallies and Trials Club, P.O. Box 55021, Auckland. 5.

29TH JULY - SUNDAY - GLENVALE 200 MOTOR RACE MEETING

Bay Park Raceway. Main event Standard Production Saloons. 200 miles - 150 laps. Supporting events for Formula Ford, O - 1000 cc Saloons, Mini 7 and Production Motor Cycles. Entries close on 14th July with the Bay Park Promotions Office, P.O. Box 2197, Tauranga. Organised by the Tauranga Car Club.

4TH AUGUST - SATURDAY - CRAIK MOTORS TRIAL

A six hour event for the Mercury Trophy covering the area shown on N65, Hamilton, and N74, Te Awamutu maps. A.S.R.s and entry forms available from the organisers, Te Awamutu Car Club, P.O. Box 229, Te Awamutu.

11TH AUGUST - SATURDAY - M.G.C.C. MERCURY TROPHY TRIAL

Six hour event. Starts N.Z.M.C. Symonds Street at 10.00 am. Finishes at the A.C.C. Clubrooms. Entries close on Friday 3rd August. A.S.R.s etc. from Clubrooms or Chris Rodliffe, Phone 581-237 or M. McIvor, Phone 559-131. Organised by the M.G. Car Club.

25TH AUGUST - SATURDAY - AUCKLAND CAR CLUB SPRING INVITATION

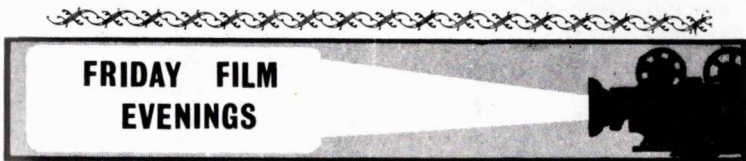
MERCURY TROPHY TRIAL. Starts at Seabrook Fowlds (Papakura Limited, GreatSSouth Road, Papakura at 9.00 a.m. Duration approximately 6 hours. The area covered by the trial is the Pukekohe - Waiuku area and the finish is at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mt Roskill. Entry Fee is \$1.00 per person (no additional charge for insurance). Entries close on Friday 17th August, however late entries will be accepted on the day. All correspondence should be addressed to the Secretary of the Meeting, Mrs V. Martin, 6 Melissa Place, Farm Cove, Pakuranga. Phone 566-437. Map Required - N.Z.M.S. 1 Onewhero N51 2nd Edition 1st April 1964.

The following prizes will be allocated to the two vehicles comprising the team for Mercury Trophy Points:- 1st \$30, 2nd \$20, 3rd \$10. This event will incorporate the Light Car Trial with Trophies for the highest placed driver and navigator in a car under 1200 c.c. There will also be a Teams Prize for the highest placed team of three cars all under 1200 c.c. from the same Club.

9TH OR 15TH SEPTEMBER - 1973 BENSON & HEDGES 500 MOTOR RACE

MEETING - PUKEKOHE. Event 2 - The B & H 500. New Zealand Assembled Production Saloon Car Race. 500 Miles, 8 Hours Duration. Classes - 0-1200 c.c., 1201-1800 c.c., 1801-2400 c.c., 4201 c.c. and over. \$4,000 prize money.

Event 1 - The Golden 100. An open production saloon car race of 100 kilometres (28 laps) carrying prize money of \$1,400. Supplementary Regulations and Entry Forms available from the Organisers, N.Z.I.G.P., P.O. Box 11-129, Ellerslie. Entries close on Thursday, 2nd August 1973.



**FRIDAY FILM
EVENINGS**

The following are our Friday Films to be shown for the month of July and the first week in August:-

- 6TH JULY : "Luv" Starring Jack Lemon, Peter Falk and Elaine May. This is a comedy film.
- 20TH JULY : "Last Warrior", a comedy starring Anthony Quinn.
- 3RD AUGUST : "The Owl & the Pussy Cat", a comedy starring Barbara Streisand and George Segal.

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



Trials Trophy Points

A. MORLEY	23	P. ASHWORTH	8
R. WILSON	22	B. NICHOLL	7
B. BLACKLOCK	20	S. MATHIESON	6
J. CROMBIE	16	D. BONE	6
R. WYLIE	12	C. MINERS	4
C. SHANKS	10	P. LEVET	4
S. HAMILTON	10	M. BOYLE	3
M. HIESTAND	9	R. MONTGOMERY	2
		M. WHITEMAN	1

Beer & Burger Evening

SUNDAY, JUNE 3, QUEEN'S BIRTHDAY WEEKEND

As usual this was a well attended evening. It is difficult to say exactly what makes this type of evening swing.

I feel that the very wide selection of beverages brewed with such loving care, saled in the various shapes of bottles, gently nurtured from source to destination, plus the thirsty throats of our refined members all helps to make it such a success.

It is the same with the burgers, all neatly stacked with a small piece of paper separating each one from the next silently waiting for the connoisseurs of the Club who certainly understand the finer points of a succulent hamburger. Everyone had a different idea for the filling that constitutes a Burger.

So with Beer and Burgers dealt with, the band must be the next on the list. The type of chamber music that we all appreciate was supplied by 'The Music Convention' who certainly know how to present our type of music.



So I think it true to say that if anybody failed to enjoy themselves, they have no person to blame but themselves as the Organisers and Chefs did a fine job and deserve all the pats on the back they can take.

BURGERLY

 GET WITH **DUNLOP**

Beer & Burger Evening

BELOW LEFT:

1. MEMBERSHIP SECRETARY, BEN HAMILTON AND WIFE, MARLENE.
2. TWO IDEAS ON HAMBURGER FILLINGS.
3. TWO MEMBERS OF THE BAND - 'THE MUSIC CONVENTION'

RIGHT:

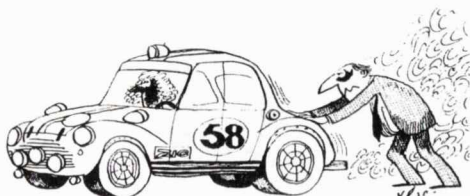
1. 'ERICO' LENDING A HAND IN THE KITCHEN.
2. PUKEKOHE CAR CLUB PRESIDENT, TOM WALKER AND WIFE, DEE (LEFT) WITH OUR CUSTODIAN BILL FERRIS AND WIFE MARG.
3. AUDREY MALLARD, PAULINE PEDERSEN, MARILYN AND GARRY WEBBER AND GARRY PEDERSEN.
4. GRAHAM ADDIS AND WIFE.



Phone 569-848 (res.)

Photos by SHEILA MACDONALD

OUR FIRST MID-WEEK TRIAL



If you like wet, cold nights that are only good for staying at home you should have come on John Kilmartin's Night Trial on the 13th of June. Even though it was wet and cold about thirty competitors faced the starter.

After leaving the Clubrooms we headed in the general direction of Onehunga where we had considerable difficulty with the instructions "Follow AIRPORT" and "Go right at PRINCES ST". After trying most possibilities we found the Odo check. From here we had more difficulty with the C.R.I., "After passing odo check, go left at every third intersection unless otherwise instructed". Eventually we got on to Roscommon Rd where there was a small straight ahead which led to the check U-TURN where I wanted to do a U turn, but Dad said "Let's get the check down the road first". From there we went into Druces Road (NOT Bruces Road). From there we went left into Great South Road where we had to measure kilometers which proved very difficult because of the mucking around before the odo check.

We then went down Sandstone Road which led to Whitford. At Whitford it was pouring down with rain and the wipers decided to give up the ghost. Then we followed BEACHLANDS 5M and went next left to find ourselves driving around on the mud-flats. After driving around a big loop, we had another drive on the mud, then headed back to Whitford. We found the U-turn check in part of the old road before Whitford.

Then we had problems at Wades Road because the sign was down and the clarification arrow had been taken away by the Trail Car before we got to it. After going left at every third intersection we eventually passed the trail car. From there we went through Papatoetoe and then onto the motorway. Leaving the motorway at Mt Wellington we went through Penrose and Onehunga on to the Waterfront road. Here we were told to go left at the second crossroads - who missed the first crossroads - and got the only manned check and found we had missed a disasterous number of unmanned checks. From here we followed the instructions back to the Clubrooms.

Thanks to John Kilmartin for a very enjoyable trial.

THE OFFCOURSE EXPERT

RESULTS:

1st Equal	:	B. Nicholl, R. Wylie
3rd Equal	:	A. Morley, P. Jukes
5th Equal	:	B. Kirk-Burnand, P. Bateman, M. Parsons
8th	:	D. Gulland
9th Equal	:	W. Owen, D. Bone, B. McDonald

SHOUTS & murmurs



. . . In the forthcoming Heatway Rally the Club is sponsoring five teams for the Club Team Prize. We wish all our competitors good fortune in this event. Details of the Club Teams appear elsewhere in this issue.

. . . Ian Ivers has retired as Chief Grid Marshall at Pukekohe for both our National meetings and the N.Z.I.G.P. Ian has held this important post for nine years and all drivers, officials and other people connected with the Grid at Pukekohe will appreciate Ian's efforts. He will be replaced by his assistant, Bob Hulme.

. . . We record with regret the death of Selwyn Hadfield on the 29th May. Selwyn was the father of Don Hadfield, our Pukekohe announcer. He was a past member of this Club and his artistic ability and craftsmanship was a joy to all who knew him. Our 40th Anniversary commemorative ashtrays were made by Selwyn and his wife, Mavis. We extend to Mrs Hadfield, Don and family our sincere sympathy in their loss.

. . . The Westlake Boys High School recently requested assistance from the Club for a trial. Peter Meggison, our Trials Chairman, gave the required assistance and an event was run on the 10th June last. We have received a letter of thanks from the school. The Club also gave assistance in a display of photographs and vehicles at the school.

. . . At the Beer and Burger Evening held on Sunday, 3rd June, a record number of 432 burgers was prepared in the Bistro Bar at the Club. Rumour has it that Rob Halliday was the biggest burger muncher!!

. . . Two new Honorary Members were recently appointed. They are Les McLaren, a past President of the Club and father of Bruce McLaren; and Harold Batten who has been a man behind the scenes for many years in the form of our film projectionist. We congratulate them on their appointments.

. . . Members are reminded that they should carry their Membership Cards when attending the Clubrooms. Members who bring friends to the Club must ensure that they are signed in. The Visitors' Book is prominently placed in the Members' Lounge for this purpose. In future the signing in of visitors will be strictly checked. Members are also reminded that a reasonable standard of dress is expected. No denim jeans will be permitted in the Members' Lounge and a reasonable standard of footwear is also required.



TYRES

DUNLOP

RETREADS

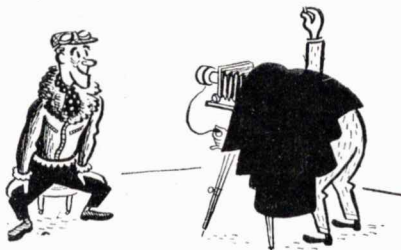


The face on the right is familiar to most MotorSport people in New Zealand. The symbol above is new, but it represents the best in MotorSport and Automotive Photography — ten years' experience — the best of equipment — full-time service — catering to the pictorial requirements of the N.Z. MotorSport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



HEATWAY RALLY

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. . . On Wednesday, 6th June, we went to Pukekohe to play Darts, Pool and Snooker against the Pukekohe Car Club. The venue was the Pukekohe R.S.A. and a most enjoyable evening ensued. We had a narrow victory and thank Pukekohe Car Club and Tom Walker for this event.

. . . Hands up all members who noticed the redesigned Club badge on the cover of the Bulletin. The redesigned badge first appeared on last month's issue. It all came about through Club Member, George Horne, who pointed out in a well written article in our December issue last year, that the car shown in the Club badge had become somewhat un-related to the original. The car in the badge is, in fact, a K3 MG driven by Tazio Nuvolari winning the 1933 TT at Ards. Tazio Nuvolari's widow is still alive and lives in Mantova, Italy. Below are letters written to Signora Nuvolari by George Horne and her reply.

Gente. ma Signora Nuvolari,

I am sending to you today, by separate airmail, a copy of the 40th Anniversary Special Issue of the Auckland Car Club Bulletin.

I thought this would be interesting to you because of a short article I have written in it tracing the history of the Auckland Car Club's badge. As a long-standing member of the Club, I was asked by the President, Mr Barry Webber, to write something for this special issue, and I wrote about the badge and its connection with your late husband, Tazio.

This was a purely amateur effort on my part as I am not a writer or journalist by profession.

I think the article - on Page 59 of the Bulletin - is self-explanatory, and I think you will be pleased to know that, following its publication, the President has informed me that all the Club badges are now being re-designed to follow exactly the Gordon-Crosby drawing of Nuvolari winning the R.A.C. Tourist Trophy in 1933. At present, the car badges are as on the cover of the Bulletin, having suffered many modifications over the years. I feel that, in this way, the badge will pay tribute to Tazio, and ensure that his memory is preserved here in New Zealand, and I trust you will approve.

Do you remember my wife and I visiting you in May 1971, when we were most honoured to meet you? We hope to come to Italy and Mantova again in June next, and perhaps we may meet once more then; I have your kind letter of September 1971 before me as I write, and Marie and I are looking forward very much to seeing you again.

Photographs of myself are on Pages 1 and 59 of the Bulletin, and a translation of the article is enclosed herewith.

Con migliori distinti saluti, G.W. Horne.

Dear Mr Horne,

I have received your letter with the publication, and with much gratitude I thank you for having informed me of the decision to strike the new badge in memory of Tazio.

For this tribute to Tazio, which will be a lasting memory to him in New Zealand, I express all my gratitude and also Tazio's.

It is with pleasure that I take the opportunity of sending you and your kind wife my best regards, and I hope we meet again.

Yours sincerely,
Carolina Nuvolari,
Mantova, Italy.

. . . Northern Sports Car Club have challenged us to a games evening at their Clubrooms. Darts, Snooker, Table Tennis etc. This will probably take place in early August - Wednesday the 8th. However, this will be confirmed in next month's Bulletin.

. . . The following medical practitioners have been selected to form the panel of Honorary Doctors for the Auckland Car Club:-

Mr I. Wilson, Dr R.L. Sinclair, Dr Gerald Rutter,
Dr D. Riddell, Dr K.R. Orr, Dr A.B.H. Howes,
Mr J. Horton, Dr M.J. Foley, Dr E.P. Grieve,
Dr B. Fergus, Dr L.A. Drake, Dr S.T. Choy,
Dr A.H. Chong and Dr K.J. Hickling.

. . . Closing date for the August Bulletin copy is the 15TH JULY and all copy should be in the Editor's hands before this date.



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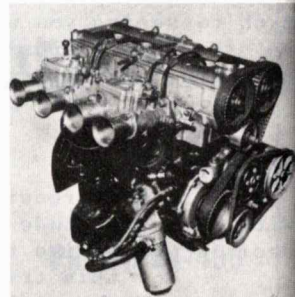
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THE 1973 HEATWAY RALLY

The Ford assault on the Heatway Rally is being prepared in a modest warehouse-type building in a Penrose cul-de-sac. To Mike Marshall, Arthur McWatt and Ray Stone it's a far cry from AVO and Boreham, where they saw the Works cars being prepared for the R.A.C. Rally - but the object is the same - winning The Big One! And few would doubt that the "Woolmark Ford Team" Escorts will be just as well prepared in Penrose as they would be by the U.K. team, especially since the building has unofficially been christened "Boreham"!

Ray Stone is emphatic that while the facilities and parts available here make car preparation a slower job (about six months' work instead of the three months required at the "other" Boreham to build up a rally car) a good New Zealand team of drivers and service crew has just as much chance of winning the Heatway as an overseas driver or entry. In fact, Ray hopes a local will win!

I was allowed a brief look at "Boreham" recently, and Mike Marshall told me there was activity there day and night, with some of the team taking time off work as well as giving up their evenings. Indeed, the atmosphere of the place is by no means that of a super-professional big-budget outfit. The team is not really much different from the gang that enjoyed themselves preparing Mike's Anglia and earlier Escort just for the fun of it. Mind you, the cars from East Africa hadn't arrived at that time - things have no doubt got more serious since! But one thing applies to all motorsport - Ray says he could always do with just a little more time to be just a little more ready when the flag drops



Ray agreed that he would love to see a workshop set up on a more permanent basis (the lease will be finished soon after the Heatway) so that an operation something like the Boreham competition shop, or at least similar to Harry Firth's Holden Dealer Team, could continue with a programme of car building, both for the factory and for customers. It was interesting to learn that Ford-AsPac (the administration set-up covering Asia and the Pacific) has bought the two East African Safari cars and will use them in a couple of other events in the region, but that the Heatway and New Zealand, are considered the main scene for such activity by AsPac. Al Turner, an American who has been with Ford Australia for some years, has been appointed Competition Co-ordinator for the AsPac region. He has looked after such Special Vehicle projects as the HO Falcons, and knows the racing scene - but he is leaving Ray Stone to run the rally effort, at least here in New Zealand.

Ray and the boys may have achieved a break-through that will give some welcome impetus to both rallying and racing - they have contracted to use BP fuels and lubricants, and will carry advertising saying so. Observant followers of the Tasman scene may recall the interest of some BP promotions men when the Elfin Team came over from Australia with BP support and John McCormack won the N.Z.G.P. for them. It seemed then that, if BP wanted a new ad theme (remember that French broad but she didn't sell gas!) motorsport might figure, and if the Ford Team can achieve results that interest the BP top brass, maybe there will be some cash for racing too before long.

For that reason, if none other, let's hope the Woolmark Ford Team meets with success on the Heatway. Derek Etherington

AUCKLAND CAR CLUB TEAMS FOR THE 1973 HEATWAY RALLY:

NO. 1 TEAM:

- | | |
|---------------------------|-----------------------|
| 1. M. Marshall/A. McWatt | Ford Escort R.S. 1600 |
| 2. B. Robson/D. Benefield | Ford Escort R.S. 1600 |
| 3. J. Richards/R. Halls | Ford Escort R.S. 1600 |

NO. 2 TEAM:

- | | |
|-----------------------------|------------------------|
| 1. Shekhar Mehta/W. Jones | Datsun 180B |
| 2. J. Hanbury/M. Carney | Morris Marina |
| 3. D.B. Nicholl/R. Williams | Mitsubishi Colt Galant |

NO. 3 TEAM:

- | | |
|------------------------|------------------------|
| 1. T. Tapper/R. Prior | Morris Cooper S Mk III |
| 2. R. Millen/R. Irving | Mazda RX 3 |
| 3. S. Millen/ | Holden Torana |

NO. 4 TEAM:

- | | |
|--------------------------|-----------------|
| 1. D. Halliday/D. McCrae | Escort Mexico |
| 2. D. Simpson/D. Jolly | Skoda S110L |
| 3. H.R. Hanbury/W. Winn | Datsun 1200 SSS |

NO. 5 TEAM:

- | | |
|----------------------------|-------------------|
| 1. B. White/W.H. Walker | Austin Cooper S |
| 2. C. Stodart/G. Hill | Ford Escort Super |
| 3. F. Watchling/K. Vincent | Porsche 912 |



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.

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STRAIGHT AHEAD



A busy month, starting with the Ebbett Motors Trial run by Hamilton Car Club, reasonably straight forward, where the places were decided by timekeeping. Then Matamata Motors Trial run by the small (50 members) but enthusiastic Matamata Car Club. This was a longer event than a Mercury, with lots of extra instruction checks and lots and lots of overriders. Both events were most enjoyable and both events deserved more entrants.

Then came the second of the North Island Gold Star events. In fact it was the fourth Gold Star of this year's series, and it was the thirteenth consecutive Castrol. With its ideal date of Queen's Birthday Weekend, it again drew the biggest number of entries for any trial. Basically a most enjoyable event, written up elsewhere in this Bulletin, in which yours truly finally collected some points and showed up his old mate GT 1.5. Incidentally, G.R. 006 and G.T. 1.5 were going to share a drive in the Matamata event but the gearbox was rendered totally useless in the Ebbett Motors Trial so you avid readers will have to wait awhile.

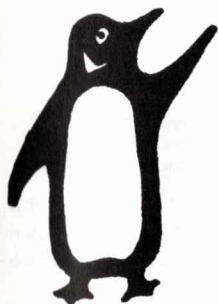
Harping back to the Castrol, I see that as a result of protests on the night the Budden Road check was deleted but the first subsequent time check was not made directional. This has had the effect of dropping several people down who had found it, whereas the person whose protest was successful didn't even make the first ten. Yours truly knows of three very well placed crews who are all adamant that they were in fact being penalised by finding the check that was scrubbed in this manner. The people who fell for the trap just continued merrily along and at the time check received little penalty, whereas those who thought it out and checked the route, found the check which was scrubbed but for their prize for doing so well they received a time penalty which the others didn't. Otherwise yours truly considered that the Castrol lived up to its reputation as a good event but a bit more independent checking would have made it excellent. The trouble is, of course, that all the good crews want to enter.

Unfortunately, the Pukekohe Car Club's Monsoon Trial has been cancelled as they have been unable to get a plotter for it.

Our own Mercury Trophy event, The Spring Invitation Trial, will be plotted by Arthur McWatt - Mr Assistant 'Heatway King'. This is where Arthur releases his inhibitions and frustrations. Its a beaut and with assistance from Kevin Lancaster this would seem to be a trial that shouldn't be missed.

In late November or early December Midnight Madness will infect the Club once again. Navigation will be elementary but the event an interesting one. More about this next month.

G.R. 006



CRAFTY CROMBIE'S SOUTH ISLAND CAPERS



My gawsh but its cold down here - thank goodness for antifreeze.

An eventful trip down until the Picton ferry where we bumped into Tony Moore's crew. The bar didn't close for us until after the ship had tied up. Won a round of beers at Canterbury Car Club Clubrooms when betted that I wouldn't put \$2,000 in notes on the bar for two beers.

The first event, Canterbury Car Club's Ron Rutherford's Gold Star was a real eye opener - thirty-eight entries, eight of which were from the North. The little mazes of roads off the stop banks just are not funny. Also, they pulled one of those instructions remaining after a Control trick - GR 006 would have words to say - will have to protest that one I feel.

At lunchtime we were almost running last, but after lunch the big recovery - ahem, ahem, ahem, guess who was placed two places in front of the Crofts. The map reading was oh so complex, but all on! At one stage I mis-plotted to cross a ford. Well we stopped and looked at the thousands upon thousands of cusecs flowing at enormous speed and no way was I going to sacrifice my little green darling until a car came over the other way and it was only 2 inches deep. Crone was 4th, Scott was 6th (guess who have him the checks in Section 3), Crombie 20th and Croft 22nd. All very provisional.

Gallagher's car had broken down. He declined a ride and was genuinely sorry afterwards.

Sunday I did half of University's Gymkhana and was placed fourth on average without the knobblies. Sunday night I did a Mini Car Club Trial and got lost on Section 1. (They don't identify the placings of Controls and Checks).

We have got eight wheels with us and with two on the roof rack and the row of lights, everyone is asking if we are someone or something of the Heatway.

Everyone in the back-blocks knows the nearest 'best' corner.

If this note isn't what you expected, just remember : Quality depends on what you pay. If you want good, clean, fresh dry oats, then you must expect to pay a fair price; if you don't want to pay so high, then you can't object if the oats have been through the horse.

JOHN CROMBIE

 TYRES **DUNLOP** RETREADS



PETER HILL WRITES....

Last season's track scene seemed to lack some of the exciting racing of previous seasons. The Heatway Rally definitely captured the public's imagination, possibly to the detriment of circuit racing. But while the crowds didn't grow at the tracks, far more people did take an interest, and take part in Car Club activities. Every month this magazine contains a page or more of new members, with other clubs indicating a similar healthy growth. One type of event that is little reported in the motoring press but which should receive renewed attention next season, is the Hillclimb. With two oil companies, Duckhams and Bardhal, taking an interest in Hillclimbing there was an event almost every weekend last season. Perhaps the sudden rise of rallying has brought about the increased interest in hillclimbing, as Jim Scott enthusiastically put it : 'after all it's just like the start of a special stage, except that you get several chances to get it right'.

Hillclimbing does provide an excellent opportunity for fast driving and competition with the least possible prerequisites. You can turn up with your helmet, extinguisher and a basic licence and have a go. There is only you, the road and the stop watch, no embarrassment about running last or going too slow. The Gold Star series of Hillclimbs has definitely been 'out' for a few years now, but I am picking that with all the members who are entering club and invitation climbs locally, a new life will be given to the premier hillclimbing series as these drivers set their sights on a championship, and are willing to travel around in order to pick up points. In Victoria, Australia, the Lakeland Hillclimb always attracts T.V. coverage, so who knows, if magazines and papers start to cover at least the top events, we might see club members doing their worst on Saturday afternoon's 'Grandstand' programme.

If you have never entered a speed event, but always fancied that you would like to have a bash at something, give some thought to entering some club climbs next season. Providing that you are not out to show the world in your first few events, then the daily transport will be O.K. to run on the hill. Just make sure that you have a chat to a regular competitor or a committee member so that you know the few scrutineering requirements.

You will learn a lot about driving your car and I will guarantee an excellent day's enjoyment. A lot of good racing and rally drivers gained their grounding at Club Hillclimbs in cars with far less power than your modern machine.

PETER HILL

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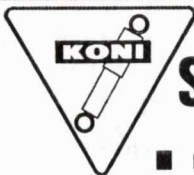
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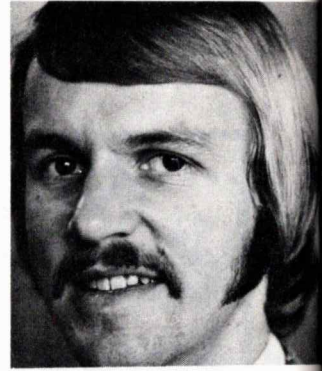
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THE PETER GILL COLUMN

THE LOCAL AUTHORITY'S QUICK GUIDE
FOR PROMOTING SAFER, HAPPIER MOTORING
(Abridged Version)



For the Guidance of Council Works Employees:-

When deciding where to put a bus stop, ensure you choose a place where a stopped bus will completely block a motorist's view of a pedestrian crossing, so that he cannot see if anyone is about to step out onto that crossing. While a motorist himself may not stop, stand or park a vehicle without reasonable consideration for other road users, and can be prosecuted if he does, we as a local authority, are able to get away with it. This keeps the motorist constantly aware and poised ready for anything, and therefore must be a benefit to the community at large.

Mark traffic lanes so that only the front driver in line can see the directional arrows. Be sure to use the paint with the slithery-skid additive. This is because the driver cannot see the road markings when the road is wet, therefore by skidding on the lines he knows that they are there. Thus you have provided a service.

It is essential that traffic light mechanisms should be installed so that between the hours of 11.00 p.m. and 7.00 a.m. they stick on green in one direction only. It is an offence for the motorist to proceed against a red light, thus you have trapped him for the night. This causes the motorist to use his initiative.

See that council road works gangs scatter twenty miles per hour roadworks signs liberally throughout the district, leaving them for periods of up to three months, without any work taking place to justify them. This breaks the monotony for the motorist of travelling thirty miles an hour all the time, and causes him to be observant.

When actual works are taking place allow the batteries of warning lights to run down, and road works signs to fall over, so that the driver runs over them. See, too, that at least one drum in every line of forty four gallon drums sticks out far beyond the rest, so that the motorist either strikes it or takes sharp avoiding action. These little considerations help to warn a motorist that he is passing legitimate roadworks, and not one of the aforementioned liberal scatterings of twenty mile per hour signs.

Finally, it is essential that no road shall be dug up for drainage works or cable laying unless that road has been completely and beautifully resealed not more than twenty-four hours before. This prevents a motorist becoming complacent.

Combine all these techniques and you are well on the way to becoming Chief Roading Engineer with this council.

PETER GILL



RACING NUMBERS

At the Promoters Meeting on 6th April 1973 it was agreed that the method of numbering for competing cars for the 1973/74 season should be divided into two sets. One set for open cars including all types of single seaters and sports cars. The other set for saloon cars. This will enable approximately 180 competitors to have two digit numbers.

Numbers 1 - 10 in the open car set are reserved solely for overseas drivers and numbers 11 - 20 are only allocated to competitors continuing with a permanent number from last season. This applies only to the open car set of numbers.

There are still complaints regarding the size and general appearance of competitor's numbers painted on cars, particularly saloons. Stewards have been instructed to note breaches of regulations and to crack down on offenders. The regulation as to size and colour of numbers is in the current Yearbook (1972/73) Part 9 Page 100 No. 137 Identification Marks (b).

The permanent number list will close on 20th August 1973 and all holders will be advised of their number on 1st September 1973 when the promoters will also be circulated with the final permanent number list for the season.

Only competitors who intend to race during the forthcoming motor racing season should apply for a permanent number as numbers are only valid for one season. Preference will be given to continuation of permanent numbers and saloon car drivers please note that the promoters have requested that numbers be allocated in order so do not apply for any number over 200.

Only competitors who apply will be allocated with a permanent number. Issue of numbers to N.Z.R.D.C. financial members is free, all other applications must be accompanied with the one dollar fee payable for each number application.

Please apply to the Secretary, N.Z.R.D.C., P.O. Box 189, Whangarei.

Please state - Name, address, type of car, preference of number (if any).

 **DUNLOP**



MY MOST MEMORABLE CAR

GARRY PEDERSEN

My most memorable car would just have to be the old Coupe, a 1939 Ford V8 De Luxe. My first car was a 1936 Coupe that was never registered or had a Warrant of Fitness.

During my first years as an apprentice mechanic I had started to make a hot rod out of a 1936 Coupe but didn't really get it finished. I used it a few times on the road without much success as the seat was never

screwed down and the steering wheel had no nut on the shaft to hold it on which made it very tricky to drive, especially when the seat would fall back taking the driver and the steering wheel with it. All this became a bit nerve racking and as it would have cost too much to finish off, it was sold for £150.

I saved hard for a deposit on the 1939 Deluxe Coupe, and in the end, after selling almost everything, including my guitar, I had enough money. I persuaded my mother to sign the papers and drove away in it.

The first thing was to have twin exhaust pipes and some noise. This was done and then off to Queen Street for the Friday night 'drags'. The 'drags' didn't do much for the motor, and although it sounded okay, it wasn't long before it couldn't be driven with the windows up because of the fumes. A temporary repair was done, consisting of several sacks under the floor mats and a large hose on the breather to keep fumes out. It wasn't very much longer before the oil pressure started to fall and the bearing noise was louder than the exhaust. Eventually a piston broke and all hell let loose inside the engine and I walking to work again.

I had been to Ardmore and seen it all going on, Ted Thompson was the Hero (to me anyhow). His car was the same model as mine but moved a hell of a lot quicker. After talking to Ted I bought a block off him which he had used and which needed reboring. This had big Dodge inlet valves already fitted and the ports opened out. I had it bored to 80 thou. and had set of semi finish pistons made to suit, had the crank ground and rods polished, also a four carb inlet manifold, sent to me from a cousin in the States, and all the other bits and pieces. I then started to put the motor together in my father's shed in the back garden. One cold night I was fitting the piston ring

on the pistons and the oil rings kept breaking. I broke five in a row and only had one spare left. It was at this point of time that John Bernard, who is still my mechanic today, was called in. I went up to the house and rang John and told him what had happened. He called me a bloody idiot for playing around with something I knew nothing about and told me to get my mother to put the electric jug on and he would be around soon. I thought he wanted a cup of tea (not John's usual drink) but soon



found the piston rings in the hot water which, after a few minutes soaking, he fitted to the pistons with ease. From then on we spent many nights putting it together, eventually getting it going. It ran really well, made a good noise and used a terrific amount of petrol.

After going along to a few film evenings at the Auckland Car Club Clubrooms (in Epsom would you believe) with John, I joined the Club, paid 5/- (I think) for a Competition Licence and went to a hillclimb at Bombay. This was great fun and I even made it to the top a couple of times. From then on I went in almost every hillclimb and sprint meeting possible, trying to get my speed extension and racing licence so I could go in the Grand Prix Saloon Race, the first held at Pukekohe. The car had to pass scrutineering first which it didn't. It needed new tyres and the two old ball bearings used as spacers to hold the rear springs in place had to be replaced with something a little more solid and less likely to fall out. The big problem was money for the tyres. My boss figured I owed him enough without adding four tyres to the account. Eventually I conned the local tyre agent into giving me the tyres on a week's credit and as the race was only going to be eight laps, I should be able to sell them again without losing too much. I sold them all in time to pay the tyre agent and only lost £7, then back on with the retreaded fronts and mud-grip rears. After working many weekends, etc., I finally managed to buy a new set of tyres and a couple of spare wheels which I didn't have to sell.

Motor racing these days was surely a whole lot different than today's. The old cars took some keeping going, gearbox and diff. wise, but there were always plenty of spares around and reasonably cheap. I remember once at a hillclimb at Otorohanga I screwed up an axle and brake drum. John and I only had to go to a farm about 100 yards from the start line, got a brake drum and axle from a wrecked car laying in the grass, went back to the Pits, fitted the parts and only missed two runs up the hill.

A lot of the fun was getting to the meetings. The road races there and home again, the pit stops at the boozers and the parties after all added to the enjoyment of the sport.

The feeling that car had coming over Rothmans in a four wheel drift on 4 inch rims and cross ply tyres was just something else and at a speed less than 80 mph trying to stop it at the end of the main straight and remembering to put on left lock at the same time trying to counteract the brakes pulling to the right, was as much fun.

One weekend we set out for Levin, a whole bunch of Coupes including Glen Jones' Ford Coupe, Frank Stephens in his Chev, Trevor Horncy in a Chev, Cliff Horncy also in a Chev, and myself in the old V8. That trip was possibly as good as any race I have competed in. The horrified looks on the faces of the oncoming traffic while we were going over the hills just out of Taihape going towards Levin, I will never forget. It was 6 o'clock closing in those days and we left the public house at Taihape at 6.15 and the pace was on - Ford versus Chev, the most amusing part was that we all made it over the hills, setting a new record from Taihape to Bulls. With the hills behind us, all was well, nobody having been killed. As we went past the Marton turnoff, parked under a tree with his parking lights on was Officer Dibble. Very soon his head lights were ablaze and he was off after us. Lucky for us, we had seen him on our way past and we slowed to the legal limit, but this didn't stop him from pulling us up for the big speech. We told Dibble we couldn't stay too long as we were late for scrutineering at Levin. He decided against giving any tickets as he thought it a waste of time as the chance of us living long enough to go to Court wasn't too good. Finally, we arrived at Levin less Glen Jones who had broken his gearbox on the way. I cannot remember who won the race the next day but it didn't seem to matter to me. Just competing was enough. I do remember John Riley in his Chev. Coupe that day when he put it on its side and ground the door handles down to the paint work, righted the car again and continued. The next morning, before leaving for home, someone with us borrowed Frank Stephens' Chev Coupe to go to Church and blew the engine in the main street on his way back so the car was left in Levin and put on the train to Auckland. The trip home was a lot slower as nearly every mobile car was towing something back. That would be a typical weekend race meeting in those days. The following weeks were spent in righting the cars again for the next race meeting.

I used the Coupe for every day transport (when it was going) and the only difference between using it on the road, hillclimb or race track was to tape the lights and take off the hub caps. They were good days and we had a hell of a lot of fun but after a couple of years racing had passed, the fumes started again, as did the smoke, and it just wasn't worth fitting another motor, so I finally sold it for £425 - a good price in those days.

From then until the sports car was built I raced anything I could get my hands on, including Peter Macks' Mother's car which I borrowed while she was away in England and won the class in an Auckland Car Club Hillclimb at Bombay. Mrs Macks, while in New Zealand House some time later, read the results while looking through a New Zealand newspaper and as she knew I didn't have that type of car mentioned, she worked it all out

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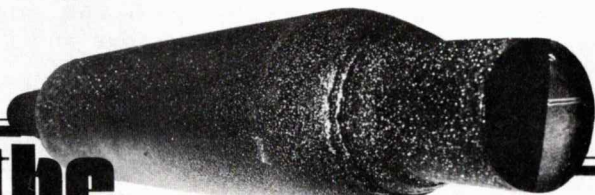
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and wrote to me for the cup which she regards should be hers.

I have some crazy but happy memories of many types both of the events and cars I have run but the Coupe is the most memorable to date anyhow.

GARRY PEDERSEN

Annual Ball & Tisco Prizegiving

The 1973 Auckland Car Club Ball and TISCO Prizegiving this year was again held at the Mandalay Ballroom in Newmarket and the 900 people who attended agreed that it was one of the best balls held by the Club.

The usual magnificent supper was provided by Mandalay and our erstwhile tooth men made full use of every facility. The band did not at all times provide our type of music but were professional in their approach.

The standard of dress this year was better than ever and the girls certainly all looked magnificent. Craig Scott was the guest artist and appeared to find the sound system not to his liking, perhaps because of his positioning of the microphone. He is, however, a top line professional artist and we are sure that those who enjoyed his singing appreciated his efforts. In future, perhaps, at a function of this size it would be worthwhile considering a visual show, i.e. a chorus line or some other visual act rather than a vocalist. Most bands at functions of this size carry a vocalist.

With 900 people attending, a continuous supper system has to be really good to meet its obligations and we feel that the Mandalay did their best in this respect.

Official guests at the Ball included Frank Trainer and his wife who represented the General Manager, Mr and Mrs Christie of TISCO (NZ) Limited. Frank is the Secretary of this firm. Mr and Mrs Garry Mangham, Mr and Mrs John Bruce, Mr and Mrs Ian Boyd, TISCO Hamilton Manager, and Miss TISCO, Miss Lynn Murphy, completed the TISCO representation. The other official guests included Mr and Mrs K.R. Armit, Auckland Dunlop Manager, Mr and Mrs N.L. Yanko from Rothmans New Zealand Limited, Mr and Mrs M.D. Chandler from the Northern Sports Car Club and Mr and Mrs T.G. Walker from the Pukekohe Car Club.

Among the prizes presented at the Ball were:-

1st	R.H. Croft	6th	Ross Haldane
2nd	R. Halls	7th	J.M. Grove
3rd	A.R. Moore	8th	G.F. Meeking
4th	J. Greenwell	9th	J.H. Scott
5th	D. Hawkesworth	10th	M. Smith

Oldest Car to Complete the Course & Harvey Cooper Cup
R.B. Wiley

Alfred Bowring Cup for Good Sportsmanship and High Ideals
Steve Hamilton

Highest Placed Auckland Car Club Member - M. Hiestand



Annual Ball & Tisco Prizegiving

16th JUNE



RIGHT:

MR & MRS F. TRAINER (SECRETARY TISCO NZ LTD), MISS TISCO (LYNN MURPHY) AND MR & MRS G. CRAIG (NAVIGATOR OF THE WINNING CREW) ACCEPTING THE WINNING TROPHY ON BEHALF OF R.H. CROFT.

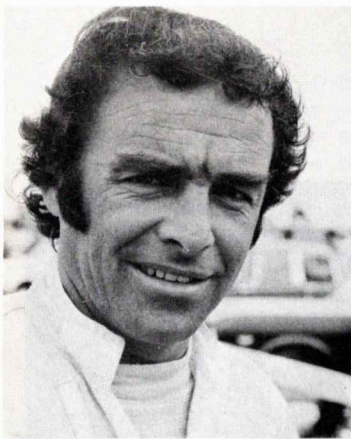
BELOW LEFT:

1. JOHN BRUCE OF TISCO NZ LTD RECEIVING THE TROPHY FOR SECOND PLACE ON BEHALF OF RICHARD HALLS.
2. TONY MOORE RECEIVING HIS TROPHY FOR THIRD PLACE.

BELOW RIGHT:

1. MISS JOAN GREENWELL ACCEPTS THE TROPHY FOR BEING THE FIRST LADY DRIVER, FINISHING FOURTH OVERALL.
2. PETER MARCH, WHO CREWS WITH JOAN GREENWELL, ACCEPTS THE CHEQUE FOR FOURTH PLACE.





Dennis Marwood Comments

This is being written the day following the Ball and I imagine a lot more people than myself are feeling a bit second hand. Although the Mandalay is a fine Ballroom, some of the facilities were lacking. I had a few drinks with guest artist, Craig Scott, who was disappointed with the Band and the sound system and I don't blame him. The prizegiving was short, fortunately, as it was almost impossible to hear the speakers, with the exception of Eric Mallard. I also noticed Eric upstairs retrieving the "Official Party" sign which a certain Glen Eden mob had borrowed.

We have found a new pastime lately at Performance Developments. There is some ideally vacant land at the back of our Workshops, and with Neville Bailey's sister leaving her 90 Kawasaki with him for the winter (to fix up and sell) it was a simple matter to mark out a small circuit, dust off the stopwatches, and have a small competition. The bike has quickly been shouted some suitable tyres and handlebars and is looking a bit second hand at the moment. Jimmy Stone is mostly the quickest, and we have even had Ken Smith out with his new 250 Scrambler to show us what its all about. It's quite exciting fun, and takes me back about twenty years when I used to dirt track a 350 Matchless.

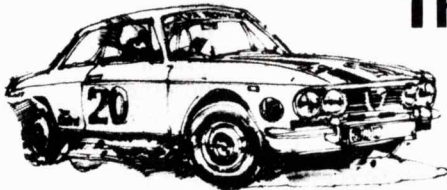
Just by the way, I noticed a new (still in wraps) Suzuki trail bike at P. & R.'s Workshop with P. Fahey's name on the delivery ticket??!!

In contrast to the TISCO Ball, we went to the Atlantic 100 Prizegiving at Trillos in May, when the speeches, etc., took 1 hour and 50 minutes!! Spencer Black won the speed section of the 100 easily and will sell his "Old Crow" for around \$18,000 now if anyone is interested. It is 26 feet long, carries 160 gallons of fuel, and is powered by a 460 c.i. Chev which uses about 40 gallons per hour flat out. Top speed at 5200 rpm is around 75 to 80 mph. Spinner is at present in the U.S. buying the latest gear. I would not be surprised to see him in a new boat next year, 21 feet long powered by a 490 c.i. Chev with fuel injection. Something like this should be able to top 95 mph!!!

In our MANZ Newsletter (May) we have the broad outline of the next season's regulations for the Wales Championship, which allows you to take an F.I.A. Group II homologated car, and fit it up with an engine from another homologated car.

Should allow a lot of interesting cars to be built up, although a car re-engined like this would not be recognised anywhere else in the world. A car properly recognised by F.I.A. which happens to have a four valve engine over 1600 c.c., though, is not able to run in its homologated class and must race in the next class up. A 4 valve Escort 2 litre for instance is able to be rallied or driven on the road as a genuine road car, but it cannot be raced in its original and properly recognised class!! In contrast to this very restrictive rule, you could build a Twin Cam (two valve) Escort up with a 1.9 or 2.0 litre engine, turbocharge it, and end up with as much power as a 2 litre four valve engine, and have 100 h.p. left over, and be able to race it in its original class. Can anyone explain please?

DENNIS MARWOOD



The CASTROL Gold Star Trial



With the start back at the Chateau, this year's Castrol Trial attracted 105 entries from all over the North Island.

After standing around freezing for several hours, we started in the early hours of Sunday morning. We left the Chateau and begun what was to prove a rather tiring and at times frustrating event. I won't attempt to describe where the event took us, mainly because I cannot remember, or didn't have a clue in the first place, save to say that it was rather long and at times very drawn out. Although the organisers made good use of the roads available, I think that by starting at the Chateau they made their job almost impossible.

Much criticism was passed after TISCO for our use of built up areas but we had nothing on the Castrol. Imagine doing a map reading section in the middle of Taumarunui. If that's not intricate route finding in a 30 m.p.h. area, what is?

Overall it was a good event, not the best I have seen, but definitely not the worst. The organisers must be contratulated on the speed in which they published provisional results. I think Auckland Car Club should take note and operate a similar system for next year's TISCO.

Apart from going to sleep and getting very frustrated when we got lost, we managed to finish fourth, but what was even better, was winning a bet from Peter Levet. We still haven't collected the prize yet, but we won't forget to do this.

PARAKAI RALLY TEAM



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.

Frank Martin
Noel Ward
Julian Roncken
Brian McLeod
Kevin Bowles
Mr & Mrs Alan Hunt
Kevin Freakley
Trevor Jensen
Andrew Harris
Warwick McKenzie
Lance McKenzie
Kerry Bolton
Donald Bradley
Kevin Cantwell
Timothy Chapman
Robert Grove

Whenuapai
Henderson
Glenbrook
Kelston
New Lynn
Titirangi
Howick
Papatoetoe
Herne Bay
New Lynn
Ponsonby
Glen Eden
Titirangi
Mission Bay
Kelston
New Lynn

Morris 1100
Morris 1000
Cortina GTE

Zephyr
Chevrolet
Toyota Corolla
Ford Anglia
Hillman Imp
Valiant VIP
VW
Mini Cooper
Simca
MG Midget
Singer Vogue
Ford Anglia 1600



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Steaks & Grills, Roast Dinners, Hamburgers,
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Judith Watson	Newmarket	
Charles Reade	Onehunga	Morris 1100
Elizabeth Norton	Mt Albert	Fiat 500
Dennis Short	Mt Roskill	Holden
Brett Smith	Grey Lynn	Mini Cooper



BENSON & HEDGES 500

This year's Benson & Hedges 500 will be held on the 9th or 15th September, 1973.

EVENT 2 - BENSON & HEDGES 500:

Eligibility - Similar to 1972 event, i.e. New Zealand assembled cars with a minimum of 200 units per year. The intention of this race is to allow the competition of New Zealand assembled series production saloon cars which are available for purchase by the general public. Some new models may qualify provided 50 units have been delivered to retail outlets by the closing date of entries. In this instance a bond will need to be lodged with the promoters.

Distance - 500 miles - 8 hours duration.

Classes:

1	<u>0 - 1200 c.c.</u>	1st \$250, 2nd \$150, 3rd \$125, 4th \$75
2	<u>1201 - 1800 c.c.</u>	1st \$250, 2nd \$150, 3rd \$125, 4th \$75
3	<u>1801 - 2400 c.c.</u>	1st \$300, 2nd \$200, 3rd \$125, 4th \$75
4	<u>2401 - 4200 c.c.</u>	1st \$350, 2nd \$250, 3rd \$150, 4th \$100
5	<u>4201 c.c. & Over</u>	1st \$400, 2nd \$300, 3rd \$150, 4th \$100

Overall Winner - \$600 : Team Award - \$100 Total Prizemoney \$4,000. N.B. Overall winner does not qualify for class award.

EVENT 1 - THE GOLDEN 100

Eligibility - Cars complying with:-

- (a) MANZ Schedule G - Production Saloon Cars as described in the MANZ Motorsport Year Book 1972-73, purple cover; or
- (b) The 1973 F.I.A. Appendix J Group 3 list of cars - Series Production Grand Touring Cars.

Tyres - The use of Racing Tyres will be prohibited.

Distance - 100 kilometres (28 laps)

Engine Capacity Classes :

1. 0 - 1600 c.c.
2. 1601 - 3000 c.c.
3. 3001 c.c. and over

Prizes : Overall \$300 - Each Class - 1st \$180, 2nd \$120, 3rd \$60
Total Prizemoney this race - \$1,400

N.B. Overall winner does not qualify for class award.

SUPPLEMENTARY REGULATIONS AND ENTRY FORMS WILL BE AVAILABLE FROM THE N.Z.I.G.P. OFFICE. ENTRIES CLOSE ON THURSDAY, 2ND AUGUST.

FORMULA VEE

JOHN HATTON

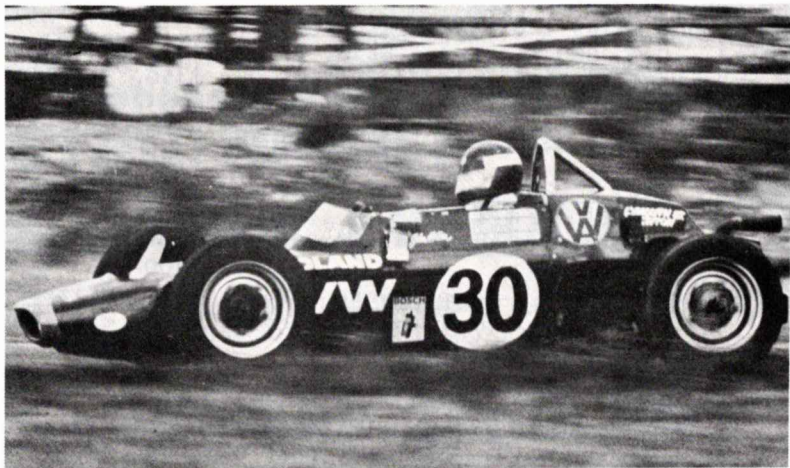


Despite the opinion of many people, knowledgeable and otherwise, it is important to set up a Vee correctly as with any other racing car.

A number of drivers spend a lot of time complaining about their lack of power compared with the faster competitors. This is sometimes true, but it is far more important to exit a given corner just that fraction quicker than your opposition.

This will affect your speed all the way down the straight and with a formula so closely fought, one car's length is all you need to gain.

After many laps of private practice I found leaving one corner just 100 revs quicker resulted in lap times at least half a second quicker.



Private practice is extremely important when you can experiment with both the car and your driving and then compare the times by trial and error. Some drivers begrudge spending \$20.00 for this practice but with the prospect of generous prizemoney it will become increasingly important to take a professional attitude.

The car should be set up properly in the workshop. Wheel alignment being important and you should be well equipped with a pair of accurate stop watches.

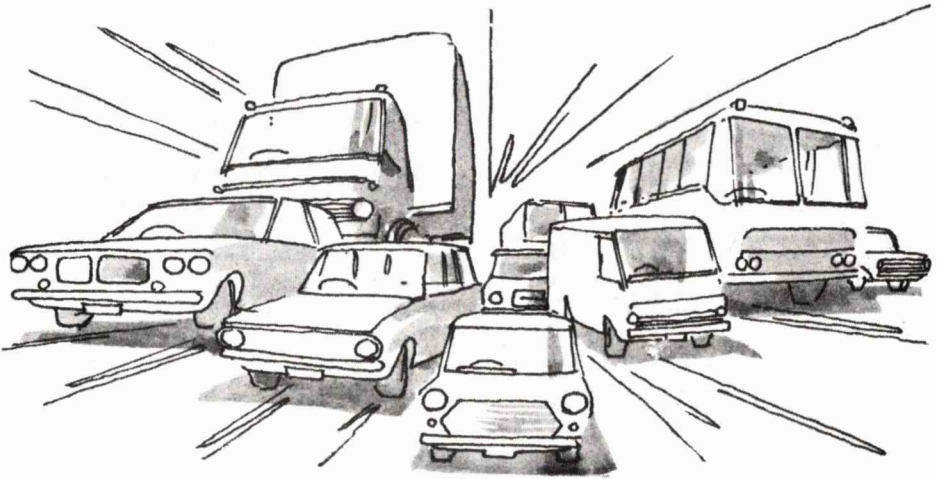
On the track you are able to balance your front to rear braking Z bar settings and tyre pressures.

I say again, the important thing is well planned practice at every available opportunity.

JOHN HATTON

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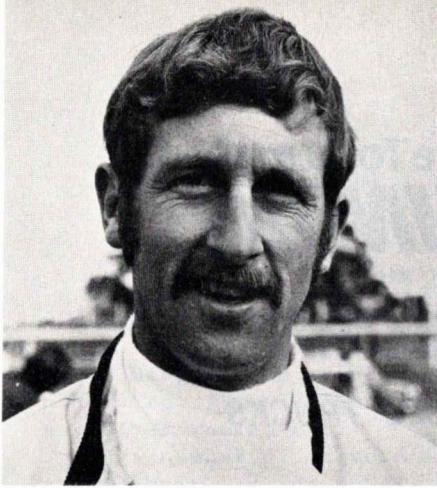
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DUNEDIN: 144 Great King Street, Phone 77-719.



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Roger Anderson writes from U.S.A.

Indianapolis practice — 12-13 May 1973

With two weeks to go to the Indianapolis 500, one of the glamorous lead-ins to the fabulous 500 event is the practice and qualifying sessions of which we saw on Sunday, 13th May. This was the day after the first day when all the big triers are really out in force and 24 of the 30 possible qualified. Our Graham McRae was right there on 1st slot in 5th row on the 3-3 grid and put up a real good show to be fastest rookie bar one ever and the fastest 'foreigner' to ever practice. By the time you read this I suppose the results will be known but the splendour and awe of being at Indy, even for this practice, shouldn't be missed in a lifetime.

As we proceeded to the track in our "chauffeur driven 65 seater" we could see the Goodyear divisible diving around the track about 200 feet high coming up and down as the whim took it. Admission was \$2.00 for practice days and \$5.00 on race days. Keep in mind that they practice about 30 mph faster than they race and it is not hard to see why practice (or qualifying as they say) is very exciting.

We arrived about 10.00 a.m. to see the largest grandstand your eyes could imagine with covered-in seating three stories high and right down to the track edge where the cars are going so fast it is impossible to read the numbers at the speeds the cars travel. On the top storey you can see the whole track except for trees, etc., hiding sections of the far straightway and turn 3. The totem pole of qualifiers was right in front of us and the pit road; then out to the right the big 'scoreboard' for who is on the track and the times they are doing. The view was splendid but the cold was bad and we learned when we left Indy that the Airport had registered 36° and that wasn't centigrade. As we wandered through the crowds with plenty of room and space, the souvenir stalls - which are not only at the track but at every tourist avenue in the States by the thousand - caught the eye and you can buy your stars and stripes and 500 in everything from hats through to jackets, car badges to 8 mm movies for \$3.50 of stars or different years' races. The hot dog stands give you a 'dog in a folder', wrapped in a paper handler inside a bag, on a little cardboard tray, with a cover on it, and when you find the little hot dog eventually inside all this mess of paper and cardboard and eat it, the problem is what to do with it all. You soon find out as you 'wade' through the knee high garbage to find your seat, while the speakers burst out every 40 feet above your head at a volume you can hear well above the turbos, "You gotta pitch in, to clean up America"!!!

Art Pollard, a 46 year old veteran from Oregon became the 35th driver to die at Indianapolis 500 and his crash was no less spectacular than any of the others with fire being the decider - the Coroner's report declared flame inhalation as the cause of death. He had two broken legs and second degree burns elsewhere, but these would have been cured in time.

John Rutherford qualified fastest for a four lap average of 198.413 and would have certainly cracked the 200 but for a strong headwind and some crosswinds down the far side of the track, Unser' 198.183 and Donahue 197.412 shared his front row with Savage, Bettenhausen, and Andretti next. Rutherford was driving a Gulf McLaren M16C, Revson on 4th row the same, while McRae was in a one year old STP Gas Treatment Turbocharged-Offy-Eagle. Sixty per cent of the cars on the grid were Eagles and eight McLarens, the rest being made up of Lolas, Parnellis and specials. The field ranged on down through names such as Leonard, Allison, Ruby, McCluskey, Vukovich, Mosley, Hobbs, Foyt, to Sam Posey at 187.921 mph.

One car to gain a lot of publicity was iron block Chevy 283 V8 stroked down to within limits and with the gas mixture being fed into the turbo and compressed, unlike the Offenhauser and Ford motors which use the injectors after the turbo. They were building for about \$5,000, unlike the race motors from Ford and Offy, often the wrong side of \$15,000 and maybe a spare for practice, no guarantee of course.

All this while the fans practised rug tossing in the infield - just put your favourite girl in a rug with four guys holding the edges of the rug and see how high above the crowd you can get her - 15 feet is not bad - or go down to see the Dayton Students on Turn 2 for a 'joint' of marijuana - the policemen around didn't seem to mind. There is bound to be something happening when the gates open at 4.00 a.m. and practice goes on to 6.00 p.m. - daylight saving time if you are working on Central time that is.

Regards from the States from Lola and Myself

RODGER ANDERSON

(We hope to hear more from Rodger and Lola about their trips in the States - Ed.)



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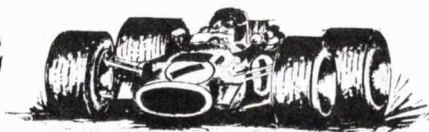
Prices	4 cylinder	\$ 22
	6 cylinder	\$ 24
	V6 & V8	\$ 37
	Car Type D Shafts	\$ 13

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.

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

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TRACKSIDE



A feature of recent Grand Prix races has been the unreliability of many teams for various reasons, usually engines and tyres. Three or four years ago no driver could possibly afford a spin or a quick pit stop if he wanted to feature in the results, but this year we have seen cars finish two, three or four laps behind the winner and still collect championship points.

Speeds are rising all the time, but this isn't the only measure of progress. Rather, we would say that better reliability is progress, and this is not conspicuous at the moment. There are obvious exceptions, Emerson Fittipaldi's 100 per cent GP finishing record this year being notable.

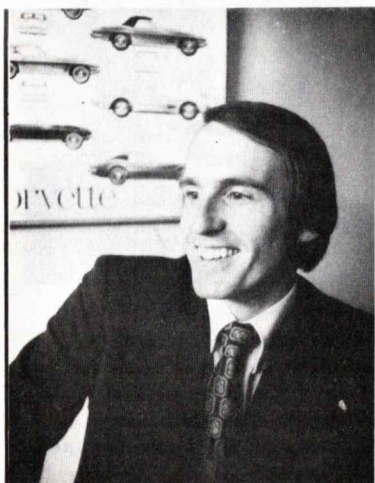
Tyres seem to be half the problem, or more. It was a great relief to everyone when Firestone reversed their decision to pull out of racing, but really there seems to be a need to reduce the competitiveness of rival makes and concentrate instead on making the rubber equipment more durable. Given a choice of having lighter, more competitive tyres, or heavier tyres which are less puncture prone, the teams opt for the former. Thus they get extremely light tyres with two-ply casing and five millimetres of super-sticky rubber which picks up every piece of debris on the track and is highly liable to puncturing. Drivers' confidence in their tyres is remarkable, as they corner at speeds up to 180 mph.

Competition between tyre makers results in lorries arriving at circuits laden with bewildering varieties of compounds and constructions, giving almost infinite ratios of grip and wear, and the drivers no end of inbuilt excuses about why they didn't win. It makes us sigh for the days when they all raced on Dunlop R5s, which probably lasted four or five races, and concentrated on driving faster than anyone else!

Tyres are much, much safer now than they were four years ago, Graham Hill's dreadful accident at Watkins Glen accelerating the development of safety pegs which hold a deflated tyre on the rim. If necessity is the mother of invention, maybe it's time now to concentrate future research on safety and durability, rather than the last ounce of competitiveness. In the short-term, rival tyre makers could agree to standardise on four ply casings and better internal sealing, either butyl lining or thin inner tubes, to conserve air pressure.

In the longer term, motor racing could give the average motorist a real advantage in pioneering a new form of tyre support, other than air. Wonderful new materials are being created all the time, and it would surely not be asking too much to discover a synthetic tyre filling which gives the same consistency as air, but is impervious to damage. Maybe those pioneering motorists were on to something when they stuffed their punctured pneumatic tyres with straw as a get-you-home expedient.

The first tyre manufacturer to find a substitute for air will be on to a very good thing, and it would be nice for such an innovation to be tested on racing cars. In the long run it would benefit everyone, not least the spectators far from the pits who are bewildered by the rapid and frequent fluctuations in their lap charts.



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"

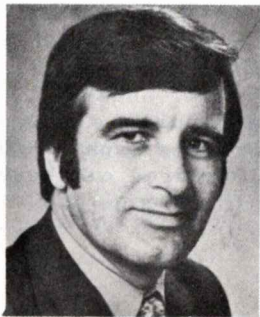
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Why not phone either Peter, at 34-344 (day), 24/85-298 (eve.), or Doug, at 258-878. It cost no more than a little time but could result in big savings to you.



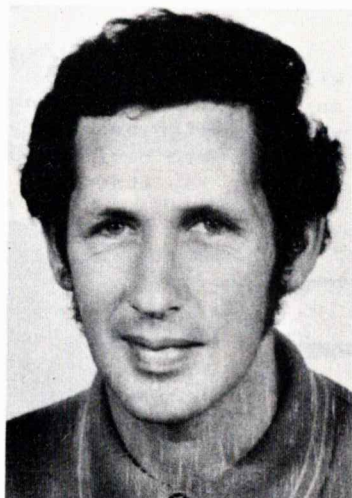
Peter Robinson



Doug Cowper

Graham Spear

reports



The Beer & Burger Evening held on the 3rd of June certainly went off with a bang, the Clubrooms were packed and the band really got the do going strong. I really enjoyed myself at this function although I was in a bit of a panic for a while, while waiting for the band. I had hired the band and although I told them to come about 7.30 p.m. to 8.00 p.m. I had not allowed for a blown head gasket on the band's VW and they arrived at almost 8.30 p.m. and I must say, it was not until then that the sweat stopped pouring from me. The band certainly made up for this lateness and were really great. The burgers were very enjoyable and Trevor Busst did a marvellous job offering such a variety of fillings and such quick service. I think Trevor was more than a little surprised at the appetites of the Club members.

By the time this is printed the Heatway Rally will probably have begun. This is surely the biggest and most glamorous rally ever held in this country and the behind the scenes drama for both the organisers, entrants, service crews and the hundreds of other people etc. involved is considerable. My firm is directly involved in this type of event as we supply the majority of the lights for all competitors using Cibie lights during the rally. Due to the excessive demand on Cibie lights during this rally period and the fact that they are manufactured in France and this silly B! Bomb thing is the latest craze with the FOL etc, our supply situation is very grim and we are in a very poor state although we should be alright with rally competitors as most of the competitors have Cibie lights from previous rallies. During the month of June we anxiously awaited four shipments and actually held shipping papers from Cibie France; little did we know that ships were not loading in France any goods for Australia and New Zealand even though, as it turned out, these lights would have arrived before any embargo and would definitely have been unloaded. Consequently, only one ship arrived with a very small shipment on board. We are now in a position where there is an extremely large stock pile sitting on the wharf in France, so many in fact, that when they do arrive, all our problems will be solved, providing of course we can pay for them.

One of the demon tweaks in the lighting field is the use of 100 watt bulbs in the Super Oscar Fog and Driving Lights and we are at the time of writing awaiting several hundred of these bulbs and we have phoned France several times to arrange the air-freight of these bulbs.

This year's Heatway Rally features more overseas drivers, cars and teams than ever before and most of the top names in the world will be here for this year's event and I would say that if a New Zealander wins this rally he must surely be rated amongst the world's best as to win he has to beat the world's best. I would say that the winner could be picked from the leading five competitors when the rally enters the North Island stages as the ice and extremely tough conditions in the South Island stages will definitely sort out the competitors and if there is a considerable amount of ice in the South Island, I doubt if all cars will make the North Island stages.



LETTER BOX

MOTORSPORT ASSOCIATION NEW ZEALAND

The Editor,
Auckland Car Club Magazine,
P.O. Box 2591,
AUCKLAND.

Dear Sir,

PETCH/MARWOOD APPEAL

I refer to the article 'Dennis Marwood Comments' in your June magazine and would draw your attention to a number of inaccuracies.

1. M.A.N.Z. has never admitted that the rules for 1972/73 were wrong. Changing them for 1973/74 is no such admission. The changes were made to improve the Championship and the dispute involving the above persons had nothing whatever to do with the changes.
2. Mr Marwood's assumption that M.A.N.Z. decided his reasoning was correct cannot be substantiated. The R.A.C. Stewards very clearly did not agree as will be seen by their decision when it is published. The M.A.N.Z. Executive did not agree, nor, apparently, did all the other competitors, except Mr Petch.
3. I personally have never given Mr Marwood any personal reasons for not accepting the Datsuns; the acceptance or rejection of vehicles is the province of the Executive Committee as a whole.

Yours faithfully,
A.J. SMITHARD
Chief Executive Officer

nomex

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Deal direct with the Nomex importer at Spear's Speed Shop. This material is worn by Grand Prix and Indianapolis drivers, and also by astronauts and U.S. Navy pilots. It enables the wearer to withstand a petrol fire of 2,500 degrees F. without skin temperature reaching more than 300°F. We have one and two piece overalls in S.M., M., and O.S. sizes in stock now, and as we import the Nomex material, we can make overalls to any size or shape.

CIBIÉ

The choice of the top rally teams and drivers as proven in the 1973 Heatway rally. The complete range of auxillary fog driving and long range lamps as well as the full range of halogen headlamps are now available. No matter whether your requirement is for large, small, round or square lamps, Cibié will have it in their range and all are available from Spear's in 6 volt, 12 volt, and 24 volt.



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EUROPEAN RALLY SCENE

Three Alpines started and three finished, that is the first significant feature of the results of the Moroccan Rally which finished in Casablanca. The second is that one of them took outright victory, putting the Dieppe team into an even greater lead in the World Rally Championship for Makes. Winners were Bernard Darniche/Alan Mahe and team-mates Nicolas and Therier finished in fifth and seventh spots.

The whole event covered four days and there were just eleven special stages, but some of these extended to well over 200kms. These long stages were invariably in barren desert, following boulder-strewn tracks across dry river beds and rocky roads across hot sandy plains. Because of the hostile nature of the terrain through which the Moroccan Rally passes, every competitor carries emergency rations and an ample supply of water.

The event was based in Casablanca where scrutineering and documentation were carried out but the start was up the coast at Rabat. There was no official roadbook, the route being defined by a list of towns and road junctions. Competitors were left to find their own way and in some cases there were very obscure short cuts which local crews and well practised visitors used to advantage.

The first leg remained north of Morocco, the first stage being the only one of four which was not tarmac and the Works Alpines took an immediate lead. Aaltonen stopped on the first stage to change a punctured tyre on his Fiat 124. On the third stage Mehta broke a throttle cable on the 240Z. Using two bungee straps, a makeshift throttle was brought in through the driver's window and the stage was completed with communal gear changing. Not long after, Makinen retired his Peugeot 504 when the clutch packed up, even the contents of a fire extinguisher could not get the plates to grip again.

The second leg headed south and into the desert and was started in order of classification with the Alpines of Darniche and Therier leading local men Deschazeaux in the big Citroen DS23. Deschazeaux lost a lot of time repairing a badly damaged rear suspension and Fall lost a front wheel and hub and had to wait for new parts to be parachuted from the service aircraft.

Therier also watched one of his front wheels roll away but all the Alpines were carrying spare stub axle assemblies so they were able to get going again without any help. All the Peugeots were in trouble with front suspensions with struts and shock absorbers giving out. It became a regular requirement to change both front struts after every stage.

Among the Citroens, Romaozinho's had dropped out when the gearbox and final drive parted company. Laurent broke a drive shaft and lost a wheel.

With a long fast run into Marrakesh, everyone was making up time for additional service before clocking in, one hour was already allowed and this gave the organised teams a big advantage. The Alpines were having almost everything changed every night.

At the halfway point, Darniche still held his lead and Piot (Renault Gordini) had moved up to second. Mikkola lost the clutch in his Peugeot and Falls' front struts finally gave out. The next stage was the long 240km one and a number of teams had set up a service point mid way. Darniche had a puncture and changed a wheel but only lost a minute.

Mehta had been picking up places during the day but then his rally came to a violent end. At the end of a long straight, the car took off on a crest and dived nose first into a sea of boulders, rolling end over end. Neither of the crew was hurt and they eventually got a lift out of the desert about six hours later. Aaltonen broke a steering arm on the Fiat and had to wait for the service car. Piot had the rear wishbone assembly disintegrate on the Gordini.

Neyret's Citroen had an oil leak which couldn't be repaired in time and the co-driver spent the rest of the time pouring oil down a pipe from the inside of the car. While Nicolas was well placed, he went off the road and lost half an hour getting back on.

- 1st B. Darniche/A. Hahe (Alpine Renault)
- 2nd R. Neyret/J. Terramorsi (Citroen DS23)
- 3rd R. Bochnicek/R. Kernmayer (Citroen DS23)

TULIPEN

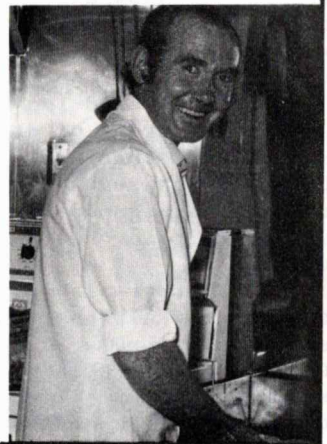
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Children Welcome Sundays



As I See It

**Norm Harvey,
Motoring Correspondent
Sunday Herald**



Rallying continues to develop and gain increased publicity as this particular sector of the sport matures in New Zealand. It is encouraging to hear from well informed sources that a New Zealand Rally Championship is a real possibility within the next 12 months or so.

My information may not be entirely correct though it appears that any such rally series would consist of four or five events, including the Heatway Rally. Such a move is to be welcomed for the present situation of only one event per year, or, as will be the case in 1974, two events, is rather the famine situation and not the feast. When I speak of one event or two, as in the previous line, I am excluding the events such as NSCC's thrash around the Woodhill Forest and the Shell Triple Hundred as these events tend to be organised on a local basis rather than national or international.

When one speaks of rallying in this country one is under normal circumstances speaking of special stage events where the competitive part of the rally is run over closed roads, these stages being connected by touring sections. What a great many people are not aware of is that these special stage rallies are quite a recent development of the road rally, which in Britain still continues to be the more numerous type of event.

Road rallies are run over open public highways and are navigational type events which have a strictly imposed average speed of 30 mph. It was only the fear that rallying might be banned in Britain a few years back that forced the organisers to take to the special stage rally as we know it.

The result of the scare regarding rallying in the U.K. was a Government commission headed by Lord Chesham which researched the subject. With the aid of the various police chiefs, local government, the Ministry of Transport, plus other interested parties, a new set of regulations for rallying were laid down.

Unlike the situation which has existed in New Zealand for some time the majority of rallies run in the U.K. did not require official sanction. These new rules cleared that problem, established a register of roads used in the various events, the aim being to stop too many organisers using the same roads and so upsetting the public. The number of competitors in events was limited and the 30 mph average speed restriction introduced. All these rules being designed to clear up a situation which had got too far out of hand.

We are lucky in this country that the situation has never got out of hand. For a start we do not have the density of population plus the fact that our regulations governing trials are clear and well defined.

What has happened though has been the development of the car trial along similar lines to the old American trials where complicated navigation and time-keeping were the deciding factors. Thankfully the situation is rapidly changing in North America, the European style rally having captured the imagination very quickly.

In developing Club rallying in New Zealand it would seem logical to develop road rallies as a progression of the trials which most clubs now run. Many members will have doubts about this, mainly because they cannot see past the end of their trialling noses.

If the rules controlling trials were altered to encourage two man crews instead of the three and four man teams which are at present common we would be making a step in the right direction. A direct result of such a move would be a more sensible approach on the part of organisers to navigation and timing.

And can anyone offer a good reason why the name 'trial' should not be dropped in favour of the term 'rally'?

This country must surely be the last in the world to use the title for this type of event. Why, such a move may even encourage greater commercial involvement and publicity.

All replies please care of the Editor.

NORM HARVEY



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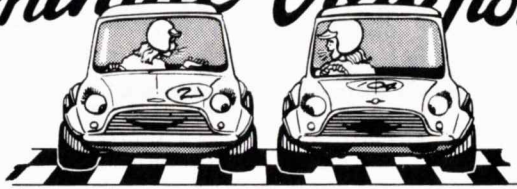
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Feminine Viewpoint



I was born in Kenya twenty years ago where I received most of my schooling, except for the last two years which I did in Auckland.

My interest in photography was brought about by my father who used to photograph wild life in South Africa and I would invariably accompany him. He is still my chief critic and helps me no end with advice and technical know-how.

I first became involved in photographing for the Auckland Car Club when my fiancée, Dennis Tringham, was taken along to the Club one night by a friend and I was dragged along as well. When I suggested joining the Club one of the boys told me (incorrectly) that I couldn't join because I did not have a car and I felt really left out of things. For the next six months I was hauled around to innumerable race meetings, hillclimbs, etc., often being left on my own for considerable lengths of time. Needless to say, all this did nothing to enhance the Club or motor racing in its varied forms to me. Then Dennis decided he would like to race and someone casually suggested I should take up photography in order that I could become involved in the sport as well. This didn't seem such a bad idea and I approached the Editor of the Bulletin to enquire whether they would be interested in publishing any of my photographs that might be acceptable. I was welcomed with open arms as evidently the Bulletin can never have too many photographs. The other Bulletin photographers - all male I might add - were most helpful and showed me the best spots for catching the cars in action.

Being a girl presents quite a few problems. Even though I am issued with Press passes the marshals often cast a side-long glance at me when I am trying to get a good vantage point along with the other press photographers. However, I did have one small victory when one marshal, who must have recognised me, politely but firmly shifted all the other photographers (strictly males) off this particular point but permitted me to stay much to the indignation of the others. I caught muffled mutterings floating back of "Why should we go when she is allowed to stay." Now, however, most of the marshals know me and very few questions are asked. Naturally, being a girl, I am conscious of my appearance. I usually seem



to be mud spattered with my hair in a tangle when I meet somebody I know or am in the Pit area where most of the girls seem to be immaculate in appearance. I often do a quick makeup repair (which I might add are very limited) under a hedge or perched on a bank while I am waiting for the next snap shot.

I have had a few scares, two of which stand out in my mind. One was at Pukekohe when I was lying flat on my stomach on a bank and Geoff Sutherland in his Charger slithered around the corner all sideways and mounted the bank, missing me by about three feet. It happened to be a particularly wet day and I ended up lying in a sea of red mud, soaked to the skin, my hair glued to my head and my clothes dyed the same shade as the red swill I was lying in. Needless to say the clothes were ruined and had to be thrown away.

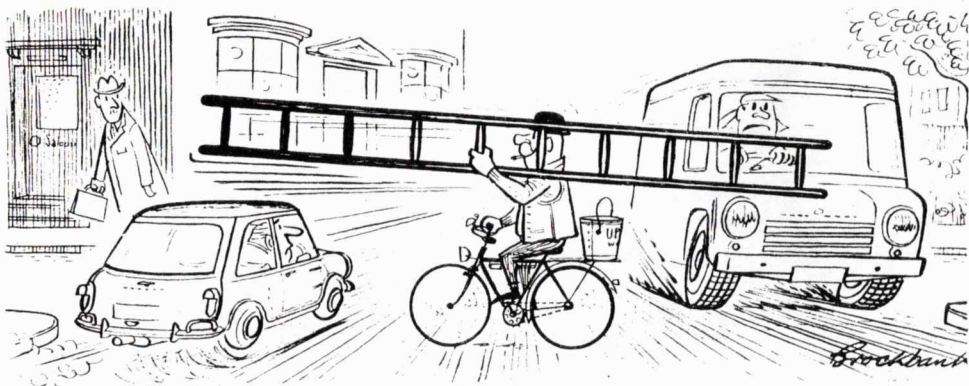
Another incident which comes to mind was when I was photographing a hillclimb at Chamberlain Road. I had secured a marvellous vantage point on the top corner which necessitated me crouching in a hole in a hedge. This was fine until Rod Millen in his Beach Buggy misjudged the corner and headed straight for the hedge and me!! I ended up squashed at the very back of the hedge with the twigs scratching my face and the front of the Beach Buggy too close for comfort and a decent photograph.

I am normally a shy person and the thought of going up to strangers and taking photographs of them was something I could never imagine myself doing, let alone standing in the centre of the Mandalay Ballroom taking photos of the TISCO Prizegiving at the Ball. However, I have become more confident and even when taking the first photo at an evening function with a flash which seems to startle everybody else in the room, I don't bat an eye, although I can feel all eyes searching for the spot where it came from.

This is a most rewarding hobby and I still get a thrill when I see my photographs published in the Bulletin.

My advice to all keen photographers, both male and female, is that if you wish to make friends and meet more Club members and drivers, take up photography for the Bulletin. I have never regretted it.

SHEILA MACDONALD



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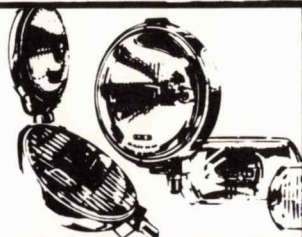
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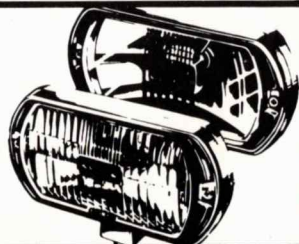


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